

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE CIVILIAN & TELEGRAPH
a Cumberland, Md. Newspaper
and
THE BALTIMORE SUN
and
SOUTH
two Baltimore, Md. newspapers
and
DAILY NATIONAL REPUBLICAN
DAILY NATIONAL INTELLIGENCER
and
THE EVENING STAR
three Washington, D. C. newspapers
and
THE ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1862

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AUGUST 2016
Revision 1, April 2020

A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *The Civilian & Telegraph*, a weekly Cumberland, Md. newspaper, the *Baltimore Sun* and *South*, two daily Baltimore, Md. newspapers, *Daily National Republican*, *Daily National Intelligencer* and *The Evening Star*, three daily Washington, D.C. newspapers and *The Alexandria Gazette*, a daily Alexandria, Va., newspaper, unless otherwise footnoted. Articles from *The Civilian & Telegraph* are preceded by C&T, articles from the *Baltimore Sun* are preceded by *Sun*, articles from *South* are preceded by *South*, articles from the *Daily National Republican* are preceded by DNR, articles from the *Daily National Intelligencer* are preceded by DNI, those from *The Evening Star* are preceded by ES, those from *The Alexandria Gazette* are preceded by AG. The articles were compiled, chronologically in a two-column format, just as they appeared in the newspaper. There is some duplication and even contradiction, particularly between the *Daily National Republican* and *The Evening Star*. Those duplicates and contradictions were retained in the transcribed text. Absent any data on Canal Trade departing Cumberland, applicable data on Canal Trade arriving in Georgetown is presented.

Items enclosed by [brackets] were not found in the original newspaper but were added for clarity.

Several articles are quite long, describing the movement of forces along the Canal and environs. The reader is encouraged to consider the stress of boating when 30,000 or so troops are crossing the Potomac back and forth in the vicinity of your boat, which if captured by the rebels will probably be burned.

Readers wishing a comprehensive view of the Chesapeake and Ohio Canal during the Civil War should read: "*Trembling in the Balance*" by Timothy R. Snyder, Blue Mustang Press, Boston, Mass. © 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.

William Bauman
August 2016
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Canal Trade 1862

Sun, Wed. 1/1/62, p. 4. *Alexandria, Va.*, - There have been arrivals of several cargoes of anthracite coal, which is offered for local supply, and the arrivals of wood by river and railroad having also increased, prices are lower. Seasoned oak and best pine now sell at \$7 per cord; partly seasoned pine \$5.50, and unseasoned maple \$5. Anthracite coal \$9 per ton; Cumberland lump \$7.69 and run of mine \$6.60. Of course, no more Cumberland coal can reach Alexandria except by way of the river and Georgetown, since the Alexandria canal is cut off by turning the aqueduct, by which it connected with the Chesapeake and Ohio canal, into a military bridge across the Potomac.

ES, Thu. 1/2/62, p. 3. **Damage to the Canal** – *Camp Mason, near Winchester, Dec. 21.* – Yesterday Gen. Jackson, with a portion of his command, succeeded in breaking Dam No. 4 on the Chesapeake and Ohio Canal, and left it a complete wreck. The dam was guarded by a force of the enemy, but they were repulsed, with but the loss of one killed on our side. This was a very good and important movement, as it will cause the denizens of Washington City to be exceedingly sparing in the use of coal, large quantities of which were shipped by this route to that den of corruption. Gen. Jackson returned to his quarters in Winchester this afternoon, well pleased with the work his command had done.

We are to be reinforced in a day or two with six additional regiments, and rumor gives a thousand reason for this increased strength, but you may look out for stirring events in a very few days, at furthest.

South, Fri. 1/3/62, p. 2. From the Upper Potomac we hear of collisions at Berlin and other points, between the advanced posts of the opposing armies. The Richmond papers announce positively that General Jackson has succeeded in destroying Dam No. 4 of the Chesapeake and Ohio Canal, the object being to prevent a supply of coal reaching Washington.

General Lander has been ordered to supersede General Kelly in the command of the Federal forces near Hancock, and a collision in that region cannot be long delayed, unless the Government abandons its purpose of endeavoring to open the Railroad.

Sat. 1/4/62, p. 3. The amount of coal shipped by the several mining companies over the Chesapeake and Ohio canal, during the year ending January 1, was one hundred and forty-eight thousand, two hundred and twenty-five tons.¹

ES, Mon. 1/6/62, p. 3. **Launches for the Upper Potomac.** – Twelve of the fine launches from the navy yard have gone through Georgetown per Chesapeake and Ohio Canal. These launches are manned by thirty men each.

The Affairs up River.

Point of Rocks, Jan. 5. – Six thousand rebels attacked the 5th Connecticut regiment near Hancock yesterday, who were protecting the railroad. After a slight skirmish, our men retired to this side of the Potomac to await reinforcements. In the meanwhile, the rebels destroyed the railroad and telegraphic lines, breaking our communication with Cumberland. Gen. Lander is marching to the relief of the 5th with sufficient force. The loss on either side is unknown, but believed to be trifling. The rebels have been shelling our camp at intervals all day. Our artillery responded to their shells, which did nor mischief.

Sun, Wed. 1/8/62, p. 1. **Wood for the Army.** It is stated that a most lively business is now being carried on in supplying wood for the army on the Potomac. All along the Chesapeake and Ohio Canal, as far up as Cumberland on the Maryland and Virginia shore, wood-choppers are cutting wood and shipping it by canal to Washington. As each regiment is allowed two hundred and fifty cords for its winter consumption, the entire amount requested is

¹ *Daily Globe*, Washington, D. C.

immense, involving a total cost of a million of money. The government now pays four dollars a cord for wood on the ground.

Mon. 1/13/62, p. 2. At the very spot where Col. Geary was cannonading the other day, at Point of Rocks, he was operating a few years since as a master iron manufacturer. It is probable that the "houses shelled near the old furnace" were erected by Col. Geary some years ago. He had extensive iron works there on both sides of the river, and is familiar with every inch of the ground.²

DNR, Mon. 1/13/62, p. 2. **Constant Escape of Slaves** – A Point of Rocks correspondent says that the negroes, sometimes, in their efforts to escape from slavery, wade through the icy river to the islands in it, and, crossing these to the margin of the water near the Maryland shore, wave white handkerchiefs incessantly till they are brought within our lines. As they generally manage to run the gauntlet of the rebel pickets at night, they sometimes remain many hours on the islands before they are noticed, and suffer intensely from cold, hunger and terror. Hope alone sustains them.

Wed. 1/15/62, p. 2. **SHERIFF'S SALE**
BY Virtue of an order of the Honorable, the Judge of the Circuit Court for Frederick county, upon sundry writs of the State of Maryland, of attachment, issued out of the Circuit Court of Frederick County, and returnable to October Term 1861, and to Michael H. Haller, late Sheriff of said County, directed, I will sell, for cash on the premises, at 1 o'clock, p. m., *on Tuesday, the 4th day of February 1862*, the following property, to wit: - All the right, title, interest and estate, both at law and in equity, of Henry S. Williams, of, in and to the

WAREHOUSE

And the appurtenances thereto belonging, situated at the Point of Rocks, and lying on the island situated between the C. & O. Canal and

the Potomac river, and known formerly as Russet's Warehouse. Also one large CANAL BOAT, known by the name of "Wm. P. Maulsby." The above property sold under and by virtue of the above order of said Court as the property of Henry S. Williams, by virtue of writs of attachments against the goods and chattels, rights and credits, lands and tenements of H. S. Williams and Sydney Williams; also, against Henry S. Williams and Charles Williams, for the use of Lloyd T. Duvall, trustee of James H. Besant and for officers' fees.

M. H. HALLER,
Late Sheriff.³

Wed. 1/15/62, p. 6. On Friday the Federal forces under General Lander retired from Romney on hearing of the advance of General Jackson, and fell back on Cumberland. General Lander telegraphed for reinforcements, and several regiments of Virginia troops were forwarded to his relief. Eight thousand Ohio troops are also reported to have been in readiness to march for Virginia on Friday, but the order for their movement was countermanded.

The news of the appearance of Jackson opposite Hancock is contradicted. Up to Monday last, he had not left Bath, Morgan county, Virginia.

We have confederate accounts of the first movements of General Jackson's army on the Potomac. In the attack on dam No. 5 of the Chesapeake and Ohio canal, they claim to have captured two guns, and some forty thousand dollars' worth of clothing and military stores. The affair previously reported as having taken place near Romney on the 6th instant, resulting in the defeat of the confederates, is confirmed by the southern accounts; but it is stated that their forces were only five hundred militia, which were soon put to flight by the four thousand Federals brought against them. Their loss is placed at three or four killed and several prisoners, two pieces of artillery, and three baggage wagons.⁴

² *Baltimore Clipper*, Baltimore, Md.

³ *Examiner*, Frederick, Md.

⁴ *Daily Globe*, Washington, D. C.

Fri. 1/24/62, p. 3. It appears by a notice in your paper, that a general meeting of the stockholders of the Chesapeake and Ohio Canal Company is to be held on Thursday next, the 30th instant, at the office of the Canal Company in this city. The notice appears to be made under the authorization of the Commissioners of Public Works of the State of Maryland, and with a view, without doubt, to organize a new board of directors and elect a president.

Always a matter of interest and importance to the population of a large and enterprising region of country, including agricultural, mineral, manufacturing and laboring classes, the coming election rises into unexampled moment. As a channel of communication for the purposes of the army along the Potomac, and for the supply of provisions, fuel and other necessities, the canal is next to indispensable, if not quite so.

It seems strange that the corporate authorities of Washington, Georgetown and Alexandria have not taken official notice of the coming meeting of the stockholders of the Canal Company. But action may yet, perhaps, not be too late. What should be done seems obvious enough. The General Government has found it necessary to take the canal under its own charge and protection, and in that position it must, for some indefinite time, remain. But there is now, it is feared, little or no concert of action between the civil officers of the canal and its military protectors. If this be so, for the benefit of all concerned perhaps the best practical remedy would be the appointment by the Secretary of War of a competent engineer officer, who, to all present intents and purposes, should have the scientific control of the work, and should be placed in amicable and close communication with the future president and board, who, it is to be presumed, will be elected with a view to tried loyalty of sentiment as well as other requisite qualifications.

Thus, the canal would be made to answer present demands upon it without prospective injury, and the interest of Maryland and the General Government to assimilate and unite.

These views involve the idea of some understanding between the War Department and the Commissioner of Public Works prior to the day of election, and there is no room for doubt that the very able and energetic gentleman now at the head of the War Department will lend a friendly ear and hand to any proposition calculated to advance the public and private objects alluded to. POTOAMC.⁵

DNI, Wed. 1/29/62, p. 3. FROM THE UPPER POTOMAC – Hancock, Jan. 26. – Gen. Kelly left Cumberland last Thursday for Wheeling. The state of his wound almost precludes the hope of recovery. Our troops at Cumberland are under the immediate command of Major Swearingin. Col. Evans commands those at New Creek, and Gen. Lander, in person, is at Patterson creek, on the Virginia side, but has been furnished with ample means for crossing the Potomac by the management of the Chesapeake and Ohio Canal Company, should he be assailed by a superior force.

The sick of Gen. Lander's command are all at Cumberland, numbering six hundred and seventy-seven. A new additional hospital building is now being fitted up there.

Jackson, with his full force, is reported to be at Unger's, twelve miles north of Martinsburg.

C&T, Thu. 1/30/62, p. 2.

Public Sale of a Canal Boat and Furniture.

BY virtue of a Mortgage, given to us by John Burton, dated on the 23d day of September, 1859, and duly recorded in Liber H R, No. 18, folios 496, etc., one of the Land Records of Allegany county, we 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., on MONDAY, the 10th day of February, 1862, the following described property, to wit:

The Canal Boat JOSIAH WITT, and a lot of Canal Boat Furniture. The Boat is three years old. CUPP & BRAWLEY, Mortgagees.
Jan. 30, 1862—2.*

⁵ *Daily National Intelligencer*, Washington, D. C.

[Transcriber's Note: The above advertisement also ran on 2/6, p. 3 and 2/18, p. 3 indicating that the 2/10 sale was rescheduled or the highest bid was not enough to cover the debt.]

Thu. 1/30/62, p. 2. Dan No. 5 of the Chesapeake and Ohio canal has given way under the pressure of the waters at those points where the rebels had weakened it. Other damages have taken place above, and at Dam No. 4, and between Dam No. 6 and Hancock, a further break has taken place. The canal has thus been rendered useless for the present, and the repair of the damages will take several days to accomplish, and are estimated to cost between twelve and fifteen thousand dollars.⁶

ES, Thu. 1/30/62, p. 3. **Damage to the Chesapeake and Ohio Canal** – The President of the Canal Company received a dispatch today from one of the superintendents, stating that the estimated cost of repairing the damage to the canal below Shepherdstown and dam No. 4, from the recent rains, is \$1,500, (not \$15,000 as stated in the Baltimore *Sun* of this morning,) and that the repairs can be done in three weeks. We learn also that the cost of repairing the damage to the dam below will be about \$500.

Ibid, p. 4. **Chesapeake and Ohio Canal Company** – A general meeting of the stockholders of the Chesapeake and Ohio Canal was held at the society rooms, on Four-and-a-half street, at noon today, and the following board of directors was elected, including a member from this city, it will be seen: President – Alfred Spates; Directors – A. C. Green, Lewis Watson, Henry W. Dellinger, L. G. Brengle, Charles Abert and Joseph H. Bradley.

DNR, Mon. 2/3/62, p. 3. **From General Banks' Division** – *Frederick*, Feb. 1, 1862 – The recent report of the amount required to repair the Chesapeake and Ohio canal, is officially contradicted, as is also the reported number of sick of General Lander's command, at

Cumberland. The figures in both cases are pronounced to be exaggerations.

The few hours of clear weather yesterday enabled your correspondent to get a view of the surroundings of Harper's Ferry; but he failed to discover any force of the enemy, beyond a mounted picket at the edge of Smallwood's woods, near Bolivar. A report has reached here today, that Jackson was, night before last, at Winchester with his main body. Another rumor says that he has been ordered to report at Richmond, with his command. I place no reliance on the latter.

Private intelligence from Bath states that Hon. John Strother died there about ten days ago, and his death is attributed to treatment experienced from the Confederates, who, some time previous, made a descent upon his estates, destroying and carrying off property amounting to many thousand dollars, and treating him with great indignity. His last moments were solaced by many relatives, including the wife of his son, D. J. Strother, (Porte Crayon.) Mr. Strother, it will be recollected, placed himself at first in the breach against secession, and exerted an extended influence to prevent Virginia from committing political suicide. His labors were compensated by an arrest and imprisonment at Richmond, from which he was subsequently released, and allowed to remain at his home in Bath. This loss to his fellow-citizens and the Union cause in Western Virginia is almost irreparable.

From Hancock, it is learned, that about a week ago, Capt. Saul, of the Virginia (Union) volunteers, while scouting on the other side of the Potomac, with about 40 men, was ambushed and killed by a Confederate force.

ES, Sat. 2/15/62, p. 1. **Gun Practice at Point of Rocks** – *Monocacy*, Feb. 11 – There has been heavy firing all the morning at Point of Rocks, but it is only our troops practicing their guns to get the range.

Wed. 2/19/62, p. 2. **Daily Line between Point of Rocks and Edward's Ferry.** – the undersigned, having fitted out the Canal Boat

⁶ *Daily Globe*, Washington, D. C.

“William P. Maulsby,” for the purpose of transporting any supplies for Sutlers, Quartermasters and others, received at the Point of Rocks, by the Baltimore and Ohio Railroad, would respectfully notify all such that he will forward all Goods received here for the army with care and dispatch, SIX times a week to any point between the Point of Rocks and Edward’s Ferry, on the Ches. & Ohio Canal, leaving the Point of Rocks at 1 o’clock p. m., and returning, leaving Edwards’s Ferry, at 6½ o’clock, a. m., connecting with the Mail Trains, (East and West,) due at the Point of Rocks.

Passengers taken at liberal rates.

I promise to store in my Warehouse with care and safety, and Goods placed in my possession for transportation. Having the only suitable house in the place, adapted to this purpose, all Goods will be sheltered from the weather.

Mr. JAMES H. BESANT is authorized to attend to the receiving of Goods, and transacting all business in my absence.

Persons having Goods at Adamstown or here, will please forward their orders to me at this place.

OTHO W. TRUNDLE
Point of Rocks, Md.⁷

Sun, Thu. 2/20/62, p. 1. **Canal Appointments** – The Hagerstown Herald states that at a meeting of the president and board of directors of the Chesapeake and Ohio Canal Company held last week, a number of appointments were made. The following are said to be superintendents for Washington county: Levin Benton, Jacob B. Masters and Thomas Hassett.

Sun, Sat. 2/22/62, p. 1. **Chesapeake and Ohio Canal** – The board of directors of the Chesapeake and Ohio canal, at their late meeting in Washington, resolved to go back to the old system of six superintendents, and the following gentlemen were selected as superintendents: - Cumberland division, Lloyd Lowe; Hancock division, Thomas Hassett; Williamsport division,

Jacob B. Masters; Antietam division, Levin Benton; Monocacy division, John Cameron; Georgetown division, Horace Benton. The superintendents are to enter upon the discharge of their duties on the end of this month, and are to be paid \$900 per annum and furnish their own horses. The office of treasurer is abolished, and W. S. Ringgold is to perform the duties of secretary and treasurer for the sum of \$1,500 per annum, and to be allowed a clerk at \$600 per annum, which will be a saving to the company of \$400. John H. Shaw to be collector at Cumberland at \$700 per annum, and O. H. W. Beall, Gauger at \$300 per annum. These officers to enter upon their duties on the 1st of March. A. O. Blackman to be collector at Hancock, salary \$200 per annum. H. C. Miller to be collector at Williamsport, salary \$500 per annum. The collector has not yet been appointed for Georgetown. – *Cumberland Civ.* [Transcriber’s Note: Salaries were particularly difficult to read.]

ES, Thu. 2/27/62, p. 3. **The Chesapeake and Ohio Canal** – There seems to be about as much traffic on the canal as is usual at this season of the year, and there are daily arrivals of wood and grain.

ES, Mon. 3/3/62, p. 4. **Death of Gen. Lander.** The brave General Lander died yesterday afternoon at Paw Paw, Western Virginia, from the debilitating effects of his wounds received at Edward’s Ferry. His body is on the way to this city, where his widow resides.

Gen. Lander had every attention which the old and well-tried friends around him could bestow. His death was somewhat sudden. It was not until 5 o’clock yesterday afternoon that his wife received intelligence of his illness. She immediately took measures for obtaining a special train to proceed thither, but before the arrangements were completed, Secretary Stanton called in person, and with much feeling and delicacy acquainted her with the fact of her husband’s death. Secretary Chase, and other distinguished friends, subsequently visited her, in her affliction.

⁷ *Examiner*, Frederick, Md.

Gen. Shields succeeds Gen. Lander in command.

ES, Tue. 3/4/62, p. 3. **Inquest.** – Yesterday, Justice Johnson, for Coroner Woodward, held an inquest in view of the body of a new-born white, male infant, found in the canal at Four-and-a-half street by patrolman McCauley. The verdict was that the child came to its death by being thrown in the canal by some person unknown to the jury. It was taken to the Seventh Ward station to be properly buried.

Break in the Canal – On Sunday night last, a break was made in the towing path of the Chesapeake and Ohio canal, near the stop-lock about two miles above Georgetown. The damage is extensive as the break is 80 feet or more in width, and the embankment is washed away down to its foundations. There seems to be some mystery in the matter as the break occurred at a stray joint when there was no increased pressure upon the embankment – in fact the water was lower than usual. It is stated also that the inlet was not cut off, and that constant flow of water from this source increased the break. As the government has been using the canal as a channel for the transportation of army supplies, it may be that some disaffected persons did the mischief. It will require a week or two to repair the break.

Sun, Wed. 3/5/62, p. 4. A break of some eighty feet in length has occurred in the Chesapeake and Ohio canal towing path, near the stop-lock, about two miles above Georgetown. The embankment is washed away down to its foundation. There seems to be some mystery in the matter, as the break occurred when the water was lower than usual. The government has been using the canal as a channel for the transportation of army supplies. It will require a week or two to repair the break.

ES, Wed. 3/12/62, p. 3. **The Chesapeake and Ohio Canal** – The break above Georgetown will, it is expected, be repaired satisfactory to allow the passage of loaded boats by Thursday

next. Four boat loads of flour are now above the break ready to come into Georgetown as soon as they can pass.

Thu. 3/20/62, p. 4. The damage to the Chesapeake and Ohio canal beyond Georgetown still prevents arrivals from above; but it is expected that the breach will be repaired by Friday.⁸

DNI, Sat. 3/22/62, p. 3. **Chesapeake and Ohio Canal** – The remarks in your paper of yesterday, under the head of the “Baltimore and Ohio Railroad,” must receive a hearty response throughout our community. The temporary bridge over which, the writer remarks, “the gallant army of Gen. Banks passed so safely from Maryland to Virginia,” thus affording the necessary means for the transportation of troops, will, it is supposed, supersede the employment of boats, detained by the Government and now lying along the line of the canal, from Georgetown to Cumberland, particularly as the army is now being pushed into the interior. It must, we think, be admitted that, with the importance of a railroad communication, is connected the necessity of a canal trade, at this particular moment of vital importance to every branch of business and trade, and which the Government so earnestly and successfully protected during the fall and winter months from the depredations of the rebels. The canal is now in good navigable order along the line from the District to Cumberland, excepting a break a mile above Georgetown and now being finished, and when complete a business from one end to the other may be anticipated of coal, flour, grain, wood and produce of every kind. This will, however, depend upon the release by the Government of the boats on the canal. If the necessity for their use no longer exists, their immediate discharge would be hailed by an anxious community, reaching from the Allegany mountains to Maine, and at the same time relieve the pressing necessity for coal for manufacturing

⁸ *Daily Globe*, Washington, D. C.

purposes, Government demands, and private consumption. POTOMAC.

DNI, Mon. 3/31/62, p. 7. **The Chesapeake and Ohio Canal** – The Cumberland Civilian of Thursday last says: “It will be gratifying to our readers and the public to learn that transportation on the Chesapeake and Ohio Canal will shortly be resumed. The line having been cleared of the rebel hordes who have for months past been seeking its destruction, the boatmen can pursue their honest calling without molestation. The water will be let in on Saturday, the 29th instant.”

DNI, Thu. 4/3/62, p. 1. **LOCAL MATTERS**
The Government having returned to their respective owners all the boats on the Chesapeake and Ohio Canal, trade on that stream has already begun to revive. Some eight or ten thousand barrels of flour are amongst the first receipts.

Sun. Fri. 4/4/62, p. 2. **Opening of Trade on the Chesapeake and Ohio Canal** – Washington, April 3. – Government having returned to their respective owners all the boats on the Chesapeake and Ohio Canal; trade has already begun to revive. Some eight or ten barrels of flour are among the first receipts.

Fri. 4/11/62, p. 3. **Chesapeake and Ohio Canal** – Mr. Thomas, of Maryland, by unanimous consent, submitted the following resolution; which was read, considered and agreed to: *Resolved*, That the Secretary of War be requested to communicate to the House, copies of any papers on file in his office relative to an alteration of bridges across the Chesapeake and Ohio canal in Georgetown, so as to admit of the passage of loaded boats from the canal into and out of the basin at the mouth of Rock creek, and that the Secretary inform the House what obstacles have been placed, by order of the Secretary of War, or of any other officers of the Army, in the way of trade on the Alexandria canal, when these obstacles will probably be removed, and by what means, in the opinion of the Secretary of War, loaded boats can be

brought conveniently to the wharves in Washington city, to the navy-yard in Washington, and to Alexandria, while the aqueduct connecting the Alexandria canal and the Chesapeake and Ohio canal is occupied for the convenience of the transportation department of the Army of the United States.

Thu. 4/24/62, p. 3. **Freshet** – The copious rains which have fallen within the past few days, caused quite a freshet in the Potomac river and Will’s creek. We have heard of no damage sustained in our immediate neighborhood, or to any part of the entire line of canal.

Canal Boats – The work of erecting new boats for the Chesapeake and Ohio canal, to accommodate the coal trade, is being pushed forward with great vigor.⁹

Sun. Mon. 4/28/62, p. 1. **The Chesapeake and Ohio Canal** – A general order has been issued from the Adjutant-General’s office at Washington, directing that all the lock-houses, boats, scows and other property belonging to the Chesapeake and Ohio Canal Company, on the line of the canal now used by the United States officers or troops be forthwith given up and restored to the president of the company. All officers of the army are ordered to respect Alfred Spates, Esq., as president of the company, and are prohibited from interfering in any manner with him in the management of the canal, but are directed to give him such aid and assistance as is consistent with the good of the service, in keeping it in repair, and removing all restrictions which have been imposed upon the boats navigating the canal.

The president of the canal company is authorized to give all passes that may be required to be used on the canal, subject to the approval of the commander of the district.

An Outrage and a Heavy Loss – We learn that Henry Stonebraker, of Funkstown, and John E. Knode, living near Bakersville, met with a heavy

⁹ *Weekly Civilian*, Cumberland, Md.

loss one night last week. – They had been purchasing wheat at Harris’ Mills, above Dam No. 4, in Virginia, and transporting it to Georgetown via the canal. They had just freighted a canal boat with 3,300 bushels of the article, intending to start for Georgetown the following day. That night some malicious scoundrels cut the boat from its moorings, and it drifted down over the dam, a total loss of boat and cargo to the owners. The boat cost \$1,100, which, added to the wheat, entails a loss of near \$5,000 to the owners. – *Hagerstown (Md.) Mail*.

Ibid, p. 2. **Canal Boats** – It is stated that the work of building new boats for the Chesapeake and Ohio canal, to accommodate the coal trade, is being pushed forward with great vigor at Cumberland, Md.

DNR, Wed. 4/30/62, p. 3. The War Department has issued an order relieving the Chesapeake and Ohio canal from the military supervision heretofore placed over it, and restoring it to the exclusive control of its president, Alfred Spates, Esq.

Thu. 5/1/62, p. 5. **Bridge Notice** – Notice is hereby given to all whom it may concern, that the undersigned will make application to the County Commissioners of Allegany County, at their meeting in June next, for the erection of a Bridge across the Canal at Little Orleans.

THOMAS CALLAN
WM. BRINKMAN
RICHARD SHIPLEY¹⁰

DNI, Wed. 5/5/62, p. 2. **THE ADVANCE ON THE UPPER POTOMAC** – A correspondent of the Philadelphia Inquirer furnished that paper with the following additional particulars of the advance into Virginia last week of the right wing of the army of the Potomac: Since the disaster at Edward’s Ferry, the Upper Potomac has formed the line of demarcation between the contending forces of the United States and those of the rebel Government. The southern shore, mostly

covered with forests and broken into eminences, was occupied by the pickets of the enemy, while the northern bank, not wooded to the same extent, was held by our guards, entrusted with the duties of giving notice of any attack, protecting canal boats and teams, and attending to the safety of that portion of the Baltimore and Ohio railroad between the Point of Rocks and Sandy Hook, presenting a river front of about twelve miles.

DNI, Fri. 5/16/62, p. 1. The Chesapeake and Ohio Canal must have suffered more extensive damage from the recent freshet than at first apprehended, for we have yet no arrivals with coal.

Sun, Sat. 5/17/62, p. 1. **Chesapeake and Ohio Canal** – During the week ending the 1st instant there were cleared at Cumberland, Md., 28 boats carrying 3,042 tons of coal. As no coal is arriving at Georgetown, D. C., it is feared the canal has been damaged by the late freshets.

Thu. 5/29/62, p. 3. **Public Sale of Canal Boat “G. L. Jacques.”** – I will sell at public sale, by virtue of a mortgage made to me by John McCoy, of Washington County, and recorded among the Land Records for said county,¹¹ for CASH, in front of J. W. Magruder’s store, in Cumberland, Allegany County, on Monday, June 9, at the hour of 12 M.

HENRY THOMAS WELD¹²

Mon. 5/26/62, p. 5. The Chesapeake and Ohio canal is open down to Georgetown. Coal is arriving freely. The revenue in the past week was \$3,000.¹³

Sat. 5/31/62, p. 5. At Georgetown the Chesapeake and Ohio Canal is now doing full business; the entire depot is crowded with

¹¹ Washington County Courthouse, Hagerstown, MD, Deed Book IN 12, p 401, 6/12/1857

¹² *Weekly Civilian*, Cumberland, Md.

¹³ *Daily Globe*, Washington, D. C.

¹⁰ *Weekly Civilian*, Cumberland, Md.

cargoes of coal. The revenue for the week will be about \$5,000.¹⁴

ES, Fri. 6/6/62, p. 3. **The Great Freshet on the Upper Potomac** – The late rains have swollen the streams about the Upper Potomac to an alarming extent. The George’s Creek valley, near Piedmont, was totally inundated; and the bridges on both the Big and Little Cacapon rivers are reported lost. Several locks and dams of the Chesapeake and Ohio canal are reported destroyed. But the most serious loss is the destruction of the bridge at Harper’s Ferry. This is the fourth time within a year that this important structure has been destroyed. One year ago, it was burned by order of General Johnson. In August a trestling was completed, and washed away by a freshet in September. On the first of April last, a second reconstruction was completed, and only two weeks after, the river again rose and washed away the bridge. This third destruction was repaired in a few days, and after having escaped the fire of the Confederates who menaced it last week, is now again destroyed by the flood. The railroad west of Martinsburg wonderfully escaped injury; and as the bridges over the Cacapon only are destroyed, the road will soon be in working order, except at Harper’s Ferry.

Sun, Mon. 6/16/62, p. 2. **The Chesapeake and Ohio Canal** – The repairs of damages to this work caused by the recent heavy rains have been pressed forward with great energy. We learn that the repairs will be completed by Wednesday next when the water will be let in, and the navigation reopened on the whole line of the canal.

DNR, Thu. 6/19/62, p. 2. **Sick and Wounded Soldiers** – Allow me to suggest that Cumberland would be a good point for hospitals for sick soldiers – the pure mountain air being most invigorating. The soldiers could be moved from Washington in boats, several in company, on the Chesapeake and Ohio Canal, in three or four days, with ease and comfort, accompanied by

surgeons and nurses giving constant attention. The place has railroad connections, east and west.

Sun, Wed. 6/25/62, p. 4. A young man named Elias D. Read, who was formerly a boatman on the Chesapeake and Ohio canal, and left Georgetown with other young men and went to Dixie, having recently returned, was yesterday arrested and sent to the Old Capitol prison. Some of his companions are also said to have returned.

Thu. 6/26/62, p. 1. **Public Sale of Canal Boat “L. G. Hough.”** – I will sell at public sale, by virtue of a mortgage made to me by Hough & Spencer, of Frederick County, and recorded among the Land Records for said county,¹⁵ for CASH, in front of J. W. Magruder’s store, in Cumberland, Allegany County, on Monday, June 30, at the hour of 12 M.

HENRY THOMAS WELD

DNR, Thu. 6/26/62, p. 3. **“Arrest of a Secessionist.”** – “Last Monday afternoon Sergeant Newman, of the Georgetown, police arrested a man named Elias D. Read, who has recently returned from down South, where he has been giving practical demonstrations of sympathy with treason. He formerly ran a packet on the Chesapeake and Ohio Canal, but left Georgetown, where he resided, and a number of young men went with him to aid in the cause of the rebels. He was sent to the Old Capitol prison.”

The foregoing unquestionably is, *in toto*, erroneous, (your reporter having been egregiously misinformed, and, perhaps, by the prejudiced miscreant who caused his arrest,) as I will fully prove.

Having known the said Read a number of years, I can unhesitatingly affirm that he has ever been unconditionally loyal to the Temple of Liberty – the Constitution of the United States.

¹⁵ Frederick County Courthouse, Hagerstown, MD, Deed Book BGF 2, p 551, 11/5/1858.

¹⁴ *Daily Globe*, Washington, D. C.

The said Read had been unwillingly in "Secesh" ever since the rebellion has been in operation, having gone thither to command employment several months before the State of Virginia was one of the so-called seceded States. He went to Norfolk in September, 1860, taking with him the steamer "Flying Cloud," (and not with a number of young men, as the local item asserts,) a boat that previously navigated the Chesapeake and Ohio Canal, plying at all the different points from Georgetown to Cumberland, and of which boat he was captain. He made several attempts (innumerable testimony can be adduced to prove it) to get his boat from Norfolk after Virginia seceded, but of no avail; indeed, the authorities of the rebellion were about to hang him for so doing; and he was compelled finally to abandon all hopes of getting home, and unavoidably remained in the dominions of the villainous traitors.

The said Read did not swear allegiance to the "Southern oligarchy," as some have supposed, but remained true to the flag of his country amid all threatening persecutions: - like the noble and patriotic Virginia statesmen, Pierpont, Carlisle, Segar, &c., no threats could induce him to swerve from his allegiance to the Government of our fathers.

When Norfolk was evacuated, and the Federal troops took thorough possession, the said Read brought out his boat from a place of seclusion - where he had it hid from the *marauding posse* who burnt and destroyed all the boats of every description on the arrival of the Federals - and ran her into Norfolk, and placed her under military subordination for protection. He immediately afterwards transmitted a communication with his father-in-law in Georgetown, Captain John Moore, the *bona fide* owner of said boat, (a man well-known for his Union proclivities, and to which all the military men of note who have control of this district can certify,) imparting to him the joyful tidings of his safety, and likewise of the boat.

The said Captain Moore instantaneously procured a pass, and went thither (Norfolk) to make arrangements to bring his boat forward,

which he accomplished in a brief period, as the following documentary evidence will show:

(True copy from the original.)

"Custom House,
Headquarters Military Governor,
Norfolk, June 5, 1862.

Guards will pass steamer Flying Cloud, together with a crew of three men, * to proceed to Washington. She is to wood up, and take a cargo of nine boxes of tobacco, two thousand cigars, and three barrels spirits of turpentine.

By command: Brig. Gen. E. L. Vielle.

Aaron Sekley
Lieut. and A. D. C.

Oath taken.

H. Russell, C. and A. D. C.

Guard Ship Seminole
June 5, 1862.

Examination found correct.

Thomas S. Steel,
Acting Master."

Having demonstrated undeniably the unwavering loyalty of the person in controversy *ab initio* up to the present stage of the war, it only remains now to state what charge he was arrested on. The charge, it was said, was aiding the rebellion, but no one came forward to prove it; consequently the said Read was honorably released, after having suffered undeservedly an incarceration of sixteen hours in a station house in Georgetown, and not at the Old Capitol prison, as the local item alleges.

Richard A. Macomb,
For Elias D. Read.

*The said Read, Captain John Moore, and a German artificer, were the three men.

ES, Thu. 6/26/62, p. 2. **AFFAIRS IN GEORGETOWN** - The Chesapeake and Ohio Canal is in very good order. A great many boats are arriving, loaded with flour, grain, wood, &c.

Sun, Fri. 6/27/62, p. 2. **The Canal** - The Cumberland *Telegraph* says the repairs to the Chesapeake and Ohio canal are so far completed as to permit the passage of boats this week.

Thu. 7/10/62, p. 3. **The Canal** – The different Coal Companies of this county have sent a large number of hands down the canal for the purpose of repairing the breaks. It is expected that navigation will be resumed in the course of a week.¹⁶

Sun, Sat. 7/12/62, p. 2. **Chesapeake and Ohio Canal** – The different coal companies of Allegany county have sent a large number of hands down the canal for the purpose of repairing the breaks. It is expected that navigation will be resumed in the course of a week.

Sun, Mon. 7/14/62, p. 4. **HOUSE OF REPRESENTATIVES** – Mr. Olen, of N. Y., from the committee on military affairs, reported a bill making an appropriation of thirteen thousand dollars for reconstructing the bridge and market-house in Georgetown, built across the Chesapeake and Ohio Canal, and for raising the same as to open a convenient outlet to the trade of the canal to the Potomac river, in place of that which has been interrupted by the occupation of the aqueduct connecting the Chesapeake and Ohio with the Alexandria canals, as a bridge for transportation of supplies for the army of the United States across said river, said sum to be expended under the direction of the president of the Chesapeake and Ohio Canal Company.

Mr. Conkling, of N. Y., objected to the consideration of the bill.

The Speaker stated that a simple objection would pass the bill over.

ES, Fri. 8/1/62, p. 3. In the Georgetown market there have been no arrivals from beyond the Point of Rocks by canal for nearly a week, on account of a temporary obstruction from a sunken boat and cargo at that point.

Thu. 8/14/62, p. 3. **Public Sale of Canal Boat “Maj. Roberson.”** – I will sell at public sale, by virtue of a mortgage made to me by John Wade,

¹⁶ *Weekly Civilian*, Cumberland, Md.

of Washington County, and recorded among the Land Records for said county,¹⁷ for CASH, in front of J. W. Magruder’s store, in Cumberland, Allegany County, on Monday, Aug. 25, at the hour of 12 M.

HENRY THOMAS WELD¹⁸

Thu. 8/28/62, p. 3. **Public Sale of Canal Boat “Dutch Hen.”** – I will sell at public sale, by virtue of a mortgage made to me by Van Meade, of Washington County, and recorded among the Land Records for said county,¹⁹ for CASH, in front of J. W. Magruder’s store, in Cumberland, Allegany County, on Monday, Sept. 3, at the hour of 12 M.

HENRY THOMAS WELD²⁰

ES, Fri. 8/29/62, p. 3. **Georgetown Grain Market** – The supplies of wheat are increasing, the trade by canal being pretty good, and the receipts by wagons also fair.

DNR, Thu. 9/4/62, p. 3. **Military Defense.** If moats and ditches are important in defense, canals, in their place, are not less so. From time immemorial, canals have been used for this purpose by many nations. The Chesapeake and Ohio Canal, now dry between Georgetown and Alexandria, might be filled with water six feet deep between those two points, and a full head let on from Georgetown up the Potomac. The bridges of the canal would be, with adequate forces, invulnerable to the enemy seeking to cross.

ES, Sat. 9/6/62, p. 2. **REBEL RAID IN MARYLAND** – We learn that there has been great excitement during Thursday night along the line of the Potomac, from the Monocacy to Harper’s Ferry, in consequence of the most wild and improbable rumors that prevailed, to the effect that the rebel Gen. Hill, with 30,000

¹⁷ Washington County Courthouse, Hagerstown, MD, Deed Book IN 14, p 99, 4/16/1859.

¹⁸ *Weekly Civilian*, Cumberland, Md.

¹⁹ Washington County Courthouse, Hagerstown, MD, Deed Book IN 12, p 619, 10/27/1857.

²⁰ *Weekly Civilian*, Cumberland, Md.

troops, had crossed at Edward's Ferry, and were encamped on the soil of Maryland.

Everybody along the line believed the rumor but no one could be found who had seen them cross the river, or who had met them after they had crossed. These rumors came to Mr. Smith, of the Baltimore and Ohio Railroad, by telegraph during the night, and from so many different sources, that he was almost inclined to believe that Maryland was really invaded by an immense rebel force.

Matters thus continued until 4 o'clock yesterday morning, when the rumor changed its aspect, and it was again asserted that a small rebel force was actually in Maryland, but in so small force as to be considered no more than a rebel raid. They were said to have effected their crossing at a ford called Noland's Ferry, a few miles above the mouth of the Monocacy, about midnight, fully ten miles this side of the Point of Rocks, and took up a line of march westward, crossing the Baltimore and Ohio Railroad a distance of ten miles from the ferry, at 4 o'clock yesterday morning.

The force, according to this last announcement, consisted only of a battalion of cavalry about 400 strong, and a battery of two brass field pieces. They are said not to have injured the railroad, or interrupted the telegraph, but proceeded in a westerly direction, as if attempting to flank the Federal forces at Point of Rocks. The road they are alleged to have taken would bring them out on the railroad again in the vicinity of Berlin, a few miles above the Point of Rocks, where, if the force was not surprised, they would probably have a warm reception. If this statement is true, their purpose in striking so far above may probably have been to destroy the bridge over Catoctin creek, and thus cut off the force at Point of Rocks from receiving assistance from the troops at Harper's Ferry.

At ten o'clock a telegram from Frederick Junction announced that firing could be heard in the direction which the Rebel force took, and it was thought that they had met with opposition, and that a fight was progressing.

The town of Leesburg is also said, on the same authority, to be occupied by a considerable

force, which is about ten miles inland from the point at which the crossing is reported to have been affected.

Orders were sent up on Thursday to Martinsburg to send all the locomotives and cars at that station West, to prepare for any emergency, as there was a rumor that a party of guerillas were seen in the vicinity of the bridge, three miles this side of Martinsburg. Up to the time of going to press last night, however, the telegraph is working to all the stations on the road, and none of the bridges have been destroyed so far as known.

Sun, Mon. 9/8/62, p. 4. The amount of revenue at the Georgetown office of the Chesapeake and Ohio canal for the month of August was a little over \$8,000. The week ending with today will add \$3,000, and boats still arriving.

ES, Wed. 9/10/62, p. 4. **LATEST FROM THE FRONT** – We hear that General McClellan is satisfied that the force of rebels that have crossed the Potomac were yesterday massed in the vicinity of Frederick. This accounts for the failure to find them in force nearer Washington or Baltimore, or to hear of their progress north or west beyond the vicinity of Hagerstown. If they can afford to remain twenty-four hours longer near Frederick, we do not see how they can possibly ever re-cross the Potomac as an army. We have good reason for this belief.

A boatman who came from the vicinity of Edwards' Ferry last night states that the Rebels were crossing from Virginia into Maryland at a point nine miles this side of Point of Rocks, on Monday, September 8th, in force, consisting of infantry, artillery and cavalry; no baggage wagons, but ammunition trains in abundance; and that droves of cattle, sheep, hogs, &c., have been driven by them from Maryland into Virginia. He also saw several droves of cattle cross the river from Virginia into Maryland. The enemy allowed him to bring his boat team with him, and told him that they did not wish to disturb any citizen or his property. He says, further, that they (the enemy) look extremely "hard," some of them being without

shoes. They say that they are going to visit Philadelphia and New York, where all their wants will be supplied. He estimates their force which crossed within his sight at 30,000.

Sat. 9/13/62, p. 4. **THE INVASION OF MARYLAND** – We find in letters from the Upper Potomac some additional particulars of the crossing of the river by the Confederates. One writer says: “On Friday a large force of rebel cavalry made its appearance on the Virginia side of the Potomac river, opposite Edward’s ferry, having reached this point by the road leading from Leesburg, and endeavored to effect a crossing. So soon as the design of the enemy was perceived by our troops stationed on the Maryland side of the river, a battery was immediately posted upon the river bank, and a heavy and effective shelling of the rebel force commenced. The firing was continued for some time, when the enemy, perceiving that all further attempts to cross the river would prove futile, hastily withdrew.

“At half-past two o’clock next morning a second attempt to cross the river by the fords of Edward’s, Conrad’s, Nolan’s and Smith’s ferries was made, and, under the cover of darkness, proved successful. These ferries are all situated east of Point of Rocks, and the former ferry (Edward’s) is five miles southwest of Poolesville, and some forty miles distant from Washington. The rebel force upon this occasion consisted of between two and three regiments of cavalry, and as soon as Poolesville was invested our pickets hastily communicated with our troops in the rear, whose numbers, being numerically small, thought it best to beat a retreat. Some fifteen to twenty soldiers belonging to the First Maryland Regiment are missing, supposed to have been captured. Our forces at Poolesville at the time consisted of the infantry regiment already named, the First Massachusetts cavalry, and a detachment of the Twelfth Pennsylvania cavalry.

“From Poolesville the Rebel cavalry proceeded to Darnestown, a little town situated on Seneca creek, nine miles distant from Poolesville, in a southeasterly direction, and

communicating in a direct route with Georgetown and Washington. This point was reached at about half-past four o’clock Saturday morning, and the cavalry entered the town pell-mell almost before our pickets were aware of their approach. The pickets were taken prisoners and paroled.

“With Darnestown the raid ceased, the rebels probably fearing an attack from our forces in the vicinity, who were on the alert to punish their audacity.

“It is reported from Gainesville, which is on the road from Warrenton to Centreville, where the railroad crosses, that on Thursday, Gen. A. P. Hill passed there with over 30,000 fresh troops enroute for Leesburg. A division under Gen. Walker left near Bull’s Run the preceding day in the same direction. Jackson, Hill and Longstreet were at Gainesville on Thursday morning. Hill had forty-four pieces of artillery, mostly twelve-pounders, and a few rifled guns. The reinforcements say they passed through Culpeper Courthouse and Warrenton.”

Another letter, dated at Darnestown on Sunday last, says: “Poolesville, about eleven miles from here, was taken possession of by the rebels under Stuart on Friday last, he having crossed at Conrad’s Ferry. He met with no opposition, the river being very low. On Thursday night the infantry pickets of the rebel army, supported by four pieces of artillery, crossed at the ferry, and the next morning the rebel cavalry also crossed in large numbers and advanced to Poolesville, which is about five miles distant from the river at Edward’s Ferry. Gen. Stuart entered the village at the head of his troops a little before noon, capturing a detachment of the 1st Massachusetts Cavalry. He remained in command until Saturday evening, when he was relieved by Gen. Fitzhugh Lee. Stuart, with a body of horsemen, pushed on towards Frederick. Gen. Lee commands the forces around Poolesville and those encamped on the other side of the river, between Leesburg, Edward’s ferry and Conrad’s Ferry.

“I am told by an officer of the Massachusetts Cavalry, Capt. Chamberlain, who passed down the road last evening, having been

released on parole by Gen. Stuart, that from an eminence beyond Poolesville a large portion of the rebel army can be seen encamped on the other side of the river, extending towards Leesburg. My informant can form no idea of their numbers, as the distance was deceptive and his opportunities of observation necessarily hurried and imperfect.

"There was no unusual demonstration on the part of the rebels when they occupied Poolesville. They came quietly along, seeming to regard the invasion of Maryland as a necessary result of their recent campaigns. They brought no baggage with them, and they seem determined to live on the country in which they are located. As far as I have been able to observe, it is rich and fertile. Many of the harvests are gathered, and for a few weeks at least these famished traitors will be living on milk and honey.

"This invasion of Maryland does not partake of the nature of a raid. They have determined either to stay or risk a battle for their enterprise. Every arm of the service is represented – cavalry and artillery being especially strong. It does not look as if they intended to re-cross the Potomac unless driven back."

A letter date at Harper's Ferry on the 6th instant, after stating considerable excitement prevailed in that vicinity, adds: "On Thursday night the bridge at Point of Rocks was burned, in anticipation of the rebels crossing at that point, and the arrival of a squad of Company R, Maryland Home Guards, who had been shelled out by the rebels at Monocacy Creek, six miles from the Point, did not tend to allay the apprehension.

"Point of Rocks was evacuated by the Union forces under Col. Banning, of the Eighty-seventh Ohio, on Friday night, and a large force of rebels is now (Saturday) in that vicinity.

"The stores, ammunition and guns were removed to this place, which, it is thought, can be held against any force the rebels may bring to bear against it.

"The train of cars which left Baltimore at five o'clock on Thursday evening is detained at

this place, and the train going East is stopped at Cumberland, a repetition of the attack at Manassas and Catlett's Station being feared."²¹

DNI, Mon. 9/15/62, p. 4. **REBEL VANDALISM IN MARYLAND – Great Falls, Potomac River, Sept. 11.** – The point at which the rebel army crossed the Potomac from Virginia into Maryland encompasses about twelve miles, which lie between a mile above the Point of Rocks and five miles below the Monocacy Aqueduct, on the Chesapeake and Ohio Canal. The than marched through fields, woods, and roads, in detachments.

The line of the Chesapeake and Ohio Canal, for the distance of twelve miles, presents a scene of desolation which sufficiently attests the malignity of the rebels and their emissaries. Commencing five miles below Monocacy, continuing up a mile beyond the Point of Rocks, in crossing, they tapped the canal at five different places. Several flood-gates were hewn to pieces, and from the heights above large boulders of rocks were dislodged and thrown into the basin. An attempt was made to blow up the beautiful aqueduct at Monocacy, but it did not succeed. For the present from twenty to twenty-five miles of the canal are rendered useless. It will take considerable time to repair the damage, and in the mean time boats can proceed only between Georgetown and Seneca. The latter place is about forty miles from Harper's Ferry. The canal basin is perfectly dry in many places between these points, and where the water remains, it is not more than a foot deep.

The telegraphs and railroad of the Baltimore and Ohio Railroad Company did not escape. The operators at the Point of Rocks and Monocacy were captured. The wires were cut between the stations, and at some places torn down. The substantial railroad bridge at Monocacy was rendered a wreck, and a portion of the abutments blown up. The track suffered in many places; it being torn up with impunity by the rebel vandals.

²¹ *Weekly National Intelligencer*, Washington, D. C.

The property of private individuals came in for a share of molestation. Fences were torn down and fields laid desolate. The beautiful green corn, nearly ready to harvest, lay trampled on the ground. Trees were chopped down and placed across the canal in different places within a circuit of ten miles.

Sat. 9/20/62, p. 4. **REBEL DELUSIONS**

The Lynchburg Republican of the 6th instant has a dispatch from Harrisonburg saying: "Northern papers of the 3rd have been received here. Circumstantial accounts of the death of McClellan are contained in Baltimore papers. He was wounded in the fight of Saturday at Manassas, and died Sunday."

The Richmond Dispatch of the 8th instant says: "We have information that on Thursday morning two divisions of our army, one under Jackson and the other under Longstreet, left Dranesville at eight o'clock, and took up the line of march for the Potomac, one crossing the river at Edward's Ferry to Poolesville, in Maryland, and the other at White's Ferry, a short distance lower down. Nothing has been heard since this important movement had been made, though our informant (an officer of the army directly from Manassas) says the general opinion is, that the Yankee capital ere this is completely invested from the Maryland side, its railroad communication cut off, and but one mode of escape opened to the besieged city, and that down the Potomac."

The Richmond Enquirer of the 8th instant states that on the preceding day, being Sunday, the usual variety of rumors were afloat, and that those which gained most credence were the following: "That Generals Jackson and Longstreet had crossed the Potomac at Edward's Ferry, and were at the Relay House on Friday morning, the 5th. There may be some truth in this rumor, as the account published in another column from a Yankee journal shows that the greatest panic prevailed in the Yankee capital. If Generals Jackson and Longstreet have really reached the Relay House, all communication between Washington and Baltimore and the West is thereby entirely cut off.

"The reported blowing up of the Long Bridge is now generally believed. A lady who came through to this city from near Washington, states that she was an eye-witness to the affair.

"Later intelligence gives us the gratifying assurance that Gen. Jackson has entered Maryland by the route above indicated, and is now on a tour to the most important and inviting point between Baltimore and Washington. It is now useless to speculate upon probabilities. The war has assumed a new phase, and our citizens must expect hereafter to hear news that will startle, amidst both good and bad reports. The tables have been turned, and the Confederate army is now an army of invasion."²²

DNR, Mon. 9/22/62, p. 3. **Supplies for the Army** – Quartermaster and commissary stores for the use of the army along the Upper Potomac are being sent thence as rapidly as possible *via* Chesapeake and Ohio canal. Large quantities of articles, which are much needed at the present time, were forwarded yesterday from Georgetown.

The damage to the canal by the rebels, is not thought to be very serious – one week being sufficient time to repair all injury it sustained. The spot where the main damage was affected, is a few miles this side of Harper's Ferry, where the rebels, in order to facilitate their crossing, dug down the embankment and let the water into the Potomac.

Sun, Fri. 9/26/62, p. 1. Frederick, Md., Sept. 21. – Pickets have been thrown out for a distance of two miles from the Ferry on the Virginia side. No rebel soldiers had been discovered.

The Chesapeake and Ohio Canal has been injured by the rebels at the same point at Harper's Ferry by making a trench in the bank, and thus letting out the water. The depth of water in the canal does not now exceed eighteen inches.

The rebels have affected great damage at Harper's Ferry, utterly destroying all the government buildings, and, to the extent of their

²² *Weekly National Intelligencer*, Washington, D. C.

ability, the property of the Baltimore and Ohio railroad at that place.

ES, Fri. 9/26/62, p. 3. **Georgetown Affairs.**

There is some hope now that the Chesapeake and Ohio Canal may be rendered navigable again for the fall trade. It is found that the damage done it by the Confederate forces, was not so great as had been apprehended, the injury being mostly in cutting down the embankments at such points as was necessary for the passage of their trains and artillery, and by which, as the water flowed out, of course, enlarged the breaks. It is not believed now that any important culvert was destroyed, and therefore the repairs may be easily made if the line is kept free of the enemy.

Sun, Wed. 10/8/62, p. 4. **Affairs in**

Philadelphia – The increased demand for coal has induced some of the large operators to go into the market and buy boats for carrying on the Schuylkill navigation. Boats heretofore employed on the Chesapeake and Ohio canal are being procured, and the quantity of coal to be brought to market for the remainder of the season must gradually increase.

At Georgetown, it is understood the Chesapeake and Ohio canal is now being repaired at the points above where it was broken by the Confederates in crossing into Maryland. Besides other hands, several hundred ‘contrabands’ are now said to be at work in repairing the embankments, and navigation may be resumed ere long in good part, and the facilities for transportation for government restored, as well as the usual for the farmers and business people,

Sun, Fri. 10/10/62, p. 4. The canal, from Four-and-a-half street west towards Potomac is an entire nuisance; it is do filled up with mud that even at high tide, there is not more than twenty inches of water. During low tide, which lasts many hours, the bottom of this part of the canal makes one sick even to look at, let alone the [illegible] that arise therefrom.

DNI, Mon. 10/20/62, p. 2. **Georgetown Affairs.**

The Chesapeake and Ohio Canal is again reported to be in navigable condition through to Cumberland. It is known that there are many boats laden with coal, and some with produce, on the line, so that we may expect arrivals by the middle of next week.

In spite of the numberless calamities that have happened to the Chesapeake and Ohio Canal, which terminates at Georgetown, during the past year, the annual report of the flour inspector for that port informs us that he inspected 170,495 barrels of flour during the year ending with September.

DNR, Mon. 10/27/62, p. 1. **Chesapeake and Ohio Canal Repaired.** – The Chesapeake and Ohio canal is again in navigable condition through to Cumberland. All the breaks and damages caused by the rebel invasion have been repaired, and boats laden with coal and produce are now arriving in Georgetown. The damage done by the rebels is estimated at \$50,000.

ES, Wed. 10/29/62, p. 3. THE PACKET BOAT *FLYING CLOUD* will leave Williams’ Wharf, near market house, Georgetown, D.C., every Monday, Wednesday and Friday for Point of Rocks, Chesapeake and Ohio Canal, and return on Tuesday, Thursday and Saturday, starting at 7 o’clock in the morning from both ways, commencing on 27th inst.

E. R. Reid, Captain.

Sun, Sat. 11/1/62, p. 4. Alfred Spates, Esq., president of the Chesapeake and Ohio Canal Company, had just reached here from Cumberland, whence he traveled all the way upon the tow-path on horseback. The canal, under the direction of Mr. Spates, has been put (at the expense of the company and not of the government) in good working order its entire length, and coal boats are reaching here, and are returning with freights for Gen. McClelland’s army. Until these boats got a running General McClellan could not, as he states, get any amount of provisions beforehand.

A circular has been issued at Gen. McClellan’s headquarters republishing the order

of 12st April last transferring the entire control of the canal to the officers of the company, and ordering that the boats be allowed to pass through the lines of the army without hindrance, until otherwise directed. The president of the company is authorized to give all passes that may be required to be used on the canal, subject to the approval of the commander of the district.

Thu. 10/30/62, p. 3. **The Canal** – The canal has been thoroughly repaired, and navigation resumed. Boats are daily arriving and departing. A brisk coal business is anticipated the remainder of the season.²³

DNI, Sat. 11/1/62, p. 3. **The Chesapeake and Ohio Canal** – We learn from the President of this company that the canal is now in navigable condition throughout its entire line. Boats, laden with coal and produce, are arriving at Georgetown, and many are daily going up laden with stores for Gen. McClellan's army. We are informed that the canal has been repaired at the expense of the company.

In connection with the subject, we take occasion to state that the order issued from the Adjutant-General's Office on the 21st of April last, authorizing the boats of the canal company to pass through the lines of the army without hindrance, is still in force, and has just been republished in a circular from Gen. McClellan's headquarters. This order directs as follows:

"All the lock-house, boats, scows and other property belonging to the Chesapeake and Ohio Canal Company, on the line of said canal, now held, used, or occupied by the United States officers or troops, will be forthwith given up and restored to the President of the said company. All officers of the army will respect Alfred Spates, Esq., as President of the said company, and are hereby prohibited from interfering in any manner with him in the management of the canal; but are directed to give him such aid and assistance as is consistent with the good of the service, in keeping it in repair, and removing all restrictions which have been imposed upon the

boats navigating the said canal. The President of the said canal company is authorized to give all passes that may be required to be used on the canal, subject to the approval of the Commander of the District.

ES, Wed. 11/12/62, p. 4. **Lime! Lime! Lime!** On hand, 1,500 barrels of best Wood Burnt Lime, and receiving regularly via Chesapeake and Ohio Canal, Lime Stone from the Potomac quarries. Regular or transient customers can now be furnished with any amount. An excellent quality of Rosendale Cement supplied at \$1.50 per barrel. Apply at:

W. H. Godey's Lime Kilns,
Near Georgetown

Sun, Sat. 11/22/62, p. 4. At the office of the Chesapeake and Ohio Canal Company it is confidently believed that the heavy rains of the past few days will cause such a rise of water in that stream as will bring down the large fleet of boats now along the line with heavy cargoes of coal.

DNR, Thu. 12/4/62, p. 4. **Chesapeake and Ohio Canal** – A large amount of coal is now arriving in Georgetown, from Cumberland, as will be seen by the following arrivals. We give the name of the boat, the consignee and the amount of coal on each:

D. Cromwell, American Co., 110 tons

1776, C. E. Detmold, 111 tons

M. & C. Bradley, Frostburg & Co., 116 tons

James Crawford, Borden Co., 100 tons

W. J. & O. B. Neal, Borden Co., 101 tons

Major Robinson, Borden Co., 103 tons

Carrie Belle, American Co., 115 tons

John S. Dutrow, captain, 110 tons

Several boat loads of wood and corn arrived yesterday, from points between Cumberland and Georgetown.

DNR, Fri. 12/5/62, p. 3. **Chesapeake and Ohio Canal** – But one boat arrived at Georgetown yesterday, the Wm. B. Colston, with 106 tons coal for the Borden Mining Company. The non-arrival of boats is in consequence of some

²³ *Weekly Civilian*, Cumberland, Md.

disarrangement or breakage at Harrison's Lock, about six miles from Georgetown. It will be repaired by today.

Sun, Mon. 12/8/62, p. 2. **Chesapeake and Ohio Canal** – The *Cumberland Telegraph* states that the canal continues in good navigable order. Boats are continually arriving and departing. During the season 813 boats have left Cumberland, carrying 87,179 tons of coal.

DNR, Mon. 12/8/62, p. 3. **Chesapeake and Ohio Canal** – The injury to Harrison's Lock has been repaired and boats are again running. The following were reported Saturday night:

Susquehanna, Detmold, 105 tons coal
Mrs. L. W. Jackson, Jackson, 118 tons coal
Wm. H. Barger, Detmold, 112 tons coal
Great Eastern, Young, 117 tons coal
Gen. Burnside, Waters, 104 tons coal
A. Stanhope, American Co., 106 tons coal.

DNR, Tue. 12/9/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown yesterday:

P. L. Detmold, Detmold & Co., 112 tons coal
H. R. Furlow, Borden Co., 112 tons coal

A large number of boats, laden with coal from Cumberland, are on the way, but blocked up by the ice. An ice-boat is now clearing the way and they will arrive today, it is expected.

DNR, Wed. 12/10/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived yesterday:

Flora Temple, American Co., 108 tons coal
Wm. Walsh, 113 tons coal
J. J. Watson, Cumberland Co., 110 tons coal
Fred Mertens, Cumberland Co., 110 tons coal
Ambition, American Co., 103 tons coal
G. W. H. Hetzer, Cumberland Co., 107 tons
W. R. Chaplin, Washington Gas Co., 113 tons
Henry Delafield, American Co., 109 tons coal

The following boats left yesterday for Cumberland, preceded by an ice-breaker:

W. F. Bresbery, J. J. Watson, H. R. Furlow, Wm. Walsh, Flora Temple, Fred Mertens and W. R. Chaplin.

Nine boats were expected to arrive last night.

DNR, Thu. 12/11/62, p. 3. **Chesapeake and Ohio Canal** – The following boats, laden with coal, arrived at Georgetown yesterday:

Nana McGraw, American Co., 115 tons
Gen. McClellan, American Co., 108 tons
John James, Cumberland Co., 106 tons
Richard Borden, Young, 112 tons
Rainbow, Young, 109 tons
A. J. Glossbrenner, American Co., 102 tons
G. W. J. Worth, limestone
Anna maria, wood

The following departures are reported: G. W. H. Hetzer, Mary Alice, L. W. Jackson, G. W. J. Worth, H. Delafield, R. Borden, N. McGraw, Gen. Burnside, Great Eastern and A. Stanhope.

The Georgetown agent received a letter, yesterday, from the president of the canal at Shepherdstown, in which he says that the upper portion of the canal is still open, and urges the importance of keeping the lower part free from ice, as a large number of boats are on the way.

The amount of tolls collected at Georgetown last week was \$1,350.39. The amount received at this collection office this month, up to yesterday, is about \$3,000.

DNR, Fri. 12/12/62, p. 4. **Chesapeake and Ohio Canal** – The following boats, laden with coal, arrived yesterday:

C. F. Porter, American Co., 108 tons
H. D. Carlton, Detmold, 109 tons
Anna Maria, Borden Co., 107 tons

The following departures are reported: A. Stanhope, Ambition, C. F. Porter, H. D. Carlton, R. G. Violett and Anna Maria.

DNR, Sat. 12/13/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown yesterday:

E. D. Hartley, wheat and flour
C. Watson, flour
J. J. Watson, wood
Dr. B. A. Dougherty, 106 tons coal.

The following departures are reported: E. D. Hartley, L. S. Nina, E. Watson, Highlander, Dr. B. A. Dougherty and J. J. Watson. Owing to

some disarrangement of the locks above Georgetown, a large number of boats, laden with coal, were unable to reach the city yesterday.

DNR, Mon. 12/15/62, p. 3. **Chesapeake and Ohio Canal** – No boats arrived at Georgetown yesterday, owing to a blockade of floating ice at the locks several miles above. The present mild weather will aid materially in clearing the canal, and a large number of boats laden with coal are expected to arrive today.

DNR, Tue. 12/16/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived yesterday and Sunday:

Smith Hurd, wood
Battow, empty
E. Stanhope, Borden Co., 106 tons coal
M. J. Hull, Borden Co., 110 tons coal
Clipper, captain, 110 tons coal
Oliver Robey, captain, 100 tons coal
Elmira, Detmold, 110 tons coal
Therza Hall, wheat
H C & J D Turner, Cumberland Co., 111 tons
Ida F. Reynolds, Borden Co., 102 tons coal
C. Slack, wheat
J. Short, Cumberland Co., 106 tons coal
A. E. Stone, Borden Co., 110 tons coal
Amelia Snyder, Detmold, 114 tons coal
Dan. Harsh, Cumberland Co., 105 tons coal
Helen May, Cumberland Co., 109 tons coal.

The canal is now clear, and as freights are high, a brisk business in the way of canal carrying will be done.

The amount brought by the above boats is about 1,300 tons.

DNR, Wed. 12/17/62, p. 4. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown yesterday:

R. G. Violet, wood
Capitola, U. S., 80 tons coal
Gov. Shaw, Cumberland Co., 112 tons coal
E. Moss, hoop-poles
J. F. McCulloh, 116 tons coal

The following departures are reported: China Bales and Ida F. Reynolds.

DNR, Sat. 12/20/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

Ellen, 124 tons coal
Star, bark
Excelsior, 112 tons coal
S. K. Hensell, American Co., 112 tons coal
Santa Anna, 105 tons coal
General W. J. Worth, limestone.

The following departed: J. Humbird, S. K. Hensell, General Burnside, General W. J. Worth, C. Clack, Helen May, Ida Marmaduke, Wm. Elder, "1776," and Therza Hall.

DNR, Tue. 12/23/62, p. 4. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

E. Mose, wood
C. F. Porter, wood
Wm. Hext, Borden Co., 108 tons coal
John Hill, American Co., 116 tons coal
Joseph J. Gresham, American Co., 106 tons
E. D. Hartley, wheat, &c.
Old Dominion, wood, &c.

The following departed: Wm. Hext, Wm. Stanhope, John Hill, E. Mose, Ann E. Darby, Neptune, C. T. Porter and Smith Hurd.

DNR, Thu. 12/25/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

J. Humbird, wood
Advance, Borden Co., 110 tons coal
J. G. Morrison, corn and wheat.

The following departed: J. Humbird, Advance, J. G. Morrison, Jacob Brengle, E. D. Hartley, Liberty, Old Dominion and P. L. Detmold.

DNR, Sat. 12/27/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

Neptune, wood.
The following departed: Neptune.

SNR, Tue. 12/30/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

C. F. Porter, empty

Nanna McGraw, 116 tons coal
P. E. Haldeman, Borden Co., 102 tons coal
O. W. Sturtevant, 112 tons coal
H. R. Furlow, Borden Co., 113 tons coal
S. Heidelberger, American Co., 112 tons coal
M. M. Claggett, 114 tons coal
Carrie Belle, wheat, &c.

The following departed: J. A. Kroon, John Van Lear, Saloma Clarke, P. E. Haldeman, John Moody, C. F. Porter and Nanna McGraw.

Sun, Wed. 12/31/62, p. 3. Six boats, loaded in all with six hundred and sixty-nine tons of coal, arrived at Georgetown yesterday, via the Chesapeake and Ohio Canal.

DNR, Wed. 12/31/62, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last:

H. Delafield, American Co., 113 tons coal
Therza Hall, wheat, &c.
G. W. Rohrback, Borden Co., 107 tons coal
A. J. Boose, Borden Co., 100 tons coal
E. D. Hartley, wheat, &c.
Anna Marion, Borden Co., 102 tons coal.
The following departed: O. W. Sturtevant, H. R. Furlow, E. Watson, F. Temple, G. W. Rohrback, H. Delafield and A. J. Boose.