

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
***CUMBERLAND EVENING TIMES***  
A Cumberland, Md. newspaper  
and  
***THE NEWS***  
A Frederick, Md. newspaper  
and  
***THE SUN***  
A Baltimore, Md. newspaper  
and  
***THE WASHINGTON POST***  
and  
***THE WASHINGTON HERALD***  
Two Washington, D. C. Newspapers  
1907

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## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *Cumberland Evening Times*, a Cumberland, Md. newspaper, *The News*, a Frederick, Md. newspaper, *The Sun*, a Baltimore, Md. newspaper, and *The Washington Post* and *The Washington Herald*, two 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 *Cumberland Evening Times* are preceded by ET, those from *The Sun* are preceded by *Sun*, those from *The News* are preceded by *News*, those from *The Washington Post* are preceded by WP and those from *The Washington Herald* are preceded by WH.

The newspapers were found on-line. There may be some duplication or overlapping of stories due to the varied sources, date of publication, and local interest. I did not include the newspaper editorials because those were opinion pieces. The research continues because the reader may yet find a missing date.

Even casual readers will observe the lack of tables listing the several canal boats, captains and tonnage leaving Cumberland on certain dates. However, the amount of soft coal leaving the port of Georgetown for Boston and other East coast ports is documented. Notice that nearly all the coal barges and schooners brought back ice, thousands of tons of ice, from Maine and other East coast ports.

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 1907.

ET, Tue. 1/1/07, p. 7. **KINSELL'S LANTERN FOUND** – The lantern carried by Martin Kinsell, the C. & O. boatman, on the night he disappeared from Big Pool, nearly a month ago, was found Sunday morning between 9 and 10 o'clock on the opposite side of the canal, along the towpath, and about 100 yards from where the boat stood on the night of Kinsell's disappearance.

It would have been almost impossible for Kinsell to put the lantern where it was found, from the fact that on the night of his disappearance, when he left Funkhouser's store, he was on the berm side of the canal, where his boat was anchored.

Daniel Harsh, who found the lantern, says it was badly battered.

The opinion among the friends of Kinsell is that he was waylaid as he was about to board his boat, and that he was murdered and his body thrown into the canal.

The two negroes, who disappeared the same night, as Kinsell, are still among the missing.

WP, Tue. 1/1/07, p. 5. **INDICATIONS OF MURDER.** - Hagerstown, Md., Dec. 31 - The lantern carried by Martin Kinsell, the Chesapeake and Ohio Canal boatman who disappeared mysteriously several weeks ago at Big Pool, after displaying a large roll of money, was found badly battered today by Daniel Harsh in an out-of-the-way place some distance from the spot where Kinsell's boat was anchored on the night he disappeared.

The opinion is that he was waylaid as he was about to board his boat, murdered and his body thrown into the canal. The two negroes who disappeared the same night as did Kinsell are still missing.

WP, Fri. 1/4/07, p. 9. **Potomac River Rising.** - Hagerstown, Md., Jan. 3 - Heavy rains have caused a dangerous rise in the Potomac. The river is about to overflow the towpath of the Chesapeake and Ohio Canal below Dam No. 4, where extensive improvements are being made. Operations have been suspended. The rise also has compelled a suspension of work at the electric plant at Dam No. 5.

ES, Sat. 1/5/07, p. 10. Traffic on the Chesapeake and Ohio canal has closed for the winter, and the waterway will not be reopened until next spring. It is stated that the season has just closed was one of the busiest in the history of the canal. Thousands of tons of coal and grain were received during the year at Georgetown, whence a large quantity was shipped to northern ports.

WH, Fri. 1/11/07, p. 9. **THINKS KINSELL WAS SLAIN.** - Hagerstown, Md., Jan. 10 - Sheriff Deibert returned to Hagerstown this evening from Big Pool, where he spent the greater part of the day investigating several clues in connection with the mysterious disappearance several weeks ago of Martin Kinsell, the Chesapeake and Ohio Canal boatman.

From what he learned today, Sheriff Deibert is convinced that Kinsell was murdered for his money and that his body was either thrown in the canal or the Potomac River. The two negroes believed to be Kinsell's assailants are still missing.

ET, Sat. 1/12/07, p. 1. **WANTS TO DRAIN BIG POOL** – So well-known was Martin Kinsell in Cumberland and along the C. & O. canal, that interest in his disappearance is still keen.

A Hagerstown exchange says: Sheriff Delbert returned from Big Pool, where he spent the greater part of Thursday

investigating the disappearance of Martin Kinsell, the aged boatman, almost convinced from what he learned that the missing man is dead and his body is probably in the Pool. Mrs. Kinsell will ask Supt. Hassett, of the C. & O. canal, to be allowed to drain the Pool to continue the search for her husband. The sheriff did not learn any new facts concerning the mystery, which is shrouded in as much doubt now as the day Kinsell disappeared. The fact that his lantern was seen at the junction of the Cumberland extension and the Cherry Run branch and later the battered lantern found along the Pool, near his boat should point to Kinsell having disappeared about that place and his body probably having been thrown into the Pool. There is still considerable water in the Pool and it is desired to drain all the water off to search the bottom.

WH, Sun. 1/13/07, p. 11. **KINSELL HAS BEEN FOUND.** - Hagerstown, Md., Jan. 12 - The mystery surrounding the disappearance over six weeks ago of Martin Kinsell, of Big Pool, who was believed to have been murdered, is reported to be solved by his return to his home.

Kinsell was seen and recognized by Clagett Ranel, on a train coming from Shepherdstown, W. Va., where he had been staying for some time with friends. Kinsell said he was merely away on a trip and knew that his wife had money.

Ranel says that Kinsell came to the city, and said he intended going back home. He said he had read in the papers about himself and the belief that he had been murdered, and did not know why "they made such a blamed fuss about it."

ET, Mon. 1/14/07, p. 1. **KINSELL HAS NOT RETURNED** – The report that Martin Kinsell, the long missing canal boatman, had returned to his home at Cherry Run, seems to lack confirmation.

The report, as published in the Sunday papers, was to the effect that he was seen and recognized on a train going toward Hagerstown Saturday and that he stated he had been a visitor to Shepherdstown, and was on his way home. If this story is true he may be in Hagerstown, but he had not returned to his home at Cherry Run at 4 o'clock this afternoon, according to a special to the *Times* at that hour. His wife had not heard anything from him up to that hour.

ES, Tue. 1/15/07, p. 1. **POTOMAC LEAVES BANKS.** - Cumberland, Md., January 15 - The Potomac was so high today as the result of the incessant rain that it flooded a section of Paca street, near the West Virginia bridge. About noon the flood threatened to break into Mechanic street, in which event it would have reached Baltimore street, the city's main business thoroughfare. People in some sections were preparing to move out. Had the river risen a foot more it would have reached Mechanic street. The bottoms below the Chesapeake and Ohio Canal dam were inundated and a number of inhabited shanties were flooded. Late in the afternoon the river began to fall.

WP, Wed. 1/16/07, p. 13. **POTOMAC RIVER RISING.** - Hagerstown, Md., Jan. 15 - The heavy rains of the past several days have caused a sudden rise in the Potomac River. The river at Williamsport today was ten feet above normal. At dam No. 5 the river is overflowing into the Chesapeake and Ohio Canal. Damage to the tow path is feared.

Unless the rains should continue, a serious flood is not apprehended. The Conococheague and Antietam creeks are rapidly rising.

WP, Sun. 1/20/07, p. 1. **POTOMAC RIVER RISING.** - Hagerstown, Md., Jan. 19 - The Potomac at Williamsport tonight is

eight feet above normal and nearly bank-full. There was a steady rise all day, following a fall of about three feet last night.

Experienced river men continue to be apprehensive, as the rising temperature is causing the deep snow to melt. Rain has stopped falling, and should freezing weather follow there is little danger of an immediate freshet. The greatest fear felt is for the banks of the Chesapeake and Ohio Canal in the event of a flood, which appears to be imminent. The Conococheague and Antietam creeks are both rising.

WH, Sun. 1/20/07, p. 4. **FEAR FLOOD AT HAGERSTOWN.** - Hagerstown, Md., Jan. 19 - A rising temperature, augmented by heavy rains last night, is causing the snow to melt rapidly, and there is every indication of a freshet in the Potomac River, which is still swollen eight feet or more from recent rains. Reports have been received here today from Hancock and Williamsport stating that the river has commenced rising again, and there are grave fears of serious damage being done.

There was a deep snow in the mountains, and also in the valley, and the sudden thaw is sending a volume of water into the river and its tributaries. The greatest fear felt is for the banks of the Chesapeake and Ohio Canal in the event of a flood, which appears to be imminent. The Conococheague and Antietam creeks are both rising.

WP, Sun. 1/20/07, p. 77. When the water was run off for the winter from the Chesapeake and Ohio Canal, hundreds of fish of all kinds were taken from the pools by the residents in nearby Montgomery County, near the District line. The fish from the pools above were returned to the Potomac by the Maryland Fish Commissioner.

WH, Wed. 1/23/07, p. 3. **Think Kinsell Is Dead.** - Hagerstown, Md., Jan. 22 - The board of county commissioners today offered a reward of \$100 for the arrest and conviction of the parties guilty of killing Martin Kinsell, of Big Pool, who disappeared from that place nearly two months ago. Since that time no trace of Kinsell has been found, though every effort has been made to locate him. It is the general opinion of residents of Big Pool that he was murdered.

WP, Wed. 1/23/07, p. 11. **Reward Offered in Kinsell Case.** - Hagerstown, Md., Jan. 22 - Upon petition of the widow of Martin Kinsell, the canal boatman who mysteriously disappeared six weeks ago at Big Pool, and who is believed to have been murdered, the Washington County commissioners today offered a reward of \$100 for the capture of Kinsell's murderers. Secret Service men will be put on the case immediately.

ET, Mon. 1/28/07, p. 3. **INCREASED KINSELL REWARD** - Newton E. Funkhouser, a merchant of Big Pool, Washington county, has offered a reward of \$50 for the arrest and conviction of the murderers of Martin Kinsell, the Chesapeake and Ohio canal boatman who disappeared mysteriously nearly two months ago, after displaying a roll of money.

Mr. Funkhouser's reward is in addition to the reward of \$100 offered by the county commissioners.

Kinsell was last seen when he left Mr. Funkhouser's store for his boat, which was anchored close by.

ES, Thu. 1/31/07, p. 6. Newton E. Funkhouser, a merchant of Big Pool, Washington county, Md., has offered a reward of \$50 for the arrest and conviction of the murderers of Martin Kinsell, the Chesapeake and Ohio canal boatman who

disappeared mysteriously nearly two months ago, after displaying a roll of money.

ET, Mon. 2/11/07, p. 8. **DEATH OF WILLIAM E. TAYLOR** – William E. Taylor died Sunday afternoon of pneumonia at his home in Williamsport after an illness of one week. He was 82 years old and was a native of Shepherdstown, but had lived in Williamsport about 30 years. In his youth he was a boatman on the Potomac river between Williamsport and Washington and later on the Chesapeake and Ohio canal. For 30 years he was proprietor of the Taylor House at Williamsport, retiring 11 years ago. He left a valuable estate. He married Miss Christianna Newcomer, who died 32 years ago. Five daughters and two sons survive – Mrs. William R. Barigis and Miss Elizabeth Taylor, the latter a trained nurse, both of Baltimore; Mrs. George W. Spaid, New York; William J. Taylor, Portsmouth, Ohio; Frank D. Taylor, Mrs. David K. Cushwa and Miss Louisa Taylor, Williamsport.

WH, Mon. 2/11/07, p. 3. **OLD RIVER BOATMAN DEAD.** - Hagerstown, Md., Feb. 10 - William E. Taylor, aged eighty-two, for thirty-two years proprietor of the Taylor Hotel, at Williamsport, this county, died this afternoon from pneumonia. He was ill a week. Mr. Taylor was a veteran boatman, having operated flat boats on the Potomac River, between Williamsport and Washington, before the construction of the Chesapeake and Ohio Canal, and later on the canal.

He retired from the hotel and other active business pursuits eleven years ago.

WP, Mon. 2/11/07, p. 9. **MARYLAND OBITUARY.** - Hagerstown, Feb. 10 - William E. Taylor, for thirty years proprietor of the Taylor House, Williamsport, and for fifty years a boatman on the Potomac River

between Williamsport and Washington, and later on the Chesapeake and Ohio Canal, died of pneumonia at Williamsport this afternoon, aged eighty-two years. He was born at Shepherdstown and married Christiana Newcomer. Five daughters and two sons survive.

ES, Sat. 3/2/07, p. 12. **Personal to River Men.** - Capt. George Ross is superintending the overhauling on the tug Edith G. Winship at the Consolidation Coal Company railway at Georgetown.

ES, Sun. 3/3/07, p. 8. **Movements of River Tugs.** - The tug Edith Goddard Winship, belonging to the Consolidation Coal Company, is hauled out on the marine railway at Georgetown having her machinery overhauled and considerable woodwork done in preparation for the opening of the Chesapeake and Ohio canal, when the tug will be kept busy towing canal barges from point to point about the harbor and to Alexandria. The Winship will be ready to return to service in a few days.

ES, Thu. 3/14/07, p. 1. **POTOMAC IS RISING.** - Hagerstown, Md., March 14 - Following the melting of the snow and the heavy rains of yesterday and this morning the Potomac river is in flood and has already reached a dangerous stage. At Williamsport, Hancock and other points in the county the stream has overflowed its banks and many acres of wheat and bottom land are submerged. At noon today the river was eighteen feet above the highest at any time in the past five years, and was still rising at the rate of six inches to the hour.

At Two Locks the river has overflowed the Chesapeake and Ohio canal. The Western Maryland railroad pumping station at Byron's tannery, Williamsport, are both under water. All of the small mountain streams feeding the Potomac are wild, and

the danger of a serious flood in this section of western Maryland is great.

ET, Fri. 3/15/07, p. 1. **LOWLANDS ARE FLOODED.** - Hagerstown, Md., March 15 - The Potomac river last evening, was out of its banks at Williamsport and the lowlands were flooded with water to the depth of four to six feet.

The river rose at an alarming rate through the night. For awhile, the rise was a foot an hour. Yesterday the rise was from four to six inches an hour. The river is about 18 feet above normal. Many acres of ground on the Maryland and Virginia side are inundated and the Chesapeake and Ohio Canal is threatened with serious damage.

Late last night the river was rising at the rate of seven inches an hour and the water was 20 feet above normal. It is believed that considerable damage will be done to the canal, as the river last night overflowed the four-mile level and the Hancock level. The six-mile level, below Williamsport, is also under water.

WP, Sat. 3/16/07, p. 5. **FLOOD LOSS ENORMOUS.** - Hagerstown, Md., Mar. 15 - The Potomac River at Williamsport tonight is gradually falling, and all danger of a disastrous flood is believed to be over. The river began falling early this morning and by noon had gone down a foot. Tonight the fall is more rapid. The highest stage reached by the water was twenty-five feet above normal, shortly after midnight.

The lowlands around Williamsport are still inundated, and forty miles of the Chesapeake and Ohio Canal are still under water. The damage to the canal's banks cannot be ascertained until the flood entirely subsides.

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Although the waters of the Potomac River at Great Falls rose to a height of twenty-five feet in the rocky gorge below

the falls yesterday, high tide at Washington registered only a normal amount of water.

Prof. Garriot, of the Weather Bureau, and the commander of the harbor boat Firefighter both said yesterday that flood conditions in the headwaters of the Potomac had not affected the lower waters.

WP, Mon. 3/18/07, p. 8. George L. Nicolson, the popular manager of the Chesapeake and Ohio Canal, is still mourning the loss of some of his valuable hunting dogs that he sent down to Carolina.

WP, Tue. 3/19/07, p. 9. **BREAK IN C. & O. CANAL.** - Hagerstown, Md., Mar. 18 - The receding high water in the Potomac River has revealed a break in the towpath bank of the Chesapeake and Ohio Canal on the four-mile level below Williamsport. The break is about thirty feet long and is probably the most serious damage done to the canal by the flood.

It was intended to reopen the canal next Monday, but there will be some delay on account of the break. A number of sandbars in the channel will also have to be removed.

*News*, Wed. 3/20/07, p. 4. **Found Dead in a Culvert.** - Denton Twigg, about 50 years old, who lived near the Chesapeake and Ohio Canal near Brunswick, was found dead in a culvert a mile from his home early yesterday morning. Twigg had spent the evening before in the neighborhood of several saloons and it is thought that while going home he fell in the culvert. He was formerly a well-known lock tender and is survived by a widow and six children.

WP, Fri. 3/22/07, p. 13. **NEW AQUEDUCT PIER.** - As soon as the funds become available, steps will be taken by the War Department to replace pier No. 1 of the Aqueduct Bridge. The work will be done

under the supervision of Capt. Spencer Cosby, the engineer officer in charge, and will require an expenditure of \$80,000, which was included in the sundry civil bill passed at the last session of Congress.

The foundations of the pier were examined last year and the discovery was made that improvements were imperative. Pier No. 1 is located on the Virginia side. The main bridge structure is not considered weak and will not be entirely replaced for many years.

The bridge, originally designed to carry over the waters of the Chesapeake and Ohio Canal, was built in 1833 under a charter granted by Congress in 1830. It was completed in 1843, after ten years of labor, and was considered one of the bridge marvels of that time.

#### **Consists of Eight Piers.**

The Aqueduct consists of eight piers 105 feet apart at high-water mark, two of them being twenty-one feet thick and the others twelve feet. The southern abutment is twenty-one feet thick, with circular wing walls averaging thirteen feet at the base, sixty-six feet in length, to connect with the slope walls of the causeway. Each of the piers has an ice breaker on the up-stream side. They are of cut granite and form an oblique cone, extending five feet below and ten feet above high-water mark.

The first coffer-dam constructed was built in a depth of 18 feet of water and 17 feet 4 inches of mud. The inner row of piles was of white oak, 40 feet long and 16 inches in diameter in the larger end, shod with steel points, each weighing 25 pounds. They were placed four feet apart from center to center, and driven into the rock bed with a ram weighing 1,700 pounds.

The work of the engineers was frequently interrupted by serious breaks, the inrushing water threatening the lives of the workers on numerous occasions, but after many predictions of failure and consequent

discouragements the bridge was finally completed July 4, 1843.

#### **Aqueduct Cost \$600,000,**

Congress originally appropriated \$100,000 for the work and subsequently gave \$300,000 more. The whole cost of the aqueduct was \$600,000, the canal feeding the aqueduct \$500,000 and the locks at Alexandria \$50,000.

In 1861, the United States took possession of the aqueduct, drew off the water, and converted the bridge into a means of transporting troops and war munitions. It was used as a public road, free of toll, until after the war, when it was turned over to the aqueduct company. The company, however, found the structure too dilapidated to repair except at great cost, and in consequence leased it to Henry M. Wells, Phillip Quigley, and William W. Duncan for ninety-nine years, with the understanding that it should be rebuilt. This was done in 1868, but the bridge proved unprofitable as an investment.

Congress in 1881 agreed to appropriate \$140,000 to again reconstruct the bridge, but in lieu of this gave \$85,000 to Messrs. Wells, Quigley & Duncan to surrender their interest. Since that time the bridge has been under the control of the War Department.

ET, Sat. 3/23/07, p. 3. **COL. SUTLIFFE COMES TO TOWN** - Our old canal friend, Col. Jim Sutcliffe, turned up again the other day and was just as communicative as old. "Standing here on this modern bridge," said he, "and looking down into the raging waters of the creek below reminds me of something. It is hard to believe that a canal boat carrying 120 tons of coal could be run down that current and put through the lock in safety, and yet it has been done when the water was just as high as it has been this spring. I saw it, and helped at the job."

"The boat was the Isaac Motter owned by Cos. Ardinger, of Williamsport,



and she caught up at the old Coal and Iron wharf where the brewery now is and was loaded nearly five feet deep. They did not insure boats against drowning in those days, and Cos. had to take the chances or lose all he had.

"So we all turned out and fastened about fifty tow lines, each an inch thick, to the boat, which was new and strong and cut her loose. The path was clear from bridge to the lock in those days, no railroad station there, and posts, good and strong, stuck at short intervals all the way. We held her in and let her grind against the bank all the way until her bow touched the lower lock abutment. Then came the tug of war. The lock gates were open and four paddles in the lower gates were turned wide. We had to let her stern swing out, taking the current broadside on, but the moment she came on a line with the lock walls we tightened up and she went in like a shot and came mighty near going straight on through the lower gates, as the water was running over them. But there were some boatmen around here in those days. I wonder where they are now? I think Pat Mills and George Hughes were of the party that saved the Motter that day, but I cannot recall many of the crowd.

"And do you know there were about forty boats around Lynn's wharf at the time? But they were light and not so hard to hold. Around Lynn's wharf was a lively part of town then.

### **Some Queer Names**

"The Borden Company built a great number of fine boats just above where the river bridge stands now. It was not there then. I ran one of them called the "Anawan." That name went very well, but when they got to giving out such names as Metacomet, Massasoit, and Canonicus the boys got pretty badly mixed up on the pronunciation, and cuss words were freely passed. The boatmen took a lively interest in the names of their craft, and when they

were allowed to baptize 'em themselves they always put up something real romantic on the board behind the rudder post.

### **The General Simpson**

"I remember a name that Mr. Young gave one of his boats that puzzled us. It was called The General Simpson. Who is he, every one asked. There was no General Simpson in our American war books, and we were all stumped. We did not know anything about them Indian names, and we did not want to know. We put up with Brombones and Speytenteufel and Gowanus, but here was the name of a general that we had never heard of and we didn't believe in him. So one day several of us decided to ask Mr. Young where he discovered a general named Simpson. Mr. Young told us to read up on the war in the Crimea and we would find something about a very brave and capable general of that name, for whom the boat was called. None of us knew much of the war in the Crimea so we let it go at that.

### **The Boats were Beauties**

"There were no awkward looking scows on the old ditch then. The freighters were beautifully modeled boats, and were always bright with paint and as clean as hard work could make them.

### **A Line of Packets**

"There was a line of small, swift boats that carried passengers in those days. They were called packets, and they ran by mule power at the rate of six miles an hour. They were not a success, although they seemed to do a fair passenger business, especially as the scenic attractions helped the travel by canal to Washington. There was constant friction between the boat crews and the packet crews, growing out of the regulations of the canal company giving the packets the right of way at all times and places, especially at locks. This caused the boatmen great inconvenience and it gave

them supreme delight to delay and obstruct a packet wherever it was possible.

### **A Lively Fracas**

"I remember one occasion at Seneca Lock a fight occurred between a packet crew consisting of James Farrow, (killed in the battle of the Wilderness) Enoch J. Neal, Nick Watkins and Josh Anderson, and a number of Sharpsburg boatmen. The packet crew attempted to pull a boat back from the lock, which it was just entering, and was resisted. Then a fracas commenced and it was lively for a half hour. The lock tender, of course, sided with the packet crew, and the boat was finally pushed back out of the way of the packet. But there was no surrender on the part of the boatmen. They kept on obstructing the packet and finally one was sunk by an irate boat crew and then the passenger line was taken off.

"I suppose you now have steam and gasoline barges now that do a little in the excursion line in the summer? If you don't it shows a lack of appreciation of the beautiful in natural scenery, as there is no more beautiful route for a short itinerary in the vast expanse of this country than a trip along the waters of the canal and the Potomac. I am going to spend a few weeks in the summer enjoying it. I wonder if Jim Reed wants to abandon his automobile long enough to go with me?"

WP, Sun. 3/24/07, p. 34. **SEARCHING WELL FOR BODY.** - Hagerstown, Md., Mar. 23 - An empty grave, believed to have contained the body of Martin Kinzel, the canal boatman who disappeared mysteriously at Big Pool in December, was discovered by a searching party in a ravine in a wild section, near Big Pool. The bottom of the grave contained rocks and the rocks were covered with earth. Imprints of picks and shovels were plainly visible in the ground a short distance from the ravine.

An old well, which emitted foul odors was found. Deputy Sheriff Clapper and a Cincinnati detective, who have been working on the case for a week or more, convinced that Kinzel's body had been taken by his slayers out of the temporary grave in the ravine and pitched into the well, have for several days been fishing in the well. Last night the grappling hooks brought up hair and what looked like human flesh. The officers believe that they will soon have the mystery solved.

WP, Sun. 3/24/07, p. 102. **F. L. TILGHMAN KILLED.** - Cumberland, Md., Mar. 23 - Frisby Lynn Tilghman, aged seventy-five, was killed by the eastbound Baltimore and Ohio accommodation train, here, this afternoon while crossing the tracks at the Queen City Glass Works, South Cumberland. He stepped out of the way of an immigrant train, directly in front of the accommodation train, the approach of which he had failed to notice. He was hurled many yards and death was almost instantaneous.

Mr. Tilghman is survived by his wife, who was Miss Billing, of Petersburg, Va., and two daughters.

Mr. Tilghman was a native of Cumberland. He was connected with the Baltimore and Ohio engineering corps when the road was constructed from Cumberland to Wheeling. Later he had charge of the Borden Mining Company, at Lynn's wharf, Cumberland, for many years. For the last eighteen years he had been confidential agent for the business department of the Queen City Glass Works, of which Frederick Mertens, the Washington capitalist, is the head.

Mr. Tilghman came from one of the oldest Colonial families of Maryland. He was a direct descendant of the man that carried the news of the surrender of Cornwallis from Yorktown to Philadelphia, a feat in which the lives of several horses

were sacrificed. Mathew Tilghman, another ancestor, was president of the first State constitutional convention in Maryland.

WH, Wed. 3/27/07, p. 9. **SOLVING KINSEL MYSTERY.** - Hagerstown, Md., March 26 - State's Attorney Long returned this evening from Big Pool, where he investigated clues in connection with the disappearance of Martin Kinsel several months ago. A detective, who has been at work on the case for nearly two weeks, has secured information which he claims will result in the arrest of the man who killed and robbed Kinsel. Another effort will be made to recover the body, which is believed to be in Big Pool.

WP, Thu. 3/28/07, p. 13. **SEARCH FOR MARTIN KINSEL.** - Hagerstown, Md., Mar. 27 - The work of dragging Big Pool for the recovery of the body of Martin Kinsel, the missing canal boatman, who probably was robbed and murdered, was begun today under the direction of Detective Gaylord. The work was prosecuted by men in boats with long grappling hooks.

Detective Gaylord believes the body is at the bottom of the pool near Hilliard's club house. The water there is thirty feet deep.

WP, Sun. 3/31/07, p. 9. **C. & O. Canal to be Opened Monday.** - Hagerstown, Md., Mar. 30 - The Chesapeake and Ohio Canal, which has been put in thorough repair, will open for navigation Monday. Water will be turned in tomorrow. Boats will leave Williamsport and other points along the waterway Monday for Cumberland to be loaded with coal.

WT, Wed. 4/3/07, p. 9. Preparations are being made to reopen the Chesapeake and Ohio canal for the season. During the winter months the waterway has been closed

down, and much repairing has been done to the canal bed.

Col. G. L. Nicolson, general manager of the Canal Towing Company, which controls the traffic over the canal, has just returned from an inspection trip along the waterway.

ES, Thu. 4/4/07, p. 11. **NEWS OF GEORGETOWN.** - Preparations are being made to reopen the Chesapeake and Ohio canal for the season. During the winter months the waterway has been closed down and much repairing has been done to the canal bed. Col. G. L. Nicolson, general manager of the Canal Towing Company, which controls the traffic over the canal, has just returned from an inspection trip along the waterway.

WP, Fri. 4/5/07, p. 11. **CLEW IN KINSELL CASE.** - Hagerstown, April 4. - What is considered to be one of the best clues in the supposed murder of Martin Kinsell, of Big Pool, who disappeared about December 1, is the discovery made yesterday by the detectives of a piece of railroad iron stained with blood.

The iron was found under a pile of timber at the end of the Western Maryland Railroad trestle, near the Potomac River. The detectives have also learned that a handcar was used on the railroad the night Kinsell disappeared, and it is believed that he was robbed and killed.

ES, Tue. 4/9/07, p. 14. **Work for Local Tugboats.** - The tug Camilla, Capt. Henry Davis, is out on the marine railway at the Alexandria shipyard for such minor repairs as she may have needed and to be cleaned and painted. The work on the tug will, it is stated, be completed today, and she will be put overboard ready for active service.

The tug Edith Goddard Winship, belonging to the Consolidation Coal

Company, which was hauled out on a marine railway at Georgetown receiving an overhauling of her hull and machinery, has been put overboard, and is lying at Georgetown for the completion of the work. She will be ready to go into commission in about two weeks, and will be used in towing coal-laden barges from along the canal to points about the harbor where they are wanted.

ES, Thu. 4/11/07, p. 20. **Local Fleet of Tug Boats.** - The tug, Edith Goddard Winship, Capt. Ross, belonging to the Consolidation Coal Company, underwent her annual inspection by the United States steamboat authorities last Tuesday, and she was successful in meeting all of the new stringent requirements of the inspection laws. Her license to go a towing business on the Potomac will be renewed by the inspectors for another year. The tug has gone into service, and was out yesterday for the first time in several weeks after receiving a general overhauling at Georgetown. The boat will be used in the towing of coal-laden barges about the harbor.

ES, Sat. 4/13/07, p. 10. **AQUEDUCT BRIDGE.** - Gen. Mackenzie, chief of engineers, has approved a project submitted by Capt. Cosby, the engineer in charge of the improvement of the Potomac river, for the expenditure of \$80,000, appropriated by an act of Congress, approved March 2, 1907, for the reconstruction of pier No. 1 of the Aqueduct bridge across the Potomac river at Georgetown. In accordance with this action the money available will be used in building a cofferdam or caisson, removing the present pier to bedrock and building a new and stronger pier in its place. Capt. Cosby says the work will be done by contract, if possible, and that provision will be made for the continuance of traffic over the bridge

and its regulation during the period of reconstruction. Pier No. 1 is on the Virginia shore.

Arrangements have also been made for the periodical examination by divers, etc., of the remaining piers of the bridge and their repair whenever necessary, out of an unexpended balance of \$14,000 from another appropriation.

The Aqueduct bridge was built in 1833 under a charter granted by Congress in 1830 and was originally designed to carry the waters of the Chesapeake and Ohio canal across the Potomac. When the bridge was completed in 1834 it was considered one of the finest structures of the kind in the country. It consisted of eight piers, 105 feet apart at high water mark, two of them being twenty-one feet thick and the others twelve feet thick. They are all of cut granite and form an oblique cone extending five feet below and ten feet above high water mark. Each has an ice breaker on the up-stream side. The whole cost of the Aqueduct bridge was \$600,000, the canal feeding and aqueduct \$500,000 and the locks at Alexandria \$50,000. The United States, in 1861, took possession of the bridge, drew off the water and converted the bridge into a means of transportation troops and war supplies and it has been used as a public thoroughfare ever since. It was partly rebuilt in 1881, and it has since been found necessary to entirely reconstruct one of the original piers and to make extensive repairs to others.

ET, Mon. 4/15/07, p. 1. **FILLING IN END OF CANAL BASIN - Canal Towage Company in Need of More Room.**

The Canal Towage Co. has a force of men at work filling in the canal basin for 100 feet above the lock.

The object of the fill is to secure a site for the erection of a large repair shop.

Peoples who have sewers emptying into the canal basin at that point have been notified to change the sewers so that they will empty in the basin at least 100 feet lower down.

This move on the part of the Canal Towage Co. is looked upon with favor by the people generally. That portion of the basin which is being filled in was of no earthly use to the canal by way of transportation and once a repair shop is erected, business will give way to gloom.

In this connection it can be stated that the case of Hugh L. Bond, Jr., and Joseph Ramsey, surviving trustees of the Chesapeake and Ohio canal Co., against the Mayor and City Council of Cumberland, brought to procure an injunction to restrain the city from using the mill race for the disposal of ashes and other garbage, has been indefinitely postponed, by an agreement entered into and filed in court today, between Messrs. Pearre and Dickey, attorneys, for the canal company, and City Attorney H. Brewster Hummelshine. Both the canal company and the city believe that an amicable adjustment of the controversy is possible, and neither side desires unnecessary litigation. The agreement provides that the progress of the case can be recommenced at any time, upon the service upon the city of one week's notice.

WP, Thu. 4/18/07, p. 11. **BODY TO BE EXHUMED.** - Hagerstown, Md., April 17. - The next move on the part of Detective Gaylord, who is working on the mysterious case of Martin Kinsell, of Big Pool, who disappeared over two months ago, will be to have the body of a man found in the Potomac River, near Seneca, Montgomery County, and buried at Knoxville, exhumed.

It is the belief of the detective that the body may be Kinsell's, as the theory is that Kinsell was thrown into the Potomac River after being robbed and murdered, and

his body was washed down the stream by the high waters. The detective will go to Knoxville to have the body taken up. Friends of Kinsell will accompany him to identify the body, if possible.

ESW, Sat. 4/20/07, p. 8. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The big four-masted schooner, Mt. Hope, arrived here yesterday evening in tow of the tug William H. Yerkes, jr., and was berthed at the Consolidation Company coal piers at Georgetown to take aboard a cargo of Cumberland coal for Boston. The Mt. Hope came here light from Boston, and at the capes was met by the tug, which brought her up to this city. She is the first vessel to load coal at the Georgetown docks since the Chesapeake and Ohio canal was opened for the season, but it is stated that there will be a steady procession of large schooners and barges going away with coal throughout the summer. The Mt. Hope will take away about 1,400 tons of the fuel, and it is expected will complete her cargo and be ready to sail by the middle of the coming week. The vessel has several times brought cargoes of ice to this city.

Barge No. 8 of the Consolidation Coal Company fleet has sailed from West Boothbay, Me., with a cargo of about 1,000 tons of ice for the Mutual Ice Company of Alexandria, and is expected to arrive here tomorrow or Tuesday. The barge is in a tow that is being brought the coast by the Consolidation Coal Company's tug Piedmont, and Thursday she was reported as passing Chatham, Mass. The ice aboard the barge is to be used in the icing of cars laden with fruit from the south and bound to northern cities. It is stated that when the barge is light she will be taken to Georgetown to load coal for a New England port.

ES, Sun. 4/28/07, p. 7. **Personal to River Men.** - Capt. James Woodrow has been appointed mate of the Consolidation Coal Company tug Cumberland, employed in towing coal barges up the coast with cargoes from Baltimore or this city.

ES, Tue. 4/30/07, p. 7. **Personal to River Men.** - Capt. George Ross, master of the Consolidation Coal Company tug Edith G. Winship, is confined to his home by illness, and Capt. Ernest Davis of the tug Walter F. Meade is temporarily in command of the Winship.

*Ibid*, p. 8. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Memoranda: barge No. 8 of the Consolidation Coal Company's fleet will load coal at Georgetown for Boston.

ET, Mon. 5/6/07, p. 9. **DEATH OF MR. REITH.** - Frederick W. Reith died last night at 9 o'clock, at his home, 1 Linden street, from typhoid fever, in his 68th year. He had been ill three weeks. Mr. Reith was a well-known carpenter and boat builder and for many years was employed in the Chesapeake and Ohio canal boatyard here. He was engaged there until stricken by the illness which resulted fatally. Mr. Reith was a native of Germany. He came to Cumberland with his parents when he was eleven years of age. He is survived by his wife, eight children and five grandchildren. The children are: Henry A. Reith, Keyser, W. Va.; August W. Reith, Washington, Pa.; F. W. and Edward A. Reith, Mrs. John T. Hite, Misses Annie, Clara and Dora Reith, this city. He was a member of the German Evangelical Lutheran Trinity church, North Centre street.

The funeral services will take place Thursday at 2 p. m. from this church. Rev. Gallmeier will officiate.

ES, Wed. 5/8/07, p. 11. **Fire Quickly Extinguished.** - A slight blaze occurred in the office of the Chesapeake and Ohio Canal Company, 1079 31st street, last evening about 8 o'clock, the fire resulting from trouble with a gas stove. Members of No. 5 engine company extinguished the blaze before much damage had been caused.

*Ibid*, p. 13. **FAMINE NOT LIKELY.** - Schooner barge No. 20 of the Consolidation Coal Company's fleet is lying at the 9th street wharf of the American Ice Company unloading a cargo of about 1,400 tons of natural ice from the Maine ice fields for the American Ice Company. The ice will be used to fill demands in the local market. No. 20 was brought down the coast by one of the big seagoing tugs of the Consolidation Coal Company and passed in the capes Sunday afternoon. Late yesterday afternoon the tug William H. Yerkes of this city took the vessel in charge at the mouth of the river and brought her up to this city to unload. When she completes discharging No. 20 will be taken to Georgetown and will there load a cargo of soft coal for Boston.

This is the first cargo of natural ice to arrive here since last fall, the output of the factories being more than enough to meet the local demand until this time. It is stated that the bulk of the natural ice used in this city during the coming summer will be brought here in barges, and not in big sailing schooners, as has been the custom in the past. The barges are towed down the coast and are not dependent on the winds to bring them, so that a better calculation can be made as to when they will arrive in port.

During the summer two or three barges laden with ice will arrive here each week, and as there is a plentiful supply of ice in Maine and elsewhere, there is no danger of a shortage in the supply here during the coming summer, as there was last year. Barge No. 9 of the C. C. Co., laden with ice, sailed from Maine yesterday and

should arrive in the Potomac before the end of the week. It is probable she will discharge her cargo in Alexandria.

*Ibid*, p. 14. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Memoranda: Schooner-barge No. 12, of the Consolidation Coal Company fleet, was brought up the river Monday by the tug Columbia and was berthed under the coal chutes at Georgetown to load a cargo of Cumberland coal for a New England port. The barge will take away about 1,400 tons of the fuel, and as soon as she is loaded, it is stated, another barge will be here to take her place under the chutes.

WP, Sat. 5/11/07, p. 11. **CANAL SUIT DISMISSED.** - Hagerstown, Md., May 16 - The suit of the Chesapeake and Ohio Canal Company and John K. Cowen, Joseph Bryan, and Hugh L. Bond, jr., trustees, against the Western Maryland Railroad, filed in court here in 1903, has been ordered settled by agreement between the plaintiff and defendant.

An injunction was filed by the canal company and trustees to restrain the railroad company from encroaching upon the canal company's land at and above Hancock during the construction of the Cumberland extension. Since the filing of the injunction the Wabash Railroad has secured the State's right in the canal, and the matter has reached an amicable settlement.

ES, Thu. 5/16/07, p. 23. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Arrived - tug Camilla with C. C. Co. barges No. 9 laden with ice and No. 17 light for Georgetown, to load coal.

Consolidation Coal Company schooner-barge No. 20 has completed the discharging of a cargo of about 1,400 tons of ice at the American Ice Company pier at the foot of 9th street, and has been taken to Georgetown to load a cargo of Cumberland

coal for a New England port. No. 20 brought the first cargo of ice of the season to this port.

ES, Sun. 5/19/07, p. 49. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Consolidation Coal Company barge No. 20 Friday afternoon completed the loading of a cargo of about 1,400 tons of soft coal at the Georgetown coal piers, and sailed in tow of the tug William H. Yerkes, jr., for the St. Mary's river, where she will be anchored to be picked up later by one of the big seagoing tugs of the Consolidation company, bound up the coast with a tow of coal laden barges for New England ports. No. 20 unloaded a cargo of ice here before going to Georgetown to load coal. Consolidation Coal Company barge No. 9 is under the coal chutes at Georgetown piers taking aboard a cargo of soft coal for Boston, and as soon as schooner-barge No. 17, which is discharging a cargo of ice at the American Ice Company pier, completed unloading she will be taken to Georgetown to also load coal for a New England point.

ES, Fri. 5/24/07, p. 2. **Canal Boatman Injured.** - Clement H. Martin, colored, fifty-two years of age, who is employed as a boatman on the Chesapeake and Ohio canal, met with a painful accident this morning while his boat was passing under the bridge at Jefferson street. He was caught between the boat and the wall of the canal and injured about his head and shoulders. The police patrol wagon was summoned and the injured man removed to the Georgetown University Hospital.

*Ibid*, p. 23. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Sailed: Consolidation Coal Company barge No. 17, laden with coal from Georgetown for Boston, in tow of tug Camilla to mouth of river.

ES, Tue. 5/28/07, p. 14. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Arrived: Consolidation Coal Company barge No. 19, light, to Georgetown to load coal for Boston. Memoranda: C. C. C. barge No. 15 sailed light from Boston for this city to load coal, 25th instant.

ES, Wed. 5/29/07, p. 11. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Barge No. 9 of the fleet of schooner barges belonging to the Consolidation Coal Company of Baltimore completed loading a cargo of Cumberland coal at the Georgetown coal piers yesterday, and was to have started on her voyage to Boston with her cargo, but the southwest winds had caused such low tides in the river that the tugs could not bring her through the bridge draws. It is stated that there is a shoal lump in the channel through the draw of the new highway bridge, and not long ago as a schooner laden with coal was being brought through on high water she struck it, and the tugs having her in tow had considerable trouble in getting her afloat. As soon as the water resumes its normal level, which will, it is expected, be this evening, the tug Camilla will start down the river with the barge, which will be taken up the coast by a big ocean going tug.

Memoranda: Consolidation coal barge No. 19 is lying at Georgetown loading coal for Boston.

ES, Thu. 5/30/07, p. 9. **Ice From Maine Fields.** - The American Ice Company has, it is stated, arranged to have the bulk of the natural ice used in this city during the coming summer to be brought here from the Maine ice fields aboard the big schooner barges of the Consolidation Coal Company. The barges will bring cargoes of ice here and will, after discharging, go to Georgetown coal piers and will there load

Cumberland coal for Boston and other ports in New England. Already three barges have discharged cargoes of ice here, but the cool weather has kept the demand for it down so small that no natural ice has yet been used in filling to local demands, the output of the ice-making plants being more than sufficient. The big ice houses on the wharf are filled with ice and their doors have not been opened since the ice was put in them. It is said that no more cargoes will be brought here until the weather becomes considerably warmer and there is a heavy demand for the commodity.

ES, Fri. 5/31/07, p. 14. **NEWS OF GEORGETOWN.** - A two-horse team, owned by Charles Green and driven by Joseph Kener, backed into the Chesapeake and Ohio canal just east of 29th street, last evening. The team was rescued by drawing the water off the lock.

ES, Fri. 6/7/07, p. 24. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Memoranda: Consolidation Coal Company's barge No. 16 has sailed from a Maine point for this city with a cargo of ice.

ES, Sat. 6/8/07, p. 21. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Memoranda: Consolidation Coal Company barge No. 15, which has been loading coal at Georgetown for several days past, completed her cargo and started down the river in tow of the tug Camilla for Point Lookout, where the barge will join a tow going up the coast. Barge 20 is on her way here to load.

ES, Sun. 6/9/07, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Barge No. 20 of the Consolidation Coal Company fleet passed in the capes of the Chesapeake yesterday morning in tow of the tug Savage. The tug is on her way up the



bay to Baltimore, and will drop No. 20 from her tow at Point Lookout, and the tug Camilla, which sailed Friday with coal-laden barge No. 15, will pick up No. 20 at Point Lookout and bring her up the river to this city. She will be docked under the coal chutes of the Consolidation Coal Company at Georgetown, and will load a cargo of Cumberland coal for Boston. By the time she is loaded another barge will be here to take her place under the coal chutes.

ES, Sun. 6/16/07, p. 11. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Barge No. 20 of the Consolidated Coal Company completed the loading of a full cargo of about 1,400 tons of Cumberland coal at Georgetown yesterday and sailed with it for Boston. The tug Camilla will take the big vessel to the mouth of the Potomac and will anchor there until a tow of loaded C. C. C. barges from Baltimore come down, and No. 20 will then be hooked to the tow and carried up the coast to her destination. C. C. C. barge No. 7, which has been at Georgetown loading for the past week, completed the taking aboard of her cargo of coal last night and she will sail to the mouth of the river today and will possibly join the same tow that will take No. 20 up the coast. No. 7 is consigned to a New England port and will, it is stated, return light to this city to load another cargo of coal for Boston. As soon as barge No. 16 completes the unloading of a cargo of ice at the 10th street wharf she will be taken around to Georgetown and will take aboard about 1,400 tons of coal for a northern point.

ES, Tue. 6/18/07, p. 11. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - While the warm weather has considerably increased the demand for ice, the American Ice Company has a supply on hand large enough for several weeks with a heavier demand than now exists, and it is

probable that barge No. 16, which arrived here a day or two ago with ice from Maine aboard, will be sent to the Jamestown exposition, where the ice supply is short. No. 16 had been lying at the 10th street wharf of the American Ice Company, but her cargo has not yet been broken into and it can be readily spared to meet the exposition demands. It is probable the barge will sail sometime today in tow of one of the tugs of the Taylor fleet for Sewall's point. Consolidation Coal Company barge No. 19 began loading ice at a Maine ice house yesterday for this city, and should arrive here during the coming week.

ES, Wed. 6/19/07, p. 13. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Consolidation Coal Company barge No. 16 will not be sent to the Jamestown exposition to discharge her cargo of about 1,400 tons of ice, as was expected, but will unload her cargo here. She is lying at the wharf foot of 10th street and will discharge there. When light she will be taken to Georgetown to load coal.

WP, Fri. 6/21/07, p. 26. **BREAK IN C. & O. CANAL.** - Hagerstown, Md., June 20 - A serious break occurred in the towpath bank of the Chesapeake and Ohio Canal, near Charles Mill, five miles below Williamsport, last night. The break is about fifty feet long, and extends ten feet below the bottom of the canal. A large section of the bank was swept into the Potomac River. A number of loaded and empty boats that were on the level were compelled to tie up. Supervisor J. T. Richards hurried to the scene with a large force of workmen and commenced repairs, which will require about ten days, during which time navigation will be suspended.

A launch containing John N. Martin and a party of men and women was passing the point when the break occurred. The

launch was drawn by the water to the opening and was nearly drawn through, imperiling the lives of those aboard. By driving the launch at full speed, Martin was able to reach Williamsport before the level was entirely drained.

ES, Sat. 6/22/07, p. 8. **Break in Towpath of Canal.** - A serious break in the towpath of the Chesapeake and Ohio canal, about 5 miles from Williamsport, Md., will, it is said, cause a delay in the arrival of a large portion of the supply of coal, which is coming from the mines in Maryland to Georgetown, for shipment by vessels to northern ports. It is stated that in consequence of the break Consolidation Coal Company barge No. 9, which was on its way to this city from Boston to load coal, will go to Baltimore for her cargo, as the vessels now here and loading will take practically all the supply of coal on hand. The break is reported to be about fifty feet long, and the rush of water from the canal level into the Potomac cut a trench in the earth ten feet below the level of the bottom of the waterway. Several days will be required to repair damage before navigation on the upper part of the canal can be resumed. The canal in the vicinity where the break occurred is used for pleasure purposes and several launches and canoes, with their occupants had narrow escaped from being carried through the opening in the canal wall when the break suddenly occurred.

ES, Sun. 6/23/07, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** Barge No. 9 of the Consolidation Coal Company, which sailed from Boston for Georgetown to load coal, will, it is said, be taken to Baltimore, her orders having been changed within the past day or two.

ES, Tue. 6/25/07, p. 7. **Long Chase by Tugboat.** - In consequence of the break in the Chesapeake and Ohio canal and the curtailment of the receipts of soft coal from the mines in the vicinity of Cumberland, the Consolidation Coal Company barge which was to have been brought to this city to load, has been sent to Baltimore and will there take aboard a cargo of soft coal for a New England port. Barge No. 9 was in tow of the tug Savage from Baltimore, and when she sailed from Boston the orders were to drop the barge at Point Lookout, to be brought to Washington by another tug. The Savage is equipped with wireless telegraph, but on this trip it failed to work, and though efforts were made to get the new orders to the tug coming down the coast, they were unsuccessful. Arriving at Point Lookout the Savage dropped the barge and the tug Camilla of this city came along a few minutes after the big tug had let the barge go. Capt. Henry Davis of the Camilla knew that the orders had been changed for No. 9 when he left this city, but seeing the Savage drop the barge he concluded that the orders had again been changed and he took the barge in tow and started up the river. At Cove Point, in Chesapeake bay, the orders to bring No. 9 to Baltimore were gotten to the master of the Savage. He anchored the barges he had in tow and went back to Point Lookout for the barge, but when he got there the barge was missing. Then came a chase up the Potomac. The Camilla and No. 9 had a good long start on the Savage, and though she is a speedy boat she did not catch the Washington tug and its tow until they had reached Georgetown and the tug was about to dock the barge at the coal pier. With No. 9 in tow the Savage yesterday started for Baltimore and on her way up the bay will pick up the remainder of her tow off Cove Point.

ES, Sun. 6/30/07, p. 11. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Memoranda: Consolidated Coal Company barge No. 17 sailed from Boston for this city.

Thu. 7/4/07, p. 7.

**W**ANTED—Information as to whereabouts of Martin Kinsel, a private in Co. F, 1st Maryland regiment Inf., Potomac Home Brigade; disappeared from his home at Big Pool, Md., Dec. 10, 1907. Mrs. Martin Kinsel, Big Pool, Md.

[Transcriber's Note: Apparently the previous story about Martin Kinsel visiting friends was not true.]<sup>1</sup>

ES, Sat. 7/6/07, p. 5. . **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Consolidation Coal Company barge No. 16 has completed the loading of a cargo of about 1,400 tons of soft coal from the mines about Cumberland, Md., and the tug Camilla sailed with her in tow for Point Lookout, where she was anchored to await a tow of coal barges from Baltimore going up the coast. She will be taken in the tow and will be carried to her destination by one of the big sea-going tugs of the Consolidation Company. No. 16 is consigned to a port in New England and after unloading her cargo will come back to this city or Baltimore for another load, C. C. Co. barge No. 17 is next to load coal for New England at the Georgetown piers. Other barges will follow No. 17 under the coal chutes at Georgetown.

*Ibid*, p. 12. **CARGOS OF ICE.** - Cargoes of ice amounting in all to about 4,500 tons will be delivered at the piers of the American Ice Company, this city, within the next three weeks or a month and it will be used to prevent any shortage in the supply of ice here should accidents happen to the big ice-making plants during the summer weather. The big four-masted schooner Lewis H. Goward, which has

visited this city several times, sailed from the Kennebec yesterday with a cargo of about 1,600 tons of the cooling material. Under normal conditions at this season of the year the schooner should arrive here about the 15th instant, although weather conditions at sea may make her take a longer or a shorter time for the trip.

The three-masted schooner Daylight, also a frequent visitor to this city, went under the ice-loading chutes on the Kennebec river yesterday to take aboard a cargo for this port. She will bring more than 1,000 tons, and should arrive here within a week after the Goward is in port. The Daylight will be followed by one of the big barges of the Consolidation Coal Company, which is under charter, and is at a Maine port waiting her load. She will bring a cargo of about 1,600 tons and should be unloading before the end of the present month.

The schooner Henry L. Peckham has been lying at the pier of the Home Ice Company at the foot of 13½ street southwest for a week past unloading about 1,500 tons of ice, and it is stated that another schooner will follow the Peckham here.

Manager Kimberly of the American Ice Company states that his company has more than 30,000 tons of ice stored in this city, and that the other companies have also a large quantity, so that a shortage in the ice supply here this summer is not expected.

ES, Thu. 7/11/07, p. 20. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The big four-masted schooner Henry L. Peckham, which has been in port here for the past ten days discharging a cargo of Maine ice at the pier of the Home Ice Company, at the foot of 13½ street southwest, was yesterday taken around to Georgetown and placed under the coal-loading chutes to take aboard a cargo of about 1,600 tons of Cumberland coal for Boston or another port in New England.

<sup>1</sup> *The National Tribune*, Washington, D. C.

Consolidation Coal Company barge No. 17 completed taking aboard her cargo of soft coal early in the week and was taken to the mouth of the river by the tug Camilla to be turned over to a tug going up the coast to Boston and Maine ports. No. 17 carried away about 1,500 tons of the fuel. As soon as the Peckham completes loading, which will be in the latter part of this week, her place under the loading chutes will be taken by another C. C. Co. barge, which is reported on her way to this city from Boston for the purpose.

ES, Fri. 7/12/07, p. 8 . **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Arrived: Consolidation Coal Company barge No. 10, ice from Maine, at Alexandria. Memoranda: Tug William H. Yerkes, jr., has gone to the James river for a light Consolidation Coal Company barge for Georgetown to load coal.

ES, Mon. 7/15/07, p. 6. . **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The four-masted schooner Henry L. Peckham has completed the loading of a cargo of about 1,600 tons of coal at the Georgetown piers and has sailed in tow of a tug for the capes of Chesapeake enroute to Boston. A Consolidation Coal Company barge is unloading a cargo of ice at Alexandria will be brought up to Georgetown to load as soon as she completes the unloading of her cargo, and it is stated that a light Consolidation Coal Company barge is on its way to this city from the James river to load for a New England port. It is also understood that the schooners now on their way to this city with cargoes of ice will charter to load coal at the Georgetown piers for New England, and that about 10,000 tons of the fuel will be shipped north in the next month.

ES, Wed. 7/17/07, p.5. **ICE CARGOES COMING.** - About 5,000 tons of natural ice from the Maine ice fields will arrive here aboard vessels within the next two weeks and will be placed in the big ice storage houses on the 9th and 10th street wharves for use in this city during the August and latter part of July torrid weather. The schooner Daylight, which will bring the first cargo here, completed loading at Bath in the latter part of last week and sailed. She is due here early in the coming week and will be followed closely by the big four-masted schooner L. H. Goward, which sailed from Bath the 14th instant. The Daylight has aboard about 1,200 tons and the Goward about 1,400 tons of the refrigerating material.

The big four-masted schooner Lydia M. Deering is now loading about 1,500 tons of the material and she will arrive here in the latter part of the coming week. This will be the first visit the Deering has made to this city for about three years. At one time she was a regular trader here and made several visits to this city each season. In addition to these big sailing vessels, Consolidation Coal Company barge No. 9 started loading about 1,600 tons of ice on the Kennebec for this city Monday last. She will be towed down the coast as soon as loaded and is expected to arrive here sometime during the coming week.

It is stated that from now until cool weather comes a vessel or two laden with ice will arrive here from the Maine fields each week.

ES, Sun. 7/21/07, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Arrived: Consolidation Coal Company barge No. 18, ice from the Kennebec river. Memoranda: barge C. C. C. No.5 was at the Kennebec river to load ice for this city, 18th instant.

*Ibid*, p. 45. **Schooners Chartered in Ice Trade.** - Four big schooners have been chartered to load ice at points in Maine for this city and to take return cargoes of coal from Georgetown to Boston and other New England ports. The schooner Edwin R. Hunt, which discharged a cargo of ice here about six weeks ago and loaded coal at Georgetown for Boston, has discharged her cargo there and has gone to the Kennebec to load about 1,400 tons of ice for this city. The schooner Helen H. Benedict will also load ice and has gone to the Kennebec to load about 1,600 tons. The schooner Lydia M. Deering is loading ice at North Boothbay, Me., for this city and the schooner Daylight, with about 1,200 tons of ice aboard, is coming down the coast from Maine to this city.

These big vessels will all be in port here before the middle of August and will carry north, in returning cargoes, about 5,500 tons of Cumberland coal. In addition to these big sailing vessels Consolidation Coal Company barge No. 5 is to load ice on the Kennebec for this city and will also load coal, 1,600 tons, at Georgetown for a port in New England.

*News*, Tue. 7/30/07, p. 5. **NEWS OF THE STATE.** - Peter Kelley, for 60 years an employee of the Chesapeake and Ohio Canal, was found dead in a boat.

ES, Tue. 7/30/07, p. 6. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Long-delayed ice cargoes are coming into port, and before the end of the present week about 4,500 tons of it will have been unloaded at the local wharves of the American Ice Company. The schooners Lewis H. Goward, laden with more than 1,400 tons of ice from the Kennebec, arrived in port last night in tow of the tug Camilla, and is lying at the 9th street wharf of the American Ice Company unloading her

cargo. The schooner Lydia M. Deering and Consolidation Coal Company barge No. 5 came in the capes of the Chesapeake yesterday, and they should arrive not later than tomorrow night. The two vessels have aboard more than 3,000 tons of Maine ice. The schooner Daylight, with about 1,000 tons of the frozen product of the waters in the vicinity of Boothbay, Me., arrived at Alexandria last night in tow of the tug Camilla, and is discharging her cargo at the Mutual Ice Company pier. This ice will be used in cooling cars laden with southern fruit being shipped by rail to the large markets in the north.

ES, Wed. 7/31/07, p. 10. **PLENTY OF ICE.** - All danger of a shortage in the ice supply in this city, or of delay in the delivery of ice orders to householders, has been eliminated by the arrival of three vessels having aboard cargoes of Maine ice amounting in the aggregate to about 4,500 tons. As stated yesterday the four-masted schooner Lewis H. Goward arrived here Monday night and is lying at the 9th street wharf of the American Ice Company discharging her cargo of about 1,400 tons. The tugs William H. Yerkes and Camilla came into port yesterday afternoon towing the big four-masted schooner Lydia M. Deering and Consolidated Coal Company barge No. 5, both consigned to the American company. The Deering has aboard a cargo of over 1,300 tons of ice, and the barge has 1,600 tons aboard. This material will be unloaded here and stored in the big ice houses on the river front, and before it is exhausted other vessels will arrive here with cargoes. The big four-masted schooners Helen H. Benedict and Edward H. Hunt are at sea from Maine ports with ice aboard for this city, and the charter of the 1,400 ton schooner W. C. Tanner and of Consolidated Coal Company barge No. 21 to load ice in the Kennebec for this city, is announced.

The Benedict and Hunt should arrive here early in the coming week.

ES, Thu. 8/1/07, p. 7. **Shipments of Cumberland Coal.** - Heavy shipments of Cumberland coal will be made from Georgetown to ports in the north within the next two weeks, as all of the large fleet of vessels now unloading ice here are under charter to load coal for Boston, Portland and other ports on the Maine coast. Barge No. 8 of the Consolidation Coal Company fleet, which has been lying at Georgetown for several days past, yesterday completed the loading of her cargo, and in tow of the tug Camilla sailed for the capes of the Chesapeake, where she will be turned over to a seagoing tug bound up the coast with a tow of loaded Consolidation Coal Company barges. The schooner Winchester, which brought a cargo of curbing from a Maine port for the District, will next go under the coal chutes at Georgetown, and she will be followed by the schooner Daylight, unloading ice at Alexandria, and the schooner Lewis H. Goward, discharging a cargo of ice here. In addition to these vessels the schooner Deering and Consolidation Coal Company barge No. 8, which are in port here, and the schooners Edwin R. Hunt and Helen H. Benedict and Consolidated Coal Company barge No. 21, which are on their way to this city with ice, are under charter to load coal here. These vessels will carry away nearly 12,000 tons of fuel and they will be loaded as fast as they discharge the cargoes now aboard them.

*Ibid*, p. 14. **NEWS OF GEORGETOWN.** - Sidney Cross, tender of lock No. 36 of the Chesapeake and Ohio canal, reported to the police of the seventh precinct station today that his son, Benjamin Cross, sixteen years of age, came to this city on a canal boat Wednesday, July 24, and subsequently became ill. It is stated that the

boy received treatment at the Georgetown University Hospital, but since that time nothing is known of his whereabouts.

ES, Wed. 8/7/07, p. 3. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The four-masted schooner Helen H. Benedict, which sailed from a Maine port for this city August 22, will not come to this city, as was expected, but has been anchored in Hampton roads to discharge her cargo of 1,067 tons of ice for the Jamestown exposition. When the vessel sailed from the Kennebec her master was under orders to come to this city, but as he passed in the capes of the Chesapeake the marine observer on Cape Henry signaled him that his orders had been changed and, instead of coming here, the schooner was to unload at the exposition pier. The Washington tug William H. Yerkes was at the capes awaiting the vessel too bring her to this city, but under the new orders the tug brought the schooner to Hampton roads and left her at anchor. Barge 17 of the Consolidation Coal Company, with 1,576 tons of ice aboard, is due to arrive here within the next few days, and she will be followed closely by five other large vessels.

The four-masted schooner Lydia M. Deering, which has been lying at the 10th street wharf of the American Ice Company for several days past, will complete the unloading of her cargo of ice today and will go up to Georgetown to load a cargo of soft coal for Boston or another New England port. Barge No. 5 of the Consolidation Coal Company fleet is at Georgetown and will also take aboard a cargo of coal, and she will be followed under the coal-loading chutes by the four-masted schooner Lewis H. Goward which will complete the unloading of its cargo today and will be brought up to Georgetown by the Taylor tugs. These vessels will carry away nearly 4,500 tons of coal.

ET, Fri. 8/9/07, p. 7. **THE OLD WATERWAY.** - Mr. William Heck fills the dual position of superintendent of the Consolidation Coal Company and collector of the Chesapeake and Ohio canal at this point. That gentleman reports a lively increase of business on the old waterway, as well as a further development in mechanical equipment to meet with the demand.

The yard here has been supplied with every facility to repair boats and keep them in workable condition. This will facilitate shipments, of which the number is growing.

During the month of July there were 25,868 tons of coal shipped from this point. The number of boats necessary to this transportation was 222. The destination of the coal was for the most part Washington. Williamsport being the other point of destination.

The wharf is a scene of activity while boats are being loaded.

ET, Sat. 8/10/07, p. 5. **MORE OF THE CANAL.** - The Chesapeake and Ohio canal cuts no small figure in the transportation market. Time was when this stream cavorted largely in politics, but in later years a streak of good behavior and sedate citizenship has gained the ascendancy.

The Cumberland wharf is the point of transshipment between the railroad bearing the dusky diamonds away from their native subterranean home to the firesides and furnaces that need them, and the wharf is not the least in Cumberland's enterprises.

A summarized report was given in these columns yesterday of the July business done by the canal. Since the first of August up to the close of today's business, 64 boats have gone away laden with coal. These boats have carried a total of 9,000 tons. These figures would indicate an average of shipment of 1,000 tons daily. The number

of boats leaving the wharf is not regular, but varies with carrying capacity.

WP, Sun. 8/11/07, p. 13. **Big Coal Shipments to Washington.** - Cumberland, Md., Aug. 10 - During July 20,868 tons of coal were shipped from Cumberland on the Chesapeake and Ohio Canal making 232 boatloads. Most of the coal went to Washington.

ES, Sun. 8/11/07, p. 8. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - More than 8,000 tons of ice from the Maine fields have been contracted for by the local branch of the American Ice Company for use in this city during the coming month, and the six vessels laden with it will come into port and unload their cargoes at the local piers of the ice company within the next two or three weeks. Two of the fleet, under charter to bring ice here, have loaded their cargoes and are on the way. They are the four-masted schooner Edwin R. Hunt, which sailed from the Kennebec July 30, and the big Consolidation Coal Company barge No. 17, which sailed a day or two later. The Hunt has aboard 1,700 tons and the barge 1,576 tons and both vessels should be here and unloading within the next day or two. The schooner William C. Tanner, which will bring 1,600 tons here, should be on her way to this city within the next day or two, and she will be followed closely by the new schooner Elijah Atkins with 1,700 tons, the Henry L. Peckham with 1,700 tons and the Sullivan Sawin with 900 tons.

Memoranda: The four-masted schooner Lydia M. Deering yesterday afternoon completed the loading of about 1,600 tons of soft coal at the Georgetown coal piers, and this morning she will sail in tow of a tug for the capes of the Chesapeake enroute to Boston. Barge No. 5 is now loading coal at Georgetown for a New England port.

ES, Wed. 8/14/07, p. 5. **Injuries to Barge.** - Barge No. 17 of the Consolidation Coal Company fleet has arrived here in a somewhat battered condition with a cargo of 1,576 tons of Maine ice for the American Ice Company, and is lying at the wharf foot of 10th street to unload. While lying in the Kennebec river, before sailing for this city, the barge was struck, it is stated, by another vessel and was slightly damaged. After leaving Bath for this city in tow of the big tug George's Creek of the Consolidation Company fleet of towboats, she was anchored off the Massachusetts coast, and while lying there a four-masted schooner fouled her and broke her rail, and carried away some of her planking. The broken timbers were high above the water, so that she was able to continue her journey down the coast toward this city without stopping for repairs. The barge was reported to have sailed from Bath July 23, but it was a week or ten days later before the tug took her to sea and started down the coast for the Chesapeake.

*Ibid*, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The big four-masted schooner Lewis H. Goward, which completed the discharging of a cargo of ice at Alexandria last Monday, was yesterday taken to Georgetown by the tug James O. Carter and berthed under the coal-loading chutes to take aboard a cargo of about 1,700 tons of the fuel for a New England port. A Consolidation Coal Company barge is also lying at the Georgetown coal piers, loading about 1,500 tons for a northern port. These vessels will complete the taking aboard of their cargoes this week and will sail, the barge going to the mouth of the river, where she will join a tow going up the coast, and the schooner proceeding under her own sails. During the next two or three weeks a fleet of six or eight large vessels will load at Georgetown for Boston or Portland. Barge No. 17,

which is lying at the 10th street pier of the American Ice Company, unloading a cargo of ice, is to load next, it is stated, and she will be followed by the schooner Elisha Adkins, which arrived here today from Maine with ice.

Arrived: Consolidation Coal Company barge, ice from Maine, for local market. Memoranda: schooner William C. Tanner, laden with ice for this city, has sailed from a Maine port; schooner Edwin R. Hunt is expected to arrive at the capes at any time with a cargo of ice for this port.

ES, Thu. 8/15/07, p. 20. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Sailed tug Camilla, towing a coal-laden Consolidation Coal Company barge from Georgetown to the mouth of the river.

Memoranda: schooner William C. Tanner, laden with ice, passed in the capes yesterday.

Consolidation Coal Company barge No. 5 yesterday completed the loading of a cargo of about 1,500 tons of Cumberland coal at the Georgetown coal docks and she sailed last night in tow of the tug Camilla for the mouth of the river, where she will join a tow to be taken up the coast to Boston. The schooner Goward is loading at the Georgetown piers for a New England port.

WP, Sat. 8/17/07, p. 2. **TWO BOYS ARE DROWNED.** - The body of Walter Holmes, the eleven-year-old negro, reported missing from his home, was found floating in the Chesapeake and Ohio Canal, near the foot of Twenty-first street, yesterday morning. Nathan Farrow, a lock tender, made the discovery.

The coroner gave a certificate of accidental death. The boy lived at 1208 Twenty-seventh street. He had been missing since Thursday morning.



A colored boy, later identified as William Buchanan, of 340 Van street southwest, was drowned near the foot of L street shortly after 8 o'clock yesterday morning. He was walking on the coal wharf of Stephenson Brothers, when, losing his balance, he fell into the water. His body was recovered by the police patrol boat and removed to the morgue.

WH, Sat. 8/17/07, p. 9. **Two Colored Boys Drowned.** - While playing about a wharf on the river front, near the foot of Seventh street, yesterday morning, Willie Buchanan, colored, ten years of age, of 340 Van street southwest fell overboard and was drowned. The boy was attempting to navigate on a small improvised raft when the accident occurred.

The body of Walter Holmes, colored, seven years of age, who has been missing several days, was found in one of the locks of the Chesapeake and Potomac Canal early in the morning by Nathan Nowell (*sic* Farrow), the lock tender.

ES, Sun. 8/18/07, p. 8. **Damage to Barge.**

Barge No. 17 of the Consolidation Coal Company's fleet, which unloaded ice here, was to have gone to Georgetown for a cargo of coal for a New England port, but in consequence of having been damaged in a collision on the coast of Massachusetts after completing the unloading of her cargo yesterday, she sailed in tow of the big sea-going tug Savage for Baltimore, where she will be repaired before going into service again. No. 17 on her trip down the coast with ice aboard for this city was anchored by the tug Savage, and while lying at anchor the barge was struck by the schooner Helen E. Taft, and had her rail and planking on the starboard side mashed in. The injury was all above water and the vessel was able to continue her trip to this city without undergoing repairs.

ES, Sat. 8/24/07, p. 10. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The big four-masted schooner Edwin R. Hunt yesterday completed the discharging of her cargo of ice and was taken around to the coal piers of the Consolidation Coal Company at Georgetown to load for Boston. The schooner William C. Tanner, which is at Georgetown discharging ice, will also as soon as light begin the loading of a cargo of Cumberland coal at Georgetown for a New England port. She will be followed under the coal chutes by the schooners H. L. Peckham and Sullivan Sawin, which will load for Portland or Boston. The schooner Crescent, lying here with a cargo of ice, will also, it is expected, load coal at Georgetown for a New England port.

ES, Wed. 8/28/07, p. 11. **Transfer of the Ownership of the C. and O. Canal.** - By a deed filed here this afternoon Fairfax S. Landstreet transfers all his rights in the Chesapeake and Ohio Canal Company, which is a practical ownership, to the Continental Trust Company.

About two days ago the state of Maryland, the deed says, through Edwin Warfield, the governor; Gordon T. Atkinson, the controller, and Murray Vandiver, the treasurer, transferred all its interests in the canal company to Mr. Landstreet, and by the papers filed today all that interest is passed on.

ET, Thu. 8/29/07, p. 4. The death of Peter Kelly removes another connecting link between the past and present of Cumberland, as well as the old Chesapeake & Ohio canal. For nearly forty years Mr. Kelly was identified in some capacity with the great waterway, and no one was better known or more generally esteemed along its entire length. His genial good nature and his

accommodating spirit made his many friends, who will regret his passing away.

WP, Fri. 8/30/07, p. 5. **PETER KELLEY FOUND DEAD.** - Cumberland, Md., Aug. 29. - Pater Kelley, superintendent of the Cumberland division of the Chesapeake and Ohio canal, was found dead on the company's boat, four miles east of Cumberland, at 6 o'clock this morning. Mr. Kelley was subject to asthmatic attacks, and it is believed asthma caused his death. Coroner Martz, viewed the remains and gave a certificate of death from natural causes.

Mr. Kelley was known by nearly everyone along the Chesapeake and Ohio canal, between Cumberland and Georgetown. His service on the waterway covered nearly sixty years. He was sixty-eight years of age, and he began life on the canal when he was a little boy as driver of mules. Later he became captain of a boat, the section boss, and finally division superintendent, his territory covering the fifty miles between Cumberland and dam No. 6.

Mr. Kelley was a Democrat and a friend of the late Senator Arthur P. Gorman. He was a power at one time in politics. He represented the Sixth ward of Cumberland in the city council several years ago. Mr. Kelley is survived by his wife and the following children: Edward Kelley, Woodward, Georgia; Robert, James, John, and William Kelley; Mrs. Ellen Hilleary, Mrs. Kate Miller, and Miss Lena Kelley, Cumberland.

AG&VA, Fri. 8/30/07, p. 2. Peter Kelley, superintendent of the Cumberland division of the Chesapeake and Ohio canal, was found dead on a company boat four miles east of Cumberland yesterday. Mr. Kelley was known by every man, woman and child

along the Chesapeake and Ohio canal between Cumberland and Georgetown.

ES, Sat. 8/31/07, p. 9. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - The big four-masted schooner Edwin R. Hunt, which unloaded a cargo of ice here for the American Ice Company yesterday, recently completed the loading of a cargo of about 1,700 tons of Cumberland coal at the Consolidation Coal Company piers at Georgetown and sailed in tow of the tug Camilla for the mouth of the river, from which point she will proceed under sail to Boston, to which part her cargo is consigned. The four-masted schooner Henry L. Peckham, which has completed discharging ice at the 10th street ice wharf, has gone to the Georgetown coal piers and she will take aboard about 1,500 tons of the fuel for Boston or Portland. She will be followed under the coal piers by the schooner Sullivan Sawin, now in port here, and the schooner Crescent, which is lying here with ice aboard, may also load coal at Georgetown for Boston.

ET, Thu. 9/5/07, p. 5. **CANAL SHIPMENT.** - Wharf Superintendent William Heck states that coal shipments for the month of August by way of the canal were exceedingly good. The Consolidation Coal Company shipped 27,316 tons, about one-third of it going to Williamsport, Md., and the other two-thirds to Georgetown. Two hundred and thirty-five boats cleared this port for August.

Mr. Heck, the very clever official, is much pleased over the work that is being done on the canal and those whose living depends on the amount of coal that is shipped over the canal also feel greatly encouraged.

There was 20,000 tons shipped to Georgetown and 7,316 tons to Williamsport during the month just ended.

ES, Thu. 9/5/07, p. 13. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** -

The three-masted schooner Crescent, which last week unloaded a cargo of ice from the Maine fields at the wharf of the American Ice Company here, Tuesday completed the loading of a cargo of Cumberland coal at the Georgetown piers of the Consolidation Coal Company and sailed in tow of the tug Camilla for the mouth of the Potomac, enroute to a port in New England. The Crescent carried away about 1,000 tons of the fuel in her cargo. The four-masted schooner Henry L. Peckham is today under the coal chutes at Georgetown and will complete the loading of her cargo of about 1,600 tons about tomorrow. She will carry her cargo, it is stated, to Boston. As soon as the Peckham completes loading at Georgetown the three-masted schooner Sullivan Sawin, which is at the Georgetown coal-loading docks, will take aboard about 1,000 tons also for Boston. Consolidation Coal Company barges will follow the Sawin under the coal chutes.

WP, Mon. 9/23/07, p. 4. **Death of Mrs. Margaret Singer.** - Hagerstown, Md., Sept. 22 - Mrs. Margaret Singer, widow of Henry Singer, once a well-known captain on the Chesapeake and Ohio Canal, is dead of paralysis at her home in Williamsport, aged eighty-six. She was born in Virginia and removed to Maryland during the civil war. A son, Henry T. Singer, and a daughter, Mrs. Mary McKelvey, both of Williamsport, survive.

ET, Fri. 9/27/07, p. 9. **WRECKED BY A LANDSLIDE.** - One of the worst landslides that the Western Maryland railroad has encountered since the completion of the Cumberland extension took place yesterday afternoon near Kieffers station. Tons of earth and rock came rumbling down the

embankment and landed squarely in the middle of a westbound freight train, consisting of 17 loaded cars and 36 empties, drawn by engine No. 611.

The crew saved their lives by jumping. Five cars were knocked from the track and rolled down the embankment, almost going into the Chesapeake and Ohio canal. S. Hovermill, of Hagerstown, was conductor and L. D. Betts, of Hagerstown, engineer. A wrecking crew was dispatched from Hagerstown to the scene of the landslide.

ES, Fri. 9/27/07, p. 8. **Drowned in Canal.** - William Green, colored, about thirty years of age, while working on one of the canal boats of the Chesapeake and Ohio Canal Towage Company, accidentally fell overboard this morning about 7:30 o'clock at the Rock creek boat lock and was drowned.

Jerome Mose, Edward King and another man procured grappling hooks and recovered the body, which was removed to the morgue. Assistant Coroner Glazebrook was notified.

WP, Sat. 9/28/07, p. 45. **Fisherman Drowned in Canal.** - William Green a negro fisherman, about thirty years old, fell into the Chesapeake and Ohio Canal near the Georgetown boat wharves early yesterday morning and drowned. Jerome Mose a boatman, Edward King and John Smith, saw the man as he was sinking and made a vain effort to reach him in time to save him. The coroner gave a certificate of death by accident.

ET, Mon. 10/14/07, p. 1. **GEO. INGRAM DROWNED.** - Hagerstown, Md., Oct. 14 - George Ingram, living near Dargan, six miles south of Sharpsburg, was drowned late Saturday night in the Chesapeake and Ohio canal two miles below Shepherdstown by falling from a scow laden with lumber.

He was on the front part of the scow when he fell. A man on the scow and the mule driver threw ropes at him and one of the men swam to aid him, but without success. The body was recovered shortly before midnight. A widow and several children survive.

WP, Thu. 10/17/07, p. 19. Mr. Harry F. Hamilton and Mr. Harry S. Wood have returned from a trip in their canoe up the Chesapeake and Ohio Canal.

ES, Sun. 11/17/07, p. 45. William A. Shook, one of the oldest residents of Williamsport, Md., died Monday night at the home of his niece, Mrs. Eugene McCardell, of heart trouble, aged eighty-three years. Mr. Shook for a number of years had charge of one of the boats on the Chesapeake and Ohio canal.

WP, Tue. 11/19/07, p. 5. **DEATH OF ASABEL WILLISON.** - Cumberland, Md., Nov. 18. - Asabel Willison, who was regarded as one of the late Senator Gorman's closest personal and political friends, died last night, aged eighty-four years. He had been ill over a year from senile decay.

Mr. Willison drove a stage coach on the old National pike, which he helped to build. He was a merchant, cattle dealer and miller during the civil war. For years he was the recognized leader of the Democratic party of Western Maryland.

He was appointed collector of tolls of the Chesapeake and Ohio Canal by Mr. Gorman. Mr. Willison held various offices, and was postmaster of Cumberland under Cleveland's first administration.

WH, Sat. 11/30/07, p. 4. **Castle-Fowler.** - Hagerstown, Md., Nov. 29. - Miss Mary E. Fowler, a girl of seventeen, daughter of Samuel Fowler, of Two Locks, this county, and Martin Alvey Castle, aged fifty-three years, who operates boats on the

Chesapeake and Ohio Canal, were married at Williamsport, the ceremony being performed by Rev. G. A. Luttrell, of the Methodist Church.

AG&VA, Sat. 12/14/07, p. 3. **LOCAL BREVITIES.** - The Laurence Mill Co. is unloading 3,500 bushels of wheat from a Chesapeake and Ohio canal boat. The wheat was brought here from Maryland, and is of fine quality, and is worth \$1.00 per bushel.

ES, Mon. 12/16/07, p. 14. **GENERAL NEWS GATHERED ON THE RIVER FRONT.** - Arrived - barge, unnamed, 3,300 bushels of wheat from the Chesapeake and Ohio canal for the Laurence mill at Alexandria.

ES, Thu. 12/19/07, p. 21. The Chesapeake and Ohio canal has formally closed for the season and the water is being drawn from the levels along the entire waterway. As soon as the canal is emptied work will be commenced on the banks where the necessary repairs are to be made and the canal put in good condition for next season.