

ASA AUD FAMILY HISTORY
JOHN P. SMART FAMILY HISTORY
and
SOME HISTORY OF EDWARDS' FERRY & ENVIRONS
From 1839 - 1850

Written by
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MAY 2021
Revision 1, JUNE 2021
Revision 2, JANUARY 2024
Revision 3, MAY 28 2024

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John P. Smart Family History

PREFACE

This family history was started because Asa Aud was the lock-keeper at Lock 25, and Edwards' Ferry outlet lock, from July 1, 1839 through, June 1, 1848, according to the payroll records from the Chesapeake and Ohio Canal Company.¹ There has not been found very much information on the family, more so on the site.

In developing the history of Edwards' Ferry, it became clear that John P. Smart, a miller, of Leesburg, Va. merited inclusion because his canal boats actively freighted from Smart's Landing, in Virginia, to the river lock at Edwards' Ferry, in Maryland, and thence to Georgetown, D. C. or Alexandria, Va. and return. I hope to disavow any notion that the river lock was superfluous.

This report builds on: "Lock 25 – Edwards' Ferry: Part 1" by Jon Wolz, *The Monocacy Monocle*, 5/21/2021, p. 3, and "Lock 25 – Edwards' Ferry: Part 2" by Jon Wolz, *The Monocacy Monocle*, 6/4/2021, p. 10. The report also draws from "Ball's Bluff Battlefield Historic District" United States Department of the Interior, National Park Service, VDHR 253-5021/053-0012-0005. Information from **THE GOOSE CREEK SCENIC RIVER ATLAS**, by W. E. Trout, III, February, 1994, has been incorporated. Information from *Loudoun Discovered, Communities, Corners & Crossroads*, by Eugene M. Scheel, Vol. 2 of 5, © 2002, by the Friends of the Thomas Balch Library, Inc. has also been incorporated.

The one cropped map was taken from "TOWPATH GUIDE to the C & O CANAL" by Thomas F. Hahn, Revised Combined Edition, © 1992, p. 68.

Revision 1 incorporates the "Canal Trade 1841 – 1844" information, which was incomplete in May 2021.

Revision 2 incorporates genealogical data From: "MONTGOMERY COUNTY FAMILIES, A Collection of Genealogies of Early Families of Montgomery County, Maryland, Vol. 1." by William N. Hurley, Jr., HERITAGE BOOKS, © 2004.

Revision 3 includes the activity of the canal boat *Philip F. Thomas*, owned by Asa Aud's son Robert H. Aud.

Text within (parenthesis) was found in the original document. Text within [brackets] is something I added for clarity or because it was missing from the original, e.g., census report.

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MAY 2021
Revision 1, JUNE 2021
Revision 2, JANUARY 2024
Revision 3, MAY 2024

¹ All canal payroll and canal trade data may be verified from www.candocanal.org/histdocs/index.html.

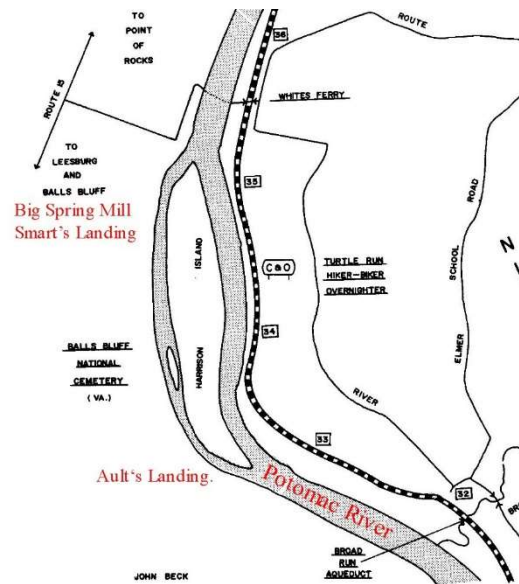
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The first record found was for Asa Aud, age 23, who enlisted on Sep. 1, 1814 in Capt. Nicholas Turbott's Co., Maryland Militia, War of 1812.² He was discharged Oct. 29, 1814. In the pension application, the marriage date given was Sep. 15, 1829, whereas other information has the date as Sept. 13, 1817, in Frederick County, Maryland.³ An 1817 date seems the most likely, given the birth dates of their first three children. For his service, Asa Aud was given two parcels of land: 17659 40 50 and 69358 120 55, the location not yet currently known.

The 1820 census listed Asa Aud as living in Election District 1 [Buckeystown], Frederick [County], Maryland.⁴ The household consisted of: 1 free white male under 10 [a son to be identified]; 1 free white male 26 thru 44 [Asa was 29 at that time]; 1 free white female 16 thru 25 [Catherine was 20 at that time]; 2 slave males 14 thru 25; 2 slaves female under 14; and 1 slave female 14 thru 25. Three persons were engaged in agriculture. Total of 8 persons in the household. It would appear that Asa and the 2 male slaves were farming the land.

In the 1820s a road was built between Smarts Mill/Big Spring and Edwards' Ferry, Va. This road paralleled the Potomac River, in general. Portions of the road exist today, although subdivisions have obliterated some portions.

Ault's Landing, formerly known as Chichester's Landing, was located on the Virginia side, approximately opposite the lower end of Harrison's Island. The access road was 12 to 15 feet wide and led to a warehouse at river's edge. The warehouse was established for the transshipment of Loudoun County grain and flour to Georgetown or Alexandria by canal.



Benjamin Edwards owned the tract called "Goshen" at the west bank of Goose Creek and the Potomac since 1757 and probably operated a private ferry from that time. On March 14, 1758, he was given permission to operate an "ordinary" in Leesburg, which was only 5 miles from the ferry, by a god road. In 1791 the Virginia legislature gave him permission to operate a public ferry from his land, across the Potomac to John Baptist Pierce's land, in Maryland. The toll was set at 4 pence for a man or a horse. Although Benjamin Edwards, Jr. died in 1803, his wife, Elizabeth, continued to operate the ferry; the ferry boat was 20' long by 12' wide and poled across the Potomac. Their son, Philip, then ran the ferry until Daniel Smith bought the ferry circa 1850, and ran it for another 10 years.

The first record found for John P. Smart was his marriage on Nov. 26, 1829 to Emily Hilliard, in Leesburg, by the Rev. Charles B. Tippet.⁵

² U.S. War of 1812 Pension Application Files Index, 1812-1815.

³ Maryland, U. S. Compiled Marriages, 1655-1850.

⁴ 1820 census, Maryland, Frederick, Election District 1, enumerated 8/7/1820.

⁵ *Alexandria Gazette*, Alexandria, Va., newspaper, Tuesday, 12/1/1829, p. 3.

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The 1830 census listed John P. Smart [age 25] as living in Middleburg, Loudoun County, Va.⁶ Living with him were: Emily, [age 19] wife; 3 slaves, 1 male under 10 and 2 females 10 thru 23; and 1 free colored person.

The Chesapeake and Ohio Canal opened to Harper's Ferry in 1834, and the payroll records for 1st of July, 1839 list Asa Aud as Lock Keeper, Lock No. 25 and Edwards' Ferry outlet lock at an annual salary of \$250. For reference, the salary for tending one lock was \$150/annum, for two locks \$200/annum, and for three locks \$250/annum. He may well have been hired as lock keeper from the opening of the canal, we just don't have the records.

Charles Fenton Mercer, a Virginia member of Congress, founder of the town of Aldie, Va., and owner [with William Cooke] of Aldie [Mercer] Mill, and the first president of the Chesapeake and Ohio Canal Company [from 1828 to 1833], had a survey made of Goose Creek, in 1832, as far upstream as Aldie for the purpose of building river locks, canal(s) and dams necessary to permit canal boats easy access to and from Goose Creek and the several mills located thereon and on the several tributaries. In anticipation of that business, President Mercer had the river lock at Edwards' Ferry built in 1832.

Elizabeth Clapham and her father, Samuel Clapham, owned and operated Elizabeth (Clapham's) Mills from 1807 to 1828; it sat on 51 acres of land, had four pair of five feet Burrs, a right of way to the river, a good brick miller's house, and other out-buildings. Apparently, Samuel Clapham died circa Sep. 19, 1826,⁷ because J. W. Ford, Trustee of Samuel Clapham since of January 16, 1823, advertised a Public Auction on February 11, 1828, of 530 acres of his land, on part of which there was erected a most valuable Mill.⁸ It would appear the sale did not go through because Elizabeth Clapham advertised for business at the Mill, on April 26, 1828.⁹ Then on or about Dec. 6, 1834, the Mill was sold to John P. Smart, of Leesburg. Thence George Kephart bought the Mill on April 6, 1841,¹⁰ and took over the mill, retaining the name, until the mill was burned by Union soldiers. Initially, canal boats could access the mill by navigating in the Creek, Slackwater navigation.

Then in 1849, a bypass canal, a mile long, including the two-lock staircase, called the Elizabeth Mills Dam, Canal and Lock, was built by 1850 giving protected waters to the canal boats. The record asserts that canal boats in Goose Creek were poled through the water with "setting poles"; no mules were used and no tow path was built. As a further cost-saving measure, the Goose Creek stone locks were built with chambers 52' by 11-1/2', half the length of a C. & O. canal lock. It would appear that gondolas or shortened and narrowed canal boats [42' long by 11' width] were used to carry freight to Georgetown or Alexandria from Goose Creek. Each boat carried about 31 tons and were poled in Goose Creek, then drawn by mules on the C. & O. Canal. A disposition of the mules while the boat(s) were on Goose Creek has not been found.

⁶ 1830 Census, Virginia, Loudoun County, Middleburg, p. 21.

⁷ *Richmond Whig*, Richmond, Va., newspaper, 9/19/1826, p. 3.


⁸ *Alexandria Gazette*, Alexandria, Va., newspaper, Friday, 1/18/1828, p. 3.

⁹ *Genius of Liberty*, Leesburg, Va., newspaper. 4/26/1828.

¹⁰ *Loudoun Discovered, Communities, Corners & Crossroads*. by Eugene M. Scheel, Vol. 2, © 2002, p. 41.

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Leesburg & Canal Line.



A COACH will leave
this place every day,
at half past 9 o'clock,
A. M., (Sundays excepted) to intersect,
at Edward's Ferry, the Canal Line of
Packet Boats now plying daily between
Shepherdstown & the District of Colum-
bia, and will return immediately after the
arrival of the boats.

Fare 75 cents to Edward's Ferry, and
\$1 25 cents from thence on the boat to
the District, making \$2 from this place.

N. WHITE, Agent
for Stockton & Stokes.

August 20, 1836.

By Aug. 1836, there was a regular stage line running from Leesburg to Edwards' Ferry, Va., as shown in the adjacent advertisement. This stage line would have carried passengers, light freight and mail to and from canal boats awaiting at Edwards' Ferry, Va.

Emily C. (Hilliard) Smart, wife of John P. Smart of Leesburg, died on May 26, 1840 in Texas. An obituary has not been found. Then on Oct. 13, 1841, John P. Smart married Mary E. Wherry, in Leesburg, Va.

The 1840 census listed Asa Aud as living in Medley District, Montgomery County, Md.¹¹ The household consisted of: 1 free white male under 5 [Joseph was 3 at the time]; 1 free white male 5 thru 9 [Fenton was 6 at the time]; 1 free white

male 10 thru 14 [Gary was 10 at the time]; 1 free white male 15 thru 19 [Robert was 12 at the time]; 1 free white male 20 thru 29 [William was 18 at the time]; 1 free white male 40 thru 49 [Asa was 49 at the time]; 1 free white female 5 thru 9 [Susan Ann was 9 at the time]; 1 free white female 30 thru 39 [Catherine was 40 at the time]; and no slaves. It appears that Susan A. Aud, age 15, was missed in the census and the first-born son, i.e., the one prior to William Thomas Aud, was missed or deceased.

The 1840 census reported John P. Smart [age 35] as living in District 1, Loudoun County, Va.¹² The household consisted of: 1 free white male – 5 thru 9 [Fayette was 7 at the time]; 5 free white males – 20 thru 29 [relationship unknown, possibly hired help]; 1 free white male – 30 thru 39 [John was 35 at the time]; 2 free white females – under 5 [Henrietta was 6 and Eliza was 2, at that time]; 1 free white female – 5 thru 9 [Sophia was 10 at that time]; 1 free white female – 20 thru 29 [Emily was 29 at the time]; 1 free white female – 60 thru 69 [possibly his mother or mother-in-law]; and 15 slaves. Three persons were employed in agriculture and 6 were employed in manufacture and trade [the Big Spring Mill], for a total of 27 persons.

It can be confirmed that the canal boat "*Fisk*," [probably the "*Charles B. Fisk*"] with Capt. Aud, arrived in Georgetown from Edwards' Ferry on 6/21/1841 with a load of tobacco, oats and corn; unloaded and departed the same day with a load of salt. She next arrived on 9/1/1841 with a load of wheat and oats; unloaded and departed the same day with a load of salt and flour. The next arrival was on 9/13/1841 with wheat, oats and flour; departed the same day with a load of lumber. Then on 10/6/1841 the canal boat "*Fisk*" arrived with a load of oats, wheat and corn; unloaded the same day and departed with salt, fish, plank and shingles. She arrived again on 12/10/1841 with a load of oats and corn; unloaded and departed the same day for Edwards' Ferry with salt and whiskey. That would have been Capt. William Thomas Aud, then 19 years old.

¹¹ 1840 census, Maryland, Montgomery County, Medley District.

¹² 1840 census, Virginia, Loudoun County, District 1, p. 45.

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It can be confirmed that the canal boat "*Henrietta*," from Edwards' Ferry, first arrived in Georgetown on 9/1/1841 with 2,317 bushels of wheat; unloaded and put on a load of fish and plaster for the return trip, departing the same day. The 1841 arrivals were as follows:

<i>Henrietta</i>			<i>Mill Boy</i>		
1841	Cargo	Capt.	1841	Cargo	Capt.
9/1	2,317 bu. wheat	Smart	6/21	516 bbls. flour	Teel
9/8	1,952 bu. wheat, flour	Smart	7/3	900 bbls. flour	Teel
9/22	wheat	Smart	9/3	[empty]	Colyer
10/18	wheat	Claxton	9/17	1,845 bu. wheat	Smart
12/17	wheat, corn	Smart	9/29	wheat, flour, corn	Smart

This canal boat was undoubtedly named after his daughter, Henrietta.

The canal boat "*Mill Boy*" arrived in Georgetown on 6/21/1841, Capt. Teel, with 516 bbls flour; unloaded and headed back the same day with a load of salt, fish, plank and shingles. For the last two trips of 1841, Capt. Smart arrived on board the "*Mill Boy*" with wheat, flour and corn; unloaded and took on some salt, plaster, lumber and iron for the return trips.

In 1841, the canal boat "*Mary Elizabeth*" arrived 4 times from Edwards' Ferry, with Capt. Newman, bringing flour, wheat, whiskey and wood; returning with plaster, melons, fish, salt, plank or iron.

At the end of 1841, it can be confirmed that at least 74 different canal boats and gondolas arrived in Georgetown and Alexandria, 322 times. 58 of those trips originated downstream of Lock 25, 22 trips originated at Edwards' Ferry, and the remaining 242 originated upstream of Edwards' Ferry. The above 6 trips by the canal boat "*Fisk*" were probably from Edwards' Ferry, Md.; whereas the 5 trips of the "*Henrietta*" were probably from Big Spring, Va. and entered the canal via the river lock. Whether the 4 trips of the "*Mary Elizabeth*" were from Edwards' Ferry Md. or Va. has not been researched. Certainly the 5 trips of "*Mill Boy*" originated at Big Spring, Va.

TRANSPORTATION On the Canal.

I HAVE two first rate boats, inferior to none on the Canals of the country; the "*HENRIETTA*" & "*MILL BOY*"—which are now engaged on the Chesapeake and Ohio Canal. Flour will be transported to Georgetown from the Big Spring Mill at 20 cents per barrel, and at 15 from Edwards' Ferry, and any thing else in proportion. Flour sold and money returned free of expense. These boats afford perfect protection to all produce placed in them, and are commanded by careful and trustworthy captains.

JNO. P. SMART.

August 20, 1842.

although the port of origin was Edwards' Ferry [the river lock] for toll purposes. Thus, 20 trips originating from Edwards' Ferry are documented, with Capt. Smart taking an active part in the transportation of Virginia produce and Asa Aud's son learning the business.

The Big Spring Mill was situated on the Potomac about 3 miles east of Leesburg and about two miles to two and one-half miles from the river lock at Edwards' Ferry. The water from the Big Spring was conveyed to the mill and thrown upon a wheel thirty-five feet high, and then directly into the Potomac. The capacity of the mill was said to have been 100 barrels of flour in twenty-four hours, and one year John P. Smart is said to have brought and shipped to Georgetown and Alexandria 250,000 bushels of grain, or its equivalent in flour and meal. Canal boats exiting

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the river lock at Edwards' Ferry would be poled up the Potomac, sticking to the Virginia shore, in the gap between Harrison Island and Virginia, to Ault's Landing, which was also the downstream access to Harrison's Island, or Smart's Landing, which was also the upstream access to Harrison's Island, see previous map.

Between 8/8/1842 and 11/29/1842, the canal boat "*Aurelia*," always with Capt. Smart, arrived 5 times from Edwards' Ferry with wheat, flour or corn. Details about this canal boat have not been found. While the port of origin was listed as Edwards' Ferry, the cargo undoubtedly came from Virginia, through the river lock. The "*Aurelia*" had only one recorded trip in 1843. However, she had nine trips in 1844, with the port of origin listed as Loudoun County on at least five trips, supporting the use of Ault's landing. If the canal boat had originated further upstream, e.g., mile 42, Monocacy, or 45, Noland's Ferry or mile 48, Point of Rocks, the record would have stated that, as it did for other boats. Leesburg was also listed as a port of destination, although not reachable except through the river lock at Edwards' Ferry.

Clark Eldridge lived within a few houses of the house at Lock 25, per the 1850 census. There was a canal boat named "C. Eldridge," presumably built for Clark Eldridge, which began operating in 1842. The early data is sparse and Georgetown was the destination port. The *C. Eldridge* had three recorded arrivals in 1842. No recorded arrivals in 1843 and just one in 1844. 1845 was a better year with nine arrivals, mostly in the fall. 1846 had nine, mostly in the early summer. Then in 1847, the *C. Eldridge* arrived at least eighteen times. 1848 was just as busy with at least nineteen arrivals. Something happened in 1849 because the *C. Eldridge* arrived only six times, ending on June 1, 1849. However, there were two subsequent departures: one on 8/17/1849 for Berlin, Hancock and Orleans, Md. and the other on 9/20/1849 for Leesburg, both trips delivering groceries, boots, shoes, hats, &c. No entries were found for 1850 or 1851. The family stayed past the census on July 10, 1850, but by 1860 the family had moved to Frederick, Md. where Clark Eldridge became a merchant, with real estate valued at \$2,500 and a personal estate valued at \$1,000.¹³ His wife became a milliner, with real estate valued at \$2,000 and a personal estate valued at \$1,000.

The canal boat "*Fisk*" arrived in Georgetown on 3/21/1842 with oats and wheat; unloaded and departed the same day with a cargo of plaster and fish. Then she arrived on 4/25/1842 with wheat and corn, and finally, arrived in Georgetown on 6/17/1842 with wheat, corn and oats. Always with Capt. Aud, then 20 years old.

Between 8/1/1842 and 11/14/1842, the canal boat "*Henrietta*" arrived at Georgetown 4 times with cargoes of wheat, flour, corn, oats, &c. Capt. Richards had the first trip and Capt. Thomas had the last three. It appears that John P. Smart trusted his boat to other captains.

<i>Henrietta</i>		
1842	Cargo	Capt.
8/1	wheat	Richards
8/8	wheat, flour	Thomas
8/19	wheat, flour	Thomas
11/14	wheat, flour, corn, oats, &c.	Thomas

No trips have been found in 1842 for the "*Mill Boy*."

Between 3/11/1842 and 12/21/1842, the canal boat "*Mary Elizabeth*" arrived in Georgetown, from

¹³ 1860 census, Maryland, Frederick County, Frederick, enumerated 6/7/1860, p. 27.

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Edwards' Ferry, six times with cargoes of flour, corn, corn meal, oats or apples. Capt. Newman was always listed a captain that year.

At the end of 1842, it can be confirmed that at least 70 different canal boats and gondolas arrived in Georgetown and Alexandria, 262 times. 17 of those trips originated downstream of Lock 25, 24 trips originated at Edwards' Ferry, and the remaining 221 originated upstream of Edwards' Ferry.

"In mid-April 1843 the highest freshet since the commencement of the canal struck the Potomac Valley. Occasioned by the rapid melting of heavy snow in the western Maryland mountains, the flood caused destruction to the waterway primarily between Edwards' Ferry and Georgetown. . . Although the damage west of Edwards' Ferry was not as severe, the canal between Dam Nos. 4 and 6 was washed in many places by the floodwaters which covered portions of this distance by as much as three feet. . . Portions of the canal were reopened to navigation on May 2, and the entire waterway on May 6. Later in July, traffic was suspended for 22 days while work was undertaken to remove the sand bars in the canal prism that had been left in the wake of the freshet."¹⁴

"Extraordinary heavy rains struck several parts of the Potomac Valley in August 1843 causing several streams passing under the canal 'to rise to a height unprecedented within the memory of man.' The two streams where the heaviest flooding occurred were Tonoloway Creek at Hancock and the Monocacy River. The water of the later overflowed the canal and caused high water to plague the canal all the way down to Edwards' Ferry. The flooding at the two areas caused extensive washing of the tow path and heavy erosion of the canal embankments, but no serious breaches were reported."¹⁵

"After several days of heavy rain throughout the Potomac Valley in mid-September 1843, a flood of greater proportions than the April freshet struck the canal. . . Between Seneca and Edwards' Ferry there were two spots where the freshet had inflicted heavy damage on the canal. About two-thirds of the barrel of the Beaver Dam Culvert was washed away on its riverside with about 200 feet of embankment on each side of the canal. Although he [Superintendent Young] had cut the embankment to protect the culvert, the water at Edwards' Ferry had covered the canal to a depth of 4 or 5 feet. In addition, there were three breaches in the canal banks between Locks Nos. 25 and 26. . . Above Edwards' Ferry, the canal also suffered damage, although it was not as extensive as the lower portion of the line.

"Repairs all along the line of the canal were commenced as soon as the high water subsided. Superintendent Young informed the board on September 21 that he already had a large force working at the Beaver Dam Culvert. It was his intention to raise the embankments below Edwards' Ferry only 'above the water mark' in order to restore navigation within thirty days. After the canal was reopened for trade, the embankments could be raised by crews working from

¹⁴ *Historic Resource Study: Chesapeake & Ohio Canal*, by Harlan D. Unrau, U. S. Department of Interior, National Park Service, C. & O. National Historical Park, Hagerstown, Md., August, 2007, p. 282.

¹⁵ *Ibid*, p. 283.

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boats. . . The canal was repaired to the extent that navigation was restored from Edwards' Ferry to Dam No. 6 on October 17 and from Georgetown to Edwards' Ferry on November 8."¹⁶

No record of canal boat "*Fisk*" has been found for 1843.

One trip has been found for "*Henrietta*" in 1843 and no trips for "*Mill Boy*," a flood year.

No entries were found for "*Mary Elizabeth*" for 1843.

At the end of 1843, it can be confirmed that at least 19 different canal boats and gondolas arrived in Georgetown and Alexandria, 26 times. 6 of those trips originated downstream of Lock 25, 3 trips originated at Edwards' Ferry, and the remaining 17 originated upstream of Edwards' Ferry.

No record of canal boat "*Fisk*" has been found for 1844.

In 1844, the "*Mill Boy*" made six trips, interspersed between the floods, with Big Spring, Springland, Loudoun County and Edwards' Ferry as ports of origin.

<i>Henrietta</i>			<i>Mill Boy</i>		
1844	Cargo	Capt.	1844	Cargo	Capt.
4/19	[empty]	Easlin	4/12	furniture, tobacco	Thomas
6/2	400 bbls. flour, 400 bu. corn		4/25	[empty]	
9/2	flour, corn, shorts		8/19	1,800 bu. corn	
11/21	470 bbls. flour		8/27	347 bbls. flour, 400 bu. oats, 200 bu. corn	
12/2	501 bbls. flour, mill offal		11/27	flour, ship stuff	
			12/11	flour	

Then in 1844 the "*Mary Elizabeth*" made four trips to Georgetown, from Edwards' Ferry, with cargoes of flour, apples and corn; on the last trip she brought down 250 barrels of flour. Capt. Newman was listed for the first two trips of 1844.

At the end of 1844, it can be confirmed that at least 53 different canal boats and gondolas arrived in Georgetown and Alexandria, 264 times. 21 of those trips originated downstream of Lock 25, 35 trips originated at Edwards' Ferry, and the remaining 208 originated upstream of Edwards' Ferry. Once again, most of the 243 boats ascended through Lock 25, giving Asa Aud a lot of work at both locks.

The following tabulation shows the activity of the "*Henrietta*" and "*Mill Boy*" in 1845:

<i>Henrietta</i>		<i>Mill Boy</i>	
1845	Cargo	1845	Cargo
3/21	1,300 bu. corn	3/6	empty, to load with plaster and lumber
4/14	corn, ship stuff	3/17	corn, oats
4/29	empty, to load with lumber, plaster, fish	3/27	flour to order
5/30	corn, wheat	5/6	flour
6/19	flour	6/4	empty, to load with lumber
8/9	200 bbls. flour, 808 bu. corn, 400 bu. oats, 100 bu. shorts	6/14	flour, corn

¹⁶ *Ibid*, pp. 283 – 285.

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8/23	201 bbls. flour, 206 bu. corn, 100 bu. shorts	6/28	122 bbls. flour, 100 bu. corn, 27 bu. oats, 418 bu. rye chop, 314 bu. offal
8/30	200 bbls. flour, 330 bu. shorts, ½ ton rye chop	8/16	200 bbls. flour, 105 bu. wheat, 74 bu. corn
9/27	240 bbls flour, 250 bu. shorts	8/23	200 bbls. flour, 100 bu. corn, 300 bu. offal
10/9	200 bbls. flour, 54 bu. wheat, 200 bu. shorts	9/6	200 bu. wheat, 284 bu. shorts, 122½ bu. corn
10/23	200 bbls. flour, 650 bu. mill offal	9/20	201 bbls. flour
11/6	202 bbls. flour, 1,200 bu. wheat	10/2	200 bbls. flour, 50 bu. wheat, 100 bu. shorts
11/20	200 bbls. flour, 1,177 bu. wheat, 240 bu. corn, 108 bu. meal, 140 bu. oats, 1,000 bu. shorts	10/16	200 bbls. flour, 150 bu. offal
12/4	193 bbls. flour, 1,000 bu. wheat, 42 bu. corn meal, 486 bu. shorts	10/30	200 bbls. flour, 760 bu. wheat
		11/13	220 bbls. flour, 500 bu. wheat, 245 bu. oats
		11/25	193 bbls. flour, 1,365 bu. wheat, 458 bu. shorts

When the “*Mill Boy*” arrived empty, two times in 1845, she was to pick up a load of plaster and/or lumber for Smart’s Mill. Loudoun County [Ault’s Landing], Smart’s Mill, and Leesburg were usually cited as ports of origin, although for toll purposes it was Edwards’ Ferry, M. P. 31.

At the end of 1845, it can be confirmed that at least 82 different canal boats, scows and gondolas arrived in Georgetown and Alexandria, 605 times. 33 of those trips originated downstream of Lock 25, 99 trips originated at Edwards’ Ferry, and the remaining 473 originated upstream of Edwards’ Ferry. Most of the 572 boats returned through Lock 25 [or the river lock] for another load.

“The first of two major floods in 1846 struck the Potomac Valley in March. The water rose to within 4 feet of the September 1843 flood, but the breaches were ‘not generally of a serious nature.’ . . . As soon as the flood waters subsided, the few minor breaches in the canal banks between the two dams [4 and 5] were repaired. The damage at Dam No. 4 did not interrupt navigation for long as there was a plentiful supply of water in the river during the normally dry summer months, and the remaining portion of the dam was able to divert a sufficient quantity of water into the canal for operating purposes. Restoration work on the dam was still in progress in early July when another heavy freshet occurred.

“The second major freshet of 1846 struck the canal in July. At its peak the height of the flood waters was 3½ feet lower than that of the September 1843 freshet below Seneca and 14 inches lower at Harper’s Ferry. Despite the height of the water, the flood did only about one-fourth as much damage as had the 1843 freshet, due mainly to the improvements that had been made to the line during the succeeding years. . . . Navigation was resumed by August 1, but the major repairs at Dam No. 4 continued until June 1847.”¹⁷

The following tabulation shows the activity of the “*Henrietta*” and “*Mill Boy*” in 1846:

<i>Henrietta</i>		<i>Mill Boy</i>	
1846	Cargo	1846	Cargo
2/26	751 bbls. flour	2/26	600 bbls. flour
3/31	39 bbls. flour, 450 bu. wheat, 329 bu. corn, 102 bu. meal, 280 bu. oats, 600 bu. shorts, 140 bu. chop	3/21	280 bbls. flour, 150 bu. wheat
4/1	58 bbls. flour	3/28	381 bbls. flour, 700 bu. shorts

¹⁷ *Ibid*, pp. 287 – 288.

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4/14	345 bbls. flour	4/7	400 bbls. flour, 500 bu. shorts
5/12	350 bbls. flour, 204 bu. wheat, 287 bu. ship stuff, 20 bu. oats	4/23	102 bbls. flour, 1,300 bu. wheat, 200 bu. corn
5/26	665 bu. flour, 140 bu. wheat, 400 bu. shorts	4/28	450 bbls. flour, 1,000 bu. offal
6/23	flour, corn, offal	5/7	264 bls. flour, 350 bu. wheat, 157 bu. rye chop, 47 bu. oats, 350 bu. ship stuff
6/30	710 bbls. flour, 106 bu. chop, 388 bu. oats, 208 bu. mill offal	5/16	flour, 700 bu. shorts
9/17	flour, corn	5/28	2,056 bu. wheat
10/10	flour, wheat	6/2	472 bbls. flour, 235 bu. corn, 800 bu. offal, 15 bu. oats
10/22	flour, corn, offal	6/24	550 bbls. flour
10/29	flour, wheat	9/9	flour
11/12	flour, &c.	10/10	flour
11/21	flour, offal	10/15	flour, offal, &c.
11/26	2,000 bu. wheat	11/19	500 bbls. flour
11/30	flour, &c.	11/25	flour
12/12	flour	12/9	550 bbls. flour
12/21	wheat, offal		

At the end of 1846, it can be confirmed that at least 118 different canal boats, scows and gondolas arrived in Georgetown and Alexandria, 873 times. 117 of those trips originated downstream of Lock 25, 126 trips originated at Edwards' Ferry, and the remaining 630 originated upstream of Edwards' Ferry. Most of the 756 boats returned for another load, locking through Lock 25, or the river lock.

Mary E. Smart died on June 24, 1847, her obituary read: "DIED – On Thursday last, Mrs. MARY E. SMART, wife of John P. Smart of Leesburg; a lady endowed with all the virtues that adorn female excellence and purity. Her endearing virtues will not soon pass from the memory of her relatives, nor her worth from the recollections of her numerous friends."¹⁸

"The Potomac River began rising on October 7, [1847] and alarm soon spread throughout the valley. The following day Superintendent Elgin at Harper's Ferry reported that the river was already near the height of the highest freshet in 1846 and from all appearances he was certain that it would soon be the 'highest water ever known in this River.' . . . Once the damage had been assessed, company officials reported that navigation would be restored in one month at a cost of \$20,000. With the aid of various banks, repair work was begun immediately. New freshets in November and December delayed the repairs so that navigation was not reopened until mid-December below Harper's Ferry and the full canal to Dam No. 6 was not ready for operations until February 15, 1848."¹⁹

BIG SPRING MILLS, LOUDOUN COUNTY.--JOHN P. SMART and E. L. BENTLEY, have this day associated themselves under the name of John P. Smart & Co., and respectfully inform the public that they will at all times pay the HIGHEST PRICES IN CASH FOR WHEAT and other grain. The old safety line, "Mill Boy and Henrietta," runs weekly to Georgetown and Alexandria, and all produce sent to the boats, will, as heretofore, be kept regularly insured, so that in case of fire no loss can be sustained by the farmer or miller. Liberal advances at all times made on FLOUR and GRAIN, sent by the boats.

**JNO P. SMART,
EDGAR L. BENTLEY,**

N. B. Plaister, Salt and Tar, always on hand at the lowest prices. J. P. S. & CO.

¹⁸ *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 6/28/1847, p. 3.

¹⁹ *Historic Resource Study: Chesapeake & Ohio Canal*, by Harlan D. Unrau, U. S. Department of Interior, National Park Service, C. & O. National Historical Park, Hagerstown, Md., August, 2007, pp. 289 – 290.

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Beginning on Oct. 10, 1847 the previous advertisement ran daily in the *Alexandria Gazette*. Their two canal boats continued to operate throughout the year, interrupted by freshets. The record for “*Henrietta*” and “*Mill Boy*” follows:

<i>Henrietta</i>		<i>Mill Boy</i>	
1847	Cargo	1847	Cargo
2/23	300 bbls. flour, 1,200 bu. corn, rye chop	2/26	403 bbls. flour, 700 bu. corn
3/2	1,600 bu. corn	3/6	2,400 bu. corn
3/8	180 bbls. flour, 1,900 bu. corn	3/16	800 bu. corn
4/2	81 bbls. flour	3/24	200 bbls. flour, 350 bu. corn
4/10	319 bbls. flour, 1,000 bu. corn, 100 bu. chop, sundries	4/9	130 bbls. flour, 1,500 bu. corn
5/1	247 bbls. flour, rye chop, bran	5/14	200 bu. flour, 1,000 bu. corn
5/7	550 bbls. flour, 130 bu. oats, 40 bu. corn meal	5/29	360 bbls. flour, 1,000 bu. corn
5/17	2,100 bu. yellow corn	6/21	flour, wheat, corn, corn meal, &c.
5/27	200 bbls. flour, 1,400 bu. corn, 200 bu. chop, oats	6/25	corn, wheat
6/4	270 bbls. flour, 1,150 bu. corn, 470 bu. corn meal	8/20	flour, corn, corn meal
6/11	200 bbls. flour, 1,000 bu. corn, 1,500 bu. wheat	9/4	flour, wheat
6/15	362 bbls. flour, 870 bu. corn, 508 bu. meal	9/8	flour, wheat, corn, shorts
9/10	flour, corn, shorts, oats	9/18	340 bbls. flour, 419 bu. wheat, 300 bu. shorts
10/7	217 bbls. flour, 148 bu. wheat, 56 bu. corn, 600 bu. shorts	12/18	500 bbls. flour, corn, meal
12/18	500 bbls. flour, meal		

In 1847, a Capt. Claxton took the initial trips on “*Mill Boy*” followed by Capt. Smart. That would suggest that John P. Smart very often took the canal boat, while Edgar L. Bentley remained behind to run the Big Spring Mill.

For the year 1847 there were at least 156 canal boats that arrived at Georgetown and Alexandria, 1,024 times. Of those, 222 were from distances less than 31 miles, [e.g., Seneca]; 126 were from Edwards’ Ferry, Loudoun County (Ault’s Landing), Leesburg or Goose Creek; and the remaining 676 canal boats were from ports further west [e.g., Harper’s Ferry or Williamsport]. Remember that the river lock was 0.2 mile downstream of Lock 25 and the canal boats overstay at Edwards’ Ferry would probably lock through, then tie up at the basin immediately upstream of Lock 25, plus there were 676 canal boats locking through from above; and there were at least 800 canal boats ascending, on their return trip. Asa Aud was kept busy.

Among the 126 boats from the vicinity of Lock 25 was the *Lafayette*, Capt. [William T.] Aud, [then 26 years old], which made 6 trips, arriving in Alexandria on 3/23, 4/15, 5/13, 8/11, 9/8 and 9/18/1847 with wheat, oats, tobacco, hay, apples and flax seed, depending on what the Montgomery County farmers had ready for market.

The two John P. Smart & Co. canal boats continued to operate throughout the year 1848, the record for “*Henrietta*” and “*Mill Boy*” follows:

<i>Henrietta</i>		<i>Mill Boy</i>	
1848	Cargo	1848	Cargo
2/16	wheat	2/9	107 bbls. flour
4/25	wheat	2/29	wheat

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Ascending cargos included lumber, plaster, anthracite coal and groceries.

For the year 1848 there were at least 51 canal boats arriving at Georgetown and Alexandria, 240 times. Of those, 2 were from distances less than 31 miles, [e.g., Seneca]; 46 were from Edwards' Ferry, Loudoun County [Ault's

Landing], Leesburg or Goose Creek; and the remaining 192 canal boats were from ports further west [e.g., Harper's Ferry or Williamsport]. That would mean over 230 canal boats ascending through Lock 25. An explanation for this drop-off in canal trade has not been found; more research will be necessary.

5/6	flour, wheat	5/23	flour, corn, wheat
5/16	flour, corn	6/2	flour, corn
5/27	flour, wheat	6/19	flour
6/19	corn	6/24	corn, wool
8/9	corn	9/11	flour
8/22	corn	9/25	wheat
9/18	wheat corn		
10/29	corn, flour		
11/11	flour, wheat, corn		
11/25	flour, wheat		

"In June 1848, Superintendent William S. Elgin appointed George H. Bozzell [*sic*. Boswell] to be keeper of Lock No. 25 and the Edwards' Ferry River Lock, subject to the confirmation of the board. He had taken this action, according to his report to the directors, because Asa Aud, the former tender, "had gone off." The board quickly approved the action."²⁰

John P. Smart married Charlotte A. Oram, on Sep. 7, 1848, in Loudoun County, Virginia. Then on Sep. 12, 1848 they married again in New York City, New York.

<i>P. F. Thomas</i>		
1848	M.P.	Cargo
12/4	31	corn
12/16	31	corn, flour

Robert H. Aud (oldest son of Asa Aud) did not register the canal boat *Philip F. Thomas* until 1851 and no record of his taking a mortgage to buy the boat has been found; it appears that he bought the boat in late 1848 and began using it as freights became available.

The 1849 data reveals that the *Henrietta* and *Mill Boy* were active throughout the year as shown:

For the year 1849 there were at least 70 canal boats arriving at Georgetown and Alexandria, Va., 287 times. Of those, 13 were from distances less than 31 miles, [e.g., Seneca]; 76 were from Edwards' Ferry, Loudoun County [Ault's Landing], Leesburg or Goose Creek; and the remaining 198 canal boats were from ports further west [e.g., Harper's Ferry or Williamsport]. That would mean over 270 canal boats ascending through Lock 25.

<i>Henrietta</i>		<i>Mill Boy</i>	
1849	Cargo	1849	Cargo
3/15	corn	3/19	wheat
4/28	flour, corn	6/12	corn
6/1	flour	12/20	flour, offal
6/22	flour wheat		
8/21	leather, &c		

Recall that on April 6, 1841, George Kephart bought Elizabeth Mill. On 4/6/1851 Kephart & Davis registered the canal boat [*Gen*] *George Washington*, hailing out of Goose Creek, Class B, 86'-7" in length, 13'-9" in breadth, 17½ draft empty and 47" draft loaded. In 1849 and 1850 this boat was kept busy running between Goose Creek and Alexandria, as recorded:

²⁰ *Chesapeake & Ohio Canal Historic Resource Study*, by Harlan Unrau, U. S. Dept. of Interior, National Park Service, C. & O. Canal National Historical Park, Hagerstown, Md., August 2007, p. 800.

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[Gen] George Washington			
1849	Cargo	1850	Cargo
3/7	flour, corn	3/23	565 bbls. flour
3/18	flour, corn	4/2	530 bbls. flour
4/11	flour	4/12	flour
5/7	flour, corn	4/30	flour
5/21	corn	5/13	3,000 bu. corn
6/4	wheat	5/16	flour
6/21	corn	5/27	flour
9/4	flour, corn, leather	9/21	corn
9/19	[flour]	9/23	flour, leather
10/4	[flour]	10/9	flour
10/22	flour	10/21	wheat, offal
12/20	flour, wheat	11/6	flour
		11/22	wheat, &c.
		12/12	wheat

All these trips required locking through the river lock descending and then again on the ascending, return trip with cargoes of dry goods, groceries, boots, shoes, queensware, lumber, anthracite coal and furniture.

<i>P. F. Thomas</i>		
1849	M.P.	Cargo
4/10	31	corn
5/26	31	corn
12/5	31	358 bbls. flour
12/24	31	600 bbls. flour

Robert H. Aud did not register the canal boat *Philip F. Thomas* until 1851. However, it appears that he was using the boat as cargos came available.

And in 1850 the “*Henrietta*” and “*Mill Boy*” were also locking through the river lock descending and then again ascending, return trip with much the same cargoes.

<i>Henrietta</i>		<i>Mill Boy</i>	
1850	Cargo	1850	Cargo
3/26	221 bbls. flour, 1,730 bu. wheat	3/19	621 bbls. flour
4/2	800 bbls. flour	3/23	625 bbls. flour, offal
4/8	500 bbls. flour, 400 bu. offal	3/29	631 bbls. flour, offal
4/15	600 bbls. flour, 1,600 bu. offal	4/4	flour, offal
5/13	flour, chop	4/19	flour, offal
5/20	763 bbls. flour	4/24	flour
5/29	750 bbls. flour	4/29	514 bbls. flour, 600 bu. offal
9/16	flour, corn	5/6	flour, corn, bran
10/9	flour, wheat	5/17	500 bbls. flour, 428 bu. wheat
10/21	flour, corn, offal	5/24	612 bbls. flour
10/29	flour, wheat	5/31	flour, wheat, &c.
11/12	flour, &c.	9/9	flour
11/20	flour, offal	9/21	corn
11/25	2,000 bu. wheat	10/9	flour
11/29	flour, &c.	10/14	flour, offal, &c.
12/11	flour	11/19	500 bbls. flour
12/20	wheat, offal	11/23	flour
12/28	flour, offal	12/9	550 bbls. flour

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Quite often the record for both boats shows the port of origin as Big Spring Mill, Loudoun County or Leesburg even though, for toll purposes, the origin of the trip was mile post 31, Edwards' Ferry. The same is true for ascending trips, by both boats, wherein groceries, boots, shoes, hats, caps, queensware, plaster, lumber and sack salt were frequent cargoes. The "*Henrietta*" continued active through the first six months of 1851 and then stopped. No record in 1851 for "*Mill Boy*" has been found.

For the year 1850 there were at least 62 canal boats arriving at Georgetown and Alexandria, Va., 834 times. Of those, 117 were from distances less than 31 miles, [e.g., Seneca]; 111 were from Edwards' Ferry, Loudoun County [Ault's Landing], Leesburg or Goose Creek; and the remaining 606 canal boats were from ports further west [e.g., Harper's Ferry or Williamsport]. That would mean over 710 canal boats ascending through Lock 25.

The census for 1850 listed John Smart, age 45, a miller, with real estate valued at \$2,500 residing in Leesburg, Va.²¹ Living with him were: Charlotte, age 38, wife; Fayette, age 18, son; *Henrietta*, age 16, daughter; Eliza, age 12, daughter; and Gertrude, age 7, daughter. The same census listed 10 slaves for John P. Smart: a 40-year-old female, black; a 35-year-old female, mulatto; a 16-year-old female, black; a 7-year-old female, black; a 5-year-old male black; a 3-year-old female, black; a 10/12-year-old female, black; a 12-year-old female, black; a 12-year-old male, black [possibly twins]; and a 50-year-old female, black.²² The census did not indicate that the slaves lived in the main house with John and Charlotte Smart.

The 1850 census reported Asa Aud, age 39 [*sic.* 59], a farmer, living in dwelling number 83, in Medley District, Montgomery County, Md.²³ Living with him were: Catherine, age 50, wife; Robert H., age 27, son, a farmer; William T., age 25, son, a farmer; Gary, age 23, son, a farmer; Juston [*sic.* Fenton], age 14, son; Joseph, age 12, son; and Susan A., age 17, daughter. That same census reported that Asa Aud had four slaves: 1 40-year-old female; 1 10-year-old male, 1 8-year-old male; and 1 4-year-old female.²⁴ Possibly a domestic servant with her three children.

<i>P. F. Thomas</i>		
1850	M.P.	Cargo
3/23	31	corn, wheat
5/6	31	hay
5/14	31	hay
5/20	31	wheat, &c.
9/10	31	wheat, tobacco
11/19	31	633 bbls. flour, apples
11/29	31	wheat, &c.
12/20	31	corn, wheat, four

Robert H. Aud was still farming and getting business with his canal boat *Philip F. Thomas* as shown in the table.

That same 1850 census listed Clark Eldridge, age 44, a canaller, living in dwelling number 14, in Medley District, Montgomery County, Md.²⁵ Living with him were: Elizabeth J., age 35, wife; William C., age 10, son; and Cecelia Peters, age 25, relationship not given. The same census reported that Clark Eldridge had one slave, a 15-year-old female, possibly a domestic.²⁶ Apparently Clark Eldridge got out of the boating business,

²¹ 1850 census, Virginia, Loudoun County, Leesburg, enumerated 10/3/1850, p. 15.

²² 1850 census – Slave Schedule, Virginia, Loudoun County, Leesburg, enumerated 9/2/1850, p. 1.

²³ 1850 census, Maryland, Montgomery County, Medley District, enumerated 7/24/1850, p. 411.

²⁴ 1850 census – Slave Schedule, Maryland, Montgomery County, Medley District.

²⁵ 1850 census, Maryland, Montgomery County, Medley District, enumerated 7/10/1850, p. 2.

²⁶ 1850 census – Slave Schedule, Maryland, Montgomery Cty., Medley District, enumerated 7/10/1850, p. 23.

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moved to Frederick, Md. and became a merchant, per the 1860 census.²⁷ His wife became a milliner.

And the 1850 census shows George H. Boswell [sic. Bozzell], age 30, a Lock Keeper living in dwelling number 8, Medley District, Montgomery County, Md.²⁸ Living with him were: Emily, age 27, wife; George W., age 5, son; William H., age 3, son; and Charles R., age 2, son.

Circa 1850, Jarboe's Store was located immediately upstream of lift lock 25. The remains of the building rest on a random-coursed sandstone and granite foundation. The surviving walls are five-course American-bond brick. Window and door openings are clearly visible although the roof is gone.

There is another foundation ruin, approximately 15' x 25', located on the upstream side of Edwards' Ferry Road and of Jarboe's store. That foundation is of irregular-shaped red Seneca sandstone, with a fireplace and chimney foundation. A dwelling house was presumably built on those foundations.

Effective April 1, 1851, the C. & O. Canal Company released new rules and regulations for boats registered to navigate on the canal.

On April 1, 1851, Robert H. Aud, of Montgomery County, Md., registered the canal boat "*P. F. Thomas*," hailing out of Edward's Ferry, Md., Class D, 85'-6" in length, 13'-6" in breadth, 13" draft empty and 40" draft loaded. This was the only boat registered to Robert H. Aud.

On April 10, 1851, J. P. Smart and E. L. Bentley, of Loudoun County, Va., registered the canal boat "*John P. Smart*," hailing out of Springland, Va., Class B, 81'-9" in length, 13'-11" in breadth, 15" draft empty and 46" draft loaded.

On the same day, the same owners registered the canal boat "*Henrietta*," hailing out of Leesburg, Va., Class B, 84' in length, 14' in breadth, 18" draft empty and 48" draft loaded.

Class B boats were decked boats of substantial build, carrying less than one hundred tons, length (minimum of 70 feet; maximum of 90 feet); width (minimum of 11 feet, 9 inches; maximum of 14 feet 7 inches); draft when empty (minimum of 10 inches; maximum of 18 inches); draft when loaded (minimum of 3 feet; maximum of 4 feet, 6 inches). Those were the only two canal boats registered to John P. Smart.

In 1851, Robert H. Aud was the 28-year-old son of Asa Aud, and put his boat, the *Philip F. Thomas*, (probably named after a former Governor of Maryland) into service as shown in the table:

<i>P. F. Thomas</i>		
1851	M.P.	Cargo
3/22	108	688 bbls. flour
4/7	34	corn & oats
4/12	31	hay & flour
5/13	31	hay &c.
6/4	31	hay &c.
6/20	31	wheat

²⁷ 1860 census, Maryland, Frederick County, Frederick, enumerated 6/7/1860, p. 27.

²⁸ 1850 census, Maryland, Montgomery County, Medley District, enumerated 7/8/1850, p. 1.

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8/7	31	wheat & corn
8/29	31	hay, oats, &c.
9/5	31	wood
9/11	31	100 bu. wheat, &c.
9/24	23	flour, &c.
10/20	E. Ferry	tobacco, &c.
11/20	86	flour, &c.
12/9	41	300 bu. wheat

Mile Post 108 is at Four Locks, M. P. 34 is at Hillary Farm, M. P. 31 is Edward's Ferry, M. P. 23 is Tschiffely Mill, M. P. 86 is Inlet Lock No. 4, and M. P. 41 is Spinks Ferry.

In 1852, the *P. F. Thomas* arrived in Georgetown just three times: 4/1, 7/26 and 9/11/1852, always from M. P. 31, bringing flour, wheat and tobacco. The worst flood in the history of the Potomac, to date, devastated the entire canal starting on April 18, 1852. Six days of heavy rain resulted in a monumental flood. Navigation was not resumed until late July, 1852. But the flood waters had destroyed crops bordering the canal and the farmers had little to sell.

No recorded trips were found for the *P. F. Thomas* in 1853.

John P. Smart & Co. continued to label their flour "Family Flour" as evidenced by the adjacent 1853 advertisement.²⁹

FAMILY FLOUR.—100 bbls. of John P. Smart & Co's. celebrated Family Flour, made from choice white wheat, in store and for sale by **DAN'L F. HOOE,**

On July 1, 1854 the Company brought in John Thomas, Jr. as a partner in the business, as evidenced by the below advertisement:³⁰

CIO-PARTNERSHIP.—On the 1st day of July, 1854, the undersigned entered into a co-partnership, for the purpose of more efficiently conducting the BOATING BUSINESS, between the Big Spring Mill and the District, the firm to be known under the style of SMART & CO. Their Boats are in thorough repair, and all orders entrusted to their care will meet with prompt attention. **JOHN P. SMART & CO.,**
JOHN THOMAS, Jr.

The same day, July 1, 1854, Fayette Smart, John's son, joined the firm, as evidenced by the advertisement below:³¹

BIG SPRING MILLS, Loudoun County, Va. —The undersigned, have associated with them in the above establishment, Mr. **FAYETTE SMART**, the new firm dating from the first day of July, 1854. The business will still be conducted under the name of **JOHN P. SMART & CO.** 31,
JOHN P. SMART,
E. L. BESTLEY,
F. SMART. Loudoun Co., aug 26—eo3t*

The *P. F. Thomas* made but one trip on 4/13/1854, bringing corn & hay from M. P. and then was sold, with the new owner registering the boat on 6/13/1854. The new owner waited until 1857 to resume freighting agricultural produce; five trips were recorded in 1857.

The announcement for the wedding of Henrietta Smart read: "**MARRIED** — In Leesburg, on Wednesday evening, 28th ult., by the Rev. David Caldwell, Mr. L. HENRY LUCKETT, and Miss HENRIETTA, daughter of John P. Smart, esq., of Leesburg."³²

Prior to the Civil War, the economies of Montgomery County, Maryland and Loudoun County, Virginia revolved around agriculture. In 1860, getting a little bit ahead of the story, Montgomery County had nearly 1,300 farms which tilled more than 176,000 acres, the fifth largest in the state,

²⁹ *Alexandria Gazette*, Alexandria, Va., newspaper, Wednesday, 11/2/53, p. 2.

³⁰ *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 8/14/1854, p. 3.

³¹ *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 8/28/54, p. 3.

³² *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 11/2/1857, p. 3.

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and third highest wheat yield, plus rye, corn and oats,³³ Over in Loudoun County, there were more than 1,200 farms which tilled nearly 250,000 acres, yielded more corn than any other Virginia county, ranked 2nd state-wide in wheat production, plus rye and oats. Poolesville, Md. and Leesburg, Va. were the largest towns with most of the population residing on farms. The Chesapeake and Ohio Canal provided an efficient conveyance of the agricultural produce to Georgetown, D.C. and Alexandria, Va., (a deep-water port suitable for all sizes of sailing vessels) and commercial goods ascending upriver to more rural areas.

Edwards' Ferry was one place where the county roads, in both Maryland and Virginia, conveniently led to a transshipment point; from farm wagon to a warehouse or granary, to a canal boat, thence down the canal to Georgetown or Alexandria. Asa Aud was kept busy tending lift lock No. 25, the river lock [located .2 mi. downstream] and the ferry access across the canal. There was a boat basin 150' square dug into the berm bank just upstream of the lift lock. A company scow was located in the basin ready to go to breaks and to carry wagons across the canal to and from Edwards' Ferry. That method of ferry access proved inefficient, especially when the scow was off at a break, and thus, the Canal Company built a pivot or swing bridge across the lift lock. Of note, Edwards' Ferry was operated by the Benjamin Edwards family of Virginia.



The above undated photograph, taken across the boat basin, shows the lockhouse, Jarboe's store, the wait house and a loaded canal boat, descending. The Potomac river is behind the lock house.

³³ U. S. Census Office, *Agriculture of the United States in 1860. Compiled from the Original Return of the Eighth Census*, 72-73. (Washington, D.C., Government Printing Office, 1864).

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The 1½ story lockhouse was completed in 1830 of five-course American-bond brick. The building stands on a random-coursed stone foundation and measures 18' and 8" by 31' and 6" in plan. It has a side-gabled roof covered with wood shingles. Interior-end brick chimneys are located at the ends. Fenestration on the canal-facing façade consists of a central, single-leaf wood door with a three-light transom and is flanked on either side by one window with wooden shutters. Fenestration on the basement, river-facing, façade consists of two single-leaf wood doors, and two windows with wood shutters. Fenestration on the first-story, river-facing, façade consists of two windows, also with shutters. Fenestration on the attic, half-story, consists of two four-light wood windows at each end of the building. Today the lock house is part of Canal Quarters and is available to rent, thus keeping it in repair.

Circa 1851, a granary and wharf were located 0.06 mi. downstream of lift lock 25, on the berm side. They were built of random-coursed red Seneca sandstone. Both are in ruins now. There are masonry foundations for two additional buildings, one on either side of Edwards' Ferry Road, on the berm side of the canal. One of the buildings might have been a merchant's store and the other a residential dwelling. Additional research is appropriate.

Over at Edwards' Ferry, Virginia, there were at least a warehouse and a ferryman's house. Both ruins are now buried under a golf course.

Marshall & Ward, of Alexandria, Va. advertised for the sale of John P. Smart's, Family Flour.³⁴

On June 7th 1858, another partner was admitted to the firm, as evidenced by the adjacent advertisement:³⁵

BIG SPRING MILLS, LOUDOUN COUNTY, VA., June 7th, 1858.—HENRY O. CLAGETT, esq., is this day admitted as a full partner in our firm.
JOHN P. SMART & Co., JOHN P. SMART, EUGAR L. BENTLEY, HENRY O. CLAGETT.
Leesburg, Loudoun Co., Va., je 14—eo3f

Asa Fenton Aud died on April 1, 1860, in Poolesville, Md., and was buried in the Aud Family Cemetery, Poolesville, Md. An obituary has not been found.

The 1860 census reported John P. Smart, age 68, a miller, with real estate valued at \$30,000 and a personal estate valued at \$26,100, living in Leesburg, Va.³⁶ Living with him were: Charlotte A., age 30, wife; Elisa, age 20, daughter; Gertrude, age 17, daughter; and Carra Clein, age 7, relation not given. The same census listed 22 slaves owned by John P. Smart.³⁷ Their duties and relationships were not given.

An 1860 census was enumerated on Aug. 2, and showed Gary Aud, age 30, a farmer with real estate valued at \$1,500, a personal estate valued at \$400, living in Medley District, Poolesville Post Office, Montgomery County, Md.³⁸ Living with him were: Robert, age 32, brother, a farmer; Catherine, age 52[sic. 60], mother; and Susan, age 21 [sic. 29], sister. It would appear that after Asa Aud died, the farm went to Gary Aud, who was not the oldest son.

³⁴ *Alexandria Gazette*, Alexandria, Va., newspaper, Tuesday, 7/21/1857, p. 2.

³⁵ *Alexandria Gazette*, Alexandria, Va., newspaper, Monday, 6/14/1858, p. 3.

³⁶ 1860 census, Virginia, Loudoun County, Leesburg, enumerated 7/16/1860, p. 4.

³⁷ 1860 census – Slave Schedule, Virginia, Loudoun County, Leesburg, enumerated 7/14/1860, p. 7.

³⁸ 1860 census, Maryland, Montgomery County, Medley District, enumerated 8/2/1860, p. 37.

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In the same 1860 census, in the very next farm lived Jesse Veirs, age 64, a farmer with real estate valued at \$8,500 and a personal estate valued at \$14,000.³⁹ Living with him were: Sophia, age 48, wife; Susan A., age 28 [*sic.* 30], daughter; Lavinia, age 25, daughter; Maria L., age 23, daughter; William S., age 22, son, a farmer; Rosanna, age 19, daughter; Mary E., age 15, daughter; Elijah, age 14, son; Minerva, age 12, daughter; and Lamira D., age 10, daughter.

The Civil War began on April 12, 1861.

One year later, on July 31, 1862, William T. Aud married Susan Ann Veirs, in Montgomery County, Md.⁴⁰

William Seneca Veirs was a Private in Lt. Col. Elijah Veirs White's "Comanches" – 35th Battalion, Virginia Cavalry, Company B, during the Civil War. He was captured on Aug. 26, 1864 at Halltown, Va. He was jailed on Sep. 2, 1864 in Camp Chase Prison; March 26, 1865 in Point Lookout Prison, and paroled on June 21, 1865 from Point Lookout Prison, after he took the Oath of Allegiance. He was of dark complexion, had black hair, had light hazel-colored eyes and was 5' - 9¼" in height.⁴¹

Elijah L. Veirs was also a Private in Lt. Col. Elijah Veirs White's "Comanches" – 35th Battalion, Virginia Cavalry, Company B, during the Civil War. He was captured on Nov. 29, 1862 at Berryville, Va. He was sent to the Old Capitol Prison, then the City Point Prison, and subsequently paroled. However, he was captured again on June 9, 1863 at Brandy Station, Va. and sent to the Old Capitol Prison, again. He was released on June 25, 1863 from the Old Capitol Prison. He was wounded on May 6, 1864 in the Wilderness Battle, Va. and hospitalized at Charlottesville, Va., with a gunshot wound. He was furloughed on April 26, 1865.⁴²

The Civil War ended April 9, 1865.

John P. Smart died on July 17, 1865, at home in Leesburg, Va. He was subsequently buried in Saint James Episcopal Cemetery, Leesburg. The announcement read: "**DIED** – At his residence in Leesburg, on Monday last, in the 68th year of his age, JOHN P. SMART."⁴³

The 1870 census reported William T. Aud, age 48, a farmer with a personal estate valued at \$2,660 and real estate valued at \$9,500 living in District 3, Montgomery County, Md.⁴⁴ Living with him were: Susan A., age 38, wife; William L., age 5, son; Thomas E., age 4, son; Seneca V., age 3, son; and Annie L., age 2, daughter.

The 1870 census also listed Fenton Aud, age 28, as living in District 3, Montgomery County, Md.⁴⁵ Living with him were: Joseph, age 24, brother; Robert H., age 38, brother, a farm laborer;

³⁹ *Ibid.*

⁴⁰ *Maryland, U. S., Compiled Marriages, 1667-1899.*

⁴¹ 35th Battalion, Virginia Cavalry, researched by Glenn Wallace, 10/22/2007.

⁴² 35th Battalion, Virginia Cavalry, researched by Glenn Wallace, 8/26/2010.

⁴³ *Alexandria Gazette*, Alexandria, Va., newspaper, Saturday, 7/22/1865, p. 2.

⁴⁴ 1870 census, Maryland, Montgomery County, District 3, enumerated 8/11/1870, p. 62.

⁴⁵ 1870 census, Maryland, Montgomery County, District 3, enumerated 8/11/1870.

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Susan, age 22, sister; Catharine, age 55, mother; and Beverly Crump, possibly a domestic servant. Fenton Aud was clearly the head of the household/farm and the family stayed together.

The 1880 census listed William T. Aud, age 57, a farmer, living in Medley District, Montgomery County, Md.⁴⁶ Living with him were: Susan, age 49, wife; William L., age 16, son, going to school; Thomas E., age 14, son, going to school; Seneca V., age 13, son, going to school; Anna L., age 11, daughter, going to school; and Trugene, age 9, son, at home.

⁴⁶ 1880 census, Maryland, Montgomery County, Medley, enumerated 6/1880, p. 25.

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VITAL STATISTICS OF ASA AUD FAMILY

Name	Rel.	Born	Married	Died	Birth State
Robert Norwood	hus				
Susanna (1st)	wife	1755		2/1815	Maryland
Richard Norwood	son				
Robert Aud	hus	1762	1783 – 1791	2/1810	Maryland
Susanna Norwood (2nd)	wife	1755		2/1815	Maryland
Asa Fenton Aud	son	1791	9/13/1817	4/1/1860	Maryland
End of 1st Generation					
Asa Fenton Aud	hus	1791	9/13/1817	4/1/1860	Maryland
Catherine Hickman	wife	1800		11/29/1887	Maryland
William Thomas Aud	son	5/22/1822	8/5/1862	5/18/1895	Virginia
Robert H. Aud	son	1823	never	1870-72	Virginia
Gary Aud	son	1827	never	1867	Virginia
Joseph Aud	son	10/1827	never	1910	Maryland
Susan Ann Aud	dau	1823/29	never	11/26/1916	Virginia
Fenton Aud	son	1836	never	1910	Maryland
Jesse Veirs	hus	1793		3/19/1871	Maryland
Sophia Viers	wife	1811		12/23/1875	Maryland
Susan Ann Veirs (Aud)	dau	8/5/1830	7/31/1862	2/21/1898	Maryland
Lavinia C. Veirs	dau	3/14/1833		3/24/1904	Maryland
Maria Louise Veirs	dau	1836		2/7/1912	Maryland
William Seneca Veirs	son	8/8/1837		3/1/1908	Maryland
Rose Anna Veirs	dau	6/1841		4/6/1928	Maryland
Elijah L. Veirs	son	1/9/1846	never	2/4/1900	Maryland
Minerva Veirs	dau	1846		8/6/1930	Maryland
Mary E. Veirs	dau	1849		1/25/1877	Maryland
Lenore Dorcas Veirs	dau	1849		11/22/1905	Maryland
End of 2nd Generation					
William Thomas Aud	hus	5/22/1822	8/5/1862	5/18/1895	Maryland
Susan Ann Veirs	wife	8/5/1830		2/21/1898	Maryland
William Lee Aud	son	12/25/1863	12/27/1915	10/15/1957	Maryland
Thomas Edgar Aud	son	9/15/1865		9/12/1945	Maryland
Seneca Veirs Aud	son	12/23/1866	12/6/1900	3/9/1943	Maryland
Annie Lavinia Aud (Turner)	dau	3/11/1868	12/18/1920	12/30/1931	Maryland
Trujean Handy Aud	son	11/10/1870	1/30/1902	4/23/1940	Maryland

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VITAL STATISTICS OF JOHN P. SMART FAMILY

Name	Rel.	Born	Married	Died	Birth State
John Pearson Smart	hus	1805	11/26/1829	7/17/1865	Virginia
Emily C. Hilliard (1 st)	wife	1811		5/26/1840	New York
<i>Sophia Smart</i>	dau	1830	never	1/21/1838	Virginia
<i>Fayette Smart</i>	son	1833	6/27/1855	3/24/1864	Virginia
<i>Henrietta Smart</i> (Lockett)	dau	1834	10/28/1857	1870	Virginia
<i>Eliza Smart</i> (Ingram)	dau	1838	5/7/1861	3/14/1883	Virginia
John Pearson Smart	hus	1805	10/13/1841	7/17/1865	Virginia
Mary E. Wherry (2 nd)	wife	1806		6/15/1847	Virginia
<i>Gertrude S. Smart</i> (Williams)	dau	4/17/1843	2/20/1864	3/8/1922	Virginia
John Pearson Smart	hus	1805	9/12/1848	7/17/1865	Virginia
Charlotte A. Oram (3 rd)	wife	1812			New York
End of 1st Generation					
Fayette Smart	hus	1833	6/27/1855	3/24/1864	Virginia
Martha Washington Drake	wife	1836			
Ludwell Henry Lockett	hus	11/9/1826	10/28/1857	10/9/1891	Virginia
Henrietta Smart	wife	1834		1870	Virginia
<i>Francis Ludwell Lockett</i>	son	9/27/1858	infant	10/31/1858	Virginia
Sylvanus Littlepage Ingram	hus	1832	5/8/1861	11/29/1891	Virginia
Eliza Smart	wife	1838		3/14/1883	Virginia
<i>John Henry Ingram</i>	son	3/17/1862		1911	Virginia
<i>Lawrence Ingram</i>	son	12/18/1865		1926	Virginia
<i>Page Waller Ingram</i>	son	1/12/1873		1908	Virginia
Theodorick Armistead Williams	hus	2/20/1840	2/25/1864	11/14/1891	Virginia
Gertrude S. Smart	wife	4/17/1843		3/8/1922	Virginia
<i>J. Pearson Williams</i>	son	1868			Virginia
<i>Henrietta Williams</i>	dau	3/20/1869			Virginia
<i>Addie Williams</i>	dau	1869			Virginia
<i>Martha Armistead Williams</i>	dau	5/15/1871			Virginia
<i>Theodorick Armistead Williams</i>	son	1875			Virginia
<i>Mary Williams</i>	dau	1879		1951	Virginia

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VITAL STATISTICS OF CLARK ELDRIDGE FAMILY

Name	Rel.	Born	Married	Died	Birth State
Clark Eldridge	hus	1804		8/28/1887	Vermont
Elizabeth J.	wife	1815		4/30/1895	Virginia
<i>William Clark Eldridge</i>	son	1/8/1840		7/14/1896	Maryland
<i>Emma Eldridge</i>	dau	1852			Maryland

VITAL STATISTICS OF GEORGE H. BOSWELL/BOZZELL FAMILY

Name	Rel.	Born	Married	Died	Birth State
George H. Boswell	hus	1820		1901	Virginia
Emily Elgin	wife	1833		1895	Virginia
<i>George W. Boswell</i>	son	1845			Virginia
<i>William H. Boswell</i>	son	10/14/1847	1878	4/25/1912	Virginia
<i>Charles R. Boswell</i>	son	1848			Virginia

VITAL STATISTICS OF GEORGE KEPHART FAMILY

Name	Rel.	Born	Married	Died	Birth State
George. Kephart	hus	3/9/1795	12/17/1833	8/1/1869	Maryland
Margaret Ann Belt	wife	1811		6/11/1867	Maryland
<i>Edmonia Kephart</i>	dau	1835		7/1/1842	Maryland
<i>George F. M. Kephart</i>	son	1/18/1836		1888	Maryland
<i>William Fenton Kephart</i>	son	1837			Maryland
<i>Jerome Newton Kephart</i>	son	2/7/1839			Maryland
<i>Jasper Clinton Kephart</i>	son	2/7/1839			Maryland
<i>Martha Elizabeth Kephart</i>	dau	6/18/1843			Maryland
<i>John Alonzo Kephart</i>	son	8/7/1845		1929	Maryland
<i>Julius Edward Kephart</i>	son	1850			Maryland

TABULATION OF DESCENDING BOAT TRIPS

Year	Boats	Trips	less than 31	Edwards' Ferry	More than 31
1841	74	322	58	22	242
1842	70	262	17	24	221
1843	19	26	6	3	17
1844	53	264	21	35	208
1845	82	605	33	99	473
1846	118	873	117	126	630
1847	156	1,024	222	126	676
1848	51	240	2	46	192
1849	70	287	13	76	198
1850	62	834	117	111	606

Note: almost all the descending boats returned to their port of origin for another load.