

COMPILATION OF
C. & O. CANAL ARTICLES FROM
THE SHEPHERDSTOWN REGISTER
A SHEPHERDSTOWN NEWSPAPER

Dec. 4, 1849 - Dec. 3, 1850
Nov. 23, 1853 - Oct. 20, 1860
JEFFERSON COUNTY, VA

&

July 15, 1865 - Dec. 29, 1866
Jan. 1, 1870 - Dec. 21, 1878
Jan. 9, 1891 - Dec. 28, 1899
JEFFERSON COUNTY, WV

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FEBRUARY 2013

A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. During 1849-50, *The Register* was published weekly, on Tuesdays. The microfilm box indicated that the contents went from Dec. 4, 1849 - Dec. 3, 1850, which is true as regards the first and last edition. However, every edition between those two dates did not include stories about the Canal. During 1853-78, the newspaper was published weekly, on Saturday. A gap in the microfilm coverage exists. During 1891-93, the newspaper was still published weekly, but on Friday, until Oct. 12, 1893 when it began publishing on Thursday. Again, not every edition included stories about the Canal. Editorials and opinion pieces, when found, were skipped in favor of factual reports.

All microfilm was from: West Virginia and Regional History Collection, West Virginia University Libraries, P. O. Box 6069, Morgantown, WV 26506-6069.

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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Transcribed February 2013
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Tuesday, 12/11/49, p. 2. **The Day of Trial** of the Steam Canal-boat *Thomas G. Harris*, is Saturday next, the 15th inst. Persons wishing to witness the experiment had better present themselves at Mercersville by 11 o'clock A. M.

12/14/49, p. 3.

ALEXANDRIA IRON WORKS,
T. W. & R. C. SMITH, Alexandria,
Pa., execute orders for high and low pressure
STEAM ENGINES,
Steam Boilers and Sheet Iron work, Machinery of all kinds, Mill Work, both wrought and cast, Soap Boilers, and all other Kettles and Pans, Bells of all sizes, Ornamental Railing, both wrought and cast.
 They keep on hand, and for sale, McCormick, Stewart, Freeborne and Davis Plow Castings, Spout Shoes, and Sash Weights, for builders.
 The valuable assortment of Gearing Patterns owned by them, offers a great inducement to persons about erecting or repairing Mills to give them a call, as they pledge themselves to furnish Castings, &c., for Mills and other purposes, of as good a quality and on as reasonable terms as can be obtained in any section of the country. Printed lists of their Gearing patterns will be furnished on application by mail.
 N. B. The great saving in transportation via Canal, adds to the many inducements which we are offering to those disposed to patronize our establishment.
 Dec. 14, '49. T. W. & R. C. S.

The above advertisement was placed on a Friday, and ran every following Tuesday through December 3, 1850. Always the same copy, although placed on page 3 or 4, as space permitted. Of note is the willingness to ship products by canal.

Tuesday, 12/18/49, p. 2. **Cumberland Coal for Steaming.** - The New York Herald of Wednesday says: - It appears, from recent experiments made on the Camden and Amboy road, that Cumberland coal had fully sustained its character as a superior fuel for the use of railroads; and following the

example of the Camden and Amboy, similar experiments are in progress on the Reading Road. It has been ascertained that Cumberland coal will create more steam than any other species of coal, and when compared to wood, the difference in point of economy is not less satisfactory. The official reports of the Baltimore and Ohio and Camden companies have proved that a ton of Cumberland coal is equal to two and a half cords of wood; consequently coal at six dollars would result in a savings of fifty percent, wood being at four dollars the cord. It is not, however, very probable that the Erie company will use Blossburg coal for several years, as wood will be abundantly supplied at a price not to exceed one dollar and twenty five cents.

To the above we may also add, that E. K. Collins, Esq., has made several valuable experiments with and without blowers, which have resulted in the conviction that Cumberland coal is the best fuel for steam purposes.

Tuesday, 1/8/50, p. 3.

BOATING
 AND
COMMISSION BUSINESS!



THE subscribers having Boats constantly running to Georgetown and Alexandria, respectfully inform all persons having
PRODUCE
 to send to either market, that they will boat it on reasonable terms. They also have a **WAREHOUSE** situated on the Chesapeake and Ohio Canal, and on the Baltimore and Ohio Railroad, and will forward produce to any point on the Baltimore road, or on the Winchester road, at a very small charge.
A SUPPLY OF PLASTER,
 Salt, Fish, Tar, Shingles, Laths, Lumber, &c., always on hand, and for sale low.
WILLIAM S. ELGIN & CO.
 Harpers-Ferry, Jan. 8, 1850-11

FORWARDING AND COMMISSION



BUSINESS!

THE undersigned having erected a large WARE HOUSE, is now prepared to forward Flour and other Produce, at the shortest notice, to Georgetown and Alexandria. His Boats are *constantly running* between Harpers-Ferry and Alexandria, and persons having produce or merchandize to boat, would do well to give him a call. Having been engaged in this business for the last ten or twelve years, he offers his past conduct as a guarantee for future fidelity.

JOHN A. GIBSON.

Harpers Ferry, Jan. 8, 1850-11

Transcriber's note: The C. & O. Canal had opened to Harpers Ferry in October 1833 and thus it is possible that John A. Gibson had been engaged in the forwarding and commission business for ten or twelve years, between Harpers Ferry and Georgetown. Both of these advertisements ran every Tuesday until June 25, 1850, when they both stopped. Apparently some repairs were necessary along the line of the canal and navigation was closed. The presence of two competing companies (there was no mention of carrying passengers) over the same route supports the idea that there was an active produce, plaster, salt, fish, tar, shingles, flour, laths, lumber, &c. moving business prior to the Canal opening to Cumberland.

Tuesday, 3/19/50, p. 1. **Canal on Fire.** - Yesterday, March the 8th, about half-past five o'clock, a wide-spread dense mass of black smoke suddenly loomed up in the neighborhood of the Center of Market. Sheets of fire were occasionally seen through the sombrous body, affording a spectacle of grandeur and beauty. The promenaders of the Avenue stopped to wonder, and people run from every direction to the scene. The bells of the First ward began to ring, and cry of "fire" was vociferated.

Suddenly, the uprising ceased, and away in the distance, floated off the smoke. On inquiry we learned that the people at the gas-house had emptied their refuse oil upon the water in the canal, and that the workmen, in deepening this work, had set fire to the oil to rid themselves of the stench. The flames were suppressed by throwing mud upon them. It is a truth, the canal was on fire, or rather there was fire in the canal. - *Wash. Corr.*

Thursday, 3/26/50, p. 2. **The Canal.**

The people of Allegany seem to be very unfortunate. From the earliest recollection to the present moment, they have been constantly meeting with severe losses. Firstly, they were swindled upon a large scale, in the matter of Canal Scrip. Secondly, they were robbed to the extent of thousands, by the Kreb's failure. Thirdly they were plunged into difficulty by the bankruptcy of the original Mount Savage Company, and also by the sudden explosion of the Forbes' speculation. We are now called upon to lament another no less serious pecuniary disaster. We understand, that Hunter, Harris & Co., who contracted and undertook at a recent date, to complete the unfinished portion of the Canal to this place, have thrown up the work and appointed a Trustee. We also understand that this result was brought about by imposing upon these gentlemen the necessity of doing a vast quantity of extra work - work not embraced by their contract - and that, therefore, they are not to be blamed for the step which they have taken. We apprehend evil consequences to many, from this course of action, no matter how it may have been produced, for we know the fact that acceptances to the amount of \$90,000 at least, are held by our citizens, and cannot now be paid. We are therefore, extremely sorry that the Legislature refused to make some provision to relieve these gentlemen

from the unpleasant dilemma in which they were unjustly placed, and thus enable them to reap the fruits and to realize the benefits which their vast undertaking and grand and noble enterprise entitled them to expect, and we hope that their exertions to finish this great work will not forever go unrewarded. - *Cumb. Mountaineer.*

Tuesday, 3/26/50, p. 3. **The Work on the Canal** is rapidly progressing to completion, under the direction of Messrs. Hale, Allen and Davis, who are the trustees of the bondholders and assignees of Messrs. Hunter & Harris. Under the new management, the laborers are paid every Saturday evening. *Cumb. Alleghanian.*

Tuesday 4/23/50, p. 3.

GUANO.

PATAGONIAN GUANO represented as being a very superior cargo, to close consignment will be sold as low or lower than it can be had in any of the Eastern markets. - Delivered on board of Canal Boats free of charge.

Apply to **JOHN H. KING,**
South side of Canal,
Georgetown, D. C.

April 23, 1850-3t.

Transcriber's Note: The above advertisement answers, in part, how the farmers of Montgomery County were able to obtain fertilizer for their fields. Whether the guano was shipped in bulk or in bags was not mentioned. This advertisement continued through Nov. 19, 1850, at least.

CARD.

IN consequence of some necessary repairs, navigation on the Alexandria Canal will be suspended for several weeks. We have arranged to deliver goods in Georgetown without delay, and hope that our customers on the line and dealers generally will not let this temporary interruption prevent their coming to our market, as our stock is unusually large and desirable. **McVEIGH, BRO. & CO.**
Alexandria, March 26, 1850.

Transcriber's Note: Since the Alexandria Canal was closed, freight for Alexandria had to be brought across the Potomac with the assistance of steam-powered tug boats. This advertisement continued through Nov. 12, 1850, at least.

Tuesday, 5/21/50, p. 3. **Cumberland Coal.**

A correspondent of the New York Journal of Commerce says: "All the papers notice the trip of the Washington steamer, as being a clever performance for her; but omit to state the true reason. While they give credit to the engine builders, they give none to the *fuel*, which was Cumberland coal.

"The *Canarders* always take this coal. Hence the regularity of their movements. When the machinery of our steamers is adapted to the use of this fuel, the same results will, in my opinion, follow."

From Boston they write: "a seller who sells half of all retailed in Boston says that 2240 lbs. of Cumberland Coal is worth as much as a chaldron of Pietou, which will weigh 2800 lbs."

Tuesday, 6/18/50, p. 1. **The Canal.**

A new Era in the history of the Canal. On Monday next or sooner it is understood the water will be let into the Canal for the distance of some seven or eight miles - the length of the first level, commencing at this place - with the view of

trying the banks. In a short time the experiment will be continued further down the line until the water communication becomes continuous to dam No. 6. This is, indeed, an earnest of speedy completion.

We have also been informed, since the above was written, that on tomorrow, Saturday, the water will be let in on the levels near Locks 69, 70, 71 in the neighborhood of Oldtown. - *Cumberland Civilian*.

Tuesday, 6/25/50, p. 2. **Opening of the Canal.** - The Hagerstown News says that water will be again let into the Chesapeake and Ohio Canal on the 15th of July, when navigation will be resumed. By that time the whole line through to Cumberland will be in working order.

Transcriber's Note: This was the last issue where both advertisements by John A. Gibson and the one by William S. Elgin & Co. for their commission business between Harpers Ferry and Georgetown, appeared. No mention of a freshet has been found; a subsequent advertisement mentions repair work on the canal had interrupted service.

Tuesday, 7/2/50, p. 2. **Opening of the Canal.** - On Monday last, says the *Cumberland Civilian*, the water was let into the canal as far as Oldtown, a distance of *fifteen* miles from Cumberland. In a few days it will be continued on to Town Creek, a distance of five miles farther. If nothing occurs to retard the present rate of progress of the unfinished work, the whole line will be opened to Dam No. 6 by the 15th of July, at which time the water will be again let into the lower portion of the canal. Navigation will then be continuous from Cumberland to Alexandria. - *Sun*.

Tuesday, 7/16/50, p. 1. Transcriber's Note: President Zachary Taylor died and President Millard Fillmore was inaugurated.

Tuesday, 7/23/50. **On the Use of Mules.**

1. Mules, on a general average, live more than twice as long as horses. They are fit for service from three years old to thirty. At twelve a horse has seen his best days and is going downhill, but a mule at that age has scarcely risen out of his childhood, and goes on improving till he is twenty. Instances are recorded of mules living sixty or seventy years, but these are exceptions. The general rule is that they average thirty.

2. Mules are never exposed to diseases as horses are. Immense sums of money are annually lost in the premature death of high-spirited horses by accident and disease. The omnibus lines in the city of New York have not been able to sustain their losses and are beginning to use mules, all less liable by far even to accident as well as disease. This results from the next consideration, which is that -

3. Mules have organs of vision and hearing far superior to those of a horse. Hence they seldom frighten, and run off. A horse frightens, because he imagines he sees something frightful, but a mule, having superior discernment, both by the eye and ear, understands everything he meets, and therefore is safe. For the same reason he is surer footed, and hence more valuable in mountainous regions, and on dangerous roads. I doubt whether on the Alpine paths a mule ever made a misstep. He may have been deceived in the firmness of the spot where he set his foot, but not in the propriety of the choice, all appearances considered.

4. The mule is much more hardy than the horse. A pair of these animals, owned by a neighbor of mine, although small in size, will plough more land in a week than four horses. Their faculty of endurance is almost incredible.

5. Another important fact is, that in the matter of food, a mule will live and thrive on less than one-half it takes to keep a horse. The horses of England, at this present time, are consuming grain, which would save the lives of thousands of British subjects. In a national point of view, the agricultural is so great that the greater the demand for grain of all kinds, is better for the farmer. But yet individual farmers, who are in debt, and whose land is not improved, would find it profitable, in the course of ten years, to have the labor of a full team, and save one-half and more of the food necessary to keep it up as might be the case in substituting mules for horses.

Tuesday, 9/10/50, p. 3.

NOTICE.



THE repairs that have been going on for several months have, at length been completed, and we are pleased to announce to our friends along the line that the Canal is now in fine navigable order. We hope, therefore, that our customers and dealers generally will not let the delay to which they have been subjected in forwarding goods, prevent their coming to our market to purchase their fall supply, as we are now prepared to offer them very great inducements in the way of bargains.

McVEIGH, BRO. & CO.
Prince Street Wharf.
Alexandria, Va., Sept. 10, 1850.

Transcriber's Note: Documentation of the cause of the long interruption to navigation was not found in this newspaper. There were no reported freshets that year. This company ran advertisements of several column inches in every subsequent edition to induce readers to buy from him, in Alexandria. The copy of the advertisements did change from time to time as the bargains changed by the seasons.

The advertisements for John H. King doing business out of Harpers Ferry, resumed at this time but the ones for William S. Elgin & Co., of the same place, were not found.

Tuesday, 9/17/50, p. 2. **For Cumberland, Md.** - The steam tow boat *Virginia*, brought round from New York, a few days ago, via the Canals, the Canal boats *H. G. Phelps* and *L. A. Phelps*. These boats are intended for the coal trade on the Chesapeake and Ohio Canal, and will take their departure for Cumberland, it is expected, as soon as they take in their cargoes of plaster and sundries, which they are now doing. - The steam tow boat *Virginia* will tow up the Canal, and if found to answer, will be regularly employed in that business. We shall welcome heartily the first direct arrivals at this port of the '**Black Diamonds**' from the Cumberland region, and hope soon that a successful and prosperous business will commence. - *Alex. Gazette.*

Tuesday, 10/1/50, p. 2. **Completion of the Canal.** - This great work is at last completed, and Boats are now being laden with Coal for transportation to the District and Alexandria. We may soon expect to see them on their downward trip.

The Canal Board were in session in Cumberland last week, and the question of a reduction of tolls was before them. We have not heard the result of their deliberations. There is much room for the proposed reduction. They are far above the tolls paid on the Erie Canal, N. Y., and other Northern works.

Canal Celebration at Cumberland.

We learn from the Cumberland papers, that the event of the opening of the Canal to that place will be marked by a grand celebration, &c. The completion of the Canal to the Mountain City has been looked forward to with a great deal of

anxiety by its citizens, and we doubt not a degree of joy commensurate with that anxiety, will be exhibited on the interesting occasion. The celebration, we believe, will not take place until after the Gubernatorial Election.

Use of Steam on the Ches. and Ohio Canal.

On Thursday the 19th September, the Steamboat Virginia, built in New York, left Alexandria for Cumberland, having in tow three freight Boats, with large cargoes of merchandize. The event seems to have been the occasion of great rejoicing among the good citizens of Alexandria. We trust that all their bright anticipations in regard to the great benefits to result to them from the new trade in which they are about to engage will be more than realized. The spirit which they have evinced in this, and other matters of interest to their town merits reward.

The departure of the Steamer Virginia is thus described by a correspondent of the Baltimore Sun:

"During the afternoon, a large concourse of citizens assembled on the canal wharves, to witness the first departure for Cumberland. At seven o'clock, the steam tow-boat Virginia, ahead of canal boats, C. J. [L. A.] Phelps, H. G. Phelps, and Atlantic, of Alexandria, moved off from the basin in fine style, amid the cheers of the spectators. The three boats contain about three hundred tons of merchandize, such as groceries, limestone, fish, &c., and the whole is under charge of Captain McCoffery, a skillful and persevering gentleman, admirably qualified for the service. These boats will stop for a brief period at Harper's Ferry, on their upward trip. Availing myself of an invitation to proceed a few miles in the Virginia, I was struck by the interest and curiosity evinced by the residents along the line, and, indeed, for some miles remotely, to see the operation of the *first* steamboat

drawing such immense burdens - so quietly - so smoothly, and with such rapidity - on the placid bosom of their canal. The movements of the cattle, too, evinced that they had "an idea" that there was *something strange*, as they beheld the dark smoke-pipe moving along. Their first impulse was to advance - then they would look at each other knowingly, and by a simultaneous movement, would run off, cutting a variety of antics, to the great amusement of the boatmen.

The whole of this gratifying spectacle was by moon-light; nevertheless, my observation was attracted to the increased interest and beauty of that section of country within a few years. Along the line of the canal are many neat and pretty cottages, and some residences of larger dimensions; all of which are surrounded with well cultivated grounds."

The Canal.

On enquiring at the Canal Office, at what time the Canal will be likely to open, we find that it is their opinion that the water will be let in on the whole line sometime early in October; - perhaps, about the first week.

The steam tow-boat, which we mentioned a short time ago, as being below, has passed up the Canal. One objection to the use of steam on the Canal is the delay at the Locks, each boat having to wait until all others are through the Locks before it can proceed. It takes about five minutes to each boat to pass through the Locks. - *Georgetown Advocate*.

Tuesday, 10/15/50, p. 2. **The Steam Tow-Boat Virginia.** - Passed this place last week *en route* for Cumberland, for the purpose of towing Coal Boats on the Canal, in which trade it will hereafter engage. It will ply between Cumberland and Alexandria.

The Canal Jubilee

In Cumberland, on the occasion of the opening of that great work, is represented as having been a brilliant affair, drawing together a very large concourse of people. This occasion will constitute an important era in the history of Maryland, as the anticipated increase in the trade of the Canal, and the consequent increase of revenue from tolls, has been looked to as the ultimate means of relieving the State of the heavy debt which has been for years bearing upon her and the citizens individually through the excessive taxation imposed upon them. We trust their anticipations of relief from this source may be fully realized.

A fleet of boats laden with the "Black Diamonds" is expected to pass this point today.

Tuesday, 10/22/50, p. 2. **Rejoicing at Alexandria.** - The arrival of the first Cola Boats at Alexandria, laden with Coal, seems to have been the occasion of great rejoicing among the good citizens of the ancient Bellhaven. Cannons were fired, fireworks displayed, and other demonstrations of joy exhibited until a late hour at night. May they reap a rich harvest from this new branch of trade.

Tuesday, 10/29/50, p. 2. **The Canal.** - The completion of the Canal to Cumberland has had the effect of materially reducing the price of Coal, and consequently of greatly increasing its use. The Hagerstown News says: "A few months since the price paid at Williamsport was sixteen cents per bushel, now it can be had at that place for 10 or 12 cents per bushel. Many persons in this place have almost entirely dispensed with the use of wood as a fuel, and commenced the use of coal, finding it much cheaper and less trouble as well as being attended with much less danger."

12/24/53, p. 2. **C. & O. Canal.**

The following talented and energetic gentlemen are named in the different papers of Maryland for the Presidency of the Chesapeake and Ohio Canal: - Col. George Schley, Hon. J. Dixon Roman, Robert Fowler, John Van Lear and Jacob Snively, Esq.'s. They are all prominent and influential citizens of Washington County.

1/7/54, p. 1. **A Meeting of Boat Owners.**

The Boat Owners, and others interested in the Transportation Business on the Chesapeake and Ohio Canal, are requested to meet at the Potomac Hotel, in Williamsport, on Wednesday the 18th of January, to consider and adopt some uniform system of transportation, for Coal, Flour, Plaster, Grain and other articles of freight.

1/28/54, p. 2. **Boat Owner's Convention.** - According to previous notice, a large and respectable Convention of Boat Owners and others interested in the business of transportation upon the Canal, met at the Potomac Hotel in this place on yesterday. Joseph H. Piper, presided and A. K. Stake, acted as secretary. The convention, after mature deliberation, adopted a Tariff of rates for transportation, which it is believed will be acceptable to all concerned. A series of resolutions were also adopted, setting forth the reasons for asking an advance upon the former rates, and calling upon the State Legislature to extend the fostering care of the State, to the Chesapeake and Ohio Canal, in accordance with the recommendation of the Governor of the State, and the President of the Canal Company. - *Williamsport Journal of the Times.*

The price of transporting a ton of Coal has been fixed at \$1.25, and of transporting a barrel of flour at 25 cents.

2/11/54, p. 2. **Business of Williamsport.** - We are pleased to learn from the Journal of the Times, says the Hagerstown Herald, that the Commercial business of Williamsport has been exceedingly brisk during the last month, produce having poured in for shipment on the Canal in large quantities. The Times says that for the month of January, the large amount 8,720 bbls. of flour were received by different gentlemen engaged in the business, as follows:

By	Anderson & Ardinger	2,453	bbls.
"	Hetzer & Charlton	2,300	"
"	Charles Embrey	1,900	"
"	H. Downs	2,037	"
	Total	<u>8,720</u>	"

3/11/54, p. 2. **C. & O. Canal.**

We understand that the Chesapeake and Ohio Canal is in fine navigable order, and boats are now plying between Cumberland and Alexandria. A number of boats have left the Shepherdstown wharf, laden with produce for the Georgetown and Alexandria markets.

The Potomac.

The Potomac rose considerably above its usual height, a day or two since, in consequence of the snow melting, which fell in the Western mountains a few weeks ago.

4/1/54, p. 2. **Lumber from the Alleghenies to be taken to France.** - The Alexandria Gazette states a Lumber trade is about to be opened with France, the depot of which is to be in that city. The Gazette says: "A company of Merchants in Marseilles have an agent in this country, now purchasing large quantities of timber to be cut near Cumberland, Md., and in the adjacent counties of Virginia, also along down the Potomac river. The timber from the upper country is to be brought down the canal to this point, where it will be loaded on board the ships destined to carry it to France. This must give employment to a large number of

vessels. It is expected that if the timber can be prepared, two ships will sail from this port every month."

4/15/54, p. 2. **Break in the Canal.** - One of the culverts on the Canal just above Hancock, gave way a few days ago from the pressure of water. We understand that the damage is not very serious, and that it will be repaired in time to permit the passage of the boats that left here yesterday. With this exception the Canal is not only sound throughout its whole length, but filled with an ample supply of water for the most advantageous navigation. - *Cumberland Civilian.*

4/22/54, p. 2. **Business on the Canal.** -

The transportation business on the canal is progressing at a lively rate. During the last week 63 boats, loaded with coke and coal, left this port for Alexandria, carrying 6,666 tons. This is the largest week's work done on the canal since its completion. So says the Cumberland Telegraph.

5/27/54, p. 2. **Canal Break.**

Another break occurred in the Chesapeake and Ohio Canal on Sunday night last, the 21st inst., some several miles below the Big Tunnel, on Mr. Sterrets Division. Some 60 feet of the tow path have been washed away, and that to the depth of three feet below the bottom of the Canal. It is said that the breach was the result of gross negligence on the Lock Keeper.

6/10/54, p. 2. **Chesapeake and Ohio Canal.** - The stockholders of the Company held their meeting in Washington on Monday last, for the election of officers. Maryland being the principal shareholder generally has things her own way, and accordingly furnished the President and all the Directors but one. Samuel Hambleton, Esq., of the Eastern Shore, was elected

President, and the following gentlemen directors: Norman Bruce and Dr. Fitzpatrick of Alleghany, William Wasson of Washington, Alexander B. Hanson of Frederick, William B. Clarke of Baltimore, and George H. Smoot of Alexandria.

6/17/54, p. 2. R. W. Latham offered his services to the Chesapeake and Ohio Canal Company, as President, one year, for nothing, but it seems that the Company did not think cheap service the best, and elected Samuel Hambleton at a salary of \$2,500. Mr. Latham proposed to visit every point on the line once a month, if health permitted; to increase the tonnage and reduce the expenditures, or forfeit \$20,000.!

The Chesapeake and Ohio Canal is now in fine navigable order.

7/1/54, p. 2. **Lime-Boat Burned.**

A Lime-boat belonging to Mr. Callen, was burned in the Canal near this place, a few days since, while on its way to market with a heavy cargo of lime. The fire occurred from a collision with another boat, which threw her out of her course against the bank, and coming in contact with a rock, knocked a hole in her - thereby instantly communicating the water with the lime. The whole cargo, along with the boat, was consumed so far as to be rendered entirely valueless. The loss Mr. C. sustains in this instance is considerable.

7/8/54, p. 2. **Examination of the Canal.** - We learn from the Baltimore Sun that the President and Directors of the Chesapeake and Ohio Canal Company left Georgetown on Friday morning last, in the Steam Canal packet "Congress," on a tour of inspection of the whole line of the canal from end to end. They propose to occupy a week on this business, and will make stopping places at some half dozen principal points, giving to

each the benefit of a thorough inspection and examination. The first place of halting will be at Seneca, the next probably Harpers ferry, then Dam No. 4, and so on.

On Monday last a train of cars ran off the tracks at the Point of Rocks, and plunged into the Chesapeake and Ohio Canal.

7/15/54, p. 2. The Chesapeake and Ohio Canal is now in complete working order throughout, and a good business is doing on it, especially in the transportation of coal from Cumberland.

7/29/54, p. 2. **Chesapeake and Ohio Canal.** - The committee appointed by the Board of Directors of the Chesapeake and Ohio Canal Company made a report dated Cumberland, July 6, 1854. In this report they state that they found the general line of this great work in much better condition than they had expected from the general impressions existing respecting it. At all the points which sustained the greatest injury in the freshets of 1847 and 1852, and by which the trade was so long suspended, the repairs and reconstruction have been so perfect that a recurrence of similar injury at these points seems almost impossible. In their passage up the canal, they met many boats laden with coal, showing an active business. No want of water has been felt this season and the superintendents were enjoined to ceaseless vigilance and activity in performing their duties, so that no interruption of the growing trade of the canal should take place. Dams Nos. 4 & 5 require prompt attention. The necessary repairs to these will be decided upon when the engineer shall make a full report to the Board, which he is ordered to do at their next meeting in August. Many improvements might be made to promote the interests of this work, which will be carried

out when the present fair prospects shall be realized. No just idea can be formed of the vastness and apparent solidity of the work without passing along its length. It is a work for ages, increasing in strength with its years.

This is the substance of the committee's statement, but the people residing upon the line of the canal and those doing business upon it, very generally, and we believe justly, complain of its management, or rather mismanagement, for the last two years, and demand a change, and an improvement of its condition from the present Board. - *Hagerstown Herald*.

8/26/54, p. 2. **The Canal.**

The Canal Board, at its meeting in Washington, on Thursday the 11th inst., abolished the office of Chief Engineer, and appointed A. K. Stake, Esq. of Williamsport, General Superintendent of the line. The *Hagerstown Herald*, in alluding to the above fact says: "And it is hardly necessary now to add, that we share largely in the general sentiment of approbation which the choice of this gentleman, for the position named, has inspired in Washington County, and that we but give utterance to that sentiment, when we state that a wiser or better selection could not have been made. Mr. Starke is one of our most intelligent mechanics, having built some of the finest boats which float upon the waters of the Canal; and having for many years been engaged in its trade, and resided upon its banks, he is therefore thoroughly and practically acquainted with the great work which he has been chosen to superintend, and will, we doubt not, devote all his energies to the promotion of its best interests." The *Cumberland Miner's Journal*, also says: "Mr. Stake formerly represented Washington County in the Maryland Legislature, with great credit to himself and acceptableness to his constituents. For

several years past he has been a canal man, and is probably as fully acquainted with the duties of the office to which he has been appointed as anyone who could have been selected. He is a practical man, of fine intelligence, enlarged experience and great energy. We look forward to better times under his superintendence of the canal."

The Board made one other change, substituting Mr. Lamby for Mr. Atchison, as Superintendent of the Georgetown Division.

9/23/54, p. 2. The steam-packet *Congress* has commenced making regular trips on the Canal from Georgetown to Harpers Ferry.

10/28/54, p. 2. The Chesapeake and Ohio Canal is now in excellent navigable order throughout its entire length and quite a lively business is doing in the coal trade over that avenue. The contrast between present time and the middle of last month is very striking. It is to be hoped that no untoward circumstance will occur to interrupt this cheering condition of things.

11/11/54, p. 2. **Appointment of a Director.** - J. M. Magruder, Esq., has been appointed a State Director in the Chesapeake and Ohio Canal Company, to fill the vacancy occasioned by the death of Norman Bruce, Esq.

12/2/54, p. 1. **Shooting Affair.** - A shooting affair occurred on the canal, says the *Cumberland Telegraph*, near the nine mile lock, on Sunday last, the 19th inst. It appears that a man by the name of Michael Laly, and a boat captain by the name of John March, got into a quarrel, when the former picked up a gun, charged with shot, and fired upon the latter. The shot grazed his side, tearing away a portion of his coat, and slightly abrading the skin. Laly resides in Virginia.

Severe Injury. - Samuel Crawfis, a lock tender on the canal, living nine miles below this place, on last Thursday, the 16th inst., says the Cumberland Telegraph, in attempting to walk across the Potomac on the rocks, slipped from one and badly fractured the large bone of one of his legs. Dr. G. C. Perry hastened to the spot and rendered the service required.

p. 2. **The Canal.** - The recent rains have furnished the Chesapeake and Ohio Canal with an abundance of water, and boats meet with no interruption. The canal is represented to be in excellent order throughout its entire length, as is proven by the activity of the coal trade at this time.

12/9/54, p. 2. **Froze Up.** - The weather for a few days has been so intensely cold that the canal has been frozen up, and in all probability an end put to navigation for the season.

12/23/54, p. 2. **Ice.** - During the last eight or ten days our citizens have been busily engaged in filling their ice-houses with beautiful clear ice, of about six inches in thickness, off the Potomac.

12/30/54, p. 2. **Drawn Off.** - The water is now being drawn off the canal with a view of making some necessary repairs.

1/6/55, p. 2. **Script Bonds &c. of the Canal.** - The President and Board of Directors of the Chesapeake and Ohio Canal Company have published an advertisement notifying the holders of that class of debts of the Company, which stand deferred to the mortgages heretofore given to the State of Maryland, commonly known as "script," bonds issued for script, bonds and acceptances to creditors, balances due to contractors, &c., that they have authorized the consolidation and conversion of said

claims, where the holders may desire it, in to a registered debt and interest of said Company; for which certificates will be issued on presentation and delivery of the evidence of such debts at the office of the Company on or after the 1st day of January, 1855.

1/27/55, p. 2. **The Chesapeake and Ohio Canal.** - We learn from the Cumberland Miner's Journal, that J. S. Gwynne, Esq., pumping engine manufacturer, at New York, has lately visited the Canal for the purpose of examining the defect at Dam No. 6, where the water is deficient in seasons of drought. Mr. Gwynne is prepared to construct an engine which shall deliver unto the canal at this point, the quantity of 2,000 cubic feet or 14,000 gallons of water per minute; also, to furnish the necessary buildings, walls, and trunk or sluice, and to have the whole in readiness for operation by the 1st day of July next. He is willing to guarantee that when finished it shall answer the purpose, and perform all that he promises for it; and that the cost of the whole work shall be under the estimate of Mr. Fisk.

3/10/55, p. 2. **Superintendent of the Canal.** - The Cumberland Telegraph says, the board of directors of the Chesapeake and Ohio Canal, at their late meeting in Washington City, appointed Asahel Willison, Esq., of this place, superintendent of the Cumberland Division of the canal, to fill the vacancy occasioned by the resignation of William P. Sterrett, Esq. He takes charge immediately.

It is rumored that the present board of directors of the Chesapeake and Ohio Canal will be compelled to walk the plank in June next. So says the Cumberland Telegraph.

4/14/55, p. 2. **Superintendent of the Canal.** - At the meeting of the Canal Board on Thursday last, in Washington City, Horace Benton, Esq., was appointed to fill the vacancy occasioned by the resignation of Mr. Lambie, on the Georgetown division, and Mr. Henry Astz, Esq., of Williamsport, to supply the vacancy occasioned by the death of B. F. Hollman. The former is a Whig and the latter is said to be a Democrat. - *Cumberland Telegraph.*

6/7/55, p. 2. **Changes on the Canal.** - We understand that the Board of Directors of the Chesapeake and Ohio Canal, at their meeting in Washington City, held on the 30th ult., made the following changes upon the Canal, viz:

Messrs. Clark, Artz, Coudy and Willison, Superintendents of Divisions, were removed, and Messrs. Benton, Stanhope, Jacques and Lowe appointed in their places.

Messrs. Embrey and Pilce, Collectors of Tolls, were also removed, and Messrs. Stake and Wells appointed in their places. No other changes were made. - *Hagerstown Herald.*

7/14/55, p. 3. The following advertisement started on July 14 and continued weekly until at least Sep. 1, 1855.

THE POTOMAC MILLS
FROM this date will be conducted with the aid of Mr. MAPHENY—a very competent Miller—by the undersigned.
 They pledge themselves to give in return for every three hundred pounds of pure and merchantable Wheat received, a Barrel of super-fine Flour, of the standard of any of the Eastern markets. They pledge themselves responsible for any reduction made by the Inspector.
 Wheat that is musty or has much garlick in it will be manufactured into flour by itself of standard quality independent of odour or taste—but they will not be responsible for any reduction upon inspection.
 Corn, Rye, &c. will be promptly ground in any manner that the customer may direct.
 They further offer to deliver the Flour of customers in Georgetown, D. C., whilst the Canal is navigable, free of cost of freight, till the price declines, per bbl., below \$7.
 LEVI MOLER, Lessee.
 I. H. TAYLOR, Gen'l Agent.
 July 14, 1855. 34—2m

One of the benefits of patronizing The Potomac Mills was free shipping to Georgetown, D.C. whilst the Canal was navigable, till the price declines, per barrel, below \$7.00.

8/4/55, P. 2. **Horrible Accident on the Chesapeake and Ohio Canal - Two Men Lost.** - It becomes our painful duty to give the details of a most distressing accident occurring on Wednesday night last, the 1st inst., about 11 o'clock, at Middlekauff's Culvert, 9 miles above this place. The Canal Boat "David Seigle," belonging to Wm. brown, Esq., of Antietam Iron Works, loaded with Coke, was on her way from Cumberland, when getting near the culvert the Captain discovered a breach in the Canal and knowing the fearfully hazardous situation they were in, jumped ashore and urged the balance of the crew and two passengers to do so also. They were either taken by surprise or lost their self-possession upon awaking to the fearful danger that surrounded them, and unable or unwilling to make any effort to save themselves, passed through the breach, with the wreck, into the River. The tow-boy, after passing through

the breach, was rescued, but the two passengers, who were drowned, were not seen afterwards -- it is supposed they sunk with the boat, which was broken in pieces. The names of the passengers were William Dunham, of Cumberland, aged about 70 years, and Miller Cole, from Williamsport. The boat and cargo is a total loss. At the time our paper goes to press the bodies of the unfortunate men had not been recovered. It is thought it will require 3 or 4 weeks to repair the injury to the Canal.

8/11/55, p. 2. **Bodies Found.**

The bodies of Wm. Dunham and Miller Cole, who were drowned at the breach in the Chesapeake and Ohio Canal, on the night of the 1st inst., which accident we noticed in our last, was found in the Potomac on Saturday last, the 4th inst., near Harpers Ferry.

10/20/55, p. 3. The following advertisement was placed on this date and ran weekly until at least until Dec. 8, 1855. The advertisement mentions the proximity to the Chesapeake and Ohio Canal, which we know was accessible via a River Lock.

12/15/55, p. 2. **A Fatal Accident.** - On Wednesday the 5th inst., as we understand, a young man named George Fisher, aged about 20 years, accidentally fell, as he was leaving a boat at the "Four Locks," about 7 miles above this place, to step upon a plank leading across a race, and struck his head against the plank, with so much violence as to cause instant death.

1/12/1856, p. 2. *Chesapeake and Ohio Canal - - Bond Holder's Meeting.*

Washington, Jan. 8. - A meeting of the bond holders of the Chesapeake and Ohio Canal, was held this afternoon, representing nearly

a million dollars. They adopted a resolution appointing a committee to represent their interests before the Legislature of the State of Maryland, in order to procure the management of the Canal divested of State control, or the passage of an act for the sale of said work on terms securing to the bond holders the payment of their claims and a coupon on every bond and a tax of a quarter percent, to be assessed to defray the expenses. It was stated that the outlay of the Canal absorbs the income, and that \$600,000 interest remains unpaid independent of the Virginia guaranteed bonds, the entire debt being \$2,600,000. The Bond holders declare the company nearly bankrupt, and it only needs a declaration to make it so. The canal cost from fourteen to \$15,000,000.

2/2/1856, p. 2. **The Canal.**

We are indebted says the Hagerstown *Herald*, to a friend for the annexed statement of the income and expenses of the Chesapeake and Ohio Canal for the last year:

RECEIPTS	
Revenue from Tolls	\$138,675.84
Revenue from Water Rents	3,651.25
Rent from Houses and Lands	810.15
Fines and Penalties	45.63
	\$143,182.87
EXPENSES	
Current expenses paid in the year 1854, exclusive of entries unpaid	
Improvements of Canal Steam Pump	\$7,025.11
Repairs, Ordinary	61,624.69
Repairs, extraordinary breaches &c.	5,014.86
Pay Superintendents, Collectors, Lock Keepers & Inspectors	22,552.49
Pay Pres., Directors, Clerk, Treasurer & Line Superintendents	7,426.73
Interest paid	26,319.20
Contingent expenses	1,251.15
Postage, Printing & Stationary	346.06
Law Expenses	527.76
	\$132,088.05

VALUABLE FARM FOR SALE.

THE subscriber will sell his Farm, near
Hard Scrabble, Berkeley County, Va.,
containing about

216 ACRES,

in a good state of cultivation. The im-
provements consist of a very good

FARM HOUSE, 

of Stone, with the necessary buildings
for a farm, and

A SAW MILL,

almost entirely new, situated on a stream
which never fails. This Mill is unsur-
passed by any in this section of country,
and commands a large amount of custom,
and has always been very profitable. A
Sawyer's House is conveniently situated.
This land is within a few hundred yards
of an excellent Flour and Grist Mill, and
immediately opposite the Chesapeake and
Ohio Canal. The advantages of water,
access to market, proximity to Mill, &c.,
are recommendations possessed by few
farms.


TERMS.—\$4000 cash, and the bal-
ance in two equal instalments, payable in
one and two years, with interest from date,
the purchaser giving satisfactory security
for back payments. The growing crop
is of course resumed. Possession given
on the 1st of April, 1856.

B. T. TOWNER,

Shepherdstown, Jefferson Co., Va.


N. B.—The Farm will be sold subject
to the dower of Mrs. Knox. This con-
sists of about 28 ACRES, laid off sepa-
rately; on this part of the farm is a com-
fortable Dwelling, built of logs.

B. T. T.

 If the above land is not sold at
private sale before the 21st day of De-
cember, next, it will be sold at Public
Sale on that day at 10 o'clock, A. M., on
the premises.

B. T. T.

October 20, 1855. 48--if

 Martinsburg Berkeley American,
and Hagerstown Herald please copy.

2/23/1856, p. 2. **The Potomac.**

The Potomac River is frozen up from
its mouth to its source, hardly leaving
sufficient openings for the subsistence of the
wild water fowl. Such is the depth and
solidity of the ice, that in many places large
wagons and sleds heavily laden with wheat,
wood, &c., are constantly passing and
repassing. Great fears are entertained for the
safety of the Canal, and the dams and
bridges across the River. We have been
informed that the average thickness of the
ice is about 28 inches.

4/12/1856, p. 2. **The Canal Open.** - The
Chesapeake and Ohio Canal is now open,
and that navigation has been resumed.
There is an immense amount of flour and
other produce, which has accumulated
during the winter, awaiting transportation
upon its waters.

5/31/1856, p. 2. **Coroner's Inquests.** -
Sampson Brosius was found dead at Lock
No. 51, in the Hancock District, last week,
and a stranger, name unknown, was
drowned in the same District. Inquests were
held upon both bodies by Coroner Troxell. -
Hagerstown Herald.

6/7/1856, p. 2. **Chesapeake and Ohio
Canal.** - At the meeting of the
Commissioners of the Chesapeake and Ohio
Canal Company, held at Washington, D.C.,
on Monday last, Col. Wm. P. Maulsby, of
Frederick City, Md., was elected President
of the Company, and the following
gentlemen Directors: James Coady and
Jacob M. Grove, of Washington County,
Md.; Dr. James Fitzpatrick and Thomas
Devecmon, of Allegany County, Md.; John
Brewer, of Montgomery County, Md.; and
Robert P. Dodge, of Georgetown, D.C.

8/23/1856, p. 2. **Drowned.** - George
Sinclair, a very worthy young man, about 21

years of age, was found dead on Friday morning, the 8th inst., in the locks at Berlin, of which he was keeper, supposed to have accidentally slipped in, and being unable to swim, was drowned. He was from Loudoun County, Va., but has been residing in this State upwards of a year. - *Frederick (Md.) Citizen.*

8/30/1856, p. 2. **Drowned.**

On Wednesday afternoon, 20th inst., a young man named Henry Bowers, aged about 19 years, was drowned in the Potomac River, at Cumberland. He was employed on a Canal Boat, and whilst engaged in pushing the boat with a pole, accidently fell overboard. His remains were taken through this place, to Sharpsburg, where his parents reside, for interment.

12/13/1856, p. 2. **Sale of Canal Bonds.** - The \$60,000 Chesapeake and Ohio Canal Preferred Coupon Bonds, bearing six percent interest from January 1st, 1855, which were advertised for sale at the suit of the Frederick County Bank, were sold on Thursday last at the Merchant's Exchange, Baltimore. They were put up in \$5,000 lots, with the privilege of taking the whole. The first lot of \$5,000 sold at \$1,275, being \$25.50 per share, and bought by Col. W. P. Maulsby, President of the Canal Company, who took the entire amount of \$60,000, at the same price, amounting in all to \$15,300.

12/20/1856, p. 2. The Chesapeake and Ohio Canal is frozen over. Navigation is suspended. The water will be let off on the 22nd inst.

2/7/1857, p. 2. **Dam No. 5.** - The Canal Company at the meeting of the Board on the 7th ult., awarded the contract for rebuilding Dam No. 5, in Messrs. Brown, Gorman & Lemon. They will commence the work at an early day, and being old and experienced

contractors, may be expected to make rapid progress. We learn that their contract requires them to complete the dam, by the 1st of January next. - *Martinsburg Republican.*

2/14/1857, p. 2. **High Water.**

By the sudden evaporation of the snow into water, the old Potomac, which has been covered for some time with ice, drank lustily from its tributaries, and soon it began swelling at an alarming rate. On Sunday last the watery element predominated, and of course the ice had to "knock under," which event did take place about 2 o'clock. The spectacle thus presented was as grand and beautiful as destructive.

We learn that great damage has been sustained along the river. A number of dams were carried off, amongst them Dam No. 5, which will seriously effect the boating business on the Chesapeake and Ohio Canal. It is supposed by some that navigation throughout the whole line, from Cumberland to Georgetown, will not be resumed for at least a year. Dam No. 4, which is now being rebuilt, was materially injured. Throughout this County we hear that a great many Bridges have been carried away by the rising of the smaller streams.

In Washington County, Md., we understand that immense damage was done on Antietam and Beaver Creeks; dams and bridges were swept off.

2/21/1857, p. 2. **Proceedings of the Canal Board.** - At a recent meeting of the Board of Directors of the Chesapeake and Ohio Canal, a resolution was passed abolishing the office of General Superintendent from and after the first day of March. It was found to be impossible to get along without the aid of a civil engineer at present, in consequence of the construction of Dams No. 4 and 5, and to employ a civil engineer and superintendent was deemed a useless

expenditure of money, and inasmuch as they could not dispense with the former for at least a year the office of the latter was abolished.

From the first, we opposed the creation of the office of General Superintendent, because we considered it a mere sinecure, the Superintendent being abundantly able to discharge the duty devolving upon them without the supervision of the General Superintendent, who very seldom knew as much as his subordinates as to the condition and wants of the canal. We are glad to see the office done away with. The savings to the canal thereby is about \$1,450 per year.

Economy is a great desideratum upon public works, and its peculiarly so on the canal. The present Directors, we are glad to say, are using every exertion to cut down expenses. We will be glad to second them in such laudable efforts. - *Cumberland Telegraph*.

The Chesapeake and Ohio Canal.

The National Intelligencer of Monday says: "On Saturday last, in obedience to a notification from the President of the Canal Board, Mr. Maulsby, of Frederick City, the members of the Board put themselves en route for Martinsburg, Va., which, on account of its centrality to the whole canal, as well as its nearness to the chief scenes of damage, was chosen as a fit place for a general meeting of all the Directors at the present time. The object of the meeting is to ascertain everything relating to the condition of the canal throughout, the extent of the damages sustained, and the manner and cost of repair. As a result of this well-judged and timely movement, we have no doubt the Board will publish an early report on this subject - one at all times, but now especially of interest to a large portion of the community.

5/2/1857, p. 2. **Canal.** - The Cumberland Telegraph says, the Chesapeake and Ohio Canal will be navigable on Monday next, 4th.

Leased. - The Warehouse at Mercerville, on the Chesapeake and Ohio Canal, recently owned by Joseph H. Piper, has been leased by Messrs. Lewis Watson and Samuel Boyer.

5/9/1857, p. 2. **The Season.** - An old fashioned, settled rain commenced falling on Friday evening last, the 1st, in this region of country, which continued, with but occasional intermission, until Monday night, the 4th. An immense quantity of water fell, exceeding any previous rain for several years, causing the Potomac river to rise to a great height and occasioning the repairs of Dams No. 4 and 5, on the Potomac, to give way and sweeping off their timbers besides doing injury in other localities, which will evidently cause the navigation on the Chesapeake and Ohio Canal to be delayed several weeks longer. This is certainly a deplorable state of affairs, and we sympathize with that numerous class of business men, whose produce, embracing in some instances all their earthly possessions, is locked up in the Warehouses and boats upon the banks of the Canal, and whose hearts must be sickened and crushed with a succession of deferred hopes and cruel disappointments.

5/16/1857, p. 2. **Drowned.** - Michael Donoho, a citizen of Hancock District, fell into a Lock upon the Chesapeake and Ohio Canal and was drowned, on the night of the 2nd instant. An inquest was held upon his body by Mr. Troxell, a Justice of the Peace, and a verdict rendered in accordance with the facts.

5/30/1857, p. 2. **A Melancholy Accident.**

On Thursday evening, 22nd inst., a son of Mr. Jacob G. Unseld, of Sandy Hook, near Harpers Ferry, and a colored boy who was with him, were both drowned in the Canal. Young Unseld, a sprightly, intelligent and promising lad of about 15 years of age, had on that day been at School in Harpers Ferry, and the colored boy was sent with a horse to bring him home. On their return, both being mounted on the horse, the latter became frightened at some falling earth and stones, and sprang down a precipice of some twenty or thirty feet into the Canal. The horse swam out, but the boys sank to the bottom. Their bodies were recovered a short time afterwards, and on Saturday last the white boy was interred. His parents were devotedly attached to him, and the feelings which his death under such distressing circumstances has stirred up in their breasts can better be imagined than described.

6/6/1857, p. 2. The Annual Meeting of the Stockholders of the Chesapeake and Ohio Canal took place on Monday at the City Hall. It resulted in the re-election of the old board as follows:

Wm. P. Maulsby, President,
Frederick County, Md.

Thomas Devecmon and James
Fitzpatrick, Allegany County, Md.

James Cowdy and Jacob Hagrove,
Washington County, Md.

John Brewer, Montgomery County.
and Robert P. Dodge, of Georgetown, D.C.

From the dams on the upper region of the canal intelligence was yesterday received which gives the hope that by the 10th inst. navigation will be resumed throughout. - *Nat. Intel.*

6/13/1857, p. 2. **Canal Subscription.** - The Cumberland Telegraph says, the amount subscribed by the citizens of that place

towards the completion of dams No. 4 and 5, on the Chesapeake and Ohio Canal, may be assumed at \$20,000. The amount actually subscribed does not quite reach that sum, but the committee are assured that the whole of the \$20,000 will be obtained with but little difficulty.

6/27/1857, p. 1. **Accident at Dam No. 5.**

We regret to learn that the last crib to complete this Dam, which was wheeled into line on Tuesday last, gave way owing to the breaking of a rope before it was loaded down with stone, carrying off with four carpenters, one of whom was drowned. He was a young Baltimorean, but we did not learn his name. His body has not yet been found.

We understand that arrangements have been made to go on with the repairs to Dam No. 5, and if no unforeseen accident occurs, it is confidently expected that navigation will be resumed on the Canal by the first of next month. But for the unusually wet season and the succession of freshets - such as perhaps has never been witnessed on the Potomac - these repairs would have been completed months ago. As it is, the officers of the Company deserve great credit for their untiring perseverance and energy.

We doubt whether a more untiring set of men has ever had control of this great work. - *Martinsburg Republican.*

7/4/1857, p. 2. The Cumberland Coal and Iron Company recently purchased one hundred canal boats of the Erie Canal Company, intended to be put on the Chesapeake and Ohio Canal, for the use of the Cumberland Company in the transportation of coal to Alexandria. Forty seven of these boats were brought around to Alexandria, when it was discovered that they were all too wide by three inches to pass the lock-gates.

7/18/1857, p. 1. **A New Scale of Tolls.** - The President and Board of Directors of the Chesapeake and Ohio Canal, have adopted a new scale of tolls, which took effect last week. On rough materials, such as fire-bricks, castings, salt, bloom and railroad iron, rough stone, &c., the toll is 20 cents per ton for the first 20 miles; then an increase of five cents for every ten miles. On lime and cement the toll is the same as the above up to 70 miles; over this distance, only fifty cents per ton is charged for the whole line to Cumberland. Limestone, five cents per ton for the first 20 miles, then an increase of 2½ cents for every ten miles, up to 70 miles; over this distance the rate is not to be greater than 16 cents per ton for any distance.

8/1/1857, p. 2. **The Canal.**

At last navigation on the Chesapeake and Ohio Canal has been restored. The long looked-for period has at length arrived. Boats are once more running on this great work, and the "Black Diamonds" and produce of every kind are flowing in a constantly increasing stream towards tide water.

Severe Accident. - On Saturday last Mr. James Terrell and Mrs. John H. Kindle, were severely burned by the explosion of a lamp, on board a canal boat, at Dam No. 6. The boat took fire and some difficulty was experienced in extinguishing the flames. The condition of the injured is considered critical. They were brought to their residences in this city. - *Cumberland Telegraph.*

9/5/1857, p. 2. **The Chesapeake and Ohio Canal Navigated by Steam.** - A week or two since it was announced that the "James L. Cathcart," a steam canal boat, built at Georgetown, would make a trip between

that city and Cumberland, Md. We understand that the trip was made in forty-eight hours running time. The boat is a screw propeller, and her engine, which is placed in the rear cabin, is of 28 horse power. The boiler and furnace weigh four tons only. The editor of the *Cumberland Civilian*, who took a short trip in the boat, states that the engine and propeller worked as well as could be desired. The commotion in the water (the editor adds) was very little; immediately in the wake of the screw paddle was perceptible a slight commotion, but no wave; neither was there any more of a wave washing the banks than arises from a boat drawn by horses. There was not the least obstruction arising to prove an injury to the canal banks, and we confidently believe that this invention is all that is necessary for successful steam navigation, and we congratulate her inventors that they have achieved the long-awaited and much-needed improvement. The boat must certainly work wonders in canal boating. A change will undoubtedly soon take place. A canal boat of the description of the "Cathcart" will cost no more than a boat and a mule team.

9/12/1857, p. 2. **Chesapeake and Ohio Canal.** - The Cumberland Telegraph makes the following synopsis of the report of the Board of Directors of the Chesapeake and Ohio Canal Company to the stockholders, viz: Total amount of tolls which accrued to the canal for the year ending December 31, were \$153,051.36 against \$128,675.84 for the corresponding period of 1855; showing an increase for the year of 1856 of \$14,375.52. The expenses for the same period, including the interest account, amounted to \$231,716.73. The expenses from the 1st of January to the 1st of June, 1857, amount to \$162,322.12

The total loss sustained by the canal from the ice freshet directly and indirectly, is estimated above 200,000 dollars, to say

nothing as to the sum expended since June 1st.

9/12/1857, p. 2. **Drowned.** - A son of Henry M. Coffman, residing in Pleasant Valley, some five miles from this place, aged about seven years, was drowned in the Canal, near Sharpsburg, on Tuesday last, 1st of September. Mr. C. is tending a saw-mill at the place where the accident occurred, and while the child was playing about, it fell in and before it could be rescued, was drowned. - *Boonsboro Odd fellow.*

At the late meeting of the Board of Public Works, Mr. David Funsten, was appointed proxy of the Chesapeake and Ohio Canal.

9/19/1857, p. 2. **C. & O. Canal.** - The Board of Directors of the Chesapeake and Ohio Canal met on Thursday in regular monthly session. All the members present except Mr. Coudy, and the president of the board, Mr. Maulsby, in the chair. The amount of money actually received by the company for the twenty three days of August on which navigation was possible, was \$19,464.53 but this will be increased from Harpers Ferry collection, so that \$20,000, or approaching on thousand dollars a day, will be the receipts for August. Most of the business of the meeting consisted in making arrangements with contractors. We regret that a break has occurred in the canal about six miles this side of dam No. 5. It is not serious however. *National Intelligencer.*

A Severe Loss.

Mr. Charles Gatrell, a boatman of this place, had the misfortune to lose his team of three horses, on last Monday, whilst going around "slack water" on the C. & O. Canal. This is a dangerous point on the Canal and much feared by boatmen, and many of the like instances occurred before,

but to none has it fallen harder upon than to Mr. Gatrell, who is a poor though honest, upright man, and good citizen. His loss is estimated at about \$400, and this to a hard-working man is no inconsiderable amount. We are pleased to see however that some of our philanthropic citizens have taken the matter in hand and are trying to reinstate Mr. Gatrell by appealing to the liberality of the community. It is a very commendable undertaking and deserves success. We hope none will be backward in relieving him in this his time of need.

11/14/1857, p. 2. The C. & O. Canal still continues in excellent order throughout its entire length. The amount of tolls received for the month of October runs up to \$20,000. The work on the new dams, No. 4 and 5, is to be suspended. The cause of the suspension is a want of means to prosecute the work.

11/21/1857, p. 2. **Stabbing Affair.** - On Monday last a melee occurred on the Canal, at this place, between *Wm. Taylor* owner of a boat, & a man named *Wm. Ormans*; during the scuffle they fell into the Canal, when Taylor inflicted four stabs, with a dirk knife upon Ormans, but neither of which proved serious.

11/28/1857, p. 2. The Canal and Potomac is frozen over at this place, and navigation, without a great change in the weather, may be considered as closed for the season.

12/12/1857, p. 2. **Accidental Drowning.** - An inquest was held over the body of *James Lose*, at the Warehouse of L. G. Stanhope, Esq., on the Chesapeake and Ohio Canal, on the 20th ult. Verdict of the Jury, accidental drowning.

1/29/59, p. 2. Mr. *Patrick Dunovan*, a man of family, and a resident of Hancock, Md.,

was instantly killed on Tuesday last, by falling into Lock No. 56, on the Chesapeake & Ohio Canal, near Orleans, Allegany County. The deceased had been in attendance at a frolic given at the Sidling Hill Coal Works, and in attempting to cross the lock there, fell in, his head striking violently upon the rocky bottom (the water was drawn from the lock at the time) and caused immediate death.

A singular fatality seems to overhang this Lock, for within a few years, five men have lost their lives in it. It is the same lock in which a Mrs. *Summers* was drowned a short time ago.

3/27/1858, p. 2. **Heavy Load.**

The boat "Susan Baker," owned by Rentch & Stonebraker, of this place, Mr. George Harris, Captain, left the wharf of the Chesapeake and Ohio Canal, at this place, on Saturday last, 20th inst., laden with 4,000 bushels of Corn, 200 bushels of Wheat, 150 bushels of Oats, 128 barrels of Flour, 56 bushels of Timothy seed - the entire weight of which was one hundred and thirty four tons. The boat averaged 4 feet, 8 inches, of water in the bow, and 4 feet 5 inches in the stern.

This is said to be the heaviest load ever known to leave the wharf of Shepherdstown, upon the Chesapeake and Ohio canal.

Praiseworthy.

The retiring board of directors of the Chesapeake and Ohio Canal, before the close of their labors, and in obedience to the petition of a large number of persons doing business upon the canal - captains of boats and others - passed a resolution prohibiting the running of boats on the Sabbath day; and from after this, all lock-keepers will be required to keep them (locks) closed on Sunday.

Canal Appointments.

The meeting of the Stockholders of the Chesapeake and Ohio Canal took place in Washington City on Thursday last. The meeting is said to have been an unusually full one, and was presided over by James A. Magruder, Esq., of Georgetown. The election of officers resulted as follows:

President - Lawrence J. Brengle, of Frederick.

Directors - Daniel C. Bruce and David W. McCleary of Allegany; John S. Bowles and F. Dorsey Herbert of Washington; H. F. Viers of Montgomery; and James A. Magruder of the District of Columbia.

It is stated in the City papers that Henry W. Hoffman, of Allegany, will be selected as the Treasurer of the Company, and that the General Superintendent, the most important officer of the work, will be taken from Washington County, Md.

4/3/1858, p. 2. **Flare Up of the Canal Board.** - The Baltimore *Clipper* states that W. P. Magruder, Esq., President of the Chesapeake and Ohio Canal Company, has stoutly refused to give up the books of the company to the new canal board, and that too upon the foolish plan of illegality.

4/10/1858, p. 2. **Election of Officers.**

The newly elected Board of Directors of the Chesapeake and Ohio Canal, at their meeting in Washington, on Wednesday the 24th ult., appointed the following officers, who entered upon the discharge of their duties on the 1st inst.

General Superintendent and Engineer - John G. Stone, of Clearspring, (the present Senator of Washington Co., Md.)

Superintendents - First Division - Georgetown, Horace Benton, of Montgomery; Second Division - Monocacy, Silas Brawning, of Rockville; Third

Division - Antietam, Levi Benton, of Sharpsburg; Fourth Division - Williamsport, A. K. Stake, of Williamsport; Fifth Division - Hancock, Lewis G. Stanhope, of Washington county; Sixth Division - Cumberland, Lloyd Lowe, of Cumberland.

Collectors of Tolls - Georgetown, D. C., J. McHenry Hollingsworth; Williamsport, John A. Rickard; Hancock, Henry Wells; Cumberland, John A. Shaw.

Assistant Collector at Georgetown - Clement A. Peck.

Hon. H. W. Hoffman, of Cumberland, was then appointed treasurer from the 1st of June next, in place of Samuel Magraw, who resigned some time since. The office at present held by Mr. Ringgold was not interfered with.

A motion to move the office of the company to Cumberland or to Frederick was rejected.

It is stated that Col Maulsby will have the present officers notified not to surrender their offices to the new appointees.

4/17/1858, p. 2. **A Fizzle:**

The attempt of the late President and Directors of the Chesapeake and Ohio Canal to retain possession of this greatly abused and mismanaged work, has resulted in a signal failure. The injunction which they prayed for has been refused by the Court, and the Canal passed into the hands of their successors. The slight break which occurred last week below Williamsport has been repaired, and navigation resumed upon the whole line, and boats are running briskly.

4/24/1858, p. 2. **Chesapeake and Ohio Canal.** - During the week ending Saturday evening last, the arrivals at the Collector's office at Georgetown amounted to eighty-six, of which about two-thirds are coal boats, the rest laden with wheat, flour, corn and limestone. The Canal is reported all

clear and navigable throughout, with business very active. The Sunday law takes place on next Sunday week, whereby all the locks on the canal will be kept closed every Sabbath, and no way-bills issued. Receipts for tolls for the past week, \$2,397. - *National Intelligencer.*

5/1/1858, p. 2. **A Colored Boy Drowned.**

On Monday night, the 19th ult., a colored boy named David Watts, was drowned at the Four Locks on the Chesapeake and Ohio Canal. He was in the employ of Mr. Cyrus Moore, keeper of the Locks, and while engaged in passing a boat through the Locks, the night being very dark, he made a miss-step and fell into the Canal.

5/8/1858, p. 2. **Canal Suit.**

Col. Maulsby, late President of the C. & O. Canal Company, not satisfied with their rejection of his application, for an injunction to enable him to retain office, has applied to the Circuit Court of the United States, now in session at Washington, D.C., for a writ of Mandamus to compel his successor to give up the office to which he was recently elected. The reason, assigned for this vexation proceeding is that the election of the present President was illegal, and also that the new board are unwilling to pay for the excess of time, the old employees held over, under Col. Maulsby's orders after they were notified to resign. It was annoying enough that they should impede the business of the Canal as they did, without expecting pay for their intrusion. If the writ should be granted, Col. Maulsby will be able to hold onto the office until the 1st Monday of June.

5/15/1858, p. 2. **Breach of Dam No. 4.**

We understand that the freshet in the Potomac river on Friday last effected a breach in Dam No. 4 of the Chesapeake and

Ohio Canal, situate near Williamsport. About 80 feet of the cribs near the Maryland shore were carried away. This difficulty will probably suspend navigation for a short time, and besides the cost of repairs, involve a large loss of revenue from tolls, now much needed for the completion of the new masonry dam at that point.

We understand that Mr. John Cameron of Washington City, (brother to Mr. Daniel Cameron of this place,) has received the contract to make the repairs, and is now at the scene of action.

6/19/1858, p. 2. **Chesapeake and Ohio Canal.** - The stockholders of the Chesapeake and Ohio Canal Company had a general meeting in the City Hall on last Friday. Lawrence J. Brengle, Esq., President, in the chair.

The lately elected officers of the company were all confirmed. The report which shows a very discouraging condition of the canal and the finances of the company. The ice-freshet in the spring of 1857, and the calamities resulting from it, are represented to have involved the company in a loss, from the extraordinary expenses incurred, and deficiency of revenues, which may be estimates at \$300,000. There was a deficiency of funds on the 1st of April, 1858, of \$45,043.60.

The Board think it will require two years to place the canal and the finances of the company in as good condition as they were two years since.

6/26/1858, p. 2. **The Canal at Dam No. 4.**

The breach at Dam No. 4 is about to be closed, now that the stage of water will permit of operations. Over 100 hands, (chiefly boatmen, whose all is dependent upon the Canal,) are employed night and day. On Tuesday morning the first crib was put in. Two other are to be put in, which will be done early next week, and thus close

up the breach in the course of ten days, should the weather continue favorable.

Both Dams will be completed this summer by building them of the most solid and enduring masonry; the prospect of procuring the necessary funds from the Coal Companies, amount almost to a certainty. The company owes nothing however for the work already done by contractors at these Dams.

Loaded boats can now pass at the tunnel. An Irishman named David _____ on Monday slipped from the crib at Dam No. 4, into the water, his body was drawn into the rapid current then fell through the breach, and after futile efforts to save him from his own agonizing exertions, he sank to rise no more alive.

7/3/1858, p. 2. **Dam No. 4.**

We understand that another crib was washed away, on Monday last, whilst adjusting it in the Dam. This seems to be an ill-fated work.

7/24/1858, p. 2. **Death from Drinking Whiskey.** - At Mercerville, on the

Chesapeake and Ohio Canal, last week, a man named Jacob Barks drank a quart of whiskey, and laid down in the public road, where he died in the course of a half hour.

8/28/1858, p. 2. **Chesapeake and Ohio Canal.** - The Board of Directors of the Canal held their last meeting, at this place, commencing on the 8th inst., and closing on the evening of the 10th. They were met here by a number of gentlemen from New York city, and Cumberland, Md., concerned in coal mining and the navigation of the Canal, with the object of consummating the arrangements for a loan of \$100,000 to the Canal Company wherewith to complete Dams Nos. 4 and 5. The result was that the said arrangements were fully consummated and the necessary contracts entered into and

signed. By these the money will be forthcoming, and not as it is wanted for the said structures, the loaning parties receiving in lieu permits of the nature of receipts for tolls during the year 1859. These terms appear to be judicious and liberal, and it is now claimed that the future of the Canal, to all human appearance, is rid of the only great cloud which menaced its fortunes. The work at Dam No. 4 is going steadily and successfully forward; the work at Dam No. 5, which had been suspended for lack of funds, will be immediately resumed. The September meeting of the Board will also be held at this place. - *Morgan Constitution*.

8/28/1858, p. 2. **Fatal Accident.**

A laboring man, named Patrick Scanlan, came to his death on Thursday last at Dam No. 4 under the following circumstances. He was engaged in picking clay in a pit on the Virginia side of the river, for the purpose of filling coffer dams when a loose rock on the side of the bank gave way and fell on him. He lived about two hours after the accident.

Dams No. Four and Five.

The work at the new masonry dams in progress of erection on the Canal will be pushed forward with zeal and energy, now that a sufficient loan has been effected for the purpose, and it is expected that both will be completed before the close of the year. Mr. Robinson of Martinsburg has the contract for the construction of Dam No. 4 and Mr. William Brown of Washington County, Md., that for the construction of Dam No. 5. It is stated that the President and Directors of the Company will hold their monthly meeting in Cumberland after September until Dams No. 4 and 5 are completed.

9/11/1858, p. 2. **A Change on the Canal.** - It is stated in the *Hancock Journal*, that

Lewis G. Stanhope, Superintendent of the Hancock Division of the Chesapeake & Ohio Canal, has resigned, and that James Resley has been appointed to fill the vacancy.

We understand that Mr. Stanhope has received the contract for the completion of Dam No. 5, Mr. Brown, to whom it had been awarded, having thrown it up.

9/18/1858, p. 2. **Found in the Canal.**

The store of Mr. C. F. Wendell, at Berlin, Frederick County, Md., was entered on the 1st inst., and an iron safe containing \$1,800 carried off. A few days afterwards the safe was found in the Canal with its contents safe and sound. The supposition is that the thieves intended to convey the safe away in a boat, but upset the boat accidentally and let their plunder fall in the water.

9/25/1858, p. 2. **A Man Drowned.**

On Thursday last, the 16th inst., as a boat filled with dressed stone, nearing Dam No. 4 on the Chesapeake and Ohio Canal, it was capsized by a gust of wind. There were four men on the boat at the time, three of whom saved themselves, but the fourth, an Irishman named Bear, employed on the Dam, sank with the stone to the bottom, and has not been recovered. One of the three who saved themselves, was Mr. Elias U. Knode of Hagerstown, and at present an efficient employee on the work. Mr. Knode sank in about twenty-five feet of water, but having kept clear of the massive stones with which he was surrounded, he immediately rose to the surface and with the aid of a plank hastily thrown him, reached the dam a moment before the huge gondola arose and struck it with great violence, the collision occurring at the very point where Mr. K. Made his escape.

Two of three steam boats, the *Cumberland Civilian* states, are in the course

of construction upon the line of the Chesapeake and Ohio Canal. 12/4/1858, p. 2. At the late meeting of the C. & O. Canal board, the salary of Mr. Ringgold, the clerk of the company, was increased to \$2,000; that of Mr. Shaw, collector at the port of Cumberland, to \$700; that of Mr. Ferguson, inspector, to \$600; and that of Mr. Stone, general superintendent, to \$2,000.

12/11/1858, p. 2. **Bridge Contract.**

We are informed, says the Frederick, Md., *Examiner*, that on Friday last, *John A. Snovall & Co.*, of this city, entered into a written contract, with surety, for the building of a Government dam across the Potomac river a short distance above Harpers Ferry. The dam is to be of substantial masonry, about 6 feet high according to specifications, to be built by the perch, and is estimated to cost some \$80,000. The paragraph copied from the Baltimore *Sun*, stating that this contract was awarded to Messrs. T. Moore & Co., of Buffalo, it will be seen from the above, was erroneous. The construction of the proposed dam will materially benefit the C. & O. Canal, by affording an increased supply of water during the summer.

12/25/1858, p. 2. From the Cumberland papers we learn that the business on the *deep cut*, C. & O. Canal, is suspended for the winter; the boatmen having tied up their boats, 2,411 canal boats left that port during the season, carrying 271,361.06 tons of coal.

2/19/59, p. 2. **Work on the Dam Commenced.** - We learn that Messrs. John A. Snovell & Co., the contractors to build the Government Dam at Harpers ferry, have commenced work with about 40 hands, and intend in a few days to increase their force to 70.

2/26/59, p. 2. **Resumption of Navigation.** - We understand that it is in contemplation to let the water into the Chesapeake and Ohio Canal on or about the 1st of March, preparatory to an unusually early resumption of navigation, which will certainly take place should the present mild weather continue. We also learn that the Coal Companies have made arrangements to transport some eight hundred thousand tons of Coal during the ensuing season, one half upon the Canal and one half upon the Railroad, which will far exceed the trade of any previous year.

Body Found. - The Hagerstown Mail says that the body of an unknown man, supposed to have been drowned at Dam No. 4 some time ago, was found below Mercersville, Washington County, last week. The Editor of the Herald says he saw this man drown; he went down in fifteen feet of water with half a dozen tons of stone upon him, having been in a boat loaded with the stone which was capsized as it neared the dam by a sudden gust of wind.

A Freshet in the River. - The heavy rains of last week caused a considerable freshet in the river, which done some damage to Dam No. 5, a temporary Crib and two Derricks having been washed away. The loss is trifling and will not delay the resumption of navigation. No damage was sustained at Dam No. 4.

4/9/59, p. 2. Navigation on the Chesapeake and Ohio Canal is exceedingly active. Ten thousand tons of coal have already arrived at Georgetown, D.C., and the tolls for March were \$2,875.

The creditors of the Chesapeake and Ohio Canal are to meet at the Fountain Hotel, in Baltimore, on the 27th day of May next, for the purpose of memorializing the Maryland Legislature to pass an act for their relief.

4/16/59, p. 2. **Drowned.** - A hand employed on the Canal Boat *J. F. Wheatley*, fell overboard from the boat several days ago, when she was stopping at White Oak Spring, on the three mile level, on the Chesapeake and Ohio Canal, and was drowned. He was from Harpers Ferry. His body was found with grappling irons the day of the accident. When found, there was a bruise on his forehead.

4/22/59, p. 2. **Man Drowned.** - A man by the name of Wat Powell, was drowned on Friday, the 1st inst., near Seneca, in the Chesapeake and Ohio Canal, in the following manner: He was in the act of pushing a boat on which he was working, when his foot slipped and he fell in and before assistance could reach him life was extinct. He was a worthy man, and leaves a large family without any means of support.

5/5/59, p. 2. **Chesapeake and Ohio Canal.** - Washington, May 4. - The general superintendent of the Chesapeake and Ohio Canal Company received a letter this morning that Mr. Benton, division superintendent at Dam No. 4, in which he states that all the boats that have so far arrived, have been passed without difficulty, and on interruption is likely to occur until the river falls. All the materials required for the repairs at that point have been received, or will be by the time the water is low enough to commence the repairs. The work for the completion of the new dam (No. 4) was let to Mr. Lewis G. Stanhope at the same rate paid to the former contractors, conditioned upon his completing the same within thirty days.

6/4/59, p. 2. The law prohibiting boats to run upon the Chesapeake and Ohio Canal on Sunday was repealed a few days since. Boats are now running on the Sabbath day.

6/25/59, p. 2. The Alexandria Gazette complains of a scarcity of vessels at that point, as coal carriers.

7/30/59, p. 2. **Fatal Accident.** - We learn that on Thursday last, Mr. *Nathaniel Long*, of Washington County, Md., was thrown from his horse, and his neck broken. This accident occurred near Dam No. 4.

9/17/59, p. 2. The Board of Directors of the Chesapeake and Ohio Canal met on Thursday at their offices in Washington and determined upon ordering the contractors to go on with Dam No. 5, forthwith, and continue it to completion. There is said to be a hundred feet section of masonry to be put in.

9/24/59, p. 2. The Georgetown correspondent of the Baltimore Sun, of Monday, says: "This afternoon, by the collision of two canal boats, Mr. John Wm. Yontz, a resident of Shepherdstown, Va., met with a very painful accident in a compound dislocation of the ankle. Medical aid was summoned, and in an hour or two he was carefully conveyed to the Washington Infirmary. Dr. Halen set the limb, and he is doing well.

This young man is a son of Mr. *Martin Yontz* of this town, and when the accident occurred he was employed upon the boat owned by Mr. *William Chaplaine*, also of this town.

Transcribers Note: For the balance of 1859 the news was mostly about the John Brown raid at Harpers Ferry, his trial, and hanging.

10/15/59, p. 2. The Hagerstown Herald of Wednesday last states that the breach at the Aqueduct on the Chesapeake and Ohio Canal has been closed, and the necessary cribbing at Dam No. 4 nearly completed, which will enable the Company to resume

navigation during the present week. Navigation has been resumed upon the lower level of the Canal, for the last ten days, and the line is now open from Harpers Ferry to Alexandria. Steamers are now regularly plying between Georgetown and Harpers Ferry.

P.S. - The steamer "Herald" passed the Shepherdstown lock on Thursday evening, en route for Cumberland.

1/22/1860, p. 2. The breaking up of the ice on the river has proven injurious to Dam No. 5 on the C. & O. Canal. About 8- or 100 feet of the old Dam has been broken and washed away.

2/4/1860, p. 2. **The Chesapeake & Ohio Canal.** - The Annapolis correspondent of the Baltimore Sun, under date of January 12, says, that many persons interested in the Canal, are expected to be at Annapolis in a few days. The scrip owners and bondholders are both actively at work. It appears to be the disposition of parties interested in the Legislature, to listen to the recommendations of both Gov. Ligon and Gov. Hicks, to separate the State from its control in the work, and to leave the canal to private management

2/11/1860, p. 3. **The Canal.** - We learn that the Canal Board, at their meeting on Friday last, contracted with Messrs. Hassett and Herr to repair the breach at Dam No. 5, created by the late freshet, and that there is no doubt but that the Canal will be in good order as soon as the water becomes low enough to enable the work to be done. The Contractor for the work at No. 4 was ordered to complete it with the greatest possible dispatch. The New York Coal Companies refused to give the least aid unless the Canal Board would authorize their agent to let the work and permit him to give \$30,000 for the repairs at both dams. The Board very properly refused to transfer

their powers to the agent of the Coal Companies, preferring to let the work to our own citizens, especially as they have agreed to do it for one half the amount asked by the New Yorkers. - *Hagerstown Herald*.

3/3/1860, p. 2. Five boats left Williamsport via C, & O. Canal of Friday and Saturday last, loaded with forty-six hundred barrels of flour, for the Georgetown market. Three thousand barrels were sent by Jacob B. Masters & Co., and sixteen hundred by Charles Embrey & Son.

In this same issue was found the advertisement:

TRUSTEE'S SALE.

BY Virtue of a Deed of Trust, recorded in the Clerk's office of Jefferson County, Va., dated the 28th of December 1858, and one dated December 1858, in the Clerk's office of Hagerstown, Md., both in favor of Edgar H. Chaplin, the undersigned, Trustee, will sell at Public Sale, at Shepherdstown, Va.,

ON TUESDAY, 13TH MARCH, INST., the following Personal Property of William Chaplin:

TWO HORSES, 

3 HEAD OF NO. 1 MULES,

10 sets of BOAT HARNESS,
2 sets of WAGON HARNESS, Bridles and Collars, 4 sets of Fly Nets, 6 Housens,

2 WAGONS AND BEDS,

1 pair Hay Ladders, 1 Sleigh, 2 sets of Harness and Bells,



ONE CANAL BOAT,

(C. B. Thurston) and FURNITURE, 1 tow Line, Bow Line, 2 Pumps, 2 Bow Lamps, 6 sets of Spreaders, a lot of Forks, Rakes and Shovels, and many other articles. Also all the

HOUSEHOLD & KITCHEN Furniture.

TERMS.—A credit of Six Months will be given on all sums over \$10, the purchaser giving bond and approved security. Sums of \$10 and under, cash. No property to be removed until the terms of sale are complied with.

Sale to commence at 10 o'clock, A. M.

M. L. ENTLER, Trustee.
March 3, 1860. 21

The canal boat "C. B. Thurston" was registered on 8/31/1854, hailing out of Cumberland and owned by Cumberland Coal & Iron Company. How it became the personal property of William Chaplin and/or

how much it was used on the canal remains to be found. This advertisement was run twice and then the March 24, 1860 copy was changed by the addition of a comment that: "The above sale will *positively* take place on the day named." and that advertisement was run for two more days. The results of the sale have not been found.

3/17/1860, p. 2. The steamer "Antelope," Capt. Wells, and "Brenge," Capt. Ritter, commenced running off the Chesapeake & Ohio Canal on Wednesday last. They will make four trips each week between Georgetown and Harpers Ferry, and two to Williamsport. Trips from this place to Williamsport on Wednesdays and Fridays; leaves here at 6 o'clock, A. M., and returns to this place on the evening of the same days, and immediately leaves to Georgetown. Fare from Georgetown to Harpers Ferry, \$1.80; to Shepherdstown, \$2.19; and to Williamsport, \$3.00. Passengers for short distances will be charged at the rate of 4 or 5 cents per mile.

3/31/1860, p. 2. **Drowned.** - A young man in the employ of Mr. Elie Stake, of Williamsport, Md., was drowned at Dam No. 5 last week. His body has not yet been recovered. In company with two others, he attempted to cross the river above the dam; the skiff was drawn into the breach at the dam and capsized. The other two succeeded in reaching the dam.

4/14/1860, p. 2. **Freshet.** - Rain commenced falling on Monday and continued with slight intermission up to Wednesday noon, causing the Potomac to swell higher than it has been for eight years. The freshet extended along the line of the B. & O. Railroad from Grafton to points east of Harpers Ferry. The C. & O. Canal was overflowed at several points between Cumberland and Harpers Ferry. It is thought that Dams

No. 4 and 5 are materially injured as five or six cribs and timber were seen floating by at this point.

At Harpers Ferry, on Wednesday, the banks of the Canal were entirely submerged, and the lower end of the town over flown. Many persons were compelled to remove their stores, shops, &c., from the submerged and threatened buildings to others higher situated. The Armory buildings being protected by the heavy walls surrounding them, were not at all affected by the flood.

It is presumed that much loss and damage have been sustained by persons residing along the line of the Potomac.

4/21/1860, p. 2. A correspondence dated Dam No. 5, April 16, to the Baltimore Sun, states that the water in the Potomac and C. & O. Canal has subsided, and this Dam, which had just been finished, (by cribbing) is not the slightest injured. Dam No. 4 has also escaped, and the slight damage done to the entire line of Canal can be repaired in 8 or 10 days at a cost not exceeding a few thousand dollars.

5/5/1860, p. 2. **Increase of Tolls on the Canal.** - The Frostburg Gazette of the 29th states upon what it deems reliable grounds that a majority of the Board of Commissioners of Public Works had determined to exact as a condition precedent to the appointment of directors to the Chesapeake and Ohio Canal Company, at the election on the 3rd of the ensuing month, a pledge or promise that they would favor the proposition to add 25 cents to the present toll on each ton of coal from Cumberland to tide water.

5/12/1860, p. 2. **New Board of the Chesapeake and Ohio Canal.** - There was a meeting of the stockholders (or their representatives) of the Chesapeake and Ohio Canal in Washington on Thursday, when the

commissioners of public works of Maryland, whose duty it is to appoint directors in all the public works in which the State is part owner, were present for the purpose of choosing directors in the Canal Company, to serve until Monday, the 1st of June, or *until their successors are appointed*. Quite a revolution was made in the board, the following gentlemen having been elected directors: Alfred Spates, of Allegany county; John M. Broome, of St. Mary's county; Victor Holmes, of Baltimore county; Edward M. Mealy, of Washington county; Enoch B. Hutton, of Montgomery county; and Joseph J. Heckert, of Cecil county. A new president of the Canal Company was also elected - Dr. Fitzpatrick, of Allegany county.

In stockholders meeting the stock of City of Washington and the United States was represented by Mayor Berrett; that of Virginia by N. S. Robinson, of Martinsburg; that of Alexandria, by W. S. Boothe, and private stock by W. H. Fowle, of Alexandria. After the election had been announced, Mr. Robinson having been instructed to do so by the board of public works of Virginia, was allowed to enter a formal protest against the action above taken, in not having given a director to the United States, to Virginia, and the District of Columbia. The next meeting of the stockholders will be on the first Monday in June.

5/19/1860, p. 2. The protracted rain of last week caused the Potomac and the C. & O. Canal to again swell to a considerable height, causing some little damage to these thoroughfares, but not sufficient to impede the progress of boating to any extent. A slight breach on the bank of the Canal, on the "five mile level," occurred on Sunday last, through which a horse and mule, whilst attached to a boat on the way to Georgetown, belonging to Mr. John

Byroads, were washed into the Potomac and were taken down stream some 8 miles, and when several miles below this town, the mule was rescued, and the horse drowned.

5/26/1860, p. 2. **Chesapeake & Ohio Canal.** - At a meeting of the President and Directors of the Chesapeake and Ohio Canal, held in Washington, on Tuesday of last week, A. K. Stake of Washington County, Md., was appointed General Superintendent, (salary \$1,200) and John M. Miller of Cecil County, Treasurer, of the C. & O. Canal. The following Supervisors were also appointed: - Emanuel Tice, Benj. Bootman, Lawrence J. Murry, W. D. McCardle, Thos. Charlton, Geo. W. Grove, Lawson Poffenberger, Terrence Byrnes and Patrick Savin. Salary \$600.

The office of Superintendents of Divisions, has been abolished and the six incumbents discharged. The contracts for the completion of Dams No. 4 and No. 5 have been relinquished; and the new Board refuse to obey the instructions of a majority of the Commissioners of Public Works, to increase the rates of freight on Coal.

The Board adjourned till the 1st of June, without appointing Collectors.

6/2/1860, p. 2. **The Canal.** - The Cumberland Telegraph states that the Chesapeake and Ohio Canal is in good navigable order for its entire length, also that it is in contemplation to estimate the cost of finishing dam No. 5, and if the board should see their way clear, financially, it is probable the work will be done.

6/16/1860, p. 2. The annual meeting of the Chesapeake and Ohio Canal Company is postponed until July.

6/23/1860, p. 2. The Steamer Antelope, Capt. B. F. Wells, will, on and after the 2nd of July, carry the United States Mail

between Georgetown and Harpers ferry, and will run as follows: - Leaves Georgetown every Monday, Wednesday and Friday, at 7 A.M. Leaves Harpers Ferry every Tuesday, Thursday and Saturday, at 6 A.M.

7/14/1860, p. 2. The Chesapeake and Ohio Canal is now in fine navigable order throughout the entire line. A few days ago some 250 boats, "all in a row," loaded with coal, passed this point, on their way to Georgetown.

The toll for the month of June amounted to \$19,000.

7/28/1860, p. 2. There has been an entire suspension of boating upon the C. & O. Canal since Thursday 12th inst., caused by a leak in the Canal near Dam No. 5. When navigation will again be resumed is not known.

8/4/1860, p. 2. We understood that a free negro who was employed at Dam No. 4, was accidentally drowned, on Thursday night, whilst attempting to cross the river in a skiff.

Michael Riely, Irishman, was severely injured on Wednesday, at Dam No. 4, by a premature discharge of a blast. His head and back were much bruised and cut, as well as sustaining injury internally. Dr. Stonebraker of this town was called upon to administer medical treatment, under which he is doing as well as could be expected under the circumstances.

8/11/1860, p. 2. Another breach occurred in the C. & O. Canal, about 5 miles above this place, on Saturday last, causing a suspension in navigation. About one hundred boats are now lying at this point awaiting repairs.

9/1/1860, p. 2. We learn that the Directors at their late meeting at Berkeley Springs issued an order stopping steamboats from

navigating the C. & O. Canal on account of the injury they do to the banks, to take effect today, September 1st. They also reduced the tolls on wheat and flour.

9/15/1860, p. 2. The Board of Directors of the Chesapeake and Ohio Canal met in Georgetown, on Thursday of last week, and reconsidered their late action in relation to the navigation of the canal by steam packets. A letter to the Star says that it was determined to allow steam packets of a draught not greater than 3½ feet to navigate the canal, at a speed not exceeding four miles per hour, by paying the same rates of toll as are charged on freight boats, and complying with the regulations which govern all other crafts on the line.

9/22/1860, p. 2. Joseph S. Moore, Esq., died at his residence near the Four Locks on the Chesapeake and Ohio Canal, on Wednesday night of last week, of a scrofulous affection of the mouth and throat. He was an intelligent, honorable and high toned gentleman.

9/29/1860, p. 2. A slave named John, the property of Mr. David Billmyer of this town, fell from the deck of Mr. B's boat whilst lying at the wharf at Georgetown, D.C., on Friday night last, and before assistance could be rendered he was drowned. He was a valuable slave, aged about 20 years.

1/20/1866, p. 2. It has been decided that canal boats duly enrolled and licensed, on which tonnage has been paid, are not liable to the internal revenue tax.

2/3/1866, p. 2. Charles B. Fisk, Esq., a celebrated civil engineer, died at Staunton, Va., on the 11th ult. He was a native of Connecticut, and a graduate of Yale College. Many years ago he entered the service of the Chesapeake and Ohio Canal Company as

volunteer rod man, from which position, by his untiring industry and devotion to his profession, he became its chief engineer. After the completion of the canal, he was invited by the State of Virginia to become chief engineer of the Covington and Ohio Railroad, in which position he remained until the war.

3/17/1866, p. 2. **C. & O. Canal.** - The water is now being let into this canal, and probably by the middle of next week navigation will be in full operation. It is expected that the amount of coal to be transported over this channel during the ensuing season will be much greater than ever before. About fifteen new boats are on the stocks at the different yards at Cumberland and every preparation has been made for a heavy trade.

3/31/1866, p. 2. **C. & O. Canal.** - The *Alexandria Gazette* of Saturday last says: "A number of boats are arriving daily at Georgetown from different points along the line of the Canal, many of them from the grain depots, with cargoes of wheat and corn. There have been no arrivals of boats from Cumberland with coal, and it is understood that, by reason of a decrease in the prices of freight, the masters of the boats decline shipping coal for this point. It is hoped that the matter will be settled without delay, as the arrival of the coal fleet is anxiously anticipated by the agents of the coal companies.

4/7/1866, p. 2. **The Coal Business.** - The prospects of an immediate resumption of the coal business says the *Cumberland Alleganian*, are not very encouraging though the Spring has fairly opened and the Canal is in good navigable condition throughout, there is a most disheartening inactivity at our coal wharves, on the railroad leeders and at the collieries. The reason for this is a

disagreement between the Companies and miners as to the price for mining. At a consultation between the representatives of the various mine proprietors a few days since, it was determined that the rates should be fixed at 50 cents per ton - e reduction of 25 cents from the price paid last year. The miners refuse to accept this, and hence the lock. Notwithstanding the rates freight on the Canal were reduced, at the same time from \$2 to \$.50 per ton, we have heard no complaint among the boatmen. All seem willing and anxious to begin operations.

5/12/1866, p. 2. **Business Resumed.** - We understand that the miners in the Cumberland Coal region have resumed work, and that the shipment of coal has recommenced on both the Canal and railroad. This has enlivened business on the line of the Canal, cheapened coal and has revived trade generally.

5/26/1866, p. 2. **Break in the Canal.** - Operations along the line of the Canal are now suspended in consequence of an extensive break in the work some few miles below Williamsport, which it is said, will take a week or ten days to repair. Se we learn from the Williamsport *Free Press*.

6/9/1866, p. 2. **Fatal Accident.** - We regret to learn that Isaac Henry Smith, of this county, aged about 18 years, was crushed to death on the 26th ult., between a canal boat and Goose Creek Lock, on the C. & O. Canal below Point of Rocks, whilst clearing the tow line of the boat on which he was employed.

6/16/1866, p. 2. **C. & O. Canal.** - During the month of May 574 boats cleared from Cumberland, Md., carrying 53,269 tons of coal - the largest business for any single month in the history of the canal.

9/8/1866, p. 2. **Chesapeake & Ohio Canal.** - At a meeting of the Maryland Board of Public Works, held in Baltimore on Monday last, the following gentlemen were elected officers of the Chesapeake and Ohio Canal Company for the ensuing year: President - Jacob Snively. Directors - F. Dorsey Herbert, A. Kershner Stake, L. J. Brengle, Horace Resley, Charles Abert and H. Addison.

9/22/1866, p. 2. **The Potomac Mills.** - We understand that a number of our enterprising capitalists have associated themselves together for the purpose of forming a company and purchasing the Potomac Mills property, near Shepherdstown, Va. These Mills were celebrated before the war, but have stood idle ever since the outbreak of hostilities. The new company, after making all necessary repairs and improvements, intend to engage largely in the manufacture of flour, lime and cement, the material of the latter article being regarded as the finest in the United States. We are pleased to hear of this practical development of the resources of our surrounding country, and chronicle with pleasure the spirit of our citizens in engaging in such enterprises. - *Washington Star*.

The foregoing paragraph, from a late Washington paper, refers to an enterprise which will unquestionably be of immense advantage to the interests of our community. Having been aware for some months past, that a gentlemen of this place has been quietly but energetically at work perfecting a plan for the permanent improvement of the magnificent water power at Potomac Mills in this vicinity, we are very happy to have it in our power to corroborate the above statement of his success in securing the co-operation of a number of enterprising capitalists, who are not only public spirited men of means, but also for the most part, of parctical experience in various departments

of operative industry, and who are determined to develop the capabilities of the property to the utmost extent of its capacity.

9/29/1866, p. 2. For the month of August 355 boats, carrying 38,682.18 tons cleared Cumberland for Georgetown.

The Chesapeake and Ohio Canal has been repaired to dam No. 4, and business is again resumed.

11/24/1866, p. 2. **Murder at the Great Falls.** - Parties who arrived in Georgetown on Friday night last reported that the dead body of a colored man, who lived at the Great Falls employed on attending the canal locks there, was found in the lock on Thursday. The body was horribly mutilated and appeared to have been chopped with an axe. The wife of the deceased was arrested on suspicion of having committed the murder. The name of the murdered man was not known by the informants.

The managers of the Chesapeake and Ohio canal have lately removed Lloyd Lowe, superintendent, to make place for Richard Sprigg. Wm. Dowden, keeper of the locks at Cumberland, has been removed, and Wm. Wineow appointed in his stead. John Cameron, superintendent of the first division of the canal, was removed on Thursday, and Isaac Morse appointed to the vacancy.

During the present year 297,623 tons of coal have been transported over the canal from Cumberland, Md.

12/22/1866, p. 2. Navigation of the C. & O. Canal is suspended for the present season, and it is said that an unusual number of boats are "tied up" along the line. The water was drawn off on Tuesday last.

1/22/1870, p. 2. About 250 feet of the tow-path of the C. & O. Canal was washed away during the late high water in the Potomac. We understand the damage was occasioned by the force of the current through the waste way of the dam belonging to the Potomac Cement Mill, near this place. It is said the damage sustained by the Canal Company will amount to about \$5,000.

2/5/1870, p. 2. **At Work.** - The C. & O. Canal Company has been at work, during the past week, with a force of some 50 or 75 hands, repairing that portion of the Canal bank, a vacancy of about 250 feet, which was washed away during the recent high water, near the dam of the Potomac Mills, near this place. The cost of the repairs will be about \$5,000. They expect to have the work finished in about three weeks. On Monday last a portion of the laborers struck for higher wages, demanding \$2 per day. After a slight interruption the contractors agreed to pay the price demanded, and everything is now moving along rapidly and harmoniously again.

3/12/1870, p. 2. **Stirred Up.** - The citizens of Williamsport, Md., are considerably exercised because the Cumberland Valley Railroad Company concluded not to run their road by Williamsport but strike the river at some point further down so as to connect with the Shenandoah Valley Railroad. They held an indignation meeting on the 28th ult., and passed threatening resolutions and adopted an address to the Chesapeake & Ohio Canal Company, urging them not to let the railroad cross the Canal except at Williamsport. "Shoe Fly don't bodder us."

3/19/1870, p. 2. The break in the Chesapeake and Ohio Canal a short distance below this place, has been repaired, having finished it the latter part of last week.

4/2/1870, p. 2. The Boating season upon the Chesapeake & Ohio Canal has commenced, and will no doubt be continued with considerable energy. Many persons from this place have gone into the boating business upon the raging *canawl*.

4/16/1870, p. 2. The Chesapeake and Ohio Canal is now open to navigation, and so eager are boatmen to secure boats, that a great number must be refused. Last season was the most profitable since the waterway was opened, to the Canal Company as well as to boatmen - hence the rush for boats. The Canal is in splendid condition and everything bids fair for a remunerative business.

4/23/1870, p. 2. The first lot of shad and herring, via the C. & O. Canal, was brought here on Monday last and sold at 20 cents for shad, and \$2 per hundred for herring.

5/14/1870, p. 2. **Canal Disaster.** - On Saturday morning last, about 3 o'clock as the Boat "Wandering Boy," was rounding what is known as the "Big Pool," [M.P. 112.50] about 70 miles from Cumberland, she was run into by the "H. Gurdemann," and sunk in about 15 feet of water. From the statement as given us by Milford Spohn, who was on the boat at the time of the disaster, it appears that owing to the dense fog that generally prevails along this portion of the Canal the boat ran aground, and whilst endeavoring to get her off, the "H. Gurdemann" was seen coming up - the boat was warned off in sufficient time - but owing either to carelessness or incapacity upon the part of the steersman, the boat came on in full headway, striking the stern of the "Wandering Boy" with such force as to crush her rudder post, breaking in the whole stern, sinking her in a moment of time. Fortunately no lives were lost, though Capt. Chapline and his son, who were asleep at the

time, narrowly escaped by struggling through the water that rushed through the cabin door and windows. Everything went down in the unfortunate boat. The cargo, 109 tons of coal was owned by the Midlothian Coal Company; the boat by the Hampshire & Baltimore Coal Company. The total loss is estimated at near \$2,000.

Drowned. - On Thursday of last week, George Whalen, a colored man, aged about 23 years, employed by F. H. Irwin, Esq., of Boonsboro, Md., as a driver on the C. & O. Canal, fell from the boat, about one hundred yards below what is known as the Burnt Warehouse, and was drowned. He had just come out from his supper and as he stepped on deck, he stumbled and fell off the stern of the boat. Every effort was made to save him but without success. It is supposed he struck the rudder blade in the fall, and was stunned as he seemed perfectly helpless, and made no effort to take a line that was thrown to him.

5/21/1870, p. 2. **Suicide.** - We regret to state that our town was much excited on Monday evening last by the sad intelligence that Mr. John H. Spohn, a respected citizen of this place, had committed suicide by shooting himself in the forehead with a pistol. His body was found about 5 o'clock in the Catholic graveyard and a Coroner's jury was immediately summoned, who, after hearing all the evidence, rendered the verdict "that the deceased came to his death by his own hands." Mr. Spohn had been for some time suffering a great deal with dyspepsia which at times made him very low spirited. About two weeks ago he lost a small amount in the sinking of the boat "Wandering Boy," on the C. & O. Canal, while in the boating business, which so preyed upon his mind that, added to his previous condition, it produced temporary insanity, and led him to commit the rash act.

He had but removed to this place a little over a year ago from Liberty, Frederick County, Md., and had long been an active member of the M. E. Church, South, and was 58 years of age.

His remains were consigned to the tomb in Elmwood Cemetery, on Tuesday evening and his funeral sermon preached by rev. W. G. Cross of the M. E. Church, South, aided by Rev. Dr. Bittle of the Lutheran Church. Peace to his dust!

5/21/1870, p. 2. Our townsman, Mr. W. B. Cost, has recently had built a very large and excellent Canal boat, in Cumberland, which is now plying upon the waters of the C. & O. Canal, laden with coal, for Alexandria. The boat is called the "Lillie Lemon," and is the first 'through' boat bearing a name from Shepherdstown or its vicinity. We don't wonder at *Billy* giving his boat the name he has, and we think he has exercised exceedingly good taste in doing so. He is carrying on an extensive business upon the Canal, having now three boats plying the *raging Canawl*. Success to him.

We learn that a Miss Earhart, 17 years old, daughter of John Earhart, blacksmith, of Williamsport, Md., threw herself into the canal at that town, and perished before assistance could reach her. It seems that the young lady had some difficulty with her father, and under the excitement of the moment, it is thought, committed the rash deed. Her father was arrested and committed to the Hagerstown jail upon the charge of assault with intent to kill his daughter.

7/9/1870, p. 2. **Chesapeake and Ohio Canal.** - There was a meeting of the newly elected president and board of directors of the Chesapeake and Ohio Canal Company, held at Annapolis on Thursday last, when they were sworn into office before Judge

Robinson. The President, Hon. James Clarke, appointed the standing committees as follows: Finance - Messrs. Brown, Meredith and McPherson; Construction and Repairs - Messrs. McPherson, Dodge and Young; Transportation - Messrs. Young and McPherson. The committee on construction and repairs, accompanied by the president, will start to Georgetown soon and make a tour of the entire line of the canal, to thoroughly investigate its condition, requirements, &c.

7/16/1870, p. 2. **Large Contract.**

We learn that the Potomac Cement Mills Company, near this place, has received another order for ten thousand barrels of Cement for Washington City. These Mills give employment to a number of hands and is a great help to our community.

Large Shipment. - We learn that during the past twelve months, Messrs. Boyer & Colbert, of Downsville, Washington County, Md., shipped from their Warehouse, on the C. & O. Canal, to Georgetown, one hundred and forty six thousand bushels of wheat. This is considered very heavy transportation, and we congratulate our friend Geo. H. Colbert upon his success in business.

8/6/1870, p. 2. **C. & O. Canal.** - The president and directors of the Chesapeake and Ohio Canal held a meeting at Berkeley Springs on the 27th ult., when one of the first things determined was to make an appropriation to pay the past due coupons since January 1, 1861, of the repair bonds of the canal company. The bonds having been guaranteed by the State of Virginia, that State paid the interest from 1854 up to 1861. It will require some \$100,000 to pay the coupons up to July, 1869, the period at which the bonds themselves matured, and at which at present there is no provision for

redeeming. The following is the resolution passed by the board on the subject:

Resolved, That the sum of twenty eight thousand dollars, or so much thereof as may be necessary be, and the same is hereby appropriated, together with the sum now in the hands of Alexander Brown & Sons, held by order of Court, to produce the sum of one hundred thousand dollars, to take up and pay the unpaid coupons of the bonds, commonly known as repair bonds of the Chesapeake and Ohio Canal Company, guaranteed by the State of Virginia, and that said Alexander brown & Sons be, and they are hereby directed to commence the payment of the aforesaid coupons on the 15th of August, requiring in all cases the holders of coupons to present the bonds with the same. It being understood that all payments made under this order shall be in conformity with decision of the Court of Appeals of Maryland and such order as has or may hereafter be passed by the Circuit Court of Baltimore City.

It is because of the facts that Virginia also claims to have paid some of these coupons in the years from 1861 and 1865, that is such as were held in the late Southern Confederacy, and that at the time of the evacuation of Richmond some of these were lost or stolen, that the requirement is made by the court and board that the bonds shall in all cases be presented with the coupons. Any one, therefore in improper possession of the coupons will not be able to obtain the money for them.

8/13/1870, p. 2. **Child Drowned.**

A child aged about 5 years, son of John Whittington, was drowned in the C. & O. Canal, near Mercerville, a few days ago. A jury was empanelled by Mr. Samuel Boyer, who rendered a verdict of accidental drowning.

On Monday evening last, while Mr. Samuel Clark, residing at Dam No. 6, who

has been employed for some time as a watchman on the B. & O. Railroad, was burning some brush he fell into the burning pile, and when discovered by his friends was burned terribly, the flesh from one side being almost entirely burned away. He was carried to his home, and after lingering in intense agony until Thursday last, death put an end to his sufferings.

8/27/1870, p. 2. **Murder.** - At Oldtown, Allegany County, Md., on Thursday morning of last week, Capt. Henry Miller, of the canal boat "Thomas H. Faile," was found lying on the deck of his boat, weltering in his blood. He was badly beaten about the head, having his skull severely fractured, and has since died. When found, there was no one with him on the boat. The boat had tied up at Oldtown on the evening previous, and it is supposed the fiendish act was committed by a white man and a negro, as both were employed on the boat and could not be found next morning. The suspicious parties were subsequently arrested in Washington county.

9/3/1870, p. 2. **Trial of Steamer on the C. & O. Canal.** - Last week the steam canal boat "R. H. Castleman," Capt. Castleman commanding, direct from Georgetown, D. C., on an experimental trip, and bringing an assorted cargo of salt, tar, plaster, watermelons, machinery and rail road iron for the Duke marble quarries, near Harpers ferry, recently purchased by and now being worked by parties in Washington, arrived at that place, which demonstrates that canal navigation can be performed by steam. A writer in the *National Republican* says: "This is not the first time an attempt has been made to navigate these waters with steam. Nearly twenty years ago the father of the same gentleman who commands the present boat from this point, navigated the Shenandoah from this point to Front Royal

in a little steamer planned and built by himself. Thus it will be seen that steam canal boating runs in the family.

"On Monday the *Castleman* will commence loading with a cargo of marble from the Duke Quarries, and return to Washington. This will be the first cargo of marble ever sent from West Virginia to that city. It will be followed during the next week by two others, destined for New York, to fill orders, already received. The Duke Quarries produce three distinct qualities of marble, each in great abundance. That now being shipped is of the black mottled species, resembling the Egyptian in color and texture, but possessing softer and better working qualities.

10/2/1870, p. 2. Our citizens are purchasing coal of Mr. W. B. Cost, making preparations for winter. Prices for lump per ton \$5, and run of the mine \$4.50. During the freshet last week, in the Potomac, some forty tons of coal was washed off the wharf, belonging to Mr. Cost.

[Transcribers Note: In this same edition was a long story about this freshet which principally came down the Shenandoah river, sweeping everything on the canal from Harpers Ferry to Georgetown. The specifics of the canal destruction were not cited because the destruction was from Lynchburg down the valley.]

11/5/1870, p. 2. It appears from a recent meeting of the Board of Directors of the C. & O. Canal, held in Baltimore, that the recent break in the canal this side of Harpers Ferry, caused by the extraordinary flood from the Shenandoah, was four hundred yards in length, and was repaired in 16 days, it being navigable for light boats in fourteen days, and heavy boats in sixteen days. There were employed upon the work of repairs 1,250 men, day and night, and 250 carts. The cost of the repairs was \$40,000.

12/3/1870, p. 2. **Trip of the Canal Board.** - *A Pleasant Party.* - The President and Board of Directors of the Chesapeake & Ohio Canal Company, together with a party of invited guests, arrived at our town early on Thursday evening last from Cumberland. They tarried with us through the night, and very hospitably entertained a number of our most prominent citizens on board of their elegant little craft, the "Lady Washington." Repairing on board at the invitation of President Clarke and Dr. McPherson, Frederick county's efficient representative on the Board, we found a large assemblage of old friends and new ones. The press was well represented by Charles Cole, Esq., of the Frederick Union, and Col. J. W. Baughman, of the Citizen. Allegany county gave to the party Col. Alfred Spates, formerly President of the company, and now State Senator from that county, Capt. J. E. Cruzen, a genial soul who evidently knows how to 'keep a hotel,' and who had the boat and party in charge, and Mr. Mulvanny, the efficient Superintendent of the Cumberland division, while old Washington was represented by our former townsman, Col. A. K. Stake, Capt. George Heyser, Col. Wm. Dodge, present member of the Board, Denton Jacques, Esq., Superintendent of this division, old Montgomery gave her contribution to the party in the person of Mr. Young, a gentlemen whose acquaintances we were pleased to make, and who ably represents the interests of his county in the Board of Directors. While the guests were in the enjoyment of good speeches and good cheer, the Williamsport Band made itself heard, and added the delight of sweet music to the occasion. An addition to the assembled guests was here made by the arrival of Maj. H. K. Douglas, of Hagerstown, and W. P. Maulsby, Jr., and Mr. Baughman, the Junior of the Citizen, whom, together with Mr. A. Ritter, present

member of Legislature, and Mr. Thomas Wolf, made up the whole party from Frederick, several of whom were called for and made some hitting remarks. Thus the evening passed away in a spontaneous flow of good humor, witty speeches and pleasant jokes, and at a late hour the party dispersed well pleased, and wishing the excursionists a delightful voyage over the quiet waters of the Canal, and safe arrival at their destination. - *Williamsport Pilot*.

The above party, as they were on their way down the Canal, visited our town on Friday night last, and were agreeably entertained for several hours in the parlors of the Entler Hotel, by Hon. A. R. Boteler, and other citizens of our town. The party seemed to be in fine spirits, and clever gentlemen.

Drowned. - On Monday last the body of a man was found in the Potomac river on the Virginia shore, opposite the Two Locks, about six miles below this place. Justice Long, informed of the fact, proceeded to the scene and summoned a jury of inquest, and upon an investigation the body proved to be that of a Mr. John Cummings, a respectable young man in the employ of Mr. March, contractor on the railroad. He was dressed apparently for a journey, and had been absent some two or three weeks, but no uneasiness was felt by his friends, as his whereabouts were thought to be known. Mr. Cummings was comparatively a stranger here, but those who knew him speak of him as [a] very worthy young gentleman, and there is certainly a mystery about his sad fate which time even may fail to unravel. No marks of violence were found on his person, and the complete order of his clothing defeats any theory of foul play. But who assisted him over the river and what were the particulars of his sorrowful end it were hard indeed to determine. - *Williamsport Pilot*.

12/10/1870, p. 2. **Personal.**

In our last issue we mentioned the recent visit to our town of the President and Directors of the Chesapeake and Ohio Canal Co. Amongst those who accompanied them were our esteemed editorial brethren of Frederick city, Messrs. Baughman of the *Citizen*, and Cole of the *Union*, whom we greatly regretted not to have had an opportunity of greeting with the right hand of good fellowship. But their stay in town was too brief to allow us the pleasure.

In their respective papers they thus refer to the visit. The Frederick *Citizen* says:

"Friday evening the *Washington* reached Shepherdstown, about dark, and anchored for the night. It was soon determined to visit Shepherdstown, and some eight or ten of the party - notwithstanding the heavy shower of rain falling - were quickly at the ferry shouting for the boat to pass us over to the Potomac, to old Virginia's shore. In due time the party were safely landed on the opposite side, and surmounting difficulties encountered in the darkness of the night, and the rush of waters, we reached Entler's Hotel. All this we endured to testify our gratification at the political regeneration and disenthralment of the white men of West Virginia. Entler is a prince of good fellows, and, it may be said in very truth knows how to keep a hotel. The party was at once invited into the parlor, and as a preventative to taking cold, Entler speedily produced a pitcher of smoking hot whiskey punch. The Hon. A. R. Boteler, hearing of our presence, honored us with a visit, in spite of the storm, and entertained us for some time with his charming conversation. We finally returned to the *Washington* and were good humoredly laughed at by those who remained on board, not having been sufficiently patriotic themselves to venture out on such night as that. But we hung our hats and coats by the

stove to dry, and said we were amply compensated by the consciousness that we had discharged a patriotic duty."

The Frederick *Union* says:

"The scenery in this vicinity is grand beyond description. About 5 o'clock we arrived opposite Shepherdstown, Va., where we stopped for the night. It was right here that Rumsey put the first steamboat in motion. A number of our party started out in the rain to go over to Shepherdstown and while there spent a very pleasant hour with Hon. A. R. Boteler. When they returned their hats and coats were filled with snow and next morning the ground was covered with it to the depth of about two inches."

2/25/1871, p. 2. **Chesapeake and Ohio Canal.** - We learn that the board of directors, at their last monthly meeting, resolved that the rates of toll upon coal from Cumberland to Georgetown, for the season of 1871, should be 46 cents per ton - the same that it has been for some years past. The work of taking sand-bars and making the necessary repairs to aqueducts, bridges, locks, &c., has, we understand, been vigorously prosecuted during the winter, and it is expected that the canal, throughout its length, will be ready for the resumption of navigation by the 10th of March. Whether the coal companies will be ready by that time has not transpired.

3/11/1871, p. 3. **Work Suspended.** - We learn that work on the switch, necessary to make the proper connection with the canal at Powell's Bend, has been suspended for the present. When it is considered that this switch will cost nearly, if not as much as a switch into town from a point on the Boonsboro road, with a right of way gratis, it is simply inexplicable why this thing should have proceeded this far in the force of a prohibitory law. A few months and the Western Maryland road will give this

company a connection with the canal which will answer their every purpose. Perhaps they will see this, and hence the suspension. - *Williamsport Pilot*.

4/8/1871, p. 2. **Chesapeake & Ohio Canal.** - The receipts of the Chesapeake and Ohio Canal for Tolls for the month of March, 1871, reaches the large sum of \$33,840, exceeding that of any previous year, for the same month, by the sum of upwards of \$30,000. The prospect for a large business on the Canal never was better than now, and every endeavor will be put forth by the President and officers of the Company to make it the most successful year in the history of the Canal, both as regards receipts and the curtailment of expenditures.

5/6/1871, p. 2. **Suicide.** - A man by the name of Woods, one day last week whilst upon a canal boat in the vicinity of Harpers Ferry committed suicide by taking laudanum. He had sometime previously been employed upon the Canal. His body was buried at Sandy Hook.

5/13/1871, p. 2. **Canal All Right.** - It was thought a day or two since that the high waters of the Potomac would injure to some extent the Canal, but we have been informed that a telegram has been received from the President of the line, who has made a personal inspection, stating that the Canal was uninjured, and is intact throughout its whole extent.

New Steamer. - The new steamer, *R. H. Castleman*, has been plying the waters of the C. & O. Canal, from Alexandria to Cumberland. The *Castleman* is a screw propeller, and has a ten horse power engine, and carried 50 tons of coal.

5/27/1871, p. 2. **Young Man Killed.** - We learn that a young man formerly of Ohio,

who went by the name of Eugene, a driver on the Canal, was crushed to death by falling between the boat *Greenless*, upon which he was engaged, and the side of a lock through which the boat was passing at the time. The accident occurred somewhere between Williamsport and Hancock, but at what precise point we have not been informed. The body was recovered soon after the distressing affair, but life was found to be entirely extinct. His remains were conveyed to Cumberland where they were interred.

6/10/1871, p. 2. The Directors of the C. & O. Canal met Friday last in Baltimore. The President submitted his report for the year which was adopted. The earnings of the Canal for the month of May were \$68,039.09 and the expenditures \$13,500. The increase of trade was \$8,000 over the month of April, the receipts being larger than for any preceding month. The number of tons of coal transported during May was 120,900. Hon. James C. Clarke, was re-elected President, with the following gentlemen as Directors: Gilmore Meredith, George S. Brown, James G. Berret, Isaac Young, William S. McPherson and William Dodge.

7/8/1871, p. 2. **The Potomac Mills.** - We are glad to learn that the contract for the Cement to be used in the construction of the new State Department at Washington City, has been awarded to the Potomac Mills Company, and will be furnished from their works near this place. The amount of their present contract is for *thirty-five thousand barrels*, which, with their other orders, compels them to increase their working force and to build an additional stack of kilns, which Messrs. McBee and Britner have already begun. Heretofore, the Potomac Mills Company have been paying out, for labor, &c., above \$1,000 per month;

and we understand, that, hereafter, their monthly disbursements will be considerably increased. A few more manufacturing establishments amongst us like the Paper Mill and Potomac Cement works will soon revolutionize the business aspect of our venerable village and contribute greatly to the prosperity of our entire community.

7/15/1871, p. 2. **Tragedy at Paw Paw.** - On the 11th inst., a party of boatmen, numbering five or six men got on a spree at the seven mile level, near the canal tunnel, crossed over the river to Paw Paw station on the railroad, and, whilst, there entered Leonidas Bevans' store and demanded liquor, which was refused them by the storekeeper in charge, Dr. Campbell. The boatmen became enraged at his refusal to give them liquor, and maddened with what they had already drank, (which had been procured from some other source) they began an indiscriminate destruction of the goods in the store. Whilst engaged in this work the Doctor procured a pistol (a revolver) from a neighbor, and returning to the store, fired upon the parties, emptying the contents of the revolver upon them, when they retreated upon a full run for their boats in the canal upon the opposite side of the river. Subsequently it was ascertained that of the party, Alfred Mose, of Sharpsburg, Md., and Joseph Wagoner, of Cumberland, were mortally wounded. Mose was shot in the stomach, breast and shoulder, and Wagoner in the stomach and shoulder. Mose was taken in charge by friends and conveyed by boat to Sharpsburg where his family resides. He is an old boatman, and is well known upon the line of the canal. Wagoner was taken home to Cumberland where he died. We believe Mose is still living. These men are spoken of as quiet, peaceful persons when sober, and the whole calamity attributed to strychnine whiskey.

7/22/1871, p. 2. **C. & O. Canal.** - A break took place on the five mile level, a few days ago, on the C. & O. Canal, by the washing out of a portion of the bank, which will cause boating to cease until repairs are made.

No Boating on the Sabbath. - President Clarke, of the Chesapeake and Ohio Canal, has published a notice that on and after the first Sunday in August next no boats will be allowed to pass through any of the locks on the Chesapeake and Ohio Canal on the Sabbath day. There has been an order against Sunday boating for some time, but it has never been rigidly enforced. The order will be strictly carried out in [the] future.

7/29/1871, p. 2. **Arrested.** - Officer Rice of Sandy Hook arrested at the Harpers Ferry Lock, on the C. & O. Canal, on Wednesday of last week, Jim Scott, Captain of the Canal Boat "Mary Alice," charged with having stabbed one of his employees named John Smith, near Alexandria.

8/5/1871, p. 2. **Outrage.** - An outrage upon the person of a young girl fourteen years of age, of the name of Krone, daughter of Abraham Krone, captain of a Canal boat, was perpetrated a few days ago on the canal between this place and Williamsport, by a colored man, a hand on the boat. He was committed to the Hagerstown Jail to answer for the crime.

8/12/1871, p. 2. **Another Breach.** - We learn that another break occurred in the C. & O. Canal on Monday morning last, near Dam No. 5, above this place. A number of hands are now employed repairing the same, and which will impede boating but a very short time.

Steamer. - A Steamer is now engaged in plying the waters of the C. & O. Canal. The Potomac Mills Company, near this place, have a steamboat carrying their

Cement to Georgetown, which increases their facilities for shipping. The Company is now engaged in preparing their Mills for manufacturing Cement upon a large scale, in order to fill their contract of 30,000 barrels for the building of the large Government edifices at Washington to be erected there in a short time.

8/19/1871, p. 2. **Drowned.** - We learn that a colored boy named Charley Howard, employed upon the Canal Boat of Capt. J. H. L. Hunter, was drowned in the Potomac at Shepherd's Landing above town, on Saturday last. It seems that he had gotten off the boat and swam across the Potomac to an orchard for the purpose of getting apples. When attempting to return, with a handkerchief full of apples tied around his neck, he drowned. His mother resides in this place, and is named Kate Howard.

8/26/1871, p. 2. **Homicide.** - At Georgetown on Saturday evening last, a white man named Milton Ward and a negro man named John Allen, alias Lewis, employed on board a Canal Boat named "F. E. Mertens" and owned by Mr. F. E. Mertens, of Cumberland, got engaged in a quarrel on the boat, when Lewis used profane and indecent language in the presence of the wife of the Captain of the boat, Mr. Benjamin Davis, and was ordered to desist. He refused, and Ward seized a musket and struck Lewis over the head, knocking him overboard, and jumped into the canal and swam ashore and fled. Lewis went to the bottom, and his body was dragged for and recovered on Monday morning. Ward escaped upon an upward bound boat, which was followed and overtaken, and Ward found on board under a bundle of hay, in the cabin of the boat. He was taken back to the Chain bridge, where an inquest was held, and a verdict rendered in accordance with the above facts. Ward

was committed to jail to await the action of the Grand Jury.

Ward is well known in this community, and was formerly employed upon the boat owned by Mr. W. B. Cost.

9/9/1871, p. 2. **Killed.** - "John," a colored boy, aged about 18 years, employed as a driver on the canal boat *F. A. Mertens*, was kicked by one of the mules of the boat team on Thursday last, while passing one of the four locks, from the effects of which he died on Saturday morning. Nothing was known of the boy, and he was buried in the potter's field.

11/18/1871, p. 2. A meeting of the Board of the Chesapeake and Ohio Canal Company was held in Baltimore on Friday last. All the members of the Board were present. The report for the month of October showed the receipts to be \$52,816.20, expenses \$15,023, leaving a net earnings of \$37,994.20.

The following advertisement indicates that Cumberland Coal was for sale in Shepherdstown.

J. H. SHEPHERD. I. T. CHAPLINE.
COAL AND LUMBER.

THE undersigned having leased the Saw Mill property belonging to the Estate of the late R. D. Shepherd, Jr., deceased, at Shepherdstown, are prepared to do SAWING on short notice, and intend to keep constantly on hand a good assortment of Pine and Oak Lumber.

We have also opened a COAL YARD at the same place, and have now on hand a large supply of COAL, which we are ready to deliver any where in town on short notice. Cumberland Coal—Lump and Fine, and Run of the Mine. Also Anthracite Coal of different grades; a No. 1 quality of Lykens' Valley.

We solicit the patronage of the public, and are ready to fill promptly orders for anything in the Coal and Lumber line, on liberal terms, cash on delivery.

SHEPHERD & CHAPLINE.
Shepherdstown, Nov. 18. 1v

11/25/1871, p. 2. **Chesapeake and Ohio Canal.** - Hon. James C. Clarke, President of the Chesapeake and Ohio Canal Company, has issued an order to have the water drawn off the canal on Wednesday, December 20th, throughout the line, in order to make the necessary winter repairs and requests all persons to make their arrangements accordingly.

Large Contract. - Messrs. Shepherd & Chapline, Coal and Lumber dealers of this town, have contracted to furnish the Potomac Cement Mills, near this place, with one hundred tons of Cumberland Coal. Coal of any kind can be obtained of this firm at reasonable prices.

Drowned. - On Thursday night last, a colored man named Charles Adams fell from a boat into the Chesapeake and Ohio Canal, near Hancock, and was drowned. His body was recovered and taken to Williamsport.

12/16/1871, p. 2. **Acquitted.** - In the Criminal Court of Washington City, on Tuesday last, Milton Ward, charged with killing John Allen, a colored man, by knocking him from a canal boat into the canal, where he was drowned, on the 20th of August last, was brought up for trial. Self-defense was set up by the accused, but the prosecution failed to prove the fact of homicide, and the jury returned a verdict of acquittal without leaving the box.

12/30/1871, p. 2. **Boat Sunk.** - We learn that a Canal boat, belonging to the Cement Mills Company, below town, laden with some 800 barrels of Cement, destined for Washington City, sank in the C. & O. Canal, last week, near Harpers Ferry. A large quantity of the Cement was saved. The sinking of the boat was caused by a stone cutting a hole into the bottom of the boat.

1/6/1872, p. 2. **C. & O. C.** - Thanks are due President Clarke, Chesapeake and Ohio Canal, for a copy of his Report to the Stockholders and Board of Directors of the Company. The Company appears to be in a more prosperous condition than ever before. The net earnings for the six months preceding December amounted to nearly a half million of Dollars, and this coal tonnage was some 238,000 tons greater than during the same time of the previous year. The increase of revenue and the decrease of expenses are very favorable testimonials to present management of the Canal.

1/20/1872, p. 2. **C. & O. Canal.** - The directors of the Chesapeake and Ohio Canal Company, at their regular monthly meeting at Frederick, Md., on the 12th instant, fixed the rates of toll on coal from Cumberland to Georgetown, during the boating season of 1872, the same as for 1871; viz: 46 cts. per ton.

2/24/1872, p. 2. **Resuming Operations.** - Several of the Directors, including Major Blunt, of the Potomac Mills Mining and Manufacturing Company, near this place, from Washington City, were here during the past week, making arrangements to resume operations in the manufacture of Cement. This will be cheering news to the many hands who have been employed for some years past. This Company we learn has large demands upon them for this excellent quality of Cement from Washington City, and other cities in the North and South.

3/3/1872, p. 2. The Cumberland News says: - "Considerable activity prevails at the various boatyards in Cumberland, Md. From each a number of fine new boats have been launched during the winter, and more are on the stocks being rapidly hurried to completion. The addition of new boats to the coal trade the coming season will be upwards of fifty from the Cumberland yards alone, besides a large number built at various points along the line of the canal."

3/16/1872, p. 2. **The Georgetown Coal Trade.** - The Washington *Star* of Saturday says: - "The Chesapeake and Ohio Canal, it is expected, will be reopened throughout its entire length on Monday next, and our Georgetown neighbors, whose business interests are dependent upon, or closely connected with, that channel of commerce, will commence the season under unusually auspicious circumstances. The coal trade of our sister city, which is already one of great magnitude, promises this year to be larger and more prosperous than ever before. Last year about 900,000 tons of Cumberland coal were landed at the docks, and this season, it is believed, from the fact the canal has been put in thorough repair and a large number of new boats have been built, that the amount shipped from the mines to Georgetown will reach 1,000,000 tons."

3/30/1872, p. 2. **Fire at Four Locks.** - On Tuesday of last week a house located at the Four Locks, formerly belonging to John G. Stone but at the time of its destruction owned and occupied by Lewis Fernsner, was totally consumed by fire - including its entire contents. The origin of the fire was accidental.

4/13/1872, p. 2. The Cumberland News of Friday says: - "Yesterday was another 'big day' on this end of the canal, as forty-three boats were loaded and dispatched from this port, carrying 4,741.14 tons of coal."

4/27/1872, p. 2. **Fish.** - David Billmyer's boat arrived on Tuesday night from Georgetown laden with a large supply of shad and herring which "went off" like "hot cakes." They were the first of the season via the C. & O. Canal, and sold at \$1.25 per hundred for herring and 15 cents for shad.

Brisk. - Since the resumption of Canal navigation, the river business of our place has been quite brisk; and we learn, that besides the large amounts of flour, grain, &c., which have been shipped from Shepherdstown this spring, some 3,500 barrels of cement have also been sent off from the Potomac Mills, where they now have upwards of forty hands at work.

5/11/1872, p. 2. **Canal man Shot.** - On last Saturday the captain of the canal boat "Owl," Cyrus Fisher, passing in the vicinity of Seneca, about thirty miles above Georgetown, got into a difficulty with another captain by the name of Arrington in consequence of the former's boat passing the boat of the latter. Some words ensued when Arrington procured a shotgun and firing shot Fisher in the legs, seriously disabling, but not dangerously wounding him. He was carried to Cumberland where he resides.

5/25/1872, p. 2. **Accidents on the Canal.** - Miss French, from Cherry Run, Morgan County, W. Va., was drowned on Sunday night last at seven o'clock, by falling overboard from the canal boat "W. A. Stevens," at Reeside's Landing, on the Chesapeake and Ohio Canal.

On Monday night last, a stranger was found dead at the 65-mile station, on the canal above Harpers Ferry. He was completely riddled with shot by some unknown person, and the report of the gun was distinctly heard on the opposite side of the river, and some parties coming over next morning, found the dead body covered with leaves.

6/22/1872, p. 2. **Stock to the C. & O. Canal.** - Having accidentally found the original alphabetical list of the original subscribers, at this place (nearly half a century ago, 1830,) to the capitol Stock of the Chesapeake and Ohio Canal, we publish it as a matter of interest to our citizens. The stock ranges from \$10 up to \$250, taken by each individual - the Corporation of Shepherdstown \$250, the whole amounting to some \$2,000: - Henry Boteler, George W. Bond, Henry Berry, John Briscoe, Edward Bennett, Martin Billmyer, Daniel Buckles, Conrad Billmyer, William Butler, John T. Cookus, Peter Crowl, Samuel Engle, George Entler, Joseph Engle, Solomon Entler, Daniel Entler, Richard Gautrell, Jacob V. Goull, Charles Harper, Thomas Hite, Michael Hensell, Henry Line, Jos McMurrin, John Motter, John Quigley, George Reynolds, Corporation of Shepherdstown, Joseph Smith, James Shepherd, A. Shafer, Henry Shepherd, William Short, B. F. Towner, Baker Tapscott, George Weis.

C. & O. Canal. - The newly elected president and directors of the Chesapeake and Ohio Canal met in Baltimore on Monday last. President Gorman and all the

members were present except Daniel S. Biser, Esq., of Frederick County, who was absent on account of illness. Mr. Geo. S. Brown offered a resolution that James C. Clarke, Esq., be elected general superintendent of the canal at a salary of \$5,000 per year. Mr. Michael Bannon moved that the consideration of the resolution be postponed until the next meeting of the board. Mr. Brown then withdrew his resolution. Mr. Bannon offered a resolution directing the president to employ a competent engineer to accompany him on a visit of inspection of the whole line of the canal, to ascertain what repairs, if any, are necessary for its proper navigation the present year. Mr. Gilmore Meredith proposed as an amendment that James C. Clarke, Esq., be invited to accompany the president and engineer on their tour of inspection; which was accepted and the resolution adopted by the board.

6/29/1872, p. 2. **Death on the Canal.** - On Wednesday evening last, we learn, that Mr. Chas. Stewart, of Hancock, Md., died of hemorrhage of the lungs on his boat, on the C. & O. Canal, at the Lock, opposite this town. His family was with him upon the boat at the time of his death. Dr. Tinsley of this town was sent for, but before he arrived the vital spark had fled. His age was about 38 years. His remains were taken back to Hancock for interment.

7/6/1872, p. 3. **Tour of Inspection.** - Hon. A. P. Gorman, President of the Chesapeake & Ohio Canal Company, in company with Hon. Jas. C. Clarke, its late president, and W. R. Hutton, Esq., Chief Engineer W. M. Railroad, arrived in this place on Wednesday last, having travelled over the waters of the canal in a yawl boat. Mr. Gorman is making a thorough inspection of the work, in which he is assisted by the late president and engineer. A number of our

citizens called at the Taylor House to pay their respects to the party, and were pleasantly entertained. The new president is quite youthful in appearance, but is evidently a rising man, and we hope his administration of canal affairs may be successful. The party left here on Thursday morning for Harpers Ferry, where they will take the cars for Baltimore in order to meet the Board of Directors which assembles there on Saturday. - *Williamsport Pilot*.

7/13/1872, p. 2. Business on the C. & O. Canal, which had slackened up for the harvest is becoming brisk again.

7/20/1872, p. 2. **Painful Accident**

On Friday last, Edward Kershaw, (better known as Ed Arthur) of this town, met with a painful, and at the time supposed to be fatal, accident. He is employed on the canal boat "T. & S. Coulehan," and when near Dam No. 6, on the C. & O. Canal, another boat - the "John H. Gatrill" - attempting to pass the boat struck her with some force, causing Ed to lose his balance and fall overboard. In falling he was caught between the two boats and severely jammed about the breast. He was brought home on Saturday and is attended by Dr. Manning and has so far recovered as to be out and upon our streets again.

10/12/1872, p. 2. The wharf, at the Potomac, is wearing a busy aspect, in the unloading of straw, coal, lumber and brick. "Things *is* moving."

John P. Gatrell purchased the canal boat belonging to the estate of H. Smith Crowl, on Monday last, for \$275.00.

11/23/1872, p. 2. **C. & O. Canal.**

The horse disease on the Chesapeake and Ohio Canal has assumed quite a serious aspect among the horses used. The Superintendent reports that a number of

boats have been tied up for the last two weeks and that the revenues will be materially reduced in consequence for weeks to come.

11/30/1872, p. 2. **Found Dead.** - The body of James Donahoe, who has been working for Mr. Marsh, contractor for the Potomac and Martinsburg Railroad, was found dead, lying partly on the berm bank of the Canal, and partly in the water, a few miles above town, on Friday of last week. The jury rendered a verdict of disease and exposure.

Ches. & Ohio Canal. - The weather having moderated to some extent and no fears being entertained that for a few weeks yet the canal will be seriously affected with ice, it has been concluded by President Gorman to keep it open until compelled to suspend in consequence of the weather.

12/7/1872, p. 2. **Daniel S. Biser, Esq. - C. & O. Canal** - President Gorman and the Directors of the C. & O. Canal Company, have concluded their tour of inspection over the line of the Canal. The Canal was found in fair condition, but some improvements were ordered to be made upon the permanent works of the same after the close of navigation. Daniel S. Biser, Esq., of Middleton Valley, Frederick County, Md., is one of the Directors, and was among the number who made the tour of inspection, and in passing under a bridge on the Canal, his hat was knocked off, and they all concluded the bridge was too low. It certainly was very low to have knocked off our old friend's hat, because Mr. B. is a very low man, that is in stature, but stands high in the estimation of the public. In our "boyhood days" he was elected to the Maryland Legislature some half dozen terms in succession, and well do we remember of frequently "throwing up" our "straw hat" in hurrahing for Daniel S. Biser. He is, and has

been for many years, a sterling Democrat, and when the polls of old Middletown and Hauver's District were counted out Daniel S. Biser lead the column. Mr. B. is a plain and substantial farmer, and could always "hoe his row" in stump speaking with "any other man." Often did we listen with pleasure to his speeches.

1/25/73, p. 2. **Rise in the Potomac.** - The thaw and rain of last week caused a rise in the Potomac river on Friday night of last week which removed the ice. By the overflow of the water, almost fifty tons of Coal, belonging to Messrs. Shepherd & Chapline, and a portion belonging to the proprietors of the Paper Mill, upon the wharf at this place, were swept away. We have heard of no serious damage being done along the Potomac by the overflow of water or ice.

2/1/73, p. 2. **Sad Accident.** - George W. Patterson, aged fifteen years, was killed on Saturday last, at the residence of Mr. Hammond, near Dam No. 4, Washington county, Md., by the discharge of a gun with which his associates were playing, the gun being loaded, but as it is asserted, without a cap "on it."

2/8/73, p. 3. **Canal Bill.** - The bill of Mr. Ritchie, of Maryland, in reference to a canal from the Ohio river to the seaboard is now before the House Committee on Commerce. It provides that the Secretary of War cause examinations, or surveys, of both to be made to ascertain the most feasible route for slack-water or canal navigation between tide-water and the Ohio river, by way of the Chesapeake and Ohio Canal, first from the mouth of the south branch of the Potomac river, up and along said river, and by way of the Elk and Great Kanawha river, to Point Pleasant, on the Ohio river; secondly, from the City of Cumberland, up and along the

north branch of the Potomac river, thence by or near St. George's Court House, along Hughes of Little Kanawha River to Parkersburg; and thirdly, in connection with said second, or last named line, from the said north branch, by way of the Youghiogheny river and the Monongahela river to Pittsburg.

2/22/73, p. 2. **Coal Tolls on the Chesapeake and Ohio Canal.** - The Chesapeake and Ohio Canal Company has increased the toll on coal five cents per ton, making the rate per ton from Cumberland to Georgetown, by that route fifty one cents, instead of forty six cents as heretofore. The increase has been ratified by the board of public works of Maryland, and by the stockholders at their meeting at Annapolis on Tuesday. The object is to improve facilities for transportation and wharfage, and at the same time reduce the debt of the company.

3/15/73, p. 2. **C. & O. Canal.** - Quite a number of boats, which were "tied up" during the winter, at this point, have "pulled out" for Cumberland, and by the middle of next week the Canal will be alive with boats laden with coal destined for the Georgetown and Alexandria markets. There is a great demand in the Northern and Eastern markets for Cumberland coal.

3/29/73, p. 2. **Canal Difficulty.** - A difficulty has occurred at Cumberland between the boatmen and the coal companies, in consequence of the price for freights. The boatmen demand \$1.45 and \$1.50 for coal to Georgetown and Alexandria, whilst the companies will only agree to give \$1.35 and \$1.40. A suspension of operations, but for how long we cannot say, is the result. All parties interested must live, therefore, we may look for a compromise soon.

4/5/73, p. 2. **High Waters.** - The water in the Potomac the first part of this week was booming in greater quantities than at any period this Spring. Very little damage was done, however, along the line of the river and canal.

5/10/73, p. 2. **Paying off Bonds.** - A. P. Gorman, President of the C. & O. Canal, advertises that the Coupons on the preferred Construction Bonds of that Company, due January 1857, will be paid on presentation, at the Banking House of Alexander Brown & Sons, Baltimore, on and after May 1st, 1873.

Lock-Keeper Removed. - Hezekiah Reynolds, who has had charge of the "Lock," on the C. & O. Canal, opposite this place, for a number of years past, has been removed; from what cause we have not heard.

Cement Works. - These Mills are now manufacturing Cement to their fullest capacity, of an excellent quality, and are shipping the article via the C. & O. Canal to Washington. Quite a number of hands are employed. Mr. John H. Schoppert, who superintends the work, gives prompt and efficient attention.

Fish. - David Billmyer's boat arrived from Georgetown on Saturday last with a cargo of herring and shad, the former sold at \$1.25 per hundred and six shad for \$1, They went off like "hot cakes" and didn't supply the demand.

5/17/73, p. 2. **Navigation Fully Resumed.** - Boats on the C. & O. Canal, after a few days delay on account of high water, are now briskly passing up and down the canal. Reports from the whole line make no mention of injury done this work by the flood and no interruption done navigation for the season is now anticipated.

Rise in the Potomac, &c. - The recent rains have caused a great rise in the

Potomac, as to threaten some of the houses along the banks with destruction. Especially was this the case at Guard Lock, Dam No. 4. There the merchants, Messrs. Daily and Lemen, had their goods packed ready to move at short notice. The rains detained at that place a large number of canal boats. On last Monday morning the boatmen began to quarrel and fight among themselves. One whose name we could not learn was severely cut in the melee.

6/14/73, p. 2. **Chesapeake and Ohio Canal Company.** - On Monday last, A. P. Gorman, was re-elected President of the Chesapeake and Ohio Canal Company for the ensuing year, and Messrs. James G. Berret, Gilmore Meredith, Patrick Hamil, G. M. Watkins, Daniel S. Biser and M. Bannan as directors. We take for granted Mr. Benjamin Fawcett will be re-elected Secretary. President Gorman's annual report was submitted which represents the Canal and its earnings as satisfactory.

7/9/73, p. 2. **Shooting affray at Cumberland, Md.** - On Sunday afternoon a shooting affray occurred at Cumberland, Md., between two canal boatmen. Wm. Parker, of the "Annie McQuade," and Henry Myers, of another boat, in which the latter was shot after a quarrel. Parker delivered himself up, and was committed in default of \$300 bail to await the action of the grand jury. Myers is about 30 years old. He is an old boatman, having been in the employ of Hassett Brothers, of Four Locks, for a number of years. His present boat is owned by Capt. John Tice, of Washington county. Both hail from Washington county, Md. Myers was under the influence of liquor and quarrelsome.

8/9/73, p. 2. **Breach in the C. & O. Canal.**
We learn that on Tuesday morning last, a very large breach occurred in the C. &

O. Canal, a short distance below the Antietam Iron Works, three miles below this town, which will require some days to repair, and causing a suspension of navigation. A considerable distance of the bank, including the tow path, gave way and was washed out into the river, clean and effectually. A leak was observed for some days previous, but no idea was entertained that so much damage would have resulted.

8/16/73, p. 2. **Mules Killed.** - During the heavy storm of wind, rain and hail, which passed over the northern portion of this locality, on Tuesday morning last, two valuable mules, owned by Mr. Robert J. Kimball, of this town, were instantly killed by a tree falling upon them, while hitched beside the tow path, on the C. & O. Canal, on the five mile level above this town. To show the severity of the storm, the tree which was uprooted and fell upon these mules, measure 2 1/2 feet across the stump.

Another break, or rather a re-break, in the canal, at the point mentioned near Antietam Iron Works, last week, occurred shortly after it was thought to be in order to let the water in, which suspended navigation for several days.

Killed. - We learn that during the hail storm of Monday night last, a dog was killed by the hail, on the C. & O. Canal.

Destruction of Property. - We learn that during the violent rain, wind and hail storm, on Tuesday morning last, the saw mill belonging to Mr. Dovenberger, near Mercerville, on the C. & O. Canal, was washed away, and the barn belonging to Mr. John Gatrell, above Mercerville, was blown down.

8/23/73, p. 2. **Death.** - We learn that Mr. William Jones, lock keeper, on the C. & O. Canal, one mile above town, died suddenly on Wednesday evening last, aged about 30

years. It is rumored that his death was caused by cholera.

Changes on the Canal. - The Hagerstown *Daily* of Wednesday says, some little stir was created yesterday by the report that wholesale removals had been made upon the canal. Among the prominent names mentioned were those of Superintendent Shey and Jacques, and a number of their subordinates. It was generally believed that the report as to Shey was true, but that as to Jacques appeared to be in some doubt.

Pictures and Books Belonging to Mrs. Gen. Lee Sunk in the Canal. - We yesterday saw at the commission house of Mr. Geo. A. Kinnear a quantity of books, pictures, &c. belonging to Mrs. Gen. R. E. Lee, which were in a badly damaged condition from having been sunk in the canal. They were aboard the freight boat "Cadet," Capt. Hicks, belonging to Mr. R. E. Staton, of this city, for transportation to Lexington, when by encountering a snag the boat was sunk in Judith's pond on Wednesday night. The cargo was recovered and brought down to the city, much injured, however, by its submersion. The articles belonging to Mrs. Lee consisted of oil paintings, engravings, books, &c. and are pretty thoroughly soaked. We suppose they have recently been removed by her from Arlington. In one of the books, a school geography, we noticed the inscription: "R. E. Lee, esq., 1818, Alexandria Academy," which was evidently the boyish chirography of our late illustrious Chief. Mr. Kinnear, under direction of Mr. Fisher, the artist, is doing all that he can to restore and preserve the pictures and books. One of the former is a portrait of Col. Daniel Parks, aide to the Duke of Marlborough at the battle of Brooklyn. - *Lynchburg Virginian*, Aug. 1873.

8/30/73, p. 2. An altercation occurred on Thursday last, at the two locks, head of Big Slack Water, between two colored men, Oliver Hicks and an unknown party. Hicks received a severe cut of the upper lip, and several teeth knocked out, the other escaped unhurt.

Discharged. - Mr. Shea, Superintendent of the Division of the C. & O. Canal from Big Slack Water to Harpers Ferry, and his boss, Mr. Renner, were both discharged by President Gorman, on Tuesday last for mending the late breach in the canal with "sand."

Drowned. - A colored woman on Captain Harper's boat from Alexandria was drowned in the Canal on Thursday last a few miles above this place. She was making fire with coal oil, when her clothes took fire and wrapped in a livid sheet of flames she jumped into the canal and was drowned. The remains were recovered and taken back to Williamsport and buried. Also a colored man in the employ of Capt. Metz, on board the canal boat "H. J. Kenah," lying at Mercerville, in attempting to cross the canal on a hatch.

Crushed Between Boats. - A man named Mullen, of Washington County, Md., a hand on Capt. Long's boat, on the C. & O. Canal, was by some means caught between two boats in the neighborhood of Harpers ferry on Wednesday, and crushed in such a manner as to endanger his life.

9/6/73, p. 2. **Another Serious Break in the Canal.** - On Sunday night last another serious break occurred in the Canal at a point about three miles west of Harpers Ferry. About fifty feet of the embankment was washed out, presenting to boatmen and others interested a frightful appearance. At the point where the break occurred there is said to have existed a leak for several years, but it was never considered of sufficient importance to require serious attention. A

suspension of navigation for probably six or seven days, we are informed, will occur, which, in addition to the many other disasters which have happened to the canal during the present season, will make it extremely unfortunate for those engaged in boating and really disastrous to dealers at both ends of the line who have immense amounts invested in businesses largely dependent upon the seasonable navigation of the canal.

Bitten by a Rattlesnake. - Robert Patton, of Capt. Garrish's boat, while detained at the late break, near Harpers Ferry, thought he would like to dine on a mess of corn and to that end went into a near corn field and while in the act of helping himself trod upon a rattlesnake which bit him twice in the leg. Patton, in a freight, ran all the way to Harpers ferry, where a physician made him gloriously drunk on a gallon or so of bust head, and saved his life.

9/13/73, p. 2. **Drowned in the Canal.** - A little boy, some three years of age, son of Mr. Samuel Sowers, residing at Charles' Mill in Clearspring District, Washington county, Md., fell into the Chesapeake and Ohio Canal, on Saturday evening, the 30th ult. It is supposed that the child was in search of its father, who was working about the Canal, and thus fell in and was drowned. It was recovered after being in the water about an hour.

10/4/73, p. 2. **Dead Body Found.** - The dead body of an unknown man was washed up by a passing boat between the Two Locks and the mouth of the Opequon on Friday morning of last week. A jury was summoned and an inquest on the remains was held. All that could be ascertained of the man's antecedents was that he had been an employee on the boat "Iowa," Capt. Butts, and had most probably come to his death by accidental drowning.

11/22/73, p. 2. **Canal Navigation.** - There were three temporary suspensions in canal navigation last week, one by a sunken boat, near Six Locks, and the two others by the washing out of lock gates, near the tunnel and near Shepherdstown.

1/31/74, p. 2. The engineers who surveyed the proposed route for the extension of the Chesapeake and Ohio Canal from Cumberland, Maryland, to the waters of the Alleghanies, have completed their labors, and are now engaged in preparing a report, which will be transmitted during the present session of Congress to that body through the chief of engineers of the army.

2/21/74, p. 2. **C. & O. Canal.** - It is said that the water will be let in the C. & O. Canal by the first of March, and our boatmen are fixing up for a Spring and Summer campaign.

3/14/74, p. 3. **Canal Items.** - On the 19th inst., the Convention of the friends of the project to extend by national aid the Chesapeake & Ohio Canal across the Alleghany mountains to Pittsburg, will be held in the latter city. The Delegation from Maryland consists of Hons. George A. Pearre, W. W. McKaig, A. P. Gorman, John Ritchie, Patrick Hamill, Lloyd Lowndes and Messrs. C. Slack, J. A. Millholland and M. Brannon.

President Gorman, who has returned to Annapolis from a trip over the line of the canal, reports the repairs to the work as nearly completed, and directions have been given to have the entire line in readiness for shipment of coal on the 10th of March.

The repairs to the Alexandria canal, including the extensive one at the Aqueduct and Four Mile Run - at the latter place a basin and new waste gate are in progress of construction - will be completed in time to allow the letting on of the water by the 10th.

The repairs on the Georgetown level were completed last Saturday.

The building of the railroad wall at the Williamsport basin and the other work upon that basin, was finished by the contractor, Mr. Lewis G. Stanhope - a couple of weeks since.

Mr. Stanhope has also been appointed Superintendent of Division, in place of Mr. Denton Jacques.

The weather has been very propitious and the business of the canal this season will open with great liveliness - an immense amount of repairs having been done during the winter. - *Hagerstown Mail*.

New mile posts are to be erected along the line of the C. & O. Canal, in order that boatmen may better keep their reckoning.

4/18/74, p. 2. **Lock Keeper.** - Mr. Levi Porter, of Sharpsburg, Md., has been appointed Keeper of the Lock, on the Chesapeake & Ohio Canal, at Bridgeport, opposite this town. The appointment is said to be a good one.

5/2/74, p. 2. The forty thousand shad and herring, brought by Mr. David Billmyer's boat, from Alexandria, on Friday last, went off like "hot cakes." Shad, five for \$1, and herring \$1.50 per hundred.

5/9/74, p. 2. **Boat Sunk.** - The canal boat "Ironsides," Capt. B. V. Ardingier, of Williamsport, sank on the Williamsport level, on mile from that place, on Tuesday last. The water was drawn down several feet, causing a stoppage of about forty eight hours.

Three canal boats to be propelled by steam, are now being built at Cumberland. Mule power will soon be at a discount.

5/23/74, p. 2. **Excursion to Maryland Heights.** - Nearly the entire school, male and female, of Shepherd College, took an excursion trip to Maryland Heights, yesterday, on the C. & O. Canal. We hope they had a pleasant time. The school took passage on Mr. David Billmyer's boat, and were in charge of Professors McMurrin and Smeltzer.

An item in the Harbor and River Appropriation bill appropriates \$5,000 for continuing the survey of the Chesapeake & Ohio Canal to Pittsburgh.

5/30/74, p. 2. **School Excursion.** - The cadets of St. John's Academy, says the *Alexandria Gazette*, have chartered the canal boat Trunnell, an old fashioned grain boat with a deck over her entire length, and will start next Monday morning, June 1st, on a trip up the canal returning on the following Saturday. They will visit the Great Falls of the Potomac, the Point of Rocks, Harpers Ferry, Shepherdstown, Antietam and other places of interest, and expect to have a good time generally.

Thanks. - We are requested by the teachers and pupils of Shepherd College, to make a public acknowledgement of their thanks to Mr. David Billmyer, for his kindness in allowing them to use his boat, and to Capt. John Crow and his crew for their kind attention and service.

6/6/74, p. 2. **Excursion of Shepherd College.** - The fairest of May days seemed to have moved from its orthodox place in the calendar, to come upon the Friday set for the excursion of the students and teachers of Shepherd College to Maryland Heights. The day which superstition still holds as unlucky, proved to be the most auspicious that could have been chosen during all the spring.

At the dewy dawn the town was alive with young folks fluttering about as if on the wings and with pic nic baskets, on wheels hurrying riverward. At the appointed hour the picnickers were all assembled on the College green, and precisely at six the bell struck and the procession formed and marched to the river, crossed the bridge, and embarked on the good and substantial canal boat, "W. H. Billmyer," kindly tendered by its owner for the occasion. An outsider would at once conclude that promptness was one of the virtues taught in this College, for in the whole course of the day there was not a single delay beyond the appointed time.

The fast folks of this age make it an especial point to sneer at canal boat riding for pleasure. But surely an easy going ride, at only four miles an hour on the Potomac from Antietam to Harpers Ferry is less monotonous and worrying than being whirled through the blank western prairies at a mile a minute. The route affords a panorama of beauty, and the slow ride gives full time for its enjoyment. At this time the foliage was the greenest and fullest of spring for the summer sun had not yet crisped or darkened it. The boat was cheered along its way by the children of the homes it was passing by, who looked eagerly and sadly at this floating hive of glee and joy, sad that they were not among the happy crowd. Before 10 o'clock the boat landed the party at the lock some distance above the Ferry, whence they should turn landward and climb the mountain. A pleasant trough steep walk to the mountain from the house of Collins Unseld, who welcomed the party with an old Virginia hospitality, and moreover guided them up to the first fort. But mountain climbing soon thinned the ranks - a great part indeed had already determined to remain at the beautiful spring near Mr. Unseld's house - others grew faint by the wayside and deserted the storming column,

while only a fourth part reached the summit of the hill.

A general impression prevails that none of these hills are over 2,000 feet high. But we were informed by Mr. Unseld that the height of the first fort was measured by a Federal engineer and found to be 1,500 feet - the upper fort of the crest is as much higher or about 3,000 feet - and this is only about two-thirds the height of the tallest point on the Blue Ridge, or Black Rock.

The scene or scenes from the crest fort are famous and need no description. Toward the East the view overreached Pleasant Valley, Middletown Valley - far down the Potomac you can imagine the Atlantic in the blue indistinct distance. Westward the Shenandoah Valley to the North Mountain range - a view, much alike, yet not so magnificent or startling as that Black Rock. In grandeur and sweep of country the famous scenes along the Hudson, from Fort Putnam, for instance, cannot compare with these.

The mountains even to the crest were sprinkled with flowers, wood violets and fragrant shrubs. Angels footsteps they well might be called here, most too high for any but angel footstep.

But the party having scaled the mountain, some of them in fee simple and others by proxy, all gathered at the river without being balled thither by the song of that name, for the pic nic dinner. This was spread on the bank between the canal and Potomac, and there, upon the grassy mound, the pies, cakes and chickens, met in an indiscriminate massacre. Mountain climbing incites voracity. After dinner Rev. Mr. Hawkins led off a minority to gaze upon the departed glories of Harpers ferry, others started among the mountains or by the riverside, and some went to the famous land of Nod. At 5 o'clock the boat gathered in its freight and started homeward. Dusk overtook us, but the good old pilot still

steered on by the evening star, which stood full at the head of our course. Home at early candlelight, and the dews of night were falling fast but none of the party shouted the war cry of Excelsior as they climbed the river hill, too weary for that.

The thanks of the party and their friends are due to the Professors and Teachers of the College for their excellent management and praiseworthy promptness, and to Mr. Billmyer whose kindness "transported" all concerned.

6/13/74, p. 2. **Excursion on the C. & O. Canal.** - The cadet corps of St. John's Academy, of Alexandria, made a trip up the C. & O. Canal, on a canal boat, on the 1st instant. An account of the trip is published in the *Alexandria Gazette*, from which we clip the following extract. -

At 2:30 a. m. the boat stopped opposite Harpers Ferry, but the guard only was awake, and it was not until the cold gray of the morning dawned that the boys saw the quaint old village, its churches perched upon rocks, and its houses rising in tiers above each other. The rain had now begun to fall, but at 10 a. m. the boat started for Shepherdstown. Soon, however, the rain fell faster and faster, and the boys were driven from the deck only to find that the seams opened by the sun admitted water, and the leaks in the roof of the cabin were rapidly wetting both the floor and the bedding. At one, Antietam Furnace was reached, and a more forlorn looking crowd has seldom landed there. Dinner was served out in the rain, however, and a friend in need was found in Mr. Sheaffer, the agent of the works, who responded to the request of the Principal for the use of the large stable loft for his tired and wet boys with a courtesy of manner which made the boon doubly acceptable. Clothes and blankets were dried by the long lines of blazing coal which the men were converting into coke, and by the

blast furnace, and, after being courteously shown through the entire establishment, the party witnessed the novel and beautiful sight of the making of pig iron. Before dark they were mustered on the hay, in the stable loft, but as no lights could be carried there, those not inclined to sleep, and who knew that they could not be identified, had a gay time tumbling about in the hay, and pronounced their night there the most delightful on the trip, an estimate not quite agreed to by those who wished to sleep.

At six on Thursday morning the boat left for Harpers Ferry, as the Catholics on board desired to attend Mass at that place, it being the Feast of Corpus Christi; so much delay, however, was experienced in the locks that they arrived at St. Peter's Church just as the congregation was leaving it.

The rest of the morning was devoted to visiting Jefferson's Rock and other points of interest, and after dinner in the armory yard, made famous by John Brown's raid, invitations were accepted from two gentlemen to visit them. The line of march was accordingly taken up and upon arriving at the residence of Mayor Chambers on Camp Hill, that gentleman came out and in a very brief, but appropriate speech, to which Major Collins replied with equal brevity, invited the party into his garden, where Rev. Messrs. Kain, of the Catholic Church, Marsh of the M. E. Church, and Robey of the M. E. Church South, and a number of handsome young ladies, their hands filled with bouquets for distribution were seated. Cool lemonade was dispensed with liberal hospitality, the bouquets were handed round, and the guns and swords of the cadets having been placed in a large wagon sent by Mr. C. J. Hagan, the rest with the ladies, ended their way to the residence of that gentleman on Bolivar Heights where several hours were spent most delightfully. Iced lemonade and cakes were first served, a carriage was placed at the disposal of those

who wished to drive the young ladies towards Halltown, while Mr. Hagan, who was one of the Confederates under Stonewall Jackson, who forced Miles to surrender, conducted a large party over the battle-field and pointed out the positions, &c., of that eventful day.

Towards evening, the whole party was entertained at supper by their boat and came into the Ferry delighted with the generous hospitality they had experienced. Many were again invited to the house of Mayor Chambers, where they passed a most agreeable evening with the young ladies of the neighborhood.

6/20/74, p. 2. **Fast Time for a Canal Boatman.** - Capt. Brown Austin, of the canal boat Benj. Williamson, (a widower,) made the acquaintance of Mrs. Susie Jones, (a widow,) in this city, on Monday night, the 8th instant, and after courting all night long, repaired with his lady love to Washington yesterday, where they were united in marriage, and they are now sailing up the C. & O. Canal on a tour. Neither of the parties had ever seen each other before the time mentioned - Monday the 8th instant. - *Alexandria Gazette.*

8/8/74, p. 2. **Accident on the C. & O. Canal.** - A young man named Frank Binn, employed on the boat Maggie B., Capt. J. A. Cowden, while going to Cumberland, on Monday last, the boat struck a rock at the Mountain Lock, below this town, was thrown violently against the bank, between the boat and shore, lacerating his back, breast and limbs, besides fracturing his right arm between the elbow and shoulder. Dr. Manning, of this place, rendered the necessary surgical aid.

9/12/74, p. 1. **Strike of Canal Boatmen.** - The Cumberland *Daily Times* of Tuesday last says:

We were informed last evening that the boatmen of the C. & O. Canal at this place had struck for an increase of pay over the rate at present given by the companies for the transportation of coal from this point to Georgetown and Alexandria. From all that we can learn the facts are these. The companies had been paying one dollar and thirty five cents per ton from Cumberland to Georgetown, and one dollar and forty cents to Alexandria. We have it from one source, that those rates obtained among what is called line boats but that other boats outside would come in and for the sake of obtaining a load would agree to transport the coal at a reduced price per ton and the system of reduction was continued which of course involved the other boats until the rates were diminished from the price given above to the rates of one dollar and twenty cents and one dollar and twenty five cents to Georgetown and Alexandria respectively. At this point the boatmen struck, as they allege the figures being unremunerative and insufficient altogether. The feeling which prevailed among them in consideration of the reduced rates did not assume the proportion of a strike until yesterday, at which time the boatmen took a decided stand, and not only refused to load their own boats but positively forbade the loading of any other.

Later. - The *Times* of Thursday says, The strike among the boatmen still continues at the basin wharf. Up the river, business has been to some extent resumed. The Borden Company has acceded to the demand made and resumed work. The boatmen from the Shriver basin wharf held a meeting yesterday, which is fully reported elsewhere. The utmost quiet and order has prevailed, the boatmen evincing much good judgment in the management of the strike, and as we can see, good feeling exists all around.

9/19/74, p. 3. **Chesapeake and Ohio Canal.** Annapolis, Sept. 10. - The Board of Directors of the Chesapeake and Ohio Canal Company met here today. The President submitted the following report:

"The coal tonnage and revenue of the Company for the month of August was:

"Number of tons shipped from Cumberland, 106,874, which is an increase, as compared with 1872, of 2,083 tons, and an increase over 1873 of 58,569 tons, viz: Coal tonnage, August, 1872 104,771 tons; August, 1873, 48,305 tons; August, 1874, 106,874 tons.

"The revenue that has accrued to your treasury from all sources during the month was \$63,929, which shows an increase, compared with corresponding period of 1872, of \$5,111.32; ditto of 1873 of \$35,751.04.

"The usual ordinary and extraordinary expenses for operating the canal for the last month were \$17,867.13, which shows the net revenue to be \$46,062.42

"Notwithstanding the very favorable results of the operation of the company for the past month, its tonnage and revenue have been very seriously diminished by a strike among the boatmen, which occurred on the 25th, but for which the tonnage and revenue would have exceeded any previous month in the history of the canal. From the 1st to the 25th the average shipment was 4,925 tons per day; from the 26th to the 31st the average shipment per day was only 1,391 tons, showing the loss of tonnage, attributable to the strike, to be 21,486 tons.

"The frequent recurrence of these strikes not only reduces the revenues of this company, but I fear, will compel some of the coal companies to withdraw their trade from the canal, unless some measures are taken to prevent in the future these frequent interruptions.

"I fully appreciate the difficulties in adjusting a case of this kind, but I am confident that the main cause can be removed by a thorough co-operation of the coal companies and this company. I, therefore, respectfully recommend that a committee of this Board be appointed to confer with the various coal companies and to report at an early day. I submit, however, various communications."

The recommendation of the President to appoint a committee to confer with the coal companies was approved, and the following resolutions were adopted:

"Resolved, That a committee of three be appointed to take into consideration the various subjects relative to tolls and other matters referred to in the report of the President and various communications from the representatives of the coal companies and boatmen.

"Resolved further, That the President be and he is hereby directed to enforce strictly all the rules of the company and afford such protection to boatmen and wharf-owners as may be deemed necessary, so as will insure the fullest protection to every person engaged in navigating the canal."

Hon. Wm. Walsh and Gen. Thos. J. McKaig appeared before the Board and presented several petitions requesting the reduction of tolls five cents a ton on coal, and an entire abolition of the toll now charged upon descending boats, amounting to \$4.08 on each boat.

The committee appointed by the President on the subject of the strikes will report to the Board on Thursday, the 17th inst., in Baltimore, to which date and place the Board adjourned.

It is stated that the action of the President and Directors of the Canal Company looks to the protection of all the parties engaged in the trade on the canal by breaking up the middle men, who are

understood to be drawing a large portion of the profits which properly belong to the boatmen.

10/10/74, p. 2. **Drowned.** - On Saturday last a little boy, aged six years, and son of Mr. Jacob Shaw, of Four Locks, Md., was drowned in the canal at Shepherdstown. He was on the canal boat Thos. Hassett with his father, and on the evening of the accident followed his father from the cabin to the stable, on his return he fell from the boat into the canal, and before he could be rescued, drowned.

11/21/74., p. 2. **Drowned.** - Captain Samuel Wyland, of the canal boat Lillie and Nannie, a resident of Four Locks, in Washington County, Md., fell from his boat at the Log Wall Level, on the C. & O. Canal, one day last week, and before assistance could reach him drowned. Cramp is supposed to have overtaken the unfortunate man, as he was known to be a good swimmer.

11/28/74, p. 2. **The Canal.** - President Gorman in his late report to the Board of Directors of the C. & O. Canal says: "As the canal is now in better repair than for years past, considerable reduction can be made in the expenditures during the suspension of navigation."

Steamboats. - Three canal steamers passed down the Canal on Monday morning of last week, loaded with coal for Georgetown. This begins to look as though the day is not far distant when steam will take the place of mules on the C. & O. Canal.

Dropped Dead. - We are informed that on Saturday morning last, the 21st instant, Charles B. Perdy, a carpenter, who has been for several weeks at work on the farm of General Thos. J. McKaig, between Hagerstown and Sharpsburg, went into

Nancy Bower's saloon on the canal, near Bakersville, and called for a pint of whisky. He drank the whole pint, and was in the act of paying for it when he dropped dead. No wonder he dropped dead.

12/5/74, p. 2. **Sunk Boat.** - The canal boat, Leander Lovell, Capt. W. C. McCardell, sunk below the Guard Lock, on this level, seven miles above this place, on Saturday last. The cause of her sinking was on account of the level being down. She fastened upon a rock in the middle of the channel bursting a hole in the bottom of the boat. The level had to be drawn off, which caused a stoppage to navigation for over forty eight hours. - *Williamsport Pilot.*

12/19/74, p. 2. **Attack on the C. & O. Canal.** - We learn that while Mr. Thomas Turner, of this town, was returning from Georgetown, up the Canal, on Tuesday evening of last week, he was attacked and beaten by two colored men, in his employ, for the purpose of robbery. It seems that he hired those two men in Georgetown, and when having proceeded up the Canal, a short distance from Georgetown, he stopped his mules to adjust a portion of the gears which had become loosened, and while doing so he was struck with a "billy" by the negroes, and beaten on the head severely. The negroes then made their escape. He remained senseless upon the tow-path for some time, until a steamer passed by, which was also passing up the Canal, and was picked up and brought to the next "Lock," where he received proper treatment. The negroes took from his pocket a book in which Mr. T. kept his papers, as they supposed contained money, but fortunately Mr. T. Had his money in another pocket, which they did not get. Mr. T. is now here under treatment of Dr. Reynolds. His head and face are severely cut, but we are glad to learn he is recovering.

12/26/74, p. 2. At the last meeting of the Directors of the C. & O. Canal a plan for improvement in locks was submitted to the Board by the inventor, Mr. Heath, of Annapolis, also for the construction of outlet locks above Georgetown, by Messrs. H. H. Dodge and W. R. Hutton, engineers, which was approved by the Board, and construction thereof ordered to be commenced immediately.

1/16/75, p. 2. **Fire on the C. & O. Canal - Boats Burned.** - On Saturday morning last, the 9th inst., about 3 o'clock, the cry of fire was raised through our town, when it was discovered that three boats, the "Adam Sherman" and "Arthur Cropley," belonging to Mr. Oliver Sherman, and the "C. W. Harper," belonging to Mr. Lawson W. Poffenberger, lying in the C. & O. Canal, at Bridgeport, opposite this town, were in flames. The Potomac Fire Company of this town, and a number of other citizens, were soon on the spot, and extinguished the flames, but not until the boats were nearly destroyed. It is said that Mr. Sherman's loss is about one thousand dollars, and the loss to Mr. Poffenberger about five hundred dollars. The fire was the result of an incendiary, and Mr. S., as will be seen by an advertisement in this issue, offers a reward of \$500 for any information that will lead to the conviction of the party or parties who set fire to the boats. We also learn that the boat "H. C. Windship," belonging to Mr. George Dixon, lying in the Canal, near the Ore Bank, near Harpers Ferry, was set on fire and burned on the same morning. The boat "Horace Resley," was also set on fire and burned, on Monday night last, at Mercersville.

[Transcriber's Note: the referenced advertisement of a \$500 reward follows. The advertisement ran for at least three weeks.]

The Chesapeake and Ohio Canal Survey.

- The survey of the route for the extension of the Chesapeake and Ohio river [sic. Canal], which has been in progress under the supervision of the War Department since August last, has just been completed. The engineers have made a preliminary location of the line from Cumberland to the Falls of Youghiogeny. The length of the line is eighty-five miles, and is one hundred miles to where slack water is expected to begin, at Connellsville. The summit is passed at an elevation of 1,300 feet above the Cumberland, by a tunnel three and three-quarters miles long. Ten inclined planes are provided on the eastern side, and four on the western. The estimate made last year is deemed to hold good - that is \$25,000,000 for a canal seventy feet wide and seven feet deep, with locks one hundred and twenty feet by twenty feet, capable of passing boats of two hundred tons.

The U. S. Fish Commissioner has sent a lot of fish cans to Hancock, Md., in order to have them filled with young bass, which are to be taken out of the canal when the water is drawn off, and shipped to stock streams in other parts of the country.

1/30/75, p. 2. For the first time in a number of years there are no extra hands employed on the Shepherdstown division of the canal. The reason assigned for this is, that Mr.

Gorman wants to pay off the bonds against the canal, and the reduction of expenses, will enable him to do so.

1/30/75, p. 3. **Boatmen's Union.** - This society, which organized last summer, held a meeting on the 4th of January last in this city, at which the following rate of freights for the ensuing year was adopted. The schedule was furnished to the different agents of the coal companies yesterday:

To Hancock	\$0.50
To Williamsport	.70
To Shepherdstown	.90
To Antietam	.90
To Harpers ferry	.95
To Knoxville	1.00
To Point of Rocks	1.05
To Georgetown	1.35
To All points in Washington City	1.40
To 1st and 2nd Bk Yard, Alex. canal	1.37
To Four Mile Run	1.38
To Alexandria	1.40

These freights are not to be subject to any fees, bonuses for loading, drawbacks or other charges for loading or unloading. The Boatmen's Union has organized itself into a mutual life insurance association for the benefit of its own members, it also contemplated some co-operative features which are not yet fully developed. We learn that the Union numbers three hundred and twenty four members and controls three hundred and seventy four boats. -

Cumberland Times.

4/3/75, p. 2. **Boats Burned.** - We learn that a Boat belonging to Mr. Abraham Snyder, of Sharpsburg, was burned by an incendiary, on the C. & O. Canal. near Grove's Warehouse on Sunday night last. The light was plainly seen by some of our citizens. A Boat was also burned near Williamsport on Monday night last.

Boating has commenced on the C. & O. Canal.

C. & O. Canal. - The Georgetown steam canal boat, the Ludlow Patton, arrived at Cumberland on Tuesday. The delay was not due, however, to the boat's want of speed, as we are informed she made a mile in thirteen minutes. She will be loaded with a cargo of "purchased" coal.

Serious Affray in Cumberland, Md. -

Robert Mahany, a boatman, went into a saloon on Wineow street, Cumberland, on Monday, evening, where he got into a difficulty with a man called Stony, who was in charge of the saloon at the time, and who endeavored to eject Mahany, when the latter resisted, and in the struggle drew a knife and plunged it into the abdomen of Stony, inflicting a ghastly wound, from which the bowels protruded, and which was pronounced of a dangerous, if not fatal character. Mahany made his escape.

4/24/75, p. 2. The canal boat, "T. J. Baker," was stoned by some unknown parties at Harpers Ferry one night last week. The cause of the attack is that the owner of the boat had made a contract to boat coal for twelve dollars and a half per day, an amt. known to be less than a living wage. While we oppose such conduct on the part of the boatmen, yet we don't blame them, as it seems the only means left them of protecting their business with parties who seem to be determined to ruin their occupation of boating for ruinous freights. We can not say we would pity those men, who are boating for such prices, if their boats were burned instead of stoned, and we consider it only a warning to those parties that if they persist in boating for such rates, something more serious will follow. - *Williamsport Pilot, 17th.*

Accident. - The canal boat William H. Boyer, Captain James Snyder, of Sharpsburg, with the captain, his wife, a little child, a colored man and two mules on board, were carried over the dam in the Potomac, at Cumberland, on Monday last by the strong wind blowing at the time, and strange to say no damage was done to either the passengers of the boat.

Fish. - The receipts of fish at Alexandria continue to be meager. Shad sold on Wednesday at \$15 to \$19.50 per hundred, and herring at \$13.50 to \$14.50 per thousand. Mr. David Billmyer, of this town, started for the "fishery," via the C. & O. Canal, on Saturday last, with his boat, for the purpose of bringing up fish, but if the weather continues cool the fish will be considerably "salted."

Contemptible Act. - We learn that some unknown parties, on Wednesday night of last week, cut the towpath bank of the Canal, at the narrow high bank, around the rocks, this side of Sharpsburg Landing, and a short distance above this town. The canal employees were informed of the fact by a passing boatman, in time to prevent a terrible breach in the canal.

5/1/75, p. 2. **Stoning Canal Boats.** - The Baltimore *American* on Monday took very sensible grounds in regard to the reported stoning of a canal boat at Harpers Ferry a few days since because the captain was charged with carrying freight at "ruinous rates." The boat was the Thomas J. Baker, which, we understand, was running by the day, instead of by the trip. The crew of the boat was so demoralized that they quit work. Other could not be procured, and the captain of the boat has had to lay up, and await such time as he can attend to his business without molestation.

In the *Hagerstown News* is an account of some disorderly proceedings at Sharpsburg and vicinity, in which thirty men participated. They represented that Samuel McGraw, superintendent of Antietam division, Chesapeake and Ohio canal was obnoxious to them, and if not removed by the company they would remove him themselves.

The canal boat "Kate Prather," Capt. Lewis F. Fernsner, loaded with gas coal, which left Cumberland on Tuesday evening, was stoned at the aqueduct, about four miles below the city, which point she passed about nine o'clock in the evening. The reports are that about two hundred stones were thrown, and considerable damage done to the boat. No reason is known for the act, unless it is that the captain has a charge lodged against him similar to the Baker's captain. - *Cumberland News*.

5/1/75, p. 2. **Fish.** - The boat belonging to Mr. David Billmyer returned on Thursday last, by canal, from Alexandria, with one thousand shad and twenty thousand herring. On account of the high prices, Mr. Billmyer purchased only the above named quantities. He sold them at \$2 per hundred for herring, and five shad for \$1.

5/29/75, p. 2. **Excursions.** - It will be seen by the following announcement which we clip from the *Alexandria Gazette* that the cadets of St. John's Academy of that city will pay us a visit on Monday next, the 31st instant. Cannot we give them a reception?

The cadets of St. John's Academy have secured a house grain boat, the Seneca, Capt. Castle, and Co. A of the battalion, under the command of Capt. Frank McHill, will start on Monday, the 31st inst., for Shepherdstown, visiting Georgetown, Cabin John Bridge, Seneca, the Great Falls, the Point of Rocks, Harpers Ferry and Antietam on the route, and returning on Saturday,

June 5th. As the boat is secured against the weather, in case of rain, and improved arrangements have been made, this will, doubtless, be the most pleasant trip the boys have had.

6/5/75, p. 2. **Visit of the Alexandria Cadets.** - A Portion of the students of St. John's Academy, Alexandria, Va., accompanied by the Principal of the School, Professor Coine arrived on the boat Seneca, via C. & O. Canal, opposite this town, on Thursday morning, about 10 o'clock. They marched into town, commanded by Capt. Hill headed by a drum corps and colors, numbering 40 muskets. After parading through our principal streets, they were invited by Professor McMurrin into the Shepherd College grounds where they drilled and went through the manual of arms. About 1 o'clock they returned to their boat, on the Canal, and dined. At 3 o'clock they played a match game of baseball with the Rustics of this town. In the evening they returned to their quarters on the Canal. They marched well and drilled with much precision, and had quite a soldierly bearing. We hope the boys were pleased with their trip.

The cadets beat our boys, the Rustics, 34 to 19. The cadets also beat the Harpers Ferry boys on Wednesday.

Steamboats on the Chesapeake and Ohio Canal are no longer a novelty. They bid fair to entirely supersede mule power.

6/12/75, p. 2. **Canal Trade.** - The editor of the Lynchburg *Virginian* says: "Only a few days ago we travelled many miles, - from the Point of Rocks to Cumberland, along the line of the Baltimore and Ohio railroad, - much of the way within sight of the canal, and saw evidence of the immense freight business, in coal, it is now doing."

6/19/75, p. 3. **Murder Near Cement Mill.** - Painful rumors are afloat to the effect that a murder was committed a few days ago on the Canal, near the Cement Mill of Messrs. Bridge & Henderson. It appears that a man named Crone, running a canal boat, had in his employ a nephew. The young man declared his intention of leaving his employ. He was told he should not. On attempting to get away he was caught by Crone, beaten to death, then laid on the path, and the story circulated that a mule had kicked him. This is the story as it comes to us. We hope it may not be true, though it is pretty generally believed at the Locks opposite Sir John's Run. As far as we can learn, no arrest has been made. - *Morgan Mercury*.

The Boatmen and the Coal Company. - Another difficulty has occurred at Cumberland between the boatmen on the canal and some of the coal companies. The *Cumberland News* says: "There was no change in the status of affairs on the Chesapeake and Ohio Canal on Monday. The Hampshire and Baltimore Company loaded a few boats, but none of them cleared at the collector's office, now ere any shipments made by the New Central, Blaen Avon or George's Creek Companies, all three having decided to pay but \$.15 freight. At a meeting of the Boatmen's Union, held last night, that society resolved not to deviate from the rates made at the opening of the season - \$1.25 to Georgetown and \$1.30 to Alexandria."

6/26/75, p. 2. **Alexandria Cadets.** - The *Morning Journal*, published at Alexandria, contains the following paragraph in reference to the late visit of the Cadets of the St. John's Academy, Alexandria, to this town:

Then we started from Harpers Ferry for the terminus of our trip; many regretted the shortness, while perhaps some, at least

one, was in his highest glory, being so anxious to get back to Alexandria (so much for leaving your heart behind you.) But when we reached Shepherdstown our spirits revived upon beholding so many lovely faces beaming from Shepherd College, and receiving so kind a reception. After we had paraded the town, and had just broken ranks for a rest, we heard the roll, and could not imagine what was the matter, but after we had learned that the young ladies had requested us to drill on their grounds, and you know nobody objected to that. Then we returned to the boat to feast on bread and ham, and, afterwards, we returned to the town and played a match game of ball. There were also match games played at Harpers Ferry and Seneca. The young ladies honored us with their presence, and, of course, we played better, and when we became acquainted with them we saw a pleasant time. After the game was over we escorted the young ladies back to the college, and they kindly showed us through the building. We stayed so long that supper was delayed until late, and we can say that so many of the boys were smitten that they did not care to eat supper, but remained until a guard had to be sent after them. The poor guards and the officer of the day had to remain aboard, so they missed all the fun. We can sympathize with them and wish them a more pleasant time hereafter. After 7 o'clock some of the young gentlemen of the college came over to the boat, and kindly invited us over to hear the band play in their grounds, but we were afraid that many of our boys did not hear any music at all (at least from the band,) and we rather think there were a number of hearts left behind. We left Shepherdstown about 2 a.m., but did not reach Alexandria until Sunday morning, owing to many stoppages on the way. We had very pleasant weather, with the exception of a few hours of rain, and, even then, the boat being weather tight, there

were no wet clothes. But we were soldiers; nothing could hurt us; so mamas, you must not be uneasy when your little darlings are out with the Cadets, for there is no danger of catching cold or anything like that, for when they are with soldiers they must be soldiers. Prepare, boys, for another excursion next year; we know that you are sorry that it is over so soon, even if you were aroused in the midst of your slumbers by the cruel officers, to get up and pace the deck and guard the commissary, where the rats, with their squeals, kept Morpheus far away; and if the Doctor did seem lively; that is nothing, for you know boys will be boys, and, as we were far away, nobody knew anything about it. So don't be discouraged, but think of the pleasant time you spent in Shepherdstown, and remember you may enjoy it again.

6/26/75, p. 3. **A Pic-Nic Excursion.** - The pupils of Shepherd College, accompanied by Profs. McMurrin and Smeltzer, and a number of ladies and gentlemen from town, went up the Canal to Mercerville on Tuesday last, on a Pic-Nic Excursion. Mr. David Billmyer kindly loaned them his boat, and about half past six A. M. they started on their voyage. The day was cool and pleasant, and nothing occurred to mar their pleasure, except a gentle rain late in the evening. They returned about 7 P. M., a little damped by the rain, but in fine spirits. They desire to return their hearty thanks to Mr. Billmyer and Capt. John Crew for their great kindness and attention.

7/17/75, p. 2. **Drowned.** - A colored driver named Al., hailing from Washington, was drowned in the Chesapeake and Ohio Canal, at Big Pool, above the Four Locks, on Sunday week. He was sitting on the boat Charles H. Knott, to which he belonged, bound up light, and was knocked overboard by a collision between that boat and the loaded boat Jacob C. Grove, bound down.

8/7/75, p. 2. **Drowned in the Canal.** - Charles Choppert, son of Jacob Choppert, of Sharpsburg, fell from a canal boat near Cumberland last Friday and was drowned.

8/14/75, p. 2. **Drowned in the Canal.** - Last Thursday evening a little son of Mr. Greenawalt, keeper of the Canal lock at Sandy Hook, fell off the end of the lock and was drowned. His body was recovered the next morning, the water having been drawn off for that purpose. The child was seven or eight years of age.

8/28/75, p. 2. **Accident.** - Charles, a son of Mr. Isaac Clymer of this town, aged about 12 years, fell into the Lock, on the C. & O. Canal, opposite this town, on Saturday last, while walking across a plank, and sustained a severe injury by having one of his thighs caught in the Lock Gates. He is recovering.

9/4/75, p. 2. **Boy Drowned.** - Robert J. Cole, a son of Mrs. Mary Jane Cole, of Cumberland, aged ten years, was drowned at the canal locks, Harpers Ferry, at one o'clock Sunday. It is supposed that he stepped off the wall of the canal lock while looking for the mules of his uncle, whom he had accompanied on board a canal boat to Georgetown.

Outrage at Cumberland. - On Friday night of last week the 27th of August, a horrible outrage was committed by three men, on the person of Ann Olive, aged 55 years, who was a cook for Captain Reed, on board the canal boat C. P. Manning, while lying at Cumberland. John Pright and Henry Davis were arrested and identified by the woman as the guilty parties, and lodged in jail for trial. The other party made his escape.

9/11/75, p. 2. A Lock gate was knocked out by a descending boat at the lock above

Hancock on Wednesday. New gates were put in at once but were found to be too narrow, and of course they broke and prolonged the detention, twenty four hours, at a cost of about \$3,000 to the canal company.

The canal boat "Mrs. C. E. Chapman," was driven out of Rock Creek, Georgetown, by the storm of Sunday, and forced against the tumbling dam at the mouth of the creek with such violence as to tear away a portion of the dam on the Georgetown side. The boat then drifted out into the river and sunk in thirty feet of water. She was loaded with coal belonging to the Consolidation Coal Company.

9/18/75, p. 2. Wednesday at Weverton the body of Clayton Grove, aged about thirty-five years, was found drowned in the canal. He had been missing for about a week, but was supposed to have gone to Virginia. It is thought he was drowned while laboring under mental aberration.

9/25/75, p. 2. A Young man named John Stien of Baltimore, was killed at the Seven Locks, on the C. and O. Canal, on Thursday of last week by being jammed between a canal boat and the walls of the lock. Deceased was on his way to Cumberland on a pleasure trip, and fell from the boat George Colbert, and met with his death as above stated.

10/9/75, p. 3. **Canal Boats and Demurrage.** - A case of interest to canal boatmen was tried before Jenkin Thomas, Justice of the Peace, on Tuesday last. Capt. Samuel Lynch, of the boat Samuel Swain, sued Gilmor Meredith & Co., consignees, for eight days' services of his boat, mules, &c., claiming that, by omission to unload his boat during that period, over and above the usual number of days required for discharging, the consignees became liable for the use of the

boat, &c.; and the Justice gave judgment for \$50, or for five days, at \$10 per day, deducting three days for the time when the basin was impassable by reason of the flood.

Canal boats not being sea-going vessels, have never been able to claim "demurrage," as it is technically called; and boats have often been detained here, willfully and capriciously, to the great hardship and loss of the boatmen. The latter determined to ascertain whether they were to be subjected to this treatment any longer; and the result is found in the above suit, which was made a test case. The news of this decision will give much gratification to the large class who are engaged in transporting coal on the C. & O. Canal.

The law governing the case was fully presented and considered, and the decision is in our judgment, a righteous one. - *Georgetown Courier*.

10/30/75, p. 2. A man named Barney McWade was arrested in Cumberland on Sunday, on the charge of being one of three who last week attempted to assassinate Paymaster Fawcett, of the Chesapeake and Ohio canal. McWade was caught by Superintendent Mulvaney, who was with Mr. Fawcett at the time and identified him as one of the attacking party. James Reed was arrested in Washington as accessory, and committed to await a requisition from the Governor of Maryland, and warrants have been issued for the arrest of two named Fearson and Berch of Georgetown, D.C., on the same charge.

11/6/75, p. 2. **Drowned.** - The *Alexandria Gazette* of Monday last says: - "A canal boatman named Mark Castle, from near Shepherdstown, was drowned yesterday afternoon a short distance above the town, by accidently falling overboard from the canal boat F. Ensminger."

11/20/75, p. 2. **Fatal Accident.** - We learn that Mrs. Hardy, wife of Mr. Hardy, Lock-keeper at the Two Locks, this side of Harpers ferry, on the C. and O. Canal, met with an accident on Friday night of last week which resulted in her death on Tuesday. It seem that a ball was held at the residence of Mr. Hardy, and during its progress one of the coal oil lamps caught fire, which Mr. Joseph Colbert attempted to throw out of the door. The lamp struck the door, scattering the oil over Mrs. H. who was so severely burned that she died on Tuesday following. The arms of Mr. Colbert were also burned to such an extent that fears were apprehended that amputation will be necessary to save life. A child of Mrs. hardy was also severely burned.

12/18/75, p. 2. **Drowned.** - A colored man named Debinger, from this town, took passage on a canal boat, belonging to Mr. McDonald, about two weeks ago, on his way to Georgetown, and when about two miles below this place, he was seized with a spasm and fell overboard and drowned, before assistance could be rendered.

4/8/76, p. 2. **Drowned - A Suicide.**

George Newton Keys was found drowned in Wills Creek yesterday evening between the inlet lock and the malt store of Mr. Jacob Brengle by Messrs Porter, Steiner and others. The deceased's body was found in the lock of the canal early in the morning, and a little later his coat was found hanging upon a post near Brengle's store, gave some index of the fate of the whereabouts of his body. Search was at once instituted, and about two o'clock p.m. the body of the unfortunate young man was raised to the surface at the point above named. Justice Blocher, acting coroner, being notified of the facts summoned the following jury of inquest, William Hext, foreman; Will. H. Shepherd, Lewis Warner, H. W. Blocher,

Wm. Shaffer, G. Couter, A. M. Brandt, Theo. Ogle, Jno. Koegel, Jr., J. D. McEvoy, J. R. Jordon and L. H. Dowden, who upon investigation of the facts returned the following verdict: "That the said George N. Keys came to his death by drowning, and that it was his own act, while laboring under mental aberration." The deceased was a man of about thirty years of age, a saddler by occupation, and had been in the employ of Mr. Hext, of this city, for about five years. From letters found in his pockets, he is supposed to have come from Shepherdstown, where, we learn, he has relatives. He is said to have been a man of intelligence and extensive information, and sustained an excellent character for probity among those who knew him. In regard to the hour in which he is supposed to have committed the rash act, we are informed by a boatman that about half past eight o'clock on Wednesday night, he heard the plunge of a body about the point where Keys was found, and he now thinks that it was the suicidal plunge of the deceased. His relatives in Shepherdstown have been written to in relation to the sad affair. - *Cumberland Times*, 31st., December, 1875.

Mr. Jacob H. Grove, of Sharpsburg, Md., is spoken of, as the next President of the C. & O. Canal.

1/22/76, p. 2. **Conviction and Sentence of Barney McQuade.** - Barney McQuade was tried on the 14th inst. in the District Court of the United States, at Baltimore, on the charge of obtaining money from the Government of the United States by means of false claims for canal boats destroyed during the war. It is said he and his accomplices obtained near the amount of three thousand dollars fraudulently for destruction of a canal boat, none of which they had any claim whatever. He was immediately fined by the court \$1,000 and

sentenced to six years imprisonment in the penitentiary. McQuade acted as counsel in his own case; the papers were proved by Justices A. Gonder and Jones of Cumberland, Md., to have been forgeries, that the boat for which McQuade obtained pay of the Government, on the ground that she had been destroyed while in government employ in 1862, was not destroyed at all, but was running upon the canal in April 1864. Martin Smith testified against McQuade and the jury rendered a verdict of guilty without leaving the box. He was sentenced as follows, three years in the penitentiary and a fine of \$1,000 in the pension fraud case, and three years in penitentiary in the fraudulent boat case. Ryan, McEvoy and McCall, the three men implicated in the above fraudulent transaction, had a hearing before Commissioner Rogers in Baltimore, Wednesday the 12th inst., and was committed in default of \$5,000 bail for further hearing.

3/11/76, p. 2. **C. & O. Canal.** - During the past week water has been let in the C. & O. Canal, and in a day or two hundreds of boats will be plying that "ditch" which gives employment to thousands of persons. The boatmen of our town have been fixing up their "traps," getting ready for a lively business during the coming summer, and we hope their fondest expectations may be realized.

4/8/76, p. 2. On Saturday the New Central Coal Company began regular shipments of coal by canal. The freights to be paid the boatmen is \$1.10 a ton to Georgetown, which rate by a regular contract will remain unchanged through the entire season, whether rates fall below or raise above that figure.

The *Cumberland Times* says in a very few days the shipment of coal by canal will be

fully resumed. The ruling freight will be \$1.10 to Georgetown and \$1.15 to Alexandria.

Frederick Mertens has purchased the residence of Gen. Thomas J. McKaig, in Cumberland, the price being paid \$15,000.

The Towsentown Journal says that Hon. Jas. C. Clarke, formerly president of the Chesapeake and Ohio Canal Company, and prominent citizen of Baltimore county, is soon to resume a residence in Maryland.

5/13/76, p. 2. **Found Guilty.** - John Bassee, who was last week tried in Cumberland for an attempt to rob Paymaster Fawcett of the Chesapeake and Ohio Canal, was found guilty, but his counsel took exceptions, and the case may go to the Court of Appeals.

5/20/76, p. 2. **Break in the Canal.** - We learn that a serious breach occurred in the C. & O. Canal, on the six mile level, about 7 miles west of this town, on Sunday night last. It is reported that the bank washed out 15 feet below its level, and about half the length of a canal boat. Boating has been suspended in consequence of the breach.

Large quantities of fish have been caught in the Potomac and Canal, at this place, during the past week. Bushels have been caught by dip nets, seines and hooks, but mostly suckers and catfish, and a few salmon and bass.

7/29/76, p. 2. The business on the Canal has improved very much during the past week, and business looks brighter.

9/16/76, p. 3. [Transcriber's Note: The following advertisement was placed indicating a former boatman was in a different line or work. The ad ran weekly at least through 12/2/76.]

**FARMERS,
ATTENTION!**

HAVING leased Capt. Hunter's Warehouse at the old Furnace, and Mrs. Shepherd's Warehouse, in Shepherdstown, for the purpose of doing a GENERAL GRAIN BUSINESS, I will boat Wheat, Corn, &c., for the low price of 7 cents per bushel, in order to induce our farmers to ship their grain to Georgetown, where they can obtain Baltimore prices for their produce. We will load at all points from Shepherdstown to Harper's Ferry, or any where along the canal.

Having had an experience of upwards of 20 years in the boating business, I have a thorough knowledge. The farmers will find a reliable channel to ship their produce.

I will furnish SALT and PLASTER at low prices.

Farmers will clean their grain thoroughly before delivered.

I will also pay the highest market price, in cash, for grain.

SAMUEL M. KNOTT.

P. S. Call on D. S. Rentch and Chas. Licklider for information.

Capt. Hunter will make arrangements at Duffields and other places.

S. M. K.

Sept. 9, 1876. 11

12/16/76. p. 2. **Canal Navigation.** - Navigation on both the Chesapeake and Ohio and Alexandria canals may now be regarded as closed for the season. Both of them have a solid cake of ice from shore to shore. The ice breaker is kept at work on the upper end of the C. & O. Canal endeavoring to make a passage for the boats which were caught out by the sharp cold snap. It is hoped, however, that all the belated boats will get up. Up to noon on Thursday, 5,819 canal boats had left Cumberland, for the year, against 3,009 last year.

1/12/77, p. 2. **Canal Promotions.** - The Board of Directors of the C. & O. Canal have reduced the number of division on the canal. The Cumberland and Hancock divisions have been consolidated and put

under the care of Mr. Lewis G. Stanhope. Reductions have been made in the pay of several officials, with a view to putting down expenses.

4/18/77, p. 2. A boatman on the C. & O, canal, at Cumberland, has christened his new craft Wade Hampton.

Boating on the canal is now lively. A large number of steamers are running, and their shrill whistle is heard.

All our boatmen have "pulled out" for Cumberland, on the "raging canawl."

4/21/77, p. 2. The *Cumberland News* says that the Chesapeake and Ohio Canal Company has gained its suit with Corcoran & Stewart of Washington City. The amount involved was about a half million dollars, and related to the order in which preferred bonds of the company are payable. The State of Maryland is interested in the decision.

5/12/77, p. 2. **Alexandria Cadets - Visit to Shepherdstown.** - The cadets of St. John's Academy, Alexandria, will pay us another visit *via* the C. & O. Canal. The Boat Seneca, Capt. Castle, has been engaged for a trip up the Canal to this town. Co. A, St. John's Cadets, about 40 strong, will leave Alexandria for Shepherdstown, on Monday, June 4th, arriving here on Wednesday the 6th, and remaining probably until the morning of the 8th, and return to Alexandria by the night of Saturday the 9th. Our citizens (and especially our girls) will give the Cadet boys a hearty welcome.

6/2/77, p. 2. The *Cumberland Alleganian* and *Times* states that rates for freight are now being fearfully cut on the canal, varying from 70 to 90 cents. Quite a number of boatmen have returned their boats, and gone home with stock.

6/9/77, p. 2. **The Visit of the Alexandria Cadets.** - The Canal Boat "Seneca," in charge of Capt. Downs, which left Alexandria, on Monday last, with the St. John's Academy Cadets on board, arrived here on Wednesday about 1 o'clock P.M. The young gentlemen were under the control of Prof. Richard L. Carne, Principal of the Academy. The Cadets numbered about fifty in all, under the command of Major Benedict J. Burgess, commanding the battalion. The other officers are as follows: Adjutant, Wm. H. Wunder; Quartermaster Sergeant, T. R. Burke; Commissary of Staff, Charles H. Roach; Capt. Samuel B. Loeb; 1st Lieut. Henry N. Newby; 2nd Lieut. Wm. T. Hyde, of company A, and Capt. John S. Bradley and Lieut. Dent of company B, with Wilford C. Porter, acting Orderly.

The Cadets were also accompanied by Messrs. Robert Arnold, late of the *Virginia Sentinel*; Henry J. Nevett, of the *Alexandria Gazette*; J. Guilford White, Editor of the *Youth's Progress*; and James B. Fitzgerald, all graduates of the Academy. They had quite a disagreeable time upon the Canal, on account of the continued rain from the time they left Alexandria until they arrived here; and although it had been raining more or less during their stay here, it did not keep them from making their appearance on our streets. They were quite agreeable in their appearance, and courteous and polite to all who in any way came in contact with them. We are sorry that the weather was so disagreeable, as to a great extent mar their enjoyment; but we noticed that some of them were captured by our young ladies, and they didn't seem to make any resistance.

The Cadets played a match game of baseball in the afternoon of Thursday with a select nine of our town, the game resulting in the favor of the boys of town, by a score of 5 to 1. The Cadets also gave a dress parade and drill in front of Shepherd College

in the evening and acquitted themselves very soldierly and handsomely.

They left early on Friday morning on their return trip to Alexandria after having won the respect and warm congratulations of our citizens.

We hope this will not be their last visit to our town.

We congratulate Prof. Carne upon having in charge so gentlemanly and intelligent a class of young men, and we think he is the right man in the right place.

6/16/77, p. 2. **Return of the Cadets.**

The St. John's Academy Cadets reached the basin a little after nine o'clock on Saturday night, but much difficulty was experienced in landing, as the awning served as a sail, and the brisk wind prevailing blew the boat down the basin. It was not until ten o'clock that they were able to disembark, but when they did they made the streets lively for awhile by their joyful shouts as they marched through them, until nearly eleven.

They speak of their trip as a very enjoyable one, though their pleasure was somewhat marred by the almost continued rain, which though it did not penetrate the awning, beat under it a little and confined them to the boat when they would have preferred the open air. They left the basin at 8:35 on Monday and reached Georgetown at 10:45; here the boat stopped half an hour, and while some went down into the city, a party visited the college, where the principal, meeting with Father Curley, the venerable director of the observatory, they were cordially invited to inspect the library, museums, &c., an invitation of which they availed themselves as far as time allowed, after a view of the buildings and play grounds. The boys were greatly pleased with all they saw there.

Shortly after leaving Georgetown an old woman, either crazy or drunk, appeared on the tow path and began to curse and beat

the driver and his team, ending with the invocation of bad luck on the excursion; had the boys gotten hold of her when the rains came on, she would have been apt to have met the fate of the Salem witches. Traveling rapidly, for a canal boat, the Great Falls of the Potomac were reached just before five o'clock, and clambering over the rocks the boys enjoyed to their fill, the sublime scene which there presented itself. The mighty rocks seamed and scared by the still mightier floods, the rushing torrents broke into foam and sending high into the still air their clouds of mist, impressed upon their young minds the omnipotence of Him, who, alone, can stay those floods.

"Or bid their roaring cease."

Turning from the works of nature to those of art, they also examined the beginning of the aqueduct by which water is conveyed to Washington, and which workmen were engaged in cleaning, and soon after night fall, they were all, except the guard, locked in the soft embrace of sleep.

At 4 a. m., the boat was again in motion, and after a short stoppage or two, arrived, towards night, at the Point of Rocks, where the cadets were urgently solicited to pass the night, as a storm was coming on, but declining the invitation they reached Berlin soon after dark, and tied up for the night.

At daybreak a start was made and Harpers Ferry was reached at six o'clock. Here a short stay was made to enable those who wished to visit that quaint old town and see Jefferson's Rock, the scene of John Brown's desperate fight, &c., &c. Dinner was taken at 12, at Antietam furnace, and at one, the boat decorated with flags, stopped opposite Shepherdstown, an effort to get her across the river being unsuccessful, owing to some fault in the river lock. Many of the boys visited Shepherdstown that evening and night, notwithstanding the heavy shower which occurred at intervals, and the rain

continuing all night, it was determined, if it did not cease, to leave for home at 10 a.m., on Thursday. By that time however, it showed signs of clearing up, and several games of baseball were arranged for the afternoon; no full one, however, being played, as there was not time before the intended parade. The first nine of the cadet club was beaten five to one; the second was victorious, seven to none.

At 4 p.m., having cleaned up their guns, which the rain had greatly rusted, the cadets marched over to the town, with drums beating and colors flying, and, after parading the principal street drilled in the grounds of the Shepherd College, before the young ladies and a crowd of spectators, returning to the boat to supper. At night, a very pleasant time was passed with the young ladies, to many of whom introductions were obtained. Bouquets were in profusion, every cadet had one or more. Tattoo was not beaten until eleven o'clock, and before any had risen, the boat was far down towards Harpers ferry, where a stop was made for breakfast, and to lay in additional supplies. Dinner was eaten at the big spring below the Point of Rocks, and supper at a shady place above Edward's Ferry, where the stop for the night was made.

At 5 a.m., on Saturday the journey was resumed and continued steadily till Cabin John Bridge was reached at 3 p.m. Here a rest of two hours was taken, the grand structure being visited and examined, and a good bath taken, and at 7 p.m., the boat passed through the aqueduct at Georgetown, the drums and shouting of the boys startling the denizens of that old burg, and its neighbor, Roslyn, as old Virginia was once more reached.

Though the rain interfered considerably with the success of the trip, it was, on the whole, a very satisfactory one, no accidents worthy of the name occurring. Many of the boys were so well pleased that

they expressed a wish to go again today if possible. They enjoyed themselves swimming; many of the better swimmers, whilst the boat was in motion, sporting around her. Long walks on the shady paths, the shooting of mud turtles and snakes from the bow of the boat, and secret assaults on Unsuspecting sleepers, who suddenly found themselves elevated from the decks by their feet, afforded ample fun, and the last a forbidden amusement, gave a chance to many for going on extra guard duty.

To capt. Castle and his crew and to Capt. Downs, who took charge at Seneca, the boys are much indebted for their efforts to make them as comfortable as possible, and for their constant courtesy and kindness. Much of the pleasure of the trip was due to their untiring exertion to make it pleasant.

To Edmund I. Lee, esq., an old Alexandrian, resident in the neighborhood, the party is under obligation for his hospitable invitation to visit him, an acceptance of which was prevented by the weather. The genial editor of the Shepherdstown Register, upon whom many of the older members of the party called, merits special thanks for his courtesy; as do also Prof. Joseph McMurrin, Principal of Shepherd College, Rev. R. C. Holland and George M. Beltzhoover, esq., of the Trustees, for their courtesy and proffered kindness, and Mr. Aglionby for the enjoyable ride given the Principal and such cadets as did not go over to Shepherdstown at night, in his beautiful pleasure boat. The young ladies of Shepherdstown must not, of course, be forgotten, nor the young ladies of the first class of Mr. Vernon Institute be. The beautiful cake they sent on board as the boat left the wharf was eaten on Tuesday and proved to be as good as it was pretty, though boys who had been two days on bread, ham and coffee would have relished it even had it been far less nice than it really was. - *Alexandria Gazette*.

6/23/77, p. 2. **Strike of the Canal**

Boatmen. - It was stated on the authority of the Cumberland Civilian that many of the boatmen on the Chesapeake and Ohio canal had resolved to "strike" for one dollar per ton freightage. It appears that the statement is correct, and that a considerable number of the boatmen now at tidewater have resolved to "tie up" their boats at the eight mile level, in Montgomery County, and to permit no loaded boats downwards to pass the level until the shipping companies consent to increase rates to one dollar per ton. It is believed the strike is now general, there being not more than thirty boats at Cumberland on Sunday, and it is doubted if any of these will be loaded. Some few of the boatmen now receive ninety cents per ton, while most others get but sixty cents, and while those who get ninety cents are opposed to a strike they are outnumbered, and will be compelled to succumb. It is said the shipping companies have anticipated this strike, and have been pushing their coal to market in order to meet their contracts. The Cumberland Alleganian of Monday says:

"We believe a majority of the companies are willing to concede ninety cents to the boatmen, but it is the fault of the canal men that the price ever fell below this point. Had they kept below until the demands of the trade called them here there would not have been so many boats here at the opening of the season, with no freights to carry. But each captain was ambitious to get into a "line," and waiting for this his stock eat their heads off, figuratively, and eventually he was driven to carry at whatever the shippers named. We do not look for much good to result from the strike. The companies can probably wait until after harvest; the boatmen will probably suffer a little. As the beginning of the season was brisk this strike will probably make the close also brisk, provided the boatmen work together. Where a large number of boats are tied up along the line in close proximity the influence they have will doubtless compel others to join them. The loaded boats

will pass down, but the returning boats will hear the cry "halt!" and will obey.

The Canal Company's Telegraph Line.

The Chesapeake and Ohio Canal Company are building a telegraph line over the tow path from Cumberland to Alexandria and thence, on the Western Union company's poles to Annapolis. The length of the line will be two hundred miles, with offices at convenient intervals. The transaction of commercial business is, we believe not contemplated at present. The line will supply a much needed facility in the transaction of canal business.

Saturday, 6/30/77, p. 2. Quite a number of boats are "tied up" on the C. & O. Canal opposite this town. The boatmen are on strike for higher wages.

7/7/1877, p. 4. The Boatman's Strike.

The blockade of boats belonging to the striking canal men has put a stop to all travel on the Chesapeake and Ohio canal. There is a squadron of about forty boats used for blockading purposes, and so effectually do they choke up the canal that no boats can pass. Saturday the flotilla was about thirty-five miles this side of Cumberland and moving slowly towards that point. There are about two hundred boats in the wake of the blockade waiting to pass up the canal. The boatmen still hold out for \$1 per ton freight. They claim that they are not intentionally blockading the canal, but are slowly moving along and disbanding, as many of them have to go home to look after the crops. It is understood that the president of the canal company will take legal action against the strikers if they continue to obstruct travel on the canal.

A special to the Baltimore Sun says: The blockade of the Chesapeake and Ohio canal assumed such proportions that on Saturday the sheriff of Washington county,

State's attorney and Mr. Lewis Stanhope started from Hagerstown for Hancock to break it up. It is stated that the string of canal boats extends at interval from Williamsport to within thirty or forty miles of Cumberland. The advance guard comprise thirty to forty canal boats. These constitute the so called "blockading" squadron, and move abreast, preventing any boats from passing. About 200 boats are represented to be near the blockading squadron. The names of a number of the leaders in the movement have been obtained and forwarded to Mr. Gorman, president of the canal, who has gone to the scene of the trouble. The scene of the blockade on Friday and Saturday last was between the 14 mile level and dam No. 4, forty miles below Cumberland. The blockade is to prevent boats working for less than \$1 a ton for carrying coal. A letter received at Cumberland from a boatman on Friday night says: "When we left the Point of Rocks there were upwards of 175 empty boats to move. They made a bargain not to pass one another all the way to Sir John's. As they came to their homes they dropped off till there were 21 boats when they arrived at Sir John's, where they will remain until somebody will give them \$1 per ton freights. The front boats are blamed with the blockade, but it is not so. They all say they have got enough of the present freights, and all say stop, except a few steamboats, who want to go on the Cumberland.

A passage through the blockade was cleared yesterday by the sheriff of Washington county. A few boats went through both ways. Some crews were threatened against going back to their boats at less than one dollar. The opinion among coal men is that the blockade is not yet entirely broken.

Hagerstown, July 2, 1877. - Sheriff Mayberry, of Washington County, who went

to Hancock, Md., to break the blockade of the canal, reached his destination at 6 A.M. on Sunday. He summoned a *posse comitatus* of about a dozen men and proceeded six miles above Hancock, opposite Sir John's run, where the trouble was greatest. They found some seventy five or eighty boats strung along the canal and all tied up, those in front having been allowed to swing around cross ways so as to prevent any others passing.

Many of those stopping there were willing and anxious to go on, but were prevented by those in front holding the way. The sheriff and his party were surrounded by the boatmen and a conference was held. He informed them that there was no intention of using arbitrary measures; that they were at perfect liberty to refuse to run their boats and tie up, but they could not blockade the way and prevent boats from passing and repassing, whose owners were willing to continue to run. After much talking the men finally consented to open the blockade and allow the passage of boats, but some of them swore that though they would not attempt to stop other boats from running, they would not leave their positions, and would not run until they got what they demanded, \$1 per ton for freight.

One of the captains told the sheriff that while he was perfectly willing that the others should get the \$1, yet even if they secured that rate, it would do him no good as he had entered into a written contract for the season to carry coal at 90 cents per ton, thus showing how the matter is complicated.

The sheriff and his party remained at the scene of the blockade until late in the afternoon, and when they left 12 or 13 boats had started through and gone on up the canal. There were also 10 or 12 loaded boats above the lock, and although the blockade was raised it is said they were afraid to come on down the canal as they were in danger of being stoned by those in

sympathy with the strikers and the strikers themselves. This can be done with little danger of the perpetrator being detected unless all the places along the canal where it runs at the foot of high bluffs were picketed with guards day and night.

The true secret of the trouble is that there are now too many boats on the canal for the freighting. The consequence has been that those who own boats and have not been able to get into any of the regular lines and thus secure freights from the coal companies have taken freights at the best price they could obtain, and in some cases have carried as low as fifty-five cents a ton, although it did not pay. Of course the raising of the blockade above Hancock does not end the trouble on the canal, and what the final result will be cannot yet be told.

7/14/77, p. 2. A little son of Capt. John A. Russell, boatman on the Chesapeake and Ohio canal, was drowned in the Potomac last Friday near Sir John's Run.

8/4/77, p. 2. **Burning of a Canal Steamboat by Masked Men.** - Cumberland, Md., July 30. - The canal steamboat, "Star No. 3," owned by Welds & Sheridan, of Cumberland, was burned last night at twelve o'clock by twenty five masked and armed men at Dam No. 6. The steamer arrived at Dam No. 6 at 4 P.M. Sunday and tied up. Before the burning the crew was notified by the leader of the klu-klux gang to get their bandanas and leave within fifteen minutes. The steamboat was then set on fire and burned. The sheriffs of Allegany and Washington Counties, Md., summoned the *posse comitatus* then of their respective counties, and are now in the neighborhood of where the destruction occurred. Dam No. 6 is forty-six miles east of Cumberland, on the line of the canal.

Three steam canal boats owned by the same firm had been loaded by the

Maryland Coal Company for Georgetown at ninety cents a ton freight. This is ten cents less than demanded by the striking boatmen who now blockade the canal at Sir John's Run. The ten cents difference was the cause of the burning of the boat.

8/11/1877, p. 2. **The Canal and the Mines.**

Information was received at Gov. Carroll's headquarters yesterday that some canal boats had left Sir John's Run, and the indications were that the blockade on the canal would be abandoned. The situation now appears to be somewhat similar to that on the railroad at one time when the strikers gave up interference with trains, but prevented the hands from going to work by persuasion and intimidation.

Sheriff Mayberry, of Washington county, with a posse, visited the vicinity of Sir John's Run on Monday and demanded that the way to be opened. The boatmen replied that there was no blockade - that the channel was free to navigation. The Sheriff ordered the boats to move along, and six captains were about to start for Cumberland when one of them requested all the boatmen present to give their opinion by vote as to whether he should go, agreeing to abide by the result.

The boatmen unanimously decided that he should not go, and the boats were again tied up, the crowd cheering. No vote was taken yesterday at Sir John's Run on the matter of returning to work. A party of sixteen boatmen went in skiffs from the fourteen mile level to Sir John's Run to vote, carrying a United States flag with the motto "One dollar of no freight." A meeting of boatmen at Williamsport voted unanimously for 85 cents and 90 cents, with a reduction of trippage to cover their demands of \$1 and #1.05. The boatmen have agreed to permit Mr. H. G. Wagner's steamers to pass, as he has a contract to supply the New York Steamship Company's line running between

New York and Washington. For the past three weeks the line has been using anthracite coal. Mr. Wagner buys the coal at Cumberland and transports it in his own boats.

The prospects for the resumption of work on the canal gives the miners further hopes that their demands will be conceded. The Franklin Company have conceded the demand, and have set their men to work at 55 cents. The mines now working are the Franklin, 160 men, 55 cents; George's Creek, 187 men, 55 cents; Potomac, 50 men, 55 cents; Hampshire & Baltimore, 50 cents, and the Pickell mine, owned by the Piedmont Company, 50 men, 55 cents.

Col. H. Kyd Douglas, aide to Gov. Carroll and representing him at Cumberland, came to Baltimore yesterday and had a conference with the Governor on the situation. He returned to Cumberland in the afternoon. Gov. Carroll went to Annapolis yesterday morning to attend to some State affairs. His staff continue at the city hall. - *Baltimore Sun of Wednesday.*

MILITARY OPENING THE CANAL

The situation on the Chesapeake and Ohio canal, which has been blockaded by the boatmen since June 1st under a demand for a dollar a ton for carrying coal, has now assumed another phase. The prospect for a settlement of the trouble without at least a show of armed force has passed, and it is determined to afford protection to all boatmen who desire to navigate the canal and to clear out the obstructionists. The posse of Sheriff Mayberry, of Washington County, Md., which was sent to Hancock to break the blockade, was laughed at and proved ineffectual. Mr. A. P. Gorman, president of the canal, had a long interview with Gov. Carroll in Baltimore yesterday on the situation. Gov. Carroll communicated with Gen. Barry, commanding at Fort McHenry, and asked for the cooperation of

federal troops with the State forces in clearing the obstruction. Gen. Barry promptly responded to the call. The Governor then instructed Adjutant General Bond to issue orders to the Seventh Regiment, M.N.G., Col. James Howard, to put his command under marching orders and report at Hancock, Md., to Col. H. Kyd Douglas, aid-de-camp and acting for the Governor in Western Maryland. It is understood that Gen. Barry at the same time sent orders to Gen. Getty at Cumberland to cooperate with his force from that point.

The regiment will disembark at Sir John's Run, and march thence three miles to Hancock, where about two hundred boats are tied up blockading the canal. Hancock is about fifty-seven miles from Cumberland, where Gen. Getty's troops are stationed. It is expected the Seventh Maryland will reach Hancock from Baltimore at about noon, and will be simultaneously joined by the United States force from the West, and operations will be begun immediately.

It is stated that the boatmen have organized themselves into a secret association which they call "The Brotherhood of Boatmen," and have divided the canal into six districts, which they call posts.

In regard to opening of the blockade of the canal it has been determined first to secure the arrest of the ringleaders, a course which proved successful in the late railroad troubles in the same region. The names of some of the ringleaders have been reported to the State authorities here, and also the names of parties suspected of burning the canal steamer at Dam No. 6 last week, which was attempting to pass the blockade. It is believed that when the ringleaders have been secured intimidation will cease and boatmen will be found ready to resume navigation at less than one dollar a ton. The breaking of the canal blockade will have a material effect on the situation in the mines,

where the mines are holding out for a difference of five cents per ton. It is stated that there are about 700 canal boatmen at various points, including about 300 in the vicinity of Sir John's Run and Hancock. The ringleaders do not number more than 15 men. The total number of canal boats ordinarily operating on the line is about 600. - *Balt. Sun* of Thursday.

8/11/77, p. 2. **Accident to a Mule.**

A valuable Mule belonging to Mr. David Billmyer of this place, met with a severe accident, one day last week, by having its tongue cut, bitten or torn out of its mouth. She was in the pasture field at the time. Mr. A. D. Crow went to the field for the purpose of taking her to the barn, and found her in the field, with about 5 inches of her tongue lying on the ground at her feet. How the accident occurred, no definite conclusion has been arrived at. The mule is still living, and can with the greatest difficulty manage to swallow mashed food.

8/18/77, p. 2. All quiet on the raging *Canawl*, but it is impossible to force the boatmen to work, if they positively refuse to do so, no matter if the federal troops are as thick around them as grasshoppers in a clover field. And we don't blame them. All they want is a barely living price per ton, and nothing more.

We have been informed says the Cumberland *Alleganian*, that the boatmen have arraigned themselves into a secret association, by the name of the "Brotherhood of Boatmen," with Post No. 1 located at Cumberland; No. 2 at Sir John's Run; No. 3 at Hancock (general headquarters); No. 4 at Williamsport; No. 5 at the "Shades of Death" (Sharpsburg); and No. 6 at "Break Neck" near Harper's Ferry. It is said that all boats which the Grand Commanding Post are satisfied are getting

\$1 per ton, will be permitted to pass to Georgetown.

On Thursday morning of last week, the Sheriff of Washington County, Md., aided by U. S. Troops arrested eight of the boatmen on the C. & O. Canal charged with arson in burning a boat some two weeks since. The 7th Maryland Regiment arrived at Sir John's Run, the place of the arrest, the same day, but no trouble occurred. The canal is now open, but boatmen assert that they will not run their boats for less than \$1 per ton.

8/25/77, p. 2. A mule belonging to Mr. Jacob Bender, a boatman, in Sharpsburg, lost a mule a few days ago and discovered that its tongue had been cut out probably three weeks ago. Mr. Bender can form no idea of the reason for the villainous act.

All the soldiers have been withdrawn from the C. & O. Canal, and boating is beginning brisk.

9/1/77, p. 2. **Chesapeake and Ohio Canal Construction Bonds.** - The United States Supreme Court has rendered an opinion in the case of W. W. Corcoran, appellant, vs. the Chesapeake and Ohio Canal Company, an appeal from the Supreme Court of the District of Columbia. The issues in the case have been narrowed down to a single material point, viz.: Whether what is known as the coupons of the canal construction bonds are entitled to bear interest - that is interest upon the interest on said bonds. This question has been decided negatively by the Circuit Court of Baltimore city. The Court of Appeals of Maryland has also decided that under special statute of the State authorizing the pledge of the canal company of its revenues for the payment of said bonds and interest thereon, simple interest only was meant, and that as to the

lien on those revenues and tolls, interest on the coupons was not included in the lien. The Supreme Court thereupon, thinks the decision of the Maryland courts became the law of the whole case as to the parties thereto, and affirms the decision of the court below.

Chesapeake and Ohio Canal. -

Business on the canal continues brisk, the clearances yesterday numbering thirty-seven boats, carrying 4,000 tons of coal. Last week the Consolidation Company advanced the rate of trippage to \$25 from \$15, the amount charged when they were shipping coal at 75 cts. per ton, claiming that the advance in freight to 90 cents justified a return to former rates of trippage. Many of the boatmen of the line complain that the advance is burdensome, and some say they will not load if the advanced amount is exacted, while others talk of a strike against it. No action has yet been taken, however. The boat R. B. Copley, of the Borden line, which left here on Saturday morning, sunk in the canal near Oldtown yesterday. - *Cumberland News, August 28.*

9/8/77, p. 2. **Status of the Chesapeake and Ohio Canal.** - There are now no boats leaving here at the price of seventy cents per ton. Those who were thrown out [of] the line for refusing to carry at that price are being helped by their fellow boatmen, so far as is necessary, though some of them have freighted at the advanced rates. If the present demand is continued for boats there will soon be a scarcity, and companies will be glad to get boats at ninety cents. The long continued strike on the canal had almost ruined many boats which lay for weeks with their sides exposed to a midsummer sun, and even after being packed in their seams are almost constantly kept pumping, and more have left in a sinking condition in the past week than were

ever before known. Besides the stock has disappeared from the canal and but few boats have a full complement of mules, and the captains are unable to replace them. We think boats will be in demand at ninety cents before another week. The water in the canal suddenly fell some six inches on Wednesday night on this division. It is thought to have been drawn off somewhere below for some purpose not yet ascertained. If we do not have rain very soon there will not be sufficient water to feed the canal, and boats will not be able to carry one hundred tons. - *Cumberland Alleganian*

10/6/77, p. 1. **Unfortunate Casualty.**

On last Wednesday morning the canal boat Jacob Snively left this port, having as part of her crew a negro man named Robert Lake. Arriving about ten miles down the canal, she came in collision with the boat Three Brothers, which was tied up and feeding. The latter boat was manned by John Kenney, captain; D. O'Neal, mate; and a tow boy, whose name we did not learn. Owing to the collision, a quarrel arose between the negro, who was steering the Snively, and O'Neal, in which it is said the tow boy took part. Threats of shooting were made on both sides, and as the negro Lake was entering the cabin, as if to get a gun, two stones were thrown, one each by O'Neal and the tow boy, and one of which struck Lake on the temple, knocking him into the cabin. The boat Snively proceeded on its way, and when near Oldtown the negro breathed his last.

Following this boat was the "Three Brothers" of which Mr. J. Kenney is captain. On reaching Oldtown Mr. Kenney, more familiarly known as Black Kenney, learning that it was extensively rumored that he had thrown the stone, immediately tied up his boat and returned to this city to vindicate himself. In conversation with him he informed us that when the murder occurred

he was on board his boat; that he did not see the negro; has not the slightest idea who threw the stone; and was greatly surprised to learn that he was accused. As stated above, he immediately returned to Oldtown. No legal proceedings have as yet been taken in regard to the case. - *Cumberland Times*.

12/1/77, p. 2. **THE FRESHET.**

On Sunday night last an event occurred that will long be remembered by the citizens of this town and community, viz., the washing and carrying away of one span of our bridge, which crosses the Potomac River at this place. As was anticipated from the constant rain, beginning here on Thursday morning, and continuing until Sunday the river would rise, but no one was expecting such a high and destructive water as has just been witnessed. Not since the year 1852, has such destruction of property by a freshet in the Potomac River occurred. The river commenced rising on Saturday and continued all day Saturday and Sunday. All day Sunday the cliffs along the river were thronged with people watching the rapid rising of the river, and the rushing down with the water the mountains of debris.

Houses, fences, cross ties, parts of bridges, stock, poultry, fodder, hay, straw, boats and everything that could be thought of almost, came floating down the river at the rate of thirty or forty miles per hour. About 2 o'clock P.M., the first canal boat was seen to be coming around the bend above the bridge, with the rapidity almost of lightning, the most intense anxiety and excitement now prevailed, the breaking away of the bridge was now anticipated. The boat continued to come and as it neared the bridge it was drawn by the current to the Virginia side, it came over along side the shore, and stopped a little above what is familiarly known as the "Flat Rock," and we believe, could have been caught had

someone been there to have fastened it, but unfortunately such was not the case. After lying there for about 5 or 10 minutes the current again struck it, and brought it stern foremost on, towards the bridge at a terrible speed. It struck the bridge as with the crash of thunder and was completely stripped of all its cabins, the water at the time not being high enough to let the hull of the boat strike the bridge, or the damage at this time may have been worse. The force of the stroke broke one of the span timbers of the bridge between the abutment of this side and the first pier, and also breaking some of the weatherboarding. It finally was forced under the bridge and went on down the river.

The name of the boat was the "Chas. Wheatly," and belonged to Mr. Loss Poffenberger, who lives just across the river opposite this place. The boat had been occupied as a dwelling by a family near Dam No. 4, and it broke loose, the people themselves escaping only, all else being carried away with the boat. The river still rising, current was towards the Virginia side at this point, and consequently all the drift came this way, huge timbers and matted drift came rushing along, striking and tearing the bridge as they forced their way under it, but not yet able to force it down.

After dark Sunday night, the river was within a foot of being in the bridge, that is about half past 7 o'clock, the drift was running very rapidly, a portion of the Cumberland Valley, or Martinsburg and Potomac Railroad bridge across the Potomac at Powell's Bend, near Williamsport, came rushing down, taking with it a portion of the fence and smoke house of the toll house at the bridge, four canal boats in succession came along, the one that came down before the boat that carried the bridge away with it, was loaded and had a fire burning in the cooking stove, as could be seen through the cabin window, they all passed under the

bridge, tearing it, and they being demolished as they went. The boat that took the bridge away with it was an empty one, it struck the bridge at 10 minutes past eight o'clock P.M., knocking and breaking the span of the Virginia side completely off, and sending it down the river, and strange to say did not even break a cabin on the boat or in any wise as could be seen injure it. The crash of the falling of the bridge was heard up town, and many went running down to see the great catastrophe. The bridge was insured for \$5,000 in the Peabody Insurance Company, at Wheeling, and will fully cover the damage done.

INCIDENTS AND CASUALTIES

On Sunday morning between 9 and 10 o'clock A.M., Mr. Geo. McChan, of this place, whose boat was lying in the lift lock, which locks the boats out of the canal into the river, (which was loaded with coal &c.,) was raised out of the lock by the rising of the water, and although tied with five tow-lines, could not withstand the rapid current, and the line broke and away went the boat down the river, on until it struck the bridge at Harpers Ferry, and there sunk. As the boat left here, Mr. McChan and James Wintermoyer got into a boat and followed after it with the hope of stopping it by some means. The current took them between here and Harper's Ferry at the rate of a mile in two minutes; they finally landed on the Maryland side, near Harper's Ferry, very much exhausted for their dangerous ride. They said as they went down the river they noticed several persons up in trees, out in the middle of the river, where they had been forced to climb for their lives. Mr. McChan had just returned from Cumberland with his boat loaded with coal for this place, when the high water caught it in the position described. Much sympathy has been expressed for him and voluntary contributions have been made up for him, of considerable amount, by our citizens, who

consider him one of our most respected and deserving young men.

The canal company's office, stable, corn crib, shedding, lock gates, lumber, &c., across the river from this place, were all swept away. Mr. Levi Porter, who lives in the company's house, and who tends the lock, lost considerable, as did Mr. Poffenberger.

Mr. Hamilton Davis inform us that there were on the bridge at Powell's Bend, when it was struck and broke away, about forty persons, of which number three were drowned, he did not learn their names. He also said that a boatman by the name of Charles Little was drowned at or near the guard lock, near Dam No. 4. A portion of the dam has also been swept away. Jack Delony, the lock keeper at the head of the five-mile level, above town, had his brick house and all other buildings entirely swept away. A young man named Woods is reported to have been drowned. Mr. David Billmyer, of this place, had about 300 bushels of corn destroyed and damaged. His canal boat was left high and dry on the berm side of the canal, but we understand has not been injured. The river was backed up to Duke & Gatrell's flour mill and is said to be six inches higher than it was in 1852. Major Hagan reports that the Potomac Cement Mills has sustained a loss of about \$500. Mr. Douglass Bowers is said to have had left upon his low lands about \$1,000 worth of drift. Mr. Charles Mason, above town, caught quite a quantity. The destruction all along the river has been terrible. There can be no estimate made for some time of the immense loss of property. Mr. Jno. Gatrell we understand has lost property to the amount of several thousand dollars. Mr. John Daily suffered severely, his loss we have not heard, but suppose it to be considerable.

At Harper's Ferry, the waters in Shenandoah street, we understand, was at a

depth of fourteen feet, the Shenandoah river being two feet higher than the great freshet of 1870, which did so much damage in that vicinity, although at this time it was not so rapid, which is accounted for by the Potomac being at such height. There was a large amount of property destroyed, but no lives lost.

Above and below us as far as we have heard the destruction of property has been immense. We did not receive any mail from the East between Saturday and Wednesday. We suppose it was not thought advisable to send it out until it was ascertained whether it was safe to do so. The river has fallen very rapidly and is now very near its regular height. We learn that the Bridge Company of this place are making preparations to put a ferry boat in at this point until the bridge can be repaired. We hope it is true as travel across the river will be very much incommoded if something is not done.

It is reported that the body of a white man has been discovered in the canal boat which drifted ashore on the bottom land of Mr. Douglas Bowers, below town, the report has not yet been authenticated. Mr. Johnson, who attends the lock about a mile above this place, had to leave his house and with his family take to the cliffs, where he made shelter for himself and family with fodder; their loss is considerable. Mr. David Billmyer also had a considerable amount of hay destroyed. Mr. James Engle, below town lost about 200 bushels of corn, and also other property.

Mr. Wesley Myers, on the Maryland side opposite this place, lost a quantity of corn and fodder. Mr. William Blackford also sustained a heavy loss. The Antietam Iron Works we learn lost heavily. A number of the boatmen of this place have returned stating that they had left their boats high and dry on the shore.

On Wednesday morning a young colored man made his appearance on our street, claiming to have been on the canal boat that carried away our bridge, he says the boat broke loose above Dam No. 4, and that he not only went under this bridge, but also went under the bridge at Harper's Ferry, and landed about a half mile below that place on the Virginia side. His name is Andrew William Jackson, and claims that he is a native of Pittsburg, Pa., and that he had been to Georgetown, and was on his way back home, when caught by the flood. His story is so incredible that it is not generally believed, although a boat with a light in did go under the bridge, but did not take the bridge as he claims, the empty boat which came after it is the one which took the bridge away.

There has been very extensive damage done by the flood to the Chesapeake and Ohio Canal along its entire extent from Georgetown to Cumberland. One half of Dam No. 4, near Scrabble, is gone. This dam was of solid masonry, and was considered invulnerable against any form of the elements. The dam cost nearly \$500,000.

The canal will, it is considered on all sides, be useless for the balance of the season. Seasoned timber and other material belonging to the canal company valued at \$250,000 was swept off from along the line of the canal.

The bridge at Powell's Bend was destroyed except two spans on the Maryland side. Several persons were on the bridge at the time, among others T. J. Nill, agent of the railroad there, who was returning from the Virginia side and barely escaped going down with the bridge. After the structure was carried away one man was missed, but his name could not be learned.

At Sandy Hook Mr. J. J. Moore, a superintendent of the Chesapeake and Ohio Canal, who has charge of the company's

workshop; &c., there, stated that the company had sustained a loss of over five thousand dollars in lumber washed away. The company's carpenter shops, &c., at Sandy Hook are a complete wreck, except one of their buildings, which is fastened with hawsers to the railroad track. About eight thousand dollars worth of lock gates which were in the shops at that place were chained together by direction of Mr. Moore, and fastened to the shore, where it is hoped they were saved.

Through this superintendent's activity and energy much valuable property has been saved to the company and many canal boats saved from loss. Mr. Moore also stated that the river was by actual measurement higher than in 1852, and the highest ever known.

From Sandy Hook to Harper's Ferry the Potomac River presented a remarkably wild appearance. A surging, roaring torrent of waters, rivaling in their fury as they tore over the rocky bed of the river, the rapids at Niagara.

Old inhabitants stated that they had never before witnessed a coincident flooding of both the Shenandoah and Potomac Rivers at their confluence, nor had they ever before seen the rivers so high. Both rivers were from 25 to 30 feet above their ordinary level at this point. The island in the Shenandoah known as Herr's Island was completely inundated, and the large flouring mills of Messrs. Childs, McCreight & Co., situated thereon, appeared to be in the middle of the river and were about half submerged. The island bridge, consisting of three spans of fifty, sixty and thirty feet respectively, was washed away. The iron bridge on the railroad at Shenandoah City is turned completely round. The one known as the Blue bridge, a short distance above, is turned upside down, and still another one further up is split in half. The trestle work on the Winchester railroad is washed out for

a distance of a quarter mile above Harper's Ferry, and much of the track destroyed, some of the rails being bent and curled up.

All the lower portion of the town of Harper's Ferry was inundated, the water being 8 feet deep in Shenandoah Street, the business thoroughfare of the place, and about two feet above the counters in the stores.

The houses of that part of town were evacuated, but much valuable property has been lost and damaged. Several dwellings and stores have been completely demolished.

The river washed the floor of the Virginia end of the Baltimore and Ohio Railroad Company's splendid iron bridge at that place, and was within a foot of it on the Maryland side. At about 11 o'clock this morning a canal boat, loaded with 120 tons of coal, drifted down the Potomac, threatening the bridge with destruction, but fortunately the boat being loaded went under the bridge, having the cabin, &c., torn off of it. Nearly one-half of the third span of the bridge from the Maryland end was, however, broken out and a large hole made in the bridge.

A family by the name of Brown was this afternoon rescued from the island in the river near there, on which they resided. They were taken off in a skiff.

We well know that the late flood has excited considerable solicitude as to other places along the Potomac and Shenandoah rivers. But a few days ago these rivers were as clear as crystal, murmuring musical sounds, wearing delicate snowy frills upon their edges, sunbeams falling athwart the beautiful billows, the scenery seemed glorified, tempered with the soft light from the heavens, turning the foliage nearby to mossy carpets of grandest gold. The grandeur of this scene far surpassed many we have witnessed before, and the blue

clouds of heaven were in part the chant or symphony of these waters.

No later than Sunday the inhabitants of our town and community were gathering at the river to witness some of the mighty works and wonders of nature. The wild waters of the Potomac dashing with maddening fury against everything within its reach and plunging with thunderous roar down towards the bay. The river was a torrent, turbid and angry, carrying with them untold wealth. Property of corporatives, property of rich individuals and property of the poor.

The most of the houses along these rivers are generally very poorly built or rather temporarily, and four fifths of them inhabited by the poorer class of people, these inhabitations are surrounded with gardens or rather patches of ground, which the high waters often deposit a sediment that enriches them, and enables these people to raise quantities of vegetables, but floods like the recent one often carries away their houses and gardens on a sort of a horticultural exploit, and enriches some other persons along the river, thus adding to their wealth houses, patches, gardens, &c.

Therefore it is scarcely surprising that these people do not uniformly exhibit tendencies to industry, in fact they were born tired, in riding from here to Washington we only saw one person doing anything, and he was falling off a house, tableau of energy.

Never in the memory of the oldest inhabitants has there been known a more and beautiful, pleasant, open, mild a fall with the exception of an excess of rain, nor higher water in the Potomac River. This is the universal remark among the greater portion of our oldest citizens, one of whom we consider a walking Almanac, and beat Old Probabilities all hollow. Although we have been informed by the host of the Entler Hotel, that Old Prob. did not anticipate the

recent high waters. But says he really apprehended some terrible catastrophe from his recent dreams.

We have just heard of some of the losses of the flood, and together with what we have seen makes us feel in a remarkable sad humor there upon, and will give some account of it in our way. It has induced us to resume our useful labors - or rather arrangements, for if writing cost us a moments labor we would hang up our pen, to the detriment of our friends and our publisher in particular.

We will notice in our writings the remarks of some of the persons viewing the waters on Sunday, viz: - a young man asked several ladies if they thought that the water in itself really swelled. Poor question for debate young man. A merchant asked another party if they thought the water was insupportably obnoxious to the diabolical dimensions of the water's channel.

Response - That's it. That's it. A knowing gentleman observed that it had been twenty five years since we had such a high water, and he knew it would be twenty five more before another similar flood.

Then we all laughed ha! ha!

Our friends all laughed boo hoo!
The darkeys laughed ya ya!

Your property will not do.

We will remark for the benefit of that gentleman, that the age of prophecy is past, and no reasonable man should now venture to foretell aught but what he is determined to bring about himself. He may then, if it pleases him, monopolize prediction and be honored by himself and perhaps some unfortunates in his own native place.

Andrew Jackson Williams, of the sable combination, had a free ride down the Potomac on the canal boat which carried away the span of our bridge. He, with his old craft, landed beyond Harper's Ferry,

upon the canal. He says he prayed without ceasing.

This we know was another sad visitation of Providence to the people of Harper's Ferry. Indeed we are in sympathy with the mass of them, and especially in love with a few of them, as "Quirk" well knows. We understand that they suffered by the high water. A few days before the flood we noticed our friend, Mr. McGraw depositing a boat load of coal in his yard facing the Shenandoah River. We are satisfied he sustained considerable loss not only in coal, but stabling, provender, &c. Mr. Thomas Kirwan also suffered from the freshet. We will not forget to notice the motherly hostess of "The Valley House," and her sympathetic assistant, who were inconvenienced by the high waters, but thanks to fate they are again on old terra firma.

The water was in a portion of Mr. Green's Hotel, Mr. McGraw's store and dwelling, Gilbert's and Cavalier's drug stores, Mrs. Crep's boarding house, Mrs. Decalone's grocery store, Myers' clothing store, and very many other dwelling houses. We understand that Mr. Geo. W. Green, of the Mountain View Hotel, contemplates building a large and commodious Hotel upon the Loudoun side of the Shenandoah River, to be used as summer resort. We admire his enterprise. REPORTER.

12/8/1877, p. 4. **Found.**

The body of Mr. Chas. Little, who was drowned on Sunday of last week, in the river above this place, was found on Saturday last about four miles above this town, on the Maryland side, in Cox's bottom, where he had been washed ashore. His remains were brought to Sharpsburg, Md., placed in a coffin, and sent to Hancock for interment.

12/15/77, p. 4. - The frame dwelling house of Mr. Jacob Ambrose, which was washed away from Sir John's Run, with all its furniture, during the late flood, has been found. Mr. Ambrose had despaired of its recovery, when to his surprise he learned that the house and contents had lodged on the land of Mr. Eli Fleming, at Little Georgetown, twenty miles below. Mr. Fleming, desirous of learning the name of the owner, entered the house and proceeded to search for papers, books or anything that might indicate ownership. Upon opening a bureau drawer he discovered a pocketbook containing the sum of \$500 and two watches, gold and silver. - Fortunately for Mr. Ambrose this property fell in the hands of an honest man. Mr. Ambrose was at once informed of the whereabouts of his property, and he, accompanied by a friend, started for Little Georgetown, and proving his identity had his property returned to him. The most of Mr. Ambrose's furniture was saved.

1/5/78, p. 2. **Death of a Rioter.**

At the recent disturbance at Harpers Ferry, Thomas Sammons, of Cumberland, Md., a canal boatman and one of the disturbers of the peace, was injured by being shot by an officer and struck in the head by a stone thrown by a colored man. Sammons was taken to Cumberland, where he died on Sunday last, erysipelas having attacked him in both the head and arm.

The Chesapeake and Ohio Canal.

A business gentleman of this city has just returned from below, where he met Mr. Gorman and the canal officers at Harpers Ferry, who had just arrived there from a personal inspection of the canal from Georgetown to Harpers Ferry, driving all the way on the towpath. They found the work of repair to have been well done, and the canal may be said to be almost in navigable order from Point of Rocks to Georgetown.

New stone of immense size, dressed at Woodstock and transported to Sandy Hook on the railroad, will be conveyed thence to the several locks along the line where they will be required. A large amount of lumber has also been shipped to Sandy Hook, where preparations are making for replacing canal bridges and rebuilding of scows destroyed by the flood. The officers were well pleased with the progress of work, and assert that the canal will be in good condition for the shipment of coal at the usual time of opening in the spring. The work on the Cumberland division is progressing rapidly, and the water is on the levels from here to Oldtown. The repair hands are as far down a mile below Oldtown, and but little additional work will be required between Cumberland and that point. - *Cumberland Times, Dec. 31.*

The canal company has 600 men employed in repairing the canal.

1/12/78, p. 2. - The tax payers of Maryland will have to come down with about \$150,000 to aid in the repairs of the canal.

1/26/78, p. 1. - A special dispatch from Annapolis to the Baltimore American says that the Directors of the Chesapeake and Ohio Canal Company held an important meeting this afternoon, at which it was decided to issue bonds to the amount of half a million dollars in order to repair the damage to the canal from the flood.

2/2/78, p. 2. The *Cumberland News* says that the work of repairing the damage by the flood of last November to the Chesapeake and Ohio Canal is going briskly forward. The worst break - that just east of the railroad bridge at Harper's Ferry - is being repaired in a substantial manner, and the banks will doubtless resist the action of floods for some time to come.

2/23/78, p. 2. **C. & O. Canal.**

The bill for the relief of the C. & O. Canal, authorizing it to issue bonds to repair damages and to own and run its own boats, that passed the Maryland Senate Thursday, was taken up to the House of Delegates, and passed to its third reading, all the amendments offered being voted down. The Canal Company are pressing forward the repairs to the canal made necessary by the freshet of last December, and expect to have them completed prior to the opening of the spring trade. In order to guard against future mishaps, the engineer has removed one of the seven locks and raised the tow path six feet higher than formerly, so as to prevent an overflow in case of freshet.

3/2/78, p. 2. **The Chesapeake & Ohio Canal to be converted into a Monopoly.**

It has been suggested that the legislature of Maryland shall declare the C. & O. Canal a common carrier, thereby changing it from a *common highway*, which it is, and ought so to remain, for such was its original design; individual enterprise will always stimulate competition, which is the best regulator of trade and commerce.

To make the canal a common carrier is an entire perversion of the design of its projectors, and will in all probability result in detriment to public interest, because it paves the way to combination and a monopoly.

Virginia aided the canal in her terrible struggle for completion to the coal fields; we as a part of her directly interested, put in our most emphatic protest against any such a scheme.

We hope the people along the line of the canal from Georgetown to the mountain, will see to it that their highway is not filched from them.

Mr. L. G. Stanhope, superintendent, says that since the water has subsided, he has ascertained that about one hundred feet of cribbing, out of three hundred which had been put in place at the breach in Dam No. 4, has been washed away.

Quite a number of hands with carts and wheelbarrows were engaged in cleaning out the C. & O. Canal opposite this town, during the past week. It is said that the Canal will be ready for navigation about the middle of March.

3/16/78, p. 3. - The water in the Georgetown level of the C. & O. Canal has been drawn off and will likely be off for a week for the purpose of repairing a leak at the first lock and giving the canal a general cleaning out. The compromise effected between the Baltimore and Ohio Railroad Company and the State of Maryland will, it is predicted, have a very beneficial effect upon the coal trade in Georgetown. By the provisions of the compromise the railroad company are prohibited from discriminating against the canal in their freights from the coal mines on the Pittsburg road, and the main stem of the Baltimore and Ohio road from Piedmont. Heretofore the rates from Piedmont to Cumberland were nearly as great as from Piedmont to Baltimore, and heretofore none of that coal came by the C. & O. Canal in consequence of the freight being too great. A few days ago President Gorman, of the C. & O. Canal Company, prosecuted a bill in the Maryland Legislature looking to the construction of the Maryland canal, by using convict labor, connecting with the C. & O. Canal so as to have a direct line from Cumberland through Georgetown to Baltimore.

Owing to the exceedingly mild winter there has been no material interruption to the repairs since December first when they were begun. It is hoped that

with the continuance of the present good weather the canal will be placed in navigable order by the first or tenth of April. The repairs are prosecuted in four divisions, and the work has given employment to upwards of 1300 men and 250 carts. Of the \$500,000 in bonds authorized by the Maryland Legislature it will be necessary to negotiate not much more than \$200,000 for the repairs. Over \$60,000 have been already placed at par in New York and among the coal companies. It is claimed the canal has never before been so promptly repaired after extensive damage in so short a while; and it is thought the work when finished, will be in better condition than before the freshet. Upwards of a hundred breaks have had to be repaired. Through these breaks the current swept away much deposit, the accumulation of years, and where deposits were left by the flood everything has been cleaned out by labor, so that along the damaged line the canal will be free of alluvium.

3/23/78, p. 2. - The Walsh & McKaig wharf, at Cumberland, is said to have been sold to the C. & O. canal company last week, and will be taken possession of in a few days.

4/6/78, p. 2. The boatmen who left the Chesapeake and Ohio Canal with their steamers to ply the waters of the James River and Kanawha, will return to this line on the opening of the coal carrying trade. Their names are Michael Quigley, Joseph Wagner and Thomas Ganley. The former gentlemen, have each two boats, and the last named has one.

4/20/78, p. 3. THE C. & O. CANAL.

A Georgetown correspondent of the Baltimore Sun says: - "The Chesapeake and Ohio Canal was opened today from Cumberland to Georgetown for the first time since November 25th last, when the long-to-be remembered freshet occurred. The

engineers of the canal company, who have examined the entire length of the canal, express the opinion that the canal is in a better condition now than it has been for years. While the freshet did great damage and threw all the boatmen out of employment until now, it also furnished work for one thousand men during the entire winter and up to this time in repairing it. The first boats from this end left yesterday, and today there was a great rush to get away by the boatmen, who have been housed up ever since the freshet. The most of the boats that left today were empty, though four or five were loaded with fertilizers for farmers in Maryland. Boats have been arriving for two or three days, the arrivals so far being twelve with coal and five with grain. These have laid near Seneca since the freshet, on the line of the canal. There are a number of arrivals expected tomorrow. Great preparations have been made along the entire line of the canal for a resumption of business. The general forward movement will not take place before Monday, the 15th instant, although there are a large number of boats moving today at different points.

The Cumberland Alleganian says: - "The canal wharf repairs have been pushed forward to completion and on Monday will be ready for dump coal, when navigation will commence for the season. The following rates of tolls have been established: from Cumberland to Georgetown, 40 cents per ton of 2,240 pounds; to Point of Rocks, 32 cents; to Berlin, 30 cents; to Harper's Ferry, 29 cents; to Shepherdstown, 27 cents; to Williamsport, 22 cents; to Four Locks, 21 cents; to Hancock, 20 cents. To all other points 2 mills per ton per mile, and 4 cents warfage. For trimming boats the charge will be \$1.30. In addition to appointments previously made and announced, the following additional ones have been made: Enoch Neal, gauger of boats; W. R. Barnard,

harbor master; Frank McMahon, boss dumper; John Renehan, watchman. The wages of watchmen are \$1.50 per day, and of drivers and stablemen \$1.25.

The canal is now in thorough repair and on the Cumberland division, and as far down as Dam No. 4, the canal is full of water and in navigable order, while below Dan No. 4 on to Harper's Ferry the water is being let in. From Harper's Ferry to Georgetown the canal is in perfect order. Boats may leave Cumberland now freighted with coal, and find no impediment thence to tide-water.

It is a matter of congratulations that, with all the difficulties in the way, the canal company have been able to place the thoroughfare in complete order, and ready for shipping before the operators are ready to send their coal. All loaded boats on the canal have gone down.

The tolls on the canal will be 40 cents per ton of 2,240 lbs., including warfage and terminal facilities. The collector's office and the basin wharf office have been consolidated, and waybills will be issued at the wharf. Asa Williams, Esq., collector, will be in charge, with Mr. David Lynn as assistant and clerk. Mr. C. D. Warfield will be gauger. C. N. Hammond, Esq., is superintendent of this division. - *Cumberland Alleganian.*

Canal Telephone.

The *Washington Republican* of yesterday says: "The Chesapeake and Ohio Canal Company propose placing a telephone on one of the police telegraph instruments in the collector's office at this end of the line, to connect with the first lock, and to this end have erected poles along the line to Cumberland. If the experiment works well to the first lock, the telegraph will be extended to Cumberland.

4/27/78, p. 3. **Safely Caged.**

We learn from the Cumberland *Alleganian*, that on Tuesday last, Sheriff Manly, of that place, arrested Henry Barger, a boatman residing at Weverton, in this county, on a boat lying in the basin at Cumberland, at the instance of Sheriff Reichard, of this county.

The facts that led to the arrest are as follows: Frank Wood, Charles Bond and Henry Barger, are three boatmen residing at Weverton, who bear the reputation of unruly characters in that neighborhood. One night last winter, they stoned the house of John Garver, who keeps a saloon at Weverton. Garver, his wife and daughter were in the house at the time. After the stoning had been kept up for some time, Barger approached the house, and pushing his revolver through the window pane, fired some four or five shots into the room where the Garver family were sitting - happily doing no damage.

At the last February term of our Court the Grand Jury found an indictment against them, but they not only eluded arrest for some time, but kept on stoning other houses in the neighborhood. Barger found help in eluding the officers from the fact that he resided about on the line between Washington and Frederick counties, and upon the least signal of danger was able to step quietly over the line and baffle his pursuers.

Sheriff Reichard was notified a month or so ago, that Bond or Wood would be attending church at Weverton on a certain Sunday evening. He accordingly dispatched several deputies to the spot, and while the services were in progress, they made a descent.

The consternation may be imagined. The congregation was thrown into the wildest confusion and uproar, women screaming and children crying. Wood was gobbled where he sat in the sanctuary, but

Bond escaped by a lucky mistake. A man was pointed out to the officers as Bond, and they arrested an innocent party, who was afterward released. Bond was subsequently arrested however, and lodged in jail.

Last Sunday next, an attempt at the arrest of Barger was made by the Sheriff of Frederick county, who had a warrant for him on another charge, and some eight or ten shots were fired, but no damage was done, Barger escaping again. Four or five days ago Sheriff Reichard learned that Barger was in Cumberland, and telegraphed to Sheriff Manley, of Allegany county, leading to the arrest as above noted.

The prisoner was brought to this place on Thursday or Friday last by Sheriff Reichard, and is now in jail, where he will likely remain until his trial at the next May term of Court. - *Hagerstown Guard*.

5/4/78, p. 2. The lumber to be used in constructing the span of the bridge across the Potomac at this place has arrived at Bridgeport, opposite this town. It was furnished by Mr. Fred Mertens, of Cumberland, and was shipped from that place via the C. & O. Canal. We learn that the contractors, Messrs. Poffenberger and Snyder, of Washington County, Md., will begin work immediately. It will be remembered that the span at the Virginia side of the bridge was carried away by the freshet last fall.

The principal coal companies who are shipping have reduced the rates of tonnage paid their boatmen from 90 and 95 to 85 and 90 cents to Georgetown and Alexandria, respectively.

The boat of Mr. David Billmyer arrived from Georgetown on Wednesday last with a large supply of herring, which were sold at \$1.30 per hundred.

7/13/78, p. 2. **Sad Case of Drowning.**

Johnny Dunnegan, son of Mr. Thomas Dunnegan, of Sidling Hill, Washington Co., Md., was drowned on the C. & O. Canal at Bridgeport, Md. opposite this town, on Thursday morning last. He had come up out of the cabin of the boat upon which he was on, and it is supposed that as he attempted to go around the cabin he stumbled and fell into the canal. He made no outcry whatever and the splashing in the water is what attracted the attention of the crew, who went to see what was the cause. He never appeared above the water after falling. He was a bright boy, about 13 years of age. The boat "R. M. Sprigg," which he was upon, belonged to his father. His body was recovered and placed on a passing steamer, and sent up the canal to his father's residence. This is the second son Mr. Dunnegan has lost by drowning.

7/27/78, p. 2. The canal boat "Industry," arrived at Bridgeport, Md., opposite this place on Monday last loaded with cross-ties for the Shenandoah V. R. R., to be delivered to this place, but not being able to cross the river with the boat, were forwarded to Weverton, where they will be transported by the B. & O. R. E. to Duffields Depot.

The C. & O. Canal Co., under the supervision of Mr. Samuel McGraw, have put in a new gate in the lift lock opposite this place and cleaned out the lock, and are now busy in clearing the mud away from around the entrance of the lock, and by the first of next week it will be in condition so that boats can come through to this side of the river.

8/10/78, p. 2. **Accident.** - On Saturday morning last, about 4 o'clock, a painful accident occurred on the C. & O. Canal, opposite this place. A tow-boy, while

attempting to "snub" the boat, got caught between the rope and the post, and had his legs almost severed from his body, and although within a quarter mile of a physician, the brutes in charge of the boat put the poor sufferer on the boat and proceeded on their trip down the canal.

8/17/78, p. 2. Our town was almost deserted on Thursday last. The citizens went to Byrne's Island, near Harper's Ferry, to attend the Pic Nic. A great many took passage on Mr. Billmyer's boat, on C. & O. Canal, and many others by private conveyance. The balance left in town went fishing.

9/5/78, p. 2. The boats on the C. & O. Canal have been detained during the week, on account of the river being too low to feed the levels.

9/14/78, p. 2. Billmyer's boat arrived from Georgetown the first of the week, with a load of sweet potatoes.

10/5/78, p. 2. During the labor troubles in July of last year the canal steamer, Star No. 3 was burned, on the Chesapeake and Ohio Canal, at Dam No. 6, by men supposed to be strikers. The owners of the boat, Messrs. Weld & Sheridan, brought suit against Washington county, Md., in which the burning occurred, and against Aetna Insurance Company for risk held by them upon the boat. The whole amount sued for was some \$4,000. The suit against Washington County, which was agreed to be a test case for both, was removed to Howard County, but the suit has been compromised, counsel for the county agreeing to pay \$1,300 thus setting both cases on a basis of \$2,000.

10/12/78, p. 2. **Narrow Escape.**

The Hagerstown News says Mr. Lewis G. Stanhope, Superintendent of this

division of the C. & O. Canal, made a narrow escape from death a few days since. It seems that he was driving a horse which he had recently purchased and when near the company boat at Jackson's the horse got frightened and jumped into the canal carrying the buggy and Mr. Stanhope with him. Mr. S lost his hat but swam after it and then swam out. The horse finally got out and was not injured in any way.

11/9/78, p. 2. Mr. David Billmyer received again this week at his warehouse in this place about 5,000 bushels of wheat, and has within the past month shipped over 20,000 bushels to Georgetown, by C. & O. Canal.

A Shocking Death. - Monday morning the canal boat "J. B. Thomas," Capt. Joseph Potter, was entering the lock at the end of the nine-mile level, known as "Branagan's Lock," which is nine miles from this city, when it became the duty of a driver named John Bridgeon to get on the boat for a bow line to snub the boat. Bridgeon jumped on the boat, and as he did so the boat, which had been "cramped," gave a start, and the unfortunate man fell between the lock walls and the boat, his feet failing to retain their holds on the boat on account of the frost upon the latter, which caused them to slip. As the poor fellow dropped in the narrow space between the boat and the wall the tram gave a start, and one terrible cry announced the fate of the unfortunate man. His body was fearfully crushed, and the head perfectly flattened by the terrible pressure that had been upon it. Bridgeon was 43 years of age, and resided near the Point of Rocks. - *Cumberland (Md.) Alleganian, Nov. 5.*

11/16/78, p. 2. The body of an unknown man was found on Monday morning at Dam No. 4, near the stop-lock of the Chesapeake & Ohio Canal. An inquest was held and a verdict returned that the deceased came to

his death by breaking his neck accidentally, no marks of violence being found upon his person. The deceased was about sixty years of age, had one hand off, slight whiskers on the chin, and wore a glazed cap when found.

11/30/78, p. 2. **Chesapeake and Ohio Canal.**

A correspondent of the Baltimore Sun, who was on the tour of inspection of this great work, last week, in giving a description of the trip, among other things, says, the canal company has on its rolls a total of 443 employees, of whom 75 are lock-keepers, the rest averaging about two to the mile, to keep up repairs, &c. Mr. Lewis G. Stanhope, who accompanied the party from Cumberland to his home in Williamsport, is the superintendent of one hundred miles of the work, his assistant being Mr. C. V. Hammond. Mr. Stanhope is a practical man, habituated to the command of other men, thoroughly conversant with the needs of the work, prompt in the remedy of disasters and fruitful in expedients. He was formerly a contractor, and has spent much of the active part of his career on this highway. And the canal is a great highway running side by side with the Potomac River and the great iron highway of the Baltimore and Ohio railroad, throughout the wild and picturesque valley which the stream has made from its sources in the mountains. Even at this date, as the season draws to a close, the canal is an artery of traffic full of business activity. Every ten minutes of the day boats pass and re-pass each other, going to tidewater or returning to the mountains for burdens of coal, lumber, &c. "Preliminary steps have been taken in Western Maryland and Virginia for the construction of the Bloomington and Fairfax railroad, which is designed to be another feeder to the Chesapeake and Ohio Canal. The incorporators of this enterprise are Messrs. Lloyd Lowndes, Jr., A. P. Gorman,

M. Bannon, Patrick Hamill, John Humbird and W. T. Jameson. This road will be about sixty miles long, of broad gauge, beginning at Bloomington, in Garrett County, Md., and extending to the West Virginia State line at the Fairfax boundary stone. The line will follow the course of the North Branch of the Potomac. Coal, underlying lands owned by Judge Hamill and others in and about Bloomington, is among the enterprises which it is proposed to develop in this connection. - *Hagerstown Herald*.

12/7/78, p. 2. We notice the C. & O. Canal Company have placed a watch house along the canal at Bridgeport, opposite this town.

12/14/78, p. 2. The Potomac has been on the rise and the cribbing at Dam No. 4 washed out on Wednesday.

Unfortunate. - The Cumberland Times says: "Mr. David Hoadley, captain of the canal boat Laura B. Agnew, was in the city yesterday, and gives a sad account of his last trip to Georgetown and his attempt to get here. He had a team of five mules when he started from this city. He now only has two. One of the mules hung himself with the halter at the trough, another died from the effects of internal injuries received while being driven upon the long fall-board, while a third died from disease. Mr. Hoadley with his remaining mules succeeded in towing the boat as far as Hancock, where he tied up and came to Cumberland by rail to settle up his business.

A Young Lady Drowned in the Canal.

A friend writes us from Hancock, Dec. 4, that a very interesting young lady aged about 18 years, daughter of Mr. Theophilus Barnett, was drowned that morning in the lower lock of the canal just below town and near the residence of Mr. William Bowles. Mr. Barnett is the keeper

of the lock and his daughter, Miss Laura, had gone out before day to call the assistant lock-tender to breakfast. She ventured too near the edge and it is supposed slipped on the frosted curbing and fell in head-foremost. The lock having been filled at the time, she was soon beneath the water; and struggling and attempting to cry for help while under the water, was quickly strangled and never rose, but sunk to the bottom, where her body was found and recovered by means of a lock rake an hour after. Miss Laura was a bright, cheerful young lady, and an earnest and zealous member of the Episcopal Church. Her sad death has cast a gloom over the community, where she was a great favorite. - *Hagerstown Mail*.

Fingers Amputated. - A young man named Geo. Decker, an employee of the C. & O. Canal Co., met with an accident on Thursday of last week, which necessitated the amputation of the middle and ring fingers of his left hand. Dr. W. P. Manning, of this town, performed the operation.

1/23/91, p. 3. Chief Engineer Whitcomb has been paying off the canal workmen this week. It is stated that as soon as the engineers have gotten their data in shape a considerable part of the work of repair will be let out by contract, although the trustees will in addition work a large number of hands.

2/6/91, p. 3. **Important Purchase.**

We are rejoiced to learn that the purchase of Bridgeport was consummated on Thursday last, 29th ult., at the price of \$5,000, for a syndicate of Shepherdstowners including several of our leading business men.

The property consists of about ten or twelve acres of land, with several dwellings and sundry other improvements thereon,

situated in Washington county, Md., just across the river from Shepherdstown.

The tract has considerable front on the C. & O. Canal, and laps both the railroad bridge and the new iron wagon bridge - the public road from the latter passing through this land.

Before the destruction of the canal this was recognized as a good shipping point for grain and other products, as well as receiving depot for bituminous coal, and if the canal is restored, which is now expected by 1st of May, this property has promise of not only renewing but greatly surpassing its former value and importance. Hence it is generally regarded as a good investment, and in the light of the prospective development in this community a strategic move for the future of our town, and we are glad to know its interests are in a keeping active and vigilant enough to secure such positions.

It is a good step in support of our boom, and let all be ready and willing to keep up the forward march as the calls and opportunities occur.

2/20/91, p. 3. While horse-racing along the canal opposite Paw Paw the other day Albert Mocks ran into a telephone pole and received fatal injuries.

The Canal Again.

The Chesapeake and Ohio Canal was the subject of a long and interesting discussion Saturday before the House committee on the District of Columbia. The actual proposition before the committee was the bill authorizing the Norfolk and Western Railroad Company, of Virginia, to extend its lines into the District of Columbia. Coupled with this proposition is an amendment to grant the Washington and Cumberland Railroad Company similar privileges. It was upon the amendment that the discussion arose, as it involves the purchase of the

rights and privileges of the Chesapeake and Ohio Canal within the District of Columbia. The committee remained in executive session for over an hour, and when they finally adjourned till Tuesday, matters were pretty much in the same shape as before the hearing.

On Tuesday the committee again discussed the subject; the final result being that the two propositions were separated. The Washington and Cumberland amendment was stricken out, and the Norfolk & Western amendment was retained with a favorable recommendation.

2/27/91, p. 3. A Complete Canal Victory.

The Court of Appeal of Maryland has unanimously affirmed the decree of Judge Alvey in all of the Chesapeake & Ohio Canal cases. This places the canal in the hands of the trustees of the bondholders of 1884, and there is now no reason why the work of restoration shall not be speedily completed. Mr. H. H. Keedy, one of the trustees of the canal, says of the decision: "This virtually means the restoration of the canal, as the enemies of the work can carry the case to no higher court. The work upon the canal, which has been temporarily suspended, pending the decision of the court of appeals, will at once be resumed and will be pushed to an early completion. We confidently expect to have boats running on the canal in a few months.

We understand that a few weeks work will make the canal navigable from Cumberland to Williamsport. Then the only important damage between Williamsport and Shepherdstown is at Dam No. 4, where the work of repair is already almost completed. It is not within the improbabilities that the canal shall be opened up from Cumberland to Shepherdstown by the 15th of April, and coal furnished to the industries here as formerly.

The citizens of Sharpsburg will hold a jubilee meeting tonight and the Williamsporters Saturday night to celebrate the victory for the canal.

3/13/91, p. 3. Chief Engineer Whitcomb, of the Chesapeake & Ohio Canal, was in Shepherdstown on Wednesday. He visited Dam No. 4, where work is going on as well as the weather will allow.

A safe belonging to Mr. Sylvester Summers of Lock 53, carried away with his store-room by the great flood of 1889, was found last week in the bed of the canal near Hancock. It contained a few papers of not much importance.

The three canal receivers, Messrs. Johnson, Bridges and Baker, have been awarded \$6,000 for their services as such by the Circuit Court for Washington county - \$2,000 to each receiver.

The supervisors or division bosses of the Chesapeake and Ohio canal have been appointed with instruction to oversee the repairs of the canal and with orders to press the work to completion will all the exertion that money and men can accomplish, with the understanding that the work must be completed before the 30th day of June, 1891.

3/20/91, p. 3. Some Cumberland persons have raked up some old claims against the canal and are making an effort to hinder the work of repairs. But Gen. Bradley T. Johnson says that there is nothing in the claims and that the trustees will keep right on.

3/27/91, p. 3. **Getting the Canal in Shape.**

The trustees of the Chesapeake & Ohio Canal held a meeting in Baltimore last Thursday, and contracts for the work of

repairing the canal were let to Messrs. Hoge & Co. on sections 11 and 12, at Georgetown; and to Jones & Thorne for work at Harpers ferry, section 9; and to the same firm upon sections 3 and 4, between Williamsport and Cumberland; Kinsley & Dennis were given the work on sections 6, 7 and 8, from Williamsport towards Harpers Ferry. The trustees have also made a contract for the purchase of two steam dredges from the Marion Shovel Company, of Marion, O. The contracts call for the completion of the canal between Cumberland and Williamsport by May 1st, and from Williamsport to Georgetown by July 1st. All the work will be done under the supervision of Chief Engineer Whitcomb. The estimated cost of the repairs under the bids is \$250,000. The trustees passed a resolution guaranteeing to all boat owners the payment of any repairs they may put on their own boats, so as to insure them traffic equal to the amount of the repairs on their boats. About 150 boats will commence running when the canal is ready for them.

4/3/91, p. 3. It is feared that the high water this week caused additional damage to the canal. The one-mile level above Shepherdstown was broken through in several places and was entirely filled with water.

4/10/91, p. 3. There is no need for laboring men to be idle in this section. All the public works around here are running at full blast, and the canal contractors want all the hands they can get.

The brisk progress of work on the canal means that in a very short time Cumberland coal can be laid down on the wharves at Shepherdstown at a figure that few other towns can boast of.

Working Right Along.

The propitious weather of the present week has given a new impetus to the work of repairing the Chesapeake & Ohio Canal, and things are beginning to hum along the line. At Hancock, Williamsport, Dam No. 4 and Harpers Ferry hundreds of Italian laborers have been put to work, and the contractors have provided great numbers of horses and carts. Within the next week or two there will be a busy string of men from Cumberland to Georgetown, and with good weather rapid progress will be made.

The recent rise in the Potomac did comparatively little additional damage. At Dam No. 4 part of the cribbing was washed out, causing a loss, Engineer Whitcomb thinks, of about \$2,500.

Mertens' Sons, the Cumberland boat-builders, opened their boat-yards last Monday, and will put a large force of men to work repairing boats preparatory to the opening of the canal. It is understood that they will not venture to build any new boats unless they will be given a guarantee that the canal will be kept open a certain number of years.

4/17/91, p. 3. **A Thousand Men at Work.**

The work of repairing the Chesapeake & Ohio Canal is being pushed along at a great rate, and over a thousand men are at work along the line from Cumberland to Georgetown. At Harpers ferry there is a big force of men, repairing the immense damage to the locks at that place. At Dam No. 4 they are putting in the cribs again and cleaning out the bed of the canal.

A force of hands has been at work opposite Shepherdstown this week. The damage at this point consists of washing of the towpath and small sandbars in the canal. The outlet lock is in very bad shape, being almost entirely filled with sand and dirt.

The officials say they will have the canal in running order from Cumberland to

Williamsport by May 15th, and by July 1st they hope to have it completed to Georgetown.

The contractors are paying laborers at the rate of \$1.25 a day, and they want all the men they can get.

4/24/91, p. 3. **Along the Canal.**

The canal repair hands have been at work the past week cleaning out the outlet lock opposite Shepherdstown, and a considerable force has been at work. At Dam No. 4 eighty men are at work and more are expected. There is every indication that the people who are repairing the canal are in earnest, for the work that is being done is of the most substantial and permanent character. Two powerful dredges are being built, one at Cumberland and the other at Georgetown. They are to be 55 feet long and 14 feet wide, and each will carry a double scoop at its bow. They will be of the most approved style for canal work, and will be ready for work before the opening of June.

The Cumberland Lumber Company has just closed a contract with the trustees of the Chesapeake and Ohio Canal to supply lumber for repairs along the line of the canal. The supplies will be furnished from the Ronceverte, W. Va., mills.

5/15/91, p. 3. The water will probably be let into the canal at Cumberland the last of this week.

One of the Italians working on the canal at Dam No. 4 was buried on a bank of falling earth a few days ago. He was gotten out alive, but one of his legs was broken and had to be amputated.

5/22/91, p. 3. **Progress of the Canal Repairs.** - Work on the Chesapeake and Ohio Canal goes steadily on, and much is being done from day to day. That portion

between Cumberland and the tunnel, a distance of thirty miles, is now entirely completed, and from Hancock to Cumberland, a distance of sixty miles will be finished this week, while the contractors scattered all along the line are fast approaching each other.

Last Monday the water was to have been turned into the canal at Cumberland, to fill it to the tunnel, for the purpose of floating eight loaded boats out of the tunnel, which were washed in by the flood, and have been standing there ever since. It had been expected that the water would have been turned in all the way to Williamsport, but it was found at the last minute that one level had to be deepened. It had been reported to Mr. Whitcomb that this level was all right, but when he tested it with his level he found that a foot of earth had to come out in some places, in order to give six feet of water, which the trustees have determined to have throughout the entire length. A large force is at work on this now, and as soon as this work and that of repairing one or two locks is completed, the canal from Cumberland to Williamsport will be filled. It is likely that this will take place by the end of this week. At Dam No. 6 some work has to be done, but this will not delay navigation and it will probably be delayed until the water gets warmer.

On the whole line there are now twelve hundred men at work, as many as can be worked to advantage.

Contracts are awarded for building a large number of canal boats, and work will begin at once. They will be delivered at the rate of one each week. The old boats will also be rapidly repaired.

The dredge for the Georgetown end of the canal has been completed and was put to work last week in Rock Creek, deepening the outlet. The dredge for the upper end is at Cumberland nearing completion. The scow upon which it will be operated was

launched last week. The machine will be completed by the 25th, and the work of dredging towards Georgetown will begin at once. This, however, will not delay navigation.

6/5/91, p. 3. A streak of luck has hit the newspaper men in Williamsport. The publisher of the *Transcript* has just gotten a position in Washington, and the editor of the *Leader* has been made collector of the port for the C. & O. Canal.

6/26/91, p. 3. General Manager Winship of the Chesapeake and Ohio Canal, has appointed G. L. Nicolson superintendent and engineer, to have charge of the maintenance of the waterway. The section bosses and their subordinate will be under his immediate control.

7/3/91, p. 3. **Repairing the Canal. Work at Dam No. 4.**

Few persons have an idea of the magnitude of the work required for the repair of the Chesapeake & Ohio at Dam No. 4, above Shepherdstown, and only by personal inspection can an estimate of the damage at that point be formed. A representative of the *Register* visited that point last week, where, through the courtesy of Superintendent Henry C. Burgan, the work was examined.

At no point on the canal, perhaps, did the flood of June 1, 1889, work greater ruin than at Dam No. 4. Some distance above the dam and guard lock a great break was made, several hundred feet long and extending to the bottom of the river. Through this break the river rushed, carrying away the towpath and the bed and banks of the canal, and a large portion of the wall of the guard lock. Below the dam another big break was made, by which the water again escaped into the river bed.

The first work to be done was to construct cribs to turn the water back into the river where it first broke through. The cribs were built, and another flood came and washed them out. When they were finally made secure, the work of filling in the break was begun. Thousands of cart-loads of stone and earth were dumped in, and the water was finally shut out, the embankment being rip rapped on the river side. To get the necessary material in its place in the break, two bridges across the canal were made, besides a great deal of other preliminary work. The breaks below the guard locks were then repaired, and these again were tremendous pieces of work. The repairs to the guard lock were next commenced, and this work is nearly finished. Very heavy stone walls have been built, apparently solid enough to resist any possible pressure. When the *Register* man was there, the work in progress was that of building the walls referred to, restoring the towpath that had been washed away, and cleaning out the bed of the canal. Two old canal boats were stranded in the ditch, and it was necessary to remove these and the cribwork and bridges. Mr. Burgan thought the water could be let in by the 12th of July.

Mr. L. F. Grayson is the engineer in charge of the work, and Mr. A. J. Yawger, one of the contractors, personally superintends the job and directs the movements of the laborers. There are about 150 men at work, 100 of whom are Italians. They are said to be hard workers, and it was an evident fact that such was the case. The stock and plant were first class in every respect - the horses and mules fine animals and the carts and other implements models of convenience.

No criticism of slow progress or inefficient management of this undertaking will hold good when the facts in the case are understood. On the contrary, an enormous amount of work has been done - and well

done - in a comparatively short time and under many disadvantages. And when the repairs shall have been completed we believe the canal will be in better condition than it has been for twenty years past.

Both of the dredges are now at work on the canal, deepening it and widening it at the bottom. When finished the canal will carry six feet of water. Mr. Nicholson, the assistant manager, says that it has been determined to run the canal on strict business principles, and those who perform their duties well will be retained, and no favoritism will be shown any one. Preference will be given to old, experienced canal men, but whose tenure will be dependent upon their faithful services and good behavior.

Water was turned into the 14-mile level of the canal above Williamsport Monday. In a few days water will also be put into the two-mile level. This will connect Cumberland and Williamsport, and next week boats will be able to run between these two points.

Mr. Jacob Mose has been appointed lock-tender at Johnson's Lock and Mr. John James at the Shepherdstown lock.

7/10/91, p. 3. The Canal Trustees have posted notices forbidding persons to trespass by driving a horse or other animal attached to a wagon or other vehicle upon the tow-path. The public is also warned to keep cattle off canal property.

The first canal boat built in Cumberland since 1884 was last Monday launched in the boat yard of Felix Bareis. The new boat is to be built for the Consolidation Coal Company, and is to be named "44" in honor of the bondholders of that year.

The water will soon be turned into the canal.

7/17/91, p. 3. The canal workers are putting in the new lock gates at the lock opposite Shepherdstown.

The first boat was loaded on the canal in Cumberland at the Consolidation Coal Company's wharf on Thursday, since the flood of 1889.

7/31/91, p. 3. **Water in the Canal Again.**

The Chesapeake & Ohio Canal has taken a new lease of life. For the first time since the memorable flood of June 1, 1889, the water is running through the old ditch sufficient to float boats. For several weeks boats have been running between Cumberland and Williamsport. Last Saturday the gates were opened at Dam No.4 and the water turned on the levels above Shepherdstown. The new work stood the pressure all right, but at the guard lock at the dam a small piece of the old embankment sprung a leak, and the water had to be turned off. It was only the work of a few hours to stop the leak, however, and Superintendent Burgan told the *Register* representative that on Tuesday the water would be turned on again and the levels filled. The work is practically finished between Cumberland and Georgetown, and boats were loaded at Cumberland on Tuesday to go all the way through. Of course, a great deal of finishing is to be done, and weak places will develop here and there along the line, requiring some additional repairs.

The resumption of business along the old waterway is done without the sounding of trumpets, and in a very quiet way generally. The start is slow, owing principally to the lack of boats. The old boats are being repaired and put in condition as fast as they arrive in Cumberland, and new ones are being built. It was the general impression that there would be a great deal of trouble in securing stock to draw the boats. Superintendent N. C. Read says,

however, that there are more applications than there are boats. Many of the old teamsters have kept their mules, and want to return to the tow path. The work of restoring the canal has been under the direction of Major H. D. Whitcomb, the chief engineer, and H. W. Winship, the general manager, both of whom have their headquarters at Georgetown. The principal tonnage of the canal will be coal, grain, hay, lime, cement, &c.

The outlook for a good coal business is first class. The B. & O. Railroad, it is said, will ship largely over the canal, using it as a welcome relief for their enormous coal traffic. The West Virginia Central Company have begun the building of a connection between their road and the canal, and have said that they will ship a considerable amount of coal.

The old canal has had an eventful history. The true cause of its hard luck is accredited by a well known Cumberland lady to unlucky Friday. It was begun Friday, July 4, 1828, and a great many movements in its subsequent history were begun on that unlucky day. In its restoration a great deal of care has been taken to eliminate Friday. For good luck the first boat was started out on Thursday, and the improvements were begun on a lucky day of the week. The canal has the distinction of being the first great work of its kind in the United States. George Washington was its first projector. It has cost the State about ten millions of dollars. The canal is 184 miles long, and passes through a great deal of rugged and picturesque scenery. There are seventy-five locks, each 100 feet in length, and 15 feet wide. They have all been put in good condition.

A canal boat is 91 feet long, 14.5 feet wide, and will carry from 112 to 120 tons of coal. The boats are divided into compartments. The stern cabin is the living quarters, and some of these cabins are fitted

up very handsomely, as it is the home of the captain's family. The middle cabin is called the hay and grub quarters, and the bow is used as stables for the mules. The intervening spaces are for the cargo. Each boat has a crew of four men and four or six mules. Two men - a steersman and a driver - and two or three mules make up a team. They alternate every six hours. It requires about nine or ten days to make the trip from Cumberland to Georgetown and return.

7/31/91, p. 3. The nineteen hundred pound safe belonging to Messrs. A. Spencer & Co., Harpers Ferry, and which was washed away by the flood of 1889, with the company's store-house, was recovered last week about a quarter of a mile below the B. & O. Bridge at Harpers Ferry. It was unearthed in the bed of the canal by the Italians at work on this thoroughfare, and had been sledged to pieces before Mr. Spencer could remove it. Some jewelry and coin, notes at hand and canal orders were recovered in good condition, but several hundred dollars worth of other papers were destroyed by rough handling.

8/7/91, p. 3. The water has been let into the canal its entire length from Cumberland to Georgetown, but, as was to be expected, some weak spots have been developed, requiring attention before navigation can be resumed.

Italians Drowned. - Two Italians who worked on the canal at the Mountain Lock, about six miles below Shepherdstown, were drowned last Sunday. They were in bathing, and although unable to swim, jumped from a boat into deep water. They drowned in sight of a number of persons, who were unable to help them. The bodies were recovered and buried.

On Wednesday evening of last week a number of creditors of the old canal company met in Cumberland to take some action towards recovering the amount due them for services rendered. The situation was thoroughly discussed, and it was determined to meet again shortly. In the meantime other creditors along the canal will be asked to join them.

While filling in a break at Dam No. 4 last week the Italians three human skeletons, the entire frames being perfectly preserved. After examination by the bystanders, the bones were pitched on the piles of dirt and afterward shoveled in the break. The skeletons are supposed to be the remains of three cholera victims, which epidemic had been raging with full force in that vicinity at the time of the building of the canal.

8/14/91, p. 3. A stranger named Harry Curtis, from Pennsylvania, fell into the canal at Williamsport last Thursday and was drowned.

8/28/91, p. 3. The steam dredges are at work at different points along the canal deepening the channel. They are making rapid progress.

9/11/91, p. 3. The break in the canal above Williamsport has been repaired and traffic resumed.

9/18/91, p. 3. Another break in the canal occurred at Four Locks last Saturday. It is likely that these breaks will occur often this fall, until all the weak places shall have been discovered and strengthened.

10/23/91, p. 3. The Messrs. Knott, who started their limestone quarries below town some time ago, have begun the shipment of stone to Georgetown by way of the Chesapeake & Ohio Canal. There is a

strong demand there for the product of these excellent quarries.

The Cumberland *Times* says Mertens & Sons have laid the keel for a new canal boat at their basin and are making repairs as speedily as possible on others. There is a general demand along the canal for boats and they are being loaded as fast as they come in.

10/30/91, p. 3. The C. & O. Canal towpath will be raised and the canal widened at Big Slack Water.

11/20/91, p. 3. The steam dredge of the Chesapeake and Ohio Canal is in active operation at Dam No. 4 cleaning the channel of the mud and other obstructions which washed in during the great flood of two years ago. The bank of the canal that was built this summer is also being sodded on the river side.

12/18/91, p. 3. A canal boat run by a Mrs. Reed tied up opposite Shepherdstown a few days ago so that medical attention could be obtained for a little boy who was sick. Mrs. Reed, it will be remembered, lost a child a couple of years ago near this place, the body lying in the cemetery vault for a long time.

We understand that the Chesapeake & Ohio Canal will be kept open this winter as long as it is possible to run boats. Three new icebreakers have been built, and they will be operated along the line until the ice gets too strong to be broken up. The canal officials are getting materials together so that repairs to locks may be made when the water is withdrawn.

12/25/91, p. 3. Mr. H. Winship, general manager of the Chesapeake and Ohio Canal, has authorized the announcement that the water will be drawn from the entire line of the canal next Wednesday, the 30th inst.

1/8/92, p. 3. After the 1st of January, 1892, the section under control of Mr. James E. Hughes of the C. & O. Canal is extended to Dam No. 5, and the section of Mr. W. T. Hassett will also be made to that point. This does away with the section now controlled by Mr. J. B. Master.

2/19/92, p. 3. It is said that water will be turned into the Chesapeake & Ohio Canal about the 1st of March. The canal is in pretty good order.

2/26/92, p. 3. Water will be turned into the C. & O. Canal between the 5th and 7th of March, and navigation will open on the 10th of the month.

3/11/92, p. 3. We hope that Manager Winship, of the C. & O. Canal, will see to it that the outlet lock opposite Shepherdstown is soon repaired. No freights can be delivered here or sent away without the expense of hauling and the heavy toll on the bridge, whereas the repairing of the lock will allow coal, lumber and other stuff to be laid down at the wharf at Shepherdstown. It would also be a big help to the Potomac Cement Works to have the lock opened.

The C. & O. Canal.

The Cumberland *News* of Monday says: "In a few more days, perhaps a fortnight, signs of life will again be seen on the canal. During the winter months the boat builders along the line and here in particular have been busy overhauling the old boats and building new ones. Since the season closed Messrs. Mertens & Sons, Bareis and the other builders have constructed in the neighborhood of twenty-five boats of the average size. All of these have been launched with the exception of two or three, and these will slide off of the ways in a few days. All signs point to a

great amount of business being done on the canal this coming season, and Mr. Nelson Read, the superintendent at this end of the line, says the prospects were never brighter. At 11:30 o'clock Saturday morning the water was turned into the canal so as to permit of the launching of two new boats at Mertens yard, and in the afternoon it was turned off, the canal basin having filled. This morning at 10 o'clock the Potomac will again be turned into the canal, this time to stay. On or about the fifteenth of this month traffic will be resumed and everybody will get down to hard work. There are now ready for the season's business nearly 200 boats, and when newly constructed ones are finished that number will be greatly exceeded."

3/18/92, p. 3. **Brisk Time on the Canal.**

A dispatch from Cumberland says: "Three boat yard at Cumberland are working large forces on men on full time, their object being to build another hundred boats and to have them on the water by the closing of next season. Every day two or three are launched, and they will be put in service as soon as finished. The canal was opened earlier this season than is usual, on account of the heavy shipments of coal awaiting transportation. A new boat yard has just been started, and the keels of three new boats have been laid. The prospects for a busy season are brighter than they have been for twenty years, and the canal company is making ample preparations for the business. The canal basin, dams and locks have all been strengthened, and the whole line is now in excellent condition."

Mr. Henry C. Burgan, of the C. & O. canal, was in town on Wednesday, and says the canal is now in navigable order from Cumberland to Georgetown, and in excellent shape throughout. Light boats passed through the lock opposite Shepherdstown on Wednesday on the way to Cumberland.

3/25/92, p. 3. Mr. Harry C. Getzendanner has fitted up two canal boats which he will run between Cumberland and Georgetown in the coal trade. Mr. N. E. Stephens will have charge of both the boats.

4/1/92, p. 3. Several Shepherdstown men started out the first of the week on voyages along the Chesapeake & Ohio canal. Tow-boys and captains are now hard at work transporting the dusky diamonds.

4/8/92, p. 3. The outlet lock of the C. & O. canal opposite Shepherdstown is to be cleaned out at once. Carpenters arrived on Wednesday. A coffer dam will be built to keep out the water, and the *debris* with which the lock is filled will be removed with wheelbarrows.

4/29/92, p. 3. The steam dredge of the Chesapeake & Ohio Canal has been at work this week at the outlet lock opposite Shepherdstown, cleaning it of the mud and debris that has been in it since the big flood.

5/13/92, p. 3. Mr. Bradley T. Johnson has just finished a trip along the C. & O. canal, during which he paid off the employees. He reports that during the month of April the receipts of the canal exceeded the expenses - the first time since about 1879. He is greatly pleased over the increased traffic and the good condition of the waterway.

5/30/92, p. 3. **Along the Canal.**

The Chesapeake and Ohio Canal Company is having a lock house built at the guard lock at the foot of slack water, near where the old one stood that was taken away by the flood three years ago. The house will be a frame one, 16x24 feet, and two and one-half stories high.

It is reported that the Chesapeake and Ohio Canal Company will repair the old

stone abutment at Dam No. 4. that was also damaged by the flood three years ago.

H. C. Burgan, superintendent of this division, will go to Harpers Ferry to superintend the work at that place. The steam dredge is at work there cleaning out the canal.

5/27/92, p. 3. **A Boatman Drowned.**

Mr. Otho J. Kretzer, a well-known and esteemed citizen of Sharpsburg, was accidentally drowned in the Chesapeake & Ohio canal at Hancock on Tuesday. Mr. Kretzer was turning a paddle at the Hancock lock when it broke and threw him under the boat, and he was drowned before he could be rescued. His body was soon recovered and was buried at Sharpsburg on Wednesday. He was about thirty years old and leaves a wife, but no children. He ran a boat between Cumberland and Georgetown, and it is said made more trips this season than any other boatmen.

6/3/92, p. 3. Work at Powell's Bend was suddenly suspended on Thursday evening from some unknown cause. Embrey & Gruber, contractors, who have under their supervision the erection of the wharves for the Cumberland Valley connection with the canal, were notified by the railroad company to stop work until further notice. From what cause is unknown, but a "hitch" is supposed to have occurred between the canal and railroad company.

6/10/92, p. 3. Susan Barber, daughter of John H. Barber, of Williamsport, Md., went boating in a small boat on the canal Monday, in company with three other young ladies and a small boy. When near the Cumberland Valley Railroad bridge, below Williamsport, the boat filled with water and sank. All hands were thrown into the water. The boy helped two of the ladies out, but Miss Barber drowned before she could be

gotten out. She was about eighteen years old.

8/5/92, p. 3. Considerable repairs are to be made to the canal abutment on the Maryland side of Dam No. 4, above Shepherdstown. Michael Kean, of Cumberland, will do the work.

8/19/92, p. 3. The river is extremely low at this point just now. The cement mill boat had a hard time getting up to the lock on Monday, and it was not loaded very heavily, either.

8/26/92, p. 3. The abutment on the Maryland side at Dam No. 4, which was badly damaged by the freshet of 1889, will be torn down and rebuilt.

The water in the canal is at present very low and the boats are only allowed to load up to the four foot water mark. The average tonnage of coal carried is about 106 tons, while when the water is good they load on an average about 112 tons.

9/2/92, p. 3. A big break occurred in the Chesapeake & Ohio canal at Antietam Iron Works, about three miles below Shepherdstown, last week. The break occurred at the corner of the aqueduct over Antietam creek, and was about 20 feet deep and 35 feet wide. As but few men could work at the break at first the repairs were necessarily slow.

9/9/92, p. 3. Mr. John James, the lock keeper on the canal opposite Shepherdstown, has been granted a pension of six dollars a month. He was a member of the Potomac Home Brigade.

9/23/92, p. 3. The pay boat passed along the Chesapeake & Ohio Canal last Wednesday

and the employees were paid off for the month of August.

On Tuesday of last week the lock of the Chesapeake and Ohio canal at Brunswick was found to be blocked by some obstacle, which was found to be the body of a man afterwards identified as that of George Wire, a blacksmith of Lovettsville, Va. Mr. Wire got off a train at Brunswick and in attempting to cross the canal to get to the other side of the river, fell in the canal and was drowned.

10/14/92, p. 3. A number of boatmen on the Chesapeake & Ohio canal talk of giving up their boats and teams owing to high prices and scarcity of feed along the canal.

10/21/92, p. 3. There are now about 175 boats running on the Chesapeake & Ohio Canal. They carried 9,632 tons of coal from Cumberland last week.

11/4/92, p. 3. Samuel Ensminger, a canal boatman, accidentally shot and killed himself on a canal boat several miles above Williamsport last Thursday. He received the charge of a loaded gun, which he attempted to pull out of the cabin window of the boat. He was a resident of Williamsport.

11/11/92, p. 3. **A Victim the First Day.**

Last Friday Raleigh Domer's liquor saloon was opened at Bridgeport, just across the river from Shepherdstown. George Thompson, or Thomas, a colored man who lived in Charlestown, but who had been working for Mr. Robert Lucas near Shenandoah Junction, spent a part of the evening at the new resort, and some time in the night left the place very drunk. He probably started for the water tank along the railroad just above Shepherdstown, intending to get on a train, but before he got there he fell alongside the track. He laid

there all night. Next morning about daylight he was seen by another colored man, who roused him up. Thompson said he was all right and the man went on. Returning a couple of hours later he found Thompson lying in a little pool of water, dead.

Magistrate Rentch was notified, and he summoned the following gentlemen as a coroner's jury: John H. Schoppert, E. T. Licklider, John H. Keesecker, John H. Snyder, Geo. W. Chase and T. B. Line. After hearing the evidence in the case the jury rendered the following verdict:

"That the said George Thomas came to his death, it is supposed, by drowning, or caused by drunkenness and exposure. From the evidence before us the deceased was at Raleigh Domer's saloon at Bridgeport, Md., until a late hour at night, and left there almost helplessly intoxicated."

The body of the unfortunate man, who was about 35 years of age, was buried at the county's expense.

11/25/92, p. 3. One day last week Albert Stephens, son of Mr. Eugene Stephens, was pretty badly hurt near Georgetown. He was with his father on a canal boat, and as the boat was entering a lock he fell between it and the wall. The boat swung against him and pretty nearly killed him. One leg was broken, it may be that an arm is also fractured, and the child received a tremendous cut on his head. He was brought to his home in Shepherdstown, where he is now getting along fairly well. He is about eight years old.

12/9/92, p. 3. **An Episode in the Life of James L. McChan.**

James Lawrence McChan - who in Shepherdstown doesn't know Lawrence? - has returned from his last trip as tow-boy on the Chesapeake & Ohio Canal. A couple of weeks ago, fired with a laudable ambition to make money enough to buy himself a new

pair of winter boots, Lawrence connected himself with the canal boat "Judge Hagner," of the Potomac Cement Mill, in the capacity of mule driver. He made two round trips between Shepherdstown and Georgetown. He is now wearing the boots, but he has resigned the position of sailor for life.

Lawrence says that his chief objection to boating is that there is too much walking connected with the business. Mules do not seem to mind it, but it is mighty hard on a boy. The scenery is all that could be desired, but even a youth of Lawrence's poetic temperament could extract no romance from it when walking alongside a trio of flea-bitten mules at two miles an hour.

He also says that the occupation of boating is incompatible with a Christian life. A fellow just can't help cussing. Mules are the aggravatingest creatures ever born, and John the Baptist couldn't keep from swearing at them sometimes. Lawrence was afraid he would be tempted himself to make use of profane language if he continued on the towpath, and rather than do that he resigned. He didn't propose to injure his morals for the sake of filthy lucre.

Then again, as everybody knows, there are spooks on the canal. Lawrence had a round with one himself. It was on the nine-mile level, he says, that it made its appearance. Lawrence was riding along on one of the mules, just at twelve o'clock at night, when suddenly he was pulled off the animal. He jumped up and looked around, and there, not ten feet away, stood a man without any head, smoking a pipe! Anybody would have been scared at such an apparition, and Lawrence was pretty nearly paralyzed. As soon as he could move he ran and told the captain, Mr. Tuden Underdonk. Tuden swore at the ghost so vigorously that it immediately disappeared, but whether it vanished into the earth, water or sky

Lawrence could not tell, although he was looking right at it all the time.

When asked concerning the fare on the boat, Lawrence said that it was all that could be desired. It was mostly bean soup. They had bean soup for dinner and bean soup for supper, but none for breakfast. They had good city made bread and country made meat, with vegetables and side dishes in plenty.

Arrived at Georgetown, Lawrence put on his good clothes and started out to see the sights of Washington City. He saw a great many wonderful things, including the Treasury building. Contrary to his expectations, however, no money was visible, and, instead of being plastered with greenbacks and stuccoed with gold and silver coins, only the cold marble walls could be seen. He also saw the Capitol. He did not know what it was at first, but he said to Burt Kidwell he was willing to bet that some awful rich man lived in that house.

Lawrence rather liked the city, and he made up his mind if he could get a job he would stay there. Seeing a tin-shop, he went in and struck them for a job. When asked if he had ever had any experience in the business he proudly referred them to Henry C. Marten, of Shepherdstown. He acknowledged that he could not make a bucket or a wash-boiler, but he thought he could give satisfaction at tin roofing. A young man took him down the street to where the boss was superintending the roofing of a seven-story building. As he ascended further and further into the elements, Lawrence thought of old Shepherdstown and his friends and lost some of his longing for the city. When he reached the top he got as near the center as he could and his application for work was made known to the boss. That gentlemen said: "Vell, mine frent, I gif you five dollars a month and board if you vork for me." That settled it. Lawrence said he's let him

know later, and he got down off the roof and struck for the boat. He says he doesn't mind working for an American citizen, but he won't work for no Jew. He says they don't eat anything but shad, and he never did like fish.

Lawrence arrived home Tuesday night. His last adventure was at the Mountain Lock, six miles below Shepherdstown. Here he turned the wrong paddles and got the boat jammed in the lock. For an hour and a half he was the object of a steady flow of miscellaneous profanity from the lock-keepers and the assembled boatmen. Then, to crown all, in an endeavor to show off a little before the crowd, he missed his jump for the boat as it was leaving the lock, and he was obliged to walk all the way home when it was his trick to sleep.

That last six-mile tramp soured him on boating for good. Lawrence says that he will next turn his attention to railroading, and if anybody has a railroad that needs a good manager, please let him know.

12/23/92, p. 3. The water will be drawn from the Chesapeake & Ohio canal on Saturday, and as soon as possible the work of repairs will be commenced. It is said that a large number of new boats will be added in the spring, and the management will endeavor to haul a million tons of coal the next season. The past season has been the most successful the boatmen have had for years. About 200 boats have been constantly running, and over 270,000 tons of coal have been shipped.

1/13/93, p. 3. The official report of Collector Read, of the Chesapeake & Ohio Canal, shows that last year 265,799 tons of coal were shipped by this waterway. Of this amount 1,043 tons were sent to Shepherdstown.

2/10/93, p. 3. The management of the C. & O. canal is pushing the work of repairs along the line wherever needed. About seventy five men are at work rebuilding the locks this side of the tunnel.

2/24/93, p. 3. All the ice has passed down the Potomac river, and Superintendent Henry Burgan, of the C. & O. canal, informs us that not a particle of damage has been done to that waterway.

3/3/93, p. 3. We understand that Messrs. O. J. Keller & Bro., who are running the lime kilns located at Keller's, this county, have leased the limestone quarry at Antietam and the old Wade quarry just below Antietam, along the canal, and will begin operating them in the near future. They will ship the stone to Washington by boat. That which is first class limestone will be converted into lime and the balance will be utilized by a stone-crusher they will set up. Captain Charles Underdonk has contracted to do the boating.

3/10/93, p. 3. The first boat to go up the canal this year was No. 124, commanded by Capt. N. E. Stevens. It left Shepherdstown Thursday.

Last Saturday the feeder gates of the canal were opened at Cumberland and the work of filling the ditch commenced. It is said that the loading of boats will begin at Cumberland on the 15th.

3/24/93, p. 3. It is understood that H. C. Winship has resigned his office of receiver or manager of the Chesapeake and Ohio Canal. His action is based upon his inability to attend to his many business ventures and the canal at the same time. The canal is operated by bondholders, and these bonds are practically non-purchasable. It is also stated that the management of the canal will

fall upon the shoulders of Frederick Mertens, Cumberland, and who is one of the '44 bondholders.

3/31/93, p. 3. Navigation was stopped for four days on the canal last week by the sinking of a boat caused by striking a stone, which had fallen into the canal from the cliffs at Snyder's warehouse, near Sharpsburg. The coal with which it was loaded had to be transferred to another boat after the water had been drawn off.

5/5/93, p. 3. **Excitement at Bridgeport.**

There was quite a ripple of excitement at Bridgeport, opposite Shepherdstown, last Sunday. A canal boatman purposely lost his dog as his boat passed through the lock, and the first thing the dog did was to charge on a flock of ducks belonging to Peter Kretzer. There were a few wild quack quacks, and five of the ducks were silent in death. He next got after Lock-keeper James' chickens, but had only killed one of them when his sport was interfered with by the owners of the fowls, who came armed to the teeth. Mr. James fired one bullet into the cur, who sat on the canal bridge and howled. Mr. Kretzer fired one barrel of a shotgun. He missed the dog, but he hit the barn. The dog still howled, and then Mr. Peter let him have the other barrel. He was killed dead enough for all ordinary purposes, but his body was thrown into the river and he was drowned also.

5/12/93, p. 3. **High Water in the Potomac.**

The Potomac river was higher last Friday, we believe, than it has been since the memorable flood of 1889. In some places it was level with the banks of the Chesapeake & Ohio canal, and that old waterway as usual suffered some damage from the freshet. Near the cement mill, on the Hancock level, there was a break about twelve feet long, extending to the bottom of the canal, which was not repaired until

yesterday. The tow path was badly washed on the four-mile level below Dam No. 6. At Shepherdstown the water ran into the canal from the river over the outlet lock, and ran out again just below the dam at the cement mill. Slight damage was done at various other points. In many places the bottom lands along the river were submerged, and the corn washed out from the newly planted fields. The wooden trestle work used for building the new iron bridge across the Shenandoah at Harpers Ferry was carried away.

6/2/93, p. 3. Mr. Henry C. Winship, general manager of the Chesapeake and Ohio canal, has sent his resignation to the trustees of the bonds of 1844. He stated that his reason for resigning was contained in his constantly increasing duties which needed his entire attention. He expressed his regret at parting with his associated, and in conclusion asked that Mr. George L. Nicholson, engineer and superintendent of the canal, be selected as his successor. He called attention to Mr. Nicholson's qualifications, and stated that no better selection could be made.

6/23/93, p. 3. A leak was discovered in the bank of the canal at Miller's basin, a couple of miles below Shepherdstown, on Tuesday. The water was at once drawn off that level and a force of men put to work to make repairs.

7/7/93, p. 3. The steam dredge of the Chesapeake and Ohio Canal Company is at the Guard Lock, at the foot of Big Slackwater, dredging the canal which was pretty nearly filled up at that place by the flood of some two or three years ago. A channel was cut through so that boats could pass. It is estimated it will take two or three months to get through to this place.

7/14/93, p. 3. Business on the canal Thursday, says the *Washington Star*, was up to the standard, even above it, more boats coming in and the heaviest cargoes of the season being brought. If the increase in the shipping continues at the present rate within a year the Chesapeake and Ohio Canal will be the greatest enterprise of the District.

8/25/93, p. 3. An Italian employed on the B. & O. improvements at Harpers Ferry was accidently drowned in the canal lock at Sandy Hook last Monday. He had a large sum of money upon his person.

9/15/93, p. 3. **A Woman Drowned in the Canal.** - Last Saturday morning at 3 o'clock Mrs. Stride, a resident of Sharpsburg, and employed on a canal boat by Capt. Westfall, fell in the canal and was drowned. The boat was bound from Cumberland to Georgetown and had reached a point known as Miller's Spring, below Shepherdstown, when the accident occurred. It seems that the woman had a little boy on board on the front end of the boat and she was walking with the lad toward the cabin when they both fell in the canal. A rope was thrown to the struggling people and the boy was saved, but the woman sank and never came to the surface. Her body was recovered about 8 o'clock, after being in the water 5 hours. Justice Blackford held an inquest over the remains and the verdict was accidental drowning.

It is said that the West Virginia Central Railroad will make a strong effort at the next session of the Maryland Legislature to get control of the Chesapeake & Ohio canal, which the railroad company wants for a roadbed to the east.

There was a big break in the canal about forty miles east of Cumberland last Sunday. It was thought it would take all week to repair it.

9/22/93, p. 3. Mr. N. E. Stevens, a boatman on the Chesapeake & Ohio canal, fell dead while at work near Goose Creek, in Montgomery county, Md., last Thursday evening. Mr. Stevens, who was a resident of Shepherdstown, was running two boats for Mr. H. C. Getzendanner. He had tied up for the night at Goose Creek, and while carrying a feed trough ashore was attacked with a spell of heart disease. His wife saw him fall, but by the time she reached his side he had breathed his last. The remains were brought back to Shepherdstown and buried in Elmwood on Saturday. Mr. Stevens leaves a wife, who is a daughter of Mr. Richard Morgan, and six little children, three boys and three girls. He was a steady and industrious man and well thought of by all who knew him. He was about 34 years of age.

10/6/93, p. 3. Traffic on the canal will not slow up, the officers of the company say, until the weather freezes the water in the stream and stubbornly refuses a passage to boats. This will hardly come to pass until after the 15th of December.

10/12/93, p. 3. With this issue the *Register* begins its twenty-ninth new volume. Beginning this week we shall change the day of publication from Friday to Thursday. There will be no material change in the time of printing, as we shall go to press near noon each Thursday.

10/19/93, p. 3. On the "log wall" level of the Chesapeake and Ohio canal a leak, which quickly developed into a break, was sprung in the south bank last Thursday. Traffic was delayed about three days. The break was near the Great Falls.

10/26/93, p. 3. Four mules belonging to William Young, of Cumberland, and in the

care of William Cramer, who is boating for his father, were thrown into the canal at Big Slack Water last week and drowned. The loss is placed at \$400. Mr. Cramer had the mules on trippage.

11/2/93, p. 3. Henry Teeters, a boatman, well known to canal men, has been arrested in Cumberland on the charge of assaulting Ollie Rohm, a six year old child, who is in a precarious condition.

11/9/93, p. 3. William Marmaduke, the canal boatman who killed another boatman named Wm. Smith last June, was tried at Cumberland last week. He plead guilty of manslaughter and was sentenced to five years in the penitentiary.

11/16/93, p. 3. Muskrats caused a bad break in the towpath of the C. & O. canal at Williamsport the latter part of last week.

11/23/93, p. 3. **The Mule Must Go.**

The official test of the practicability of running canal boats by electricity on the Erie canal last Saturday has aroused considerable interest in this section, where many people are interested directly or indirectly in the Chesapeake & Ohio canal. The experiment Saturday was entirely successful. The boat was fitted with an old style propeller known as the dishpan. "Two motors of 25 horsepower each were placed in the boat and geared directly to the shaft of the propeller in the same manner that the motors are geared to the axles of the street cars. The wire was stretched over nine-tenths of a mile of the canal near Rochester, where there are several sharp turns and many difficulties presented. The current was but half the power desired, but it was sufficient to move the boat, loaded with 175 tons of sand and as many people as could stand upon the deck, at a speed of six or seven miles an hour. The trolleys used were

the under running, such as are used on street cars, and the boat could not deviate more than ten feet on either side of a line directly under the overhead wire without withdrawing the trolley from the wire. It is proposed to have an overhanging trolley with a flexible or spiral wire connection with the motor, which will enable the boat to go in any part of the canal. It is also the design to have but a single motor to each boat, which will occupy but four square feet, far less than that occupied by a steam engine.

The great object had in view in this experiment was to test not only the practicability of electric propulsion, but the relative cost of electric power and horse or mule power. Governor Flower declared his belief that electric power will cost but one-fourth as much as the power now in use; that the cost of carrying a bushel of grain from the lakes to New York city would be reduced to 2½ cents. The amount of freight transported over the Erie canal per annum is three million tons. The Governor declared his belief that this can be increased to twelve million tons at what it now costs to transport the three million. If this expectation is realized, and it seems reasonable enough if the capacity of the locks is sufficient, a revolution will be wrought. The revival of canals, which has already begun, will go on with increased vigor, and canal construction all over the world will be promoted. With electric power on the Chesapeake and Ohio canal the cost of transportation to the seaboard may be so reduced as to make it impossible for any other coal to compete with Cumberland coal along with the Atlantic seaboard.

12/7/93, p. 3. **Electricity on the C. & O. Canal, Maybe.** - Articles of incorporation have been granted by Judge Edward Stake, at Hagerstown, to the Chesapeake and Ohio Transportation Company of Washington

County. It is the purpose of this corporation to apply electricity as a motive power to the Chesapeake and Ohio canal, provided that the experiments with electricity, which are now being tried on the Erie canal, in New York State, prove successful. The amount of capital stock of the Maryland company is \$250,000, divided into 2,500 shares of \$100 each. Most of these shares are held by coal operators in Western Maryland. A board of directors has been elected for the first year as follows: Charles K. Lord, H. Crawford Black and Alexander Shaw, all of Baltimore; Lloyd Lowndes, of Cumberland; and J. Clarence Lane of Hagerstown. The term of existence of the company is forty years. The charter is broad, but the application of electricity, to the propulsion of boats on the canal is the chief object which it has in view. The principal office will be at Hagerstown.

Mr. John K. Cowen, of the B. & O. Railroad company, when spoken to on the subject, said: "I know that this company has been incorporated and I know that it intends to try to apply electricity to the canal if sufficient proof be given in New York State of the efficiency of the system there. The experiment on the Erie canal is being closely watched, and as the Erie canal people have plenty of money at their disposal, there is no doubt that the test will be a thorough one. If it be found practicable the new corporation will endeavor to make an arrangement with the Chesapeake and Ohio canal whereby the corporation will furnish the motive power. Most of the stockholders are, I think, interested in the coal industry in Western Maryland.

12/7/93, p. 3. Louis Cheney, for many years lock-tender at Cheney's Lock, near Williamsport, died last Sunday in his 77th year. He was the father of fourteen children, twenty-eight grandchildren and twelve great-grandchildren.

12/21/93, p. 3. A boatman can exercise his unabridged and absolute right to swear at a canal mule without fear of the law. That is settled now. William Cheney was fined for exercising this time honored right by Justice Dugan, of Williamsport. Cheney appealed and the Court at Hagerstown decided in his favor on the ground that the canal was not a public highway in the meaning of the statute. The right of a boatman to "cuss" his mule on the towpath is thus officially established.

John Swain died at his home in Sharpsburg last week, aged 70 years. He was for many years a well-known canal boatman.

1/11/94, p. 3. **From the Canal to Affluence**

A petition for divorce filed in the Washington county has brought out the story of a woman's strange life. Mrs. Catherine Shupp, years ago was employed on the Chesapeake and Ohio Canal, serving at various times in the capacity of driver, steersman and cook, eking out but a scanty existence. Suddenly and unexpectedly she is now wealthy.

Recently a relative at death left Mrs. Shupp a legacy covering a considerable quantity of land at Glen Echo, near Washington, and other legacies amounting to \$150,000. Her bill for divorce from her husband, Henry Shupp, sets forth that the parties are residents of Williamsport, Md., that they lived together for fifteen years, but by a written mutual agreement have been separated for twenty five years, with no hope of reconciliation, and asks that an absolute divorce be granted Mrs. Shupp.

The announcement of the filing of this bill, following so soon upon Mrs. Shupp's good fortune, has occasioned considerable comment in the locality where

the parties reside and where they are well known.

1/18/94, p. 3. It is expected to open the C. & O. Canal on March 1, ten days earlier than usual. The dredges will be put to work about February 15. The canal will be dredged as deeply as possible, to allow the free passage of heavy cargoes. Boat builder Mertens is rushed with orders for new boats; as others along the line of the canal. Things, the canal men say, are going to have a boom the coming season.

2/1/94, p. 3. The officers of the Chesapeake and Ohio Canal will put the dredges to work about the middle of February with the hope of opening the canal on March 1, ten days before the usual time. It is the intention to get a deep bottom to allow boats with heavy cargoes to pass freely. More than a hundred men are making improvements and repairs along the canal, and boatmen are improving their vessels in expectation of a lively trade.

2/8/94, p. 3. **Want the Time Extended.**

A petition has been filed in the court of equity at Hagerstown by the trustees of the bondholders of 1844 of the Chesapeake and Ohio Canal, asking the court to extend the time of the experimental existence of the canal's affairs to ten years instead of four, as determined by the court. The canal has been running three years on an experimental basis by the orders of court, that should it be proven that the water way could be maintained profitably after four year's trial the canal should be continued, but if not it was to be sold.

The petition was filed because of an agreement which it was desired to enter into by the canal trustees and the Chesapeake and Ohio Transportation Company of Washington County, recently incorporated in Hagerstown, with a view of supplying electric motive power on the canal.

This agreement is to be for a term of ten years and thereafter until terminated by six months' written notice from one of the parties to the other.

The Transportation Company agrees to maintain and operate the canal unless it be destroyed or damaged by flood. It will place in service on the canal as many boats as are necessary to transport coal and freight in 1894, or of subsequent years.

The Transportation Company guarantees the net revenues not to be less than \$100,000 a year and any deficiency will be made good by the Transportation Company, which agrees to furnish a satisfactory bond.

The charges for tolls will not be changes without an agreement between the canal trustees and the Transportation Company, and nothing in the contract shall affect the powers of the trustees under the present or any future orders of the court.

Should the Transportation Company wish to use electricity as a motive power the trustees are to furnish the necessary wires and appliances, either experimental or permanently, but at the expense of the Transportation Company.

Nothing in the contract shall be taken to give the company any exclusive rights on the canal.

Judge Stake has set Feb. 13 as the date for hearing the case.

2/22/94, p. 3. Quite a number of persons hauled ice from the canal the latter part of last week and the first of this. Some of it is excellent, nearly six inches thick.

3/1/94, p. 3. The canal repair hands have stopped the big leak that ran under the house at Johnson's lock, above town, and have made other repairs there. The canal is now ready for the water.

3/8/94, p. 3. On account of the high water in the Potomac the water was not turned into the canal the first of this week. It is said, however, that it will be turned in today or tomorrow.

3/15/94. p. 3. Contrary to expectation, the water was not turned into the C. & O. canal last week. Information yesterday was to the effect that it would be turned in today, the 15th, and that way bills would be issued on the 20th.

3/22/94, p. 3. Although the water has been turned into the C. & O. canal, the shipment of coal for through business has not yet begun. A few of the boats from this place have pulled out for Cumberland, but most of them are still here awaiting orders.

4/5/94, p. 3. A boat-load of cement was shipped to Washington from the Potomac Cement Mills this week.

A serious break in the canal several miles below Hancock, was narrowly averted last Saturday through a timely discovery by the level-walker, who ran in full haste to the company boat, several miles away, and gave the information. It was at the point where the break occurred several years ago, which suspended navigation for some weeks and cost \$1,500 to repair. It is claimed that the levels are kept too full to accommodate the boats, each carrying from ten to twelve tons more of coal than heretofore, making danger of breaks imminent at all times.

4/19/94, p. 3. The steam packet of the Chesapeake and Ohio canal passed over the route last week paying off the employees for the month of March.

Want the Canal Sold.

A meeting of those interested in the settlement of claims against the Chesapeake

and Ohio canal for labor and material was held at the Hotel Hamilton at Hagerstown on Tuesday. W. U. Reed, of Harpers Ferry, was secretary of the meeting. Alburtus Spencer, of Harpers Ferry, and John A. Dugan and Frank T. Goddard, of Williamsport, comprising the committee recently appointed at a meeting held by the claim-holders of Washington county, advised that a bill be filed in the circuit court for the sale of the canal. They will also ask that the court determine the matters stated in case of Goddard vs. Brome and others, filed in the canal case about three years ago.

5/17/94, p. 3. G. T. Hodges shipped about 4,000 bushels of wheat to Georgetown by canal this week.

5/24/94, p. 3. A Big Rain and High Water.

Off and on the latter part of last week frequent and copious showers of rain fell over this section. Saturday afternoon, when the wind blew up from the South great masses of heavy clouds, the rain began to fall in good earnest - continuous torrents falling all of Saturday night and early the following morning. The Potomac river responded quickly, and by 9 o'clock Sunday morning was a-booming. It continued to rise all day, and though far below the high-water mark of 1889, it was nevertheless a dangerous looking flood of seething, yellow water that bore upon its crest huge trees and other drift. Shepherdstown is so high above the stream that it can never do much damage here, so our people rested easy. Some of those who lived in the houses on the opposite side of the river, though, moved out during the day. And no wonder, for the most terror-inspiring rumors were afloat. So-and-so had received a message that the Potomac at Cumberland was nine feet higher than the great flood five years ago. Somebody else had a report that at Williamsport it had risen seventeen feet in

three hours. There was, of course, no truth in any of these reports.

The cliffs and the bridge at this place were lined all day by crowds of people, the running waters and the drift and the wreckage possessing a powerful fascination. Even the showers that came between times couldn't keep the people away. It was feared that the canal might be seriously damaged by the flood, but Superintendent Burgan informs us that no great harm was done. There were a couple of small breaks and at various points sandbars were formed in the canal. He at once had the water drawn off and a big force of men put to work to make repairs. The water will be turned in on this section today.

The storm was a general one, and did much damage throughout Pennsylvania. The Susquehanna river was very high. At Williamsport the loss to property and by the escape of logs from booms amount to a million dollars. The Pennsylvania Railroad suffered great damage between Harrisburg and Pittsburg. The bridge at Johnstown was swept away. Its western passenger trains have been running over the B. & O. Railroad, some of them being transferred at Philadelphia and some by way of the Cumberland Valley at Martinsburg.

In this section the loss by rain and high water was not great. The corn was washed out in some fields, and in places the wheat was beaten down, though it will come up again. The Opequon was higher than for five years. In Berkeley county a flock of sheep belonging to John Gray, who lives along Mill Creek, were standing on an island in the stream when the high water came. They were all drowned.

7/5/1894, p. 3. **Along the Canal.**

The Chesapeake and Ohio Canal Company has posted notices along the line of the waterway warning all persons against throwing the bodies of animals, dead or

alive, into the canal, or on canal property. Persons found guilty of such acts will be fined \$10 for each offence and will be required to move the nuisance at their own expense. Superintendent Nicholson personally notified the residents of Hancock having stables and outhouses along the bank, from which there is an overflow, that the evil must be remedied, or proceedings will be taken. All individuals who have encroached upon canal property and inclined to be obstinate regarding this matter, will be politely asked to move off.

8/2/94, p. 3. The residents of Bridgeport complain very much of the behavior of boys who go bathing in the canal at that place. They say the boys are so immodest that it is most annoying, and if they do not heed this warning other means will be taken to put a stop to the bad behavior.

8/9/94, p. 3. H. W. Quigg, a mule-driver on the Chesapeake and Ohio canal, was shot and killed Tuesday afternoon by Frank Williams, a colored canal boatman. The men were on a boat near Georgetown, when, it is stated, Williams asked Quigg for his (William's) whip. Quigg refused to give it to him, and the two had an argument, which ended in Williams shooting Quigg, causing his death a few hours later. Williams was arrested.

8/16/94, p. 3. Frank Delaney was stabbed in the cheek, neck and one hand by a man named James, of Georgetown, a few days ago at Cumberland. Delaney is a resident of Sharpsburg and is running a boat on the canal. The affray happened on the street at Cumberland. The case is a critical one, an artery in his neck being cut. It seems that Delaney and several of his companions were teasing James, and he lay for him in the dark and stabbed him. Delaney's mother has gone to Cumberland to nurse him.

8/23/94, p. 3. The steam dredge of the Chesapeake and Ohio canal is working on the six-mile level opposite Shepherdstown. The channel between the lock and the Antietam Cement Mill is being deepened.

12/13/94, p. 3. William Hall, one of the oldest boatmen on the C. & O. canal, and a man well-known all along the line of that waterway, died in Sharpsburg last week. He had previously been paralyzed on his boat. He was about 70 years old.

G. L. Nicholson, superintendent of the Chesapeake and Ohio canal, and Wm. T. Hassett, of Four Locks, one of the supervisors, have purchased the old Mitchell & Dawson boat yard at Hancock, which has been idle for some years, and will recommence boat building.

John Hays, trustee, sold 61 acres of land and a flouring mill at the old Antietam iron works, near Sharpsburg, to George M. Hays for \$400, and 92½ acres of ore land, along the Chesapeake and Ohio canal, near the Harpers Ferry dam, to George M. Hays for \$1,000.

1/3/95, p. 3. During the year 1894 238,830 tons of coal were shipped over the C. & O. canal. Of this amount 89,605 tons were for Williamsport.

A number of fish have been caught in the canal the past week or two. Before the freeze the fish were caught in drag nets. Afterwards the fish could be seen under the ice in holes, when they would be captured by cutting away the ice.

1/10/95, p. 3. Thomas Chaney, living near Dam No. 4, in Washington county, was taken suddenly with a severe attack of lumbago Monday of last week. He grew rapidly worse and on Wednesday the pain became so intense that Mr. Chaney lost his reason. Thursday he became so violent that

he had to be tied in a chair. A few hours afterward death ended his sufferings. He was 38 years old and leaves a wife and three children.

2/21/95, p. 3. The canal will open for navigation not later than March 10, unless the weather is very unpropitious.

2/28/95, p. 3. A canal boat belonging to Mr. Charles H. Knott was carried down the river when the ice broke up several weeks ago and lodged on the pulp-mill dam above Harpers ferry, where it broke in two. Last week the pulp-mill company had the wreck burned, as it obstructed the waterway.

3/14/95, p. 3. Water was turned into the Chesapeake & Ohio canal the first of the week, and the first light boats passed up on Tuesday. The Shepherdstown boatmen have pulled out for Cumberland, where loaded boats will be cleared on Monday next, March 18th. It is said that there will be 210 boats on the canal this season, and that the outlook for a prosperous season is good.

3/21/95, p. 3. Mrs. Stevens, Otho Kretzer, Edward Dunn and George Sanbower, who are engaged in boating, have all pulled out for Cumberland. Wm. L. Arthur also expects to boat this summer.

It is said that an effort will be made to buy or lease property at Bridgeport, opposite Shepherdstown, upon which a liquor saloon will be opened. But a location will be hard to get.

There will be this summer from Sharpsburg and vicinity 48 boats, employing about 150 men and boys and 165 mules. Sharpsburg furnished more boats than any one town along the waterway.

4/18/95, p. 3. **Canal News.**

A dispatch from Hancock on Monday said: A number of canal boats of

the George's Creek Cola Company have passed down by Hancock without a load of coal, and the boatmen say they cannot load before May 1, and perhaps for two weeks later. These are orders from the company, and the boatmen can neither tie up at the points they receive the orders or return home to wait until they are called. A number went nearly to Cumberland before they were aware of the order and then turned back. When the telephone was in operation along the canal this was avoided. There are at least forty boats employed by the George's Creek Coal Company. The reason for this stoppage is that it is yet early in the season and there are no vessels at Georgetown to receive the coal. The boatmen report that a number of Consolidation boats are now lying loaded at Georgetown. The company is loading boats at Cumberland at the rate of four or five boats a day and the coal is mainly for railroad consumption.

E. P. Steffey, a coal dealer of Williamsport, says the depression in business is due to the active competition of the Pennsylvania Railroad Company. He says that the agents of the Pennsylvania coal operators are very numerous, and are making special effort, with some success, to market their coal in the territory which heretofore drew its supply from the canal. They have made a considerable cut in the price of coal. All this has affected the trade of the Cumberland region and business on the canal is consequently dull. Very little coal is now being transferred at Williamsport, and this sudden turn in what seemed would be a most prosperous season has had rather a depressing effect on the boatmen.

It is said, also, that the West Virginia Central railroad, which is controlled by the Davis-Elkins-Gorman syndicate, is doing all it can to destroy the business of the canal. The West Virginia Central wants the canal for a roadbed.

4/25/95, p. 3. C. L. Nicholson, superintendent of the Chesapeake and Ohio Canal, writes to a committee of Williamsport boatmen who have asked him to make a law prohibiting boating on Sunday, that while he concurs in the move, he cannot accede to their request, as there may be a number of boatmen who take another view of the matter.

5/2/95, p. 3. **The Status of the Canal.**

With the ending of the month of April another chapter is completed in the history of the Chesapeake and Ohio canal. According to a decree passed by Judge Alvey in February, 1891, the trustees representing the holders of bonds issued in 1844 were given control of the canal under certain conditions. Some of these were that they repair the damage made by the floods of 1889, that they provide for the payment of repair bonds issued in 1878, and that they have the canal open for traffic on or before May 1, 1891. These conditions having been complied with, the trustees were enjoined to show to the satisfaction of the court that the old waterway could be made a paying investment and to reasonably assure them that it could pay off its accumulated indebtedness. On July 30, 1894, Judge Stake filed an order in the circuit court for Washington county, extending the time named in Judge Alvey's decree for a period of six years. As appeal was taken by the minority bondholders and the State of Maryland, but the case has not been heard as yet in the Court of Appeals. It is thought that this court will confirm Judge Stake's rulings and that the extension of time will be granted.

5/9/95, p. 3. The old Seneca woods in Montgomery county, along the C. & O. canal, will be cleared away. Many a tale of

"spooks" seen there have been told by superstitious boatmen.

5/16/95, p. 3. A colored boy was drowned from the canal boat John K. Cowen near Orleans last Sunday.

5/16/95, p. 3. The towpath for a distance of 95 feet at the foot of Dellinger's widewater, below Williamsport, on the Chesapeake and Ohio canal, was swept out into the river on Sunday about midnight. The break is about ten feet deeper than the bottom of the canal and was caused by the river secretly undermining the bank.. Many tons of earth disappeared in the river. It will take at least a week to repair the damage and in the meantime through boating will be at a standstill. A large force of men are now filling up the breach.

5/30/95, p. 3. J. C. Lambert, of this place, has bought the property at Mercersville, on the canal, five or six miles above Shepherdstown, formerly owned by Mrs. Nancy Bowers, and has moved his bar-room fixtures there. He will conduct a saloon at that point.

Wm. L. Arthur left on Monday for Cumberland, where he has secured a boating outfit for business on the Chesapeake & Ohio canal. He will haul coal from Cumberland to Georgetown.

Thomas Kerfoot, who is lock-keeper at the head of the five-mile level on the C. & O. canal, six miles above Shepherdstown, asks us to inform the public that he is conducting a first-class fishing resort at that place. He has boats, fishing tackle, bait and everything necessary to catch the bass which abound in that neighborhood. Furthermore, Tom says he will endorse all the big fish stories told by his customers.

6/6/95, p. 3. Coal shippers at Cumberland have put all their boats into service on the Chesapeake and Ohio canal, as there is an

active demand for coal at Georgetown and different points along the waterway.

6/27/95, p. 3. **Down Goes the Yacht.**

Mr. Henry Shepherd's steam yacht *Minnehaha* met with bad luck Tuesday night. Mr. Shepherd with several friends went up the canal as far as Kerfoot's lock on the boat, and returned late in the evening. When a short distance above Shepherdstown lock someone in the boat attempted to change position, and somehow or other the little vessel upset and went to the bottom of the canal upside down. All the occupants escaped with no other damage than a very complete sousing in the water.

7/11/95, p. 3. **Dashed to his Death.**

Frank B. Orndoff, aged fifteen years, was instantly killed last Sunday near Weverton, on the Baltimore and Ohio Railroad, by being struck by the eastbound Chicago express train. Engineman Kelly, who had charge of the locomotive, says that young Orndoff was standing on the eastbound track, watching a train which was passing on the west track. The airbrakes were applied but the train struck the boy and threw him backward into the Chesapeake and Ohio canal, which parallels the track at that point. The body was recovered from the canal and Coroner P. E. Miller gave a certificate of accidental death. Then the body was taken to Baltimore where the young man lived. He was employed as a messenger in the freight department office of the B. and O. central building, and left Baltimore Saturday for a visit to friends near Weverton. He was the support of a widowed mother.

7/18/95, p. 3. **A Fatal Fight Near Harpers Ferry.** - David J. Markey died near Harpers Ferry early last Saturday morning from the effects of a blow given him by George W. Lapole, a canal boatman, Markey was a work hand about the Ferry. He was a

member of the well-known and respected Frederick family of that name, and was 51 years old. He was subject to spells of temporary mental aberration and was under treatment on several occasions for his affliction. Friday afternoon he boarded the canal boat in command of Lapole at Weverton with the intention of going some distance up the canal. Markey was under the influence of liquor and the men began to quarrel soon after he got on. Lapole states that after they had gone about a mile beyond Harpers Ferry he was obliged to put Markey off the boat. Lapole ordered him off and when he landed, while Lapole was handing his luggage out to him, he used such abusive language that he angered Lapole, who stepped off the boat and struck him with his fist. Markey fell backward and did not move after striking the ground. Lapole called a man from the boat, who helped him to lay the prostrate form aside of the towpath, thinking he was very much under the influence of liquor and that he would be all right by and by. The boat was again started and reached Williamsport Saturday morning where Lapole was surprised to find himself in the hands of Sheriff Bruce S. Zeller, charged with killing Markey. He was taken to Hagerstown and lodged in jail to await a hearing set for Wednesday before Justice Middlekauff. His boat is tied up at Williamsport awaiting results. The circumstances surrounding the affair are very unfortunate, as he had no idea, according to his statement, that Markey was fatally injured. He knew nothing of his death until the sheriff told him. His home is in Frederick county, and he says this is the first trouble he was ever connected with. His family accompanied him on the boat.

Justice Preston E. Miller held an inquest on Saturday, and the jury returned a verdict that Markey came to his death by being struck in the face by Lapole, fracturing his skull and causing concussion

of the brain. The testimony at the inquest was damaging to Lapole, and was to the effect that the assault upon Markey was very brutal and that there was little to provoke it. Markey never made any attempt to strike Lapole.

Wednesday of last week Miss Mollie Shoemaker fell in the canal at Hancock, Md., and was drowned. A day or two later Burtner Robert, a five-year-old boy, fell in a mill race at the same place and was drowned.

8/8/95, p. 3. **The C. & O. Canal Offered for Sale.** - The Maryland Board of Public Works has advertised for bids for the sale of the State's interest in the Chesapeake and Ohio Canal. Sealed proposals will be received up until October 11, 1895. Every bid must be accompanied by bond in the sum of \$100,000, and the terms of sale will be cash. The board is empowered either to sell the state holdings, should a satisfactory bid be received, or may reject any and all bids. In the latter case, the value of the property will be determined by the proposals, and the next legislature will have some practical basis upon which to work in deciding a question which has caused an immense amount of trouble for many years.

This is supposed to be another effort on the part of the West Virginia Central Railroad to get possession of the waterway from Cumberland to Georgetown, for the purpose of converting it into a railroad by which to reach tidewater. This will give the road an opportunity to compete with the Baltimore and Ohio for the coal traffic of Maryland and West Virginia. The State's interest, in addition to several loans advanced and the unpaid interest, amounts to \$30,000,000. The action of the board of public works is due to the failure of a commission appointed through an act of the Legislature of 1892 to investigate the

facilities of the canal, and suggest the advisability of selling, failing to report in a satisfactory manner.

8/15/95, p. 3. Thomas Little, who had been an employee of the C. & O. canal for thirty years, died at Two Locks last week, aged 85 years.

8/22/95, p. 3. A boatload of cement was shipped from the Potomac cement mill to Washington last week. Temporary repairs were made to the dam so as to raise the water sufficiently to float the scow.

Charles A. Little, special auditor of claims against the C. & O. canal company has been at Hancock, Sharpsburg, Cumberland and other points this week auditing claims against the company. The amount will probably reach \$75,000.

8/29/95, p. 3. The canal officials have ordered 2,500 piles to be used in strengthening the bank of the canal below Williamsport.

9/5/95, p. 3. Doc. Ensminger, of Williamsport, an old boatman on the C. & O. canal, dropped dead while driving his mules near Dam No. 6 Tuesday night. He was 60 years old.

9/26/95, p. 3. Harry Thompson, the lock tender on the C. & O. canal who inherited a fortune some months ago, is said to have been cheated out of all his money. He is sick with brain fever in a hospital and his family is destitute.

10/3/95, p. 3. Taking advantage of the low water, the canal company has made extensive repairs to Dam No. 4.

Owen Ardinger, aged about 70 years, narrowly escaped drowning Saturday night in Hapers Ferry lock. He secured a boat of Ezekiel Chaney to go to his home in

Williamsport, and upon entering the lock the boat struck against the wall and threw him out into the water. In falling he struck his head against the boat and cut an ugly gash in his head. The boat hands rescued him, and he was taken on to Williamsport.

The low water in the Potomac has so seriously affected traffic on the canal that F. Mertens' Sons, Cumberland, have notified all George's Creek boatmen to remain at their respective ports until it rains. The levels of the canal from Cumberland to Dam No. 6 contain only three and a half feet of water, and boats are carrying half their usual loads. Unless the drought is soon broken, navigation will close. The canal company has taken off the trippage in order that the boatmen can continue in business.

10/10/95, p. 3. **Low Water in the River.**

The Potomac river is an interesting sight at the present time. No one remembers when it was lower than it is now, the long continued drought having reduced the stream to unusual proportions. From the bridge at Shepherdstown the bottom of the river may be seen all the way across and ledges of rock seldom seen are almost at the top of the water. It is interesting to watch the schools of bass that may be seen from the bridge, with occasionally a big carp or other fish swimming about. Below the dam a child might wade across the stream in water scarcely reaching to the knee. At the dam, too, may be noticed many ledges of rock projecting above the water, which is but a few inches deep, and one can see what a small volume is passing down.

Business on the canal is practically at a standstill, most of the boatmen having tied up. The lower half of the canal has full levels, but the upper part, fed by the north branch of the Potomac, can only float half a load. The water situation at Cumberland grows more serious each day.

10/17/95, p. 3. Navigation on the Chesapeake & Ohio canal has come to a dead stop on account of low water. At Cumberland, it is said, there is no water at all in the bed of the Potomac river, every drop possible being turned into the canal. But not withstanding this, there is not sufficient water in the canal to float more than one-third of a load. Daniel Bowers, of Sharpsburg, on his last trip from Cumberland, with forty seven tons of coal on his boat, put on thirty mules at one of the levels to draw the boat.

10/24/95, p. 3. **To Resume Boating.**

The coal companies at Cumberland are urging canal boatmen to return to that place with their boats. They will be loaded with fifty ton cargoes, with which, it is thought, the levels can now be navigated. A number of boats lying at Sharpsburg are ready to move as soon as it is deemed practicable. On Monday eleven boats were loaded at Cumberland, and on Tuesday fourteen. Each boat carried about forty tons of coal.

10/31/95, p. 3. **Death Notes.**

Hamet Eichelberger an ex-Confederate soldier and a native of Louisiana, died at this home at the Mountain Lock on the C. & O. Canal, on last Saturday night, at the age of 66 years. Mr. Eichelberger leaves a widow and eight children, a daughter, Mrs. Samuel Swain, living in this vicinity. He was buried in Mountain View Cemetery, Sharpsburg, on Monday.

11/14/95, p. 3. **Electricity from Dam No. 4.**

Powell Evans, who is at the head of a party of Philadelphia capitalists, has purchased the entire plant of the Schuyler Electric Light Company at Hagerstown. Evans proposes to obtain power by utilizing the Potomac at Dam No. 4. Mr. Evans

proposes building the power house on the West Virginia side of the river, and has, it is said, secured the right to do so from the Berkeley county authorities. To get power to Hagerstown, Mr. Evans stated, would cost fully \$90,000, and to put it in operation would cost \$10,000 more. Mr. Evans has a list of the manufacturers who expect to use his power.

Accident to Mr. Arthur.

Monday morning there was a jam of canal boats at Grove's Landing, a few miles above Shepherdstown. Mr. Wm. L. Arthur, of this place, had seven mules hitched to his boat pulling with all their strength, when the deadeye holding the line was forced out. It struck him in the forehead and knocked him into the canal. He was quickly gotten out and came to Shepherdstown, where Dr. Reynolds attended to his injury. Although the wound was a very severe one, Mr. Arthur was able to proceed with his boat.

11/28/95, p.3. John Wolf, of Williamsport, and John Westbrook, two canal boatmen, were arrested and placed in jail in Washington a few days ago for viciously assaulting an old man named Charles Calhoun. Wolf had been robbed of \$18 while he slept in Calhoun's house. Under pressure Calhoun agreed to make good the loss, and returned \$3. Wolf and Westbrook then proposed to beat the remainder out of the old man's hide, and when they had \$15 worth of satisfaction they left Calhoun for dead.

12/5/95, p. 3. A boat load of coal, about 125 tons, was received at the Potomac cement mill last week, and Thursday a boatload of cement, about 900 barrels, was shipped to Washington.

12/12/95, p. 3. **Navigation Closed.**

The various toll collectors along the Chesapeake and Ohio canal have been

notified to issue no way bills after December 14, which means that shipments will close for the season at that time. The water will drawn out between December 21 and 25.

Boating was pursued with great difficulty last week. Most boatmen who could reach their respective homes with light boats tied up for the winter. The ice breaker was run in order to keep the channel open. There is still a heavy demand for coal at Georgetown.

Five captains of canal boats the past season have been women, two being widows. Mrs. Leopold, whose husband, George W. Leopold, a canal captain is in jail at Hagerstown, charged with the murder of David Markey, has been running the boat ever since his arrest. Mrs. Riley, Mrs. Eddy and Mrs. Engle are the other captains.

12/19/95, p. 3. **A Child Burned to Death.**

The Hagerstown *Mail* says that Cecil, the 18-month-old son of Eugene Bowers, a canal boatman of Sharpsburg, was burned to death Saturday evening on his father's boat, which is tied up at the Sharpsburg landing. The child was asleep and had been placed in a crib in the stern cabin by Mrs. Bowers, who went into the forward cabin to attend to some work. Shortly afterward the mother heard the child screaming and ran back to witness a frightful sight. The crib in which the child lay was wrapped in flames and the helpless little one writhing in agony. Mrs. Bowers promptly extinguished the fire and rescued her son from the perilous condition. The child's body was horribly burned. Dr. Garrett rendered medical attention. After lingering a few hours death resulted from the effects of the injuries. The crib stood near a small stove at the side of the cabin and it is thought that a spark flew out and set fire to the child's clothing.

12/19/95, p. 3. The canal boat George L. Nicolson, Gruber Castle, captain, with a

cargo of coal, was sunk in the big pool the first of the week by being cut through by the ice.

12/26/95, p. 3. Mrs. Matilda Crow, who for sixty five years was the faithful and devoted wife of Captain John Crow, one of our oldest and most respected citizens, died last Thursday night at her home in Shepherdstown, aged 82 years, 5 months and 10 days. Her death was caused by paralysis. Mrs. Crow, whose maiden name was Barger, was born near Antietam Iron Works, in Washington county, Md. She was married to John Crow on April 3, 1830, and their long married life was one of uninterrupted devotion. They have resided in this place since 1861, Captain Crow for many years being engaged in running Mr. David Billmyer's grain boat between this place and Georgetown. Mrs. Crow was the mother of twelve children, of whom four are living; Jacob B. Crow and Mrs. J. C. Show, of Shepherdstown, J. W. Crow, of Williamsport, and Alexander D. Crow, of Wash8ingtoIn county, Md. She is also survived by her husband, who is almost 86 years of age. To him the death of his wife, who shared his joys and sorrows through so many years, comes as a great shock, and his distress is touching. Mrs. Crow was a most estimable woman in every respect - a devoted and helpful wife, a loving and self sacrificing mother, and a good and respected neighbor. She was a member of the Methodist church of this place, where her funeral was held Saturday afternoon. The service was conducted by the pastor, Rev. W. McK. Hammack, and her body was laid to rest in Elmwood Cemetery.

1/2/96, p. 3. During the shipping season just closed on the Chesapeake & Ohio canal coal was transported as follows: To Hancock, 1,609 tons; to Four Locks, 213 tons; to Two Locks, 110 tons; to Williamsport, 91,969

tons; to Mercerville, 117 tons; to McCoy's Ferry, 160 tons, to White's Ferry, 190 tons; to Sharpsburg, 330 tons; to Shepherdstown, 625 tons; to Harpers Ferry, 51 tons; to Point of Rocks, 109 tons; to Georgetown 216,890 tons. Total 312,773 tons.

1/9/96, p. 3. The Potomac river has been frozen solidly from shore to shore this week, and the smooth, even surface of the ice has afforded great pleasure to large crowds of skaters. From the dam below down to Johnson's lock, a stretch of two miles the skating is superb.

1/30/96, p. 3. **Accidents.**

Thomas Moore, Mountain Lock, was working on a scow on the C. & O. canal, when his little son, Thomas, went into the cabin of the scow and took out a dynamite cap, thinking it was a firecracker. He began playing with it, when it exploded, blowing off two fingers and badly tearing the thumb of the left hand. The fingers were so badly mangled as to necessitate amputation.

3/5/96, p. 3. Edward Renner, aged seventy-eight years, of Sharpsburg, is said to be the only man living in this section who helped to build the Chesapeake and Ohio canal. He was present when the first spadeful of earth was turned by John Quincy Adams, President of the United States, and saw all the foreign representatives who were at the event. The work was begun in 1824 [sic. 1828], Mr. Renner has kept a diary which contains a complete record of all the breaks which have occurred in the canal, high waters, dams built and everything of importance concerning the old waterway.

3/12/96, p. 3. The water has been turned into the C. & O. canal, and the first boat pulled out from Williamsport for Cumberland on Tuesday. Loading will begin at Cumberland next Monday. The

snow storm yesterday delayed the starting of boats to some extent.

4/2/96, p. 3. Charles Gray, a young boatman, who hails from Sharpsburg, was arrested at Cumberland, Md., last Saturday, charged with felonious assault upon Mrs. Jesse Kerens, the wife of a boatman who was Gray's employer. Gray had been staying with the Kerenses on a canal boat, and while Kerens was absent, according to the testimony of Mrs. Kerens, Gray committed the assault. In default of \$1,000 bail, Gray was committed to jail.

6/11/96, p. 3. An excursion boat owned by John W. Cope on Sunday sank in the Chesapeake and Ohio Canal below Cumberland with thirty-five persons on board. The excursionists were rescued. The sunken craft impeded navigation in the canal until raised.

6/25/96, p. 3. **New Lease of Life for the Canal.** - The Court of Appeals of Maryland has granted a new lease of life to the Chesapeake & Ohio canal by granting an extension of the time it may be operated by the trustees until 1900. The court affirms the decision of Judge Stake in 1894. By the decree of Judge Alvey the canal was ordered to be sold, but was placed in the hands of the bondholders of 1844 for four years, and it decreed that at the expiration of the four years the canal be sold, unless, for good cause shown, the court should extend the time. At the end of three years the bondholders of 1844 applied to Judge Stake for an extension of time, and he in his decision extended the time for six years, or ten years altogether.

7/23/96, p. 3. President Nicholson of the Chesapeake & Ohio canal is reported as having spoken of a scheme by which it is proposed to build boats at Cumberland that

would carry coal not only to Georgetown, D. C., but to Baltimore, Philadelphia and New York ports. In order to consummate this the boats will be changed. Instead of having a flat bottom and flat hatches like the present canal boat, the bottom will be round and the hatches arch shaped, like the lake boats.

The good people of Williamsport are trying to prevent profanity on the streets. No use - you can't stop cussin' in a canal town.

7/30/96, p. 3. The big break on the Fourteen mile level of the C. & O. canal at Ernstville, was repaired Monday. A large force of hands were kept at work day and night since the bank went out filling in the gap.

Tuesday morning the first boats passed that point and navigation has been resumed.

8/6/96, p. 3. A survey is now being made of the whole line of the C. and O. canal under the direction of Superintendent Nicholson. The surveyors started in Georgetown and are going up the line. The survey is to ascertain the exact extent of the canal property.

8/6/96, p. 3. **Drowned in the Canal.**

William Howard, a colored man from Shepherdstown, was drowned in the Chesapeake & Ohio canal last Sunday night. He was boating for Mr. George Sanbower, and was steering the boat. Mr. Sanbower was driving the team, when the boat ran into the bank. He then discovered that Howard was missing, and thought perhaps he had deserted, but later events made it probable that he went to sleep and fell overboard. Next day Mr. Edward Arthur, also fo Shepherdstown, discovered the body of Howard floating in the canal on the Seneca level. He notified the company hands, who recovered the body and buried it along the canal. Howard was about 25 years old, and bore a bad reputation. There are some

persons in this community who will breathe easier, now that he is dead.

8/13/96, p. 3. Rachel Chambers, of Cleveland, Ohio, niece of Capt. Geo. Burns, of the canal boat C. E. Ways, was drowned in the C. & O. canal near Dam No. 4 on Sunday last.

8.20/96, p. 3. Charles Onderdonk, of Sharpsburg, a boatman on the C. & O. canal, was overcome by the heat while boating last week and had to be removed from his boat to his home. "Tudin," as he is familiarly known, was a former resident of Shepherdstown.

9/10/96, p. 3. Saturday morning last about five o'clock, John W. Patton, captain of the canal boat, John H. Wilson, fell from the boat into the basin near Cushwa's warehouse in Williamsport, and was drowned.

9/24/96, p. 3. Mr. and Mrs. Newton James, of Sharpsburg, were running a boat on the canal and their little child was taken sick. They left their boat at Orleans and took train for home. In coming from Keedysville their child died in its father's arms.

9/24/96, p. 3. Patrick Fahey of the canal steam-boat N. C. Read, was brutally assaulted Saturday near Hancock, by a colored hand on the boat named Phoenix, who hails from Clear Spring district, Washington county. Fahey's condition was regarded as critical, but he has begun to improve. He was badly beaten on the head. Phoenix escaped but was pursued by four boatmen, with Winchester rifles, and brought back to the boat with a rope around his neck. He was placed in the Hancock lockup.

10/8/96, p. 3. The flood of last week did comparatively little damage to the C. & O.

canal. There was a small break at Dam No. 4, a couple of little ones on the fourteen-mile level, and minor damage at other points. It is thought the repairs can be finished this week.

An Editor Married.

Mr. George W. McCardell, editor of the Williamsport *Leader* and collector for the C. & O. canal at that place, and Miss Annie M. Ryan, one of Shepherdstown's most respected young ladies, were quietly married Tuesday morning at 11:30 o'clock in St. Mary's Catholic Church, Hagerstown, Rev. S. Rabbia officiating. The ceremony was performed in the presence of a few relatives and friends of the couple. The ring service was used. The bride was attired in a pretty dress of changeable cloth, with hat and gloves to match. There were no attendants. The couple received congratulations at the church and then went to the residence of Mr. H. A. Downin, where a dinner was served in honor of the newly married couple. Mr. and Mrs. McCardell left on the fast mail for a trip to Washington and Baltimore. Upon their return to Williamsport, which will be their future home, a reception will be held at the groom's home. We extend hearty congratulations to the happy couple, and wish for them a long and prosperous married life.

10/15/96, p. 3. **To Save the Bass.**

The Game and Fish Protective Association of Maryland is perfecting plans by which it is believed the Potomac river will become one of the best streams for bass fishing in the United States. Early each December the water is drawn off the Chesapeake and Ohio canal, which runs parallel with the river. When the water is drawn off there are numerous deep and shallow pools left. In these the gamy black bass, big and little, take refuge. It has been the custom to allow anyone to fish the pools,

and the fish have been scooped up by hundreds. It is stated that the wholesale destruction will not be permitted hereafter.

Dr. George W. Massamore, deputy game warden, has spent a week along the river, arranging a plan to save these fish. He found ready co-operation from the fishing clubs and residents along the stream. A valuable ally was found in Col. G. L. Nicholson, superintendent of the canal, who has issued an order to all lock-tenders and other canal employees instructing them to prohibit the fishing of the canal by any persons except the employees of the Game and Fish Protective Association, who will secure the bass in the pools and deposit them in the river to increase and multiply.

The part of the canal which the association will fish as soon as the water is drawn off extends from Little Falls, just above Washington, to a point above Hancock. The fishing will be done by hand seines, a seine 20 feet long by 5 feet deep being used in the shallow pools, and one about 100 feet long by 5 feet deep in the larger pools. It is estimated that it will take six men to work the big seines and three to work the smaller ones.

The waters to be fished extend over sixty miles, and it is estimated that it will require about two weeks to complete the work. The bass of all sizes will at once be thrown into the Potomac proper. The catfish, suckers and large carp will be sold. The small carp will be killed, as these fish are not desirable, they being destructive to the other fishes. It is expected that by carrying out this work the Potomac will in a few years will be the best bass stream in America.

The last Maryland Legislature passed a good law to protect the fish in the river from other than sportsman methods of taking them. Virginia has passed a similar law, and the West Virginia Legislature, which will convene this fall, will, it is said,

pass a similar law. All three laws will become operative on the same date.

10/29/96, p. 3. Mr. C. Frank Cushwa, of Williamsport, Md., a son of Mr. Victor Cushwa, and Miss. Mary Gertrude Spohn, of Shepherdstown, daughter of Mr. Milford Spohn, of Washington, were married yesterday at noon at the cathedral in Baltimore, Rev. Wm. H. Reardon, chancellor of the archdiocese of Baltimore, officiating. The wedding party left Washington at 11 o'clock, and reached Baltimore at the time appointed for the wedding. There were no attendants, and only a few relatives and friends of the young couple witnessed the ceremony. The bride wore a pretty blue silk serge dress with white satin front and chiffon trimming and a hat to match. The groom wore a black cutaway coat and neat striped trousers. A wedding breakfast was served at Hotel Stafford, after which Mr. and Mrs. Cushwa left for a tour to Washington and Philadelphia. They will return to and reside in Williamsport. We wish them much happiness.

11/12/96, p. 3. Albert Young, a boatman, was drowned in the Chesapeake and Ohio canal, Monday evening, at Seneca lock. While entering the lock Young was standing near the side of his boat, which gave a sudden jerk and threw him overboard, and although every effort was made to save him, the unfortunate man could not be rescued. He was twenty three years of age and resided at Point of Rocks.

12/24/96, p. 3. Water has been shut off from the feeders of the C. & O. canal and the water is now being drawn from the levels. The seining for bass and other fish, heretofore referred to, will not begin, probably, before Saturday. The total shipments of coal by the canal during the

season just closed aggregated 363,957 tons, of which 258,198 tons went to Georgetown, 101,415 tons to Williamsport, 2,024 tons to Hancock and 648 tons to Shepherdstown. The remainder went to a dozen different points. The Consolidation Coal Company shipped 282,465 tons and the George's Creek Coal and Iron Company the remainder. The total shipment is an increase of 51,183 tons over 1895.

1/7/97, p. 3. **Rescuing the Bass.**

Dr. George W. Massamore, secretary of the Maryland Game and Fish Protective Association, began the work of seining the canal on Monday. As heretofore explained in the *Register*, the intention is to seine the C. & O. canal, taking from it all the fish that usually are left there when the water is drawn off. The bass and the fish they use for food will be placed in the river, while the carp will all be destroyed. Eight gangs of men are to do the work. Dr. Massamore, with a squad of men, began this work on Monday at Harpers Ferry. The first day about 5,000 fish were put into the Potomac. These included 500 bass, ranging from 3 to 14 inches in length. The other fish were minnows, chubs, shiners, white perch, a few catfish, but no carp. White perch are becoming very plentiful. The second day excellent work was done. About 1,100 bass were caught, some of which weighed five pounds each. Many big carp, weighting from three to six pounds, were taken, and there was great scrambling as they were thrown on the banks of the canal to the crowd. Every looker-on went home laden down with carp, catfish and suckers, and the boys had a great time grabbing for eels. It is impossible to estimate the number of food fish for bass that were put into the river, but twenty thousand would be a low estimate. The banner haul was made in a deep pool a mile above Harpers Ferry, where 400 bass were caught. It is noticed that no small carp

are being caught. All that are taken are large ones, and this leads fishermen to hope that the carp do not breed in these waters and will in time become extinct.

The seining party passed Shepherdstown yesterday, stopping here for a short time. They reported that the movement was meeting with the greatest success, and that thousands of bass have been caught and placed in the Potomac. Tuesday and Wednesday were big days. At Wade's Level, below Shepherdstown, 600 bass were caught, and a short distance below Shepherdstown in one haul they got 300 bass from three to fifteen inches in length. Several other hauls at the same place were almost equally fruitful. Enormous quantities of other fish are also being caught, the seiners report, and the people who follow them up get all the suckers, catfish, carp, eels, etc., that they can carry. One requirement is that the heads of the carp be cut off immediately. No seining was done immediately opposite this place, as the water is shallow and there are no holes where the fish congregate. The canal is frozen over pretty stiff this morning, and operations will have to stop for the present.

The seiners expect to reap a rich harvest at the fourteen mile level near Cedar Grove. This is one of the finest pools to seine along the stream. It goes under the name of "Dellinger's Wide Water." For many years it has been seined by a company of farmers and others in that vicinity, and often as many as twenty bushels of fish of all kinds have been taken out of the pool after the water has been drawn off of the canal. People go for miles around to see the work accomplished.

1/14/97, p. 3. **The Seiners.**

The cold weather the past week froze up the C. & O. canal and stopped the operations of the seiners. Dr. Massamore, one of the fathers of the scheme and the

general superintendent of the work, was very severely injured while running to catch a train at Harpers Ferry. He fell over an embankment, which he did not see in the dark, and badly strained his left arm and left leg. He is confined to his bed, but his interest in the bass saving has not been in any degree lessened. As soon as the thaw comes the work will be again commenced and rapidly pushed to completion. The Woodmont Club is ready with a party to start in as soon as the weather permits. United States Fish Commissioner Brice has notified the gentlemen in charge of the seining that he will assign additional men to the work when it is again started.

1/21/97, p. 3. **Death of David Billmyer.**

Mr. David Billmyer, one of the most prominent citizens of Shepherdstown, died at this home in this place Wednesday morning at a quarter past four o'clock. He was surrounded by his family when he died. Mr. Billmyer had been in feeble health for a couple of years past, and had been unable to leave the house. About six weeks ago he became much worse, and it was thought then that he would not survive. He rallied, however, and the crisis passed. He had taken no food since that time except liquid refreshment, and it was known that he was rapidly failing. Tuesday night it was seen that the end was near, and early yesterday morning he quietly breathed his last. His death was caused by the accumulated infirmities of old age.

Davis Billmyer was the son of Martin Billmyer, and came of a family prominent in this section for many years. He was born at the family homestead; the old stone house on the farm of Mr. W. N. Lemen at Billmyer's Mill, three miles west of town, on November 16, 1811, and was, therefore, in the 86th year of his age. He is the last survivor of thirteen brothers and sisters. For many years Mr. Billmyer was

one of the most active business men in this section. He was in the grain business here for nearly a half century, and before the days of the railroad controlled the wheat and corn trade here almost entirely. He shipped by the Chesapeake & Ohio canal to Georgetown, and made a great deal of money in this business. He also conducted a large store here for many years, and was the principal owner of the bridge across the Potomac river here and of the warehouse and wharf adjoining. When the Jefferson Savings Bank was organized in 1869 Mr. Billmyer was chosen as its president, and he held that position until a few years ago, when failing health compelled him to give up active business. As a mark of courtesy, he was annually elected a director of the bank until his death. Mr. Billmyer represented Jefferson county in the West Virginia Legislature for several terms in the early history of our State. He was a Republican in politics, but was not a strong partisan.

Mr. Billmyer was a man of most exemplary character, and he always wielded a strong influence in this community. His business judgment was regarded as thoroughly good, and he was possessed of a cool, unruffled disposition that seldom led him into error. His advice was largely sought and his counsel usually followed. His name will always stand here as a synonym of integrity and ability.

The deceased was one of the wealthiest of our citizens, and one of the largest land owners in the county. He held between 1,200 and 1,400 acres of land in the vicinity, including several of the most desirable farms here. He also owned some of the most valuable town property.

Mr. Billmyer was twice married. His first wife was Miss Eliza Shepherd. One son, David, was born to them, who was drowned in the Potomac river. His second wife was Miss Ellen Spong, of Maryland,

who survives him, together with six sons and one daughter: Wm. H.; Edward E.; Frank L.; George W.; J. Davis and John R. Billmyer, and Miss Ellen Billmyer - all of whom reside here.

The funeral service will be held Friday morning in the Episcopal Church in this place at 11 o'clock, and the body will be buried in Elmwood Cemetery.

2/11/97, p. 3. The owners of the real estate composing the village of Bridgeport, opposite Shepherdstown, will sell the four houses and the 10-acre lot of ground at public sale on Saturday, February 27th. This property is valuable, and is worthy the attention of buyers. The large dwelling is particularly well suited for a club-house or sportsmen's headquarters, and could be made to pay a handsome revenue. See advertisement in another column for description of the property. [Transcriber's Note: The advertisement follows on the next page. It was run weekly until the sale. This advertisement was a good inventory of the town.]

2/25/97, p. 3. **Flood in the Potomac.**

The Potomac river has been a raging torrent this week - far out of its banks and sweeping everything that its angry waters reached. Last Saturday evening a wet, heavy snow fell, which later turned into hail and rain. Sunday night there was a very heavy rain again, and Monday desultory showers during the day culminated at night in a thunder storm, with sharp lightning and deep-toned thunder, accompanied by another big rain. The river began to raise Monday, and Tuesday it had reached flood tide. Fed by the melting snow away back in the mountains, the river continued to rise slowly but surely until about three o'clock Wednesday morning, when the water reached its highest point, after which it

Public Sale
OF
Valuable Real Estate
AT
Bridgeport, Washington Co., Md.,
Just across the river from Shepherdstown, W. Va.

The undersigned, committee for the owners, will offer at public sale, before the **Entler Hotel, in Shepherdstown, W. Va.,** on
SATURDAY, FEBRUARY 27, 1897,
at 1 o'clock p. m., the following valuable real estate, consisting of

4 Dwellings
AND
11 1/10 Acres of Land,
at **Bridgeport, in Washington County, Maryland,** just across the Potomac river from **Shepherdstown, W. Va.**

This property is situated on the **Chesapeake & Ohio Canal,** and on the **Norfolk & Western R. R.,** (at its intersection with said canal,) and on the public roads leading to **Sharpsburg** and to **Antietam Iron Works,** and laps the approach to both the bridges, (wagon and railroad), crossing the Potomac, and consists of 5 parcels, briefly described as follows:

No. 1—A Large 2-Story Frame Dwelling, with yard and garden, ample grounds and well adapted, being near the river with fine bass-fishing, to a **Fishermen's or Sportmen's Club-House.**

No. 2—A 1 1/2-Story Stone Dwelling & Lot, next north of No. 1.

No. 3—A 2-Story Stone Dwelling and Lot, next north of No. 2.

All the above front on the West side of the public road leading to **Sharpsburg,** and in addition to other out-buildings, No. 1 and 2 each have a stable.

No. 4—A 2-STORY BRICK DWELLING, on East side of said road, with kitchen, stable, carriage-house, &c., and with ample grounds, yard, garden and stable yard.

No. 5—ABOUT 10 ACRES OF LAND, (adjoining No. 4), fronting on the public roads to **Sharpsburg** and to **Antietam,** and is intersected by and fronts on both sides of the **NORFOLK & WESTERN RAILROAD** at its bridge, and where it crosses the **C. & O. CANAL,** and is advantageously located to be laid off in building lots or business sites, and worthy the attention of investors looking to future enterprise or development.

The above property will be offered separately, as numbered; also in two parcels, **EAST** and **WEST** of the road; and as a whole, as may best suit purchasers. A **DEED** will be submitted on day of sale.

TERMS.—One-third cash on day of sale, and the residue in two equal payments at one and two years respectively, with interest from day of sale payable annually, to be evidenced by the bonds of the purchaser and secured by a lien upon the property.

Call on, or address, at **Shepherdstown, W. Va.,**
GEO. M. BELTZHOVER,
G. T. HODGES,
H. L. SNYDER,
Committee.

C. E. Lamar, Auctioneer.
Feb. 11, 1897—12.

gradually began to recede. At Shepherdstown the water was about eleven feet lower than it was during the memorable flood of 1889. The approach to the foot bridge was cut off by the water, which reached to the south end of the old paper mill. There was no damage on this side of the river. At Bridgeport the lock-house of the C. & O. canal was partly submerged, the first floor being under water. Mr. John James, the lock-tender, removed his family Tuesday morning and put the household goods upstairs. All the out-buildings were carried away by the water. The feed-store of Messrs. Knode was flooded, but it remained upon its foundations. The contents of the lower floor were removed before the water reached them. The canal boats at Bridgeport were closely watched and kept in safe quarters.

The water kept up very high all day yesterday, but this morning it has gone down a great deal.

It is quite apparent that much damage has been done to the canal, but what the extent of the injury is cannot be told until the water recedes in the river and the canal is emptied. It is certain, however, that the towpath has been washed in many places to a considerable extent and that much earth and sand has been deposited in the bed of the canal. So far no heavy breaks or washouts have been reported.

3/4/97, p. 2. **Protecting the Bass.**

There will be no fishing for bass in the Potomac river and its tributaries hereafter above the Little Falls between April 15 and June 1 of each year, and the fish cannot be taken at any time other than by means of a hook and line or a dip net. The use of the trot or out-line, by which the fish supply in the upper Potomac has been almost decimated in the past, will be also illegal hereafter. The penalty of breaking

any of these regulations will be imprisonment for not more than six months or a fine of not exceeding \$100, or both fine and imprisonment. This applaudable result is due to the recently organized District of Columbia Game and Fish Protective Association, of which Commander Robley D. Evans of the navy is president, and whose membership comprises the leading gentleman sportsmen in Washington as well as in the surrounding States.

When the association was formed, the States of Virginia and Maryland had already passed laws containing the provisions enumerated in the opening lines of the article. To become operative, however, it was necessary for West Virginia to adopt the same law.

The executive committee of the local association, which consists of fifteen well-known sportsmen, took immediate steps to secure the requisite action by the legislature of West Virginia, and delegated Dr. Geo. W. Massamore, a member of the association, the chief deputy game warden of Maryland, and the secretary and treasurer of the Maryland State game and Fish Protective Association, to proceed to Charleston and urge the passage of the bill. Dr. Massamore was courteously provided with strong letters to members of the West Virginia Legislature by Senators Elkins, Faulkner, Gorman and other influential gentlemen, and when he reached the West Virginia capital he found the bill sleeping in a senate committee. He was received with pleasant welcome by the legislators, and out of courtesy to him the bill was taken up out of its regular order and quickly passed through both houses. Dr. Massamore had an interview with Gov. McCorkle, who is an ardent sportsman, and it is regarded as certain that he will sign the bill.

The effects of this measure cannot be overestimated. It will mean the placing around the bass and all varieties of game

fish, which are also enumerated in the prohibitive clauses of the bill, of perfect protection from the forays of pot-fishers, which have been so constant in the past, and will especially protect them during the spawning season, from April 15 to June 1. Mr. George L. Nicolson, the manager of the Chesapeake and Ohio canal, who is a zealous sportsman and always eager to help anything that will seek to promote sport in its proper sense, will have all the canal walkers of the system under his control appointed deputy game wardens at a very early date, and, as these wide-awake, alert men virtually patrol the Potomac from Washington to its source, the persons who have heretofore kept up predatory warfare on the game fish in its waters will be compelled to give up their business. Heretofore it has been impossible for the State authorities of Maryland and Virginia and West Virginia to stop the lawbreakers in the river, because when approached by the officers of one State they would seek the shore of the State opposite and evade arrest. Under the new law, however, they will have no chance to continue this system.

Immediate steps will now be taken to have Congress pass a law similar to the one described, extending the protections from Little Falls, where the District begins, to the east line of the District, below Alexandria.

The real estate at Bridgeport was not sold at public sale last Saturday as advertised. The bids received were not satisfactory to the owner and the property was withdrawn.

The Canal Not Damaged Much.

It has become apparent since the waters of the Potomac river have receded that the flood last week did not do a great deal of damage to the Chesapeake & Ohio canal. In the vicinity of Shepherdstown there was comparatively little injury,

although the water was entirely over the banks in many places. The towpath was washed some, a few small sandbars were formed in the bed of the canal, and in several places considerable drift and other debris was deposited - nothing, however, that will be difficult to repair. We see no reason why water may not be turned in by the 1st of April. General Manager G. L. Nicholson has made a tour of inspection and has submitted the following report:

"The canal from Washington to Harpers Ferry is very slightly damaged. There is a small breach near Harpers Ferry, and from Harpers Ferry dam to Williamsport there are two small breaches and some surface wash on the towpath. From Williamsport to Hancock the damage is very light, and from Hancock to dam No. 6 there is one small breach and about a mile and a-half of towpath badly washed. Dam No. 6 is not injured, but there is a wash around the West Virginia guard wall. From dam No. 6 to Cumberland there are three small breaches, and some of the towpath is washed on the surface. There has been no injury to locks, waste weirs or dams. The points most seriously damaged by previous floods were not injured by this freshet. In twenty-five working days, with good weather, we will be ready to turn on the water for spring navigation. Work has already commenced.'

3/11/97, p. 3. General Manager G. L. Nicholson and Division Superintendent Henry Bergen, of the C. & O. Canal, were in town this morning. They are pushing repairs as fast as possible and say that the canal will be ready for navigation by the first of next month.

A number of fish - including many bass - that were left in the canal by the flood have been caught during the past week. Samuel Muck caught a carp a few days ago that weighed 25 pounds.

3/11/97, p. 3. The work of repairing the Chesapeake and Ohio canal is going on in earnest, and with the large force of men now at work at various points along the waterway, the canal is expected to be in shape for navigation by the forepart of next month. The locks, dams, waste weirs and other valuable property escaped harm, and the most serious injury was the washing away of the banks. The cost of the improvements will amount to somewhere between \$25,000 and \$40,000.

Corporation Elections - The Town Goes Dry.

The corporation election of last Monday in Shepherdstown was one of the most quiet we have ever known. The total vote cast was but 192, a large number of persons having failed to pay their poll-tax, a requirement necessary before the right of suffrage could be exerted.

The vote for license was 77 and the vote against license 110 - a comfortable majority of 33 for the "drys."

3/18/97, p. 3. The United States Fish commission, which has become interested in the work of seining the C. & O. canal originally undertaken by Dr. Massamore, commenced seining the canal at Little Falls, above Washington. The force has been enlarged and the work will be pushed until the thousands of fish that during the flood left the river for the canal have been transferred back into the main stream.

3/25/97, p. 3. Canal Affairs.

It is announced that the Chesapeake & Ohio canal will be opened for navigation the first of April. A meeting of boatmen and coal dealers was held at Williamsport Tuesday night, when the boatmen protested against the proposed reduction in freight. They were told that it was a question whether the dealers are to take contracts and receive coal by canal or railroad. The dealers said they could not possibly pay

more than 30 cents a ton freight on coal from Cumberland to Williamsport.

It is stated that the pay of boat employees will be reduced as follows: Steersmen from \$16 per month to \$12; and drivers from \$14 to \$10 per month. Trimmings on boats at Cumberland will also be reduced, and it is hoped that by these reductions it will be possible for boatmen to make both ends meet. The canal company will make reductions in the salaries of their employees all along the line to meet existing rates.

It is probable that the boatmen will be persuaded to accept the starvation rates offered, but we believe they would be wiser to refuse. If they decline to use their own boats or run the coal companies' boats there will be no business to speak of on the canal. If there is any material falling off in revenues the canal will not pay expenses. When it fails to pay expenses the courts will take hold of it. We believe there will speedily be brought to bear sufficient influence to prevent this state of affairs.

If the canal cannot provide the modest living required by the boatmen, then the best thing is to turn it into a railroad - and the quicker the better.

4/1/97, p. 3. The owners of the Bridgeport property have sold to Messrs. Charles and Otho Kretzer the two small houses at that place now occupied by them. The price paid was \$700. Mr. John Entler has moved into the large frame house at Bridgeport.

4/1/97, p. 3. **Canal Affairs.**

Announcement is made that the canal will be open for navigation by April 10th. About three feet of water has been turned into this division to float scows carrying material for repairs. Superintendent Henry C. Burgan has completed the repairs on the one-mile level opposite Shepherdstown and has his section

almost finished now. No agreement has been made yet in regard to freight rates. There is a report to the effect that Fred Mertens, of Cumberland, predicts a prosperous boating season and that the through freight will be 75 cents and trippage 18 cents. He expects to have all the business he can do. The report was set afloat by a Cumberland man at Williamsport. It further states that Mr. Mertens will this year handle the celebrated Black, Sheridan & Wilson coal, which heretofore has been shipped exclusively by rail. The shipment of this firm's coal will be extensive and greatly increase the transportation on the canal. H. C. Winship, Georgetown, is also quoted as saying that he will pay 70 cents freight to Georgetown and make the boat trippage \$15 for any sized cargo. Williamsport boatmen believe that the local shippers will fall into line, and that they will get the old 35 cent rate.

4/8/97, p. 3. **Wants the Canal Sold.**

In Hagerstown last Friday a bill was filed in the circuit court for the sale of the Chesapeake and Ohio canal, by Ellen S. Stubblefield, administrator of George S. Stubblefield, deceased. George S. Stubblefield, in 1868, recovered a judgment against the canal company for \$32,798.83. It is to enforce this judgment that the bill is filed.

The bill asks that a decree be passed annulling so much of the decree passed in the consolidated equity cases on October 2, 1890, as suspending the operation of the decree of sale, and also that the order of court in the cases passed on July 30, 1894, by Judge Edward Stake, extending the time of suspension of the original decree of sale for six years from May 1, 1895, may be reviewed, and that a decree for the sale of the canal and all its works be passed to satisfy the liens thereon.

The bill alleges that the Baltimore and Ohio Railroad Company has been enabled through cunningly devised chancery proceedings and the imposition on the court of equity to operate the waterway as a common carrier, as well as its railway, and has thus been able indirectly to do what under its charter it could not legally do directly.

The bill further states that the recent freshet has caused damage amounting to between \$75,000 and \$100,000 to the canal. A history of the canal and the multiplicity of litigation is gone over at length. The bill charges that the conditions imposed by Judge Alvey's decree have been violated.

On the Canal.

Water has been turned into the C. & O. canal and boatmen are moving on to Cumberland, where, it is said, loading will be commenced next Monday. Some of our local boatmen pulled out this week. It is stated that the through rate will be just about what it was last year. If there is a slight reduction in the rate, it will be offset by reducing the trippage.

The big washout around the West Virginia shore of Dam No. 6 was stopped up last Saturday, when cribs were gotten in position. It was an enormous hole, through which the entire river passed. The water is now turned back and is flowing over the dam again. A solid stone wing-wall will be built to prevent a recurrence of the trouble.

4/15/97, p. 3. On the Raging Canal.

Several canal boats were loaded at Cumberland last Saturday for Williamsport, and Monday boats were loaded for Georgetown. The repairs have been completed all along the line, and the canal is said to be in excellent condition. It is believed that there will be a smaller number of boats on the canal this year than ever

before. No new boats have been built, and several old ones have been laid on the bank.

6/3/97, p. 3. Collector T. N. McAboy and Paymaster J. Graham Pearre, of the C. & O. canal, who were on a bicycling tour, were among the guests of the Entler Hotel the past week.

6/8/97, p. 3. Canal Boat Sunk.

The canal boat Fannie Flanagan, of Harpers Ferry, ran on a rock in Big Slack Water, on Saturday, knocking a hole in the bottom. The boat filled with water and sank.. Navigation was stopped until the sunken craft was raised by the canal hands. The boat belongs to Mr. Stouffer, of Maryland, and it was used for hauling railroad ties. It was formerly owned by Messrs. James and John Flanagan, of Bakerton, but they have recently purchased a fine new boat from Mertens, Cumberland, which they are using in their stone business.

7/29, 97, p. 3. The dam across the Potomac at Harpers Ferry, which was damaged by the spring freshets is being repaired. It is authoritatively stated that the Norfolk & Western Railway will take steps to have the dam at the cement mill put in good order as the low water is causing the piers of their bridge to be seriously weakened.

8/12/97, p. 3. We learn that an advance of five cents a ton has been granted the boatmen on the C. & O. canal for hauling coal to Georgetown.

10/14/97, p. 3. Some of the C. & O. boatmen turned an honest penny at Washington by hiring their mule teams to pull street cars. The burning of the powerhouse compels the hauling of the cars on Pennsylvania and Fourteenth street by horse and mule power.

11/4/97, p. 3. The body of Mrs. Laura Lapole was found floating in the canal at Cumberland last week. The woman was the wife of George Lapole, a boatman, who is now serving a three years' sentence in the penitentiary for the murder of an old man on the towpath near Sandy Hook, over two years ago. Mrs. Lapole had since been running the boat with the assistance of her grown children, Lucy and Thomas. She was about forty-five years of age. Jesse Engle, a boatman who found the body, said that he had seen the woman drinking, and the probability is that while drunk she was struck by someone in Shanty town and thrown into the canal, or she may have fallen from a boat while intoxicated. She was buried in a pauper's grave.

11/15/97, p. 3. One day last week a horse belonging to Mr. George W. Knode ran a nail in its foot and lockjaw resulted. Last Sunday the animal probably made frantic by pain, burst out of the barn-yard and jumped into the canal. It plunged around in the water until it drowned itself.

11/25/97, p. 3. **Fish Story.**

Mr. Thomas Kerfoot, who is the tender at Lock 38 on the C. & O. canal some miles above Shepherdstown, caught a remarkable fish in the fish-pot at that place some days ago. The fish is 19 inches long and weighs $2\frac{3}{4}$ pounds. In shape it takes after a mackerel, and has a big mouth, with long sharp teeth. The most remarkable thing about the fish, however, is a row of figures and letters along each side of its backbone. On one side in a vivid scarlet are the figures from 1 to 9, and on the other are the letters A, Q, R and Y. Mr. Kerfoot has the fish in a live-box and can show it to anybody who doubts this story.

We have often heard of fish being seen in schools, but this is the first time we have ever heard of them making blackboards

of themselves. We suggest this new variety be called the scholar fish.

12/9/97, p. 3. The work of seining the Chesapeake and Ohio canal will be undertaken this month by Captain Brice, United States fish commissioner, with the assistance of the game associations, to save the young bass.

12/16/97, p. 3. Business was very poor on the C. & O. canal this year, the shipments being 100,000 tons less than last year. Better to turn the old ditch into a railroad. It is a failure as a waterway.

12/23/97, p. 3. The water has been drawn from the Chesapeake & Ohio canal and navigation closed for the season. Dr. Massamore, secretary of the Maryland Fish and Game Protective Association, was notified by the U. S. Fish Commissioner Brice that the work of seining the canal for bass would begin yesterday at Little Falls. The work will be done under the supervision of Capt. L. G. Harron, and the party will work westward. The bass and other game fish will be placed in the Potomac. The catfish and suckers will be given away, and the carp will be killed.

1/20/98, p. 3. Paymaster J. Graham Pearre, of the C. & O. canal, was in town yesterday. He is paying off the canal employees this week.

1/27/98, p. 3. Mr. G. L. Nicholson, superintendent of the C. & O. canal, spent Tuesday night in the Entler Hotel in Shepherdstown. He is making a tour of inspection, and on Tuesday rode forty miles on horseback in the rain and sleet that fell nearly all day.

3/17/98, p. 3. **The Town Goes Dry Again.**

At the normal corporation election on Monday all the old incumbents of the present town council were again chosen to fill their respective offices for another year.

On the question of license or no license to sell liquor the drys won by 20 majority. There were 95 votes for license and 115 against license. So the town will be without open saloons for at least one more year. [Transcriber's Note: That meant that the citizens had to go to Bridgeport, Md. to patronize a saloon there.]

3/17/98, p. 3. General Manager G. L. Nicholson has given notice that the Chesapeake and Ohio canal will be open for loading boats at Cumberland on March 28th. Empty boats tied up along the canal will begin moving up to Cumberland as soon as there is water enough in the canal.

4/7/98, p. 3. Mr. Lewis G. Stanhope died at his home near Hagerstown Tuesday, of paralysis, aged 79 years. Mr. Stanhope was for twenty-seven years superintendent of the Chesapeake & Ohio canal, and was one of the bosses when it was constructed. As contractor he built Dam No. 4, above Shepherdstown, a splendid piece of work, and also constructed Dam No. 5.

5/5/98, p. 3. It is stated that the war is having a depressing effect on business on the C. & O. canal. There has been a falling off in coal shipments of late, and the boatmen, it is said, are making a bare living. Better close up the old ditch and turn it into a railroad.

5/19/98, p. 3. Application has been made for the pardon of George W. Leopold, a canal boat captain, who was sentenced to the Maryland penitentiary for three years for killing a man near Harpers Ferry.

Boating on the Chesapeake and Ohio Canal has improved a little. A contract for 40,000 tons of coal to be delivered to the Washington navy yard has given an impetus to the canal trade.

7/21/98, p. 3. A canal boat run by Mrs. Stevens and her sons, of this place, was sunk the other day on the log-wall level, near Georgetown. It was loaded, and there will probably be considerable difficulty in raising it.

8/4/98, p. 3. **Just Like Santiago's Channel.**

The canal boat C. E. Ways, Capt. Charles Shafer, sank in the canal just after it got out of the lock opposite Shepherdstown last Saturday afternoon. The boat was very heavily loaded, and in coming out of the lock a mile above town it struck a rock, which knocked a hole in its bottom. By the time it got to Bridgeport it was ready to sink, and barely got out of the lock when it settled on the bottom of the canal. Its cargo of coal was laboriously unloaded by a gang of men with wheelbarrows, the hole was patched up, the coal reloaded, and Tuesday the vessel put on full mule power and started for Georgetown. A number of boats were delayed by the blockade of the channel, and having no desire whatever to know how Admiral Cervera felt at Santiago, their crews used language utterly unfit for publication.

8/18/98, p. 3. A large party of young folks came up from Point of Rocks last Tuesday to Shepherdstown on the excursion boat "Merrimac," and they had a jolly time on their novel voyage upon the tempestuous waters of the canal. They took in the sights of Shepherdstown Tuesday morning.

8/25/98, p. 3. Messrs. W. N. Lemen and G. T. Hodges each received a boat load of fertilizer from Alexandria by way of the canal this week. The prices are higher this

year than last - one effect of "prosperity" that is not at all agreeable to the farmers.

11/10/98, p. 3. Mr. John James, the lock-tender at Bridgeport; on the C. & O. canal, opposite Shepherdstown, died Tuesday morning, in the 57th year of his age. He had been a partial invalid for several years, but had been confined to his bed only since last Friday. Bright's disease is given as the cause of his death. Mr. James was a native of Washington county, and used to be a boatman on the canal. His wife survives him, together with four sons and one daughter. The funeral takes place today from the Sharpsburg Methodist Church. The remains will be buried in Antietam National Cemetery, the deceased having been a soldier in the Union army during the civil war.

2/23/99, p. 3. The ice on the Potomac river broke up yesterday, and today is passing down rapidly in a swift current. The river has been at its normal height all week until yesterday, when the warm sun melted the snow at such a rate the stream began to swell. Early this morning it began to rise vary rapidly, and it is quite high at this writing. It is not likely, though, to go beyond the danger mark. The ice is pretty thoroughly broken up by the time it gets to this point, and will be little more than slush by the time it reaches Washington. The canal was partly filled with water yesterday, a precaution taken to prevent possible damage by the flood in the river.

3/16/99, p. 3. An official states that water will be let in the Chesapeake and Ohio Canal March 20, and boating will be resumed April 1. The banks are in fine condition. Considerable woodwork was renewed during the winter. Because of the improved condition of the banks, boats can

on average haul ten tons more of coal than ever.

3/23/99, p. 3. There is a rumor in Baltimore that the Baltimore & Ohio Railroad is trying to buy the interest of the State of Maryland in the Chesapeake & Ohio canal. It is further stated that the railroad company is willing to greatly improve the canal and give it plenty of business.

5/18/99, p. 3. **Bad Break in the Canal.**

A bad break occurred in the Chesapeake and Ohio canal at the Ernstville store, near Cherry Run, Saturday morning, flooding the lowlands in that section and doing considerable damage. The break is about sixty feet in length and for one-third of that distance it extends ten feet below the bottom of the canal. A boat belonging to F. Mertens & Co., of Cumberland, and run by Samuel Kelly, was passing at the time the break occurred and was washed down the ravine into an open field, about 160 yards from the canal, where it was overturned. Persons on the boat escaped injury by jumping. The bow of the boat was heavily damaged. The water in the level above the break was drawn off and fifty men and about twenty carts put to work to repair the damage. It is thought the repairs will take about ten days for completion. The break is said to have been the result of muskrats undermining the bank.

8/3/99, p. 3. The fourth annual excursion of the Point of Rocks boat party arrived here yesterday and spent the night in Shepherdstown. Those who composed the party were Misses Mae Hickman, Zulu and Sada Nichols, Bess Knode and Mrs. Chas. E. Nichols., of Point of Rocks; Lou Trunnell, of Washington, D. C.; Misses Clara and Ada Mac Vicar, of Winchester, Va.; Messrs. G. Stuart Mercier, Sidney Hickman, Edward Fisher, W. T. Colbert and

Quincy Kearns, of Point of Rocks. The party left the Point Tuesday morning for a three day trip on the canal, visiting Shepherdstown, Sharpsburg and the Antietam battlefield. The scenery along the route is particularly picturesque, and the gay party thoroughly enjoyed their novel trip. There was no lack of amusement, and they were sorry the trip was not twice as long.

9/7/99, p. 3. **A Fatal Accident.**

Albert Stevens, aged about sixteen years, son of Mrs. Susie M. Stevens and grandson of Mr. and Mrs. Richard Morgan, of Shepherdstown, met with a fatal accident Thursday morning at Shenandoah Junction. Young Stevens was going to Hancock, near which place he was to help tend lock on the canal. He boarded a Norfolk & Western freight train at Shepherdstown, and went to Shenandoah Junction. In attempting to jump from the moving train there he was thrown under the cars and dreadfully hurt. One arm was crushed almost entirely off, and he had a long and deep cut in the head, reaching to his temple, besides other injuries. He was picked up and brought back to Shepherdstown on train 28, and carried to the home of his grandparents. Physicians here dressed his injuries, and Dr. Wareham, the railroad surgeon, was summoned from Hagerstown. The condition of the unfortunate young man was so low it was not expedient to amputate the injured arm, and the operation was deferred. The same night, between ten and eleven o'clock, Albert died, having never rallied from the first shock. The funeral takes place on Friday. Mrs. Stevens, his mother, was away from home, being on her boat near Williamsport. The victim of the accident was an industrious and capable youth, and his sad death is greatly regretted.

9/14/99, p. 3. Young Albert Stevens, whose death as a result of an accident at

Shenandoah Junction we noted last week, was buried in Elmwood Cemetery on Monday. The funeral was delayed until his mother could get here. She was with her boat on the canal, and did not hear of his death until Saturday. A coroner's inquest was held by Magistrate D. S. Rentch. The jurors were W. P. Licklider, Henry S. Baker, Robert Gibson, T. B. Line, John H. Keesecker and Geo. F. Turner. After hearing the evidence, including that of the train crew, a verdict of accidental death was rendered, the railway company being exonerated from blame.

10/12/99, p. 3. It is said a number of boats on the C. & O. canal have been falling short in weight. The boatmen claim that the full load of coal is not put on when they start. A detective went down on one boat and caught it falling short two tons at one place.

12/14/99, p. 3. The Maryland Game and Fish Protective Association, with the assistance of the United States Fish Commissioner, will seine the C. & O. canal between now and the first of the year. All the bass and other game fish will be immediately transferred to the Potomac river, while the carp will be killed and given away. About a dozen men will do the work. Work is to be commenced today at Williamsport.