

HISTORIC STRUCTURE REPORT

THE CUSHWA WAREHOUSE
On the Chesapeake & Ohio Canal
Williamsport, Maryland

HISTORICAL DATA

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK

By

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OCTOBER 1977

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1850 Dual Highway, Suite 100
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Original edition completed: 1977
Electronic and PDF edition: 2012

Preface to the 2012 Edition

The 2012 edition has been prepared as an electronic version. The format allows two-sided printing with a gutter on the binding side and the page number in the upper, outside corner except for the initial pages of major sections, where the number appears at the bottom.

For this edition I have added five photographs and substituted a better photograph for the one that was included in the original. Material in the brief “Administrative Data” and “Recommendations” sections that is no longer relevant is not included.

Harlan Unrau made the following comment about his research:

Material for this report has been gathered at the following places: the National Archives, the Library of Congress, the Maryland Hall of Records at Annapolis, the Maryland State Historical Society at Baltimore, the Washington County courthouse at Hagerstown, and the Duke University Library at Durham, North Carolina.

At this time the C&O Canal records held by the National Archives and Record Administration are physically located at the College Park facility in Record Group 79.12.

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Preface to the 1977 Edition

This report has been prepared to satisfy in part the research needs for the preservation/stabilization of the Cushwa Warehouse located at Williamsport, Maryland. The purpose of this report has been to provide a thorough historical study of the Cushwa Warehouse to insure that stabilization and preservation of this structure are historically accurate.

A number of persons have assisted in the preparation of this report. Thanks are due to David K. Cushwa, III, for assistance in obtaining information on Victor Cushwa & Sons, Inc.; to James Askins for helpful information relative to the existing architectural evidence in the warehouse; to the staff of the C&O Canal Land Acquisition Office at Frederick for information concerning the ownership of the structure; and to the staffs of the Historic Preservation unit in the Denver Service Center, the National Capital Parks Regional Office, and the Chesapeake and Ohio Canal National Historical Park for reviewing the manuscript.

Harlan D. Unrau
October 11, 1977

CONTENTS

List of Illustrations	vi
Statement of Historical Significance	vii
I. The Founding and Early Development of Williamsport, Maryland: 1786–1830	1
II. The Construction of the Warehouse: Ca. 1790–1810	5
III. The Economic Impact on Williamsport of the Coming of the Canal: 1835	7
IV. Enlargement and Operation of the Warehouse: 1835–1872	9
V. Expansion and Operation of the Warehouse under Embrey and Cushwa: 1872–1880	14
VI. Development and Operation of the Warehouse under the Cushwa Family: 1880–1974	17
Appendices	21
A. Otho Holland Williams	22
B. Biological Sketch of Colonel Elie Williams	23
C. Biographical Sketch of Edward Greene Williams	24
D. Biographical Sketch of Thomas Kennedy	25
E. Biological Sketch of Charles M. Embrey	26
F. Biographical Sketch of Theodore Embrey	27
G. Biographical Sketch of Vistor Cushwa	28
H. Cushwa Brick Operation	30
I. Biographical Sketch of Victor Monroe Cushwa	32
J. Biographical Sketch of David Kreigh Cushwa, Sr.	33
Photographs	34
Bibliography	38

List of Illustrations

Map of Williamsport by Downin, 1876.	2
Photographs	34
1. Williamsport waterfront and the warehouse then owned by Charles Embrey.	35
2. C. 1872 lithographic perspective of the aqueduct, basin, and warehouse.	35
3. Steam canal boat with the Cushwa warehouse in background, 1880s.	36
4. Cushwa Warehouse and Wharf, c. 1890s.	36
5. Cushwa Basin and Warehouse, c. 1900.	37
6. Cushwa Warehouse and newly restored basin, 1990s.	37

Statement of Historical Significance

The Cushwa Warehouse is a significant historic architectural resource because of the role it played in the trade on the Chesapeake and Ohio Canal and in the local economic development of Williamsport, Maryland. As the site of the principal firm dealing in the retail and wholesale business of coal, flour, iron, cement and plaster at that town for more than 100 years, the Cushwa Warehouse had a major impact on the regional development of commerce and transportation arteries in the Williamsport–Hagerstown vicinity and surrounding Washington County.

I. The Founding and Early Development Of Williamsport Maryland: 1786–1830

In 1786 Otho Holland Williams, who had played a conspicuous role in the American Revolution as a brigadier general in the Continental Army, commenced to lay out the town of Williamsport on two tracts of land that he had purchased at the mouth of Conococheague Creek on the Potomac River.¹

On September 7, 1786, Williams had acquired from John and Charity Reed a tract near the mouth of Conococheague known as “Leeds,” a 160-acre tract originally patented by Thomas Cresap on May 1, 1752. Later on February 20, 1787, he purchased from Denton Jacques an adjoining 528 $\frac{3}{4}$ acre tract known as “Ross’ Purchase” for 2,900 pounds. On this latter acreage which included the home where Otho had been raised by George Ross after being orphaned as a young boy, he established his Springfield Farm.²

The act of incorporation for the town of Williamsport was approved by the Maryland General Assembly in November 1786. The commercial purpose of the new town and its dependence upon the Potomac River trade were clearly stated in the act as follows:

It is represented to the General Assembly that Otho Holland Williams possessed a tract of land called Ross’ Purchase, and a tract adjoining thereto called Leeds, contiguous to the mouth of Conococheague Creek, and that, from the advantages of navigation from the head branches of the ‘Potowmack’ River to the mouth of Conococheague, and the great prospects of the navigation of the said river being extended to tidewater, on the application of many citizens of Washington County he hath been encouraged and induced to lay out part of the said tracts into a town, and both contracted with the commissioners of the said county to build a warehouse on the said land and to furnish scales and weights for the inspection of tobacco, and an inspection is already appointed, and prayed to lay out and erect a town on the said lands and to secure the purchasers of lots in the said town.³

The act of incorporation also created a board of commissioners, consisting of Thomas Hart, Thomas Brooke, Moses Rawlings, Richard Pindell and Alexander Clagett, to oversee the effort to lay out the town. The total area of the village was not to cover more than 160 acres. The principal streets were to be 80 feet wide, while the cross streets were not to be less than 60 feet wide. The commissioners were authorized to levy a tax of [?]0 pounds a year to pay a town clerk.⁴

On May 16, 1787, the commissioners reported to the state legislature that they had laid out the town of Williamsport “into lots, streets and alleys” on an [?]0 acre plot of land on the

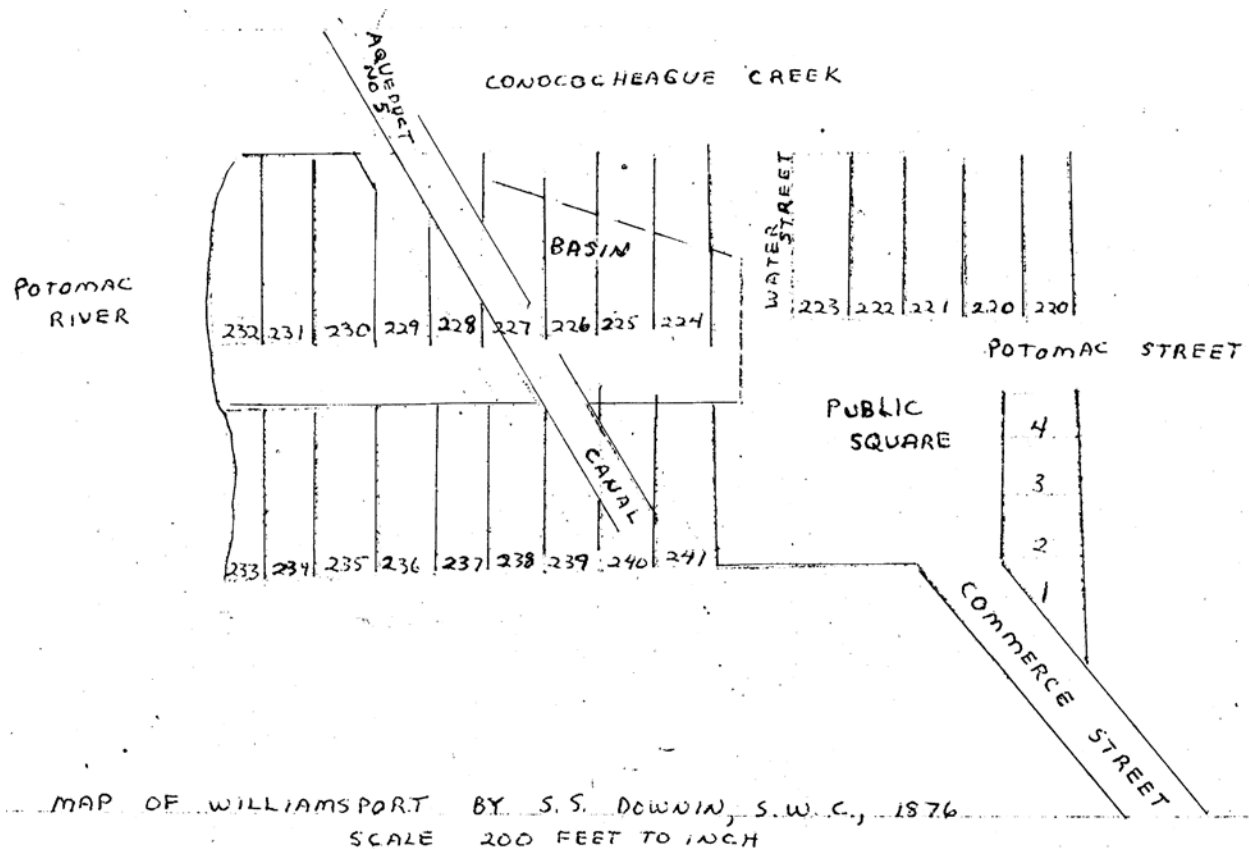
¹ Osmond Tiffany, *A Sketch of the Life and Services of Gen. Otho Holland Williams, Read Before the Maryland Historical Society. . . March 6, 1851* (Baltimore, 1851), pp. 26–27. For more information on Otho Holland Williams see Appendix A.

² Williamsport Chamber of Commerce, comp., *Williamsport and Vicinity Reminiscences* (Williamsport, 1933), p. 19; John Thomas Scharf, *History of Western Maryland* (2 vols., Philadelphia, 1882), II, p. 985; and Deed, Denton Jacques to Otho Holland Williams, February 20, 1787, in Frederick County Land Records, Liber E, Folio 251.

³ Quoted in Scharf, *History of Western Maryland*, II, 1, 222–1, 223.

⁴ *Ibid.*

east bank of Conococheague Creek. The original boundaries of the town extended east along a line at the south edge of Lots Nos. 233–242 and the Public Square to Commerce Street, southeast along Commerce Street to the intersection of Church Street and Vermont Street, south along Vermont Street to the intersection of Frederick Street, east along Frederick Street past one line of lots east of Artizan Street, north along the east edge of those lots to Conococheague Creek, west to the mouth of the creek, and south along the bank of the Potomac River to the point of beginning. Of the 241 lots that were surveyed, Lot. 223, which was located on the north side of the Public Square at the corner of Potomac and Water Streets and which later would become the site of the Cushwa Warehouse, had a length of 198 feet and a width of 66 feet.⁵



Map traced from original in Washington County Land Records, Liber GB)75, Folio 719.

By 1787 General Otho Williams was residing in Baltimore because of his earlier appointment on January 6, 1783, to the post of Naval Officer for the Port of Baltimore and his marriage to Mary Smith, daughter of the prominent William Smith of Baltimore.⁶ Meanwhile, the General's younger brother, Colonel Elie Williams, who had probably lived the major portion of his life at Springfield Farm, maintained his residence there and thus man-

⁵ Washington County Land Records (1877), Liber GBO 75, Folio 719. The original plot of Williamsport was resurveyed by S. S. Downin in 1876 at the request of the Burgess and Commissioners of Williamsport. A portion of the resurveyed plat that covers the section of Williamsport in the vicinity of the canal basin and the Public Square was traced from the original and may be seen on the following page.

⁶ Elizabeth Merritt, ed., *Calendar of the General Otho Holland Williams Papers in the Maryland Historical Society* (Baltimore, 1940), pp. 74, 148.

aged the plantation and oversaw the development of the Town of Williamsport.⁷ Later when General Williams died in 1794 he left Springfield to Elie and he stipulated in his will that the remainder of his estate, which included numerous properties in Williamsport, be equally divided between his wife and their four sons, when the latter should come of age.⁸

As the manager of Springfield Farm for the next sixteen years Colonel Elie Williams took an active role in the improvement of the estate as well as the commercial development of Williamsport. However, because of his many obligations, the social prominence of his wife Barbara (Grosh) Williams, and the demands of their five children, Elie established his permanent residence at Hagerstown about 1810 and later at Georgetown. Although no legal instrument could be found in regard to the transfer, Edward Greene Williams, son of General Williams, came into possession of the estate and all of the Williams' property in the town about 1810, and after a brief interlude for service in the War of 1812, was seemingly entrenched at Springfield by 1814. An active supporter of the commercial development of the town, he took a direct interest in efforts to attract new transportation lines to the mouth of the Conococheague.⁹

Williamsport rapidly became a bustling village, although its economic prosperity early became dependent on the shipment to Georgetown of wheat, grain and flour rather than tobacco. In 1791, Thomas Dobbins, a local merchant, predicted that the town would one day be the principal port on the Potomac River. According to his account

many thousand bushels of wheat come down the river in boats and are unloaded at the bank, and many boats loaded with above one hundred barrels of flour are sent down to Georgetown from the banks of the Conococheague.¹⁰

Thomas John Chew Williams, the author of *History of Washington County, Maryland*, notes in his work that:

As far back as 1795 large quantities of flour and other produce descended the Conococheague to the Potomac and thence by boat to Georgetown whence it was shipped to Philadelphia.¹¹

The commercial potential of the town was enhanced in 1797 when the Maryland General Assembly endorsed a proposal by the citizens of Washington County and authorized the construction of a turnpike from Baltimore through Frederick and Hagerstown to Williamsport.¹² According to John Thomas Scharf, a noted historian of Western Maryland, by 1800

Hagerstown and Williamsport were already commercial and manufacturing centers of considerable importance; many saw, grist and woolen-mills dotted the banks of the Conococheague

⁷ Mary Vernon Mish, "Springfield Farm of Conococheague," *Maryland Historical Magazine*, XLII (December, 1952), pp. 334–335. A biographical sketch of Colonel Elie Williams may be seen in Appendix B.

⁸ Will, Otho Holland Williams, September 24, 1794, in Frederick County Register of Wills, Liber BGM No. 3, Folio 38.

⁹ Mish, "Springfield Farm," p. 330. Two brothers of Edward Greene, Henry Greene and Otho Holland, died unmarried, and his older brother, William Elie, took over his father's plantation, called Ceresville, near Frederick. A biographical sketch of Edward Greene Williams may be seen in Appendix C.

¹⁰ *Ibid.*

¹¹ Thomas John Chew Williams, *History of Washington County, Maryland* (2 vols., Hagerstown, 1906), I, p. 181.

¹² Morris Leon Radoff, ed., *The Old Line State: A History of Maryland* (Annapolis, 1971), p. 170.

and Antietam, and besides those of the villages numerous taverns were established at short intervals along the route of the principal highways, and almost invariably at the cross-roads.¹³

The census of 1800 indicates that Williamsport had grown to a population of 525: 227 white males, 14 white females, 27 free colored and 57 slaves.¹⁴

During the next several years two local men emerged as the dominant shippers in the Potomac River trade between Williamsport and Georgetown. One was Thomas Kennedy, the leading merchant in the region who not only boated flour down the Potomac between 1797 and 1807 at \$1 per barrel but also conducted an extensive trade with Fort Cumberland vis pack horses. The other was Christian Ardinger who also ran the ferry across the Potomac at Williamsport.¹⁵

Between 1810 and 1820 the trade of Williamsport remained largely with the District Cities by means of river boats. However, the only boat owner known to have been engaged in the freighting business at Williamsport during the 1810's was Joseph Holland.¹⁶ By 1820 the population of the town reached 827: 635 whites, 73 free colored and 119 slaves.¹⁷

Williamsport experienced little growth during the next decade, reaching a population of 859 in 1830. A description of the town in 1828, the year in which the Chesapeake and Ohio Canal was begun, is recorded in Williams' *History of Washington County*:

Williamsport at this time contained one hundred houses, some of them new and described at the time as very fine. The population was placed at 900 (sic), who, it was said were generally plain and respectable people. There were three churches and during the next summer the corner-stone of a Lutheran Church was laid by the friends of the Lodge of Masons; there were five stores, four taverns and among the people were representatives of many different trades. The Washington County Bank was incorporated February 19, 1828, to take the place of the Conococheague Bank. During the months of April and May there was a considerable trade down the river to Georgetown. Cargoes of logs, planks, lumber, stone, coal, wheat, whiskey and flour were boated down the river, and each year about a thousand barrels of flour found their way to market in the curious canvas covered boats of the Potomac Navigation Company. The people confidentially expected the town to develop rapidly into a most important point. The work on the canal would begin that summer, the Baltimore and Ohio Railroad would surely pass through it, and it would be the terminus of a railroad from Chambersburg and possibly be on the main route by this line from Philadelphia to the west.¹⁸

¹³ Scharf, *History of Western Maryland*, II, p. 982.

¹⁴ Raymond B. Clark, Jr., *Washington County, Maryland: 1800 Census* (Washington, 1964), pp. 44–46.

¹⁵ Scharf, *History of Western Maryland*, II, pp. 1, 224–1, 226.

¹⁶ *Ibid.*, II, pp. 1, 225.

¹⁷ *Ibid.*

¹⁸ Williams, *History of Washington County*, I, p. 191.

II. The Construction of the Warehouse: Ca. 1790–1810

Available documentation does not indicate the date or contractor of the earliest portion of the building that later came to be known as the Cushwa Warehouse. An article appearing in the anniversary edition of the Hagerstown *Herald Mail* on September 14, 1953, is the only source that offers much information for the structure, reporting that Col. Elie Williams, the younger brother of Otho Holland, built the earliest portion of the existing building in 1827 and engaged in warehousing and merchandizing of flour, feed and other agricultural products hauled from the surrounding country by horse-drawn Conestoga wagons.¹⁹ Williams built the structure since he was a noted surveyor and contractor of his day, the date given for the construction of the building is inaccurate because he died at Georgetown in 1823 while surveying a proposed route for what later became the Chesapeake and Ohio Canal.²⁰

Architectural evidence indicates that the earliest built portion of the present Cushwa Warehouse building dates from the period around the turn of the 19th century.²¹ It is possible that the tobacco warehouse referred to in the act of incorporation of the Town of Williamsport was the original part of the Cushwa Warehouse. Its location at the corner of the town's Public Square as well as its proximity to the mouth of the Conococheague would have made it a likely site for such a warehouse. Moreover, the data, cited from various sources in the preceding section of this report also seems to argue for the likelihood of a warehouse or storehouse at the site of the present Cushwa structure during the 1790–1810 period.

Two other bits of documentary evidence found in Scharf's *History of Western Maryland* provide more plausible explanations for the construction and early use of the original portion of the present Cushwa Warehouse. Although Scharf does not reveal his sources and there are no other available documents to buttress his writing, both his references lend themselves to the architectural evidence. According to Scharf, the firm of John Kennedy & Co., which had operated a dry goods, hardware and grocery business in the town since 1797, was dissolved by John and Thomas Kennedy in February 1801. At the same time, the latter "announced that he would commence to keep store in the brick house, corner of the public square, where goods will be sold on moderate terms for cash and country produce." It is interesting to note from a look at the aforementioned map of the Town of Williamsport that the present Cushwa Warehouse is located on Lot No. 223 which fronts on the northwest corner of the town's Public Square at the intersection of Potomac and Water Streets.²²

¹⁹ Hagerstown *Herald Mail*, September 14, 1953 (Anniversary Edition).

²⁰ Stephen W. Williams, *The Genealogy and History of the Family of Williams in America, More Particularly of the Descendants of Robert Williams of Roxbury* (Greenfield, 1847), pp.344–345, and Williams, *History of Washington County*, pp. 76, 163.

²¹ The estimate of the age of the oldest part of the structure was made by James Askins, a Historic Architect on the C&O Canal Restoration Team of the Denver Service Center.

²² Scharf, *History of Western Maryland*, II, pp. 1, 224–1, 226. For more biographical information on Thomas Kennedy, see Appendix D.

A second bit of conjectural evidence found in Scharf relates to the erection of a market house at Williamsport between 1805–10. In January 1805 the Maryland General Assembly authorized a lottery for the purpose of raising funds for the construction of the market house and appointed the following commissioners—Jacob T. Towson, William McCoy, Thomas Helm, John Hogg, Daniel Wiesel and William L. Compton. The amount of money to be raised was \$400, and the commissioners were required to post bond to the amount of \$1,200. After remaining idle for several years, the market house enterprise was revived under a new commission, consisting of Towson, Wiesel and Thomas Edwards as members. A lottery was held with good success, and the new market house was built and opened on April 18, 1810. Although the location of the market house is not given, it presumably would have been built on the Public Square. Hence it is possible that the new market house might have been the original brick portion of the present Cushwa Warehouse.²³

²³ *Ibid.*, II, pp. 1, 224.

III. The Economic Impact on Williamsport of the Coming of the Canal: 1835

Nothing is known about the operation of the warehouse until the spring of 1835 when the canal was opened for navigation to Williamsport. By that date the Baltimore and Ohio Railroad had determined to build its line above Harpers Ferry on the Virginia side of the river to the west of Hagerstown and Williamsport. Hence the rich flour and grain trade of Hagerstown and the Cumberland Valley was almost entirely diverted to Georgetown through Williamsport via the canal, whereas previously much of it had gone overland the Baltimore on the National Road. As a result, the coming of the canal proved to be a stimulant to the commercial prospects of the town and made it necessary to expand the warehousing facilities at the town to accommodate its increasing trade.²⁴

The new life of the town was vividly described in *Niles' Register* and the *Williamsport Banner* when water was admitted to the Williamsport section of the canal in April 1835. On the 11th, *Niles' Register* observed

We learn from the *Williamsport Banner*. . . that the water was let into the canal below that place on the 1st inst. and it was expected that, in a very few days, the canal would be navigable the whole distance from Dam No. 5, above Williamsport, to Washington City. The *Banner* says — 'The basin at the foot of Potomac St. has been upwards of a week past, crowded with boats, arks, &c. laden with coal and flour, and that the busy, bustling appearance which the arrival of the boats has given to that part of the town, in the vicinity of the canal, is truly gratifying, and brings to mind the wharves of a commercial city.'²⁵

That same day, the *Williamsport Banner* reported:

Wednesday and Thursday last, the 8th and 9th instant, were busy days with us on the canal. The water was let into the level next below Williamsport, and the numerous vessels which had, within the previous few days, been literally wedged in our basins and canal, forming as complete a bridge of boats as ever crossed the Rhine, thronged and pressed to the lock, eager for passage below. As fast as balance beam and valve key could be plied, were they passed on amid the shouts of a number of our citizens, who had assembled to witness the novel sight. Of the number of vessels which were admitted, we have not been duly informed but our estimate, and we speak, we are sure, much within the number, is from fifty to sixty: . .

It was a glorious sight to see the numerous boats as they lay in the basin by night, each illuminated by a glowing coal fire, which cast 'a long level rule of light' across the water; and the silence of night was not unpleasantly interrupted by the cries of the hoarse boatmen, as they were disturbed from their mooring by new arrivals, and driven to closer contract with their neighbors. We heard driver's remonstrances boisterous and uncouth against 'scrowging,' to make use of the navigator's expressive, however inelegant term.²⁶

²⁴ Williams, *History of Washington County*, I, pp. 156, 196.

²⁵ *Niles' Register*, XLVIII (April 11, 1835), p. 89.

²⁶ *Williamsport Banner*, April 11, 1835, quoted in *Niles' Register*, XLVIII (April 25, 1835), p. 135.

The increase in commercial activity enabled Williamsport to become perhaps the outstanding canal town along the route of the canal. On May 26, 1835, the *National Intelligencer* reported on the continuing developments at the town:

From Williamsport. . . we learn that that town has quite a lively appearance, from the bustle of business, present and prospective. Among other circumstances, consequent on the extension of the Canal thus far, we learn that two considerable iron-masters in the neighborhood of Chambersburg, in Pennsylvania, have agreed to send, each, five thousand tons of bar-iron and castings to Williamsport, this year, for transportation down the Canal, to be forwarded to New York, Massachusetts, &c. The advantage of arrangement to them is, that the same wagons which bring down the iron, can load back with coal from the Canal. For the purposes of this branch of business a very large warehouse is now building on the margin of the Basin of the Canal at Williamsport. We understand, further, that the officers of the Company, on a late visit up the line of the Canal, made a disposition of water power to individuals at three different places in the vicinity of Williamsport.²⁷

²⁷ Washington *National Intelligencer*, May 26, 1835.

IV. Expansion and Operation Of the Warehouse: 1835–1872

Architectural evidence indicates that the principal part of the brick portion of the present Cushwa Warehouse building was constructed about 1835 to 1840.²⁸ This evidence is supported by the aforementioned article in the *National Intelligencer*. Apparently, the smaller structure of the 1790–1810 period was enlarged to accommodate the expanding trade in flour, grain, cement, plaster, iron and coal at the town.

Although the contractor of the enlarged warehouse structure cannot be identified, the owners of the structure and Lot No. 223 on which it was located were Ann and Mary Smith Williams, the widow and daughter, respectively of Edward Greene Williams who had died on February 7, 1829.²⁹ When Williams died, he left a will which specified that his estate was to be divided between his wife and daughter, when the latter should have attained her eighteenth year. The management of all his family affairs he entrusted to the care of his father-in-law, William Gilmore of Baltimore.³⁰

The warehouse and Lot No. 223 were jointly held by Ann and Mary Smith Williams until September 16, 1837. At that time Ann, the widow of Edward Greene, assigned her portion of the estate to Benjamin C. Howard of Baltimore as a trustee because she was planning to marry John S. Donnell, a merchant of Baltimore.³¹ Apparently, the entire estate had come into the hands of Mary Smith Williams by 1840 because on July 20 of that year she assigned it to Benjamin C. Howard as trustee in view of her own coming marriage to Rev. John Campbell White of Baltimore.³² During the next eight years, Mary Smith (Williams) White assigned her entire estate to a succession of trustees: John White in 1841; Joseph White in 1842; and Rev. John Campbell White in 1848.³³

The price status of the warehouse on the Williamsport Basin during the ensuing years is unclear. The town properties and Springfield Farm that were left to Ann and Mary Smith Williams by their husband and father were apparently operated by managers under the

²⁸ Such a conclusion was made by James Askins after a cursory structural review of the warehouse.

²⁹ It is interesting to note that the canal board was asked to "wall up the sides of the Basin at Williamsport" in August 1836, some sixteen months after the waterway was completed to the town. Accordingly, the canal directors determined on August 17th that the Superintendent be directed to cause the walls to be erected, so soon as the Burgess and Commissioners of the Town of Williamsport shall provide for conveying the wash of Potomac Street into the Conococheague Creek near Mrs. Williams' warehouse. Proceedings of the President and Board of Directors, E, p. 123. Unless otherwise noted, all manuscript source materials referred to in this report are deposited in the Department of the Interior files at the National Archives and are designated Record Group 79.

³⁰ Will, Edward Greene Williams, April 11, 1829, in Washington County Register of Wills, Liber C.

³¹ Deed of Trust, Ann Williams to Benjamin C. Howard, September 16, 1837, in Baltimore County Land Records, Liber TK 274, Folio 319–322.

³² Indenture, Mary Smith Williams to Benjamin C. Howard, July 20, 1840, in Baltimore County Land Records, Liber TK 310, Folio 290–292.

³³ Indentures, Benjamin Howard to John White, July 19, 1841, John White to Joseph White, March 12, 1842, and Joseph White to John Campbell White, August 23, 1848, in Baltimore County Land Records, Liber TK 310, Folio 290–292, Liber TK 318, Folio 149–151, and Liber AWB, Folio 529–534, respectively.

general supervision of William Gilmor of Baltimore, the father-in-law of Edward Greene Williams who had been entrusted with the management of all the family affairs after the death of the latter in 1829. One of the earliest managers of the warehouse probably was John Dovenberger (also spelled Douvenbarger), who commenced his operation of the business by the late 1830's or early 1840's. This supposition is based on a letter sent by Charles M. Embrey, who ran a thriving business in retail and wholesale grain, flour, coal, iron, cement and plaster at the warehouse from this period until the early 1870's, to the board of directors of the canal company in December 1847. In the communication, Embrey noted that "I have leased of Mr. John Dovenberger on the Ches. & O. Canal his warehouse for a number of years."³⁴

According to the records of the canal company, Embrey was a major shipper of flour and Grain on the waterway from his leased warehouse at Williamsport to Georgetown by 1846–47.³⁵ In his *History of Washington County*, Williams noted the large volume of trade that moved down the canal from Williamsport to Georgetown, much of which was transported from the Embrey warehouse by Embrey's fleet of boats:

During the boating season of 1848, the shippers of Williamsport forwarded to Georgetown 61,390 barrels of flour, 3,158 bushels of wheat, 7,000 bushels of corn, 1,057 barrels of whiskey besides immense quantities of lime, hoop poles and lumber.³⁶

To facilitate his growing business, Embrey, on December 30, 1847, requested permission from the canal company to build a wharf adjacent to the warehouse on the berm bank of the canal basin. Despite his increasing business, "no suitable place for a landing on the canal" had been built to accommodate the warehouse. Accordingly, he explained his request to the board of directors:

The county road leading from Sharpsburg strikes the canal at this point (Williamsport) for the convenience of the public as well as myself. A landing place at this point is much wanted. Mr. W. S. Elgin, supt. on the Division has been applied to both by myself & Mr. Dovenberger for permission to build a wharf & make a landing. He informed us that the grant had better come from the co. and promised to obtain it for us, but as yet no permission has been given to do the work. The wharf can only be built when the water is out of the canal; hence the great necessity of doing the work this winter while the water is out of the canal. As there will be no time to loose (sic) if the work is done this winter, I have thought to try & get an early hearing from the Board.³⁷

On January 12, 1848, the canal board approved the request by Embrey for permission to build the wharf on the berm side of the canal adjacent to his warehouse. The wharf was to be built under the direction of Charles B. Fisk, chief engineer of the canal company. Embrey was granted the privilege of using the wharf "during the will and pleasure of the Board."³⁸ Over the next fifteen years Embrey expanded his operations to include several other enterprises in the vicinity of his warehouse. In June 1848 Embrey determined to erect a hay press and landing on a vacant lot belonging to the canal company between his warehouse and Lock No. 44. He requested permission from the canal board to build the structures because

³⁴ Embrey to Board of Directors, December 30, 1847, Ltrs. Recd., C & O Co. For more biographical information on Charles M. Embrey, see Appendix E.

³⁵ Proceedings of the President and Board of Directors, (), pp. 462, 478, H, p. 5.

³⁶ Williams, *History of Washington County*, p. 256.

³⁷ Embrey to Board of Directors, December 30, 1847, Ltrs. Recd., C&O Co.

³⁸ Proceedings of the President and Board of Directors, H, p. 125.

There is no hay press for many miles of the place. It would prove a source of revenue to the Co. if there was a press here. There is a great quantity of hay raised in this section of (the) county that would find its way to the D.C. markets if there was the necessary convenience of getting there.³⁹

As the vacant lot was largely unused except for the occasional landing and storage of lumber, the board granted Embrey's request on June 29. The hay press and landing on the canal berm were to be built under the direction of Superintendent William S. Elgin of the 3rd Division. The structures were not to interfere with the navigation of the canal and their use by Embrey was to continue during the "will & pleasure of the Board."⁴⁰

The earliest extant canal company records relative to registered boats on the waterway are those of 1851. In that year, C. Embrey & Co. was listed as owning and operating two boats — "Dewitt Clinton" and "Ben Franklin." Both boats were rated as Class B craft, which meant that they were between 70 and 90 feet in length and 11 feet, 9 inches to 14 feet, 7 inches in width and had a draft when loaded of between 3 feet and 4 feet, 6 inches.⁴¹

The expansion of trade on the canal after the waterway was completed to Cumberland made the repair of boats a lucrative business. In June 1852 Embrey asked for and received permission to build "stocks" for the repair of boats on the canal company's land above Lock No. 44 under the direction of the superintendent of the Williamsport Division.⁴² Ten years later in April 1862 Embrey and his son Theodore, who had become a partner in the business in 1855, requested permission from the canal board to construct a dry dock above Lock No. 44 with

the use of water from the canal to repair boats — the proposed dock being on private property at the mouth of a ravine which deposits sediment in the canal, asking that they be allowed to run a trunk under the canal to carry off the water from the ravine as well as the dock, which they say will relieve the Company of considerable expense in removing deposits from the canal.⁴³

Upon the recommendation of the Williamsport Division superintendent, the board authorized Charles M. Embrey & Son to construct the dry dock provided that it would not injure the canal or interfere with the navigation thereof, said privilege to continue during the "will and pleasure of the board."⁴⁴

During the late 1850's and early 1860's Embrey decried the successful attempt of the Baltimore and Ohio Railroad to win the Potomac Valley flour trade from the canal. From an average annual tonnage of more than 25,000 tons of flour in 1851–53, the canal trade in this product declined to slightly more than 7,000 tons in 1861–62. Embittered by this blow to his business, Embrey sent a letter to the canal board on April 26, 1862, blaming the loss of flour trade on the directors' inability to maintain the waterway and to insure regular navigation. However, as coal became the major product in the canal trade after the waterway

³⁹ Embrey to Board of Directors, June 13, 1848, Ltrs. Recd., C & O Co.

⁴⁰ Proceedings of the President and Board of Directors, H, p. 185.

⁴¹ Record of Boat Registrations, 1851–74, C & O Co.

⁴² Proceedings of the President and Board of Directors, H, p. 525.

⁴³ *Ibid.*, I, p. 292.

⁴⁴ *Ibid.*, I, p. 292.

reached Cumberland in 1850 shippers such as Embrey turned increasingly to the coal trade as their principal means of livelihood by the early 1860's.⁴⁵

Apparently, the wharf built by Embrey on the canal basin adjacent to his warehouse had deteriorated by 1859. In April of that year, he requested permission from the canal board to build a new wharf which he would lease from the company. On April 8 the directors resolved

That a lease be executed to Chas. Embry (sic) for such purpose, for a period of ten years, and at the expiration of said period, that such improvements as may be made, under the direction of the Engr. and Genl. Supert. Of the Canal, to be kept in good condition by sd. Chas. Embry (sic) shall become the property of the company.⁴⁶

During 1862–63 Embrey and the canal directors were engaged in a dispute over the company's attempt to require him to pay an annual rental fee for the use of canal land and to confine his use of such land to that west of the warehouse. Finally on April 10, 1863, the board approved the following resolution:

Ordered—That Chas. Embrey be required to pay an annual rent of \$30 commencing from and after the 1st of July last, on such portion of the Company's land in his occupancy, and in future to embrace only such portion as lies west of his warehouse, and on refusal to do so that the Supt. of the Williamsport Division be directed to take charge of said property.⁴⁷

Embrey appealed the decision, but the board rejected any compromise on May 7 of that year.⁴⁸

The following year on November 19, 1864, Charles M. and Theodore Embrey purchased the warehouse and Lot No. 223 from John Campbell White and his wife Mary Smith (Williams) White for the sum of \$2,500. During the Civil War, the Springfield Farm was taken over by the Union Army for a campsite and “for four years the depredations incident to war despoiled its beauty.”⁴⁹ As a result, the Whites moved to New York and determined to sell all their holdings at Williamsport. Accordingly, the Whites sold to the Embreys Lot No. 223 “situate on Potomac Street and the basin of the Chesapeake and Ohio Canal . . . with the improvements thereon being a brick warehouse and now used by said Charles and Theodore in their business.”⁵⁰

Following his purchase of the warehouse, Embrey continued to claim land east of the warehouse, but the company counsel negated such claim by obtaining a judgment in the

⁴⁵ Embrey to Dellinger, April 26, 1862, Ltrs. Recd., C & O Co., and Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal* (Baltimore, 1946), p. 307.

⁴⁶ Proceedings of the President and Board of Directors, I, pp. 100–101.

⁴⁷ *Ibid.*, K, p. 331.

⁴⁸ *Ibid.*, K, p. 335.

⁴⁹ *Baltimore Sun*, April 2, 1905.

⁵⁰ Deed, John Campbell White, Trustee, to Charles M. and Theodore Embrey, November 19, 1864, in Washington County Land Records, Liber IN 19 (64), Folio 20–21. Earlier on April 8, 1864, the Whites had sold the 211-acre Springfield Farm to Charles W. Humrichouse for the sum of \$16,000. Deed, John Campbell White, Trustee, to Charles W. Humrichouse, April 8, 1864, in Washington County Land Records, Liber IN 17 (62).

Washington County courts in December 1865 supporting the canal board's position that it possessed a clear title to the property from Ann and Mary Smith Williams.⁵¹

⁵¹ *Ibid.*, K, pp. 449, 465. This legal dispute is interesting in light of the fact that a title search on the canal right of way between the east bank of Conococheague Creek and the east edge of the canal basin conducted by the C & O Canal Land Acquisition Office in Frederick, Maryland, reveals that none of the land in question was purchased by the canal company. It is the opinion of the staff at the Land Acquisition Office that the canal board entered into a "gentleman's agreement" with Ann and Mary Smith Williams to secure a right-of-way for the construction of that portion of the canal, including the basin.

V. Expansion and Operation of the Warehouse Under Embrey and Cushwa: 1872–1880

The eight-year period between 1872 and 1880 was a time of expansion and prosperity for the business operations at the Williamsport warehouse. By that time the principal products which the business handled were coal, cement and plaster, although grain, flour and timber materials were still a significant portion of the trade. The growth in business at the warehouse during this period was aided by the completion of the Western Maryland Railroad to Williamsport, the rising demand for Cumberland coal, and the emergence of Victor Cushwa as a partner with Embrey in the company.

In 1872 Victor Cushwa, a businessman who resided near Clearspring, entered into an informal partnership with Charles M. Embrey & Son.⁵² Appeared in the Williamsport *Pilot* reporting on the town's dependence on the canal trade for its prosperity and the significant role of the coal shipment operations in the local economy. On August 24 the newspaper observed:

There are 48 boats owned by citizens of this town, not counting the immediate vicinity. These 48 boats upon an average carry 5,000 tons of coal per trip. Allow each boat 20 trips per season and you have in round numbers 100,000 tons of coal carried to market by our boatmen. The toll upon this coal at 46 cents per ton would amount to \$46,000. Add to this the toll on each boat for each trip, \$8.16—and you have \$7,833.60 more, in all the sum of \$53,833.60 earned by our boatmen during the course of a boating season for the company. Of course this is simply the coal trade, and does not include the local trade from this port, or have any reference to tolls collected here. The amount of flour, grain, &c., shipped from, and the amount of lumber, hoop poles, plasters, phosphates, &c. received here, is considerable. . .⁵³

Some four months later on December 21 the newspaper commented on the coal trade during the 1872 boating season:

The report is exclusive of a considerable amount of coal, the toll upon which was paid here, but which was not delivered exactly at the wharf at this place. . . The horse disease, low water, and the early close of navigation by the ice, rendered the season not only unprofitable to boatmen, but made shipments much shorter than they would otherwise have been. The coal shipped by Mr. Cushwa was for the sole use and consumption of the Western Maryland Railroad Company (whose line was then being completed to Big Pool on the canal some 12 miles west of Williamsport), and a great deal of it is on the wharf here yet awaiting wagon transportation to

⁵² A biographical sketch of Victor Cushwa may be seen in Appendix G. Earlier in 1868–69 Cushwa and Elie Stake had purchased two parcels of land totaling slightly more than 24 acres on the west bank of Conococheague Creek. Later in 1896 Cushwa opened his Conococheague Brick and Earthenware Company on this property. Deed, (), G. W. Stake to Elie Stake and Victor Cushwa, January 31, 1868, in Washington County Land Records, Liber L.B.N. No. 2, Folio 340, and Deed, William T. Hamilton, Trustee, to Elie Stake and Victor Cushwa, May 10, 1869, in Washington County Land Records, Liber W. Mc. K. No. 1, Folio 500. In 1898 Cushwa acquired a third parcel of land which he added to his brickyard property. Deed, John A. Dugan and wife to Victor Cushwa, July 30, 1898, in Washington County Land Records, Liber 108, Folio 501. A short summary of the Cushwa brick operations may be seen in Appendix H.

⁵³ Williamsport *Pilot*, August 24, 1872, in Arthur Pue Norman Collection, Southern Historical Collection, University of North Carolina, Chapel Hill.

Hagerstown. That received by Messrs. Embrey and Steffey, respectively, was to supply not only the local demand, but manufactories of various kinds in Pennsylvania and those portions of Maryland lying along the line of the W. M. Railroad.

	TONS	CWT.
Victor Cushwa	4,234	03
C. Embrey & Son	3,725	06
E. P. Steffay	<u>1,544</u>	<u>16</u>
TOTAL	9,503	25

The value of this coal at \$4.50 per ton, which is about average, is \$38,018.20.⁵⁴

The available documentation indicates that the Embreys and Cushwa kept their business accounts separate until 1875 despite the fact that they maintained a partnership agreement. For instance, the canal company records for 1873–74 note that Charles M. Embrey was the registered owner of one boat, the “Thomas I. Baker,” while Victor Cushwa was listed as the owner of “Lady of the Lake.”⁵⁵ In 1874 Embrey retired and left his share of the business to his son Theodore who had been his partner in the Charles M. Embrey & Son enterprise since 1855.⁵⁶ Theodore Embrey formally deeded an undivided one-half interest in the firm to Victor Cushwa for the sum of \$4,500. At that time the holdings of the firm included Lots Nos. 218, 222–229, and 239–241 in the town as well as the improvements and business operations which were located on the parcels, the most important enterprise being the Charles M. Embrey & Son warehouse and wharf at the canal basin on Lot No. 23. With the change in ownership, the name of the firm was changed to Embrey and Cushwa.⁵⁷

The canal company’s efforts in the early 1870’s to promote the continued expansion of trade by facilitating the construction of the Cumberland Valley Railroad and the Western Maryland railroad where those lines touched upon the canal’s rights were an added economic stimulus to Williamsport and thus to the firm of Embrey and Cushwa. Completed to the town on December 17, 1873, the Western Maryland provided a connection between the canal and Baltimore. The Cumberland Valley, which was opened to Martinsburg, West Virginia, in 1874, ultimately provided a link between Harrisburg and Winchester crossing the canal at Powell’s Bend one mile below Williamsport. As a result of the new lines, it was estimated that the coal trade of Williamsport increased to the point that nearly one-half of the town’s population was involved in the shipment, unloading and transfer of that product.⁵⁸

The coal trade at Williamsport grew nearly four-fold between 1872 and 1877. Canal company records show that coal shipments via the waterway increased from 9,599.10 tons in 1872 to 29,395.06 tons in 1874 and 36,272.06 tons in 1877.⁵⁹ To accommodate the ex-

⁵⁴ Williamsport *Pilot*, December 21, 1872, in Gorman Collection. Steffey operated a coal yard, wharf and warehouse along the berm of the canal at the base of Canal Street between the basin and Lock No. 44.

⁵⁵ Record of Boat Registrations, 1851–74, C & O Co.

⁵⁶ Scharf, *History of Western Maryland*, II, pp. 989, 1,225.

⁵⁷ Deed, Charles and Elizabeth Embrey and Theodore and Irene Embrey to Victor Cushwa, November 26, 1875, in Washington County Land Records, Liber GBO 73, Folio 662.

⁵⁸ Washington *Evening Star*, July 11, 1902.

⁵⁹ *Forty-Fifth Annual Report* (1873), C & O Co., p. 47; *Forty-Seventh Annual Report* (1875), C & O Co., Table H; and *Fiftieth Annual Report* (1878), C & O Co., p. 24.

panding coal trade Embrey and Cushwa doubled their fleet of boats operating out of the warehouse. By 1878 the firm owned the following boats:

- “John A. Spielman” - Benjamin Miller, Captain
- “David Sibert” - George Hamilton, Captain
- “E. M. Stanhope” - George Thompson, Captain
- “Charles B. Embrey” - John Buchanan, Captain⁶⁰

The lone distressing event of the 1872–80 period was the 1877 flood which caused the Potomac and Conococheague at Williamsport to rise to unprecedented levels. The junction of the two water courses “was a vast lake, covering canal, aqueduct and everything except the tops of the trees. Despite the raging flood waters, little serious damage was inflicted on the warehouse.”⁶¹

⁶⁰ All four of the boats were built by Isaac Gruber in 1874 at his steam planing mill located on the west side of the Williamsport Basin between the abutment of Aqueduct No. 5 and the Embrey and Cushwa warehouse. Gruber had leased the mill from Charles M. Embrey & Son in 1866 and later entered into partnership with John Witmer to operate under the firm name of The Potomac Steam Planing Mill. On June 4, 1879, John M. Miller and George A. Miller leased the mill from Embrey and Cushwa, and on September 22, 1880, Victor Cushwa took out a 50-year lease from the canal company for the annual use of 120 square inches of water to propel machinery for the plaster, grist and sawmill operated by the Millers. By the terms of the agreement Cushwa was permitted to draw off water "on the berm side of the canal between the Aqueduct at Williamsport and the warehouse of said Cushwa 150 feet east side of said Aqueduct and 165 feet west of said warehouse." Cushwa agreed to pay an annual rental fee of \$100 for the first five years and \$120 thereafter. The Miller Brothers Lumber Company operated the facility as a sawmill until 1917 when J. M. Miller was converted into an ice plant. The structure was razed by fire in 1919, and in 1928 Lester Cottrill leased the site from the Cushwa family and erected a concrete slaughterhouse. All that remains of the structure today is the concrete foundation. Proceedings of the President and Board of Directors, N, p. 76; "Articles of Agreement between Victor Cushwa and the Chesapeake and Ohio Canal Company, September 22, 1880," Legal Records, ca. 1828–1900, C & O Co.; Lease, Victor Cushwa to John M. Miller and George A. Miller, June 4, 1879, in Washington County Land Records, Liber 78, Folio 143; Williamsport Chamber of Commerce, *Williamsport and Vicinity and Reminiscences*, pp. 53–54, 100; George Hooper Wolfe, *I Drove Mules on the C & O Canal* (Dover, 1969), p. 63; and "Exhibit A-Real Estate, Improved and Unimproved, 1890," in Receivership Papers, Washington County Courthouse, Hagerstown.

⁶¹ Scharf, *History of Western Maryland*, pp. 1,202–1,202. According to Scharf, the water mark that was placed on the warehouse for the 1877 flood was inaccurate as it showed the flood level to be $\frac{3}{4}$ inches lower than the 1852 freshet. All available evidence appeared to indicate that the 1877 flood was the highest freshet to strike Williamsport up to that time.

VI. Development and Operation of the Warehouse Under the Cushwa Family: 1880–1974

On July 9, 1880, Victor Cushwa acquired full control of the warehouse business from Theodore and Irene Embrey, and the company name was again changed to “Victor Cushwa.”⁶² Operating the business alone for six years, Cushwa purchased six parcels of property on Salem Avenue in Hagerstown and built several warehouses there in 1890 to accommodate the increasing volume of his business.⁶³

By that time, the company, which had become Victor Cushwa & Sons in 1888 after Cushwa had taken into partnership his son, Victor Monroe, and son-in-law, Martin Emmett Cullen, was concentrating in the wholesale and retail anthracite and bituminous coal, Round Top and Portland cement, Blue Windsor and Calcined plaster, and river and white sand.⁶⁴

During the 1880’s Victor Cushwa became associated with the Consolidation Coal Company as a distributor which comprised the major portion of his business. Coal was shipped down the canal by boat from Cumberland to Cushwa’s Wharf at Williamsport, where it was transferred by the Consolidation Coal Company to Western Maryland railroad cars for shipment north into Pennsylvania over the Emmitsburg Branch (completed in 1875) and the Waynesboro Branch (completed in 1881) and east into Baltimore.⁶⁵

As the Williamsport distributor for the Consolidation Coal Company, Cushwa handled the entire coal trade of that company shipped down the canal to the town. Canal company records indicate that the following annual coal tonnages were transported over the waterway to Cushwa’s Wharf between 1879 and 1888:

1879	14,326.01
1881	35,378.16
1882	36,279.19
1883	54,504.18
1884	56,387.04

⁶² Deed, Theodore and Irene Embrey to Victor Cushwa, July 9, 1880, in Washington County Land Records, Liber 79, Folio 579. Transcriber’s Note: In the original text, there is a blank page here with a handwritten notation at the bottom: “Hagerstown Daily Mail, October 16, 1890.” No reproducible original was found. See footnote 64

⁶³ Deeds, Henry G. Wiles and others to Victor Cushwa, April 26, 1886, Henry G. Wiles to Victor Cushwa, March 1, 1887, John H. Cook to Victor Cushwa, July 20, 1887, Henry G. Wiles and others to Victor Cushwa, April 13, 1888, John H. Cook to Victor Cushwa, September 20, 1890, and Hagerstown Wheel Company of Washington County, September 24, 1890, in Washington County Land Records, Liber 89, Folio 277, Liber 90, Folio 244, Liber 90, Folio 665, Liber 91, Folio 659, Liber 95, Folio 521, and Liber 95, Folio 510, respectively.

⁶⁴ Hagerstown *Daily Mail*, October 16, 1890, and Williams, *History of Washington County*, II, pp. 1,008–1,011. See the following page for an advertisement of the Hagerstown branch of the Cushwa business. Grain, flour, fertilizer and timber products continued to be of secondary importance to the business. Hagerstown *Daily Mail*, January 16, 1891.

⁶⁵ David K. Cushwa, III, *100th Anniversary of Victor Cushwa & Sons Inc.* (Williamsport, 1972), and Scharf, *History of Western Maryland*, II, p. 1,006.

1885	45,042.07
1886	47,278.09
1888	51,264.19 ⁶⁶

The expanding Cushwa coal business was responsible for another addition to the warehouse as well as the construction of additional wharf facilities on the berm side of the canal just east of the basin. During the period from 1873 to 1888, the Western Maryland Railroad secured a right-of-way to lay tracks for a “siding” along the berm of the canal from its terminus at the depot on North Conococheague Street in the town so that the canal trade could be transferred directly to its railroad cars. Although the date is difficult to pinpoint, photographs and railroad right-of-way track maps clearly indicate that the “Cushwa Siding” was extended to the Cushwa Warehouse by 1888. At the same time a frame addition was extended from the brick portion of the warehouse over the end of the siding tracks so that railroad cars could be loaded from the structure’s overhead coal storage facilities. Architectural evidence indicates that this addition was built on top of the wharf. During the same period, photographs reveal that a stone or log wall was built along the canal berm just east of the basin to serve as a wharf where boats could dock and transfer their cargoes directly to Western Maryland railway cars. A large steam crane was used on that portion of Cushwa’s Wharf to unload coal from canal boats into railroad cars at least as early as 1895.⁶⁷

In addition to the expansion of his facilities at Williamsport, Cushwa undertook during the 1880’s to build a wharf (5 feet high and 200 feet long) in the canal berm at Powell’s Bend, approximately one mile below the town for the convenience of shipping coal over the Cumberland Valley Railroad. Controlled by the Pennsylvania Railroad Company, the Cumberland Valley extended from Harrisonburg, Pennsylvania, to Winchester, Virginia, and provided a further outlet for the Cushwa coal business.⁶⁸

During the titanic flood in late May 1889, the Cushwa Warehouse was flooded to a depth of nearly twelve feet but escaped major damage. However, a large portion of the canal was demolished and area newspapers indicate that the Cushwa Wharf was used for the shipment of various materials to repair the canal structures. For instance, the Hagerstown *Daily Mail* reported on January 16, 1891, that pulp wood was boated from the wharf to a pulp mill near Dam No. 5 for the production of materials to be used in the restoration of that structure.⁶⁹ Victor Cushwa had a vested interest in the reopening of the waterway after the devastating flood, and when the canal company went into receivership he accepted the appointment to act as a trustee for the District of Columbia from 1890 to 1900.⁷⁰

⁶⁶ Data taken from the *Fifty-First, Fifty-Third, Fifty-Fourth, Fifty-Fifth, Fifty-Sixth, Fifty-Seventh, Fifty-Eighth and Sixtieth Annual Reports* of the Chesapeake and Ohio Canal Company.

⁶⁷ “Right-of-way and Track Map (of the) Western Maryland Railway Company,” June 30, 1919, in Misc. Mss. Of the C&O Canal Land Acquisition Office, Frederick; Williamsport Chamber of Commerce, *Williamsport and Vicinity Reminiscences*, pp. 53–54; and Cushwa, *Victor Cushwa & Sons*, unpaginated.

⁶⁸ Scharf, *History of Western Maryland*, II, pp. 1,004–1,005; Williams, *History of Washington County*, II, pp. 1,008–1,011; and Lee D. Barron, “The Chesapeake and Ohio Canal As It Is and As It Was” (Washington, 1969), unpaginated.

⁶⁹ Hagerstown *Daily Mail*, January 16, 1891.

⁷⁰ *Portrait and Biographical Record of the Sixth Congressional District, Maryland* (Chicago, 1898).

After navigation on the canal was restored in 1891, Victor Cushwa & Sons resumed its position as the principal shipper on the waterway at Williamsport. According to the Washington *Evening Star* on July 11, 1902, business on the waterway at the town was

flourishing, there being a continuous string of boats to and from Cumberland. About 50 boats are unloaded there every month, carrying over 5,000 tons of coal. Large consignments of coal are also being shipped to Powell's Bend, 1 mile below, where it is transferred to the Cumberland Valley Rr. New machines for unloading boats in use on wharves at Williamsport greatly facilitate business, about 3 times as many being unloaded as before. Shippers are full up with orders for coal which is shipped over the Western Maryland Railroad.⁷¹

In April 1909 Victor Cushwa retired and conveyed to his sons, Victor Monroe and David Kreigh, Sr., and his son-in-law, Martin Emmett Cullen, all his land holdings and business concerns in Williamsport and Hagerstown. The property was transferred to those three individuals for the sum of \$68,000. His eldest son, Victor Monroe who had been in charge of the Hagerstown branch of the Cushwa business, became president of the company and served in that capacity until his death in 1930.⁷²

An analysis of the surviving canal company records from the collectors office at Williamsport for the period from 1911 to 1923 shows that Victor Cushwa & Sons maintained its position as the principal coal shipper in the town until the canal ceased to operate in 1924. While the extant records are not comprehensive, they indicate that the firm shipped an average of some 3,300 tons of coal per month during that 13-year period compared to a monthly average of some 900 tons by Steffey and Findlay, its only competition in the canal coal trade at Williamsport during that period. The statistics reveal the decline in the canal coal trade during the last years of the waterway's operation because the combined totals for Victor Cushwa & Sons and Steffey and Findlay for the 1911–23 period were well below the tonnages of the 1870's and 1880's.⁷³

The Cushwa Warehouse continued to serve as the main office of the Cushwa coal and building materials business and brick operation until the early 1970's. During that period, the following family members held the position of president of Victor Cushwa & Sons: Victor Monroe Cushwa, the oldest son of Victor Cushwa, 1909–30; David Kreigh Cushwa, Sr., second oldest son of Victor, 1930–59; Thomas Benton Cushwa, the oldest son of Victor Monroe, 1959–68; David Kreigh Cushwa, Jr., the son of David Kreigh, Sr., 1968–69; and David Kreigh Cushwa, III, the oldest son of David Kreigh, Jr., 1969–present. In 1974 the National Park Service purchased the Cushwa Warehouse property, and the office was moved to the brick operation on the west side of Conococheague Creek.⁷⁴

⁷¹ Washington *Evening Star*, July 11, 1902.

⁷² Deed, Victor Cushwa to Victor Monroe Cushwa, David Kreigh Cushwa and Martin Emmett Cullen, April 9, 1909, in Washington County Land Records, Liber HEB 131, Folio 535–538. For more biographical information on Victor Monroe Cushwa and David Kreigh Cushwa, Sr., see Appendices I and J, respectively.

⁷³ Misc. Mss., 1891–1923, in Chesapeake and Ohio Canal Company Papers, 1891–1923, Duke University Library, Durham, North Carolina. A summary of the extant statistical material extracted from these papers may be seen on the following page.

⁷⁴ Cushwa, comp., *Victor Cushwa & Sons*, unpaginated.

SUMMARY OF CANAL COAL SHIPMENTS AT
WILLIAMSPORT: 1911–1923

	VICTOR CUSHWA & SONS	STEFFEY & FINDLAY
MAY 1911	2,885.18	463.71
JULY 1911	2,534.70	233.17
AUGUST 1911	3,852.49	460.59
SEPTEMBER 1911	3,490.57	449.02
APRIL 1912	4,011.52	562.90
MAY 1912	3,346.00	114.91
JUNE 1912	2,197.79	346.20
SEPTEMBER 1912	6,144.69	1,159.59
OCTOBER 1912	6,140.04	1,273.70
JUNE 1913	3,853.70	470.23
OCTOBER 1914	4,937.86	2,702.24
NOVEMBER 1914	3,132.87	1,512.12
APRIL 1915	2,974.97	1,374.78
JUNE 1915	2,976.66	572.59
JULY 1915	3,084.71	1,141.69
AUGUST 1915	4,244.08	1,715.98
SEPTEMBER 1915	4,342.86	-----
OCTOBER 1915	4,561.31	1,938.20
NOVEMBER 1915	5,142.57	2,061.43
MAY 1916	1,383.21	578.66
JUNE 1916	3,840.96	-----
APRIL 1917	3,148.07	1,799.02
MAY 1917	4,216.54	1,367.28
JUNE 1917	3,991.29	1,252.72
SEPTEMBER 1917	4,456.18	1,365.70
OCTOBER 1917	4,843.82	1,588.68
NOVEMBER 1917	3,765.27	1,483.41
APRIL 1918	220.27	109.51
MAY 1918	668.21	224.78
JUNE 1918	556.48	-----
AUGUST 1918	3,970.17	1,435.84
SEPTEMBER 1918	1,551.55	666.73
APRIL 1919	1,899.74	-----
JUNE 1919	2,856.25	1,478.39
AUGUST 1919	2,979.03	1,029.86
SEPTEMBER 1919	3,198.43	798.42
MAY 1920	2,050.49	685.21
JUNE 1920	4,090.57	1,252.21
SEPTEMBER 1920	3,642.14	1,247.54
OCTOBER 1920	3,855.43	1,479.06
JULY 1921	691.83	-----
MAY 1923	1,457.98	-----
JUNE 1923	2,785.59	112.29

APPENDIXES

A.	Otho Holland Williams	22
B.	Biological Sketch of Colonel Elie Williams	23
C.	Biographical Sketch of Edward Greene Williams	24
D.	Biographical Sketch of Thomas Kennedy	25
E.	Biological Sketch of Charles M. Embrey	26
F.	Biographical Sketch of Theodore Embrey	27
G.	Biographical Sketch of Vistor Cushwa	28
H.	Cushwa Brick Operation	30
I.	Biographical Sketch of Victor Monroe Cushwa	32
J.	Biographical Sketch of David Kreigh Cushwa, Sr.	33

Appendix A: Otho Holland Williams⁷⁵

WILLIAMS, OTHO HOLLAND (March 1749–July 15, 1794), Revolutionary soldier, was born in Prince Georges County, Md., the son of Joseph and Prudence (Holland) Williams, who had emigrated from South Wales a few years before. In 1750 the family moved to the mouth of Conococheague Creek, in what was then Frederick County, where many years later (1787) Williams founded the town of Williamsport. His father presently died, leaving only a small estate for the support of his seven children, and the boy at the age of thirteen secured employment in the office of the county clerk at Frederick. In time he became sufficiently qualified to take complete charge of the office. About 1767 he moved to Baltimore, where he remained similarly employed until 1774 when he returned to Frederick and embarked on a commercial career. On June 22, 1775, he was appointed first lieutenant in a company raised in Maryland under Capt. Thomas Price for service in New England. He participated in the siege of Boston and was promoted to the rank of captain. In 1776 rifle companies from Maryland and Virginia were combined into a regiment of which Williams was appointed major, June 27. At the fall of Fort Washington, Nov. 16, he was wounded in the groin and taken prisoner. At first placed on parole in New York, he was later thrown into the provost's jail, charged with secretly communicating military information to Washington; he shared a cell with Ethan Allen. Insufficient food and unsanitary quarters seriously impaired his health before he was exchanged, Jan. 16, 1778. In the meantime he had been appointed, Dec. 10, 1776, colonel of the 6th Maryland Regiment. Rejoining the army in New Jersey, he took part in the battle of Monmouth, served as deputy adjutant-general under Horatio Gates in 1780, and was present at the battles of Camden and King's Mountain. Gate's successor, Nathanael Greene, appointed him adjutant-general. He commanded the rear-guard during Greene's retreat across North Carolina and took a distinguished part in the subsequent battles of Guilford Court House, Hobkirk Hill and Eutaw Springs. On May 9, 1782, he was promoted to the rank of brigadier-general.

At the conclusion of the war, he retired from the army. On Jan. 6, 1783, he was elected naval officer of the Baltimore district by the state council of Maryland. After the erection of the federal government under the Constitution of the United States, he was appointed collector of the port by President Washington. In May, 1792, on account of ill-health and family responsibilities, he declined a commission as ranking brigadier-general, second in command of the army. In a vain attempt to improve his physical condition, he made a trip to Barbados in 1793. He died at Miller's Town, Va. and was buried in Riverview Cemetery, Williamsport. Over his grave the Mediary Lodge of Masons erected a commemorative shaft. In 1786 he married Mary, a daughter of William Smith, a wealthy merchant of Baltimore. She bore him four sons.

⁷⁵ Dictionary of American Biography, XX, pp. 284–285

Appendix B: Biological Sketch of Colonel Elie Williams⁷⁶

Colonel Elie Williams, a brother of Otho Holland Williams and the second son of Joseph and Prudence Williams, was born in Prince George's County, Maryland in 1750 and raised in Frederick County. He was commissioned in the Continental Army with the rank of colonel and served as Quartermaster of Militia during the American Revolution. After the war, he was appointed Clerk of the Washington County Court at Hagerstown, and he held that office until 1800. He was also a contractor with Robert Elliot under the firm of Elliot & Williams during the campaign of Harmer, St. Clair, and Wayne against the Indians. In 1806 he was appointed president of the commission to lay out the National Road west of Cumberland, Maryland, and in 1823 participated in the early surveys for what ultimately became the line of the Chesapeake and Ohio Canal.

Colonel Elie Williams, who had lived on the Springfield Farm for much of his life, managed the estate for his brother when Otho moved to Baltimore in 1787. Elie inherited Springfield from his brother in 1794, but by 1810 he had established his permanent residence at Hagerstown because of his many civic duties, the social prominence of his wife Barbara (Grosch) Williams, and the demands of his five children. During the latter years of his life, he lived in Georgetown, where he died in 1823 at the age of 73.

⁷⁶ Scharf, *History of Western Maryland*, II, p. 1,233; Mish, *Springfield Farm*, pp. 327–331; Williams, *Family of Williams*, pp. 344–345; and Williams, *History of Washington County*, I, pp. 76, 163.

Appendix C: Biographical Sketch of Edward Greene Williams⁷⁷

Edward Greene Williams, the third son of Otho Holland Williams, was born on March 23, 1789, and named after General Nathanael Greene. He was a graduate of Princeton University and served with honor as captain of horse in the War of 1812, rising to the rank of major. Although his uncle, Colonel Elie Williams, inherited the Springfield Farm from Otho Holland, Edward came into the possession of the estate about 1810 and after the war interlude established his permanent residence there in 1814. A man of some distinction, he improved the Springfield estate and lived the life of a country gentleman during the remainder of his days. He served two terms as a member of the Maryland House of Delegates from Washington County. On February 7, 1829, he died at the age of 39 and was buried near his father at Williamsport. Edward Greene Williams married Anne Gilmor, daughter of William Gilmor, a member of the firm of Robert Gilmor & Sons in Baltimore. His only daughter, Mary Smith Williams, married the Rev. John Campbell White, a brother of Governor William Linkney Whyte of Virginia and grandson of William Linkney, a U.S. Senator and Minister to England, Russia and Italy.

⁷⁷ Williams, *History of Washington County*, I, pp. 79, (); Scharf, *History of Western Maryland*, II, (); Williams, *Family of Williams*, p. 343; and Mish, *Springfield Farm*, pp. 330–332.

Appendix D: Biographical Sketch of Thomas Kennedy⁷⁸

Thomas Kennedy was the youngest of eleven children of William and Grizzel (Lindsay) Kennedy, both of whom belonged to educated Scottish families. Thomas emigrated to America from Scotland in 1777 at the age of 20 and first settled at Matildaville, Virginia, near Great Falls on the Potomac River. In 1797 he married Rosamond Harris Thomas, daughter of William and Amelia (Selby) Thomas, whose Welsh ancestors were of the Thomas family that first settled on the site of Philadelphia, Pennsylvania. Leaving Matildaville that same year, Kennedy moved to Williamsport, Maryland, where he became a partner in the dry goods, hardware and grocery business of John Kennedy & Co. In February 1801 the firm was dissolved and Thomas opened a store in the brick house on the corner of the town's Public Square. He quickly became the leading merchant in the vicinity of Williamsport, selling merchandise that went to Fort Cumberland on pack horses. The following year he engaged in the flour trade between Williamsport and Georgetown, boating that product down the river for \$1 a barrel.

In 1807 Thomas Kennedy moved from Williamsport to his farm "Wooburn," some five miles distant. Two years later, he moved back to "Mount Liberty," his spacious home in Williamsport. In 1812 he removed to "Roslin Castle," one-mile away, and the next year to his farm "Ellersbe," three miles from Williamsport. Later in 1828, he established the Hagerstown *Mail*, which he edited until his death from cholera on October 18, 1832, when his son Howard Kennedy and William Weber purchased the newspaper.

Thomas Kennedy served for many years as a delegate and senator from Washington County to the state legislature. His most notable achievement was the passage of a bill that he had authored granting Jews equal rights in voting, holding and owning real and personal property, and other privileges denied to them by Maryland law.

In addition to his activities, Kennedy gained some renown as a poet after a 334-page volume of his poems was published by Daniel ?opine at Washington in 1816. Many of the poems were patriotic ballads relating to the War of 1812, although some were love sonnets, satirical verses, elegies, and hymns for the burial of distinguished Revolutionary War veterans. Perhaps his most noted poem was his "Speech of Logan." The Mingo Chief, founded on the speech supposed to have been made to Governor Lord Dunmore of Virginia. In 1817 he published his *Sons of Love and Liberty*, the first of which was "Oh, Were She Mine." The scene for this poem was the small village of Matildaville at Great Falls on the Potomac River, his first home in America. His "Mary's A Mason," to the tune of "Kate Kearney," had a successful run as a ballad in 1810. During the War of 1812, a popular song among the American navy men was his "Impressed Seaman," (tune of "Galley-Slave"), and in political campaigns of the 1820's and 1830's a favorite song was his "Jackson is the Boy," (tune of "Malbrook")

⁷⁸ Scharf, *History of Western Maryland*, II, pp. 1,224–1,226.

Appendix E: Biological Sketch of Charles M. Embrey⁷⁹

The paternal ancestry of the Embrey family belongs to the history of Fauquier County, Virginia, to which place the first Embrey of the family in America was sent from England as a tax collector for the Crown. He became a large landowner and by entailment his possessions passed through successive generations of descendents. In 1831, Charles M. Embrey married Elizabeth, the daughter of Richard and Elizabeth Merriman of St. Mary's County, Virginia, and moved to Williamsport, Maryland, two years later. He became a contractor on the Chesapeake and Ohio Canal and participated in the following five projects during 1829–33: construction of Sections C and D of the canal trunk; shipment of stone to buttress College Run Bridge; quarried stone on the land of Walter and Clement Smith for use on Dam No. 1; transportation of rubble stone from Section K to Section J; and quarried rubble stone for repairs to Section B. After serving briefly as superintendent of the Williamsport Division of the canal, he resigned the appointment and engaged in a profitable commercial business at Williamsport as merchant and shipper. The firm, which dealt in retail and wholesale flour, coal, cement and plaster, operated from a warehouse and wharf on the Chesapeake and Ohio Canal at the foot of West Potomac Street in the town. In 1849 Embrey was involved in an experiment to introduce steam boats on the canal. Following a year of services as the Collector of Tolls at Williamsport for the canal company in 1854–55, his son Theodore became a partner in the business which became known as Charles Embrey & Son in 1855. He served two terms as judge of the Orphan's Court in 1855–59 and 1868–72 in addition to his business interests. In 1874 he retired and left the business to his son and in 1878 he died, leaving a widow and six children.

⁷⁹ Scharf, *History of Western Maryland*, II, pp. 990, 1,225; Cushwa comp., *Victor Cushwa & Sons*, unpaginated; and Proceedings of the President and Board of Directors, A, 317, C, 36, 248, 319, 382, 384–385, 393, 396, H, 240, I, 97, 102, 180.

Appendix F: Biographical Sketch of Theodore Embrey⁸⁰

Born in Washington, D. C., on January 13, 1832, Theodore Embrey was the son of Charles M. and Elizabeth (Merriman) Embrey. His parents moved to Williamsport, Maryland, in 1833, and he attended school in that town until the age of twenty. In 1853, at the age of 21, he was named superintendent of the Williamsport Division of the Chesapeake and Ohio Canal and served in that capacity for two years. He left the canal in 1855 to join his father's merchant and shipping business which became known as Charles M. Embrey & Son. After his father retired in 1874, he sold a half interest in the company to Victor Cushwa the following year and the name of the firm was changed to Embrey and Cushwa. In 1880 Cushwa acquired full interest in the company and Embrey retired.

Embrey was not interested in politics, although he served one term as commissioner of Washington County in 1871–72. During that time, he took an active role in the construction of the Washington County Courthouse in Hagerstown. Interested in the promotion of home industries, he assisted in the founding of the Williamsport Manufacturing Company in 1880 and served as its first president. In October 1883 he leased the stone storehouse at Lock No. 44 and, together with Lewis Stanhope, some ground and wharf facilities on the east side of the Williamsport Basin from the canal company. On December 28, 1871, he married Irene Buchanan, the daughter of John Buchanan of Williamsport who had moved to that town in 1808 from Baltimore County.

⁸⁰ Scharf, *History of Western Maryland*, II, pp. 989, 1,225; Cushwa, comp., *Victor Cushwa & Sons*, unpaginated; and Proceedings of the President and Board of Directors, N, 232–233.

Appendix G: Biographical Sketch of Victor Cushwaⁱ

Victor Cushwa was a descendent of John and Catherine Cushwa (European name derivation was Cauchois) who emigrated to America between 1670 and 1680 from Alsace-Lorraine. Arriving in America, they made settlement near Womelsdorf and Stouchsburg in present Berks County, Pennsylvania, on land patented by William Penn. In 1760 John Cushwa, one of their sons who had helped in the construction of Braddock's Road in 1754, moved with his family from Lancaster County, Pennsylvania, to a parcel of land on what is now known as Dry Run near Clearspring in Washington County, Maryland. John and his sons took an active part in the organization of Washington County in 1776, and the sons were all participants in the American War for Independence. One of the sons was David Cushwa, who was the grandfather of Victor Cushwa. After serving as a captain in the War of 1812 he acquired a large estate in the Dry Run neighborhood, northeast of Clearspring, which he named "Cushwa's Establishment."

Victor Cushwa was born in the old family mansion at "Cushwa's Establishment" on February 2, 1833. At the age of 12 with limited schooling, he was apprenticed to his uncle, George Cushwa, to learn the trade of tanner and currier and served in that capacity for 9 years until 1854. Having reached adulthood, he worked as a journeyman tanner until 1858 when he married Miss Mary A. Kreigh, daughter of William Kreigh. For two years he engaged in tanning and currying at his birthplace, after which he bought the tannery and property of Isaac Motter in Williamsport and moved to that town in the spring of 1860. Ten years later he sold the tannery and became general manager of the Washington County Leather Manufacturing Company in Hagerstown, a position he retained until the plant was destroyed by fire in March 1872. On November 26, 1875, he purchased one-half interest in the coal, cement and plaster business of Charles M. Embrey & Son which operated a warehouse and wharf on the Chesapeake and Ohio Canal at the foot of Potomac Street in Williamsport. The name of the firm was changed to Embrey and Cushwa, under which name the business operated until July 9, 1880, when Cushwa acquired full interest in the company and changed its title to "Victor Cushwa." After operating the business alone for six years, he purchased property in Hagerstown and built several large warehouses there to accommodate the increasing volume of his business.

During the period Victor Cushwa became associated with the Consolidation Coal Company as a distributor for their coal which comprised the major portion of his business. Coal was shipped down the canal by boat from Cumberland to Williamsport, where it was transferred to railroad cars for shipment north into Pennsylvania and east to Baltimore. In 1884 Cushwa purchased 88 acres of coal reserves near Mt. Savage in the Allegany County coal fields, but he never mined any coal and sold the property several years later at a small profit.

In 1888 Cushwa took into a partnership his son, Victor Monroe, and son-in-law, Martin Emmett Cullen, changing the name of the firm to Victor Cushwa & Sons. Later in 1901, he admitted his two younger sons, David Kreigh, Sr., and Charles Franklin, as members of the company. During those years the business of the firm grew to sizeable proportions. In ad-

dition to the warehouses at Williamsport and Hagerstown, Cushwa built a warehouse at Powell's Bend, two miles below Williamsport, for the convenience of shipping over the Cumberland Valley and the Pennsylvania Railroads. The firm also established a large brick plant under the name of Conococheague Brick and Earthenware Company on the west side of Conococheague Creek at Williamsport in 1896.

Victor Cushwa held several positions outside of his business operations. He was appointed as a receiver of the Chesapeake and Ohio Canal for the District of Columbia by Judge Cox in 1890 and held that office until 1900. He served as a director of the Potomac Valley Railroad and the Washington County Fire Insurance Company of Hagerstown. In November 1907 he was elected as a commissioner for Washington County and during his four-year term he took an active role in the reassessment of all the property in the county.

Cushwa was a principal promoter of the construction of the Washington–Berkely Bridge which gave Hagerstown a direct highway connection with Virginia. On June 5, 1907, the Washington–Berkely Bridge Company was formed with Cushwa as its first president, and on August 8, 1909, the bridge was completed. In its first two years of operation the bridge paid a dividend of four and five percent, respectively.

In April, 1909 Victor Cushwa conveyed to his sons and son-in-law who were his partners all of his business interests. His eldest son, Victor Monroe Cushwa, who had been in charge of the Hagerstown branch of the Cushwa business, became president of the company.

On April 13, 1858, Victor Cushwa married Mary Ann Kreigh, the ceremony being performed by Father Flautt of the Catholic Church in Hagerstown. Eight children were born to the marriage: Margaret Eva, who married Martin Emmett Cullen; Sarah Catherine, who married N. Bruce Martin, a lawyer of Franklin County, Pennsylvania, and editor of *The Waynesboro Herald*; Mary Louise, who married Charles Mullen; Victor Monroe, David Kreigh, Sr., and Charles Franklin, all of whom became partners in Victor Cushwa & Sons; Ellen Stake, who married John M. ?ugan, the superintendent of Bradstreet's Agency in Washington, D.C.; and Jane Francis, who married Dr. James Leiter of Hagerstown. Mary Ann Cushwa died on February 24, 1899, at the age of 65 years, and on February 2, 1904, Victor Cushwa married Miss Catherine E. Moore, the daughter of Thomas E. Moore who was the chief clerk in the office of the Register of Wills at the Washington County Courthouse in Hagerstown. Originally the Cushwa family had been identified with the German Reformed Church but Victor Cushwa converted to the Roman Catholic Church and became a liberal supporter of its mission programs.

Appendix H: Cushwa Brick Operationⁱⁱ

In 1868 Victor Cushwa acquired, for \$1,400, a one-half interest in the property on the west bank of Conococheague Creek where the Cushwa brick plant is now located. While local records indicate that bricks were handmade at the site until 1814, Cushwa did not establish an enlarged brick plant until 1896. Known as the Conococheague Brick and Earthenware Company, Cushwa's plant continued to produce brick by a slow, small, warm weather operation lacking any mechanization. The bricks were not hard burnt and the annual production of a few hundred thousand was sold in the local market. The plant was a handsome operation that employed about a dozen men. The bricks were molded by press with only one shade produced, other than a light and dark range, depending on whether they were brick from the top or bottom of the rectangular up-draft kiln.

Although Victor Cushwa devoted most of his time to the coal and building materials end of the business, he soon joined the association for the purpose of securing information on producing and marketing brick as the period was witnessing the introduction of new brick-making equipment that led to the mechanization of the industry. In () Victor Cushwa was elected a Vice President of the National Brick Association at its annual convention held in St. Louis, Missouri.

In 1901 David K. Cushwa, Sr., became the plant manager and over the next fifteen years he made expensive improvements to the brick plant which had assets listed at \$17,000,000 in 1902. Among the improvements were the installation of a J. C. Steele pug mill, dry pans, screens and off bearing table and belt. By 1921 other assets included three horses with four carts, four up-draft kilns with a capacity of 1,000,000 bricks, and a rail siding. That year, with a force of 36 men, production was 30,000 bricks a day and the plant was valued at \$51,000,000. In 1918, G. Victor Cushwa, a grandson of Victor, became the plant manager and nearly doubled production by continuing to make improvements, including the replacement of five up-draft kilns with ten down-draft brick kilns and new dryer tunnels. In 1936 a soft mud brick machine was installed to produce Cushwa's first machine made colonial soft mud brick. The trade name of "Calvert" after Lord Calvert, the first colonial settler in Maryland, was chosen for this brick. Due to the demand for the colonial soft mud brick, the manufacture of extended brick was discontinued temporarily in the early 1940's. Quarry operations were modernized and additional dryers were built in the late 1940's.

By the early 1950's the Cushwa brick plant was employing about 100 men and attracting attention as one of the principal industrial concerns of Washington County. In 1951 the Board of Natural Resources of the State of Maryland published the following description of the Cushwa brick plant in its *The Physical Features* of Washington County:

This plant is equipped with 12 round beehive kilns, 30 and 33 feet in diameter, and has a capacity of 90,000 to 115,000 bricks. The burning time is 4½ to 5 days.

The plant is equipped to make extruded ware, brick of any kind of hollow ware, building tile, radical chimney blocks and hollow facing tile. In addition, sand-molding ware is made

in which bricks are produced by forcing soft plastic shale into sand-coated wooden molds. The bricks resemble the old hand-molded sand-mold bricks.

The quarry is located north of the Western Maryland Railroad tracks and connected with the plant on the south side by a conveyer system.

The plant produces about 100,000 bricks a day and uses about 3 tons of shale for 1,000 bricks or about 300 tons a day or 90,000 tons of shale a year. The shale is weathered Martinsburg shale. About 30,000 tons of shale are sold for other purposes like cement making. The Williamsport bricks are sold in large quantities in Baltimore and Washington where they are shipped by truck. Shipments to New England are not rare and some have been shipped as far as Venezuela.

The Cushwa brick operation was modernized further in the 1950's. Automation was installed in the making department and production was boosted to some 25,000,000 bricks a year. In 1967 a first tunnel kiln was installed and a totally-automated European handling system and a German-designed Lyngl top-fired kiln were added to increase production to more than 35,000,000 bricks annually. By the 1970's the Cushwa brick plant was the largest producer of moulded brick shapes in the nation and one of the two leading industries on which the economic prosperity of the town of Williamsport depended.

Appendix I: Biographical Sketch of Victor Monroe Cushwa⁸¹

Victor Monroe Cushwa, the oldest son of Victor and Mary Ann Cushwa, was born at Williamsport, Maryland, on March 12, 1865. He was educated in the local public schools at Hagerstown High School. In 1884 he graduated from Rock Hill College in Ellicott City, Maryland, as a civil engineer. After his return to Williamsport, he worked for his father until 1886 when he moved to Hagerstown to take charge of the newly-established branch of the family business in that town. He became a partner in Victor Cushwa & Sons in 1888 and served as president of the company from 1909 until his death in 1930.

Among his other professional and business activities were a four-year tenure as director of the Washington County Water Company and a lengthy stint as director of the Potomac Valley Branch of the Western Maryland Railroad. He also served as a director and corresponding secretary of the Merchants' and Manufacturers' Association of Hagerstown, and president of the local branch of the Travellers Protective Association. A Democrat of long-standing, he took a prominent role in resisting the sale of the Baltimore City and Washington County interests in the Western Maryland Railroad in 1899.

On October 21, 1890, he married Mary Susan Fechtig, the daughter of Dr. George W. Fechtig of Hagerstown. Eight children were born to the marriage: Thomas Benton, who became associated with the firm of Victor Cushwa & Sons at the Hagerstown branch and served as president of the company from 1959 to 1968; George Victor, who was associated with the firm until his retirement as vice president in 1968; Joseph Constantine, who performed the duties of Secretary-Treasurer of the company for over 50 years until his retirement in 1968; Francis Sydney, who devoted over 40 years to the firm as assistant manager of the Hagerstown branch until his retirement in 1968; Mary Louise; Julia Catherine; Margaret Jennette; and Susanna. The entire family was of the Roman Catholic faith.

⁸¹ Williamd, *History of Washington County*, II, p. 1,125.

Appendix J: Biographical Sketch of David Kreigh Cushwa, Sr.⁸²

David Kreigh Cushwa, Sr., was born at Williamsport, Maryland, on March 14, 1869, the second oldest son of Victor and Mary Ann Cushwa. He attended the local public schools and in 1885 entered Rock Hill College in Ellicott City, Maryland. Following his graduation in 1887, he became a clerk in the office of Victor Cushwa & Sons until 1895 when he became an agent of the Aetna Life Insurance Company in the territory of West Virginia, western Pennsylvania, and Maryland. In 1897, he was appointed manager for eastern Tennessee with an office at Chattanooga where he remained until the autumn of 1898. He then returned to Williamsport where he continued in the insurance business until 1900. In that year, he again entered the employ of Victor Cushwa & Sons as manager of the Conococheague Brick and Earthenware Company. The following year he was received as a partner in the firm, still retaining charge of the brick plant. He served as president of Victor Cushwa & Sons from 1930 until his death in 1959. During his tenure as president, sales agencies for the brick operations were opened in Washington, Baltimore, New York City and other Eastern cities and a large warehouse was built in the District of Columbia.

A Democrat and liberal supporter of the Catholic Church, David K. Cushwa, Sr., was involved in a variety of professional and business interests. He served as president of the Washington & Berkeley Bridge Company and in 1935 he became president of the Savings Bank in Williamsport. At various times he occupied the office of director of the Blue Ridge Insurance Company and the Washington County Welfare Association. He married Nannie Motter Taylor, the daughter of William E. and Christiann (Newcomer) Taylor of Williamsport, on April 17, 1895. Three children were born to the marriage: Christie Ann; Catherine Elizabeth; and David K., Jr., who entered Victor Cushwa & Sons in 1918 and served as president of the firm in 1968–69.

⁸² Albert Nilson Marquis, ed., *Who's Who in Maryland* (Chicago, 1939), pp. 197–198; Williams, *History of Washington County*, II, p. 1,209; and *The Hagerstown Mail*, September 14, 1953 (Anniversary Edition).

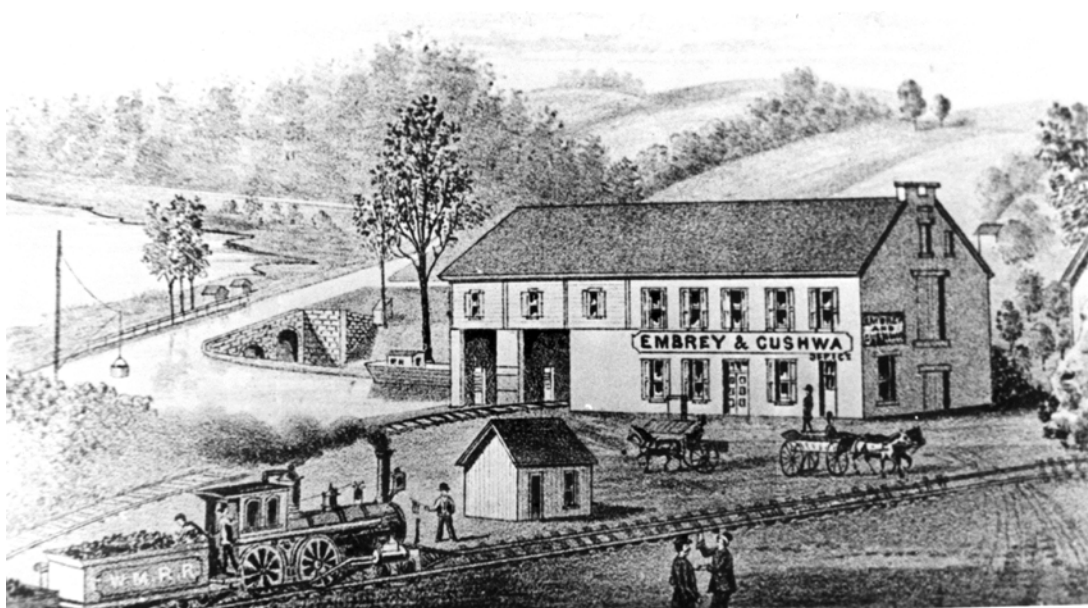
PHOTOGRAPHS

1. Williamsport waterfront and the warehouse then owned by Charles Embrey. 35
2. C. 1872 lithographic perspective of the aqueduct, basin, and warehouse. 35
3. Steam canal boat with the Cushwa warehouse in background, 1880s. 36
4. Cushwa Warehouse and Wharf, c. 1890s. 36
5. Cushwa Basin and Warehouse, c. 1900. 37
6. Cushwa Warehouse and newly restored basin, 1990s. 37

Photographs



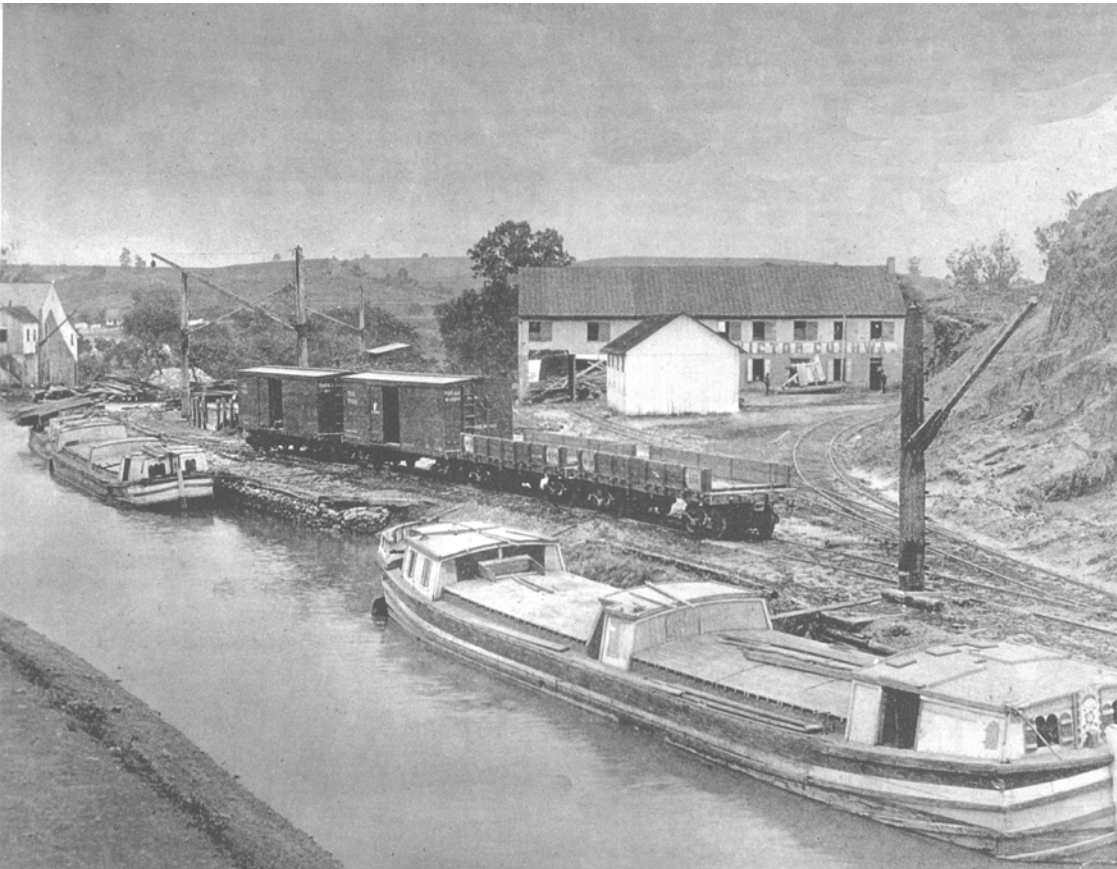
1. Williamsport waterfront and the warehouse then owned by Charles Embrey.
(As seen from the now-West Virginia shore, 1860.)



2. C. 1872 lithographic perspective of the Conococheague Aqueduct,
basin, and warehouse. View from the southeast.



3. Steam canal boat with the Cushwa warehouse in background, 1880s



4. Cushwa Warehouse and Wharf, c. 1890s.



5. Cushwa Basin and Warehouse, c. 1900.



6. Cushwa Warehouse and newly restored basin, 1990s.

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ⁱ *Men of Mark in Maryland: Johnson's Makers of American Series—Biographies of Leading Men of the State* (4 vols., Baltimore, 1912), IV, pp. 215-218; *Portrait and Biographical Record of the Sixth Congressional District, Maryland*, pp. 535-536; Williams, *History of Washington County*, II, pp. 1,008-1,011; and *National Encyclopedia of American Biography*, LV, pp. 114-115.

ⁱⁱ Cushwa, comp., *Victor Cushwa & Sons*, unpaginated; State of Maryland Board of Natural Resources, *The Physical Features of Washington County* (Baltimore, 1951), pp. 175-176; Board of Education of Washington County and Maryland State Department of Education, *Living in Washington County: Maryland Picture Portfolio Series* (Annapolis, 1954), No. 2113; and Reuben L. Musey, *It Happened in Washington County* (Hagerstown, 1976), p. 116.