

COMPILATION OF  
CANAL TRADE ARTICLES FROM  
*THE WEEKLY CIVILIAN*  
a Cumberland, Md. newspaper  
and  
*THE BALTIMORE SUN,*  
*SOUTH*  
and  
*DAILY EXCHANGE*  
three Baltimore, Md. newspapers  
and  
*EVENING STAR,*  
*DAILY NATIONAL REPUBLICAN*  
and  
*DAILY NATIONAL INTELLIGENCER*  
three Washington, D. C. newspapers  
1861

Compiled by  
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## A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Weekly Civilian*, a Cumberland, Md. newspaper and *The Sun*, *South* and *Daily Exchange* three Baltimore, Md. newspapers and *Evening Star*, *Daily National Republican* and *Daily National Intelligencer* three Washington, D. C. newspapers of the era. The articles were compiled, chronologically in a two-column format, much as they appeared in the newspaper. Articles from *The Weekly Civilian* are preceded by CW, those from *The Sun* are preceded by *Sun*, those from *South* are preceded by *South*, those from *Daily Exchange* are preceded by DE, those from the *Evening Star* are preceded by ES, those from the *Daily National Republican* are preceded by DNR, and those from the *Daily National Intelligencer* are preceded by DNI.

This report contains several articles about events happening along the line of the canal, particularly in the several canal towns. Readers wishing more information on the Canal during the Civil War are referred to “Trembling in the Balance, The Chesapeake and Ohio Canal During the Civil War” by Timothy R. Snyder, ©2011.

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

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## Canal Trade 1861.

*Sun, Tue. 1/1/61, p. 4. Georgetown, D. C., Monday Afternoon* – Alexander Soper, Esq., the obliging collector of tolls on the Chesapeake and Ohio Canal at this place, furnishes the following report for the year past, brought down to this the last evening of the year 1860:

Descending – Number of arrivals 3,223; tolls \$119,809.27; 275,271 tons coal; 107,525 bbls. flour; 220,640 bushels wheat; 158,680 bushels corn; 150 bbls. apples and other fruit; 376 bbls cider vinegar and whiskey; 43 tons tobacco and sumac; 141 tons furniture, empty barrels, carriages and wagons; 56,300 bushels mill offal and potatoes; 530 tons bloom and cast iron; 219 tons hay and straw; 18,340 bushels oats; 609,000 feet lumber; 648 tons pig iron; 4,070 perches rough stone; 965 tons lime and cement; 2,745 cords wood; 1,001 cords bark and 8,149 perches limestone.

Ascending – Number of clearances 3,187; tolls \$11,567.61; 194 tons cider vinegar and whiskey; 3,068 bbls. fish; 53 tons furniture, empty bbls., wagons and carriages; 6 tons tar, pitch and oakum; 92 tons dry goods, groceries, &c.; 40 tons castings and bloom iron; 252 bushels oysters; 26 tons melons and other fruits; 16,270 sacks salt; 712,000 feet lumber; 123 tons bricks; 21 tons lime and cement; 1,999 tons guano, bone dust and other fertilizers; 3,112 tons plaster – making the number of tons ascending and descending 417,433; amount of ascending and descending tolls at the collector's office in Georgetown \$131,376.88, and the amount at other offices \$43,942.89; amount on the whole line \$175,319.76.

*Sun, Wed. 1/9/61, p. 1.* For some years past the State has been paying the interest on five hundred thousand dollars of the bonds of the Chesapeake and Ohio Canal Company, and in a few years will be required to pay the principal of those bonds, unless some changes shall be affected in its organization and management.

The attention of the Legislature is called to the views of the Attorney General on the subject.

DNR, Sat. 1/12/61, p. 4. **Fatal Accident** – About eight o'clock on Wednesday morning, as Mr. John Peveril, of that city, in company with two friends, was crossing Lock No. 4 of the Alexandria canal, he tripped and fell to the bottom of the lock, a distance of about twenty feet, striking against the hard cement lining and mangling and bruising himself in such a terrible manner as to cause his almost instantaneous death.

ES, Mon. 1/21/61, p. 4. **Larceny on the Chesapeake and Ohio Canal by a Washington Negro.** – Wm. H. Stant (colored) ran away from Washington in order to get rid of a troublesome little affair of business for which he had become responsible by giving bail for his appearance before the criminal court. Safely out of the city, Bill wandered up the canal, towards which raging flood he had a fellow feeling, and meeting with a favorable offer, entered into contract for service on a canal boat. Here he remained for a short time until he got familiar with the localities of things generally, and found time to exercise his curiosity in particular with reference to where articles of value were stored away. His master having occasion to leave the boat one day for a short time, left it in charge of Bill. When he came back, Bill was gone, and on investigation a sum of money amounting to \$80, and sundry articles of clothing, were also *non est*. He chased Bill to Washington, and to his home on the Navy yard. When the officers went to his house, his wife didn't know where Bill was; but the officers thinking they did know, obtained a search warrant, and returning, entered the house, where they soon discovered Mr. Bill Stant packed away under the bed. He was summarily hauled out and taken before Justice McKenna, who heard the statement of the boatman. Search was made, but unavailing, for the stolen money; but as luck would have it, the stolen clothing was discovered, and

thereupon Bill was committed to jail to await a requisition from the State of Maryland.

ES, Tue. 1/22/61, p. 3. **GEORGETOWN CORPORATION LAWS** – A Resolution to pay for repairs on Market House Bridge. – *Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown.* That the Clerk be, and he is hereby, authorized to pay to the order of H. B. Walker, five dollars and fifty cents, for repairs on Market House Bridge, and charge the amount to the Chesapeake and Ohio Canal Company.

Approved January 5, 1861.

ES, Wed. 1/23/61, p. 3. A Resolution to pay for repairs on Market House Bridge. – *Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown.* That the Clerk be, and he is hereby, authorized to pay to the order of Joseph Libby & son, ten dollars and twelve cents, and charge the same to the Chesapeake and Ohio Canal Company.

Approved January 12, 1861.

DE, Fri. 2/8/61, p. 3. **The Chesapeake and Ohio Canal** – A meeting of the Board of Directors of the Chesapeake and Ohio Canal was held in Washington on Wednesday, when the following resolution was adopted by a vote of ayes 4, nays 3:

*Resolved,* That in the judgement of this Board, any advance on the present rates of tolls would be inexpedient and unwise.

ES, Tue. 2/12/61, p. 3. *Leak in the Alexandria Canal* – The water in the Alexandria Canal has been drawn off to repair a slight leak in the road arch at the Four Mile Run.

Sat., 2/16/61, P. 3. **Georgetown Correspondence.** The water has been let out from our canal for several days past, for the purpose of preparing it for the spring trade; hands are now busily engaged in putting matters

to rights, and it will be some days before it will be again ready for navigation.<sup>1</sup>

*Sun*, Mon. 2/18/61, p. 1. **Chesapeake and Ohio Canal** – We see it stated in the Shepherdstown (Va.) *Register* that the work on dam No. 4, of this canal, which was commenced in 1857, has been finally completed, under the supervision of Mr. Brown, the contractor, and that it is expected that navigation, throughout the entire line will be resumed about the middle of March.

DE, Fri. 2/22/61, p. 3. **Chesapeake and Ohio Canal** – During the winter, great attention has been given to this important work so that it may be in readiness for the spring trade. The bars which were formed across the channel by the washing of the rains, and the mud accumulated have been removed – leaks have been closed up by a free application of cement, the locks, gates and towpath repaired, and last, though not least, the celebrated dam No. 4 has been finished and thus relieved all concerned of the stereotyped inquiry, “how does dam No. 4 come on.” We understand that the water will be let in on Tuesday, 26<sup>th</sup> instant, when we hope for a brisk and profitable trade. – *Cumberland Civilian.*

Wed. 2/27/61, p. 2. **The Chesapeake and Ohio Canal** – The Shepherdstown (Virginia) *Register* states that the work on dam No. 4, of this canal, which was commenced in 1857, has been finally completed, under the supervision of Mr. Brown, the contractor, and that it is expected that navigation throughout the entire line will be resumed about the middle of March. We also learn that the masonry of the Lock above Georgetown, undermined and washed out by the fall freshets, has been re-constructed through the energy of Col. Spates, one of the Directors.<sup>2</sup>

ES, Tue. 3/5/61, p. 4. **A Resolution relating to the Chesapeake and Ohio Canal** - *Resolved by*

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

<sup>2</sup> *Examiner*, Frederick, Md.

*the Board of Aldermen and Board of Common Council of the Corporation of Georgetown.* That it shall not be lawful to place and leave materials upon, or otherwise obstruct that portion of the south side of Bridge street which lies between Lingam street and the bridge west thereof which crosses the canal – the grade of said portion of the street being several feet below that part used for travel, and having been improved by the Canal Company simply for its tow-path; provided that the owner of the lot on the east side of Lingam street shall not be prohibited by said company from ingress and egress to and from his property across said street, or landing from, or putting merchandize on boats, provided he does not interfere with the towing on the canal.

Approved February 23, 1861.

*Sun*, Thu. 3/14/61, p. 4. **Found Guilty** – Thomas Goins, free negro, indicted for the murder of Hanson Poole, at the Point of Rocks, on the 5<sup>th</sup> of February last, has been found guilty of manslaughter, at Frederick, and sentenced to be sold as a slave for ten years, beyond the limits of the State of Maryland.

*Sun*, Mon. 3/11/61, p. 1. Navigation has been commenced on the Chesapeake and Ohio canal, several boats having left Williamsport for Cumberland.

ES, Wed. 3/13/61, p. 4. **Arrived** at twelfth street bridge, canal boat Kate, with 114 tons Cumberland coal for C. M. Keys.

*Sun*, Thu. 3/14/61, p. 4. The Chesapeake and Ohio Canal is now in full operation, and boats are daily arriving at Alexandria from Cumberland.

ES, Sat. 3/16/61, p. 3. GEORGETOWN – We learn that the Chesapeake and Ohio Canal is now in excellent condition; lock No. 21, near the Great Falls, has been substantially rebuilt, and navigation is fully resumed. Some wheat

has been received, thus enabling our flour mills to commence operations; and several boats laden with coal and detained along the line of the canal during the winter, have arrived in the last few days. Boats are now being loaded with coal at Cumberland, and the arrivals will increase daily. Shipments have commenced from Ray's dock, and a large coal trade is expected the ensuing season. We understand that heavy orders have already been received from eastern ports, and vessels are in demand, although no rates of freight for a general business have been yet established.

DNR, Tue. 3/19/61, p. 3. **The Chesapeake and Ohio Canal** is successfully resuming its annual business, after the winter's suspension. Several cargoes of grain and country produce have arrived, and such coal boats as were cut off in their passage down by the formation of ice. There would seem to be nothing to prevent an unexampled coal trade during the coming season. A. E. Soper, Esq., the collector of the Chesapeake and Ohio canal at Georgetown, reports the number of arrivals last week to be forty-four, and the revenue \$1,600. The canal is in good navigable order all along the line, and the boatmen give assurances of a fine coal trade this season.

DNR, Mon. 4/1/61, p. 3. **The Chesapeake and Ohio Canal** has commenced business this year more favorably than in any previous season, and, it is added, with good hope of continuance. During the month just closed, the arrivals of boats at the tide-water collection office at Georgetown were two hundred and twenty-five. The tolls collected there last week amounted to a little more than \$5,000, and during the month to between \$10,000 and \$11,000. It is usual to estimate one-third of the Georgetown tolls for the tolls collected at the offices above, which is to be added to the foregoing. These receipts are unprecedented this early in the season. Of course the largest proportion of tonnage downward was Cumberland coal, but no less

than 17,890 barrels of flour have been received during the month. Besides this heavy business in coal and flour, there have been considerable arrivals of corn, wheat, wood, limestone and the usual articles of canal trade. The navigation is understood to be in excellent order, the people concerned in the trade are in good spirits, and if it were possible to demean the doubt and gloom engendered by political causes alone, there would be nothing to cast a shadow on anything or any body connected with this important public work.

*Sun*, Tue. 4/2/61, p. 1. **Fatal Accident** – The Shepherdstown (Va.) *Register* states that a lad named Terrell, son of James Terrell, of Cumberland, Md., was killed on the Chesapeake and Ohio canal, on the 24<sup>th</sup> ult., under the following circumstances: He was acting in the capacity of tow-boy for the boat of his father, who was in charge of it at the time, and whilst proceeding up the canal the tow-line became suddenly loosened, which served to frighten the mules, and the lad being caught in the line, they started to run up the canal at a rapid speed, dragging the lad about two miles before they were checked. Upon examining the lad, life was extinct, his head being nearly severed, and other parts of his body horribly mutilated.

CW, Thu. 4/4/61, p. 3. **Public Sale of Canal Boat “Eli Wade.”** – By virtue of a mortgage from Benjamin F. Marmaduke of Washington county, Md., to me the undersigned,<sup>3</sup> I will sell at PUBLIC SALE, to the highest bidder for CASH, the Canal Boat “Eli Wade,” on TUESDAY, APRIL 15<sup>th</sup> next, at 11 o’clock, a.m., in front of the National Hotel, in the city of Cumberland.

HENRY THOMAS WELD

Cumberland, April 4, 1861 – 2t.

DE, Thu. 4/4/61, p. 2. **A Shocking Accident** – The last Williamsport *Ledger* gives the

<sup>3</sup> Washington County Courthouse, Hagerstown, MD, Deed Book IN 13, p 101, 4/12/1858.

following account of a most dreadful accident, which occurred on the Chesapeake and Ohio Canal: “As a lad, the son of Mr. James Terrell, of Cumberland, was driving his mules on the Canal near Shepherdstown, on last Sunday, the tow-line suddenly snapped with great violence. The broken rope sprung back like lightning, and as it sprang back it wrapped itself about the boy’s leg, making a jamb knot, and casting the boy to the ground. At the same time the mules took fright and ran. Thus, they dragged the poor boy by the leg for two miles and a half over the rough, jagged stones that crowd the tow-path in that section. When the mules were stopped, it was found that the boy’s head and face had been bruised almost into a jelly; his garments were in tatters, and his limbs were torn and broken, while bits of flesh and spots of blood were left upon the stones. He still breathed, but never spoke after he was rescued. On Monday morning his mangled remains were put on board of the cars and returned to his home in Cumberland.”

*Sun*, Mon. 4/8/61, p. 4. Mr. Soper, collector for the Chesapeake and Ohio Canal, reports as follows: Number of arrivals since Monday, 92; amount of tolls for the week, \$3,370; 3,610 bbls. flour during the week; whole number of arrivals in March, 281.

The Civil War began on April 12, 1861.

DNR, Wed. 4/17/61, p. 3. **NEWS ITEMS**

The recent storms, attendant with heavy rains, have done considerable damage to the Chesapeake and Ohio canal, and, up to the latest accounts, travel, especially in the vicinity of Hancock, has been suspended.

DNR, Fri. 4/19/61, p. 3. **The Chesapeake and Ohio Canal**, we are sorry to learn, suffered considerably by the late heavy rains. Intelligence respecting the extent of mischief done is not very distinct, but we have little doubt that it will be the middle of May before

the navigation will be resumed throughout. It is understood that dam No. 5 has received some serious damage; the next section below has also been assailed, and even the eight-mile level between Seneca and Edward's Ferry is reported to have three breaks of greater or less extent.

*Sun*, Mon. 4/22/61, p. 1. **Position at Harper's Ferry** – Mr. Adams, correspondent of the *New York World*, who has returned from Harper's Ferry, says: All along the road on his way up on Friday, the people were enthusiastic for the secession cause. At Point of Rocks, Md., the Confederate flag was flying. At Harper's Ferry, the train was stopped by a file of Virginia soldiers, who passed through the cars to see if any Federal troops were on board, and on the Virginia side two batteries of cannon were stationed, pointed to the cars. No one was permitted to land from the cars, troops being stationed to prevent egress of passengers. The State flag of Virginia was flying from the flag-staff, and the town was under martial law. The Virginia troops, consisting of companies from Martinsburg, Staunton, Wytheville and other points, took possession on Thursday night and Friday morning. Batteries are planted upon all the heights commanding the river. Two thousand Virginia troops were there and more were expected.

*Sun*, Tue. 4/23/61, p. 3. Point of Rocks, Md. The people here were greatly excited on hearing of the shooting of citizens of Baltimore by the Massachusetts troops. Men who were strong Union men are now secessionists, and declare that they will fight for the South. The flag of the Confederate States was raised here today by the citizens and was saluted with fifteen guns. Lincoln will get no man from here. We are all secessionists, and if Maryland don't secede, we will join Virginia.

CW, Wed. 4/24/61, p. 2. **Secession Flag** – It is stated here, on the information of a Mr. Kidwell, that a body of Virginia Secessionists crossed the

Bridge over the Potomac at Berlin, on last Monday, and hoisted the Secession flag on Maryland soil. And that the citizens of Berlin had rallied, torn down the flag and driven the invaders off. Berlin, or Barry P. O., is on the line of Railroad and Canal about seven miles west of the Point of Rocks, and five east of Harper's Ferry.

*Sun*, Wed. 4/24/61, p. 1. **The Chesapeake and Ohio Canal**. – It is thought the navigation of the Chesapeake and Ohio Canal, which supplies Georgetown, D. C. and Alexandria, Va., with a great deal of flour and other commodities, will be stopped, on account of the apprehension that the cargoes arriving will be seized by the Washington authorities.

ES, Wed. 4/24/61, p. 3. **The Canal** – We learn that the damage to the Chesapeake and Ohio Canal is being repaired with expedition, and navigation is resumed to some distance beyond Seneca. Cargoes of wood and stone have arrived at Georgetown in the last day or two, and cargoes of flour and grain are on the way.

DE, Mon. 4/29/61, p. 2. **Chesapeake and Ohio Canal**. – We are informed, says the *Alexandria Gazette*, that the repairs to the Canal, at dam No. 4, and along the line, were commenced on Wednesday. It will require several weeks to put the works in good order, and when that is accomplished, unless matters assume a more peaceful aspect, we presume that transportation will be suspended.

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*Ibid*, p. 3. A message was received from the Executive enclosing the correspondence between the Governor and the Sheriff of Frederick county, in which the latter enclosed a dispatch to him from C. F. Wenner, dated April 24, 1861, stating that his boat, loaded with grain, bound from Berlin to Georgetown, is detained at Point of Rocks by order of the officers in command of Harper's Ferry, and his grain is being loaded in the cars to go to

Harper's Ferry. I demand, he says, your presence at this point, and will hold the State of Maryland responsible for protection and damages. Mr. Wenner states that he made some resistance until the officers ordered the soldiers to fire after a minute's notice.

The message and correspondence were referred to the Committee on Claims.

The above was also communicated to the Senate and referred.

ES, Mon. 4/29/61, p. 2. **GEORGETOWN** – We learn that a canal boat, with 100 barrels of corn for Mr. W. Dowling, of Georgetown, coming down the canal, on the Maryland side, was intercepted by a party from Virginia, and the corn taken away.

Wed. 5/1/61, p. 2. **Invasion and Seizure** – A gross outrage was perpetuated by Virginia troops on Maryland soil, at the Point of Rocks in this county on Wednesday last. It seems that on that day Mr. Charles F. Wenner, a respectable citizen of Berlin, started with his Canal boat, loaded with some 2,600 bushels of corn and oats for Georgetown; and had not proceeded far, before he was stopped by Virginia troops, and his property seized by force and under threats of personal violence. The soldiers refused to permit Mr. Wenner to deliver the grain by measurement, or to give him any receipt or satisfaction therefor. The subject has been brought to the attention of the Maryland Legislature, and been referred in the lower House to the Committee on Claims, instead of an appropriate reference to the Committee on Federal Relations. We also learn that this outrage and invasion is not the first committed on our citizens by Virginia but that they have erected a battery on the Maryland side, near Harper's Ferry and maintain an armed occupation of the bridge at that point. The Maryland territory is defined by high-water mark on the Virginia shore.<sup>4</sup>

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<sup>4</sup> *Examiner*, Frederick, Md.

DE, Wed. 5/1/61, p. 2. **The Supply of Provisions in Washington.** – The Government, says the *Washington Republican* of the 25<sup>th</sup> inst., have recently purchased thirteen thousand barrels of flour here, at prices ranging from \$7 to \$8.50, according to quality. Also, beef, pork, &c., in Baltimore (all of which has been delivered here by rail) in immense quantities – quite sufficient to sustain all the troops that will be here for a month to come. It was upon the strength of these heavy purchases of flour that certain persons in the trade undertook to put the screws to individual buyers to the tune of \$15 per barrel a day or two since. There are at least 15,000 barrels of flour yet unsold in the District of Columbia. We also learn that the damage to the Chesapeake and Ohio Canal is being repaired with expedition, and navigation has already been resumed beyond Seneca Mills. Several cargoes of flour are on the way; so there need be no fear of a lack of provisions here, come what may.

*South*, Thu. 5/2/61, p. 2. **Military Editors** – The New York Editors have each a favorite plan of campaign, which they ventilate every other day and modify to suit circumstances. Here is the program of the *Times*: Gen. Scott must be left with 15,000 to 20,000 soldiers, to keep Washington. Gen. Patterson must have 10,000 men, with which to advance upon Frederick, and take possession of the Baltimore and Ohio Railroad, so as to prevent the advance of troops from Harper's Ferry upon Washington. The Chesapeake and Ohio Canal might be cut, and the waters permitted to escape. Gen. Butler might remain at Annapolis with 10,000 men, to keep it open that communication with the Capital, and to hold the Baltimore mob in check, if they should attempt to march upon Washington. *And Fort McHenry should be directed to bombard and burn down Baltimore and its shipping*, the moment a demonstration shall be made by its population against the Federal Constitution and laws of the land.



Thu. 5/2/61, p. 2. **Another Outrage** – On Tuesday evening intelligence of another outrage committed by Virginia troops on citizens of Maryland, residing in this county, reached this city and excited great indignation.

It appears that a boat load of young cattle belonging to Mr. Joseph Waltman who intended sending them to Georgetown *via* the Chesapeake & Ohio Canal, was seized by Virginia troops at the Point of Rocks and appropriated to their own use. Can it be possible that these Virginia troops have been granted letters of marque by Jeff. Davis, authorizing them to commit highway robbery on the Chesapeake & Ohio Canal? If so, it is time we should know it, as reprisals might be made. Is it not the duty of the Governor and Legislature to enquire into the facts and take some action?

Has Virginia declared war against Maryland? Or is this a way she has of showing her *affection* for Maryland and *protection* of her citizens? By this course, Virginia is daily strengthening the Union cause in Maryland.<sup>5</sup>

Sun, Sat. 5/4/61, p. 1. **Chesapeake and Ohio Canal** – A meeting of the commissioners of the public works of Maryland was held in Washington on Thursday. Those present were Col. L. Roberts and F. Schley and H. Reynolds, Esqs. We hear that Col. Alfred Spates, of Allegany county, was elected president of the Chesapeake and Ohio canal, in the place of Dr. Jas. Fitzpatrick, resigned, and Enoch B. Hutton, of Montgomery county, was elected a director to fill the vacancy occasioned by the election of Col. A. Spates to the presidency. The meeting adjourned to the first Monday in June.

Sat. 5/11/61, p. 3. **Chesapeake and Ohio Canal.** – At a meeting of the Commissioners of the Public Works of this State, held at the office of the Chesapeake and Ohio Canal Company, in Washington, D. C., on the 2<sup>nd</sup> inst., the

following named persons were elected President and Directors:

President – Col. Alfred Spates, Allegany county. Directors – Edward M. Mealy, Washington county; Enoch B. Hutton, Montgomery county; Victor Holmes, Baltimore county; John Jamison, Baltimore city; Robert R. Vandiver, Hartford county; J. J. Eckard, Cecil county.<sup>6</sup>

Thu. 5/16/61, p. 2. **Another Virginia Outrage.** The Canal boat belonging to Mr. John Spencer of Weverton in this county, was captured at Harper's Ferry on the 6<sup>th</sup> instant, by a set of lawless Virginians who loaded it with guns, powder and other munitions of war, for the purpose of transporting them to the Point of Rocks, but fortunately when the boat arrived at Berlin it was recaptured by a number of the friends of Mr. Spencer who had assembled at that place for the purpose of raising a Union Pole. The buccaneering militia captain finding his prize gone, lowered his tone and confessed he had done wrong, and offering \$30 to the owner of the boat to allow it to proceed to the Point of Rocks, the offer was accepted and the cash paid.<sup>7</sup>

Sun, Sat. 5/18/61, p. 1. A correspondent of the Alexandria *Sentinel*, writing from Harper's Ferry, says: The number at present stationed immediately at the Ferry is about 5,500, and at different points around the Ferry about 3,100. There are about 600 Kentucky troops, nearly all of them stationed on the Maryland heights.

Yesterday several pieces of cannon arrived from Norfolk, and at present are being stationed at the different points of entrance. it is a singular fact that Augusta and Rockingham, formerly the two strongest Union counties in the State, have sent the largest number of soldiers to this point. Each of these counties sent a regiment. A portion of the Augusta regiment

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<sup>5</sup> *Maryland Union*, Frederick, Md.

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<sup>6</sup> *Cecil Whig*, Elkton, Md.

<sup>7</sup> *Maryland Union*, Frederick, Md.

has been sent to Shepherdstown, a few miles up the Potomac, to defend the bridge there.

Several grocers have been found selling liquor to the soldiers, and immediately all their stock was seized and put under guard.

The Maryland heights are now in possession of the Virginia, Kentucky and Baltimore troops. At the Point of Rocks, twelve miles below here, on the Potomac, a battery of railroad iron has been erected, and a large force stationed.

Correspondents of Northern and Maryland papers represent the soldiers at this place as being for the Union. This is false. The sentiment of the soldiers is almost unanimous in favor of the ordinance of secession.

About 800 Alabama troops have just arrived on the train from Winchester, all fully armed and equipped. They are a splendid looking body of men. They report that more are on their way here. By tomorrow evening, there will be an army of between 11,000 and 12,000 men at this point.

DNR, Tue. 5/21/61, p. 2. **Chesapeake and Ohio Canal.** –We learn that a day or two since, a miller at Williamsport, Md., having a boat load of flour, which he wished to bring down to the District to market, made application to the commander of the Confederate troops at Harper's Ferry for a permit to pass. The request was peremptorily refused, and the miller was informed that no navigation of the canal would be permitted *for the present*, or until Maryland had withdrawn her objection to the occupation of "Pinnacle Rock" and adjacent heights on the Maryland side by the troops of Virginia and the Confederates. This was understood to apply to coal boats as well as all others. This must be a rather severe blow to Allegany county and its principal trade.

DNI, Fri. 5/24/61, p. 2. **Invasion of Maryland by Virginia Forces** – The Hagerstown *Torchlight* has been furnished with the names of thirty-two persons, residents of the county,

whose houses were searched by the Virginia troops for arms, &c. John Savin and P. C. Savin refused to let the searching party enter their houses, but afterwards invited the officer in. Mr. Sparrow defied and refused to let them enter his house. Mr. Alexander Dent, who resided in Sandy Hook, wished to remove his family from that place, and before he could do so had to procure the following permit:

"Alexander Dent has permission to remove his family from Sandy Hook to Montgomery county, Maryland, on canal boat E. Reid, without molestation, the said boat to return empty. By order of Col. Jackson.

"J. W. Massie, Aid"

*South*, Sat. 5/25/61, p. 3. **Chambersburg, Pa., May 24** – There are now, beyond all possibility of doubt, 9,500 troops between Point of Rocks and Williamsport, on the Potomac. Of these, 2,500 are Alabamians, Mississippians, North Carolinians and Georgians. The rest are Virginians. There can be no doubt that there are 300 Cherokee Indians, armed as Indians are usually armed, with tomahawk, scalping knife and rifle, among this number. These Indians resided partly in North Carolina and Georgia. The Virginia troops along the Potomac line are well armed. Between Point of Rocks, which is eight miles below Harper's Ferry, and Williamsport, twenty-three miles above, there are scattered at various points thirty-five pieces of cannon.

*Great apprehension prevails in Cumberland valley of an invasion from Virginia. Ten thousand head of cattle and five thousand horses along the valley could be seized by a sudden irruption of an expeditionary corps holding the valley for five days, even if driven back into Virginia.*

DNI, Sat. 5/25/61, p. 1. **The Chesapeake and Ohio Canal** – It is understood that there is a great deal of coal on the way from Cumberland to tide-water, the principal or only difficulty in the way of which is the refusal of the

Confederate troops at Harper's Ferry to allow the coal boats to pass that point. Why should they thus punish the people of upper Maryland?

DE, Mon. 5/27/61, p. 2. **The City of Alexandria** – The city of Alexandria, Virginia, in on the right bank of the Potomac, seven miles below Washington. It is a port of entry and contains a population of 9,000 inhabitants. The river at this point is nearly a mile wide and affords a commodious harbor for ships of the largest tonnage. It is also a place where ship-building is carried on to some extent. The city is regularly laid out, gas-lighted, and contains a courthouse, twelve churches, three banks, two newspaper offices, and several large public schools. The place is important to Virginia as a convenient point for the export of corn, tobacco and coal.

The trade of Alexandria has been materially increased of late by the opening of the canal to Georgetown, intersecting the Chesapeake and Ohio Canal, and railroad ninety miles long, extending to Gordonville, on the Virginia Central railroad. This connection is a most important one to the South, as the line extends without interruption through the Southern States to Montgomery and Mobile, and connects with branch lines to almost every prominent Southern city and port.

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**Movements from Georgetown Friday Night**

At 9½ o'clock, Capt. Rodier, with the Anderson Rifles, passed over the Chain Bridge and posted picket guards. At about 11½ o'clock the remaining companies of the Georgetown battalion, under Major Hollinsworth, crossed the Aqueduct to reconnoiter and secure the roads. About 2½ o'clock this morning, the Sixty-ninth Regiment, Col. Corcoran, Fifth Massachusetts, Col. Lawrence and Twenty-eighth, Brooklyn, went over and took position on the Virginia side. At an early hour this morning the Engineer corps of the Fourteenth Brooklyn Regiment went over, and the work of fortifying

was commenced. The large flag of the Sixty-ninth was taken over to be unfurled at their post.

ES, Mon. 5/27/61, p. 4. Six thousand barrels of flour are stationed along the Chesapeake and Ohio Canal, between Williamsport and Shepherdstown. All the owners are removing it by hauling it into the interior of Maryland as fast as possible. A man named Lightner, a secessionist of Williamsport, is the owner of two thousand barrels, and is having it hauled rapidly to Hagerstown.

Wed. 5/29/61, p. 2. **Bollman Rock** – After several ineffectual attempts, the rebels succeeded on Monday morning in blowing down the large detached mass of rock, known as the "Bollman Rock," and situated at the Point of Rocks. A previous attempt, by the explosion of seventy-five pounds of powder, failed to dislodge the pile; so that we suppose a more powerful blast was applied. In its fall, the rock struck the outer track of the Railroad, carrying it away into the Canal beyond, and obstructing the inner track, so as to prevent the passage of trains. It also extends its length into the canal; but leaves room enough on the side near the Potomac for boats to pass. This vandal act is wholly in character with the incendiary and destructive propensities of the rebels.

Sun, Tue. 6/4/61, p. 1. **Chesapeake and Ohio Canal** – Alfred Spates, Esq., writes from Frederick, under date of the 27<sup>th</sup> ult., as follows: "I visited Harper's Ferry today for the purpose of knowing if coal or other boats could pass. I find it will be impossible for any boats to pass the Ferry or the Point of Rocks. The rock that has been thrown down at the Point would not stop the canal, but other rocks will also be thrown down, and boats cannot pass,"

Wed. 6/5/61, p. 2. **Stopping the Trains.** – Upon the arrival of the Westward bound train at the Point of Rocks on Monday morning, its farther progress was arrested by the detachment

of Rebel troops stationed there, and it was ordered to return with the information that no more trains would be allowed to pass that point. There were about two hundred German emigrants and a number of other passengers on the train, all of whom were subjected to the delay and expense of returning to Baltimore. We trust the rebels, who infest the Point of Rocks and Harper's Ferry will be speedily dislodged, and peace, security and order once more restored under the folds of the glorious Stars and Stripes.<sup>8</sup>

*South*, Wed. 6/5/61, p. 2. *The Trains* – The trains on the Baltimore and Ohio Railroad are now only running between Baltimore and Adamstown, five miles this side of Point of Rocks. On the other end of the road they run between Cumberland and Wheeling.

ES, Wed. 6/5/61, p. 3. GEORGETOWN The 79<sup>th</sup> New York Regiment (Highlanders) marched through our streets yesterday morning at three o'clock, to their temporary quarters at Georgetown College. Some of the members, in full Highlander costume, appeared in our streets yesterday, attracting much attention.

The Anderson Rifles, Capt. Rosier, are now encamped about a mile above the Chain bridge, at the edge of a beautiful grove between the Washington Aqueduct and the Chesapeake and Ohio Canal. They are just opposite the old powder magazine. The other three companies of the Georgetown volunteer battalion are encamped on the hill above Chain bridge on the Virginia side. Three companies of the fourth volunteer battalion of Washington, Col. Towers commanding, marched to the same vicinity yesterday evening, accompanied by wagons with their camp equipage, &c. They immediately proceeded to road making, with a view to forming a camp on the heights on the Maryland side, overlooking the bridge. This makes seven companies of District volunteers at that point.

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<sup>8</sup> *Examiner*, Frederick, Md.

*South*, Sat. 6/8/61, p. 2. Advices from Point of Rocks, received in Baltimore last night, are to the effect that the portion of Captain Imboden's company stationed at the Point of Rocks has been removed to Harper's Ferry, and that Capt. Alburtis' company of artillery have been ordered there in their stead. Besides the cavalry and infantry at the Point of Rocks, numbering about 1,500, the artillery force is very considerable, there being four pieces and one howitzer in Capt. Alburtis' company, and four brass pieces in the Loudon Artillery, under command of Capt. Rogers. An attack at the Point of Rocks was confidently anticipated.

At Berlin, seven miles from the Ferry, they have about a hundred and fifty infantry and a hundred cavalry guarding a bridge which crosses the river at that place.

The main forces are at Bolivar, a place about a mile south of the Harper's Ferry railroad bridge. They appear to be strengthening their line from Bolivar to Winchester.

*South*, Mon. 6/10/61, p. 2. **The Point of Rocks** Parties who arrived here this morning from Frederick, state that the Point of Rocks was yesterday abandoned by the Virginia troops, who have fallen back upon Harper's Ferry, having destroyed the turnpike bridge across the Potomac from the Point of Rocks to Berlin, before they left. It was a wooden structure, almost 600 feet long.

ES, Mon. 6/10/61, p. 2. Three battalions of District of Columbia volunteers, passed through Georgetown at an early hour this morning, accompanied by Government wagons with camp equipage, ammunition, baggage, &c. They numbered over a thousand men, and presented a martial appearance, each train of wagons being protected by a military guard. They passed up the Rockville (Md.) road, and their supposed destination is Edward's Ferry, on the Potomac. This point is about thirty miles from Georgetown, or equi-distant from

Washington and Harper's Ferry. It is the only crossing place for teams between the Point of Rocks and the District. The road passes from Frederick, Md., across a bridge over the Chesapeake and Ohio canal to the established ferry across the Potomac, and the road terminates in Leesburg, Va., which is only four miles distant from the crossing.

*Sun*, Wed. 6/12/61, p. 2. **Destruction of Canal Boats by Virginians** – Frederick, June 11. – Yesterday the Virginians destroyed about twenty-five canal boats in the vicinity of Harper's Ferry, with the intention, it is supposed, of preventing their being used to transport troops across the Potomac.

*ES*, Wed. 6/12/61, p. 4. **The Border Conflict at Shepherdstown and Williamsport** – Williamsport, June 10, P. M. – The firing at Dam No. 5 was renewed this morning, and is still going on between the Virginia forces and the Clearspring and Williamsport Guards. None of our soldiers have been injured, but they have certainly done their enemies some harm – killed two horses and probably one man. Below this, the Virginians are crossing the river and burning the canal boats.

*DE*, Thu. 6/13/61, p. 2. Harper's Ferry, June 12. Sluices have been cut in the canal at and about this place, and the water drained out. Canal boats, therefore, that were unlucky enough to be found upon the *briny deep*, have touched bottom, and are lying – not high and dry – but low and muddy.

*South*, Sat. 6/15/61, p. 3. **Reopening of the Baltimore and Ohio Railroad.** Point of Rocks, June 15. – The obstructions of the Baltimore and Ohio Railroad at this point have been removed, and the road, under the vigorous supervision of the Master of Transportation and other officers of the road, was reopened to Harper's Ferry for the first time this morning since the occupation and obstruction of the road

by Secessionists. The immense boulder, weighing about one hundred tons, thrown from the Point of Rocks upon the road by the Confederate troops, was removed last night by blasting, and the track now passes over its crushed fragments, which served to fill up the depression in the bed of the road, caused by its fall. An immense mass of the rock projects into the canal, leaving sufficient space, however, for the passage of the canal boats. This obstruction can be easily removed by blasting, and the canal fully re-opened for navigation. The culverts which were attempted to have been blown up are now fully repaired; the solid character of the work rendering the attempted destruction but partial in extent. A picket guard of cavalry was stationed on the Virginia side withing sight of this point, at last accounts. They were but few in number – not more than six, it is said.

#### ----- **Latest from Harper's Ferry**

Sandy Hook, June 15, 12 o'clock, A.M. – A person who left Harper's Ferry half an hour ago states that the town has been entirely deserted by the military. This is contradicted by a later messenger, who declares that a large body are yet stationed at Bolivar, on the outskirts of Harper's Ferry. All the Government buildings have been destroyed with the exception of a store house, the blacksmith shop and the rifle works, all of which have been spared to avoid jeopardizing private property. The bridge across the Shenandoah has been spared. The American flag is flying at Berlin and Knoxville. Martinsburg has been occupied, according to the latest reports, by a large force of United States troops.

Fri. 6/21/61, p. 3. Quite a border war has been going on between the Unionists of Williamsport, Sharpsburg and Mercerville and the Virginia secessionists. The latter seem determined not only to destroy the dams, but actually crossed the Potomac at various points, and seriously damaged the locks, broke up canal

boats, and attempted to rob them of their contents.

They failed in their attempt to destroy dam No. 4, on account of the resistance of the Maryland Home Guard. All the boats and scows on the river have been destroyed, also the bridges at the Point of Rocks and Berlin, as well as all the canal locks between Harper's Ferry and the Point of Rocks. There are still a number of fine fords on the river, and abundance of guides on the Maryland side to lead the way to them.

CW, Thu. 6/27/61, p. 2. **The Chesapeake and Ohio Canal.** - The President of the Chesapeake and Ohio canal last week visited the camp at Harper's Ferry, to endeavor to stop the destruction of the property of his company. He reached Dam No. 4, near Williamsport while fight was going on between the Marylanders and the Virginians - the latter endeavoring to destroy the dam, and the former to defend it. He crossed the river under a flag of truce, and demanded to be taken to Harper's Ferry. An escort of twelve men was furnished, who conducted him to Gen. Johnston, the commander of the secession forces. He remonstrated against the destruction of the dams, boats and other property of the company, claiming that they were the property of Marylanders, and should be exempt from seizure and destruction. General Johnston replied that his orders were positive to destroy all property that could in any way be made to benefit the United States forces, and that it was all nonsense to talk of the property belonging to Maryland. He should therefore obey his instructions, and destroy everything that he could reach.

ES, Mon. 6/10/61, p. 3. The secessionists have destroyed dam No. 5 on the Potomac, eight miles above Williamsport, today, to prevent the construction of boat bridges on its breast for the passage of Federal troops. It is expected also that they will destroy dam No. 4, nine miles

below Williamsport, tonight. The Chesapeake and Ohio canal men are very indignant at these acts, and large numbers of them will join the Federal forces at once.

ES, Tue. 6/11/61, p. 4. **A Conflict Between Confederate troops and the Maryland Home Guards.** - Hagerstown, Md., June 10. - There is much excitement here today on account of a report that the vicinity of Dam No. 5, on the Chesapeake and Ohio Canal, has been the scene of a conflict between Confederate troops and the local military.

It appears the conflict originated as an attempt by the Virginians last night to accomplish the destruction of the dam. The attempt was renewed this morning, but was resisted by the Home Guards of Clearspring and Williamsport.

An engagement is now going on, but the particulars have not yet been received. Your correspondent has sent out an express and expects full particulars tonight. The scene of conflict is fifteen miles distant.

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**Bridges Burnt - Canal Locks and Boats Destroyed.**

Hagerstown, June 10. p. m. - The Confederates crossed the river at Mercerville, and on Saturday night attempted to seize canal boats and some 800 barrels of flour, but failed in consequence of the Sharpsburg Home Guards being stationed there. The Guards, under Lieut. Hewitt, drove them back. Mercerville is above Shepherdstown.

The Virginians have burnt three canal boats and destroyed two locks between the Point of Rocks and Harper's Ferry. The two bridges at Berlin and Point of Rocks were burnt yesterday morning.

Report says the Confederates were unable to destroy dam No. 4, but that the Virginians have crossed the river and destroyed the guard locks at that point, and thrown in large rocks to obstruct the navigation. They have also

destroyed all the skiffs and scows between Shepherdstown and Harper's Ferry.

Fine fords have recently been discovered near the mouth of the Antietam, seven miles above Harper's Ferry. They are not more than three feet deep anywhere in low water. There is a perfect rock bed the whole way.

The eighty men at Shepherdstown were reinforced by a full regiment today.

The Confederates have torn up the planks of the bridge at that place, and all are so turned as to burn easily whenever they may consider it necessary to destroy it.

*Sun, Tue. 7/9/61, p. 2. From Col. Stone's Command – Point of Rocks, July 8.* – It is understood here that Col. Stone will reach Sharpsburg with his command today, and will join Patterson's command tomorrow night.

*Sun, Mon. 7/10/61, p. 2. Position of Confederate Forces at and near Harper's Ferry.* – Hagerstown, June 8. – No troops from Chambersburg have reached either this point or Williamsport today. Your correspondent saw the Confederate pickets from Williamsport Heights today. I counted 53, by the aid of a glass, on guard, and saw forty-two stacked muskets, indicating the number of relief guard concealed; I also discovered the sergeant and corporal of the guard on horseback, and discovered mounted guards pickets about half a mile beyond the river, on the crest of the hill, in open woods. The number of troops in the neighborhood is judged to be about 200. The largest body is encamped at Falling Waters, five miles below. Every ford is strictly guarded, and the Confederates have seized and broken up every small boat on the river that they could get their hands on. As soon as the river falls, however, there will be fifty fords of easy access for the federal infantry and cavalry. The passage of the Potomac cannot be prevented.

Reliable information from Harper's Ferry, down to Thursday, says that no change had taken place in the position of affairs there.

The number of troops there is put down, from half a dozen sources, at about 12,000. Your correspondent believes the number to be about 9,000. News received today from the Ferry, confirms the statement of the bridges at Harper's Ferry and Shepherdstown being mined. Trains of gunpowder are laid from the middle piers in water-proof cases, with long fuses attached.

I have seen deserters from the Confederate troops at Harper's Ferry, Shepherdstown and Martinsburg today, who escaped over the Potomac last night. Fifty Virginians are at Williamsport, awaiting the advance of the Federal troops to return home.

The secessionists have destroyed dam No. 5 on the Potomac, eight miles above Williamsport today, to prevent the construction of boat bridge on its breast for the passage of Federal troops. It is expected also that they will destroy dam No. 4, nine miles below Williamsport, tonight. The Chesapeake and Ohio canal men are very indignant at these acts, and large numbers of them will join the Federal forces at once.

*South, Tue. 6/11/61, p. 1.* Positive information has been received of the destruction of Dam No. 4 of the Chesapeake and Ohio Canal.

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**Army Movements in Western Maryland.**

Hagerstown, June 10. – Some friends of Governor Hicks, including Senator Goldsborough and the Secretary of State, arrived here this morning from Frederick. They have visited General Thomas' brigade and asked troops for Frederick. General Patterson will immediately advance a brigade to that point. They march today.

Gen. Williams' 3<sup>rd</sup> Brigade, consisting of the 7<sup>th</sup>, 8<sup>th</sup> and 10<sup>th</sup> Regiments, and the Scott Legion, reached Greencastle yesterday. Forward movements from this point must be made today or tomorrow. It is evident that the 1<sup>st</sup> and 3<sup>rd</sup> Brigades will form the first division.

Positive information has been received of the destruction of Dam No. 4 of the Chesapeake and Ohio Canal, which excites the greatest indignation among the people of this section of Maryland.

All the members of the First City troop are well. There is very little sickness among the soldiers of the Scott Legion – none are seriously sick. Good health prevails in Cols. Dare and Ballier's regiment.

Virginians are escaping in great numbers. Twelve crossed the Potomac at Licking Creek station, seven miles above Clear Spring, last night, and twenty-one are expected tonight. Every man in Virginia, between the ages of sixteen and sixty, is required to enter the service on or before Thursday next.

Virginians who have just arrived here say the secessionists claim to have 15,000 men at Harper's Ferry. The Union men of Virginia, however, say there are only 9,000.

The Berkeley Border Guards and Clark Rifles, which left Martinsburg on Saturday last for Harper's Ferry, number 150 men.

A company of Rifle Rangers from Winchester are stationed at Martinsburg.

It is rumored that two pieces of artillery, brass six pounders, are planted close to Williamsport, on the Virginia side, concealed.

DE, Wed. 6/12/61, p. 2. Dams No. 4 and 5, of the Chesapeake and Ohio Canal, were broken on the Virginia side of the river yesterday, by the Virginia troops, so that it will be impossible for the canal to resume navigation. This important step was taken to prevent Lincoln troops from passing down on boats from Cumberland to attack Harper's Ferry.

The bridge at Shepherdstown is reported as having been burnt yesterday. It may be premature, but I am satisfied, if not already burnt, it will not long survive the general wreck.

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**Latest from Harper's Ferry**

Frederick, June 11. – From a gentleman well conversant with the localities in and around

Harper's Ferry, and who left Hagerstown early this morning, I learn that ten thousand United States troops are between the town of Greencastle, nine miles from the former place, and Chambersburg, whence they are marching.

Yesterday the Virginians destroyed about twenty-five canal boats in the vicinity of Harper's Ferry, with the intention, it is supposed, of preventing their being used to transport troops across the Potomac.

The Confederate troops recently at Point of Rocks have certainly been withdrawn, and are now with the main body at Harper's Ferry.

DNI, Sat. 6/15/61, p. 3. **THE WAR ON THE MARYLAND BORDER** – The Confederate troops continue their efforts to destroy Dam No. 5 on the Chesapeake and Ohio Canal. Parties work at night drilling holes in the rock on which the dam rests. It is feared they will be successful. At Dam No. 4 the conflict continues between the Confederate troops who are attempting to destroy it and the Maryland Home Guard. As additional company has gone from Boonsboro to assist in the defense.

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**MOVEMENT UPON HARPER'S FERRY**

Hagerstown, June 13. – Gen. Cadwaladr and staff reached Greencastle today from Baltimore. He takes command of the division of the army which will cross the Potomac at Williamsport, or at some ford near that place. Gen. Keim commands a division which moves through Hagerstown and Sharpsburg, on the Maryland side, directly for the Ferry. The Fourth Brigade has reached a point three miles below Greencastle. Gen Patterson will remove his headquarters soon to this place. Active work is evidently rapidly approaching. Col. Miles commands the Fourth Brigade. A Connecticut Fourth Regiment has reached Chambersburg in command of Col. Woodhouse, and is now in camp six miles below Chambersburg; one Wisconsin Regiment, under Col. Starkweather, is encamped with them. The Eleventh Pennsylvania Regiment has also arrived. The



drill of the troops lasts eight hours each day. Their discipline has greatly improved.

A forward movement of the first division on this point is confidently expected tomorrow. Government will probably take possession of this office tomorrow, and news will have to be sent by mail to Baltimore.

It is said by persons who escaped from Virginia yesterday that the Confederates shot a Union man named Wilt on Tuesday because he would not enlist. His death has roused a wonderful feeling of indignation in Berkeley county.

Troops from Harper's Ferry have pressed into service all the wagons in Jefferson and Loudoun counties.

An intelligent officer of the Baltimore and Ohio railroad says the Confederates have to haul everything they procure in the neighborhood of Martinsburg to Opequon creek, and take it thence by railroad to Harper's Ferry. He also says that the officers do not claim to have more than 15,000 troops there. They told him on Tuesday that 1,500 North and South Carolina troops were at Winchester, and he has heard from numbers of soldiers that the smallpox and measles prevail in their midst.

The Secessionists of Martinsburg and vicinity are moving their slaves South in considerable numbers.

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#### **ANOTHER CONFLICT AT DAM NO. 4**

Hagerstown, June 13. – Heavy firing is reported at Dam No. 4, and a company of forty-five Sharpshooters have gone down from Boonsboro to assist the Sharpsburg Company. It is reported that four Virginians have been badly wounded whilst boring at the rock. An express starts immediately for that point, and will return tomorrow.

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#### **EFFORTS TO DESTROY DAM NO. 5**

Hagerstown, June 13. – Reliable information received here this evening by express says that the Virginians are engaged every night with dark lanterns drilling holes in the solid rock on

which Dam No. 5 rests on the Virginia side in order to blow up the same. Should they make successive heavy blasts the dam must give way.

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#### **THE CANAL – UNIONISTS INCREASING**

Williamsport, June 11, 7 P. M. – A desultory fire is still going on at Dam No. 5 between the Clearspring Guards and the Virginia forces. The Clearspring forces had only the most miscellaneous arms to fight with that would not reach across the river, so we sent them a few of our Minnie muskets, which send their charges home true and strong. They positively assert that they have killed two and wounded one Virginian.

It seems hard, indeed, to have our canal destroyed, and yet I do not know but we can afford it. Its attempted destruction had some more for the Union sentiment in this quarter than any other act that has transpired thus far. Many who were hitherto ready to justify any act of the Southern Confederacy are now bold and earnest in the condemnation of that act of vandalism.

All quiet in Williamsport, if living in a shiver of fear can be called quiet. Every night we expect to be shelled, and every night "nobody's hurt."

Col. Lamon, who is forming the Virginia regiment at this place, is now absent to procure the equipment.

It is reported, and probably is true, that a regiment, with two cannons, are now on the march from Shepherdstown to the old camp grounds opposite this place. The bridge at Shepherdstown is to be blown up tonight.

*South*, Mon. 6/17/61, p. 2. **The Union Regiment of Western Virginia** – Great publicity has been given by the Northern press to the proposed formation of a "Union" Regiment in the vicinity of Hagerstown and Williamsport, by citizens of Virginia, and it has been represented as an indication of the prevailing "Union" sentiment in that part of the State.

From an intelligent and reliable gentleman, who is well acquainted with the facts, we learn that the whole movement is a complete humbug, so far as relates to its being participated in, to any extent, by Virginians. At its head is Col. Lamon, U. S. Marshal for the District of Columbia, an Illinois pet of Lincoln, and who made the midnight flight with him from Harrisburg to Washington. He is to be the Colonel of the Regiment, whose ranks will be filled with Pennsylvanians, Chesapeake and Ohio canal boatmen, and a portion of the men formerly in the employ of the Baltimore and Ohio Railroad company, on its Western division, who were transplanted there from all sections of the North and West, scarcely any of them being of Virginia origin, and none being representatives, in any sense, of that State. Government arms have already been furnished through the intercession of Marshal Lamon, and in a few days it will be heralded that a "Union" Regiment of *Virginians* is ready for service.

*South*, Tue. 6/18/61, p. 1. The Washington *Star* of yesterday afternoon has the following: Col. Everett's battalion of District volunteers is at Seneca Mills, Md., 25 miles above Georgetown. They are on the line of the canal, and see the pickets of the enemy at all hours. The day before yesterday they had a brush with a body of Confederate cavalry, 100 strong, Col. Everett's men lying on their faces and blazing away at the enemy on the other side of the river whenever they showed themselves. They killed the captain of the secession company (Capt. Shreves) and two privates. They saw them fall from their horses, and picked up and dragged off into the woods by their companions.

Col. Stone is at Darnestown with the Ninth New York Regiment, four miles above Seneca Mills. His command was fired upon by this same cavalry company yesterday evening, and two of the enemy's balls were picked up. They were the long-range Minnie musket balls. The enemy burnt a bridge some two miles from Seneca, which crosses a branch of the Potomac

over which the federal forces must cross if they advance across the river. A party of some thirty or more of the enemy are throwing up an earthwork on a high hill opposite Seneca Mills, and the federal troops, with a glass, can see them working at it.

A gentleman who rode down the tow-path of the Chesapeake and Ohio Canal, reports that at five o'clock P. M., yesterday, Colonel Stone was in quiet possession of the town of Leesburg. He also confirms the report that Major Everett's command at Seneca had a brush with the secessionists, and that Captain Shreve, of the Virginia forces, and two of his men were killed. Major Everett drew the water out of the level of the canal in front of his position and used the tow-path for a breastwork, which gave him a decided advantage of position, and the secessionists were driven off.

*Sun*, Wed. 6/19/61, p. 2. **Chesapeake and Ohio Canal** – We see it stated that Alfred Spates, Esq., president of the Chesapeake and Ohio Canal, has given out the assurance that it will be in order for the passage of boats within twenty days, and that boats enough are in the possession of the company to do the business of the season.

ES, Thu. 6/20/61, p. 3. In the Senate, the report of the Committee on Federal Relations in reference to injuries committed by the Virginians against the interests of citizens of Maryland in the Chesapeake and Ohio Canal, was adopted. The report declares, in substance, that Maryland will rely upon the honor of Virginia for compensation for such injuries as may be inflicted upon her property in that work by Virginians acting under authority.

Sat. 6/22/61, p. 1. **How Maryland is Rewarded** – From the very commencement of the rebellion, the weight of Maryland's sympathy has been with "our Southern brothers." Last winter, while refusing to secede, our people were, nevertheless, generally

opposed to coercion. After the infamous attack upon Fort Sumpter, the loyal citizens of the State reluctantly acknowledged the necessity for the use of armed forces to put down the rebellion. But, thus far, only a single regiment has volunteered to sustain the Government, and not a man hailing direct from Maryland has marched into active service. While this reluctance to deal harshly with the discontented and rebellious States has been manifested even among our loyal citizens, others have gone much further in their sympathy. In Baltimore it manifested itself in the downright murder of Government troops, and material aid to the rebels, of men, money and munitions of war. From the day the Legislature met up to this hour, that body has never ceased to plead the cause of the Seceding States, and by every means in its power to render them aid and comfort, even to the extent of insisting upon their recognition.

Let us now glance a moment at the other side, and see how this neutrality of loyal men, and active support of more earnest sympathizers has been reciprocated by the objects of our love and recipients of our bounty. Large bodies of the rebel forces have encamped upon our soil and plundered the people of everything they could lay hands upon, often stripping whole families of the means of sustenance. Horses have been stolen, cattle killed, the people harassed and driven from their homes, or forced to arm themselves to protect their houses from the pillage of brutal soldiery. In a spirit of devilish wantonness, they fired the timber lands and thus destroyed thousands of dollars' worth of property. Those great works of internal improvement – the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal – have been the special objects of their vandalism. They have mined and burnt the bridges, torn up the rails, cut the dams, broken down the locks, filled up the canal, and rendered useless and unproductive the property in which the State is a large shareholder, and from which it receives a heavy revenue.

We ask in sober earnest, is it not about time that we should put some restraint upon our sympathy, and begin to inquire, whether these "Southern brothers" are quite worthy of such continued manifestations of fraternal regard? It strikes us that we may be approaching a violation of the command:

"Cast not your pearls before swine."<sup>9</sup>

ES, Mon. 7/8/61, p. 3. **Important in Relation to the Canal.** – We are gratified to learn that President Spates of the Chesapeake and Ohio Canal, has been in our city for a day or two, perfecting arrangements for the immediate resumption of navigation on that important work. He has given orders for the repair of the dam above the Little Falls, and the removal of sand bars on the Georgetown level. This it will take about eight or ten days to do, by which time the line will be navigable throughout. About one hundred and twenty-four boats, loaded with coal, are laying above Williamsport, ready to come down. President Spates applied to Gen. Mansfield for a guard for the line above the upper Potomac, and three regiments will be assigned for that duty, one or more of which have already left here by railroad. This is joyful news to Western Maryland and our District cities.

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**Movements of Troops** – The Seventy-ninth New York (Highland) regiment left their camp about one mile north of Georgetown yesterday afternoon, and marched by way of the Alexandria aqueduct into Virginia.

Wed. 7/10/61, p. 2. **Chesapeake and Ohio Canal** – Through the energy and enterprise of Col. Spates, the President of this ill-fated work, the Canal is getting again in navigable order between Harper's Ferry and Washington; and boats are expected to pass down today. It will take a month's labor and considerable means to place it in navigable condition to Cumberland. We learn, however, that our Representative in

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<sup>9</sup> Cecil Whig, Elkton, Md.

Congress has obtained from Gen. Scott a promise of Federal protection from further injury so that the repairs can be commenced as soon as Col. Spates can raise the money to prosecute them.<sup>10</sup>

*Sun*, Wed. 7/10/61, p. 1. We learn that the Chesapeake and Ohio canal is or will be guarded by a picket line of 2,000 Federal troops. They will be placed at dams Nos. 4, 5 and 6, and other points likely to be molested.

It is the intention of the Baltimore and Ohio Railroad Company to commence the reconstruction of the bridges, and the repair of the road, as soon as matters favor such a step.

The directors of the Chesapeake and Ohio canal have offered to transport all lumber and materials, free of the usual toll charges.

ES, Mon. 7/15/61, p. 3. **Another “Brilliant Exploit.”** – As long as the federal troops were stationed along the Chesapeake and Ohio Canal, “secesh” kept on the south side of the Potomac. Now, however, that the soldiers are away, they are getting valiant again. A small body crossed the Potomac at Edward’s Ferry last week and “stole” a large quantity of salt stored in the warehouse of Mr. Haines, and seized a wagon belonging to a Quaker gentleman on his way to Loudoun county, to haul their prize away. We also hear it reported by some boatmen that the same body have damaged a lock in the vicinity of Seneca. Several boats loaded with flour were on their way to the District and narrowly escaped capture. If this continues, it will be necessary to keep a picket guard along the line.

*South*, Tue. 7/16/61, p. 3. **BY THE PHILADELPHIA TRAIN – From Martinsburg** – The Philadelphia *Inquirer* has the following letter from Martinsburg, dated the 13<sup>th</sup>, which says:

Last evening a detachment of the Third Pennsylvania Regiment left here for Fort Delaware, and took with them five prisoners.

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<sup>10</sup> *Examiner*, Frederick, Md.

Two of Doubleday’s 24-pounders have been sent back to Williamsport, *enroute*, we believe, for Harper’s Ferry, and it is probable that the 24<sup>th</sup> Regiment Pennsylvania Volunteers will be sent to the same destination, to guard the reconstruction of the railroad.

General Patterson has issued orders to Mr. Brown, Superintendent of the Chesapeake and Ohio Canal, to have it repaired, and Colonel Kenly, with the First Maryland Regiment, is to protect the men and the work.

CW, Thu. 7/18/61, p. 3. **The Canal.** – The Canal Company is now making great efforts to restore navigation on the Chesapeake and Ohio Canal, which has been suspended for a long time, and had it not been for an unforeseen and unexpected piece of vandalism, the necessary repairs would have been completed by this time, and that important work once more in boating order along its entire line. This desirable end will be postponed for a week or ten days longer, on account of the blowing up of a culvert last week, near the tunnel, by the Virginia rebels. All other damages to the Canal have been repaired.

We understand the President of the Canal has made an arrangement with Gen. Scott, by which it is to be protected along its entire line by a competent military force. The loyal men along the line are to be furnished the means to aid in the defense.

The offices of Paymaster, General Superintendent and Chief Engineer have been abolished at a saving in the way of salaries of an aggregate of \$5,150.00. The duties of these abolished officers will hereafter be performed by the President without any increase of salary. These reforms and retrenchments will be followed by others in a short time.

All officers and salaries that can be dispensed with, without detriment to the Canal, will be loped off. The most rigid economy and efficiency are to be enforced.

We are advised that Col. Spates, the President of the Canal, has been most

conspicuous in these salutary measures, and we only repeat what is acknowledged on all hands, when we say that he has acted with the greatest energy, perseverance and efficiency since his accession to his present responsible position.

*South*, Fri. 7/19/61, p. 2. **From Charles Town.** Charles Town, Va., July 17<sup>th</sup> – The whole of Gen. Patterson’s army has advanced to this point, with the exception of one regiment, the 4<sup>th</sup> Connecticut. Colonel Yohe’s First Pennsylvania regiment reached here today from Martinsburg, guarding a train of 200 wagons, accompanied by Capt. Girard’s company of the 7<sup>th</sup> Pennsylvania regiment. Communication with Harper’s Ferry will be opened from this point tomorrow, and an adequate force stationed there. A small force has been left in Martinsburg. Much of the army provisions left there has been returned to Williamsport, and will be taken thence by the Chesapeake and Ohio Canal to Harper’s Ferry, where they will be convenient to the army.

Captain McMullin’s Rangers took possession of a quantity of corn left here by the enemy at the railroad depot, which they were unable to carry away. The Home Guard of Charles Town dispersed in double quick time today, as the 2<sup>nd</sup> Cavalry and the Philadelphia City troop charged through the town from both sides. No event of importance occurred upon the march today. Report says that there are earthworks of an important character in the neighborhood of Winchester. An abatis of formidable proportions had been found on the road leading from Bunker Hill to Winchester. The movement upon this point was to secure the Winchester and Potomac road below here – rebuild the railroad bridge at Harper’s Ferry, and repair the Chesapeake and Ohio Canal – all important objects. Some troops will be stationed at Harper’s Ferry tomorrow and communication between this point and Baltimore will be kept open. A forward movement toward Winchester must take place soon.

DNI, Fri. 7/19/61, p. 3. Martinsburg, July 16 – The army moved this morning toward Winchester, fully 25,000 strong. As the vast body moved away, there was profound astonishment at their immense number. Major General Patterson and staff left with the troops.

The First Pennsylvania Regiment is guarding Martinsburg. Two regiments of the Pennsylvania reserve forces are to be at Hagerstown today – those of Col. Rickets and Col. Mann. Thus, the experienced troops will be thrown to the front.

Col. Kenly’s Maryland Regiment is located at Dranesville, guarding the Chesapeake and Ohio Canal. President Spates is actively engaged in pushing forward the work, and it is expected that water will be in the canal between Dam No. 5 and Harper’s Ferry on Friday. Thus, a full supply of coal will reach Washington by this route in a few days.

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Charles Town, Va., July 17 – The whole of Gen. Patterson’s army has advanced to this point, with the exception of one regiment, the Fourth Connecticut. Col. Yohe’s First Pennsylvania Regiment reached here today from Martinsburg, guarding a train of two hundred wagons, accompanied by Capt. Girard’s company, of the Seventh Pennsylvania Regiment.

Communication with Harper’s Ferry will be opened from this point tomorrow, and an adequate force stationed there.

A small force has been left at Martinsburg. Much of the army provisions left there have been returned to Williamsport, and will be taken thence by the Chesapeake and Ohio canal to Harper’s Ferry, where they will be convenient to the army.

DE, Mon. 7/29/61, p. 3. Monocacy, Md., July 26, 1861 – Messrs. Editors – Two other citizens and myself were arrested this morning under the grave charge of “giving aid and comfort to the enemy.” The others were released on taking an oath administered by the Colonel, but I refused

to take anything except an oath to support the Constitution, he ordered me to headquarters, and I fully expected to take up my line of march for Fort McHenry, but the worthy Colonel concluded to strike out the objectionable part, after which I held up my hand and was duly sworn and made a *loyal* citizen. I wish you would tell us what right military men have to administer unconstitutional oaths. We have ten companies of the 2<sup>nd</sup> Wisconsin regiment at our place, the balance being at Poolesville.

There has been some firing across the river five miles below us, but no one was killed. A canal boat passed on its way to Georgetown today, loaded with grain and baled hay. I do not think there can be a general resumption of navigation for *some days yet*, as the Confederates are determined to prevent it while they occupy the opposite shore.

Yours truly,

T.H.

*Sun*, Sat. 8/3/61, p. 4. *Georgetown, D. C.* – We expect boats on the Chesapeake and Ohio canal will arrive tonight, having learned that they passed the Great Falls at daylight this morning. There is a prospect of considerable trade on this stream yet.

ES, Fri. 8/9/61, p. 2. **Movements of Troops**  
A New Jersey Regiment crossed the Alexandria Aqueduct into Virginia yesterday afternoon.

CW, Thu. 8/15/61, p. 2. **The Canal** – The Chesapeake and Ohio Canal is now in complete boating order from Dam No. 6 to Alexandria. All the damages on that portion of it having been fully and permanently repaired. Navigation is still obstructed between Cumberland and the former place, in consequence of a heavy break in the embankment 25 miles east of this place, and a heavy slide of rock five miles further down, at the tunnel. A force of thirty-five men and fifteen horses and carts are employed at the break. Another force of forty-five hands and eight horses and carts are at work in removing

the immense rock out of the bed of the Canal. The repairs at both places are under the immediate supervision of Alfred Spates, Esq., the President, who is pushing on the work with all possible speed and energy. It is confidently expected these heavy repairs will be completed within at most ten days, when navigation along the whole line will once more be resumed, and activity will take the place of gloom and stagnation among us.

Great apprehension have all along been felt from the Virginians at and near the points where the repairs are now being made, but we are advised, the President has succeeded in establishing a good understanding among the people along the line on the Virginia side, and that they will not further interrupt it hereafter.

The finance of the company is at a very low ebb, but the President is furnishing the necessary funds upon his own responsibility to defray the expenses of the repairs, which are promptly and punctually paid. The President having lately been charged by the Board of Directors with the duties heretofore performed by the General Superintendent, has quite recently passed up the entire line from Georgetown to Cumberland, overseeing the repairs, as they were being made. He reports the whole line in admirable order except the above two points.

*Sun*, Thu. 8/15/61, p. 4. **The Chesapeake and Ohio Canal** is now in a navigable condition, and several boats with Cumberland coal have arrived at Georgetown. This is good news to many here as well as elsewhere.

ES, Thu. 8/15/61, p. 3. **The Canal – Military Passes for Boatmen** – The water was drawn out of the Georgetown level of the canal last night for the purpose of removing a sand bar near that city, which obstructed navigation, and the work having been done, the level was filled with water again this morning, and 15 or 20 boats are expected in during the day. Some of these are

consigned to the District cities and some to Alexandria.

*Apropos* of this subject, we respectfully suggest to the military authorities the necessity for a strict surveillance of the traffic on the Alexandria canal. It is desirable perhaps for many reasons that boats trading on the Chesapeake and Ohio Canal should undergo inspection, not only as regards articles contraband of war, but persons also, although any one passing along the line to or from Georgetown could not by observation gather any essential information useful to the enemy, but on the Alexandria canal the most rigid surveillance of boats, cargoes and crews is an imperative necessity, that work passing within full view of many of our camps and entrenchments. We understand that coal boats going over the Aqueduct to Alexandria are provided with passes permitting the boats, captains and crews to go back and forth without restriction. All very well, but who and what constitutes a crew? It would not be a difficult matter for an Alexandria secessionist to take passage on a boat as one of the crew and get out at any point he pleased, sketching or describing whatever he saw. Of course, he could go back in the same character and use his information as he pleases. It is well known that loyal citizens here have great difficulty in obtaining passes to cross the Long Bridge, Government ferry or Alexandria Aqueduct, and yet strangers are thus allowed to come and go at will. By way of illustration, we may mention that at a time when the greatest caution was exercised in regard to granting permits to cross the Potomac, it was remarked that the best pass a person could have, was a working dress and "tin bucket" – the persons employed on the entrenchments being generally allowed to pass without challenge.

Boatmen who came in yesterday report that 60 or 70 boats with 7,000 or 8,000 tons of coal are at and near Williamsport. They also report being fired at from the Virginia shore several times, on their way down, but the shots all fell short, "Nobody hurt."

DNR, Thu. 8/15/61, p. 4. **Chesapeake and Ohio Canal** – We are at length able to announce the arrival of five coal boats at Ray's dock, in Georgetown, and more on the way. From the present indications, we judge that a heavy coal trade will be yet done this season. By the close of this week, the coal wharves in Georgetown, will probably present their old appearance of activity and bustle.

DNI, Thu. 8/15/61, p. 3. **The Chesapeake and Ohio Canal** – Several coal boats have recently arrived in Georgetown, with information that others are on the way. This is the proper period of the year for supplies of coal from this source, and we may hope, since protection is given by the forces under Gen. Banks, that the coal trade will be very brisk for the remainder of the navigable season.

*Sun*, Fri. 8/16/61, p. 4. Washington, August 15 - **Chesapeake and Ohio Canal** – The resumption of navigation on the Chesapeake and Ohio canal is hailed here with much pleasure. Coal begins to arrive quite freely, and several thousand tons are reported on the way.

*Sun*, Thu. 8/22/61, p. 2. **Affairs in Washington County.** – We copy the following from the Hagerstown *Herald: Movements of the Enemy* – It was reported that Gen. Johnson, with a large body of cavalry and infantry, was approaching the Potomac river on Sunday evening last, which created some alarm in this town, but of course there was no foundation in truth for the report. A few rebel cavalry are said to be scouting between Martinsburg and Falling Waters, but no infantry are visible.

*Recovered* – On Sunday light last, about one thousand stand of arms were removed from Williamsport to this town, and also some one hundred and fifty horses.

*The Canal* – The Chesapeake and Ohio Canal will be opened from dam No. 6 to Cumberland,

in a few days, there being two breaks between that point and Cumberland.

*A Destructive Fire* – We learn that on Sunday light last, about 12 o'clock, the large flouring and cement mills belonging to A. R. Boteler, and situate a short distance below Shepherdstown, on the Potomac river, were wholly destroyed by fire.

*Sun, Sat. 8/24/61, p. 4.* Yesterday the military authorities detained in Georgetown 150 barrels of flour upon a schooner lying at the wharf. These were consigned to Jamieson, baker in Alexandria, Va., but it was expected that they were to go further. Twenty-eight barrels of government pork and beef and some government harness were detained at Grimes' store, near the aqueduct, on the canal. A hundred and fifty sacks of salt were also detained on a canal boat.

*DE, Tue. 8/27/61, p. 2.* The Chesapeake and Ohio Canal is open, and seems to be doing a "land-office business," transporting provisions to the Federal capital.

*Sun, Wed. 8/28/61, p. 4.* **Local Affairs in Washington** – Since the 1<sup>st</sup> instant, there have arrived, via the Chesapeake and Ohio Canal 6,119 barrels of flour, 9,000 bushels of wheat, and thirty-four boats with coal. The canal is now open throughout its entire length, and an increased business is anticipated in a few days.

*DNR, Wed. 8/28/61, p. 3.* **Murder in the First Ward.** – About noon on Monday, a colored boy, belonging to and in the employ of Mr. W. Fletcher, hauling earth in the neighborhood of the outlet of the Chesapeake and Ohio Canal, at the foot of Seventeenth street, hailed a white man sitting on a long-boat nearby, and asked him for a chew of tobacco. The man replied to him, "You black s\_n of a b\_h, I'll give you a chew." and called to a boy on the boat to bring him his gun, and without any further to do when the gun was brought to him, he took deliberate

aim and fired, killing the boy almost instantly. The man immediately started to get away, but a squad of the provost guard happened to be near at hand and arrested him. When accosted by the officer of the guard, he replied that he had accidentally shot the boy, and was going for a doctor. He was brought to the station house, and was afterwards given over to Justice Dunn, who committed him to jail. He gave his name as Thomas Wettill.

*SNI, Tue. 9/3/61, p. 3.* Cumberland, Md., Aug. 20, 1861. Messrs. Editors: Knowing the deep interest you feel in that important State work, the Chesapeake and Ohio Canal, and aware as you are of its vital importance to this portion of Maryland as well as its great advantage to the District of Columbia, I am induced to inform you, as an item of news, of the resumption of operations thereon.

Since the close of May last, navigation on the canal has been obstructed, and business of every kind connected therewith has been almost entirely suspended; as a consequence, our hitherto lively and business city became the dullest of places, and thousands of worthy and industrious men were thrown out of employment and deprived of the means of support. Happily for us, this condition of affairs is, I trust, at an end, and the old status of things is being fast restored.

For this hopeful prospect we are indebted to the industry and business tact of the President of the Canal, Alfred Spates, Esq., who with untiring energy has, at great outlay of personal means and the devotion of his whole time thereto, succeeded in putting in thorough order and repair, the entire work from Washington to Cumberland. This would have been no small task in the most quiet times, but in the present disturbed condition of the country it bespeaks for President Spates a business qualification and tact that should not be overlooked or go unrewarded.

Besides the completion of repairs, the President has labored strenuously, and with



success, it is believed, to establish amicable relations between the citizens of the border on either side of the Potomac, and to secure for the canal a friendliness and goodwill that may, it is hoped, protect it from annoyance and interruption in the future.

With this desirable condition of things, you may imagine how cheerful our unemployed population seem and the new life which has by this event been infused into our whole county. Preparations go on briskly, and the railroads and coal wharves around us present an unusual scene of busy activity. A number of boats are now loading with coal, and many have already cleared for Alexandria and other points on the canal. Should the season be propitious, we may yet be enabled, before the usual time for closing navigation, to realize largely from the restored condition of the work.

The health of our city is excellent, and, considering everything, our people are as comfortable as could be expected.

ALLEGANY.

Wed. 9/4/61, p. 2. The Chesapeake and Ohio Canal is in good boating order to Cumberland, and a brisk trade is being transacted.<sup>11</sup>

CW, Thu. 9/5/61, p. 2. **Coal Trade.** - Since the first of September there has been 36 boats cleared this port, carrying 4,058 16 tons of coal.

Sun, Thu. 9/5/61, p. 2. **The Chesapeake and Ohio Canal** – The Chesapeake and Ohio Canal is now all clear from Washington to Cumberland, and the coal trade is quite brisk. The canal has been closed since May. It is thought no further obstruction will arise to impede autumn navigation.

DE, Sat. 9/7/61, p. 2. **The Markets and Business of Washington** – The Washington markets do not seem to be affected in the least by the fact that all supplies from Virginia are cut off, the markets never having been better

supplied. Fruit is high and will soon be much higher, unless the Federal army advances further into the heart of Virginia, and thus renders the navigation of the Chesapeake and Ohio Canal and the Potomac river safe; but vegetables, meats and other provisions are reasonable.

The shopkeepers and hotel proprietors never before had so prosperous a summer. Some men have already accumulated fortunes out of the army of the Potomac, and others have a fair prospect of doing the same in the future.

Sun, Tue. 9/10/61, p. 4. Cumberland, Md., Sept. 1, 1861 - **Chesapeake and Ohio Canal** – Through the untiring energy of President Spates, the Chesapeake and Ohio Canal has been repaired, and is now in full operation.

Too much praise cannot be given to Mr. Spates for his devotion to that work; and he has the satisfaction of knowing that he has given employment to hundreds of miners, boatmen and laboring men, who had been idle for the last four months.

Mr. Spates is confident the Virginians will not interfere with the navigation of the Canal.

CW, Thu. 9/12/61, p. 2. **Coal Trade.** - For the week ending Tuesday, September 10th, there were 36 boats cleared this port carrying 3,923 10 tons of coal.

ES, Mon. 9/16/61, p. 2. A TOW BOY SHOT BY "SECESH." – Sandy Hook, Md., Sept. 14, 1861, - A boatman on his way up the canal reports here that a canal boat with a load of Cumberland coal, while on its way to the District cities, was fired on from the Virginia shore a few miles below here, and that Thomas Harper, the tow-boy, well known in Georgetown, was shot through the neck, killing him almost instantly.

Thu. 9/19/61, p. 2. **Coal Trade.** – During the week ending Tuesday, September 17<sup>th</sup>, 36 boats cleared this port carrying 4,008 08 tons of coal.

<sup>11</sup> *Examiner*, Frederick, Md.

**Public Sale of Valuable Mules and Canal Boat Harness.**

**B**y virtue of a Mortgage given to me by James Morgan, dated on the 14th day of July, 1859, and duly recorded in Liber H. R. No. 18, folios 257 and 258, one of the Land Records of Allegany county, I will offer at public sale to the highest bidder, for Cash, at the Public Square, in front of Magruder's hardware store in the city of Cumberland, at 11 o'clock, A. M., the following described property, to wit:

Two Grey Mules, Three Bay Mules, one Mule with a white spot on his side, Eight sets of Canal Harness, and two lots of Canal Boat Furniture. **ANTHONY KEAN,**  
Cumb'd, Sept. 19, 1861. Mortgagee.

[Transcriber's Note: Presumably the above public sale occurred on 9/19/61]<sup>12</sup>

DNI, Thu. 9/19/61, p. 2. Thomas Harper, of Knoxville, who was severely wounded last Thursday, while on a canal boat, opposite Shepherdstown, by the rebels, is lying in a very critical condition.

DNR, Fri. 9/27/61, p. 1. **THE PICKET LINE** is one of almost nature's own. As you pass along the line of pickets during the day, you will, at intervals of every three or four hundred yards, meet a half dozen soldiers lying around *loose*, whose appearance and mode of living are not unlike the aborigines of the far West. Habitations four to five feet high, made of fence rails – branches of trees covered with hay and bushes. They cook, eat and sleep on the spot, keeping strict surveillance on the towpath along the Chesapeake and Ohio canal, also the Potomac river; both of which are adjacent to each other. No one can pass through the day without a pass, or by night without the countersign.

Families are permitted to cross the Potomac who avow Union sentiments, and who desire to leave the sacred soil, but no one is permitted to go from this side into Virginia. I met a lady from there, who states that all the

families in her neighborhood had been compelled to furnish blankets and bed quilts for the army. In some cases, where they favored the Union, they took all they had. She said that coffee and salt could be had at no price; sugar 25 cents per lb. The ladies are very anxious to come over here to make purchases. She represented the state of things over there as terrible. Some of her neighbors had been arrested two or three times a day, on suspicion of aiding the Union cause. At Leesburg, they were moving almost everywhere towards Richmond (out of the stores.)

Sun, Fri. 10/4/61, p. 4. The mills around Alexandria are doing but little, and all regular business is prostrated, there being none of the usual communication with any considerable range of adjacent county. Very large amounts of wheat and other grain used to reach Alexandria by the two railroads, especially the Orange. Such was the supply that the several mills at Georgetown, when arrivals were small by way of the Chesapeake and Ohio Canal at that place, obtained large amounts in this market, conveying it hence by canal or river. This source of supply is now entirely cut off to them, and the largest mill at Georgetown, the Columbian, is now idle. The Georgetown millers, however, buy large amounts of wheat at Baltimore, and have it shipped round to them. They pride themselves on manufacturing the best extra flour, and therefore will have good wheat at whatever point it can be had.

SNI, Mon. 10/7/61, p. 3. **FIRING INTO A CANAL BOAT** – An unconfirmed rumor was circulated yesterday that the rebels had fired into and sunk a canal boat conveying heavy baggage for a brigade stationed on the Upper Potomac.

**The Canal** – A few boats with coal arrive in Georgetown daily, and a considerable number with oats, corn and other farm produce.

<sup>12</sup> *Civilian & Telegraph*, Cumberland, Md.

A line of six canal boats, fully equipped, has been established by the Quartermaster's department for the transportation of troops and public property to Gen. Banks' division. A good idea.

Sat. 10/12/61, p. 2. **Picket Line on the Upper Potomac** – Point of Rocks, Md. Sept. 24, 1861.

There are so many Pennsylvanians who have relatives or friends in Colonel Geary's regiment, that a brief account of picket life on the Upper Potomac, from one who has spent some days there, may not be without interest. The regiment is encamped near Point of Rocks, from whence companies are detached for picket duty along the river, above and below the "Point." The pickets of a company extend for some distance from the "quarters" of the company, which are located generally near the centre of the line. From five to eight men are assigned to each picket, where they form an almost independent family.

They receive their rations in bulk, and cook them themselves. They are so plentifully supplied that they have more than they can use, and they exchange the surplus for little articles with neighboring farmers. Some of the pickets have substantial thatched huts of straw; others are building "shanties" of boards, which they will line on the inside with straw. The pickets occupy the narrow strip of land between the Chesapeake and Ohio canal and the Potomac river. The scenery is of the most beautiful description. Our favorite Wissahickon does not excel it. The life has such charms for the men, and they enjoy it so greatly, that their only fear is that they will be recalled to camp, the monotony of which is increased by the contrasting excitements of picket life. The danger is not so great as may be imagined, for in front stretches the broad Potomac, from two to three hundred yards wide, studded, it is true, with innumerable islets, but with the most ordinary vigilance no person can approach our pickets from the Virginia side without being perceived. The pickets are generally covered by

trees, in addition to which they have defenses; they are comfortably equipped, have splendid arms, and are commanded by able and indefatigable officers. During lengthy conversations with the pickets along the whole line, no murmurs nor complaints were heard, all seemed happy and contented, and they almost idolize their Colonel, in whom they have the unbounded confidence. The men in some places were in the highest spirits, full of fun and frolic, more like school boys than demure men. This is owing to their perfect health,

They say they "never felt so well before in all their lives," they are generally increasing in weight and strength; some of our "puny Philadelphia boys" now look as robust and hearty as those from the interior of the State. There have been some cases of fever and ague, but the approaching frosts will relieve the men from any apprehensions on that score.

Strange as it may seem, the occasional appearance of the enemy on the opposite bank, the daily alarms serve but to give additional zest to this wild life; it keeps the men on the alert, their powers are actively exercised, and when they lie down to sleep their slumbers are sound and sweet; they arise refreshed and ready for action. They have fresh beef served to them on alternate days; potatoes are part of their rations, and flour is sometimes served instead of hard biscuit; those who are not too lazy can easily secure quite a variety of dishes by taking a little trouble in the culinary department. The men wash their clothes in the canal, and dry them on the bushes; the ironing is done in the wearing. Great credit is due to Quartermaster B. F. Lee for his untiring exertions to provide for the sustenance of the men under Col. Geary's command, now amounting almost to a brigade. The vigor and spirit of an army depend greatly upon the condition of the stomachs of the men. This the quartermaster seems to understand, and the result is that Col. Geary has now under him a force upon which he can rely – of which Pennsylvania and the country has good reason to feel proud – and although we at home can

never cease to feel anxious for their health, and their eventual safe return, it is a satisfaction to know that they are well-cared for, and as comfortable as a patriotic response to their country's call can permit a soldier to be.<sup>13</sup>

*Sun*, Sat. 10/12/61, p.2. **Chesapeake and Ohio Canal** – This work continues in excellent navigable order, and the trade thereon has been quite active. Water is abundant, and no interruption has recently been encountered. Since the opening of the season 84,578 tons of coal have been shipped over it from Cumberland.

CW, Thu. 10/17/61, p. 3. **Public Sale**  
By virtue of a deed of Mortgage executed to me by James Morgan; bearing date April 3, 1857,<sup>14</sup> I will sell at public sale, in front of the National House in the city of Cumberland, on Thursday, Nov. 7<sup>th</sup>, 1861, the Canal Boat "WM. BORDEN." Terms Cash. JOHN YOUNG  
Oct. 17 – 3t.

DNI, Thu. 10/17/61, p. 3. **THE GOVERNMENT WAREHOUSES** – We are indebted to Acting Quartermaster and Harbormaster Morgan for the following information: On the second of May last, the Government leased the property then owned by James P. Morgan & Co. (at the Western Wharves,) and established thereon a general depot for commissary and subsistence stores. This property embraced a river front of 237 feet, on which were two warehouses. As the Government business increased, five additional warehouses were constructed on the wharf, and the work has gradually extended till all the adjacent property has been rented, and warehouses erected thereon to the number of thirty-two. It is contemplated to erect ten additional ones. A rough estimate is that, since the opening of the depot, about five million

dollars worth of public property has been received, and that there was on hand or in the warehouses, at the beginning of the present month, about \$3,000,000 worth of the same. The issue of public property (this being the main depot) is to the local or smaller depots – embracing Alexandria, Long Bridge, Arlington, Aqueduct Landing, besides to all the camps surrounding Washington, and then extending to General Banks' division. From two to three hundred wagons are loaded at this place daily, as also from one to two canal boats. In the receipt and delivery of this large amount of public property but one single accident, resulting in loss to the United States, has occurred, and that was a barrel of sugar, which slipped from the sling and was lost overboard. The Government property is carefully handled, and everything put away in its proper or regular warehouse. The warehouses are well protected from the effects of water, and easy of access to a large number of teams. Their average size is 22 feet by 124 feet, and 16 feet high. They are protected from fire, in having erected at proper distances four of Meigs's fire plugs, which, it is said, would enable the employees on the wharf, in the event of a fire, to deluge with water the place in a very few minutes. In the beginning, the Chesapeake, Roanoke, City of Richmond, Mantangos, Cambridge, Marion, (1,300 tons,) Peabody and City of New York were used as transports, but subsequently some of them were drawn off and others substituted in their place. The number of transports in the employ of the Government at the present time is thirty, the majority of which are ocean steamers of over 1,000 tons burden. On an average, four of these transports discharge their cargoes here in a day. Six canal boats are kept constantly carrying subsistence stores to General Banks' division. It takes them about ten hours to go there, and each day they carry about eighty tons. Three hundred men are employed at these warehouses. In pay they average \$1.25 per day. It requires a good character to get a situation here, for the

<sup>13</sup> Cecil Whig, Elkton, Md.

<sup>14</sup> Allegany County Courthouse, Cumberland, MD, Deed Book 15, p 557, 4/11/1857.

Department is very particular in the hiring of its laborers.

The following shows the arrival of transports: In May 19, June 12, July 21, August 35, September 49, October (up to last Tuesday) 27; total 163.

The following is furnished every day in local depots: Pork, bacon, hams, flour, hard bread, beans, rice, coffee, tea, sugar, vinegar, candles, soap, riced-barley, dried apples, desiccated potatoes, mixed vegetables and pickled tongues.

Fri. 10/18/61, P. 3. The *Cumberland Civilian* says that the Chesapeake and Ohio Canal still continues in excellent navigable order, and trade thereon has been quite active. Water is abundant, and no interruption has been encountered. For the month of September 22,018 tons were shipped, 9,758 tons in the first week of October, and since the 1<sup>st</sup> of March 84,578 tons.<sup>15</sup>

DNI, Fri. 10/18/61, p. 3. **Chesapeake and Ohio Canal** – A letter from Harper's Ferry to the *Boston Advertiser*, dated October 10<sup>th</sup>, says: "The rebels are intending to destroy the Chesapeake and Ohio Canal; indeed, they have sent forth the order to have Dam No. 4 destroyed, but the water has been so high they could do nothing. Last night they tried to destroy the canal aqueduct over Antietam creek by firing 12-pound shot into it, but they did not succeed.

"Our pickets in Bolivar had quite a skirmish with some cavalry this morning at 6 o'clock. No injury occurred to our men, but the rebels lost one killed and several wounded. The rebels seem to be retiring gradually. Yesterday we crossed the river and invested Harper's Ferry. Today our pickets are around Bolivar, and the advance is nearly out to Halls town. It is not certain that we shall hold this advanced

position. It was made for a particular object, and in accordance with orders."

ES, Thu. 10/24/61, p. 2. **THE WOUNDED**  
The wounded in the battle of Leesburg are to come to this city by canal boat in the course of the day. They will hardly arrive before nightfall, we apprehend. They will at once be distributed among the different hospitals here and in this vicinity.

*Sun*, Fri. 11/1/61, p. 4. *Georgetown, D. C., Oct. 31.* – The trade on the Chesapeake and Ohio canal the past month has been very good for the season, but has consisted mostly of coal arrivals from Cumberland. At this period the farmers are generally busy preparing the land and seeding grain, which accounts for the absence of any considerable arrivals of grain. As to flour, much of that which used to find its market here is at this time sent to Baltimore, and even to some extent to Philadelphia, by way of the Franklin railroad from Hagerstown, and through the Cumberland valley. This, however, of course does not apply to points this side of Harper's Ferry nearer the Potomac river, as Williamsport and Mercerville, Md., Shepherdstown, Va., &c. The fact, however, that most of the Virginia shore mills now necessarily stand idle, under the disturbed state of affairs in that quarter, also serves to depress the Georgetown flour trade. The tolls at the canal office here for October will not exceed \$10,000. The amounts paid at Cumberland and intermediate points would probably amount to about \$5,000 more.

The whole number of boats arrived during the month was about 250, and the amount of coal brought was about 21,500 tons, while of flour there were 6,500 barrels only, and of grain about 30,560 bushels of wheat, and a small quantity of coal and oats.

The greater portion of the coal which has been received lately lies here and at Alexandria, unshipped, by reason of the obstruction by Confederate batteries in the lower Potomac.

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<sup>15</sup> *Lutheran Observer and Weekly Religious Visitor*, Baltimore, Md.

Very considerable quantities have been, however, required for the government flotilla, and for [illegible] purposes at the navy yard.

For marine purposes at a distance from here, supply of the Cumberland coal continues to reach your port of Baltimore by transshipping it from the canal at Sandy Hook onto the Baltimore and Ohio Railroad, and thence conveying by rail.

Notwithstanding the large supply at present here, Cumberland lump coal is now held for retail as high as seven dollars per ton, for domestic use. The finer coal is six dollars. By the boat cargo it has sold at five dollars; this is a large and sudden advance. Anthracite coal is held in Georgetown and Washington at nine dollars per ton, though there is some new arriving by railroad from Baltimore. It is seen on the tracks every day. Good oak wood is scarce, and held at \$8.50 retail; pine, one dollar less generally, and on canal it is sold today at seven dollars retail, though some ask for more.

The government occupies various of the warehouses along Water street, in Georgetown, which, being closed with goods stored up in them, gives a duller appearance than usual in the business thoroughfare.

DNR, Wed. 11/6/61, p. 2. **THE CROSSING AT EDWARD'S FERRY** – It appears, according to a correspondent of a Boston paper, that Gen. Stone had taken measures to furnish a safe and speedy crossing at Edward's Ferry. He had ordered from Washington, strong ropes for hawsers, but they did not arrive in time. The canal boat upon which the ropes were dispatched, did not reach its destination till three days after the engagement.

DNR, Wed. 11/6/61, p. 2. **The Upper Potomac** – The upper Potomac is said to be higher during the late freshet than it has been for ten years, and fears are entertained that the Chesapeake and Ohio canal will be damaged. We are informed that the guard bank, at Dam No. 4, is washed into the canal. The river is now falling,

but should the canal be much damaged, the coal trade will be closed for the season.

DNR, Wed. 11/13/61, p. 4. **Contraband Wheat** Fifteen thousand bushels of wheat, lately seized near Harper's Ferry, by a detachment of Massachusetts troops, under Major Gould, have reached this city, *via* Chesapeake and Ohio canal, and been ground into flour for the use of the army.

DNR, Sat. 11/16/61, p. 2. **BREAKS IN THE CANAL** – The late high water has caused several breaks in the Chesapeake and Ohio canal. Captain Zaracher's company of the Pennsylvania Twenty-ninth and others are now engaged in making repairs near the Seneca.

*Sun*, Mon. 11/18/61, p. 2. **The Chesapeake and Ohio Canal** – We learn that the work, which was so seriously injured by the great storm some two weeks since, is being rapidly restored to a condition of usefulness. It is expected to be ready for boats, between Cumberland and Harper's Ferry, in a few days, and will doubtless be completed for operations throughout its entire length by the first of December.

*South*, Mon. 11/18/61, p. 3. *Chesapeake and Ohio Canal* – It is learned that the work of repairing the Chesapeake and Ohio Canal has advanced to such an extent that it will be in navigable order between Cumberland and Harper's Ferry before the close of the week, and the entire work will be placed in good order.

Wed. 11/20/61, p. 2. **Skirmish at Point of Rocks** – Col. Geary, of the 28<sup>th</sup> Pennsylvania regiment, having received information that the Rebels designed erecting fortifications on the Virginia shore of the Potomac, opposite the Point of Rocks, to bear upon and command that place, crossed to the island below the burnt out bridge, in Thursday last, with Capt. Chapman and twenty-five picked men to make a

reconnaissance. Soon, a small body of rebel cavalry, who had been hovering about the mountains all the morning, appeared in the road, near the old Potomac furnace, and within range of the Col's. Enfield rifles, when he surprised them with a volley or two, killing three rebels and one horse, and putting the rest to flight. The gallant Col. then returned to the Point; but kept a field piece in readiness, to give them the benefit of a shelling, should they again return; but they did not.

#### ----- **Chesapeake and Ohio Canal**

The gratifying statement is made in some of our exchanges that the repairs on the Chesapeake and Ohio Canal have progressed so rapidly that the navigation between Cumberland and Harper's Ferry will be resumed by or before the close of this week, and the entire work put in good order. This is especially important, as the supply of bituminous coal is nearly exhausted, and there are no other means of obtaining it.<sup>16</sup>

CW, Thu. 11/21/61, p. 3. **The Canal** – Our readers are no doubt generally aware that navigation on the Chesapeake and Ohio Canal has been interrupted since the great freshet of the 2<sup>nd</sup> instant.

We are happy in being able to state that the necessary repairs are being pushed forward with energy. The water is now being let into the levels and only a few days can elapse till the entire line will be in running order. It is so hoped that several trips can be made on the canal before the cold weather puts a stop to navigation.

ES, Thu. 11/21/61, p. 3. **Of Importance to the District** – Just before going to press with today's second edition of the *Star*, we hear that the War Department has decided to construct a bridge for military purposes across the Potomac upon the piers of the Alexandria Canal Aqueduct, at Georgetown.

We trust it may embrace facilities for general and railroad travel also.

*Sun*, Fri. 11/22/61, p. 3. The long-delayed battle on the Potomac is believed now to be imminent. By the recent destructive rains, the Chesapeake and Ohio Canal has been washed away, in many places, all hope of repair, and the very last source of supplies, other than the line of railway to Baltimore, has been cut off from Lincoln. Hence arises the imperious necessity to McClellan for a battle. Moreover, it is whispered out of doors that our Generals at Centerville have been given *carte blanche* to carry on the campaign. So, look out.

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Ibid, p. 4. *Georgetown, D. C., Nov. 21.* – The late damage to the Chesapeake and Ohio canal by the flood two weeks ago, in the Potomac and up country, is likely to be repaired by the first of next week, and the canal thus rendered navigable again beyond Harper's Ferry. At present there is some trade still coming from this side of that point, so that moderate supplies of flour reach market from Maryland shore mills. Flour is quoted at \$5.75 to \$5.57 for super, extra at \$6.37 to \$6.75, wheat at \$1.40 to \$1.45 for red, \$1.50 to \$1.55 for white.

There is no coal now arriving from Cumberland, all that had reached points this side of the break having come forward. With the re-opening of the canal beyond Harper's Ferry next week, Cumberland coal may again not only reach here by boats, but also Baltimore by transshipment at Sandy Hook, a mile and a half out of the Ferry. The retail price of best Cumberland lump coal continues to be \$7 per ton. At Baltimore, I learn, it is about the same price.

*Sun*, Sat. 11/23/61, p. 4. The determination is announced from the War Department of constructing a bridge across the Potomac upon the piers of the canal aqueduct at Georgetown. It is especially desired, of course, for military

<sup>16</sup> *Examiner*, Frederick, Md.

purposes, at this time, but as the location is certainly the most desirable and practicable of any upon the whole line of the river in this vicinity for such a purpose, it is to be hoped that the structure may be of such a character as hereafter to afford a permanent highway for general travel, and even for railroad transit by the extending of a rail track from the line of the Baltimore and Ohio road across the northern boundary of the city to that point.

The establishment of such a direct railroad route across the Potomac for close connection with the Southern lines, has long been contemplated, and this identical site for the crossing, as well as others further westward of Georgetown, at equally narrow points of the river, has been examined by engineers in that connection. The aqueduct point, if preferable to all others, as not being so distant from the present lines as to require extensive construction of new branches of railroad to reach it, and as affording a most solid and reliable basis for any superstructure which may be erected upon it. There are some half dozen broad [illegible] piers rising out of the bed of the river, which it required some seven or eight years to construct, and which are calculated to defy any use. By means of a massive wooden trunk, resting upon these, the waters of the Chesapeake and Ohio Canal are conveyed over the Potomac to feed the Alexandria Canal on the opposite shore, and loaded boats thus pass through from day to day. A wide foot or horse path for towage and pedestrians skirts one side of the canal trunk. And yet, such is the character and size of the stone piers, that a splendid bridge for all purposes of a public highway may be erected over it in addition, at less cost certainly than at any other point. The main street leading directly through Georgetown from Pennsylvania avenue, at the west end of Washington, strikes the canal bank immediately at the aqueduct. In constructing such a bridge as is now proposed, the Chesapeake and Ohio Canal will also have to be bridged at the spot indicated.

DNR, Sat. 11/23/61, p. 4. **Chesapeake and Ohio Canal** – The damage to the Chesapeake and Ohio canal by flood two or three weeks ago is likely to be repaired by the middle of next week, and the canal thus rendered navigable again beyond Harper's Ferry. At present there is some trade still coming from this side of that point, so that moderate supplies of flour reach market, from mills on the Maryland shore. There is no coal now arriving from Cumberland, all that had reached points this side of the break having come forward. With the re-opening of the canal next week, Cumberland coal may be expected to reach here again in considerable quantities.

DNR, Mon. 11/25/61, p. 4. **Chesapeake and Ohio Canal** – Which was somewhat damaged between this point and Harper's Ferry by the recent rains, has been again repaired, and will be opened today from Harper's Ferry to Georgetown. There is no coal now arriving from Cumberland, all of that article which had reached points this side of the break having already come forward. Large quantities of flour, which were detained from market along the upper Potomac by the accident to the canal, will again continue to arrive.

Wed. 11/27/61, p. 2. The Chesapeake and Ohio Canal, damaged by the recent rains, was opened again yesterday from Harper's Ferry to Georgetown.<sup>17</sup>

ES, Wed. 11/27/61, p. 3. **The New Bridge** – Workmen have already commenced preparing the timber for the construction of the proposed new bridge across the Potomac on the piers of the Alexandria aqueduct, above Georgetown.

DNR, Thu. 11/28/61, p. 4. **Severely Injured.** The captain of a canal boat, whose name we could not learn, was very severely injured on Tuesday on the canal, near Georgetown, by being kicked in the face by a horse.

<sup>17</sup> *Examiner*, Frederick, Md.



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**A Small Steamboat**

Has commenced running on the canal between Georgetown and the Chain Bridge.

*Sun*, Mon. 12/9/61, p. 2. **The Chesapeake and Ohio Canal** – Alfred Spates, president of this company, has given his entire time and advanced a large amount of his private means to keep this work from being interrupted the present season, with the view of obtaining coal and produce for the Washington and Baltimore markets. The Secretary of War now directs that the canal be placed under the military supervision and protection of Brigadier General Stone, while the immediate superintendence will be under the president of the company, and any excess or deficit in the income will be placed to the account of the company.

DNR, Fri. 11/29/61, p. 3. **Chesapeake and Ohio Canal** – The breaks in the Chesapeake and Ohio canal, above Harper's Ferry, have been repaired and the water let into the levels. Several boat-loads of flour and wheat have arrived at Georgetown within the past week, from points this side of the Ferry, and boats are expected from Cumberland, in a few days, with supplies of bituminous coal.

ES, Fri. 11/29/61, p. 3. **Timber for the New Bridge** – The lumber which was used in the centering for the "Union Arch" – the great bridge of the Washington aqueduct over Cabin John run – is of the best description, being well seasoned, and not at all decayed. Three rafts of it have been brought down the Chesapeake and Ohio canal to Georgetown, and will be used in the construction of the new bridge over the Potomac. It is expected that the trestling for that portion of the bridge which crosses the Chesapeake and Ohio canal will soon be ready.

ES, Thu. 12/5/61, p. 3. **The Canal** – The water is being drawn out of the Georgetown level of the canal this morning, to give the workmen an

opportunity to put in place the trestling to support that portion of the new Government bridge which crossed the Chesapeake and Ohio canal at the north end of the Alexandria aqueduct.

No coal boats have come through the canal from Cumberland since the late freshet on the Potomac.

But few boats are coming in, and there is therefore but little trade in Georgetown in grain, flour, &c.

DNI, Mon. 12/9/61, p. 3. **THE CANAL**

The Cumberland *Civilian* of Thursday says: "We are informed that through the prompt action of our fellow-citizen, Gen. C. M. Thurston, the canal has been repaired and is now ready for transportation from this point to Hancock, and will in a few days be so throughout its entire length. The General's efficient and timely aid in restoring our facilities for sending forward the great staple of our mountains will make a thousand hearts glad and be duly appreciated by the people of Allegany."

It will be seen by the following order from Gen. McClellan that the canal has been placed under the military supervision of Brig. Gen. Stone – the general superintendence of it devolving in the meantime, as heretofore, upon Alfred Spates, Esq., the President of the Canal Company, who has been unceasing in his efforts to keep the canal open, and at whose instance the arrangement announced in the subjoined order has been made:

**Headquarters of the Army,**

*Adjutant General's Office, Washington, Dec. 6, 1861.*

The Secretary of War directs that the Chesapeake and Ohio Canal be placed under the military supervision of Brig. Gen. C. P. Stone, Volunteer Service.

The immediate superintendence of the canal will be under the President of the Company, Alfred Spates, Esq.

The officers of the canal serving under him shall be in all respects satisfactory to the military authority. The receipts of the canal will be applied to meet the current expenditure on

account of its operation, and any excess or deficit will be placed to the account of the Canal Company. The President of the company will furnish Gen. Stone with an account current of the monetary affairs of the company monthly. Gen. Stone will give military protection to the canal property, and such aid as is consistent with the good of the service in keeping it in repair. Should the execution of this last provision extend beyond the limits of Gen. Stone's command, his requisition on the proper commanders will be promptly complied with.

By command of Major General McClellan  
L. THOMAS, Adjutant General

DNR, Tue. 12/10/61, p. 3. **FROM FREDERICK** – *Frederick*, Dec. 9. – Colonel Leonard, of the Thirteenth Massachusetts regiment, arrived here this morning from Williamsport, with important advices from the upper Potomac.

On Saturday afternoon a rebel force, consisting of a battery of six pieces, about four hundred infantry, and two hundred cavalry, made their appearance at Dam No. 5, on the Virginia side of the Chesapeake and Ohio canal, and commenced throwing shell and shot at the dam and the houses on the Maryland shore – burning a barn and riddling all the houses within range. They continued the fire until dusk. The only Union forces there to oppose them were a company from the Massachusetts Thirteenth regiment, on picket duty, and an unarmed regiment from Illinois. As the Massachusetts company were armed with smooth-bore muskets, the fire at that distance was not effective.

Early on Sunday morning the fire was resumed with artillery and small arms; and, emboldened by the slight resistance they met with on Saturday, the rebels came down to the very brink of the river, and exposed themselves without fear. During the night Colonel Leonard dispatched a canal boat from Williamsport with another company of his regiment, armed with Enfield rifles, and who were concealed as

skirmishers along the Maryland shore. On the renewal of the attack, our riflemen opened fire from their concealment, and in a short time the rebel artillerists were compelled to abandon their battery in hot haste, the infantry and cavalry leaving the ground about the same time.

The rebel loss is believed to be fifteen or twenty killed, and many wounded. For want of a sufficient infantry force, and a battery to protect their movements, Colonel Leonard was compelled to let the rebel guns remain in position, and after nightfall the rebels returned and took them off.

The rebel battery consisted of three Parrott ten-pounders, one twelve-pounder, carrying Sawyers shells, and two smooth-bore six-pounders. Some of the infantry was armed with improved long-range rifles.

This force came from Bath, the cavalry and infantry by the country roads, but the battery by railroad from Martinsburg. They were probably *enroute* to Winchester and Harper's Ferry, and stopped at that point to destroy the dam, thus to impede canal transportation.

This morning the rebels were in considerable force, and kept up a scattering fire with rifles upon our men whenever they were visible. One Union soldier was struck twice, and severely wounded. This was the only casualty on our side during the whole affair.

At eleven o'clock last night, a portion of the first brigade here was put in readiness to start for Williamsport, but at a later hour the order was countermanded. This noon, a battery of Parrott's guns was forwarded to Harper's Ferry by the railroad train, to be in readiness should the rebels again wish to test their skill in projectiles.

CW, Thu. 12/12/61, p. 3. **How the Boys Keep Warm at Romney** – A letter from a member of the First Virginia Regiment, now at Romney, who says he holds the rank of private in the rear rank, describes how the boys keep warm in the absence of winter quarters. They first dig

trenches under and through the tents, and then carry and place stones over the top.

The cracks are filled up with clay mortar. At the end of this covered trench or flu, outside of the tent, a flour barrel is placed for a chimney. The flue is fed with fuel from the opposite end, also outside the tent. In this way the tents are kept warmer than they could be by a stove.

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**PUBLIC SALE**

**of Canal Boat A. H. Poffenberger**

I will sell at Public Sale, to the highest bidder, for Cash, the boat A. H. Poffenberger, on Monday, the 16<sup>th</sup> Dec. next. in front of the National Hotel, Cumberland, at 12 o'clock, M., by virtue of a mortgage from Laurence Poffenberger, of Washington County, to the undersigned;<sup>18</sup> said mortgage being recorded among the records for Washington county, at Hagerstown, Md. HENRY THOMAS WELD  
Cumberland, Dec. 5, 1861 – 2t.

*Sun*, Thu. 12/12/61, p. 1. **Affairs in Washington County** – We copy the following from the Hagerstown *Herald*.

*Property Destroyed* – During the late firing of the rebels on Dam No. 5, of the Chesapeake and Ohio Canal, they succeeded in setting fire to the barn of Mrs. Jacob Reitzell, at present in the occupancy of Mr. Samuel Sterling, which was entirely consumed, together with a thousand bushels of corn, a quantity of wheat, hay and other property, inflicting a heavy loss upon both the owner of the barn and the tenant. A toll house in the vicinity was also riddled with shot. The Dam has not been injured, and a trip or two may yet be made before the canal freezes up.

ES, Mon. 12/16/61, p. 3. **The New Bridge** – The new Government bridge across the Potomac is progressing rapidly. The water has been drawn from the trunk of the Alexandria Aqueduct, and workmen are busily employed in

laying inside of it a substantial flooring of the roadway. The interior width is nineteen feet; so vehicles can pass each other and have a few feet to spare. The trestle work on the Virginia side is nearly finished, and that on this side – across the Chesapeake and Ohio Canal – is ready to be put in place as soon as water is drawn from the canal.

CW, Thu. 12/19/61, p. 3. **The Canal**

*Communicated*

Cumberland, Dec. 18, 1861.

Editor of the *Civilian* – Sir: - I have today received information from Brig. General Stone, at Poolesville, Md., placed by the Government in control of the Chesapeake and Ohio Canal, that the canal is in perfect working order from the right of his line (Hancock) to Georgetown.

Now the canal is, I also learn, in working order from this point to Hancock, thus perfecting navigation throughout its whole length.

I think it important that the people of this county should be advised of these facts, and hence this communication.

C. M. THURSTON

*Sun*, Thu. 12/19/71, p. 1. The board of public works have yet to elect three directors in the Eastern Shore Railroad Company, and the president and directors of the Chesapeake and Ohio Canal Company. The latter will probably be elected at the meeting of the stockholders of the Canal Company, to be held in Washington on the 30<sup>th</sup> of January.

ES, Mon. 12/23/61, p. 3. **The New Military Bridge** – The new Government bridge across the Potomac at the Alexandria Aqueduct, above Georgetown, is progressing finely. The water was drawn off the Chesapeake and Ohio canal one evening last week so that the trestle work at the northern terminus of the bridge might be put in place, and in less than thirty-six hours the trestle work was finished, a dam built across the mouth of the aqueduct, and the water let into the

<sup>18</sup> Washington County Courthouse, Hagerstown, MD, Deed Book IN 14, p 170, 5/28/1859.

canal. Yesterday (Sunday) the workmen were busily engaged laying the floor on this “military necessity,” and the structure will probably be opened for use before the close of 1861.