

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE WEEKLY CIVILIAN
a Cumberland, Md. Newspaper
and
BALTIMORE SUN
a Baltimore, Md. newspaper
and
DAILY NATIONAL REPUBLICAN
and
THE EVENING STAR
Two Washington, D. C. newspapers
and
THE ALEXANDRIA GAZETTE
An Alexandria, Va. newspaper
1863

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Revised MAY 2016
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A. PREFACE

In this compilation, all the **Canal Trade** articles were transcribed from *Weekly Civilian*, a weekly Cumberland, Md. newspaper, *Baltimore Sun*, a daily Baltimore, Md. newspaper, *Daily National Republican* and *The Evening Star*, two daily Washington, D.C. newspapers and *The Alexandria Gazette*, a daily Alexandria, Va., newspaper, unless otherwise footnoted. Articles from *Weekly Civilian* are preceded by C&T, those from the *Baltimore Sun* are preceded by *Sun*, those from *Daily National Republican* are preceded by NR, those from *The Evening Star* are preceded by ES and 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. In 1863, the Alexandria Aqueduct was a vehicle bridge to Rosslyn; thus, there is no data on coal being carried to Alexandria.

This is an edited report. An EXCELL spreadsheet was created to verify spelling of the canal boat names. Two Canal Boat Registers were checked for the preferred spellings. Then the alphabetical listings were checked for the preponderance of spellings. Thus, Carrie Belle always has a trailing “e.” Flodoardo was especially difficult to resolve. R. M. Sprigg is singular. A. T. Snouffer was another spelling difficulty. Hopefully, a descendent will come forward and confirm or correct my choices. Resolution of the duplications and contradictions was attempted in the spreadsheet.

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

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
Revised May 2016
Revised February 2019
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Canal Trade 1863

NR, Thu. 1/1/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: H. Resley, 106 tons coal; J. Humbird, wood. The following departed: H. Resley, J. Humbird, The Pilgrim, Therza Hall, Anna Marion.

NR, Fri. 1/2/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: C. Ardinger, 114 tons coal; Anna Marion, wood; H. D. Carleton, Amer. C. Co., 110 tons coal; J. T. Chaplin, Borden Co., 115 tons coal; Charles W. Harper, C. E. Detmold, 109 tons coal; E. K. Huntley, Borden Co., 107 tons coal.

The following departed: C. Ardinger, Anna Marion, J. T. Chaplin, W. H. Barger, Carrie Belle, E. D. Hartley.

NR, Sat. 1/3/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: W. R. Chaplin, Amer. Coal Co., 110 tons coal; Gen. Burnside, 101 tons coal; Wm. F. Brashears, 110 tons coal; Hugh Smith, wood; and “1776,” 110 tons coal.

The following departed: W. R. Chaplin, Hugh Smith, Hero of America, E. K. Huntley, H. D. Carleton, A. E. Darby and C. F. Porter.

NR, Mon. 1/5/63, p. 3. **Chesapeake and Ohio** – The following boats arrived at Georgetown since our last: W. J. Worth, flour &c.; Wm. B. Colston, Borden company, 103 tons coal; Wm. Elder, wood.

The following departed: W. J. Worth, Wm. B. Colston, Wm. Elder, Zella & Minnie, Wm. F. Brashears, Hugh Smith, W. R. Chaplin.

NR, Tue. 1/6/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: Waldo

Hutchins, 114 tons coal: Dr. B. A. Dougherty, 109 tons coal.

The following departed: Geo. Lynn, Thomas Sammon, Dr. B. A. Dougherty, Waldo Hutchins, Perseverance and Wm. Borden.

ES, Tue. 1/6/63, p. 2. **Georgetown Affairs** – The Chesapeake and Ohio Canal is at present free from any obstruction, and boats are arriving freely, considering the uncertainty of the canal at this season. I notice the arrival of forty-five boats within the past week, loaded with coal principally, flour, grain, &c.

NR, Wed. 1/7/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived in Georgetown since our last: H. B. Cromwell, 113 tons of coal; D. Stewart, American Coal Company, 110 tons coal; Trader, flour, etc.; Advance, 110 tons coal; Santa Anna, 105 tons coal; Carrie Belle, wheat, etc.

The following departed: Boyer & Watson, Charles W. Harper, May Fly, Red Fox, D. Stewart, H. B. Cromwell, Gen. Burnside, Trader, John Moody, J. F. McCulloh, Clipper, M. M. Clagett, S. Heidelberger, A. Stanhope, W. T. O. B. Neal, “1776.”

NR, Thu. 1/8/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived in Georgetown since our last: Five Sisters, 112 tons coal; P. L. Detmold, 109 tons coal; John Humbird, wood; S. K. Hensell, American Coal Company, 111 tons coal; C. Slack, American Coal Company, 111 tons coal.

The following departed: Renown, Oliver Boley, John Humbird, P. L. Detmold, Advance, Five Sisters and C. F. Porter.

NR, Fri. 1/9/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived

in Georgetown since our last: Dr. B. A. Dougherty, 109 tons coal; J. F. McCulloh, 109 tons coal; Clipper, 107 tons coal; Geo. Lynn, Borden Company, 115 tons coal.

The following departed: Santa Anna, Carrie Belle.

NR, Sat. 1/10/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: M. J. Hull, corn; John Moody, wood; C. W. Harper, wheat, etc.

The following departed: Boyer & Watson, Gen. Burnside, E. Watson, M. J. Hull, John Moody and C. Slack.

AG, Sat. 1/10/63, p. 4. During the past year there were shipped from the coal region in Allegany county, Md., 100,804 tons of coal. The Chesapeake and Ohio Canal continues open, and boats are daily leaving Cumberland.

NR, Mon. 1/12/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: Wm. B. Colston, wood; Minnie Slack, 117 tons coal; E. D. Hartley, wheat; John Humbird, wood; Boyer & Watson, 116 tons coal.

The following departed: H. A. Korns, S. K. Hensell, Minnie Slack and W. B. Colston.

AG, Mon. 1/12/63, p. 3. The revenue of the Chesapeake and Ohio Canal, for the year 1862, amounts to about sixty thousand dollars, or one-third the yield when in its most prosperous condition. Receipts for December reached, say nine thousand dollars, and the navigation appears to be, thus far, undisturbed. Some repairs will, of course, be necessary, (even without any mishap,) as the spring advances, but a brief suspension only may be required therefor.

NR, Wed. 1/14/63, p. 3. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: J. Humbird, wood; Wm. McMahan, 116 tons coal; Wm. Elder, wood; Mrs. Clara Bradley, 112 tons coal; J. G. Morrison, corn; E. Stanhope, 107 tons coal.

The following departed: H. A. Korns, S. K. Hensell, Minnie Slack, W. B. Colston, Boyer & Watson, E. Stanhope.

C&T, Thu. 1/15/63, p. 2. **Cumberland Coal Trade** – The following is the official quantity of Coal sent to market in 1862, from this region:

	TONS
By Baltimore & Ohio R. R.	139,000
By Chesapeake & Ohio Canal	100,000
	<hr/>
	239,804
Last Year	336,930
	<hr/>
Decrease in 1862	97,126

Since the war broke out the trade from this region has been almost entirely suspended. The Railroad only carried Coal in the months of May, June, July, August and September – and trade on the canal was entirely in the months of May and October, and only partially resumed in the other months.

Ibid, p. 3.

**Public Sale of Canal Boat
"Ida Reynolds."**

I will sell at public Sale, by virtue of a mortgage made to me by Ezra Reynolds of Washington County, and recorded among the Land Records for said county, for CASH, in front of J. W. Magruder's store, in Cumberland, Allegany County, Maryland on Jan 19 1863, at the hour of 12 M. **F. MERTENS.**
Jan 8, 1863 —ts.*

[Transcriber's Note: The above advertisement also ran on 1/22 p. 3; 3/5 p. 2; and 3/16 p. 2 indicating that the sale on 1/19 was rescheduled or did not result in a bid high enough to pay off the debt. On 4/18/63, James Colbert, of Washington County, bought the boat for \$1,100.]

NR, Thu. 1/15/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: S. F. Trundle, corn, etc.; Carrie Belle, wheat.

The following departed: Carrie Belle, S. F. Trundle.

AG, Thu. 1/15/63, p. 1. It is probable that a bill will soon be urged upon the House recommending the formation of camps of military instruction [at] suitable points on or near the Baltimore and Ohio Railroad, as an effective means of protecting the Chesapeake and Ohio Canal, and so of cheapening coal for the use of the navy, and transportation of supplies to the army in Eastern Virginia.

NR, Sat. 1/17/63, p. 1. **Chesapeake and Ohio Canal.** - The following boats arrived at Georgetown since our last: Gen. McClellan, Ray's docks, 112 tons coal; H. Delafield, Ray's docks.

The following boat departed: Emporium, Col. S. Moore, Bateau, H. Delafield and Gen. McClellan.

Ibid, p. 2. **A Soldier Robbed and Thrown into the Canal.** – Yesterday morning, between 1 and 2 o'clock, loud cries of distress were heard proceeding from the canal, between Sixth and Seventh streets. On the arrival of assistance there, they were found to have come from a soldier, who had been robbed of all his valuables and thrown into the canal. He had just received his pay and discharge papers, and had been decoyed by some scoundrels to this retired place, who intended not only to rob but to murder their victim.

AG, Sat. 1/17/63, p. 3. Since the first of this month, 5,171 tons of coal, and also much grain, flour, wood, &c., has arrived per Chesapeake and Ohio Canal. – The winter

season has been quite active, but the business is now gradually drawing to a close until the opening of the spring trade.

NR, Mon. 1/19/63, p. 3. **Chesapeake and Ohio Canal** – No boats arrived at Georgetown since our last.

The following departed: Flora Temple, J. A. Kroon, Therza Hall and C. F. Porter.

Sun, Tue. 1/20/63, p. 4. The proposed improvement of the Washington Canal has called forth several plans from civil engineers and others. The mayor this evening communicated to the two boards a series of plans suggested by Mr. Lemuel D. Williams, of the U. S. Coast Survey. The first, the use of dredging machines to keep open and gradually enlarge the present channels; the second is to draw off the water and re-excavate the canal; the third is to convert the canal into a great basin, by constructing an embankment or dam at the western entrance and another below the mouth of Tiber creek; the fourth is to produce a semi-artificial current by reducing the width of the canal to one half its present size; the fifth is the creation of an artificial current by blocking up, by embankment, the present western entrance of the canal, and continue the enlargement until it reaches the Georgetown channel of the river.

In review of the several plans the author states that plan No. 1 requires only an outlay of money for the purchase of dredging machines. Plan No. 2 requires re-excavation, and the employment of dredging machines, as in plan No. 1, for the removal of deposits. Plan No. 3 is expensive, requiring the construction of locks, embankments, &c. Plan No. 4 is regarded as preferable to any, as after the first outlay it will require only about one-half the dredging. Plan No. 5 commends itself as almost non-expensive, but in diverting the

water of the Georgetown channel in part, it is probable that eventually shoal ground will be made at the point of divergence, which would, in time, become an obstruction to the channel. Such shoal ground could, however, be kept down by dredging. This plan, it is argued, further commands itself, as it would be the commencement of a superior water front to the city, obtaining the advantageous depth of water of this channel as a wharfage.

C&T, Thu. 1/22/63, p. 3.

NOTICE

Chesapeake and Ohio Canal.

At a meeting of the President and Directors of the Chesapeake and Ohio Canal Company, held on the 16th day of Jan. 1863, it was

ORDERED, That the navigation of the Canal be suspended from and after the 1st of February next, for the purpose of making the necessary repairs thereon, and that the water be withdrawn from it at such points as may be requisite to that end; and that the repairs be made so as to restore the navigation on or before the first of March next.

ALFRED SPATES, President.

Jan. 22, 1863.

Protection of the Baltimore & Ohio Railroad
Washington, January 10. – Several letters from military commanders were communicated to the House today, among them a very full one from Gen. Kelly, showing the importance of protecting, by establishing camps of instruction along the line, the Baltimore and Ohio Railroad and the Chesapeake and Ohio canal, both as a means of transit of goods and men and as a means of securing and protecting the loyalty of several counties in Virginia, as well as to hold the key of the upper valley of the Potomac.

NR, Thu. 1/22/63, p. 3. **Chesapeake and Ohio Canal** – The following boat arrived at Georgetown since our last: Carrie Belle, wheat.

The following departed: R. M. Sprigg.

NR, Fri. 1/23/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: J. A. Kroon, wood; E. D. Hartley, flour; Flat, empty.

The following departed: Flat and J. A. Kroon.

Ibid, p. 5. **Chesapeake and Ohio Canal** – The following boat arrived at Georgetown since our last: Carrie Belle, wheat.

The following departed: R. M. Sprigg.

NR, Sat. 1/24/63, p. 2. **Chesapeake and Ohio Canal** – The board of directors of the Chesapeake and Ohio Canal have ordered that navigation be suspended thereon from the 1st of February next to the 1st of March, and that the water be withdrawn at the requisite points, for the purpose of making the repairs which may be needed.

Chesapeake and Ohio Canal – The following boats left Georgetown yesterday: Carrie Belle and E. D. Hartley.

AG, Sat. 1/24/63, p. 2. The president and directors of the Chesapeake and Ohio Canal Company have ordered that navigation be suspended from and after the 1st of February next, for the purpose of making the necessary repairs thereon, and that the water will be withdrawn from it at such points as may be requisite to that end, and the repairs be made so as to restore navigation on or before the 1st of March next.

NR, Mon. 1/26/63, p. 3. **Chesapeake and Ohio Canal** – The boat C. F. Porter left Georgetown since our last.

NR, Tue. 1/27/63, P. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: C. F. Porter, wood; A. E. Darby, flour, &c.; W. J. Worth,

limestone, &c.; C. Belle, wheat; J. Humbird, wood.

The following departed: "What is it," W. J. Worth, A. E. Darby, Disappointment, J. Humbird.

NR, Wed. 1/28/63, p. 3. **Chesapeake and Ohio Canal** – The boat General Burnside, with flour, arrived at Georgetown since our last. The following departed: John Hill and General Burnside.

C&T, Thu. 1/29/63, p. 4. **An Ordinance**
An ordinance Supplementary to Ordinance No. 14, entitled an Ordinance to establish a Board of Health, &c.

Section 1. *Be it enacted and ordained by the Mayor and Councilman of the City of Cumberland,* That it shall not be lawful for any Canal Boat, or other Boat having on it any case or cases of Small Pox, or any of its modifications, to be or remain within the corporate limits of said City, until such disease or diseases shall have entirely disappeared from such Boat or Craft, and said boat or craft have undergone proper disinfection and purification, under a penalty of not less than ten nor more than fifty dollars for each day such boat shall remain within the corporate limits of the city.

Section 2. *Be it enacted,* That it shall be the duty of the Captain, Owner or Consignee of any boat or any other craft, on which such disease may appear, to give immediate notice thereof to the Bailiff, of the existence of such disease, and the name and location of such boat or boats; any Captain, owner or consignee, who shall fail to do so shall forfeit and pay a fine not less than five, nor more than twenty dollars for each and every day of such neglect.

Section 3. *Be it enacted,* That it shall be the duty of the Physicians or other persons having charge of any case or cases of Small Pox, or its modifications, to report the same to the Bailiff, with the location and nature,

immediately after having knowledge of such case, under a penalty of not less than five nor more than twenty dollars for each and every day of such neglect or failure to give notice.

Section 4. *Be it enacted,* That the fines or penalties prescribed in this Ordinance, shall be recovered as all other fines and penalties are recoverable, and the penalties for violation of the first and second sections, may be recovered from the Captain, Owner or Consignee, at the discretion of the Bailiff.

Section 4. *Be it enacted,* That this Ordinance shall take effect and be in force on and from the date of its passage.

Passed January 24, 1863.

C. H. OHR, Mayor.

A. J. WEDDELL, Clerk

Jan. 29, 1863 – 3's

NR, Fri. 1/30/63, p. 3. **BY J. C. McGUIRE & CO., Auctioneers.**

GOVERNMENT SALE OF CANAL BOAT. - On MONDAY, February 2, at 12 o'clock m., we shall sell the canal boat Isaac Motter, belonging to the Washington aqueduct, and now lying near Easby's wharf, just west of the Observatory.

Terms cash in Treasury notes.

By order of WM. R. HUTTON

Chief Engineer.

JAS. C. McGUIRE & CO.,

Jan 26 - d

Auctioneers.

Chesapeake and Ohio Canal – The boat E. Watson, with flour, arrived at Georgetown since our last.

The boats E. Watson and A. Stanhope departed.

NR, Sat. 1/31/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: A. Stanhope, flour; T. Hall, wheat.

NR, Mon. 2/2/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: Ann E. Darby, to Benjamin Darby, flour; Boyer & Watson, to Geo. Waters, flour.

Little or no business will be transacted on this canal until the 1st of March, on account of the order of the company suspending navigation to that date on the greater part of the line, to make the usual repairs.

AG, Mon. 2/2/63, p. 2. At the office of the Chesapeake and Ohio canal, during the month of January, there were ninety-one arrivals. Of these, thirty-four were cargoes of coal, and the remainder flour, grain, wood, &c.

NR, Tue. 2/3/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived at Georgetown since our last: C. W. Harper, wood; E. D. Hartley, wheat; S. F. Trundle, wheat; A. T. Snouffer, wheat; Wm. B. Colston, wood; Ida, wheat.

The following departed: Charles W. Harper, T. Hall, Carrie Belle, E. D. Hartley, S. F. Trundle, Boyer & Watson, Wm. Colston.

NR, Wed. 2/4/63, p. 2. **Chesapeake and Ohio Canal** – The boats A. E. Darby and A. T. Snouffer left Georgetown since our last.

NR, Thu. 2/5/63, p. 3. **Chesapeake and Ohio Canal** – The boats J. Humbird and C. F. Porter, with wood, arrived in Georgetown since our last.

The following departed: A. E. Darby, A. T. Snouffer, John Humbird and C. F. Porter.

ES, Thu. 2/5/63, p. 3. **Affairs in Georgetown** – Business will be suspended on the Chesapeake and Ohio Canal until the 1st of March, as the water will be drawn off

the different levels in a few days, in order to make the necessary repairs along the line of the canal. The water level near the town will remain, perhaps, until the last, so as not to cause a detention of our mills longer than is necessary to make the repairs required at this end.

The arrivals of the last month were 97 boats, loaded with grain, flour, wood, coal, &c. The receipts for toll, within the same time, amounted to \$4,500.

The weather of last evening was extremely cold for the season, thermometer ranging this morning 14 deg. or 18 deg. below the freezing point. The canal is frozen over with ice, to the thickness of three-quarters of an inch. Our river would no doubt have been closed but for the high wind which prevailed last night.

NR, Fri. 2/6/63, p. 3. **Chesapeake and Ohio Canal** – The boats Disappointment, with wood, and Boyer & Watson, with flour, arrived in Georgetown since our last.

NR, Sat. 2/7/63, p. 2. **Chesapeake and Ohio Canal** – The boat Ida left Georgetown since our last.

NR, Tue. 2/10/63, p. 2. **Chesapeake and Ohio Canal** – The boats M. M. Claggett with hay and S. Heidelberger with wood, arrived in Georgetown since our last.

NR, Thu. 2/12/63, p. 2. **Chesapeake and Ohio Canal** – The boat J. Humbird with wood, arrived in Georgetown since our last, and departed.

NR, Mon. 3/2/63, p. 2. **The Canal** – The water will be again let into the Chesapeake and Ohio Canal tonight, which was drained off several weeks since in order to make the necessary repairs, and navigation will soon be resumed.

AG, Tue. 3/3/63, p. 2. **Georgetown Affairs. – Chesapeake and Ohio Canal.** – The canal today is fully open to navigation, though few arrivals, especially of coal boats, are expected until about the 13th of the month.

C&T, Thu. 3/5/63, p. 3. **The Canal** – We are please to learn that the repairs to the canal have been completed and that navigation will be resumed in a few days. Col. Spates, the President of the Company, deserves much credit for the energetic manner in which he has conducted that work. There never was a season when the prospects were as encouraging as the present bids to be for a brisk trade.

Sun, Sat. 3/7/63, p. 4. **Affairs in Allegany County** – We copy the following from the Cumberland Telegraph:

The Canal – We are pleased to learn that the repairs to the Chesapeake and Ohio canal have been completed and that navigation will be resumed in a few days. Col. Spates, the President of the Company, deserves much credit for the energetic manner in which he has conducted that work. There never was a season when the prospects were as encouraging as the present bids to be for a brisk trade.

Boat Building – The proprietors of the different boat yards in our city have been busily engaged in the erection of canal boats, to be used in the transportation of coal from this region.

Small Pox – This loathsome disease still lingers in our midst. Our civil authorities will adopt proper measures for preventing its spreading to any extent. No deaths have occurred from the disease, it being extremely mild in its form.

AG, Sat. 3/7/63, p. 2. The Cumberland Telegraph says: - We are pleased to learn that the repairs to the Chesapeake and Ohio

canal have been completed and that navigation will be resumed in a few days. Col. Spates, the President of the Company, deserves much credit for the energetic manner in which he has conducted that work. There never was a season when the prospects were as encouraging as the present bids to be for a brisk trade.

NR, Wed. 3/11/63, p. 2. **Chesapeake and Ohio Canal** – The following boats arrived in Georgetown since our last: Anna Marion wood; S. Heidelberger wood; H. G. Ritter wood; M. J. Hull wood; Ann E. Darby flour to B. Darby; T. Hall wheat to Hartley & Bro.

The following departed: S. Heidelberger, Mrs. L. W. Jackson, H. G. Ritter, M. J. Hull and Lonaconing.

C&T, Thu. 3/12/63, p. 2. **Important to the Coal Interests of Allegany County** – We observe with great gratification that the amendments to the miscellaneous appropriation bill, passed by the late Congress, was one appropriating the sum of \$13,000.00 to be expended under the direction of Alfred Spates, President of the Chesapeake and Ohio Canal Company, in raising the bridges and market house across the canal at Georgetown, thus giving a free outlet into the Potomac at Georgetown, and to Washington city and the Navy Yard and Alexandria. This is an improvement that has long been much needed and is very important to the coal interests of this county, and to all those doing business upon the canal. We have received from Governor Thomas, our representative in Congress, a pamphlet containing the correspondence on the subject, that passed between him and the Secretary of War, General Meigs, and Col. Spates, on the subject, for which he will please accept our thanks.

**Public Sale of Canal Boat
"Wm. Elder."**

WE will sell at Public Sale, by virtue of a mortgage made to us by James Boyd, of Allegany county, and recorded among the land records for said county, for cash, in front of the J. W. Magruder's Store, in Cumberland, Allegany county, Maryland, on Monday, March 23, 1863, at the hour of 12 M.
Mar. 12, '63--21. J. & H. KORNS.

[Transcriber's Note: The above advertisement also ran on 3/19/63, p. 3.]

NR, Thu. 3/12/63, p. 2. **Chesapeake and Ohio Canal** – The boat Ann E. Darby left Georgetown since our last.

NR, Fri. 3/13/63, p. 2. **Chesapeake and Ohio Canal** – The following boats have arrived since our last: T. Hall, wheat to Hartley & Bro.; E. D. Hartley, wheat and corn to same; J. G. Morrison, corn; Anna Marion, timber.

The following have departed: Scow [291], Union, C. E. Detmold and J. G. Morrison.

AG, Fri. 3/13/63, p. 2. Navigation has been resumed on the Chesapeake and Ohio canal, and a very brisk trade in flour, grain, coal, &c., is anticipated within a few days.

Ibid, p. 3. The Hagerstown Herald says: - "We understand that navigation has been resumed on the Chesapeake and Ohio Canal, and that the prospect for a brisk trade is very encouraging." Is not this premature?

Sun, Thu. 3/19/63, p. 2. **Canal Navigation** – The Chesapeake and Ohio Canal navigation may be considered as fully resumed. Coal is now loading at Cumberland and boats have already arrived at Georgetown, and shipments have commenced. Freight, it is stated, will be active, and vessels for the Eastern ports wanted. Engagements are making at

Georgetown for Boston at \$2.25 and Providence at \$2.

Tue. 3/17/1863, p. 2. **Chesapeake and Ohio Canal** – The boat Elmira, with Cumberland coal to C. E. Detmold, has arrived since our last report.

The following have departed: Gen. Burnside, Scow [291], W. J. Worth, E. Watson and Wm. Elder.

ES, Tue. 3/17/63, p. 3. **Affairs in Georgetown** – I understand that Messrs. Morgan & Rhinehart lost two mules by drowning in the Chesapeake and Ohio Canal, near the Great Falls. Also, that third parties intend starting a line of coal boats on the canal, and a line of steamers between Georgetown and Philadelphia. The steamers will probably land at the foot of High street.

Those engaged in the coal trade by canal are anxiously watching for the appearance of boats loaded with that article.

The following have arrived by canal since my last: - E. Watson, wheat and flour to Geo. Waters; Gen. Burnside, [Capt.] Shipley, flour to do.; W. J. Worth, [Capt.] Byrd, limestone to W. H. Godey.

Departed: - A. T. Snouffer, [Capt.] Kennuff; Gen. Burnside, [Capt.] Shipley, plaster to Mercerville; W. J. Worth, [Capt.] Byrd, light; E. Watson, [Capt.] Knode, plaster to Mercerville.

NR, Wed. 3/18/63, p. 2. **Chesapeake and Ohio Canal** – The following boats have arrived since our last report: "Ask the Captain," coal to Amer. C. Co.; D. Cromwell, coal to do.; John James, flour to Geo. Waters.

The following have departed: Scow 291, Elmira, "Ask the Captain," John A. Reinhart; all for Cumberland.

NR, Thu. 3/19/63, p. 2. **Chesapeake and Ohio Canal** – The following boats have

arrived since our last: Susquehanna, American Coal Company, 112 tons coal; Ben. Darby, to Benj. Darby, flour; E. Stanhope, to B. Darby, flour; Monitor, to B. Darby, wheat; E. Mose, timber; J. F. McCulloh, 107 tons coal.

The following have departed: E. Stanhope, E. Mose, D. Cromwell, B. Darby, Monitor and Susquehanna.

Ibid, p. 3. **The Coal Trade** – Chesapeake and Ohio Canal navigation may be considered as fully resumed. Coal is now loading at Cumberland, and boats have already arrived at Georgetown, and shipments have commenced from the coal wharves. Vessels, too, are arriving. Freights will be active, and vessels for Eastern ports wanted. Engagements are making for Boston at \$2.25, and Providence at \$2.

NR, Fri. 3/20/63, p. 2. **Chesapeake and Ohio Canal** – The following boats have arrived since our last report: W. McAtee, wood; John Humbird, wood; J. G. Morrison, hides and corn; Trader, flour to Geo. Waters; Star, flour to same; Highlander, coal; J. McCulloh, coal; W. J. Worth, limestone to Wm. H. Godey.

The following have departed: J. G. Morrison, Highlander, W. McAtee, Trader, Unexpected, J. Humbird, J. McCulloh and Star.

NR, Sat. 3/21/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – The boats Star, flour to G. Waters; Mary Ellen, coal to A. J. Boose; P. L. Detmold, coal to Mr. Ray; Sarah Ann, coal to Cumberland Coal and Iron Co.; H. R. Furlow, coal to Borden Company.

Departed – The boats P. L. Detmold, to Cumberland; W. J. Worth and Boyer & Watson.

AG, Sat. 3/21/63, p. 2. Business, in Georgetown, D. C., has received a new impetus under the reopening of the Chesapeake and Ohio Canal. All the flouring mills are now in full operation.

NR, Tue. 3/24/63, p. 1. **Chesapeake and Ohio Canal** – *Arrived* – Boats “1776,” coal to Ray’s docks; Thomas Sheridan, coal do.; C. Slack, coal do.; Mary Willard, coal do.; Fred Mertens, coal to Cumberland Coal & Iron Co.; G. W. Birdsall, coal do.; Ida Reynolds, coal do.; Ellen, coal do.; Advance, coal to Borden Co.

Departed – A. Goodwin, Mary Ellen, Gen. Burnside, Scow 291, H. R. Furlow, Sarah Ann, A. E. Darby, Advance and C. Slack.

ES, Tue. 3/24/63, p. 4. **Affairs in Georgetown** – The trade on the Chesapeake and Ohio Canal has opened unusually brisk, cargoes of all descriptions are arriving daily, and if we were prepared here to handle the coal as fast as it arrives the merchants, laborers and canal company might reap a rich harvest this season; but unfortunately for the trade, we cannot handle more than a third of the coal that usually arrives, and the Alexandria canal being closed, there is no outlet for the surplus trade, and will not be at present, unless we can succeed in raising the bridges in order to let the boats pass out into the river. This subject I suppose will be discussed at the next meeting of the Common Council, and if permission be granted to raise the bridges, we will have added to our trade a new impetus; but if this privilege be refused it will not only injure the trade on the canal, but may materially damage our port by forcing this surplus trade to seek an outlet in some other way, and most probably by again opening the Alexandria canal.

The arrivals by canal since my last are as follows: - Ann E. Darby, flour to B.

Darby; Scow 291, wood; S. F. Trundle, flour & corn to Hartley & Bro.; Mary Ellen, coal to A. J. Boose; P. L. Detmold, coal to C. E. Detmold; Sarah Ann, coal to C. C. & Iron Co.; A. Goodwin, coal to Detmold; H. R. Furlow, coal to Borden Mining Co.; Energetic, wheat and flour; Col. Moore, coal to C. C. & Iron Co.; C. Slack, coal to American Coal Co.; 1776, coal to Detmold; Fred Mertens, coal to C. C. & Iron Co.; Wm. Walsh, coal to Midland Coal Co.; G. W. Birdsall, coal to C. C. & Iron Co.; Helen May, Ida Reynolds and Ellen, coal to same; Mary Willard, coal to Detmold; Advance, coal to Borden Mining Co.

Departed: - J. F. McCulloh, Star, P. L. Detmold, W. J. Worth, Boyer & Watson, A. Goodwin, Mary Ellen, Gen. Burnside, Scow 291, H. R. Furlow, Sarah Ann, Ann E. Darby, Advance, C. Slack, 1776, Col. Moore, Wm. Walsh, Thos. Sheridan, S. F. Trundle and Mary Willard. The majority of these go to Cumberland for coal.

NR, Wed. 3/25/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats J. G. Morrison, wood; Alfred Spates, coal to Borden Co.; Neptune, coal; J. A. Kroon, coal to Borden Co.; Mrs. E. Briggs, coal to Ray's docks; Carrie Belle, coal to same; Oliver Boley, coal to Cumberland Co. & I. Co.; Scow 291, wood.

Departed – Boats Alex. Shaw, G. W. Birdsall. Charles W. Harper, Wm. H. Barger, Helen May, R. B. Lynn, J. G. Morrison, Alfred Spates, Energetic and Ida Reynolds.

NR, Thu. 3/26/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – M. B. Branhall, to Cumberland Coal and Iron Company, 103 tons coal. Wm. Stanhope, to Ray's Docks, 111 tons coal. Amelia Snyder, do., 111 tons coal. J. Wheatley, wood, and W. J. Worth, limestone, to Wm. H. Godey.

Departed – Boats Ellen, J. A. Kroon, Wm. Stanhope, Mrs. E. Biggs, Jas. Baker, B. F. Roman, Scow 291, Amelia Snyder, J. Humbird, Neptune, M. B. Branhall, J. Wheatley, H. Resley, Stephan Castleman, Oliver Boley and Carrie Belle.

Boatmen coming down this morning report a small breach in the third division of the canal above Harper's Ferry.

ES, Thu. 3/26/63, p. 2. **Affairs in Georgetown** – The trade on the Chesapeake and Ohio Canal has been less lively today, and it is reported that there is a small breach in the third division above Harper's Ferry. The arrivals by canal since my last report, are as follows: Boats B. F. Roman, wheat; Wm. H. Barger and Amelia Snyder, coal to C. E. Detmold; Alex. Shaw and Rebecca B. Lynn, coal to Midland Coal Co.; Charles W. Harper, Wm. Stanhope, Mrs. E. Biggs and Carrie Belle, coal to American Coal Co.; M. B. Branhall and Oliver Boley, coal to Cumberland Coal and Iron Co.; R. D. Johnson and Flodoardo, coal to Thos. P. Morgan; Alfred Spates and J. A. Kroon, coal to Borden Mining Co.; Neptune, coal to Frostburg Co.; Scow 291, coal to Wm. Reading.

Departed – Boats F. Mertens, Alex. Shaw, G. W. Birdsall, Chas. W. Harper, Wm. H. Barger, Helen May, Rebecca B. Lynn, J. G. Morrison, Alfred Spates, Energetic, Ida Reynolds, Ellen, J. A. Kroon, Wm. Stanhope, Mrs. E. Biggs, Jas. Baker, B. F. Roman, Scow 291, and Amelia Snyder. Thirteen of these have gone after coal.

ES, Fri. 3/27/63, p. 2. **Affairs in Georgetown** – The report of a breach in the Chesapeake and Ohio Canal is confirmed, but said to be so trifling that it will only interrupt navigation for a few days.

Arrivals by canal since my last are: - H. Resley, hoop-poles to Geo. Hughes; John

Humbird, wood; J. Wheatley, wood; Zella & Minnie, coal to C. E. Detmold; W. J. Worth, limestone to Wm. H. Godey.

Departed: - M. B. Branhall, H. Resley, S. Castleman, Oliver Boley and Carrie Belle for Cumberland, (light;) J. Wheatley for 10 miles and W. J. Worth 69 miles.

NR, Sat. 3/28/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats A. Stanhope, flour to Geo. Waters; and Boyer & Watson, flour to Geo. Waters. The A. Stanhope has left today for Williamsport, with plaster. The breach in the canal above Harper's Ferry has been repaired, and boats that passed it on Thursday are now arriving.

ES, Sat. 3/28/63, p. 4. **Affairs in Georgetown** – Wm. L. Dawson & Co. are erecting a new line of trestle work near the foot of Frederick street, for the purpose of conveying coal from the Chesapeake and Ohio Canal to vessels in the river. I understand he has made arrangements to ship for the Frostburg Coal Company and others.

Arrivals by Canal: - Boats A. Stanhope, [Capt.] Moravey, flour to Geo. Waters and Benj. Darby; Boyer & Watson, [Capt.] Hammond, flour to George Waters.

Departed: - Boats Zella & Minnie and A. E. Darby, Cumberland, light; Boyer & Watson, light; A. Stanhope, plaster, Williamsport.

ES, Mon. 3/30/63, p. 2. **Affairs in Georgetown** – The break in the Chesapeake and Ohio canal has been repaired, and boats from above are now arriving in Georgetown.

NR, Tue. 3/31/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats E. D. Hartley, wheat, corn and oats to Hartley & Bro.; J. G. Morrison, wood; C. E. Detmold, 107 tons coal to Midland Coal Co.;

Ambition, 112 tons coal to Ray's docks; James Shaw, 111 tons to do.; M. J. Hull, 107 tons coal to Borden Co.; John Humbird, wood; G. W. Summers, 108 tons coal to Ray's docks; "Ask the Captain," 107 tons coal to Cumberland Coal and Iron Co.; "Five Sisters," 108 tons coal to Borden Co.; G. W. H. Hetzer, 117 tons coal to Cumberland Coal and Iron Co.; S. K. Hensell, 112 tons coal to Ray's docks; Capt. John Short, 108 tons coal to Cumberland Coal and Iron Co.

Departed – Boats M. P. C. Morrison, Emma, Edward Boyce, Nanna McGraw, J. G. Morrison, Dr. P. A. Healy, Santa Anna, Ambition, Mrs. L. W. Jackson, Anna Reinhart, Thomas Sammon, John Humbird, John Snyder and Anna Marion.

ES, Tue. 3/31/63, p. 4. **Affairs in Georgetown** – The boats that were stopped by the late breach in the Chesapeake and Ohio canal have all dropped in as it were at once, and it causes the coal men and canal officers to grin with much pleasure.

The arrivals by canal are as follows: - E. D. Hartley, wheat, corn and oats, to Hartley & Bro.; W. McAtee, wood; J. G. Morrison, wood; Ann E. Darby, flour and corn, to Benj. Darby; A. E. Stone, Santa Anna, M. J. Hull, coal, to Borden Mining Co.; L. W. Jackson, C. E. Detmold, coal, to the Midland Coal Co.; Anna Reinhart, coal, to A. Kane; M. P. C. Morrison, Nanna McGraw, Jas. Shaw, Elmira, coal, to C. E. Detmold, Esq.; Thos. Sammon and Old Dominion, flour and cooper stuff; Ambition, P. A. Healy, Flora Temple, H. B. Cromwell, H. D. Carleton, Gen. McClellan and G. W. Summers, coal, to American Coal Co.; H. C. & J. D. Turner, Jacob Brengle, J. F. McCulloh and Ask the Captain, coal, to the Cumberland Coal and Iron Co.

Departed: - W. McAtee, H. C. & J. D. Turner, Flodoardo, R. D. Johnson, Ann E. Darby, A. E. Stone, M. P. C. Morrison,

Emma, Ed. Boyce, Nanna McGraw, J. G. Morrison, P. A. Healey, Santa Anna, Ambition and Mrs. L. W. Jackson.

NR, Wed. 4/1/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Trader, flour. M. J. Woods, 117 tons coal to Frostburg Co. Josiah Witt, 100 tons coal to Cumberland Coal & Iron Co. R. M. Sprigg, 107 tons coal to Sherman's dock. Missionary, 121 tons coal to Frostburg Co. Gov. Shaw (light.) Susquehanna, 110 tons coal to Ray's dock. Lonaconing No. 3, 97 tons coal to Morgan & Reinhart. Clipper, 100 tons coal to Cumberland Coal & Iron Co. Liberty, 102 tons coal to Frostburg Co. A. Goodwin, 110 tons coal to Ray's dock.

Departed – Boats M. J. Hull, James Shaw, Flora Temple, Jacob Brengle, Trader, H. Carleton, J. F. McCulloh, H. B. Cromwell, R. M. Sprigg and M. J. Woods.

ES, Wed. 4/1/63, p. 2. **Affairs in Georgetown** – We had a strike at the coal wharves a few days ago, but as labor was badly wanting, and coal constantly arriving, it only lasted a few hours. Wages were advanced 25 cents per day.

It was feared that the late storm, is as severe above as it was here, would cause a freshet in the Potomac, but as yet the river is but little higher than usual, and there being a strong wind blowing downstream this morning, it will probably carry the water off, and prevent its rising higher.

Arrivals by canal: - Boats Union, coal to Georgetown Gas Company; John Humbird, wood; Minnie Slack and Missionary, coal to Frostburg Coal Co.; Josiah Witt, Gov. Shaw, G. W. H. Hetzer, Capt. John Short and Clipper, coal to Cumberland Coal and Iron Co.; Five Sisters, coal to Borden Mining Co.; Susquehanna, S. K. Hensell, coal to American Coal Co.; Lonaconing No. 3, coal to Morgan & Reinhart.

Departed – Boats Anna Reinhart, Thomas Sammon, John Humbird, John Snyder, Anna Marion, M. J. Hull, James Shaw, Flora Temple and Jacob Brengle.

C&T, Thu. 4/2/63, p. 3.

Public Sale of Canal Boat "Richard Borden."

I WILL sell at public sale, by virtue of a mortgage made to me by McCardell & French, of Washington county, Md., and recorded among the land records for said county, for Cash, in front of J. W. Magruder's store, in the city of Cumberland, on Monday, the 6th day of April, 1863, at the hour of 12 M. March 26, '63—2t.* **JOHN YOUNG.**

[Transcriber's Note: The above advertisement also ran 4/2/63, p. 3.]

NR, Fri. 4/3/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats A. Schell, 112 tons coal to Ray's docks; Ben Darby, flour to B. Darby; S. M. Petrie, 115 tons coal to Borden Co.; W. T. O. B. Neal, 110 tons coal to do.; W. McAtee, wood; "1776," 114 tons coal to Ray's docks; John Hill, 110 tons coal to do.; Ida Marmaduke, 114 tons coal to do.; Raft, timbers; Mrs. Clara Bradley, 115 tons coal to Frostburg Co.; Gem, 116 tons coal to Ray's dock; Wm. F. Brashears, 110 tons to do.; S. E. McDonald, 107 tons to do.; Therza Hall, 110 tons coal to do.; C. Slack, 109 tons to do.; Mary Willard, 106 tons to do.; A. Spates, 92 tons coal to Borden Co.; H. R. Furlow, 107 tons to do.; Anna Marion, 106 tons to do.; D. Marmaduke, 114 tons to do.; "Unexpected," 109 tons to do.; John James, 105 tons to Cumberland C. and I. Co.; Col. Moore, 107 tons to do.; G. W. Birdsall, 112 tons to do.; W. McMahan, 115 tons coal to Frostburg Co.; General Burnside, flour; Great Eastern, 107 tons coal to John Young, Scow 291, wood.

Departed – Boats Elmira, Minnie Slack, P. L. Detmold, A. Schell, R. H. Alvey, E. D. Hartley, D. Cromwell, B. Darby, Capitols, Five Sisters, C. E.

Detmold, W. T. O. B. Neal, Josiah Witt, Gen. McClellan, W. McAtee, "Ask the Captain," Susquehanna, Andy Goodwin, Gov. Shaw, G. W. Summers, A. Spates, "1776," Scow 291, G. W. H. Hetzer, Union, Liberty, W. J. Worth, S. K. Hensell, Missionary, Highlander, General Burnside, John Hill, Ida Reynolds, H. R. Furlow, Gem, John Gorman, Great Eastern and Capt. John Short.

The amount of toll received in the collector's office for March, was about \$4,000; the whole number of arrivals was 140, of which 76 were loaded with coal.

ES, Fri. 4/3/63, p. 3. **Affairs in Georgetown** – The arrivals by Chesapeake and Ohio canal since my last are fourteen, as follows: Gen. Burnside, flour to Geo. Waters; S. M. Petrie, A. Spates, H. R. Furlow and Anna Marion, coal to Borden Mining Company; W. McAtee, wood; Ida Marmaduke, Wm. F. Brashears and S. E. McDonald, coal, to American Coal Company; John James and Col. Moore, coal to Cumberland Coal and Iron Company; Raft, lumber; Scow 291, wood; Mrs. Clara Bradley, coal to Frostburg Coal Company; Therza Hall, coal to C. E. Detmold.

Departed: - W. McAtee, Ask the Captain, Susquehanna, Andy Goodwin, Gov. Shaw, G. W. Summers, A. Spates, 1776, Scow 291, G. W. H. Hetzer, Union, Liberty, G. W. Worth, S. K. Hensell, Missionary, Highlander, Gen. Burnside, John Hall and Ida Reynolds.

AG, Fri. 4/3/63, p. 1. The whole number of arrivals by the Chesapeake and Ohio Canal in the month of March were about 140; seventy-six of which were loaded with coal. The amount of tolls collected at the Georgetown office for the month is about \$4,000.

NR, Sat. 4/4/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Renown, 109 tons coal, to John Young; E. Watson, flour and wheat, to George Waters; Edward Boyce, wood; Boyer & Watson, flour; D. Cromwell, 106 tons coal, to Ray's docks; Mary Willard, do., do.; A. J. Glossbrenner, 113 tons coal, do.; A. E. Darby, flour and corn, to B. Darby; Santa Anna, 115 tons coal, to Cumberland C. and I. Co.; Alex. Shaw, 109 tons coal, to John Cole.

Departed – Boats S. M. Petrie, Boyer & Watson, E. Watson, Mrs. Clara Bradley, Wm. F. Brashears, Clipper, Edward Boyce, S. E. McDonald, D. Marmaduke, Therza Hall, John James, Wm. McMahan, Anna Marion, Renown, Unexpected, Lonaconing No. 3, Mary Willard and G. W. Birdsall.

NR, Mon. 4/6/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Wm. Walsh, 111 tons coal, to E. Richter; Ann E. Darby, flour to Ben Darby; W. R. Chaplin, 120 tons coal to Ray's docks; A. T. Snouffer, flour and grain to George Waters; A. J. Glossbrenner, 112 tons coal to Ray's docks; Alex. Shaw, 109 tons coal to John Cole; Independence, 115 tons coal to John Young; C. W. Harper, 113 tons coal to Ray's docks; Three Brothers, 117 tons of coal to Frostburg Coal Company; J. A. Kroon, Borden Company, 106 tons; Advance, 110 tons coal to same; Gen. Rosecrans, 108 tons coal to Ray's docks; J. Humbird, wood; Carrie Belle, 111 tons coal to Ray's docks; J. J. Watson, 109 tons coal to Cumberland Coal and Iron Company; Helen May, 103 tons coal to Borden Company.

Departed – Boats G. W. Birdsall, C. Slack, Col. Moore, Wm. Walsh, Gen. Rosecrans, J. A. Kroon, C. W. Harper, S. F. Trundle, W. R. Chaplin, Rainbow, Advance, Mary Mertens, Three Brothers and Sarah Ann.

NR, Tue. 4/7/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats H. A. Korn, 121 tons coal to Ray's dock; Little Bob, 100 tons coal to same; Jos. J. Greaham, 112 tons coal to same; Amelia Snyder, 110 tons coal to same; F. Mertens, 113 tons coal to Cumberland Coal and Iron Company; Ellen, 115 tons coal to same; Right Bower, 107 tons coal to same; J. T. Chaplin, 110 tons coal to Borden Company; A. J. Boose, 110 tons coal to same; P. E. Haldeman, 104 tons coal to same; Rebecca B. Lynn, 105 tons coal to G. Rossworm; Mary Mertens, 111 tons coal to John Smith.

Departed – Boats Carrie Belle, Alex. Shaw, A. J. Glossbrenner, E. Boyce, Little Bob, John Humbird, A. Snyder, Jos. J. Greaham, J. J. Watson, Helen May, Ann E. Darby, H. A. Korn, A. J. Boose, J. G. Morrison, Rebecca B. Lynn and F. Mertens.

ES, Tue. 4/7/63, p. 3. **Affairs in Georgetown** – Col. Baker's detectives succeeded yesterday in capturing about \$400 worth of contraband goods, which were being transferred in a canal boat on the Chesapeake and Ohio Canal. Among them were some four barrels of cheap whisky, packed in bottles, and marked sutlers' stores, apples, &c.

Arrived by canal: Wm. Walsh, coal, to E. Richer; Ann E. Darby, flour and grain, to B. Darby; W. R. Chaplin, C. W. Harper, Carrie Belle and Jos. J. Greaham, coal to American Coal Co.; A. T. Snouffer, flour and grain, to George Waters; Alex. Shaw, coal to John Cole; Independence, coal to John Young; Three Brothers, coal to Frostburg Co.; J. A. Kroon, Advance, Helen May, J. T. Chaplin and A. J. Boose, coal to Borden Mining Co.; Gen. Rosecrans and Little Bob, coal, to C. E. Detmold; M. M. Claggett, J. J. Watson, Right Bower and Ellen, coal, to C. C. & I. Co.

Departed: - John James, Wm. McMahon, Anna Marion, Renown,

Unexpected, Lonaconing No. 3, Mary Willard, G. W. Birdsall, C. Slack, Col. Moore, Wm. Walsh, Gen. Rosecrans, J. A. Kroon, C. W. Harper, S. F. Trundle, W. R. Chaplin, Rainbow, Advance, Mary Mertens, Three Brothers, Sarah Ann, M. M. Claggett, Carrie Belle, Alex. Shaw, A. J. Glossbrenner, Ed. Boyce, Little Bob, John Humbird, A. Snyder, Jos. J. Greaham, J. J. Watson, Helen May.

NR, Wed. 4/8/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats May Fly, 99 tons coal to Cumberland Coal & Iron Co.; Thomas Devecmon, 111 tons coal to the same; W. H. Barger, 114 tons coal to Ray's docks; Ida Lee, the same to the same; Hero of America, 111 tons coal to Borden Mining Co.; Ida Reynolds, 105 tons coal to the same; James H. Baker, 111 tons coal to the same.

Departed – Independence, A. T. Snouffer, P. E. Haldeman, Robert Stewart, David Lynn, J. T. Chaplin, Right Bower, C. Ardinger, W. H. Barger, May Fly, Hero of America and Ellen.

ES, Wed. 4/8/63, p. 3. **Affairs in Georgetown** – The trade on the Chesapeake and Ohio Canal has again slackened a little. The boatmen think there is very high water at Big Slack Water, above Dam No. 4. The river here is no higher than usual.

Arrived by Canal: - Dr. A. A. Biggs, coal to American Coal Company; J. G. Morrison, corn and oats; John Humbird, wood; Robert Stewart, coal to Frostburg Coal Co.; H. A. Korn, coal to C. E. Detmold; Ed. Boyce, wood to E. B. Barrett; J. J. Watson, F. Mertens and Helen May, coal to Cumberland Coal and Iron Co.; Rebecca B. Lynn, coal to Geo. Rossworm; Mary Mertens, coal to John Smith; Amelia Snyder, coal to C. E. Detmold; P. E. Haldeman, J. T. Chaplin and A. J. Boose, coal to Borden Mining Co.

Sun, Thu. 4/9/63, p. 4. *At Georgetown*, by canal about a dozen boats have arrived in the last two or three days with Cumberland coal.

NR, Thu. 4/9/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats A. Stanhope, flour to B. Darby. B. F. Roman, wheat. Wm. Elder, 111 tons coal to Ray's docks. H. Delafield, 106 tons coal to the same. Mrs. E. Briggs, 110 tons to the same. M. P. C. Morrison, 111 tons coal to the same. W. Garrett, 111 tons coal to the same. H. G. Ritter, 104 tons coal to Borden Mining Co. E. Stanhope, 109 tons coal to the same. S. E. Carlisle, 103 tons coal to the same. Keystone, 118 tons coal to the same. M. B. Branhall, 109 tons coal to Cumberland Coal & Iron Co. Robert Stewart, 110 tons coal to the Frostburg Co. John Van Lear, 110 tons coal to the same. Oliver Boley, 107 tons coal to Georgetown Gas Co. Mrs. L. W. Jackson, 111 tons to Jesse Jackson. W. J. Worth, 75 tons of limestone to Wm. H. Godey.

Departed – Boats James H. Baker, Oliver Boley, Ida Reynolds, Ida Lee, E. Stanhope, Thomas Devecmon, J. Humbird, Wm. Elder, H. Delafield, M. B. Branhall and M. P. C. Morrison.

ES, Thu. 4/9/63, p. 3. **Affairs in Georgetown** – Arrived by canal – Boats Oliver Boley coal to Georgetown Gas Co.; Hero of America, Ida Reynolds, James H. Baker, H. G. Ritter, E. Stanhope, S. E. Carlisle coal to Borden Mining Co.; W. H. Barger coal to C. E. Detmold; B. F. Roman, Wheat, Thomas Devecmon coal to Cumberland Coal and Iron Co.; Ida Lee coal to American Coal Co.; W. J. Worth limestone to W. H. Godey; A. Stanhope hay and flour to B. Darby.

Departed – Boats W. H. Barger, May Fly, Hero of America, Ellen, James H.

Baker, Oliver Boley, Ida Reynolds, Ida Lee, A. Stanhope.

NR, Fri. 4/10/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Rainbow, 113 tons coal to John Young; Emperor, 111 tons coal to do.; Dr. A. A. Biggs, 104 tons coal to Ray's Dock; Dr. P. A. Healy, 105 tons coal to do.; David Stewart, 113 tons coal to do.; C. F. Newman, 106 tons coal to Borden Mining Co.; H. C. & J. D. Turner, 108 tons coal to Cumberland C. and I. Co.; Emma, 107 tons coal to Frostburg Co.; S. F. Trundle, flour and grain to Geo. Waters; "Scow 291," wood; J. Humbird, wood; Trader, flour; Benj. Darby, flour; A. E. Stone, 117 tons coal.

Departed – Boats Dr. P. A. Healy, W. J. Worth, A. Stanhope, Mrs. E. Biggs, Trader, "Scow 291," Wm. Garrett, S. E. Carlisle, Thomas Sheridan and Emma.

ES, Fri. 4/10/63, p. 3. **Affairs in Georgetown** – Arrived by canal – Scow 291 wood; boats John Humbird wood; Wm. Elder, M. P. C. Morrison, W. Garrett coal to C. E. Detmold; Trader flour to Geo. Waters; H. Delafield, P. A. Healey, Mrs. E. Biggs coal to American Coal Co.; M. B. Branhall, H. O. & J. D. Turner coal to Cumberland Coal and Iron Co.; John Van Lear, Emma coal to Frostburg Coal Co.; Mrs. L. W. Jackson coal to Jesse Jackson; Keystone, C. F. Newman coal to Borden Mining Co.; Benj. Darby flour to B. Darby; A. E. Stone coal for sale.

Departed – Boats Wm. Elder, H. Delafield, M. B. Branhall, M. P. C. Morrison, P. A. Healey, W. J. Worth, E. Stanhope, Mrs. E. Biggs, Trader, W. Garrett, S. E. Carlisle, Thomas Sherman, scow 291.

NR, Sat. 4/11/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Boyer & Watson, flour to Geo. Waters; Zella & Minnie, 114 tons coal to Ray's dock;

Elmira, 112 tons do., to do.; Ambition, 106 tons do., to do.; Gen. McClellan, 108 tons do., to do.; James Shaw, 112 tons do., to do.; C. E. Detmold, 104 tons coal to Cumberland Coal and Iron Co.; J. F. McCulloh, 108 tons do., to do.; Champion, 107 tons coal, to Borden Mining Co.; J. A. Reinhart, 107 tons do., to do.; Perseverance, 108 tons coal, for sale.

Departed – Boats H. C. & J. D. Turner, C. F. Newman, Wm. Stanhope, D. Stewart, A. E. Stone, B. F. Roman, C. E. Detmold, H. G. Ritter, John Van Lear, Boyer & Watson, Benjamin Darby, Ambition, Champion, J. F. McCulloh, J. A. Reinhart, Mrs. L. W. Jackson, Zella & Minnie and Emperor.

Proposed Canal Improvement – A resolution was introduced last evening in the Georgetown Council, guaranteeing bonds to the Chesapeake & Ohio Canal Company to the amount of \$50,000, for the purpose of making an outlet from the canal into the Potomac above and near Georgetown. The object is to make room for the canal boats to discharge their cargoes immediately, with a tax of one percent per ton, and return without the inconvenience of remaining weeks before they could be discharged. The closing of the Alexandria canal has been the chief cause of the difficulty.

NR, Mon. 4/13/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Gen. McClellan, 108 tons coal to Ray's dock; H. B. Cromwell, 109 tons to do.; Susquehanna, 111 tons to do.; A. Kane, 107 tons to do.; S. K. Hensell, 106 tons to do.; D. Cromwell, 111 tons to do.; J. W. Copeland, 100 tons to do.; G. W. Summers, 106 tons to do.; "1776," 111 tons to do.; P. L. Detmold, 112 tons to do.; Andy Goodwin, 110 tons to do.; Mary Willard, 109 tons to do.; Thomas Sammon, 111 tons to Cumberland C. and I. Co.; E. Reinhart, 108 tons to do.; Clipper, 106 tons to do.; Mary Ellen, 112 tons to

Borden Co.; Five Sisters, 108 tons to do.; A. H. Poffenberger, 103 tons to do.; D. Marmaduke, 106 tons to do.; J. W. Seaman, 107 tons to do.; G. W. Rohrback, 105 tons to do.; Anna Reinhart, 109 tons to O. Boley; Santa Anna, 113 tons to James Young; Union, 105 tons to Georgetown Gas Co.; Wm. Walsh, 115 tons for sale; Col. Moore, 107 tons coal.

Departed – Boats Gen. McClellan, E. K. Huntley, Thomas Sammon, H. B. Cromwell, Keystone, Elmira, James Shaw, Susquehanna, P. L. Detmold, Old Dominion, and Mary Ellen.

NR, Tue. 4/14/63, p. 2. **Chesapeake and Ohio Canal** - *Arrived* - E. Watson, flour to Geo. Waters. Minnie Slack, 112 tons coal to Frostburg Co. Neptune, 112 tons coal to Frostburg Co. A. Spates, 107 tons coal to Borden Co. H. R. Furlow, 110 tons to Borden Co. Unexpected, 107 tons to Borden Co. Flora Temple, 109 tons to Ray's dock. A. Schell, 111 tons to Ray's dock. A. H. Bradt, 109 tons to Ray's dock. G. W. H. Hetzer, 113 tons to Cumberland Coal and Iron Co. G. W. Birdsall, 111 tons to Cumberland Coal and Iron Co. E. Billmyer, flour to Geo. Water.

Departed – Anna Reinhart, E. Watson, D. Cromwell, E. Boyce, Five Sisters, Clipper, S. K. Hensell, J. G. Morrison, Andy Goodwin, Minnie Slack, A. W. Poffenberger, Perseverance, A. Kane, D. Marmaduke, Jacob Brengle, Wm. Walsh and Union.

Contraband Goods Captured – Col. Baker's detectives yesterday seized a lot of whiskey and wines from a boat on the Chesapeake and Ohio Canal.

ES, Tue. 4/14/63, p. 2. **Affairs in Georgetown** – Col. Baker's detective force yesterday captured two barrels packed with whisky, in bottles, and a box of choice wine.

They were going up the Chesapeake and Ohio Canal.

The coal trade is unusually brisk, both by river and canal, tug boats and vessels of all descriptions are in great demand.

Arrived by canal: - Minnie Slack and Neptune, coal to Frostburg Coal Co.; Clipper, G. W. H. Hetzer and G. W. Birdsall, coal to C. C. & I. Co.; Wm. Walsh, coal for sale; A. Spates, H. R. Furlow and Unexpected, coal to Borden Mining Co.; Flora Temple, A. Schell and A. H. Bratt, coal to American Coal Co.; Ellen Billmyer, flour to Geo. Watson; E. Watson, flour to same; J. G. Morrison, sundries for sale.

Departed: - Anna Reinhart, E. Watson, D. Cromwell, Ed. Boyce, Five Sisters, Clipper, S. K. Hensell, J. G. Morrison, Andy Goodwin, Minnie Slack, A. H. Poffenberger, Perseverance, A. Kane, D. Marmaduke, J. Brengle, Wm. Walsh, J. W. Seaman and Mary Willard.

AG, Tue. 4/14/63, p. 2. At a meeting of the Board of Directors of the Chesapeake and Ohio Canal Company yesterday, the tolls on coal were increased one-sixteenth cent per ton per mile, making the tolls five-sixteenth cent instead of one-fourth cent per ton per mile, or 57½ cents instead of 46 cents, per ton for the whole distance. It is thought this increase will give the canal company at least \$25,000 additional toll annually.

NR, Wed. 4/15/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats M. E. McCoy, 115 tons coal to Ray’s dock, S. M. Petrie, 115 tons to Agnew’s docks, Susan Baker, 108 tons to Cumberland C. and I. Co., J. A. Kroon, 104 tons to Borden Co., E. H. Tracy, 115 tons to John Mallon; Renown, 112 tons to John Young.

Departed – Boats J. W. Seaman, Mary Willard, G. W. H. Hetzer, M. E. McCoy, G. W. Birdsall, Neptune, G. W.

Rohrback, G. W. Summers, Flora Temple, A. Spates, J. W. Copeland, Col. S. Moore, S. M. Petrie, H. R. Furlow and Santa Anna.

ES, Wed. 4/15/63, p. 2. I learn there is likely to be a short delay in the coal trade by canal, in consequence of some lock-gates being broken near Cumberland.

Arrivals by canal today are: - M. E. McCoy, coal to Ray’s Dock; S. M. Petrie, coal to Frostburg Co.; J. A. Kroon, coal to Borden Mining Co.; E. H. Tracy, coal to John Mallon; Susan Baker, coal to C. C. & I. Co.; Renown, coal to John Young.

Departed: - G. W. H. Hetzer, M. E. McCoy, G. W. Birdsall, Neptune, G. W. Rohrback, G. W. Summers, Flora Temple, A. Spates, J. W. Copeland, Col. S. Moore, S. M. Petrie, H. R. Furlow, Santa Anna.

Ibid, p. 4. **Affairs in Georgetown** – At a meeting of the Board of Common Council Friday evening last, the following were received and appropriately referred: Mr. Tenney offered a resolution guaranteeing \$50,000 for outlet locks to the Chesapeake and Ohio Canal.

Georgetown Corporation Laws.
A Resolution in relation to bridges over the canal. *Resolved by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown*, That the President of the Chesapeake and Ohio Canal Company be, and is hereby requested, before making any alteration of the bridges, or market house over the canal, which may change the grade of any street in this town, to submit his plans to this Corporation for their approval or rejection.

Resolved. That the Mayor be, and he is hereby requested to transmit a copy of this resolution to the President of the Chesapeake and Ohio Canal Company.

{Approved April 4, 1863}

A Resolution granting the right to erect a trestle-work across Water street. *Be it ordained by the Board of Aldermen and Board of Common Council of the Corporation of Georgetown*, That the right to erect a trestle-work across Water street, for the conveyance of coal from the canal to the river, is hereby granted to Wm. L. Dawson, provided that no obstruction to the passage of carts and wagons be placed in said street.

{Approved April 4, 1863}

NR, Thu. 4/16/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Therza Hall, 111 tons coal to Ray's docks; C. Slack, 110 tons to do.; Martha Banks, 114 tons to do.; W. E. Taylor, 106 tons to do.; Dr. A. A. Biggs, 107 tons to do.; Carrie Belle, 107 tons to do.; A. Snyder, 110 tons to do.; Alex. Shaw, 110 tons to Midland Co.; R. M. Sprigg, 114 tons to Borden Co.; Sarah Ann, 110 tons to Cumberland Coal and Iron Company; R. B. Lynn, 110 tons coal, for sale; W. J. Worth, limestone to W. H. Godey; Monitor, flour and wheat, for sale; and a Raft, with timber for sale.

Departed – A. H. Bradt, Little Bob, A. Schell, Susan Baker, R. M. Sprigg, Alex. Shaw and Therza Hall.

Locks reported to have been broken near Cumberland are repaired, and boats are again passing through.

ES, Thu. 4/16/63, p. 2. **Affairs in Georgetown** – The locks that were broken near Cumberland, on the Chesapeake and Ohio Canal, are repaired, and boats are again passing.

Arrived by canal: - Boats C. Slack, Martha Banks, W. E. Taylor, Dr. A. A. Biggs, Carrie Belle and A. Snyder, coal to Ray's dock; Monitor, flour and grain for sale; W. J. Worth, limestone to Wm. H. Godey; Raft, timber to Mr. Riley; Little Bob, Therza Hall, coal to Ray's dock; R. B.

Lynn, coal for sale; Sarah Ann, coal to Cumberland Coal and Iron Co.; R. M. Sprigg, coal to Borden Mining Co.; Alex. Shaw, coal to Midland Coal Co.

Departed: - Boats A. H. Bradt, Little Bob, A. Schell, Susan Baker, R. M. Sprigg, Alex. Shaw and Therza Hall.

Business is still quite active, though the inclemency of the weather prevents the prompt discharge of vessels both by river and canal.

NR, Fri. 4/17/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Old Dominion, wood; M. J. Hull, 110 tons coal, to Borden Co.; Dutch Hen, 107 tons coal, to same; Advance, 110 tons coal, to same; H. D. Carleton, 111 tons coal, to Ray's docks; Great Eastern, 111 tons coal, to John Young; J. G. Morrison, corn and wood.

Departed – Boats C. Slack, W. E. Taylor, Sarah Ann, Old Dominion, E. H. Tracy, Unexpected, J. A. Kroon, A. Snyder, W. J. Worth, Dr. A. A. Biggs, Martha Banks, Highlander, M. J. Hull, J. G. Morrison and R. B. Lynn.

Arrivals by canal this morning are not many, probably on account of the high-water prevailing.

ES, Fri. 4/17/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boats Old Dominion, wood; Great Eastern, coal to John Young; Martha Banks, Amelia Snyder, H. D. Carleton, coal to Ray's dock; J. G. Morrison, corn and wood; Sarah Ann, coal to Cumberland Coal and Iron Co.; M. J. Hull, Dutch Hen, Advance, coal to Borden Mining Co.

Departed – Boats C. Slack, W. E. Taylor, Sarah Ann, Old Dominion, E. H. Tracy, Unexpected, J. A. Kroon, Amelia Snyder, G. W. Worth, Dr. A. A. Biggs, Martha Banks, Highlander, M. J. Hull, J. G. Morrison and R. B. Lynn.

NR, Sat. 4/18/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Samuel Luman, 111 tons coal to Ray’s dock; Gen. Burnside, 110 tons to same; C. W. Harper, 113 tons to same; Mrs. Clara Bradley, 105 tons coal to Agnew’s docks; Liberty, 116 tons to same; Josiah Witt, 107 tons to Cumberland C. & I. Co.; Gov. Shaw, 114 tons to same; Helen May, 108 tons coal to Borden Co.; Major Robinson, 111 tons to same; W. T. O. B. Neal, 110 tons to same.

Departed – Boats Great Eastern, Gen. Burnside, F. Mertens, Carrie Belle, Renown, Dutch Hen, H. D. Carleton, S. Luman, Monitor, Mrs. Clara Bradley, Flodoardo, Advance, Gov. Shaw, Helen May and Maj. Robinson.

Ibid, p. 3. **Important Business before the Council** – In the Common Council last evening, the resolution guaranteeing \$50,000 for outlet locks to the Chesapeake and Ohio Canal, was laid on the table. It was stated that the amount would be entirely insufficient to finish the locks, and that the Canal company is in no condition at present to furnish the necessary balance, which would be not less than \$25,000.

ES, Sat. 4/18/63, p. 2. **Affairs in Georgetown** – In the Common Council last evening, the resolution guaranteeing \$50,000 for outlet locks to the Chesapeake and Ohio canal was taken up, and after considerable discussion was laid on the table. It was argued that the amount would be entirely insufficient to build the locks, and that the canal company was in no condition at present to furnish the balance necessary, which would be not less than \$25,000.

There are but few arrivals by canal today. It is supposed that the water is very high, and prevents the boats from passing Big Slack Water.

Arrived by canal: - Boats Sam Luman and Chas. W. Harper, coal to Ray’s dock; Helen May and Major Robinson, coal to Borden Mining Co.; Mrs. Clara Bradley, coal to Frostburg Co.; Flodoardo and R. D. Johnson, coal to Morgan & Rhinehart; Josiah Witt, coal to Cumberland Coal and Iron Co.; Liberty, coal to Agnew’s dock.

Departed: - Boats Great Eastern, Gen. Burnside, F. Mertens, Carrie Belle, Renown, Dutch Hen, H. D. Carleton, Sam Luman, Monitor, Mrs. Clara Bradley, Flodoardo, Advance and Major Robinson.

ES, Mon. 4/20/63, p. 2. **Affairs in Georgetown** – Arrived by canal: Flodoardo, R. D. Johnson, coal to Morgan & Reinhart; S. F. Trundle, wheat and corn to Geo. Waters; S. Castleman, coal to J. C. Hieston; Liberty, coal to Agnew’s dock; W. T. O. B. Neal, Anna Marion, coal to Borden Mining Co.; Old Dominion, wood; A. T. Snuffer, flour and grain to Geo. Waters; Rainbow, coal to John Young.

Departed: - R. D. Johnson, E. Billmyer, Chas. W. Harper, W. T. O. B. Neal, Ed. Boyce, Liberty, Rainbow, S. F. Trundle, Anna Marion.

AG, Mon. 4/20/63, p. 2. The proposition before the Georgetown councils to endorse the bonds of the Chesapeake and Ohio Canal Company to the amount of \$50,000, for the purpose of constructing outlet locks into the Potomac, has been rejected.

NR, Tue. 4/21/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Edward Boyce, wood to E. B. Barrett; H. Delafield, 108 tons coal to Ray’s dock; W. H. Barger, 112 tons coal to same; Dr. P. A. Healy, 107 tons coal to same; W. Garrett, 108 tons to same; M. P. C. Morrison, 113 tons coal to same; H. B. Cromwell, 114 tons coal to same; Gen. Rosecrans, 113 tons do. to same; Mary Mertens, 107 tons do. to Agnew’s

docks; Mrs. L. W. Jackson, 105 tons do. to same; Ellen, 111 tons do. to Cumberland C. & I. Co.; C. F. Detmold, 107 tons do. to same; Ask the Captain, 107 tons do. to same; H. F. Kindle, 105 tons do. to Borden Co.; James Baker, 108 tons do. to same; Anna Marion, 104 tons do. to same; Flodoardo, 87 tons do., to Morgan & Rhinehart; R. D. Johnson, 81 tons do. to same; S. Castleman, 45 tons do. to J. C. Hieston; Rainbow, 114 tons do. to John Young; Old Dominion, wood; A. T. Snouffer, flour and grain to Geo. Waters; S. F. Trundle, wheat and corn to same.

Departed – Saloma Clarke, H. Delafield, Dr. P. A. Healy, Ed. Boyce, Ellen, Mary Mertens, Mrs. L. W. Jackson, H. F. Kindle, W. H. Barger, C. E. Detmold, H. B. Cromwell, R. D. Johnson, E. Billmyer, Charles W. Harper, W. T. O. B. Neal, Ed. Boyce, Liberty, S. Castleman, Josiah Witt, Rainbow, S. F. Trundle and Anna Marion.

The boats detained by the recent high water are now arriving. They report no damage to the canal.

NR, Wed. 4/22/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats W. McAtee, wood; Boyer & Watson, wheat to Geo. Waters; “1776,” 110 tons coal to Ray’s dock; D. Stewart, 105 tons do. to same; S. E. McDonald, 112 tons do. to same; Elmira, 110 tons do. to same; A. J. Glossbrenner, 107 tons do. to same; Joseph J. Greaham, 113 tons do. to same; William R. Chaplin, 111 tons do. to same; Wm. Elder, 109 tons do. to same; H. A. Kornes, 114 tons do. to same; M. J. Woods, 121 tons coal to Agnew’s docks; John Van Lear, 124 tons do. to same; M. B. Branhall, 109 tons do. to Cumberland Coal and Iron Co.; J. F. McCulloh, 107 tons do. to same; J. A. Reinhart, 109 tons do. to same; S. E. Carlisle, 111 tons do. to Borden Co.; Emma, 107 tons do. to same; A. E. Stone, 110 tons do. to John Young; Independence, 113 tons

do. to same; Benj. Darby, flour to B. Darby; W. J. Worth, limestone to Wm. H. Godey; Mary Frances, wheat.

Departed – Boats James Baker, M. P. C. Morrison, W. Garrett, Ask the Captain, A. T. Snouffer, Gen. W. S. Rosecrans, Capt. John Short, M. J. Woods, S. E. Carlisle, M. B. Branhall, Old Dominion, Boyer & Watson and W. McAtee.

Break in the Canal – Information was received this morning at the Collector’s office, that “Williams’ Culvert,” one mile below Williamsport, on the Chesapeake and Ohio Canal, was washed out yesterday. The water was still running through the breach, and particulars could not be obtained, but the Superintendent thinks it will take a week or ten days to repair it.

ES, Wed. 4/22/63, p. 2. **Affairs in Georgetown** – Arrived by canal. – Boats A. E. Stone and Independence, coal to John Young; “1776,” D. Stewart, S. E. McDonald, Elmira, A. J. Glossbrenner, Jos. J. Greaham, W. R. Chaplin, H. A. Kornes and Wm. Elder, coal to Ray’s dock; M. J. Woods, Mary Frances, wheat; John Van Lear, coal to Agnew’s dock; Benj. Darby, flour to B. Darby; W. J. Worth, limestone to Wm. H. Godey; J. F. McCulloh, M. B. Branhall and J. A. Reinhart, coal to Cumberland Coal and Iron Co.; S. E. Carlisle and Emma, coal to Borden Mining Co.; W. McAtee, wood; Boyer & Watson, wheat to Geo. Waters.

Departed: - Boats Jas. Baker, M. P. C. Morrison, W. Garrett, Mrs. L. W. Jackson, Ask the Captain, A. T. Snouffer, Gen. Rosecrans, Capt. John Short, M. J. Woods, S. F. Carlisle, M. B. Branhall, Old Dominion, Boyer & Watson, W. McAtee.

C&T, Thu. 4/23/63, p. 2. **Small Pox** – This loathsome disease which has been lingering in our midst for the past few months, has

abated to a considerable extent. We hear of no new cases.

Coal Shipments – For the week ending April 20, 1863, 79 boats cleared this port carrying 8,502 tons, 8 cwt. of coal.

The Canal – We learn that navigation on the Chesapeake and Ohio canal will be suspended for a few days on account of a break in a small culvert about one mile below Williamsport.

Sun, Thu. 4/23/63, p. 1. **Chesapeake and Ohio Canal** – A letter from Georgetown, in yesterday's Washington Star, says: Information was received this morning at the Collector's Office that "William's Culvert," one mile below Williamsport, on the Chesapeake and Ohio Canal, washed out on the morning of the 21st instant. The water was still running through the breach, and particulars could not be obtained, but the superintendent thought it would take a week or ten days to repair it if the stone work had gone out.

NR, Thu. 4/23/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Wm. F. Brashears, 110 tons coal to Ray's dock. James Shaw, 111 tons to same. P. L. Detmold, 110 tons to same. Susquehanna, 112 tons to same. Ambition, 111 tons to same. Mary Willard, 106 tons to same. Anna Reinhart, 108 tons to Agnew's docks. Three Brothers, 113 tons to same. Keystone, 119 tons to same. John Gorman, 115 tons to Cumberland Coal and Iron Company. H. C. & J. D. Turner, 108 tons to same. John James, 106 tons to same. Clipper, 106 tons to same. Thomas Sammon, 108 tons to same. Ida Reynolds, 103 tons to Borden Company. Champion, 108 tons to same. E. Stanhope, 108 tons to same. Wm. Hext, 111 tons to same. Wm. Walsh, 121 tons (not consigned.) Emperor,

110 tons to John Young. E. Watson, flour to George Waters.

Departed – Boats Emma, Joseph J. Greaham, J. F. McCulloh, E. Watson, W. R. Chaplin, John Van Lear, Ida F. Reynolds, "1776," W. J. Worth, A. E. Stone, S. E. McDonald, D. Stewart, Edward Boyce, B. Darby and John Gorman.

In consequence of the many recent rains and the already swollen state of the Potomac, there is considerable apprehension this morning of a freshet, which, at this time, would not only endanger the canal, but would probably damage a large quantity of produce now stowed in the cellars of the warehouses, which are, unfortunately, very much exposed to high water.

ES, Thu. 4/23/63, p. 2. **Affairs in Georgetown** – In consequence of the many recent rains and the already swollen state of the Potomac, there is some fears this morning of a freshet, which at this time would not only endanger the canal above, but would probably damage a large quantity of produce now stored in the cellars of our warehouses, which are unfortunately very much exposed when the water is high.

Arrived by canal. – E. Watson, flour to Geo. Waters; Ida F. Reynolds, Champion, Wm. Hext and E. Stanhope, coal to Borden Mining Co.; John Gorman and H. C. & J. D. Turner, coal to C. C. & I. Co.; Anna Reinhart, coal to Agnew's dock; James Shaw, Wm. F. Brashears and P. L. Detmold, coal to Ray's Dock; B. F. Roman, flour to George Waters; Keystone, coal to Agnew's Dock; Wm. Walsh, coal not consigned; John James, coal to C. C. & I. Co.; Thomas Sammon, coal to same; Susquehanna, coal to Ray's Dock; Emperor, coal to John Young; Ambition, 110 tons coal to Ray's Dock; Mary Willard, 106 tons to same; Clipper, 106 tons to Cumberland C. & I. Co.; John James, 106 tons to same; Three Brothers, 113 tons coal to Agnew's Dock.

Departed: - Emma, Jos. J. Greaham, J. F. McCulloh, E. Watson, W. R. Chaplin, John Van Lear, Ida F. Reynolds, 1776, W. J. Worth, A. E. Stone, S. E. McDonald, D. Stewart, Edw. Boyce, Benj. Darby and John Gorman.

AG, Thu. 4/23/63, p. 2. Information was received yesterday in Georgetown, that "Williams' Culvert," one mile below Williamsport, on the Chesapeake and Ohio Canal, washed out on the morning of the 21st instant. The water was still running through the breach, and particulars could not be obtained, but the Superintendent thought it would take a week or ten days to repair it if the stone work had gone out.

NR, Fri. 4/24/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats Star, flour and empty barrels; Sam Strider, 108 tons coal, not consigned; Ida Marmaduke, 116 tons do. to Ray's dock; D. Marmaduke, 108 tons do. to same; Thomas Sheridan, 109 tons do. to same; Oliver Boley, 106 tons do. to Washington Gas Co.

Departed – Scow 291, Oliver Boley and Champion.

The arrivals of coal boats this morning are very few, and until the breach in the canal is repaired, for a week or more the coal trade by canal will be almost entirely suspended.

The river today is steadily rising; a strong current prevails, and the buoys in the channel, which usually stand five or six feet above tidewater, are almost submerged.

ES, Fri. 4/24/63, p. 2. **Affairs in Georgetown** – I learn that a few days ago a party of soldiers found secreted in the woods near Seneca Creek, Md., thirteen boxes of contraband goods, containing all kinds of little necessaries suitable for Dixie.

It is still raining, but as the Potomac is not much fuller, if any, than it was

yesterday, we *may* escape a freshet; but if the rain has been general, we can scarcely hope to get off so well.

Arrived by canal: - Boats Oliver Boley, coal to Washington Gas Co.; Star, flour and empty barrels; Sam Strider, 108 tons coal; D. Marmaduke, Ida Marmaduke and Thomas Sheridan, coal to Ray's dock.

Departed: - Scow 291, boats Oliver Boley and Champion.

NR, Sat. 4/25/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats Missionary, 121 tons coal to Agnew's docks. Minnie Slack, 112 tons do. to same. J. J. Watson, 114 tons do. to Cumberland C. & I. Co. W. B. Colston, 109 tons do. to Borden Co. J. T. Chaplin, 115 tons do. to same. D. Lynn, 114 tons do. to same. Lonaconing No. 3, 89 tons do. to Morgan & Rhinehart.

Departed – Boats Anna Reinhart, A. J. Glossbrenner, John Hill, Elmira, W. F. Brashears, H. C. & J. D. Turner, E. Stanhope, R. R. Gregory, Mary Frances, James Shaw and Wm. Elder.

A letter has been received this morning by the collector of the Chesapeake and Ohio canal, dated Williamsport, April 23, stating that the broken culvert near that place would have been repaired by the 26th, but the rains and high water had deluged the work and prevented its continuance for the present. The damage, therefore, was not very serious.

ES, Sat. 4/25/63, p. 2. The river is very full this morning, but as there is a strong wind blowing downstream, no danger is apprehended by our merchants.

Affairs in Georgetown – Arrived by canal: - Minnie Slack, coal to Agnew's dock; Lonaconing No. 3, coal to Morgan & Reinhart; W. B. Colston, J. T. Chaplin and D. Lynn, coal to Borden Mining Co.; J. J. Watson, coal to C. C. & I. Co.

Departed: - Oliver Boley, Champion, Anna Reinhart, A. J. Glossbrenner, John Hill, Elmira, Wm. F. Brashears, H. C. & J. D. Turner, E. Stanhope, R. R. Gregory, Mary Frances, James Shaw, Wm. Elder and Wm. Hext.

NR, Mon. 4/27/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Ann E. Darby, flour, grain, &c., to Benj. Darby; Lilly Dale, coal and hay to Geo. Hughes. *Departed* – Sam Strider, H. A. Korns, Susquehanna, Wm. Walsh, Star, Ambition, Ida Marmaduke, Thomas Sammon, D. Marmaduke, Three Brothers, Thomas Sheridan, Wm. B. Colston, Lilly Dale, Emperor, J. A. Reinhart, John James, P. L. Detmold and Keystone.

ES, Mon. 4/27/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Ann E. Darby, flour, grain, &c., to Benj. Darby; Lilly Dale, coal and hay to Geo. Hughes. *Departed* – Sam Strider, H. A. Korns, Susquehanna, Wm. Walsh, Star, Ambition, Ida Marmaduke, Thos. Sammon, D. Marmaduke, Three Brothers, Thos. Sheridan, W. B. Colston, Lilly Dale, Emperor, J. A. Reinhart, John James, P. L. Detmold, Keystone.

NR, Tue. 4/28/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats Hopewell, 101 tons coal to Cumberland C. and I. Co.; Wm. McMahon, 120 tons coal to Agnew's docks; W. J. Worth, limestone to W. H. Godey.

Departed – Boats J. J. Watson, J. G. Morrison, Clipper, D. Lynn, J. T. Chaplin, Mary Willard, E. Mose, Missionary, Independence and B. F. Roman.

Accident – Jno. Taylor, (colored,) was severely injured yesterday while unloading coal from a canal boat at the Borden Co.'s wharf, by the falling of a coal tub, which

dislocated his knee cap and bruised his leg and arm.

ES, Tue. 4/28/63, p. 3. **Affairs in Georgetown** – *Arrived by canal* – Hopewell coal to C. C. & I. Co.; W. J. Worth limestone to W. H. Godey; Ambition coal to Ray's dock; Missionary coal to Agnew's dock; Wm. McMahon 120 tons coal to Agnew's dock.

Departed – Minnie Slack, J. J. Watson, J. G. Morrison, D. Lynn, Clipper, J. T. Chaplin, Mary Willard, E. Mose, Missionary, Independence, B. F. Roman.

NR, Wed. 4/29/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats E. D. Hartley, flour and wheat to Hartley & Bro.; Old Dominion, wood; A. Lighter, bark, lumber, and hoop-poles for sale.

Departed – Boats W. J. Worth, Hopewell, Minnie Slack, A. Lighter, Old Dominion and E. D. Hartley.

Mr. Alex. Ray has received a letter from Williamsport stating that the breach in the canal near that place has been repaired, and the water was then being let in. Also, that loaded boats would pass through tomorrow and, unless some mischance occurred, would reach Georgetown by Sunday.

ES, Wed. 4/29/63, p. 2. **Affairs in Georgetown** – Arrived by canal - Old Dominion, wood; E. D. Hartley, flour and grain to Hartley & Bro.; A. Lighter, Bark, lumber and hoop-poles, for sale.

Departed – W. J. Worth, Hopewell, Minnie Slack, A. Lighter, Old Dominion, E. D. Hartley.

NR, Fri. 5/1/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boat E. Watson, flour to Geo. Waters.

Departed – Boat Wm. McMahon.

The whole number of arrivals in April was 286, of which 219 were loaded with coal. The total amount of revenue received at the Collector's office, Georgetown, in April, was about \$11,000 – one-half the usual revenue. This immense loss to the canal company is owing to the scarcity of boats and the closing of the Alexandria canal. Enough boats, however, are now building to supply the demand until the company can provide an outlet into the Potomac, or again secure the navigation of the Alexandria canal, the aqueduct of which is now used for a military bridge. Information received at the Collector's office warrants the arrivals of coal boats by the 4th of May, which are reported to be passing Williams' culvert today.

ES, Fri. 5/1/63, p. 2. **Affairs in Georgetown** – The whole number of arrivals by canal during the month of April were 286; of which 219 were loaded with coal.

Total amount of revenue received for tolls, water and mole rents, at the Georgetown office, in April, was about \$11,000, about one-half the usual revenue.

This immense loss to the canal company is attributed to the scarcity of boats and the closing of the Alexandria canal, a great many boats having been destroyed by the two armies, and others taken for Government use. There are, however, enough building to supply the demand until the company can provide an outlet into the Potomac, or again secure the navigation of the Alexandria canal, the aqueduct of which is now used for a military bridge.

There have been no arrivals by canal since my last, but information received at the collector's office warrants the arrival of coal by the 4th of May.

An unknown man was found dead this morning at the outlet lock at the junction of the Chesapeake and Ohio canal and Rock

Creek. The body has not yet been removed, and it is not known how he came to this sad end.

Arrived by canal: E. Watson, flour to Geo. Waters.

Departed: - W. McMahon.

NR, Sat. 5/2/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats W. Garrett, wheat. Scow, empty. W. J. Worth, limestone to W. H. Godey.

Departed – A scow [291].

Although no coal boats have arrived during the last five or six days, on account of the breach in the canal, the supply of coal at the coal wharves is abundant, and the river shipments are as active as usual.

NR, Mon. 5/4/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: A. Goodwin, 115 tons coal; W. Stanhope, 115 tons; A. H. Bradt, 112 tons; Ida Lee, 112 tons; A. Kane, 110 tons; Therza Hall, 113 tons; C. Slack, 111 tons; Gen. McClellan, 112 tons; Dr. A. A. Biggs, 108 tons; Little Bob, 100 tons; Flora Temple, 109 tons; Gen. Burnside, 110 tons; G. W. Summers, 108 tons; C. W. Harper, 112 tons; S. K. Hensell, 108 tons; Carrie Belle, 110 tons; Martha banks, 108 tons; Samuel Luman, 104 tons; Amelia Snyder, 109 tons. Boats to Agnew's docks: E. H. Tracy, 109 tons coal; R. B. Lynn, 111 tons; Col. Moore, 107 tons; Alex. Shaw, 108 tons; S. M. Petrie, 117 tons. Boats to Cumberland C. & I. Co.: R. H. Alvey, 104 tons coal; G. W. Birdsall, 110 tons; G. W. H. Hetzer, 108 tons; Union, 112 tons. Boats to Borden Mining Co.: A. Spates, 110 tons coal; P. R. Haldeman, 110 tons; Mary Ellen, 108 tons; Five Sisters, 108 tons; J. A. Koone, 104 tons; A. H. Poffenberger, 102 tons; James Crawford, 107 tons; H. G. Ritter, 105 tons. Boat E. Billmyer, flour and grain to Geo. Waters.

The number of arrivals this morning amount to over sixty, all of which, however, have not reported to the Collector's office. This vast number of arrivals indicates that the canal navigation is now fully restored. The river arrivals today are numerous; the wharves being lined from three to four vessels deep.

NR, Tue. 5/5/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Borden Mining Co.: Unexpected, 110 tons coal; Advance, 115 tons; Helen May, 111 tons; G. W. Spates, 107 tons; P. E. Haldeman, 105 tons; J. W. Seaman, 105 tons. To Cumberland C. & I. Co.: F. Mertens, 111 tons coal; M. M. Claggett, 105 tons; Sarah Ann, 112 tons. To Agnew's docks: Kate Bruce, 103 tons coal. To Ray's docks: Zella & Minna, 114 tons coal. To John Young; Highlander, 118¼ tons coal; Santa Anna, 108 tons, to Morgan & Rhinehart: R. D. Johnson, 99 tons coal. To William H. Godey: J. F. Essex, limestone. To Geo. Waters: A. T. Snouffer, wheat. To Benj. Darby: B. Darby, flour. To unknown: Renown, 117 tons coal; C. E. Detmold, empty barrels.

Departed – Boats E. Watson, W. J. Worth, Lonaconing No. 3, E. Boyce, Alex. Shaw, A. Spates, M. Banks, A. Goodwin, G. W. Birdsall, Ann E. Darby, S. K. Hensell, Wm. Stanhope, S. M. Petrie, Union, Carrie Belle, H. G. Ritter, Unexpected, Little Bob, Highlander, A. Snyder, G. W. H. Hetzer, Five Sisters, Col. Moore and F. Mertens.

ES, Tue. 5/5/63, p. 2. **Affairs in Georgetown** – The navigation of the Chesapeake and Ohio Canal being fully restored, there have arrived at this port since yesterday morning about sixty boats, mostly loaded with coal. The following have reported at the Collector's office:

Arrived: - Boats E. Billmyer and Capt. John Short, flour and grain to Geo.

Waters; Wm. Stanhope, A. H. Bradt, Ida Lee, A. Kane, C. Slack, Gen. McClellan, Dr. A. A. Biggs, Andy Goodwin, Therza hall, Flora Temple, Little Bob, S. K. Hensell, Helen May, Unexpected, G. W. Summers, Gen. Burnside, C. W. Harper and Amelia Snyder, coal to Ray's Dock; A. Spates, P. R. Haldeman, Mary Ellen, J. A. Kroon, A. H. Poffenberger, James Crawford and Five Sisters, coal to Borden Mining Co.; Col. Moore, E. H. Tracy and R. B. Lynn, coal not consigned; R. H. Alvey, G. W. Birdsall, Union and G. W. H. Hetzer, coal to Cumberland Coal and Iron Co.; Alex. Shaw and S. M. Petrie, coal to Agnew's Dock.

Departed: - Scow E. Watson, boats Lonaconing No. 3, W. J. Worth, Ed. Boyce, A. Spates, Alex. Shaw, Martha banks, Andy Goodwin.

NR, Wed. 5/6/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: W. E. Taylor, 107 tons coal; C. Ardinger, 112 tons; D. Cromwell, 114 tons; W. H. Barger, 110 tons; "1776," 113 tons; D. Stewart, 114 tons; A. Schell, 112 tons; Mrs. E. Biggs, 107 tons; Gen. Rosecrans, 110 tons; Josephus, 112 tons; Susquehanna, 114 tons; Dr. P. A. Healy, 105 tons; J. W. Copeland, 108 tons; Mary E. McCoy, 107 tons; Nimrod, 109 tons. To Agnew's docks: Neptune, 117 tons coal; R. Stewart, 109 tons. To Cumberland C. & I. Co.: Morgan Miller, 108 tons coal. To Borden Mining Co.: E. K. Huntley, 105 tons coal; G. W. Rohrback, 104 tons; Hero of America, 109 tons; H. F. Kindle, 101 tons; James Baker, 108 tons; W. Borden, 109 tons. To B. Darby: Monitor, flour. Unknown: J. Brengle, 111 tons coal; Edw. Boyce, wood; J. G. Morrison, empty barrels.

Departures – Boats P. R. Haldeman, Boyer & Watson, Ida Lee, Mary Ellen, J. G. Morrison, A. H. Bradt, Sam Luman, E. H. Tracy, J. A. Kroon, J. Brengle, W. Garrett, Edward Boyce, Sarah Ann, M. M. Claggett,

Monitor, Ben Darby, Flora Temple, A. Kane, James F. Essex, Capt. John Short, C. E. Detmold, R. B. Lynn, C. W. Harper and Advance.

ES, Wed. 5/6/63, p. 2. **Affairs in Georgetown** – Arrived by canal: Hero of America, G. W. Rohrbach, Henry F. Kindle, coal to Borden Mining Co.; also, E. K. Huntley, coal, to same; W. E. Taylor, C. Ardinger, W. H. Barger, D. Cromwell, coal to Ray's dock; Neptune, Robert Stewart, coal to Agnew's dock; Edward Boyce, wood; J. G. Morrison, empty barrels; Jacob Brengle, 111 tons coal; A. Schell, coal to Ray's dock; also, D. Stewart, coal to same; Morgan Miller, coal to C. C. & I. Co.; Jas. Baker, R. Borden, coal to Borden Co.; Mrs. E. Riggs, W. S. Rosecrans, Josephus, coal to Ray's dock.

Departed, P. R. Haldeman, Boyer & Watson, Ida Lee, Mary Ellen, J. G. Morrison, A. H. Bradt, Sam Luman, E. H. Tracey, J. A. Kroon, Jacob, Brengle, W. Garrett, Edward Boyce, Sarah Ann, M. M. Claggett, Monitor, Benj. Darby, Flora Temple, A. Kane, Jas. F. Essex, Capt. John Short, C. E. Detmold, R. B. Lynn, C. W. Harper, Advance.

NR, Thu. 5/7/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Ray's docks: Elmira, 111 tons coal; M. P. C. Morrison, 112 tons; W. E. Taylor, 107 tons. To Agnew's docks: Wm. Walsh, 109 tons coal; Mrs. Clara Bradley, 119 tons. To Cumberland C. & I. Co.: Right Bower, 106 tons coal; J. F. McCulloh, 112 tons; Ask the Captain, 108 tons; Emma Reinhart, 112 tons. To Borden Mining Co.: A. J. Boose, 107 tons coal; Emma, 109 tons; C. F. Newman, 103 tons; Champion, 103 tons; D. Marmaduke, 105 tons. To John Young: G. Eastern, 100 tons coal.

Departed – Boats G. W. Summers, A. H. Poffenberger, Santa Anna, Neptune,

E. Reinhart, Zella & Minnie, Dr. A. A. Biggs, C. Slack, Gen. McClellan, Right Bower, R. D. Johnson, Flodoardo, James Crawford, "1776" and John H. Shaw.

ES, Thu. 5/7/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boats Great Eastern, coal to John Young; A. J. Boose, Emma, Champion, C. F. Newman, D. Marmaduke, coal to Borden Mining Co.; Right Bower, Emma Reinhart, J. F. McCulloh, coal to Cumberland Coal and Iron Co.; "1776," J. W. Copeland, M. P. C. Morrison, Susquehanna, Elmira, M. E. McCoy, coal to Ray's dock; Mrs. Clara Bradley, coal to Agnew's dock; Wm. Walsh, coal to Midland Coal Co.

Departed – Boats G. W. Summers, A. H. Poffenberger, Santa Anna, Neptune, Emma Reinhart, Zella & Minnie, Dr. A. A. Biggs, C. Slack, Gen. McClellan, P. E. Haldeman, R. D. Johnson, Right Bower, Flodoardo, Jas. Crawford, John H. Shaw, "1776."

NR, Fri. 5/8/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Borden Mining Co.: H. R. Furlow, 117 tons and G. L. Jacques, 112 tons coal. To Cumberland C. & I. Co.: May Fly, 100 tons coal. To Ray's docks: D. Carleton, 115 tons coal; Gem, 121 tons coal. To Waters & Darby: A. Stanhope, flour. To Wm. H. Godey: W. J. Worth, limestone.

Departed – Boats John H. Shaw, Morgan Mill, Wm. Walsh, Gen. Burnside, Ask the Captain, H. Barger, Nimrod, Helen May, Gen. Rosecrans, Mrs. E. Biggs, Hero of America, R. Stewart, A. Stanhope, C. Ardinger, G. W. Spates, Elmira, Renown, W. E. Taylor, S. E. Trundle and Tress.

The scarcity of canal arrivals today is owing partly to high water. The river is still rising; experienced watermen have no fears of a freshet.

ES, Fri. 5/8/63, p. 2. **Affairs in Georgetown** – Arrived by canal – H. D. Carleton, coal to Ray's dock; A. Stanhope, flour to Waters & Darby; H. R. Furlow, G. L. Jacques, coal to Borden Mining Co.; May Fly, coal to C. C. & I. Co.; Gem, coal to Ray's dock.

The few arrivals by canal this morning is owing, no doubt, to the high water prevailing on the Upper Potomac.

NR, Sat. 5/9/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Ray's docks: James Shaw, 117 tons coal; George Lynn, 108 tons coal. To Agnew's docks: John Van Lear, 116 tons coal. To Borden Mining Co.: Dutch Hen, 109 tons coal. To unknown: Mary Mertens, 104 tons coal.

Departed – Boats Mrs. Clara Bradley, Josephus, E. K. Huntley, May Fly, Mary Mertens, W. J. Worth, D. Cromwell, J. F. McCulloh, D. Marmaduke, E. Billmyer, J. W. Copeland, J. W. Seaman, Dr. P. A. Healy, Mary E. McCoy, G. W. Rohrback and John Van Lear.

The high water in the river and canal has subsided considerably this morning, and shipments will soon be actively renewed. The collector of the canal received a note this morning, stating that the canal boats have been detained at Big Slack Water in consequence of the high water of the Potomac at that point.

ES, Sat. 5/9/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boats James Shaw, Geo. Lynn, coal to Ray's dock; John Van Lear, coal to Frostburg Co.; Dutch Hen, do. to Borden Mining Co.; Mary Mertens, 104 tons coal.

NR, Mon. 5/11/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Ray's docks: S. E. McDonald, 112 tons coal; H. B. Cromwell, 118 tons; W. Darrow, 112 tons. To Borden Mining Co.: J. A. Reinhart, 109

tons coal. To John Young: Perseverance, 113 tons coal. To Hartley & Bro.: Mary Frances, wheat, &c.

Departed – Boats Susquehanna, H. F. Kindle, A. Schell, M. P. C. Morrison, W. Borden, James Shaw, H. D. Carleton, D. Stewart, R. H. Castleman, James Baker and Emma.

The water in the river has rapidly fallen, and the fish trade especially is again quite brisk. However, business in general is very dull, and the markets are unchanged.

NR, Tue. 5/12/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Ray's docks: Clementine, 115 tons coal. To J. C. Hieston: C. H. Claggett, 114 tons coal.

Departed – Boats James Baker, Great Eastern, C. H. Claggett, C. F. Newman, H. B. Cromwell, William Darrow, Geo. Lynn, S. E. McDonald, Disappointment, Champion and A. J. Boose.

The coal wharves are now almost overstocked with coal on account of the vast and sudden influx of arrivals attendant on the reopening of canal navigation; hence happens the scarcity of such arrivals at present.

ES, Tue. 5/12/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boat Clementine 115 tons coal to Ray's dock.

NR, Wed. 5/13/63, p. 2. **Chesapeake and Ohio Canal** – Arrived – Boats to Ray's docks: Wm. F. Brashears, 106 tons coal; Mary Willard, 112 tons; Ambition, 107 tons. To Agnew's docks: Clipper, 106 tons coal; Anna Reinhart, 110 tons; Keystone, 119 tons, to Morgan & Rhinehart: Mrs. L. W. Jackson, 111 tons coal. To B. Darby: A. E. Darby, flour.

Departed – Boats A. J. Boose, G. L. Jacques, Gem, H. R. Furlow, Rainbow, Old Dominion, Wm. F. Brashears and Anna Reinhart.

ES, Wed. 5/13/63, p. 2. **Affairs in Georgetown** – The boatmen now arriving from above report the Potomac to be at a high stage, with a rapid current, consequently give no credence to the reported rebel raid into Maryland. They neither heard or saw anything of the kind.

Our coal wharves are fast filling up, and the coal companies are not now so anxious for the navigation on the canal to be kept open, foreseeing clearly that, unless they can procure more vessels to ship their coal by river, their wharves will soon be so blocked that it will be impossible to find room to land it.

The boats that were detained by the recent high water, are now arriving by canal. They are freighted principally with Cumberland coal, and are as follows: - Rainbow, coal to John Young; Mrs. L. W. Jackson, coal to Morgan & Rinehart; Mary Willard, ambition, Wm. F. Brashears, coal to Ray's dock; Clipper, with 106 tons coal; Ann E. Darby, flour, &c. to Benj. Darby; Keystone, coal to Frostburg Co.; Anna Reinhart, coal to Agnew's dock.

Departed – S. E. McDonald, Disappointment, Champion, A. J. Boose, Geo. L. Jacques, Gem, H. R. Furlow, Rainbow, Old Dominion, W. F. Brashears.

NR, Thu. 5/14/63, p. 2. **GEORGETOWN AFFAIRS – Stone Quarry Opened** – Mr. G. Hughes has opened a quarry of bluestone, on the canal, near the old foundry, which promises to be very productive. He is already actively engaged in delivering stone in Washington, and from the richness of the quarry will soon be able to furnish stone at a most reasonable price. He is said to be a man of much enterprise.

Chesapeake and Ohio Canal – *Arrived* – Boats to Ray's docks: Joseph J. Greaham, 108 tons coal; Little Bob, 102 tons; H. A. Korn, 112 tons; John Hill, 117

tons; Carrie Belle, 115 tons; Thomas Sheridan, 105 tons; Wm. Elder, 111 tons. To Agnew's docks: Minnie Slack, 113 tons coal; John James, 120 tons. To Cumberland C. & I. Co.: G. W. Birdsall, 107 tons coal; Ellen, 118 tons. To Borden Mining Co.: Ida Reynolds, 100 tons coal; E. Stanhope, 107 tons; Wm. Hext, 103 tons; Thomas Sammon, 103 tons; A. Spates, 103 tons; Major Robinson, 110 tons. To John Young: Independence, 112 tons coal. To Wm. H. Godey: W. J. Worth, limestone; James F. Essex, limestone.

Departed – Boats Anna Reinhart, Mary Willard, Ambition, H. A. Korn, Dutch Hen, W. McAtee, Little Bob, Minnie Slack, Ida Reynolds, John James, Wm. Elder, G. W. Birdsall, Clementine, Carrie Belle, E. Stanhope and Clipper.

ES, Thu. 5/14/63, p. 2. **Affairs in Georgetown** – I understand Mr. G. Hughes has opened a Stone Quarry near the Old Foundry, a short distance above town, and immediately on the Chesapeake and Ohio Canal; the stone are blue, and are fine building material. He is already delivering some in Washington, and when his quarry is well opened, he will be able to furnish them at reasonable rates.

Arrived by canal: - Ambition, Little Bob, H. A. Korn and John Hill, coal to Ray's dock; Minnie Slack, coal to Agnew's dock; A. E. Stone, 111 tons coal; Ida Reynolds, E. Stanhope, Wm. Hext and A. Spates, coal to Borden Mining Co. Also, Thomas Sammon, coal to same; G. W. Birdsall, coal to C. C. & I. Co.; Jos. Graham and Wm. Elder, coal to Ray's dock; Independence, coal to John Young; Major Robinson, coal to Borden Co.; W. J. Worth, limestone to Wm. H. Godey; Clementine, coal to Ray's dock; Carrie Belle, coal to same; J. F. Essex, limestone to W. H. Godey.

Departed: - Anna Reinhart, Mary Willard, Ambition, H. A. Korn, Dutch Hen, Wm. McAtee, Little Bob, Minnie Slack, Ida F. Reynolds, John James, William Elder, G. W. Birdsall, Clementine, Carrie Belle, E. Stanhope, Clipper.

NR, Fri. 5/15/63, p. 2. **GEORGETOWN AFFAIRS – A New Paper Mill** – Mr. George Hill is about to lease from the Chesapeake and Ohio Canal Company a lot immediately above the aqueduct bridge for the purpose of erecting a paper mill. This mill will derive its water power from the canal, and will undoubtedly be of much benefit to the town as well as to the owner, who is said to be a gentleman of much energy and enterprise.

Chesapeake and Ohio Canal – Arrived – Boats to Ray's docks: A. J. Glossbrenner, 108 tons coal; P. L. Detmold, 112 tons coal; A. Goodwin, 112 tons; Sam Strider, 111 tons; Wm. R. Chaplin, 109 tons; Ida Marmaduke, 112 tons. To Agnew's docks: Alex. Shaw, 107 tons coal; M. J. Woods, 120 tons. To Cumberland C. & I. Co.: Josiah Witt, 110 tons coal; H. C. & J. D. Turner, 111 tons; Gov. Shaw, 118 tons. To Borden Mining Co.: D. Lynn, 105 tons coal; J. Thomas Chaplin, 116 tons; Anna Marion, 109 tons; M. J. Hull, 108 tons. To unknown: Ida, wheat and corn.

Departed – Thomas Sheridan, Perseverance, A. T. Snouffer, Keystone, Joseph J. Greaham, J. F. Essex, John Hill, Ellen, J. A. Reinhart, L. W. Jackson, Wm. Hext, Josiah Witt, Alex Shaw, A. Goodwin, A. Spates, M. J. Woods and Thomas Sammon.

ES, Fri. 5/15/63, p. 2. **Affairs in Georgetown** – Mr. George Hill, I understand, is about leasing from the Chesapeake and Ohio Canal Co., a lot immediately above the Aqueduct Bridge, for the purpose of erecting a paper mill. This

mill will derive its water power from the canal, and will undoubtedly be a benefit to the town, as well as to the owners.

Wood is still very scarce here, and command a high price. For the last three months there has been but one or two arrivals. Persons having wood for sale would do well to take advantage of a good market.

Arrived by canal: - Boats Alex. Shaw, M. J. Woods, coal to Agnew's dock; Thomas Sheridan, Samuel Strider, A. Goodwin, P. L. Detmold, A. J. Glossbrenner, coal to Ray's dock; Ellen, Josiah Witt, H. C. & J. D. Turner, Gov. Shaw, coal to Cumberland Coal and Iron Co.; David Lynn, J. T. Chaplin, Anna Marion, M. J. Hull, coal to Borden Mining Co.; Ida, wheat and corn for sale.

ES, Sat. 5/16/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Trader flour to George Waters; Kate Bruce coal to Agnew's dock; Ben. Darby flour to Ben. Darby; Liberty coal to Frostburg Co.; Stephen Castleman 91 tons coal; W. B. Colston, Unexpected coal to Borden Mining Co.; John Gorman coal to J. C. Hieston; S. K. Hensell, S. Luman, Wm. R. Chaplin, Ida Marmaduke coal to Ray's dock.

Departed – A. E. Darby, S. Strider, General Burnside, R. H. Alvey, Mary Frances, Gov. Shaw, A. J. Glossheim, P. L. Detmold, Trader, Ida Marmaduke, Maj. Robinson, Kate Bruce, Independence, J. Gorman.

AG, Sat. 5/16/63, p. 1. Mr. George Hill, is about leasing from the Chesapeake and Ohio Canal Co. a lot immediately above the Aqueduct Bridge, Georgetown, for the purpose of erecting a paper mill. This mill will derive its water power from the canal.

ES, Mon. 5/18/63, p. 2. **Affairs in Georgetown** – Arrived by canal – C. E.

Detmold, J. J. Watson, Thos. Devecmon, coal to C. C. and I. Co.; Three Brothers, Missionary, Col. Moore, coal to Agnew's dock; J. F. McCulloh, coal to J. C. Hieston; Martha Banks, G. W. Summers, J. S. Dutrow, Flora Temple, Nimrod, W. Garrett, 1776, Amelia Snyder, Gen. McClellan, W. S. Rosecrans, coal to Ray's docks; J. A. Kroon, Henry F. Kindle, R. M. Sprigg, D. Marmaduke, Five Sisters, coal to Borden Mining Co.; also S. M. Petrie, coal to Agnew's dock; Hopewell, coal to C. C. and I. Co.; E. D. Hartley, wheat and flour to Hartley & Bro.

Departed by canal – Ben Darby, Maggie Miller, Anna Marion, C. E. Detmold, Three Brothers, S. E. Carlisle, Lonaconing No. 3, Oliver Boley, Ida, Disappointment, Amelia Snyder, Star, M. Jane Hull, Martha Banks, 1776.

NR, Tue. 5/19/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: C. W. Harper, 112 tons coal; Nimrod, 108 tons; F. Temple, 106 tons; Mrs. E. Biggs, 107 tons; D. Cromwell, 111 tons; Wm. Stanhope, 112 tons; Therza Hall, 112 tons; A. H. Bradt, 113 tons; Elmira, 110 tons; Wm. H. Barger, 111 tons; C. Slack, 111 tons; Dr. P. A. Healy, 100 tons; Wm. W. Garrett, coal. To Agnew's docks: John H. Shaw, 113 tons coal; H. Resley, 101 tons; Wm. Walsh, 112 tons; Wm. McMahan, 113 tons. To Cumberland C. & I. Co.: F. Mertens, 116 tons coal; J. F. Sterling, 104 tons. To Borden Mining Co.: H. G. Ritter, 108 tons coal; W. T. O. B. Neal, 110 tons; Advance, 108 tons; Helen May, 107 tons. To John Young: Renown, 109 tons coal. To unknown: A. Stanhope, hay.

Departed – Boats Stephan Castleman, Gen. McClellan, Nimrod, Gen. Rosecrans, H. Resley, Unexpected, Edward Boyce, J. J. Watson, Thomas Devecmon, Highlander, Missionary, W. B. Colston, Emperor, R. B. Lynn, John S. Dutrow, F.

Mertens, H. G. Ritter, W. Garrett, A. Stanhope, Mrs. E. Biggs, Flora Temple and Five Sisters.

We understand there is soon to be an election for President of the Chesapeake and Ohio canal, President Spates' term being about to expire. Among the most prominent gentlemen mentioned as his successor, are Charles B. Fiske, Esq., the distinguished civil engineer, and A. C. Green, Esq., of Frostburg, Md.

ES, Tue. 5/19/63, p. 2. **Affairs in Georgetown** – Arrived by Canal: Renown, Emperor, coal to John Young; Helen May, Advance, coal to Borden Mining Co.; R. B. Lynn, H. Resley and John H. Shaw, coal to Agnew's dock; also, H. G. Ritter and W. T. O. B. Neal, coal to Borden Mining Co.; F. Mertens, J. F. Sterling, coal to C. C. & I. Co.; Wm. Stanhope, Dr. P. A. Healy, C. Slack, W. H. Barger, Elmira, Flora Temple, Mrs. E. Biggs, D. Cromwell, Therza Hall, A. H. Bradt, coal to Ray's dock.

Departed: - Hopewell, G. W. Summers, Stephen Castleman, Gen. McClellan, Nimrod, W. S. Rosecrans, H. Resley, Unexpected, Edward Boyce, J. J. Watson, Thomas Devecmon, Highlander, Missionary, W. B. Colston, Emperor, R. B. Lynn, John S. Dutrow, F. Mertens, H. G. Ritter, W. Garrett, A. Stanhope, Mrs. E. Biggs, Flora Temple, Five Sisters.

NR, Wed. 5/20/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: A. Kane, 106 tons coal; Wm. J. Boothe, 113 tons; M. P. C. Morrison, 106 tons; Susquehanna, 112 tons. To Agnew's docks: E. H. Tracy, 112 tons coal. To Cumberland C. & I. Co.: Ask the Captain, 106 tons coal; Sarah Ann, 111 tons. To Borden Mining Co.: A. H. Poffenberger, 104 tons; Emma, 105 tons. To John Young: Santa Anna, 111 tons coal. To unknown: J. G. Morrison, empty barrels.

Departed – Boats Ask the Captain, Wm. McMahon, J. A. Kroon, W. T. O. B. Neal, W. H. Barger, S. M. Petrie, J.F. Sterling, D. Cromwell, Dr. P. A. Healy, J. F. McCulloh, Col. Moore, J. G. Morrison, E. D. Hartley, Therza Hall, E. Watson, Wm. Stanhope, Elmira, Charles W. Harper, Wm. Walsh and Advance.

ES, Wed. 5/20/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Wm. Walsh, coal to Midland Coal Co.; Ask the Captain, Sarah Ann, coal to Cumb. Coal and Iron Co.; A. H. Poffenberger, Emma, coal to Borden Mining Co.; Susquehanna, Wm. J. Boothe, A. Kane, C. Slack, coal to Ray's docks; Santa Anna, 111 tons coal to John Young.

Departed – W. McMahon, Ask the Captain, J. A. Kroon, W. T. O. B. Neal, W. H. Barger, S. M. Petrie, J. F. Sterling, D. Cromwell, Dr. P. A. Healey, J. F. McCulloh, Col. Moore, J. G. Morrison, E. D. Hartley, Therza Hall, E. Watson, Wm. Stanhope, Elmira, Chas. W. Harper, Wm. Walsh and Advance.

NR, Thu. 5/21/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: C. Slack, 111 tons coal; James Shaw, 115 tons; D. Stewart, 110 tons; H. Delafield, 114 tons; D. Carleton, 117 tons; Zella & Minnie, 111 tons. To Agnew's docks: Mary Mertens, 105 tons coal. To Cumberland C. & I. Co.: Morgan Miller, 115 tons coal; M. B. Branhall, 104 tons. To Borden Mining Co.: Champion, 109 tons coal. To Wm. H. Godey, J. F. Essex, limestone; W. J. Worth, wheat and limestone. To Geo. Waters: Susan Baker, wheat and flour.

Departed – Boats C. Slack, Sarah Ann, Renown, M. Miller, M. P. C. Morrison, D. Marmaduke, Susan Baker, H. F. Kindle, M. B. Branhall, John H. Shaw, A. H. Bradt, James Shaw, Helen May, E. H.

Tracy, W. J. Boothe, Susquehanna, R. M. Sprigg, D. Stewart and Mary Mertens.

Business and the markets quiet. The scarcity of wood is not now felt so much as heretofore, several large boats having arrived within the past few days; but it is still in great demand and commands a fair price.

ES, Thu. 5/21/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boats E. H. Tracy, coal to Midland Coal Co.; J. F. Essex, limestone, and W. J. Worth, wheat and limestone to W. H. Godey; Morgan Miller, M. B. Branhall, coal to Cumb. Coal and Iron Co.; Champion, coal to Borden Mining Co.; D. Stewart, H. Delafield, M. P. C. Morrison, James Shaw, Zella & Minnie, H. D. Carleton, coal to Ray's dock.

Departed – C. Slack, Sarah Ann, Renown, M. Miller, M. P. C. Morrison, D. Marmaduke, Susan Baker, H. F. Kindle, M. B. Branhall, John H. Shaw, A. H. Bradt, James Shaw, Helen May, E. H. Tracy, W. J. Boothe, Susquehanna, R. M. Sprigg, D. Stewart, Mary Mertens, A. Kane.

NR, Fri. 5/22/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: Dr. P. A. Healy, 100 tons coal; R. R. Gregory, 109 tons; A. Schell, 110 tons. To Agnew's docks: John Van Lear, 118 tons coal. To Cumberland C. & I. Co.: Right Bower, 101 tons coal. To Borden Mining Co.: P. R. Haldeman, 109 tons coal; P. E. Haldeman, 105 tons; Mary Ellen, 109 tons. To Wm. R. Snow & Co.: Flodoardo, 95 tons coal. To J. C. Hieston: Lilly Dale, hay and lumber. To unknown: Old Dominion, wood; Union, 111 tons coal; Disappointment, empty.

Departed – Boats A. Kane, Santa Anna, J. F. Essex, John Van Lear, Great Eastern, Zella & Minnie, Lilly Dale, C. F. Porter, A. H. Poffenberger, Henry Delafield, Right Bower, R. D. Johnson, Old Dominion,

Disappointment, H. D. Carleton, Emma and Floroardo.

NR, Sat. 5/23/63, p. 2. Matter in relation to the Chesapeake and Ohio canal is necessarily crowded out today.

ES, Sat. 5/23/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boats Lilly Dale hay and coal to J. C. Hieston; Great Eastern coal to John Young; Mary Mertens coal to Midland Coal Co.; John Van Lear coal to Frostburg Coal Co.; P. R. Haldeman, Mary Ellen, P. F. Haldeman, Union, 111 tons coal to Borden Mining Co.; Right Bower coal to Cumberland Coal and Iron Co.; R. R. Gregory 109 tons coal; A. Schell 110 coal to Ray's dock.

NR, Mon. 5/25/63, p. 2. **GEORGETOWN AFFAIRS** – *Departures* – G. W. Spates, Mary Willard, Edward Boyce, P. E. Haldeman, C. Ardinger, Ida Lee, H. A. Korns, James Crawford, Minnie Slack, Ben. Darby, John Humbird, E. K. Huntley, W. F. Brashears, W. E. Taylor, Ellen, A. Goodwin, Keystone and J. W. Seaman.

ES, Mon. 5/25/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Minnie Slack, A. Spates coal to Agnew's dock; Hero of America, Ida F. Reynolds coal to Borden Mining Co.; Emma Reinhart coal to C. C. & I. Co.; C. H. Clagett flour; Ed. Boyce wood; Ida Lee, C. Ardinger, J. W. Copeland, A. Goodwin, W. E. Taylor, W. R. Chaplin, W. F. Brashears, John Hill coal to Ray's dock.

Departed – G. W. Spates, Mary Willard, Ed. Boyce, P. E. Holdemen, C. Ardinger, Ida Lee, H. A. Kerns, James Crawford, Minnie Slack, Ben. Darby, John Humbird, E. K. Huntly, W. F. Brashears, W. E. Taylor, Ellen, A. Goodwin, Keystone and A. W. Seaman.

AG, Mon. 5/25/63, p. 3. The Annual General Meeting of the Stockholders of the Chesapeake and Ohio Canal Company will be held at the office of the Company on Monday, the 1st day of June next, at 12 o'clock.

NR, Tue. 5/26/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: Wm. Elden, 113 tons coal; Samuel Luman, 106 tons coal; Theo. L. Detmold, 111 tons coal; Clipper, 104 tons coal; "1776," 110 tons coal; W. Hutchins, 106 tons coal; G. W. Rohrback, 108 tons coal. To Borden Mining Co.: Robert Stewart, 104 tons coal; Alex. Shaw, 107 tons coal. Old Dominion, wood.

Departures – John James, J. W. Copeland, E. Reinhart, Old Dominion, A. Spates, Hero of America, Ida F. Reynolds, Wm. Elder, Alex. Shaw, Samuel Luman, John Hill, W. Hutchins, Rich. Borden

ES, Tue. 5/26/63, p. 2. **Affairs in Georgetown** – Arrived by canal – John James, coal to Agnew's dock; Old Dominion, wood; Alex. Shaw, 107 tons coal; Richard Borden, R. H. Alvey, G. W. Rohrback, coal to Borden Mining Co.; Ellen, coal to C. C. & I. Co.; Wm. Elder, Sam Luman, P. L. Detmold, Clipper, 1776, W. Hutchins, coal to Ray's dock; Robert Stewart, 104 tons coal.

Departed – John James, J. W. Copeland, E. Reinhart, Old Dominion, A. Spates, H. O. America, Ida F. Reynolds, Wm. Elder, Alex. Shaw, Sam Luman, John Hill, W. Hutchins, Richard Borden and C. E. Detmold.

NR, Wed. 5/27/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's docks: T. L. Detmold, 111 tons coal; Clipper, 104 tons; Gen. McClellan, 110 tons; "1776," 110 tons; W. Hutchins, 106 tons; Maggie Miller, 107 tons; J. J.

Graham, 109 tons; Amelia Snyder, 112 tons; Boyer & Watson, 110 tons. To John Young: J. Brengle, 109 tons coal; Robert Steward, 104 tons; Anna Reinhart, 110 tons. To Hieston: John Gorman, 119 tons coal. To Cumberland C. & I. Co.: C. E. Detmold, 107 tons coal; Thomas Sammon, 110 tons. To Borden Mining Co.: G. W. Rohrback, 108 tons coal; C. F. Newman, 106 tons; J. H. Baker, 108 tons; E. Stanhope, 111 tons; Unexpected, 107 tons. To John Young: A. E. Stone, 109 tons coal. To Morgan & Co.: Capt. John Short, 105 tons coal. To Frostburg Co.: M. J. Woods, 120 tons coal; A. B. Crunnell, 112 tons; John Darrah, 111 tons; Nimrod, 110 tons.

Departures – C. E. Detmold, Anna Reinhart, “1776,” B. L. Watson, R. H. Alvey, Thomas Sammon, C. F. Newman, P. L. Detmold, J. Brengle, G. W. Roebuck, W. R. Chaplin, R. Stewart, John Gorman, Maggie Miller and M. J. Woods.

ES, Wed. 5/27/63, p. 4. **Affairs in Georgetown** – Arrived by canal: - Boats Boyer & Watson and John Humbird, coal to Wm. R. Snow & Co.; J. Brengle, A. E. Stone, coal to John Young; M. J. Woods, coal to Agnew’s dock; Thos. Sammon, coal to Cumb. Coal & I. Co.; Anna Reinhart, 110 tons coal, C. F. Newman, Jas. H. Baker, E. Stanhope and Unexpected, coal to Borden Mining Co.; Maggie Miller, Jos. J. Graham, A. Snyder, Gen. McClellan, Nimrod, W. Garrett, H. B. Cromwell, coal to Ray’s dock; Capt. John Short, to Morgan & Reinhart.

Departed: - C. E. Detmold, Anna Reinhart, 1776, Boyer & Watson, R. H. Alvey, Thos. Sammon, C. F. Newman, P. L. Detmold, J. Brengle, G. W. Rohrback, W. R. Chaplin, R. Stewart, John Gorman, Maggie Miller, M. J. Woods.

NR, Thu. 5/28/63, p. 2. **GEORGETOWN AFFAIRS – Accident** – Last evening, after the hands had ceased work on the coal

wharves, and while five of six of them were passing over a platform leading to A. H. Bradt’s grocery, the platform, being very old and rotten, gave way, precipitating them down about twenty feet, into an alley between the grocery and canal. Three of them escaped unhurt; but one, by the name of Robert Platte (boss for Agnew), had some of his ribs and one arm broken. Some of the others were badly bruised about the head and shoulders. Platte was attended by Dr. Donoghue.

Chesapeake and Ohio Canal – *Arrived* – Boats to Ray’s docks: Wm. Darrow, 111 tons coal; Wm. Hext, 108 tons; Thomas Sheridan, 110 tons; G. W. Summers, 110 tons; Dr. P. A. Healy, 106 tons; J. S. Dutrow, 113 tons; Gen. Rosecrans, 110 tons; D. Cromwell, 114 tons. To Agnew’s docks: Rebecca B. Lynn, 109 tons; Liberty, 121; Col. S. Moore. To Borden Mining Co.: C. A. Fauble, 114 tons coal. To Cumberland Coal and Iron Co.: H. C. & J. D. Turner, 113 tons coal. To J. Young: Rainbow, 112 tons coal. To Darby: A. E. Darby, flour; J. F. Essex, limestone.

Departures – J. H. Baker, Wm. Darrow, H. B. Cromwell, Joseph J. Graham, Rainbow, E. Stanhope, R. B. Lynn, Nimrod, Clipper, General Geo. B. McClellan, A. E. Stone, Unexpected, William Hext, Amelia Snyder, Captain John Short, G. W. Summers, H. C. & J. D. Turner, Dr. P. A. Healy and Thomas Sheridan.

ES, Thu. 5/28/63, p. 2. **Affairs in Georgetown** – Last evening, just after the hands had ceased work on the coal wharves, and while five or six of them were passing over a platform which was very old and rotten, it gave way, precipitating them about 20 feet, into an alley between the Canal and Grocery. Most of them escaped unhurt, but Robert Platte, boss for Mr. Agnew, had three

ribs and one arm broken, and the others were considerably bruised about the face and body.

Arrived by canal: - Boats Rainbow, coal to John Young; C. E. Detmold, H. C. & J. D. Turner, coal to Cumberland Coal and Iron Co.; H. B. Cromwell, Wm. Darrow, Thomas Sheridan, G. W. Summers, John S. Dutrow, Gen. Rosecrans, D. Cromwell, P. A. Healy, S. K. Hensell, M. Banks, coal to Ray's docks; R. B. Lynn, Liberty, Col. S. Moore, coal to Agnew's dock; James F. Essex, limestone to Wm. H. Godey; Ann E. Darby, flour to B. Darby; Wm. Hext, C. A. Fauble, coal to Borden Mining Co.

Ibid, p. 5. **Arrived by Canal** – Boats Boyer & Watson and John Humline coal to Wm. R. Snow & Co.; J. Brengle, A. E. Stone coal to John Young; M. J. Woods coal to Agnew's dock; Thomas Sammon coal to Cumberland Coal & Iron Co.; Anna Reinhart 110 tons coal, C. F. Newman, James M. Baker, E. Stanhope and Unexpected coal to Borden Mining Co.; Maggie Miller, Joseph J. Grehan, A. Snyder, Gen. McClellan, Nimrod, W. Garrott, H. B. Cromwell coal to Ray's Dock; Capt. John Short to Morgan & Reinhart.

Departed: - C. E. Detmold, Anna Reinhart, 1776, Boyer & Watson, R. H. Alvey, Thomas Sammon, C. F. Newman, P. L. Detmold, J. Brengle, G. W. Rohrback, W. R. Chaplin, R. Stewart, John Gorman, Maggie Miller, M. J. Woods.

NR, Fri. 5/29/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock, with coal: S. K. Hensell, 109 tons; Martha Banks, 114 tons; W. H. Barger, 111 tons; Gem, 120 tons; Samuel Strider, 111 tons. To Borden Mining Co., with coal: S. E. Carlisle, 108 tons; John A. Reinhart, 111 tons; Five Sisters, 109 tons; W. Garrett, 112 tons; H. G. Ritter, 108 tons; A. J. Boose, 108 tons; M. J. Hull, 109 tons; Dutch Hen, 107

tons; J. F. McCulloh, 110 tons; Anna Marion, 110 tons; J. T. Chaplin, 115 tons; D. Lynn, 110 tons. To merchants: E. Boyce, wood; G. W. H. Hetzer, 117 tons coal; Oliver Boley, 105 tons coal; Independence, 111 do.; H. C. & J. D. Turner, 113 do.; M. M. Claggett, 113 do.; Stephan Castleman, 88 do.; W. J. Worth, limestone.

Departures – James T. Essex, Liberty, G. W. H. Hetzer, Oliver Boley, S. E. Carlisle, Martha Banks, Gen. Rosecrans, E. Boyce, S. K. Hensell, Col. S. Moore, C. H. Claggett, John S. Dutrow, Old Dominion, Disappointment, R. H. Castleman, Gen. Burnside, John A. Reinhart, Independence, W. H. Barger, A. J. Boose, M. M. Claggett, Samuel Strider, D. Cromwell, Five Sisters, George W. Riggs and Gem.

ES, Fri. 5/29/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Boats Independence, coal to John Young; Old Dominion, wood; Gen. Burnside, flour to Geo. Waters; S. E. Carlisle, John A. Reinhart, Five Sisters, W. Garrett, H. G. Ritter, A. J. Boose, M. J. Hull, Dutch Hen, Anna Marion, J. T. Chaplin, D. Lynn, coal to Borden Mining Co.; W. J. Worth, limestone to W. H. Godey, J. F. McCulloh, 110 tons coal; Stephen Castleman, coal to J. C. Hieston; W. H. Barger, Gem, Sam Strider, coal to Ray's docks; M. M. Claggett, coal to Cumb. C. & I. Co.

NR, Sat. 5/30/63, p. 2. **Arrivals by Canal** – Boats to Borden Mining Co., with coal: C. F. Warmekey, 115 tons; Advance, 115 tons; S. M. Petrie, 115 tons; Henry F. Kindle, 103 tons; D. Marmaduke, 106 tons. To Ray's dock, with coal: Mrs. E. Biggs, 108 tons; T. Hall, 112 tons; Charles W. Harper, 108 tons. To Agnew's docks: Missionary, 117 tons. To Cumberland C. & I. Co.: Gov. Shaw, 112 tons. To merchants: Wm. Walsh, 109 tons; E. Boyce, wood.

Departures by Canal – Mrs. L. W. Jackson, C. A. Fauble, A. E. Darby, Missionary, S. M. Petrie, Gov. Shaw, W. Garrett, Therza Hall and H. G. Ritter.

ES, Sat. 5/30/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Boats C. F. Warmekey, Advance, S. M. Petrie, H. F. Kindle, D. Marmaduke, coal to Borden Mining Co.; Missionary, coal to Agnew's dock; Wm. Walsh, coal to John Young; Ed. Boyce, wood; Geo. Shaw, coal to C. C. & I. Co.; Mrs. E. Biggs, J. Hall and C. W. Harper, coal to Ray's Docks.

NR, Mon. 6/1/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – To Ray's docks: C. Slack, 111 tons coal; Josephus, 112 tons coal; Susquehanna, 112 tons coal; Elmira, 109 tons coal; Flora Temple, 111 do.; M. P. C. Morrison, 114 do.; D. Stewart, 111 do.; Joseph Shaw, 114 do. To Borden Mining Co.: Jacob A. Kroon, 109 tons coal; R. M. Sprigg, 109 tons coal. To sundry merchants: Mrs. L. W. Jackson, 116 tons; G. W. Birdsall, 107 tons; F. Mertens, 114 tons; May Fly, 104 tons; Santa Anna, 108 tons; Emma, 111 tons; Ben Darby, flour.

Departures – C. W. Harper, Wm. Walsh, Dutch Hen, Highlander, M. J. Hull, W. J. Worth, Ben. Darby, J. F. McCulloh, A. W. Bradt, G. W. Birdsall, Geo. Lynn, Anna Marion, Fred Mertens and Josephus.

ES, Mon. 6/1/63, p. 2. **Affairs in Georgetown** – The whole number of arrivals by canal during the month of May were about 430; 358 of which were loaded with coal. The total amount of revenue received at the Georgetown office was about thirteen thousand five hundred dollars. Judging from information received relative to the tolls payable at other points, the total revenue received at all points during the month will probably amount to \$23,000.

Arrived by canal – Boats Ben Darby, flour; J. A. Kroon, R. M. Sprigg, coal to Borden Mining; G. W. Birdsall, coal to Washington Gas Co.; F. Mertens and May Fly, coal to Cumberland Coal and Iron Co.; Santa Anna, coal to John Young; Emma, coal to Frostburg Co.; James Shaw, D. Stewart, M. P. C. Morrison, Flora Temple, Elmira, Susquehanna, Josephus, C. Slack, W. G. Boothe, coal to Ray's docks.

NR, Tue. 6/2/63, p. 2. **GEORGETOWN AFFAIRS** – At the annual meeting of the stockholders of the Chesapeake and Ohio canal yesterday, in the city of Washington, the following gentlemen were appointed president and directors: Colonel Alfred Spates, of Alleghany county, President. James H. Bradley, of Washington city, D. C.; Charles Abert, Montgomery county, Md.; L. J. Brengle, Frederick county, Md.; Lewis Watson, Washington county, Md.; H. W. Dellinger, Washington county, Md.; and A. C. Greene, Alleghany county, Md., were appointed directors.

The president made his report of the condition and business of the canal for the year ending 31st May. He represents the canal to be in better condition than for many years, and is now doing a fine business.

Chesapeake and Ohio Canal – *Arrived* – Boats Old Dominion, Wood to E. H. Tracy, 109 tons coal; Renown to John Young, 112 tons; Mary Mertens, to Agnew's dock, 105 tons.

Departures – Wm. J. Boothe, J. T. Chaplin, D. Lynn, C. Slack, E. H. Tracy, Susquehanna, Old Dominion, Elmira, C. F. Warmekey, Advance, May Fly, D. Stewart, H. F. Kindle, Mary Mertens, S. Marmaduke and Flora Temple.

Ibid, p. 3. **Chesapeake and Ohio Canal** – The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held at the office of the company,

on Four-and-a-half street, near Pennsylvania avenue, last evening. The President made his report of the operations of the company for the past year, ending May 31st, showing an improved and healthy condition of the revenues as compared with the previous years. The canal is now doing a much larger business than it has for several years past.

AG, Tue. 6/2/63, p. 2. The annual meeting of the stockholders of the Chesapeake and Ohio Canal was held in Washington yesterday. The president made his report for the past year, ending May 31st, showing a much improved condition of the work. The canal is represented as being in better condition than for a number of years, and doing a large business. The present officers and directors continue for the ensuing year. The directors are A. C. Greene, Allegany county, Md.; H. W. Dellinger and Lewis Watson, Washington county; L. J. Brengle, Frederick county; Charles Albert, Montgomery county; Jos. H. Bradley, Washington city. The president of the company, Mr. Spates, is from Allegany, and besides his duties as president, acts as General Superintendent.

Ibid, p. 4. The whole number of arrivals by the Chesapeake & Ohio canal during the month of May was about four hundred and thirty, of which three hundred and fifty-eight were loaded with coal. The total amount of revenue received at the Georgetown office was about \$13,500.

NR, Wed. 6/3/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray’s docks: Clementine, 110 tons coal; Carrie Belle, 111 tons. To Cumberland C. & I. Co.: Ask the Captain, 107 tons; Josiah Witt, 114 tons. To Agnew’s docks: Kate Bruce, 114 tons. To Borden Co.: A. H. Poffenberger, 102 tons.

Departures – Ask the Captain, Boyer & Watson, Jacob A. Kroon, Clementine, James Shaw, M. P. C. Morrison, J. G. Morrison, Renown, Trader, R. M. Sprigg, P. R. Haldeman, Kate Bruce and Josiah Witt.

C&T, Thu. 6/4/63, p. 4. **COLLECTOR’S SALE** – THE undersigned Collector, will sell at a public sale to the highest bidder, for cash at 10 o’clock, a.m., on Saturday the 20th day of June, all the following property, seized and levied for corporation taxes for the years 1862 to 1863, due the corporation from Dr. R. S. McKaig, that is to say: THE CANAL BOAT, John H. Shaw. The sale will take place in front of the St. Nicholas Hotel, in the city of Cumberland.

JOHN BOWARD, Collector
 May 28, 1863.

NR, Thu. 6/4/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray’s dock, with coal, in tons: Henry Delafield, 115; Ida Marmaduke, 110; A. Kane, 107; Little Bob, 102. To Borden Mining Co.: W. T. O. B. Neal, 106 tons. To Cumberland C. & I. Co.: Morgan Miller, 115 tons. To John Young: Emperor, 116 tons.

Departures – Ida Marmaduke, H. Delafield, Ed. Boyce, A. H. Poffenberger, Monitor, W. McAtee, Santa Anna, Carrie Belle, A. Kane, Emperor, W. T. O. B. Neal and Morgan Miller.

ES, Thu. 6/4/63, p. 2. **Affairs in Georgetown** – Since my last the following boats have arrived by Canal: Boyer Watson flour to Geo. Waters; Monitor wheat to Benjamin Darby; J. G. Morrison butter and offal; Kate Bruce coal to Agnew’s dock; Ask the Captain and Josiah Witt coal to Cumberland Coal and Iron Company; A. H. Poffenberger, W. J. O. B. Neal coal to Borden Mining Company; H. Delafield, Carrie Belle, Ida Marmaduke, A. Kane coal to Ray’s dock.

NR, Fri. 6/5/63, p. 2. **GEORGETOWN AFFAIRS** – In consequence of a boat having sunk on the Chesapeake and Ohio canal, and some lock gate being out of repair, the trade has been delayed for a few days this week; but navigation is now restored through Cumberland, notwithstanding the many rumors of Confederate raiders and cutting of the canal banks, &c.

Chesapeake and Ohio Canal –

Arrived – Boats to Ray’s dock with coal: Samuel Luman, 103 tons; “1776,” 107 tons; H. A. Korn, 111 tons; Andy Goodwin, 110 tons; R. R. Gregory, 110 tons; W. Hutchins, 111 tons; Wm. Stanhope, 114 tons. To Borden Mining Co.: Alex. Shaw, 103 tons; Wm. B. Colston, 103 tons; Mary Willard, 107 tons; Vigilant, 115 tons. To Agnew’s docks: Wm. McMahan, 118 tons; A. Spates, 109 tons. To Cum. Coal & Iron Co.: Sarah Ann, 115 tons. To sundry merchants: Alex. Shaw, 106 tons; Perseverance, 113 tons; Helen May, 111 tons.

Departures – Little Bob, Samuel Luman, J. F. Essex, Alex. Shaw, “1776,” E. Watson, Wm. Stanhope, H. A. Korn, E. Billmyer, W. B. Colston, Mary Willard, Old Dominion, Andy Goodwin, Wm. McMahan, Vigilant, R. R. Gregory and Sarah Ann.

ES, Fri. 6/5/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Boats Old Dominion, wood, to Wilson; E. Watson, flour, and E. Billmyer, wheat, and Stanhope, wheat and flour, to Geo. Waters; Emperor, Perseverance, coal to John Young; Alex. Shaw, Wm. B. Colston, Vigilant, coal to Borden Mining Co.; Wm. McMahan, A. Spates, coal to Agnew’s dock; Helen May, coal to Wm. R. Snow & Co.; W. J. Worth, limestone to W. H. Godey; Sam Luman, Wm. Stanhope, 1776, H. A. Korn, Andy

Goodwin, R. R. Gregory, W. Hutchins, coal to Ray’s docks.

NR, Sat. 6/6/63, p. 2. **Chesapeake and Ohio Canal – Arrived** – Boats to Ray’s dock with coal, in tons: Zella & Minnie, 116; J. E. McIntosh, 113; Hibernian, 112; H. D. Carleton, 109; A. Schell, 112; P. L. Detmold, 107. To Agnew’s docks: Minnie Slack, 116; Three Brothers, 121; John H. Shaw, 113; Keystone, 119. To Borden Mining Co.: R. H. Alvey, 106; Ida Reynolds, 101; H. R. Furlow, 110. To sundry merchants: C. E. Detmold, 109; M. B. Branhall, 108; Champion, 104.

Departures – S. F. Trundle, M. B. Branhall, Gen. Burnside, John James, jr., Zella & Minnie, A. Stanhope, A. Spates, C. E. Detmold, W. Hutchins, Hibernian, R. W. Alvey, J. E. McIntosh, H. D. Carleton, A. Schell, Neptune, Champion, Ida Reynolds and W. J. Worth.

ES, Sat. 6/6/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Boats Gen. Burnside, flour to Geo. Waters; C. E. Detmold, coal to John Young; Minnie Slack, Three Brothers, John H. Shaw, Keystone, coal to Agnew’s Dock; Champion, coal to Washington Gas Light Co.; H. R. Furlow, Ida Reynolds, R. H. Alvey, coal to Borden Mining Co.; Zella & Minnie, J. E. McIntosh, Hibernian, H. D. Carleton, A. Schell, P. L. Detmold, Gen. McClellan, Wm. Elder, coal to Ray’s Docks.

NR, Mon. 6/8/63, p. 2. **GEORGETOWN AFFAIRS** – Since the returns from the entire line of the Chesapeake and Ohio Canal have been received, the total revenue for the month of May exceeds \$26,000, and the total revenue received since the 1st of January, to the 1st of June, exceeds that of any previous year.

Chesapeake and Ohio Canal – Arrived – Boats to Ray’s docks: Nimrod,

107 tons; Ida Lee, 115 tons; M. E. McCoy, 108 tons; Maggie Miller, 113 tons; John Hill, 112 tons; Gen. Rosecrans, 103 tons. To Agnew's docks: Mrs. Clara Bradley, 113 tons; H. Resley, 109 tons; Anna Reinhart, 107 tons; John Van Lear, 114 tons. To sundry merchants: Major Robinson, 105 tons; Great Eastern, 115 tons; John B. Hays, 107 tons; Ben Darby, flour; Col. S. Moore, 106 tons.

Departures – R. B. Lynn, Gen. McClellan, A. T. Snouffer, Helen May, Wm. Elder, Ida Lee, Ellen, E. Boyce, P. L. Detmold, Nimrod, Perseverance, Anna Reinhart, Major Robinson and Three Brothers.

NR, Tue. 6/9/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats with coal in tons – To Ray's docks: Dr. P. A. Healy, 107; Amelia Snyder, 109; Thomas Sheridan, 106; W. H. Barger, 107; W. R. Chaplin, 110; Gen. McClellan, 108; G. W. Summers, 108; John S. Dutrow, 111; D. Cromwell, 115. To Agnew's docks: S. M. Petrie, 115; Liberty, 123. To Borden Mining Co.: E. Stanhope, 111; P. E. Haldeman, 106; John A. Reinhart, 100; Five Sisters, 109; J. W. Seaman, 108; H. G. Ritter, 113. To sundry merchants: R. D. Johnson, 87; Union, 109; John Gorman, 118; A. E. Stone, 110; H. C. & J. D. Turner, 115.

Departures – John Hill, Dr. P. A. Healy, A. Snyder, Mary E. McCoy, Thomas Sheridan, Minnie Slack, P. E. Haldeman, E. Stanhope, Boyer & Watson, Maggie Miller, J. H. Shaw, Union, R. D. Johnson, John Gorman, Old Dominion, John S. Dutrow, H. Resley, Five Sisters, H. C. & J. D. Turner, Gen. Rosecrans, John A. Reinhart and Keystone.

NR, Wed. 6/10/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks, with coal: M. Banks, 112 tons; Wm. F. Brashears, 107 tons; T. Hall, 111 tons;

Wm. Darrow, 112 tons; Josephus, 114 tons; H. B. Cromwell, 115 tons; A. J. Glossbrenner, 102 tons; Charles W. Harper, 110 tons; Elmira, 111 tons. To Agnew's docks: Wm. Walsh, 110 tons; Emma, 109 tons. To Borden Mining Co.: S. E. Carlisle, 97 tons; W. Garrett, 109 tons; John H. Shaw, 111 tons; C. F. Newman, 110 tons; Anna Marion, 109 tons. To Cumberland C. & I. Co.: Fred Mertens, 108 tons; J. J. Watson, 107 tons. To sundry merchants: Clipper, 116 tons; Capt. John Short, 105 tons; Mrs. L. W. Jackson, 114 tons; J. F. McCulloh, 113 tons; Independence, 113 tons.

Departures – Ben Darby, Capt. John Short, Scow [291], M. J. Woods, W. F. Brashears, S. M. Petrie, Fred Mertens, J. W. Seaman, M. Banks, Mrs. Clara Bradley, G. W. Summers, Clipper, Great Eastern, Oliver, Boley, H. G. Ritter, W. R. Chaplin, S. E. Carlisle, Mrs. L. W. Jackson, C. F. Newman, Col. S. Moore, T. Hall, H. B. Cromwell and Edward Boyce.

ES, Wed. 6/10/63, p. 4. **Affairs in Georgetown** – I learn, since the return from the entire line of the Chesapeake and Ohio Canal have been received, that the total revenue for the month of May exceeds \$6,000, and that the revenue received from the 1st of January to the 1st of June exceeds that of any previous year.

Arrived by canal – Boats Edward Boyce, wood to E. B. Barrett; Ellen, coal to Georgetown Gas Co.; M. B. Branhall, coal to C. C. & I. Co.; A. T. Snouffer, wheat; R. B. Lynn, Mrs. Clara Bradley, H. Resley, Anna Reinhart, John Van Lear, coal to Agnew's docks; Major Robinson, coal to Borden Mining Co.; Col. S. Moore, 106 tons coal; Ben Darby, flour to Benj. Darby; J. B. Hays, Great Eastern, coal to John Young; P. A. Healy, Thomas Sheridan, Amelia Snyder, Nimrod, Ida Lee, M. E. McCoy, Maggie Miller, John Hill and Gen. Rosecrans, coal to Ray's docks.

 Georgetown, June 9th 1863

Arrived by canal – Boats P. E. Haldeman, E. Stanhope, John A. Reinhart, Five Sisters, J. W. Lamon, H. G. Ritter coal to Borden Mining Co.; Union coal to W. G. L. Co.; John Gorman coal to J. C. Hieston; A. E. Stone coal to John Young; S. M. Petrie, Liberty coal to Agnew's; W. H. Barger, G. W. Summers, Gem, T. Hall, W. R. Chaplin, M. Banks, Wm. F. Brashears, Gen. Rosecrans, John S. Dutrow, D. Cromwell coal to Ray's dock.

NR, Thu. 6/11/63, p. 2. **GEORGETOWN AFFAIRS** – A few days since, Col. Baker's detectives captured a lot of goods on the canal boat Keystone, consisting of whisky, ale, salt, potatoes, some dry goods and groceries. The captain of the boat had neglected to secure a pass for them, and consequently they were turned over to the Subsistence Department. This species of neglect is being rather too much practiced at present. The captains of boats must be more careful of the excuse of neglect to get a pass will not be sufficient for their clearance.

Chesapeake and Ohio Canal – *Arrived* – Boats to Ray's docks, with coal in tons – Gem, 116; A. H. Bradt, 110; C. Ardinger, 105; M. P. C. Morrison, 112; Susquehanna, 112; Joseph J. Greaham, 109. To Borden Min. Co. – James Crawford, 111; Wm. Hext, 107; H. F. Kindle, 107; J. A. Kroon, 109. To Cum. Coal & Iron Co. – Hopewell, 102; G. W. Birdsall, 110; Emma Reinhart, 103.

Departures – Flodoardo, Gem, J. J. Watson, W. Garrett, Wm. Walsh, John Van Lear, D. Cromwell, Wm. Darrow, J. Gunnison, J. F. McCulloh, A. J. Glossbrenner, John B. Hays, Anna Marion, Charles W. Harper, Josephus, Hopewell, A. H. Bradt and J. F. Essex.

NR, Fri. 6/12/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks with coal in tons – Juanita, 108; S. K. Hensell, 109; J. W. Copeland, 109; Wm. J. Boothe, 119; Mrs. E. Biggs, 109. To Borden Min. Co. – Advance, 110; Hero of America, 109; E. D. Hartley, 104. To Agnew's docks – E. H. Tracy, 110; Mary Mertens, 106; Missionary, 119. To sundry merchants – Lilly Dale, 45; Old Dominion, wood; S. Castleman, 78; C. F. Warmekey, 116; Ed. Boyce, wood; Gov. Shaw, 114.

Departures – James Crawford, Juniata, Susquehanna, G. W. Birdsall, Wm. Hext, E. H. Tracy, S. K. Hensell, A. E. Stone, Henry F. Kindle, Emma Reinhart, Old Dominion, Lilly Dale, Elmira, Independence, Mary Mertens, J. J. Greaham, Advance, Wm. J. Boothe, J. A. Kroon and Edward Boyce.

ES, Fri. 6/12/63, p. 2. **Affairs in Georgetown** – I learn by boatmen who passed Seneca yesterday just after the rebels had re-crossed into Virginia, that while on the towing-path they seized five of the best mules attached to the canal boat Wm. Walsh and two belonging to the boat Mrs. E. Biggs.

Arrived by Canal – Boats Lilly Dale, coal, hay, straw and lumber to J. C. Hieston; Old Dominion, wood; G. W. Rohrback, 110 tons coal; E. H. Tracy, Mary Martens, Missionary, coal to Agnew's Dock; Emma Reinhart, Hopewell, coal to C. C. & I. Co.; Jas. Crawford, Advance, Hero of America, E. K. Huntly, coal to Borden Mining Co.; Wm. J. Boothe, Mrs. E. Biggs, Little Bob, Juanita, C. Ardinger, coal to Ray's Docks.

NR, Sat. 6/13/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock with coal, in tons: James Shaw, 110; Sam Luman, 101; W. E. Taylor, 109. To Borden Min. Co.: A. J. Boose, 106. To sundry merchants: Ida, 36; Mary Frances, wheat.

Departures – J. F. Sterling, M. P. C. Morrison, J. W. Copeland, S. Castleman, G. W. Rohrback, Liberty, James Shaw, C. Ardinger, Gov. Shaw, Emma, C. F. Warnekey, Little Bob, Sam. Luman, Missionary, G. W. H. Hetzer, H. O. America, W. E. Taylor and Ambition.

ES, Sat. 6/13/63, p. 2. **Affairs in Georgetown** – Arrived by canal: - Boats Edward Boyce, wood to E. B. Barrett; J. W. Copeland, Jas. Shaw, Sam Luman, coal to Ray's docks; Gov. Shaw, coal to C. C. & I. Co.; Ida and Mary Francis, wheat; A. J. Boose, coal to Borden Mining Co.

Mon. 6/15/63, p. 2. **GEORGETOWN AFFAIRS** – In consequence of some lock-gates being out of repair on the Chesapeake and Ohio canal, the boats have been delayed a few days, but we learn from a captain who arrived this morning with a load of limestone, that the gates are repaired, and that the boats are now on their way, some of which will arrive today. The arrivals, as yet, is the boat Gen. W. J. Worth, with limestone to W. H. Godey.

Departures – A. J. Boose, Rainbow, Mrs. E. Biggs, E. K. Huntley and Ed. Boyce.

NR, Tue. 6/16/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock with coal: "1776," 109 tons; C. Slack, 110 do.; Carrie Belle, 110 do.; A. Goodwin, 109 do.; H. Delafield, 113 do.; J. B. Cazeaux, 110 do.; Ida Clifton, 109 do.; Sam Strider, 113 do.; C. F. Porter, 113 do.; W. Hutchins, 111 do.; H. A. Korns, 109 do.; P. L. Detmold, 107 do. To Agnew's docks: Alex. Shaw, 105 tons; A. Spates, 109 do. To Borden Mining Co.: R. M. Sprigg, 113 tons; C. A. Fauble, 114 do.; P. R. Haldeman, 105 do.; Dutch Hen, 109 do.; J. T. Chaplin, 116 do.; D. Lynn, 115 do.; Vigilant, 113 do. To Cumb. Coal & Iron Co.: C. E. Detmold, 108 do.; T. Sammon, 111 do. To sundry

merchants: Santa Anna, 111 do.; E. Billmyer, flour and grain; C. Ardinger, flour.

Departures – Gen. Burnside, "1776," Old Dominion, Mary Frances, C. E. Detmold, C. Slack, Gen. W. J. Worth, Alex. Shaw, R. M. Sprigg, Mary Willard, H. Delafield, A. Spates and C. A. Fauble.

ES, Tue. 6/16/63, p. 2. **Affairs in Georgetown** – There is bit little of importance transpiring in our town today. All seem absorbed in the important military movements now taking place. We have many rumors of serious damage to the Chesapeake and Ohio Canal, but as yet have received no positive information from that portion of the work crossed by the rebel army.

NR, Wed. 6/17/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's Docks, with coal in tons – D. Stewart, 108; H. D. Carleton, 113. To Agnew's Docks – R. B. Lynn, 108. To Borden Min. Co. – M. J. Hull, 106; Sallie Ardinger, 111; W. T. O. B. Neal, 101. To Cum. Coal & Iron Co. – Sarah Ann, 109; M. M. Claggett, 105.

Departures – Carrie Belle, John James, T. Sammon, A. Goodwin, Sarah Ann, Morgan Miller, J. C. Cazeaux, Ida Clifton, Dutch Hen.

ES, Wed. 6/17/63, p. 3. **Affairs in Georgetown** – Arrivals by canal: - Boats Old Dominion, Edward Boyce wood; Alex. Shaw, A. L. Spates coal to Agnew dock; C. F. Detmold, T. Sammon coal to C. C. & I. Co.; R. M. Sprigg, C. A. Fauble, P. R. Haldeman, Dutch Hen, J. T. Chaplin, D. Lynn, Diligent coal to Borden Mining Co.; E. Billmyer flour to Geo. Waters; C. Ardinger flour and offal to B. Darby; 1776, C. Slack, Carrie Belle, A. Goodwin, J. B. Coyear, Ida Clifton, Sam Strider, C. F. Porter, W. Hutchins, H. A. Korns, P. L.

Detmold, H. Delafield, Gen. McClellan, D. Stewart coal to Ray's dock.

AG, Wed. 6/17/63, p. 4. We have many rumors of damages to the Chesapeake and Ohio Canal, but as yet have received no positive information from that portion of the work crossed by the Confederates.

NR, Thu. 6/18/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – H. A. Korn, J. Motter and C. F. Porter.

NR, Sat., 6/20/3, p. 1. **The Rebels at Hancock, Md.** - A dispatch from Bedford, Pennsylvania, dated on Thursday evening, says:

Three hundred rebels came to Hancock, Maryland, and burned the canal boats. A cavalry force from the command of Colonel Gallagher drove them off. Seven hundred, by a flank movement, came to St. John's river, intending to destroy the large culvert opposite Hancock. They were driven back by Col. Gallagher, after an hour's fight. Only two of the 1st New York were slightly wounded. Gen. Kelly ordered him to proceed with infantry and cavalry to Cumberland. He went within six miles of Cumberland, when he received word from Gen. Kelly that 10,000 rebels were at Cumberland. Gen. Kelly himself went to New Creek. The 1st New York Cavalry, 12th Pennsylvania Cavalry, a portion of the 13th, 11th, 12th Virginia, and a part of the 87th Pennsylvania, are safe. I have seen Col. Gallagher commanding these regiments, which constituted a portion of Milroy's command, and which were supposed to be taken prisoners.

Ibid, p. 2. **Chesapeake and Ohio Canal** – *Departures* – W. McAtee and Mary Ellen.

NR, Tue. 6/23/63, p. 2. **The Canal** - In our last issue we stated that the breach upon the Shepherdstown level of the Chesapeake & Ohio Canal, would be sufficiently repaired to allow the passage of boats in a day or two. We regret to state, however, that the coal transportation is yet at a standstill, owing to two other breaches - both this side of the Shepherdstown break. Empty boats, on their return trips for loading, cannot therefore get up, and it is thought they will scarcely be able to come forward until the latter part of the present or the first of next week.

NR, Wed. 6/24/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – To Benj. Darby, J. G. Morrison, flour.

Departures – J. G. Morrison.

NR, Thu. 6/25/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boat A. T. Snouffer, flour to J. G. Waters.

Departed – A. T. Snouffer.

AG, Thu. 6/25/63, p. 2. **WAR NEWS** (From the Philadelphia Inquirer) Frederick, Md., June 28th, 1863. – I have just obtained some information of the movements of the Confederate forces, which shows clearly that they are now moving upon Pennsylvania in large force.

My informant states that Lee and Longstreet were both at Winchester on Friday last, with one hundred thousand men, and were moving North. This information he derived from persons who came from Winchester, and it was the common talk at Martinsburg on Sunday, that Lee's whole army was in motion towards the North, and it was reported that he intended to make an attack on Harper's Ferry, and would cross the Potomac in one or two days from Friday. Lee had not arrived at Martinsburg on Sunday last, as my informant was there all day, and saw nothing of Lee's army in the

neighborhood. Whither it had gone, or whether the movement had been postponed, or Lee had taken another route to reach the Potomac, were matters upon which my informant was not advised. As to the number of men Lee had being as high as one hundred thousand, the refuge had no knowledge, but this was the figure which obtained belief in Martinsburg.

The aqueduct on the canal at Williamsport has been blown up, the locks destroyed, and all the boats in the vicinity burned. The lock gates at Millstone Point were also torn out, and six canal boats burned. At Green Spring the embankment was broken, and the water running out of the canal into the fields. The canal is a perfect wreck from Williamsport to Cumberland, Md.

The Confederates have burned about three hundred canal boats on the Chesapeake and Ohio Canal. They paroled the boatmen and drivers not to divulge any of their movements and then released them, after taking possession of the horses employed in towing the boats.

All the bridges on the railroad between the Opequon and Cumberland have been destroyed, track torn up in many places, and water tanks burned and demolished. At the North Branch bridge, over the Potomac, they fired seventeen shots from a 12-pounder, before they could break the top chord, the bridge being an iron one, and a very fine structure. Only one span of this bridge was destroyed. The bridge over the South Branch was destroyed entirely.

The bridges over Back Creek, Sleepy Creek, Sir John's Run, and Green Spring Run were all burned, and the water tanks at Green Spring Run and Sir John's Run were both burned.

The devastation has been extensive and complete.

The Confederate pickets now extend from the South Mountain, on the east, to

Green Spring Run, near Cumberland, on the west, where Imboden, with his force, is now stationed. Imboden was driven out of Cumberland on Friday last by General Kelly and Colonel Mulligan, and forced to fall back to Green Spring Run. The Confederate pickets on the South Mountain are under command of Major Gilmore, formerly of Baltimore, who is stationed at Boonsboro, and makes almost daily incursions to Middletown, twelve miles from Frederick City.

It is rumored here, and generally believed, that the greater part of Lee's army has crossed the Potomac, and is now on the soil of Maryland. It is confidently asserted that the crossing was made at three points, Williamsport, Shepherdstown and Antietam fords, and that it has been going on since Friday or Saturday last.

On Tuesday, General Rhodes' Division of Ewell's Corps commenced its march on Chambersburg, by way of the turnpike from Hagerstown. They had ten pieces of artillery in this division, and the force consisted of cavalry, artillery and infantry. The number of this force is about ten thousand, with a long wagon train. The principal part of the force was infantry.

Gen. Johnson's division crossed at Shepherdstown on Sunday evening, and marched to Boonsboro, where it encamped on Monday evening, about three miles outside of the town, on the National road. This force was composed of one regiment or battalion of cavalry, thirteen pieces of artillery and the remainder infantry.

It probably numbered 12,000 to 15,000 men, and had a long train of wagons, many of them U. S. teams, loaded with knapsacks, camp equipment and forage.

Gen. Johnson, the commander of this division, is a Marylander. He was not in command at the time, being at Sharpsburg, but was expected to join his command soon. His division, previous to this, had been

divided, one portion going west toward Williamsport, and the other came north to Boonsboro.

The force at Boonsboro commenced its march northward yesterday morning, and was the same body met by the refugee from Winchester, at Beaver creek, before described.

NR, Fri., 6/26/63, p. 1. **Destruction on the Baltimore and Ohio Railroad.**

A gentleman who left Cumberland on Tuesday states that the rebels had concentrated a number of their marauding bands in and about Old Town and Paw-Paw tunnel, and were engaged in the pious work of tearing up the railroad down towards Martinsburg. They are burning every bridge, blowing up culverts, and systematically, rod by rod, for all that distance, tearing up and burning ties and iron. They have not thus far made their appearance above New Creek in the direction of Grafton or Buchanan. We have three or four regiments of infantry at Cumberland.

The rebels, not content with ripping up the railroad have burned all the canal boats they could take between Williamsport and Cumberland, have cut the canal in several places, and blown up or otherwise destroyed the locks. At Williamsport they destroyed a whole fleet of boats.

Ibid, p. 2. **GEORGETOWN AFFAIRS** – In consequence of the destruction of the tow-path bridge of the Chesapeake and Ohio canal, the Superintendent has been granted the privilege of erecting an inclined plane to the military bridge, which crosses the work of the aqueduct of the Alexandria canal.

NR, Mon., 6/29/63, p. 1. **Rebel Raid Near Washington.** - A detachment of rebel cavalry yesterday morning captured an

entire train on its way to Frederick. The train was composed of about 100 empty wagons, 30 or 40 partially loaded with forage, and two ambulances, in one of which were three officers who were going out to hunt up some of the men belonging to their regiments. The wagons were all six-mule teams, and were under to command of Capt. Paige. The only escort was six cavalymen.

The above capture occurred about noon. The driver of a mail wagon, who left this city about 7 o'clock yesterday morning, was a little way distant from the train, and had his attention arrested by the burning of some of the wagons. He then saw the rebel cavalry dashing across the field towards him. Luckily, he had but shortly before crossed the bridge, and dashing back over it, got across with his mail, and tearing up the bridge, secured himself from pursuit, leaving nine men behind him.

D. C. Keeler, mail agent of the Twelfth army corps, whilst he was proceeding towards Frederick, and when in the vicinity of Rockville, met a surgeon, who had just come along the canal from Great Falls, where he had been captured by the enemy. He said that they had burned six canal boats there, and did considerable damage along the line of the canal. He had been a surgeon, but had been discharged, and was at the time on his way to this city. On producing his discharge papers, he was released by General Lee, who gave him the following pass:

Pass Dr. ----- through the pickets of the army of Old Virginia, he being discharged, and glad to get away from the tyranny of the United States Government. Fitz Lee, "Brig. Gen. C. S. A."

On proceeding onwards and when near Rockville, Mr. Keeler and friends were stopped by a rebel picket. They being in citizens' dress, the picket told them he would let them pass in, but not out.

NR, Tue., 6/30/63, p. 2. **GEORGETOWN AFFAIRS - The Raiders on the Canal** - During the late raid on the Chesapeake and Ohio Canal at the several fords of the Potomac above Georgetown, the confederates destroyed eleven canal boats, some of which were loaded with valuable stores. They also removed the lock-gates from the Seneca lock; but we learn that the damages above on the line are not as serious as reported.

ES, Tue. 6/30/63, p. 2. **Affairs in Georgetown** – During the late raid on the Ches. and Ohio Canal at the several fords of the Potomac above Georgetown, the Confederates destroyed eleven canal boats, some of which were loaded with valuable stores, such as groceries, &c. They also removed the lock gates from the Seneca Lock; but I learn that the damages about Williamsport, on the line, are not as serious as reported.

AG, Wed. 7/1/63, p. 1. The canal barges, at Edward's Ferry were not carrying up to the army its supply of food, as is alleged, for thirteen days. They were bringing back a surplus of food, after having delivered a supply to the troops. Nor is it true that the cavalry carried it off. They simply filled their haversacks with crackers, and committed beef, bacon, pork, sugar, coffee, beans, molasses, barges and all to the flames.

Sun, Thu. 7/2/63, p. 4. **Affairs in Allegany County – The Railroad and Canal** – The present condition of affairs between this city and Harper's Ferry, owing to the rebel raid, renders it impossible to obtain any correct information relative to the amount of damage done to these two channels of trade. It is believed, however, that most or all of the railroad bridges, up to within four miles

of Cumberland, have been destroyed. Our latest information respecting the canal is that the injury is very slight, and could be repaired in two or three weeks if the way was open for operations.

Sun, Tue. 7/7/63, p. 1. **Affairs in Allegany County – Business** – Business of all kinds has been extremely dull since the rebel raid into our city. The destruction of the railroad and canal have thrown a large number of hands out of employment, with but little hopes for the future. The coal companies in this region have been compelled to suspend operations for want of facilities to transport their coal to market.

NR, Tue. 7/7/63, p. 2. **Chesapeake and Ohio Canal – Departures** – A. E. Darby, Geo. W. Riggs, Scow 291.

NR, Wed. 7/8/63, p. 2. **GEORGETOWN AFFAIRS** – The wharves are nearly deserted of those that come for coal. Two-thirds of them have to take stones and dirt for ballast, as the supply of coal is nearly exhausted. Agnew's and Cumberland Coal and Iron Company are entirely out. There is a small supply at Ray's dock, and the Borden Mining Company have about 600 tons; but as there is none coming in, this will soon be gone.

NR, Thu., 7/9/63, p. 1. **FROM THE ARMY OF THE POTOMAC.** Frederick, Wednesday, noon, July 8. - The position of the rebels, and their condition, has been definitely ascertained. Their infantry line is drawn across from Funkstown, Md., to Falling Waters, and behind this line they are using almost superhuman exertions to get their trains (such as they have saved), artillery and ammunition across the river. The best military authority here doubts, I might almost say is convinced, that they have no pontoon train, beyond that

destroyed at Falling Waters, and that with such canal boats as they had not previously burnt, and timber felled in the vicinity and at Martinsburg, they are endeavoring to supply the deficiencies of their engineer corps. It is known that two days ago they had troops felling timber.

They also attempted to cross some wagons on flat-boats, but the impetuous current of the [Potomac] rendered the attempt futile. They are now crossing their horses on the boats, and leaving the wagons this side, probably intending to take them to places and thus transport them on the canal boats.

I have heard the opinion expressed in a very high military quarter that the rebels will probably secure the most defensible line in front of Williamsport, entrench themselves, and endeavor to hold our army at bay whilst they secure the means of crossing.

The position of the rebels is much more desperate than I had allowed myself to think heretofore. Of course, they may get away, but it looks much less probably now than it did twenty-four hours back.

NR, Wed. 7/15/63, p. 2. **GEORGETOWN AFFAIRS** – Some boatmen who have arrived from above report that the Chesapeake and Ohio Canal has been repaired from Cumberland to Hancock by a portion of Gen. Kelly's command, and that boats are now running between those two points.

Chesapeake and Ohio Canal – *Departures* – Boats E. D. Hartley, Josephus, J. A. Reinhart, M. J. Hull, D. Lynn and J. Thomas Chaplin.

C&T, Thu. 7/16/63, p. 2. **The Canal** – Navigation of the Chesapeake and Ohio canal between this city and Hancock has been resumed.

ES, Thu. 7/16/63, p. 4. **Affairs in Georgetown** – I learn from some boatmen, who have just arrived from above, that the Chesapeake and Ohio Canal has been repaired by a portion of Gen. Kelly's command, from Cumberland to Hancock, and that boats are now running between those two points.

Arrived by canal: - Scow [291] wood.

Departed by canal: - Boats J. A. Reinhart, M. J. Hull, D. Lynn, J. Thomas Chaplin.

NR, Fri. 7/17/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – J. Thomas Chaplin, A. Spates.

AG, Fri. 7/17/63, p. 1. We learn from boatmen, who have just arrived from above, that the Chesapeake and Ohio Canal has been repaired by a portion of Gen. Kelly's command, from Cumberland to Hancock, and that boats are now running between those two points.

NR, Sat. 7/18/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – H. Delafield, J. F. Sterling.

NR, Mon. 7/20/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – Unexpected, Wm. E. Taylor, Jos. J. Greaham, C. Slack, A. Goodwin, S. K. Hensell and Ambition.

NR, Tue. 7/21/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – Ambition, Gen. Burnside, John S. Dutrow, Zella & Minnie.

ES, Tue. 7/21/63, p. 2. **Row Among the Boatmen** – Last night a fight came off among some colored boatmen, at the canal wharf, Fourteenth street. Eight were taken to the Second Ward Station, and each was fined \$1.58.

Sun, Wed. 7/22/63, p. 1. **Affairs in Allegany County** – *The Canal* – Navigation on the Chesapeake and Ohio canal between this city and Hancock has been restored.

NR, Wed. 7/22/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – D. Marmaduke and G. W. Riggs.

ES, Thu. 7/23/63, p. 2. **Affairs in Georgetown** – Departed by Canal: - Boat Geo. W. Riggs, Edward's Ferry, sutlers' goods.

AG, Fri. 7/24/63, p. 2. **REPORTS FROM GEN. LEE'S ARMY.** – {Correspondence of the Phila. Inquirer.} – Chambersburg, July 23. – The Confederates, except cavalry scouts, abandoned Hedgesville yesterday afternoon. Part of Ewell's corps with sixteen cannons, fell back thence towards Martinsburg. McClintock, a discharged soldier of the 11th Pennsylvania Cavalry, who left Hancock today at 10 o'clock, reports that the Confederates crossed a cavalry force there at that hour. Workmen on the Chesapeake and Ohio Canal say that the water will be re-admitted into a portion of the canal this week.

ES, Sat. 7/25/63, p. 3. **Affairs in Georgetown** – Departed by canal: - Scow [291] and boat Old Dominion.

NR, Tue. 7/28/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – W. McAtee, Mary Frances, Old Dominion, Minnie Slack, "1776," M. B. Branhall, Alex. Shaw, Thomas Sammon.

ES, Tue. 7/28/63, p. 2. **Affairs in Georgetown** – Departed by canal: - Boats Gen. Burnside, Benj. Darby, E. Watson, E. Billmyer, W. McAtee, Mary Frances, Old Dominion, Minnie Slack, R. B. Lynn,

"1776," M. Bramhall, Alex. Shaw and Thomas Sammon.

NR, Wed. 7/29/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – Boats Vigilant, H. B. Cromwell, Wm. Darrow, Mary Willard, S. Ardinger, J. A. Reinhart, E. K. Huntley and Charles Ardinger.

NR, Thu. 7/30/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – C. E. Detmold, R. M. Sprigg, Unexpected and C. A. Fauble.

ES, Thu. 7/30/63, p. 2. **Affairs in Georgetown** – I notice this morning the first load of coal since the rebel raid, by the Canal boat Lonaconing [No. 3], to Snow & Co. Seven more boats are reported to be on the way. The boat R. D. Johnson has also arrived. The canal is all clear to Dam No. 4.

NR, Thu. 7/30/63, p. 2. **Georgetown Affairs – Coal Arrived** – We learn this morning that the first load of coal has arrived since the rebel raid and the obstructing of the canal, by the canal boat Lonaconing [No. 3], coming to Snow & Co. R. D. Johnson also arrived to the same, and reports all clear up to Dam No. 4.

Sun, Fri. 7/31/63, p. 4. *At Georgetown* last night, the first load of coal since the canal was broken by the Confederates arrives this morning by the boat Lonaconing [No. 3]. Seven more boats are reported to be on the way. The boat R. D. Johnson has also arrived. The canal is all clear to dam No. 4.

NR, Fri. 7/31/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – Boats Peter Hein, Renown, Joseph Baker and Highlander.

AG, Fri. 7/31/63, p. 2. The first load of coal, since the Chesapeake & Ohio Canal was recently broken, arrived at Georgetown

yesterday; the Canal is all clear to Dam No. 4; seven more boats are on their way down.

ES, Sat. 8/1/63, p. 2. **Affairs in Georgetown** – The business on the Chesapeake and Ohio Canal has been almost suspended since the rebel invasion. The revenue received at the Georgetown office will not exceed two thousand dollars.

Departures by canal: - Boats G. W. Riggs, J. F. Essex, M. M. Claggett and P. R. Haldeman

NR, Mon. 8/3/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock with coal: Wm. Stanhope, 111 tons; Anna Reinhart, 108 tons.

Departures – H. D. Carleton, Samuel Strider, M. J. Hull, Gen. McClellan, W. Hutchins and J. Brengle.

NR, Wed. 8/5/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – R. H. Castleman, Wm. R. Chaplin, G. W. Spates, H. Poffenberger.

NR, Mon. 8/10/63, p. 2. **Chesapeake and Ohio Canal** – *Departures* – R. H. Alvey, John Gorman, J. A. Reinhart, Wm. Stanhope, R. H. Castleman, Wm. R. Chaplin, G. W. Spates, A. H. Poffenberger, Josiah Witt, Little Bob, Ellen, John H. Shaw, Lonaconing No. 3.

ES, Tue. 8/11/63, p. 3. **Affairs in Georgetown** – The trade on the Chesapeake and Ohio canal has not been fully resumed, and the arrivals are limited to what few boats were this side of the breaches caused by the late rebel invasion.

Arrivals by canal: - Boats R. H. Alvey, John Gorman, J. A. Reinhart, Wm. Stanhope, R. H. Castleman, Wm. R. Chaplin, G. W. Spates, A. H. Poffenberger, Josiah Witt, Little Bob, Ellen, John H. Shaw, Lonaconing No. 3.

Sun, Wed. 8/12/63, p. 4. Last night the water was drawn from the Georgetown level of the Chesapeake and Ohio canal, in order to make some necessary repairs, and take out some sand bars, preparatory to the early resumption of trade. – It is thought that boats from Cumberland will arrive about the 20th of the month.

AG, Wed. 8/12/63, p. 2. The Georgetown level of the Chesapeake and Ohio Canal has had the water drawn off in order to make some necessary repairs, and clear out some sand bars, preparatory to the opening of navigation. It is thought boats from Cumberland will arrive about the 20th.

Sun, Mon. 8/17/63, p. 1. **Affairs in Allegany County** – *Canal Trade* - The canal is in working order again, and the coming week will witness it in full, systematic operation. During the late occupation of the line by the rebels, about twenty boats were destroyed, valued at \$1,200 each.

NR, Mon. 8/17/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock, with coal: Wm. Stanhope, 111 tons; Amelia Snyder, 109 tons. To Borden Mining Co.: Helen May, 106 tons; A. Poffenberger, 101 tons; Lida, 104 tons. To Cumberland Coal and Iron Co.: Ellen, 115 tons. John H. Shaw, 114 tons to Agnew's dock.

Departures – Wm. McAtee and Wm. Elder.

NR, Tue. 8/18/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks: Ida Marmaduke, 111 tons; Col. S. Moore, 109 tons; G. P. Lloyd, 103 tons; A. Schell, 109 tons; Therza Hall, 104 tons. To Borden Mining Co.: H. G. Ritter and P. E. Haldeman, 103 tons. To Agnew's docks:

Keystone, 108 tons. To C. C. and I. Co.: H. C. & J. D. Turner, 107 tons.

Departures – Col. S. Moore, E.

Watson, Jas. F. Essex, E. Boyce, Peter Hein, Amelia Snyder, Ida Marmaduke, Elizabeth Stanhope, Keystone, G. P. Lloyd and P. E. Haldeman.

ES, Tue. 8/18/63, p. 2. **Affairs in Georgetown** – The trade on the Chesapeake and Ohio canal has a much more lively appearance. Some boats have arrived that left Cumberland about ten days ago. They report the line in a tolerable good condition, except some sand bars which have formed during the recent rains. They also report seeing about sixty rebel cavalry on the towing-path near White's Ford, who helped themselves to the best horses belonging to the boatmen and other parties in that neighborhood.

Arrivals by canal: - Boats Peter Hein, wood to E. R. Barrett; E. Watson, flour to Geo. Waters; Ed. Boyce, wood to Barrett; Ida Marmaduke, G. P. Lloyd, A. Schell, T. Hall, coal to Ray's Docks; Keystone, coal to Agnew's dock; P. E. Haldeman, H. G. Ritter, coal to Borden Mining Co.; H. C. & J. D. Turner, coal to C. C. & I. Co.

Departed by canal: - John Moore, Col. S. Moore, E. Watson, J. F. Essex, E. Boyce, Peter Hein, A. Snyder, Ida Marmaduke, E. Stanhope, Keystone, G. P. Lloyd.

Sun, Wed. 8/19/63, p. 2. A raid of Confederate cavalry was made on Saturday into Poolesville, Md., and the telegraph operator, with all his instruments, was carried off. It was thought that the force consisted of Mosby's men from Loudoun county, Va.

One day last week some Confederate cavalry crossed the Potomac at White's Ford and took a number of horses from the

boatmen on the canal and the citizens in the neighborhood.

NR, Wed. 8/19/63, p. 2. **REBEL GUERRILLAS IN MARYLAND AGAIN – They Cross the Potomac With Their Plunder.** – Yesterday, a band of rebel guerrillas forded the Potomac in the neighborhood of Monocacy Tunnel [*sic. ??*], captured nine or ten valuable mules attached to canal boats laden with coal on the Chesapeake and Ohio canal, re-crossed the river into Virginia, making off with their plunder.

Chesapeake and Ohio Canal –

Arrived – Boats Josiah Witt, 113 tons coal to Cum. Coal & Iron Co.; H. R. Furlow, to Borden Min. Co., 108 tons; Gem, 113 tons to Ray's dock; H. G. Frazier, 108 tons to Wash. Gas Co.; American Flag, 110 tons to J. C. Hieston; Mrs. Clara Bradley, 112 tons.

Departures – Boyer & Watson, Therza Hall, H. G. Ritter, A. Schell, H. R. Furlow and Gem.

NR, Thu. 8/20/63, p. 2. **Chesapeake and Ohio Canal – Arrivals** – Boats to Ray's Docks with coal: Gem, 119 tons; J. E. McIntosh, 110 tons; D. Cromwell, 110 tons. To Borden Mining Company: H. R. Furlow, 108 tons; W. B. Colston, 108 tons; Five Sisters, 110 tons; J. W. Seaman, 108 tons; Alex. Shaw, 106 tons; Great Eastern, 103 tons. To Washington Gas Company: H. G. Frazier, 108 tons. To J. C. Hieston: American Flag, 110 tons. To J. Young: Emperor, 113 tons.

Departures: - J. E. McIntosh, Abraham Lighter, Emperor, American Flag, D. Cromwell, W. B. Colston, Alex. Shaw, J. W. Seaman.

NR, Fri. 8/21/63, p. 2. **Chesapeake and Ohio Canal – Arrived** – To Ray's Docks with coal: John Hill, 114 tons.

Departures – Great Eastern, Five Sisters, Mrs. C. Bradley, H. G. Frazier, W. F. Brashears, R. B. Lynn, R. D. Johnson.

ES, Fri. 8/21/63, p. 2. **Affairs in Georgetown** – Arrived by canal – Boat John Hill coal to Ray's dock.

Departed – Boats Great Eastern, Five Sisters, M. & O. Bradley, U. G. Frazier, W. S. Brashers, R. B. Lynn, R. D. Johnson.

NR, Sat. 8/22/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – J. F. Essex, with limestone to W. H. Godey.

Departures – Ann E. Darby, John Hill, Clipper, Perseverance, Flodoardo, Union, Charles Ardinger and J. G. Morrison.

AG, Sat. 8/22/63, p. 2. The Washington Chronicle states, that in consequence of the raid of a body of Moseby's cavalry in the vicinity of Washington, the Chesapeake & Ohio Canal Company have found it necessary to stop all business, as the horses they send out are captured.

Sun, Mon. 8/24/63, p. 4. On account of the recent considerable seizures of horses which were employed in towing boats on the Chesapeake and Ohio canal, navigation was suspended a short time since by order of the president of the canal company. This has found to operate injuriously to the military service, and hence it has been determined to afford adequate protection to the canal. Appropriate orders have therefore been given to General Kelley and others on the subject. It is stated that the small parties of guerillas that have seized the property of those working the canal have also taken that of several small merchants in Montgomery county.

ES, Mon. 8/24/63, p. 3. **Affairs in Georgetown** – On Saturday evening, Col. A. Spates, President of the Chesapeake and

Ohio Canal Co., was in town, and informed the Collector that he had received a letter from the Secretary of War stating that he had placed the canal under the protection of Gens. Kelly and Heintzleman. Also, that he (Spates) had received letters from Gens. Kelly and Heintzleman informing him that they had already forwarded troops enough in their estimation to afford all needful protection. It is hoped, therefore, that those engaged in the canal trade will be able to proceed with their business without further interruption.

The laborers on the coal wharves have struck for higher wages. They were receiving \$1.50 per day, but now demand \$2. It is not thought that they will succeed however, as their pay will procure hands enough for the present supply of coal.

Arrivals by canal: - Boats W. H. Barger, 112 tons coal to Ray's Docks; Old Dominion, wood; Perseverance, coal to Borden Mining Co.

Sun, Tue. 8/25/63, p. 2. **Capture of Guerillas – Protection of the Chesapeake and Ohio Canal** – In accordance with an order from Gen Heintzleman, Col. Swain, of "Scott's 900," on Friday night sent a detachment of three cavalry companies to reconnoiter on the line of the Chesapeake and Ohio canal.

By Saturday noon they had made a circuit of forty miles and captured seventeen rebel soldiers, with their horses and equipment. Those compose the party that recently plundered the canal company of its best horses, and committed other offenses, including the burning of boats. The prisoners have been brought to Washington.

Ibid, p. 4. *At Georgetown* some few coal boats have begun to arrive by canal.

The laborers on the coal wharves have struck for higher wages. They were

receiving \$1.50 per day, but now demand \$2.

NR, Tue. 8/25/63, p. 2. **Guerrillas on Tow-Path** – The guerrillas made their appearance again last evening on the towing path of the Chesapeake and Ohio Canal, about twenty-five miles from Georgetown, but did no damage, as the boats that were hailed told them that there were other boats near loaded with troops. They were in squads of fifteen and twenty, and were secreted in the reeds, which grow to a great height along the banks of the river.

Chesapeake and Ohio Canal – *Arrived* – Boats to Ray's docks: A. Kane, 108 tons; Susquehanna, 120 tons; W. J. Boothe, 115 tons; Elmira, 113 tons. To Borden Mining Company: H. F. Kindle, 100 tons; Frances, 111 tons; D. Marmaduke, 105 tons; James Baker, 110 tons. To Agnew's docks: E. H. Tracy, 105 tons; Wm. McMahan, 115 tons; S. M. Petrie, 119 tons; Mary Mertens, 107 tons; Potomac, 118 tons. To Cumberland Coal and Iron Company: C. E. Detmold, 107 tons.

ES, Tue. 8/25/63, p. 2. **Affairs in Georgetown** – Notwithstanding that troops have recently been placed along the line of the Chesapeake and Ohio Canal to guard and secure the safe transportation of coal and other produce to market, the guerrillas appeared again last night on the towing-path about twenty-five miles from our town, but did no damage, as the boats that were hailed told them that other boats were near loaded with troops, they were in squads of fifteen or eighteen, and were secreted in the weeds, which grow to a great height near the river.

Arrival today by canal: - Boats A. Kane, Susquehanna, W. J. Boothe, Elmira, coal to Ray's Docks; H. F. Kindle, Francis, D. Marmaduke, James Baker, coal to Borden Mining Co.; E. H. Tracy, Wm. McMahan, S. M. Petrie, Mary Mertens,

Potomac, coal to Agnew's Dock; C. E. Detmold, coal to C. C. and I. Co.

AG, Tue. 8/25/63, p. 1. In accordance with an order from General Heintzleman, Col. Swain, of "Scott's 900," on Friday night, sent out a detachment of three cavalry companies to reconnoiter on the line of the Chesapeake and Ohio canal. By Saturday noon they had made a circuit of forty miles and captured seventeen Confederate soldiers, with their horses and equipments. – These compose the party that recently took *from the canal company* its best horses, burning the boats, &c. The prisoners have been brought to Washington.

NR, Wed. 8/26/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock, with coal: Josephus, 107 tons; Gen. McClellan, 103 tons; Mary Willard, 107 tons. To Borden Min. Co.: Sallie Ardinger, 107 tons; J. A. Kroon, 99 tons. To Agnew's docks: Wm. Walsh, 104 tons. To Cum. Coal & Iron Co.: G. W. H. Hetzer, 111 tons. To sundry merchants: R. H. Castleman, 111 tons coal; John Moore, corn and flour; E. Watson, flour.

Departures – H. F. Kindle, Mary Mertens, Wm. McMahan, E. H. Tracy, Frances, Josephus, D. Marmaduke, Susquehanna, Wm. J. Boothe, W. H. Barger, A. Kane, E. Watson, James Baker, Gen. McClellan, C. E. Detmold, S. M. Petrie and James Shaw.

AG, Wed. 8/26/63, p. 4. During the present season, 1,026 boats, carrying 112,081 tons of coal, have passed over the Chesapeake and Ohio Canal.

C&T, Thu. 8/27/63, p. 2. **Coal Shipments** – Since the resumption of navigation, there were 121 boats left this port carrying 13,210 tons of coal.

During the season, 1,089 boats cleared this port carrying 118,876 tons of coal.

The Union League – At a meeting of the Union League of this city, held on Monday evening last, the following officers were chosen for the ensuing three months: A. J. Boose, President; G. T. Knorr, Vice President; O. F. Mattingly, Secretary and J. Rhind, Treasurer.

The League meets every Monday evening. [Transcriber's Note: A canal boat was named after A. J. Boose.]

C&T, Thu. 8/27/63, p. 2. **Chesapeake and Ohio Canal** – The line of the Chesapeake and Ohio Canal is still infested with guerillas. A large party crossed into Maryland at White's Ford, on the 28th instant and captured a number of stocks, (canal teams).

The dispatch from the Point of Rocks, giving the above information, does not state the number of guerillas, but private reports place them at 500 strong. There are fourteen loaded boats at Point of Rocks, whose captains are afraid to proceed, as there are no boats arriving there on the way up.

The water in the Chesapeake and Ohio Canal is so low that boats are unable to run with full loads.

Ibid, p. 3. **The Chesapeake and Ohio Canal** – Since the completion of repairs and resumption of navigation on the canal, several boatmen have been plundered of their stock by predatory bands, which has very seriously interfered with the shipments of coal, by giving rise to so great a sense of insecurity among the boatmen as to induce many of them to decline loading. Happily, through the instrumentality of Col. Alfred Spates, the energetic President of the

company, who labored so indefatigably to effect a speedy repair of the injuries sustained by the work at the time of the rebel invasion, the War Department has assured the most ample protection. Generals Couch, Kelly and Morris have been directed to protect such portions of the Canal and its property as come within the limits of their respective departments, and cavalry troops have been stationed at the numerous fords along the river to prevent a recurrence of former outrages.

We have seen letters from both General Heintzelman and General Kelley, commanding respectively the divisions east and west of the Monocacy, in relation to the subject, and feel every assurance that there can now be no risk in boating on the canal.

NR, Thu. 8/27/63, p. 2. **Chesapeake and Ohio Canal** – *Arrived* – Boats to Ray's dock, with coal: H. Delafield, 110 tons; W. Hutchins, 109 tons; A. Goodwin, 110 tons. To Borden Mining Company: Advance, 112 tons; Vigilant, 102 tons; A. H. Poffenberger, 101 tons. To Agnew's docks: M. J. Woods, 123 tons; Emma, 111 tons. To J. C. Hieston: C. H. Clagett, 100 tons.

Departures – G. W. H. Hetzer, J. A. Kroon, Wm. Walsh, Sallie Ardinger, Advance, O. Boley, Elmira, H. Delafield, W. Hutchins, R. H. Castleman, Seneca, Potomac, Vigilant, C. H. Clagett and M. J. Woods.

NR, Fri. 8/28/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks with coal: Juanita, 111 tons; Little Bob, 99 tons. To Borden Mining Company: D. Lynn, 107 tons; J. T. Chaplin, 112 tons; M. Criss, 112 tons. To Cumberland Coal and Iron Company: Morgan Miller, 114 tons; G. W. Birdsall, 112 tons. To J. C. Hieston: Captain John Short, 107 tons. To W. R. Snow & Co.: Thomas Sammon, 104 tons.

Departures – Juanita, Little Bob, M. B. Branhall, A. H. Poffenberger, Mary Willard, A. Spates and Emma.

AG, Fri. 8/28/63, p. 4. By order of the War Department the whole line of the Chesapeake and Ohio Canal is now under military protection, the portion hence to Monocacy being covered by General Heintzelman's command, and from that point to Cumberland by Gen. Kelly's.

ES, Sat. 8/29/63, p. 2. **The Guerrilla Affair Up River.** – A morning contemporary has the following:

“Gobbled Up. – Two hundred and eighty-three of ‘Scott's Nine Hundred’ were captured yesterday, it is supposed, by White's rebel cavalry, near Edward's ferry. The whole number sent out was but three hundred, seventeen of whom returned. We regret this the more from the fact that this regiment, Colonel Swain, is one of the most serviceable in the army.

“{Since we obtained the above information, we have been the recipients of a multiplicity of dispatches in regard to the above paragraph, variously stating the capture at from 17 to 700. We trust, and are inclined to think, that the number is not so large as our first report makes it.}”

So far as we are able to ascertain, the facts in this case are as follows:

For some time past some of “Scott's 900” cavalry, Col. Swain, have been doing picket duty on about 40 miles of the Chesapeake and Ohio Canal, the pickets being under the command of Lieut. Col. Wilkinson. There was no appearance of the enemy along the line on Thursday, but at one o'clock yesterday morning, two pickets belonging to the force of 61 men who were stationed at Edward's Ferry, when about two miles above, were fired upon, one shot striking Alonzo Pickett, of company D, going through his jaw, inflicting a dangerous

wound. They were both captured, and after being deprived of their horses and arms, were permitted to return to camp.

On their arrival, Capt. Halleck immediately set out with 16 men to reconnoiter the canal, and proceeded about seven miles and returned without encountering any enemy until he arrived within half a mile of the Ferry, when his advance of four men were captured by a party of rebels; and on looking towards the camp he saw it in the possession of between three or four hundred of the enemy, supposed to be White's or Mosby's men.

During the absence of the reconnoitering party this camp was attacked, and one of the rebels is known to have been killed, the reserve which had been left there scattering and falling back on another encampment of the regiment under Capt. Campbell, at Muddy Branch, when the entire body, numbering eighty men, returned from the line of the canal to the hills in the rear, where they were when last heard from, drawn up in line of battle.

So far as is known, our loss is four men taken prisoners and one man (Pickett) wounded and a prisoner, and that of the rebels one man killed.

Our force at Muddy Branch yesterday captured two men, one of whom admits that he piloted Stuart into Maryland previous to the battle of Gettysburg.

Arrived by canal – Boats Juanita, Little Bob, coal to Ray's Docks; D. Lynn, J. T. Chaplin, M. Criss, coal to Borden Mining Co.; Morgan Miller, G. W. Birdsall, coal to C. C. & I. Co.; Capt. John Short, coal to W. R. Snow.

Departed by canal – Boats Juanita, Little Bob, M. B. Branhall, A. H. Poffenberger, Mary Willard, A. Spates and Emma.

Sun, Mon. 8/31/63. p. 1.

DEPREDATIONS OF THE

GUERILLAS – A letter to the *Washington Star*, dated Georgetown, D.C., August 29, says: A telegraphic dispatch received this morning by J. McH. Hollingsworth, Collector of Tolls on the Chesapeake and Ohio Canal, states that fourteen loaded boats are at the Point of Rocks, Md., whose captains are afraid to proceed, as there are no boats arriving there on their way up, and that a number of stock (canal teams) were captured yesterday by the rebels, who have crossed into Maryland at White's Ford. The dispatch does not give the number of rebels, but private reports place them at 500 strong. This should receive immediate attention from those in authority, as those engaged in the canal trade are losing largely by these small raids.

THE GUERILLAS AT EDWARD'S FERRY

For some time past some of "Scott's 900" cavalry, Col. Swain, have been doing picket duty on about forty miles of the Chesapeake and Ohio Canal, the pickets being under the command of Lieut. Col. Wilkinson. There was no appearance of the enemy along the line Thursday, but at one o'clock yesterday morning two pickets belonging to the force of sixty-one men who were stationed at Edward's Ferry, when about two miles above, were fired upon, one shot striking Alonzo Pickett, of Company D, going through his jaw, inflicting a dangerous wound. They were both captured, and after being deprived of their horses and arms, were permitted to return to camp.

On their arrival Captain Halleck immediately set out with sixteen men to reconnoiter the canal, and proceeded about seven miles, and returned without encountering any enemy until he arrived within half a mile of the Ferry, when his advance of four men were captured by a party of rebels, and on looking towards the camp he saw it in the possession of between

three and four hundred of the enemy, supposed to be White's or Mosby's men.

During the absence of the reconnoitering party this camp was attacked, and one of the rebels is known to have been killed, the reserve which had been left there scattering and falling back on another encampment of the regiment under Captain Campbell, at Muddy Branch, when the entire body, numbering about eighty men, returned from the line of the canal to the hills in the rear, where they were when last heard from, drawn up in line of battle.

So far as is known, our loss is four men taken prisoners and one man (Pickett) wounded and a prisoner, and that of the rebels one man killed.

Our force at Muddy Branch yesterday captured two men, one of whom admits that he piloted Stuart into Maryland previous to the battle of Gettysburg. – *Washington Star of Saturday*.

NR, Tue. 9/1/63, p. 2. **GEORGETOWN AFFAIRS** – Col. Alfred Spates, the President of the Chesapeake and Ohio Canal, with his usual energy and prudence, has made arrangements with the authorities for the guarding of the canal as will hereafter insure safe transportation on the line. Boatmen arriving this morning report all quiet and well guarded.

The whole number of arrivals by canal during the month of August were 135, of which 95 were loaded with coal.

The revenue received at the Georgetown office during the month was small, not exceeding \$4,000.

Chesapeake and Ohio Canal

Arrivals – At Ray's docks with coal: Pearl, 106 tons; C. W. Harper, 114 tons; C. Slack, 108 tons; R. R. Gregory, 109 tons; Therza Hall, 115 tons; W. Stanhope, 109 tons; Charlotte, 113 tons; A. H. Bradt, 112 tons; Golden Rule, 114 tons. At C. C. & I. Co.'s

docks: John James, 109 tons; Gov. Shaw, 110 tons. To Borden Mining Co.: C. F. Warmeky, 109 tons; Capt. J. Hewitt, 116 tons. To John Young: Renown, 122 tons. To Agnew's docks: Anna Rhinehart, 105 tons; Kate Bruce, 106 tons; Lida, 106 tons. To W. R. Snow: Jacob Brengle, 111 tons; Helen May, 109 tons. To W. H. Godey: W. J. Worth, limestone.

Departures since August 28 – J. F. Essex, G. W. Birdsall, Capt. John Short, C. F. Warmeky, Jacob Brengle, Thomas Sammon, David Lynn, J. T. Chaplin, John James, Pearl, Gov. Shaw, Therza Hall, Kate Bruce, Renown, C. Slack, R. R. Gregory, Charlotte, Wm. Stanhope, W. J. Worth, Captain J. Hewitt, Golden Rule, H. A. Korn and Lida.

ES, Tue. 9/1/63, p. 2. **Affairs in Georgetown** – At his request, Col. Alfred Spates, the energetic president of the Chesapeake and Ohio Canal Company, upon hearing of the interruption of canal trade by guerrillas, immediately came to Washington and made arrangements with the authorities to guard the canal and insure the safe transportation of coal, &c., to market; and boatmen who have arrived this morning report the line well guarded.

The whole number of arrivals by canal during the month of August were about 135, of which about 95 were loaded with coal.

The revenue received at the Georgetown office during the month was small, not exceeding \$4,000.

Arrived by canal: - Boats C. W. Harper, C. Slack, R. R. Gregory, Therza Hall, W. Stanhope, Charlotte, A. H. Bradt, Golden Rule, with coal to Ray's Docks; John James, Gov. Shaw, coal to C. C. & I. Co.; C. F. Warmeky, Capt. J. Hewitt, coal to Borden Mining Co.; Renown, coal to John Young; Anna Reinhart, Kate Bruce, Lida, coal to Agnew's Docks; J. Brengle, Helen

May, coal to Wm. R. Snow & Co.; W. J. Worth, limestone to W. H. Godey.

Departed by canal: - J. F. Essex, G. W. Birdsall, Capt. John Short, C. F. Warmeky, J. Brengle, Thomas Sammon, D. Lynn, J. T. Chaplin, John James, Pearl, Gov. Shaw, T. Hall, Kate Bruce, Renown, C. Slack, Charlotte, R. R. Gregory, Wm. Stanhope, W. J. Worth, Capt. J. Hewitt, Golden Rule, H. A. Kerns and Lida.

ES, Wed. 9/2/63, p. 2. **Affairs in Georgetown** – Arrived by Canal and Boats: - E. D. Hartley, wheat and flour to Hartley & Bro.; Energetic, coal to Wm. R. Snow & Co.; H. G. Frazier, coal to J. C. Hieston; C. A. Fauble, Molly Mack, Anna Marion, H. F. Kindle, coal to Borden Mining Co.; D. Stewart, W. E. Taylor, G. P. Lloyd and American Flag, coal to Ray's Docks; Mrs. C. Bradley, Liberty and Keystone, coal to Agnew's Docks; J. F. McCulloh, coal to Washington Gas Co.; also boat "1776," coal to Ray's Dock.

Departed by Canal: Boats Anna Reinhart, Molly Mack, Mrs. C. Bradley, E. D. Hartley, Energetic, C. A. Fauble, H. G. Frazier and W. E. Taylor.

AG, Wed. 9/2/63, p. 2. The president of the Chesapeake and Ohio Canal Co., upon hearing of the interruption of canal trade, immediately came to Washington and made arrangements with the authorities to guard the canal and insure the safe transportation of coal, &c., to market; and boatmen report the line well guarded. The whole number of arrivals by canal during the month of August were about 135, of which about 95 were loaded with coal. The revenues received at the Georgetown office during the month was small, not exceeding \$4,000.

Sun, Thu. 9/3/63, p. 3. The water in the Chesapeake and Ohio Canal is so low that boats are unable to run with full loads.

Ibid, p. 4. About a dozen boats full laden with coal from Cumberland arrived by canal at Georgetown yesterday. They bring about 1,300 tons.

NR, Thu. 9/3/63, p. 2. **GEORGETOWN AFFAIRS** - The rebels are still at their tricks. They make capitol horse thieves. On the 1st instant they made another descent on the Chesapeake and Ohio Canal, capturing and making off with thirteen or fourteen horses and mules. This summary way of taking in "all sail," "bringing the boats to," caused considerable excitement among the crews, and will create some disturbance in trade. The thieves number about two hundred and fifty, but these descents are made by squads, as opportunity offers. The arrangements for guarding the road appear, from the above, to be sadly out of gear. It is to be hoped they will be attended to.

Chesapeake and Ohio Canal

Arrived – Boats to John Young: Great Eastern, 107 tons; Rainbow, 110 tons. To Wood: Wm. McAtee. To Ray's docks: Wm. Darrow, 108 tons; M. E. McCoy, 111 tons; M. P. C. Morrison, 106 tons; S. K. Hensell, 109 tons. To Agnew's docks: E. Stanhope, 107 tons; John Gorman, 116 tons; Col. Moore, 108 tons. To Georgetown Gas Co.: Clipper, 109 tons. To Cum. C. & I. Co.: Fred Mertens, 107 tons; J. J. Watson, 105 tons; Sarah Ann, 110 tons. To B. F. McQuade: Old Dominion, wood; not consigned: John H. Shaw, 107 tons.

Departures – Anna Marion, P. Hein, William McAtee, D. Stewart, J. G. Morrison, A. H. Bradt, Helen May, H. F. Kindle, Great Eastern, Keystone, Wm. Darrow, Fred Mertens, Gem, Old Dominion and John H. Shaw.

ES, Thu. 9/3/63, p. 2. **Guerrilla Raid on the Chesapeake and Ohio Canal** –

Boatmen who arrived this morning, report still another raid on the Chesapeake and Ohio Canal, on the first of September, by the guerillas who have lately been so active along the banks of the Potomac. They numbered about 250, but were not all on the Maryland side; only squads of ten would come over and pay their respects to the best-looking teams, used to tow the Canal boats, which they would (immediately after capture) run across the river to those who were awaiting for the prizes on the opposite bank.

Affairs in Georgetown – Arrived by canal – Boats Great Eastern and Rainbow coal to John Young; W. McAtee wood; Wm. Darrow, M. E. McCoy, M. P. C. Morrison, S. K. Hensell coal to Ray's docks; E. Stanhope, John Gorman, Col. Moore coal to Agnew; Clipper coal to Georgetown Gas Co.; Fred Mertens, J. J. Watson, Sarah Ann coal to C. C. & I. Co.; Old Dominion wood; John H. Shaw coal to Agnew.

Departed by canal – Boats Anna Marion, P. Hines, W. McAtee, D. Stewart, J. G. Morrison, A. H. Bradt, Helen May, H. K. Kindle, Great Eastern, Keystone, Wm. Darrow, Fred Mertens, Gem, Old Dominion and John Shaw.

NR, Fri. 9/4/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks: D. Cromwell, 103 tons; Zella & Minnie, 112 tons; A. Schell, 111 tons; H. D. Carleton, 111 tons; G. McClellan, 112 tons; J. B. Cazeaux, 110 tons; James Hoy, 105 tons; Ida Lee, 107 tons. To Borden Mining Company: S. E. Carlisle, 112 tons; James H. Baker, 106 tons; Frances, 108 tons. To Agnew's docks: Alex. Shaw, 108 tons; Missionary, 119 tons; Neptune, 117 tons. To Cumberland Coal and Iron Company: C. E. Detmold, 105 tons. To Georgetown Gas Company: Union, 102 tons. To W. H. Godey: J. F. Essex, limestone. To Wm. R.

Snow: Flodoardo, 87 tons. To John Young: John B. Hays, 105 tons.

Departures – J. F. McCulloh, Liberty, American Flag, “1776,” Clipper, J. J. Watson, Sarah Ann, John B. Hays, M. P. C. Morrison, James H. Baker, Zella & Minnie and S.E. Carlisle.

AG, Fri. 9/4/63, p. 2. Boatmen who arrived yesterday, in Georgetown report still another raid on the Chesapeake and Ohio Canal, on the first of September, by the Confederates who have lately been so active along the banks of the Potomac. They numbered about 250, but were not all on the Maryland side; only squads of ten would come over and pay their respects to the best looking teams, used to tow the Canal boats, which they would (immediately after capture) run across the river to those who were waiting for the prizes on the opposite bank.

Sun, Sat. 9/5/63, p. 4. At Georgetown, eighteen more boats have arrived with coal from Cumberland, showing the trade is open along the whole line, notwithstanding the alleged guerillas. Each boat brings from 100 to 112 tons of coal.

NR, Sat. 9/5/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray’s docks: Ambition, 110 tons; Amelia Snyder, 110 tons. To C. C. and I. Co.: Emma Rhinehart, 110. To Borden Mining Company: H. R. Furlow, 103 tons. To J. C. Hieston: S. Castleman, straw and coal.

Departures – J. F. Essex, A. Snyder, Star, Charles Ardinger, Ambition, Frances, Five Sisters, Wm. Borden, H. R. Furlow, Boyer & Watson, John Gorman, R. H. Alvey and S. Castleman.

AG, Sat. 9/5/63, p. 1. It is understood that Alfred Spates, Esq., president of the Chesapeake and Ohio Canal Company, who was arrested in Baltimore, on the allegation

of having had interviews with General Lee and General Ewell, during the late campaign in Maryland, utterly denies the charge. The case is likely to be disposed of in Washington, though Mr. Spates was sent to Fort McHenry with the expectation of investigation by a military commission.

NR, Mon. 9/7/63, p. 2. **Chesapeake and Ohio Canal** – The affairs on the canal are in rather a bad state, as is also the canal itself. The water is very low – so low, in fact, that navigation is about “played out.” The mills are about stopping for want of water, and unless we are favored with rain, or have matters more thoroughly attended to, we soon shall have nothing to report of the Chesapeake and Ohio Canal. The boatmen are grumbling and the agents, though remarkable for their patience and good temper, show signs of evident annoyance. What will be done?

Arrivals today as follows: To Ray’s docks – Ida Marmaduke, 109 tons; W. Garrett, 106 tons; John Hill, 112 tons. To Borden Mining Company – H. R. Furlow, 109 tons; M. J. Gatrell, 112 tons; J. W. Seaman, 103 tons; H. G. Ritter, 106 tons. To Agnew’s docks – E. H. Tracy, 109 tons; S. M. Petrie, 113 tons; R. M. Stewart, 109 tons. To Cumberland Coal and Iron Company – Josiah, 110 tons. To B. Darby – Seneca, flour, grain, etc. To John Young – Emperor, 113 tons. To B. Darby – Pig iron.

Departures – Ida Marmaduke, S. K. Hensell, M. E. McCoy, C. E. Detmold, John Moore, G. P. Lloyd, D. Cromwell, J. A. Reinhart, H. D. Carleton, A. Schell, Josiah Witt, Emma Reinhart, Union, Rainbow, E. Stanhope, Missionary, Alex. Shaw, S. M. Petrie, Flodoardo, Neptune and R. D. Johnson.

ES, Mon. 9/7/63, p. 2. **Affairs in Georgetown** – In consequence of the low stage of water in the Potomac river, and the

bad condition of the Dams constructed to turn the water into the Chesapeake and Ohio Canal, navigation upon that work is almost suspended for the want of water. On the Georgetown level it is impossible to float loaded boats in the middle of the day, as the water is by that time drawn down by the mills twelve or eighteen inches, and on Saturday the Collector was compelled to stop the mills in order to regulate the boats in port.

NR, Tue. 9/8/1863, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Agnew’s docks: R. B. Lynn, 104 tons; Old Dominion, wood; P. Hein, wood. Ray’s docks: Wm. F. Brashears, 104 tons.

Departures – Neptune, R. D.

Johnson, Col. S. Moore, R. B. Lynn, M. J. Gatrell, J. W. Seaman, James Hoy, William F. Brashears, P. Hines, Ben Darby, Old Dominion, E. H. Tracy, Gen. McClellan.

ES, Tue. 9/8/63, p. 4. **Affairs in Georgetown** – Arrived by canal: - Boats Ida Marmaduke, W. Garrett, John Hill, coal to Ray’s dock; H. R. Furlow, M. J. Gatrell, T. Sammon, H. G. Ritter, coal to Borden Mining Co.; E. H. Tracy, S. M. Petrie, Robert Stewart, coal to Agnew’s dock; Josiah Witt, coal to Cumberland Coal and Iron Co.; B. Darby, 110 tons pig iron; Emperor, coal to J. Young.

Business has been fair during the past week, about sixty boats having arrived, notwithstanding the activity of the guerrillas, together with others freighted with flour, grain, wood, bark and pig iron.

NR, Wed. 9/9/63, p. 2. **Contraband Intercourse, &c.** – We have reliable information that affairs in the vicinity of Edwards’ and Conrad’s Ferries, along the line of the canal, are in a melancholy state. Constant intercourse is carried on between the enemy on the Virginia side and their

sympathizers on the Maryland side. Horse thieving and robbery are committed in open daylight, smuggling is carried on with a high hand, and Union families are in danger of lives and property. Such a state of affairs shows neglect and bad management somewhere. We earnestly hope that the proper authorities will look to this; if not for the loyal purpose of cutting off supplies and information from the enemy, at least for the protection and comfort of good Union families in that district.

Chesapeake and Ohio Canal – *Arrivals* – Boats to Ray’s docks: Diamond, 101 tons; Martha Banks, 104 tons. To Borden Mining Company: A J. Boose, 107 tons; Major Robinson, 102 tons. To ----: Mary Frances and E. D. Hartley, wheat.

Departures – Benj. Darby, Old Dominion, M. J. Gatrell, E. H. Tracy, Gen. McClellan, H. G. Ritter, Ida Lee, J. B. Cazeaux, Diamond, William McAtee, George W. Spates, Wm. Elder and John Hill.

NR, Thu. 9/10/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray’s docks – Wm. Elder, 110 tons; Hollingsworth, 109 tons.

Departures – A. J. Boose, Seneca, Robert Stewart, Major Robinson, Hollingsworth, Martha Banks, Emperor.

NR, Fri. 9/11/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Scow 291, stone to ___. To W. H. Godey: W. J. Worth, limestone. To Borden Mining Co.: G. W. Rohrback, 105 tons.

Departures – Scow 291, G. W. Rohrback.

NR, Sat. 9/12/63, p. 2. **GEORGETOWN AFFAIRS** – **Changes of Canal Officers** – At a meeting of the Board of Directors of the Chesapeake and Ohio Canal Company, in Washington, on Thursday, the 10th

instant, some changes were made which will no doubt be seen and felt in the new and better order of things in that department.

L. J. Brengle, Esq., of Frederick, Md., was appointed President of the Board, *pro tem.* in the absence of Col. Spates.

Horace Benton, Esq., of Montgomery county, Md., was removed from the position of Superintendent of the Georgetown division of the canal, and Mr. John Cameron, of Georgetown, appointed in his stead.

Mr. Cameron is a good Union man, and having considerable experience in the affairs of the canal, will, we doubt not, so manage affairs as to leave no further cause for the complaint and dissatisfaction which has been rife for some time past.

Chesapeake and Ohio Canal – Arrivals – To Agnew’s docks: Mary Mertens, 101 tons.

Departures – W. J. Worth, Mary Frances, E. D. Hartley, Mary Mertens.

NR, Mon. 9/14/63, p. 3. **Chesapeake and Ohio Canal – Arrivals** – Boats Old Dominion, wood; J. F. Essex, limestone; Boyer & Watson, flour; A. Lighter, wood.

Departures – J. F. Essex, S. Leiter, Boyer & Watson, E. Watson, C. H. Clagget and Old Dominion.

AG, Mon. 9/14/63, p. 4. The Board of Directors of the Chesapeake and Ohio Canal Company at a meeting at their office in Washington, the past week, appointed L. J. Brengle, of Frederick, Md., president *pro tem.* Horace Benton, of Montgomery, Md., was removed from the Superintendency of the Georgetown division of the canal, and John Cameron, of Georgetown, appointed to fill his position.

NR, Tue. 9/15/63, p. 2. **Chesapeake and Ohio Canal – Arrivals** – Boats E. Watson and Ann E. Darby, with flour.

Departures – Samuel Luman and Lonaconing [No. 3].

NR, Wed. 9/16/63, p. 2. **Chesapeake and Ohio Canal – Arrivals** – Boats Wm.

Borden, with wood; Ida F. Reynolds, 100 tons coal to Borden Mining Co.; T. Hall, 98 tons coal to Ray’s Docks; H. F. Kindle, 101 tons coal to Borden Mining Co.; Highlander, 113 tons coal to James Young.

Departures – Samuel Luman, Taming, Lonaconing No. 3. Walker, Wm. Borden, Farmer, Scow 291, John Moore.

ES, Wed. 9/16/63, p. 2. **Rebel Doings Up River.** – In addition to the canal mules and other stock captured on Friday last by the rebels, who crossed the Potomac at Seneca, we have the astounding intelligence that they were even permitted to bring over wagons and haul off a considerable quantity of coal from the canal boat Ida F. Reynolds. This boat has arrived minus her team and part of her cargo, and is much charred, having been set on fire by the Rebs during their invasion of Maryland and Pennsylvania.

Arrived by canal: - Boats Wm. Borden, wood; Ida Reynolds, coal to Borden Mining Company; T. Hall, coal to Ray’s docks; H. F. Kindle, coal to Borden Mining Company; Highlander, coal to John Young.

Departed by canal: - Boats Sam Luman, Lonaconing No. 3, Wm. Borden, Scow 291 and John James.

Sun, Thu. 9/17/63, p. 1. **DEPREDATIONS ON THE CHESAPEAKE AND OHIO CANAL** – A letter from Georgetown to the Star says: In addition to the canal mules and other stock captured on Friday last by the rebels, who crossed the Potomac at Seneca, we have the astounding intelligence that

they were even permitted to bring over wagons and haul off a considerable quantity of coal from the canal boat *Ida F. Reynolds*. This boat has arrived minus her team and part of her cargos, and it is much charred, having been set on fire by the rebels during their invasion of Maryland and Pennsylvania.

NR, Thu. 9/17/63, p. 2. **Chesapeake and Ohio Canal – Arrivals** – Coal to Ray’s docks: *Little Bob*, 99 tons; *Elmira*, 105 tons; *H. A. Korn*, 109 tons. *John James*, 102 tons coal, to *Cumberland Coal and Iron Co.* *Perseverance*, 108 tons, to *John Young*. *J. A. Kroon*, 108 tons coal, to *Borden Mining Co.*

Departures – *Gen. Burnside*, *Shipley*; *T. Hall*, *Conner*; *Ida F. Reynolds*, *Colbert*; *Ann E. Darby*, *Eichelberger*; *Little Bob*, *Hornell*; *W. A. Korn*, [*A. J.*] *Boose*; *J. A. Kroon*. *Kroon*; *J. G. Morrison*, *Night*; *Elmira*, *Bonar*.

NR, Fri. 9/18/63, p. 2. **The Wharves** – The wharves today presented quite a desolate appearance, owing to the very heavy rain which was falling all the morning, rendering it impossible for vessels to be loaded or unloaded. There were no important arrivals by river or canal today.

Sun, Sat. 9/19/63, p. 1. **White’s Rebel Cavalry in Maryland – They are Driven Across the River Without doing any Damage.** – A letter from *Darnestown, Md.*, dated Sept. 15, says that early yesterday morning from two to four hundred rebel cavalry, said to be a portion of *White’s* command, crossed the *Potomac* between *Nails Branch* and *Muddy Creek*, and started towards the cross roads, two miles from the river, where there has been a rendezvous of the “*Scott’s 900.*”

General Heintzelman, who had arrived there on a tour of inspection, pursued

them up the tow path of the *Chesapeake* and *Ohio Canal*, pressing them so hard that they were compelled to re-cross the river below *Edward’s Ferry*. It is certain that the rebels committed no depredations on the *Maryland* side, either for want of time or unless their object was only to seize a few horses which they discovered on the line of the canal. The probability is that they concentrated and started from the vicinity of *Dranesville*, before making their excursion to this side of the river.,

NR, Sat. 9/19/63, p. 2. **GEORGETOWN AFFAIRS – The Canal** – The late rain has been a godsend for the canal – filling it again – obviating great expense and giving a fresh impetus to trade. Efficient measures have also been taken for the better security of all property along the line.

ES, Sat. 9/19/63, p. 2. **Affairs in Georgetown** – The recent rain has raised the water in the *Potomac* sufficiently to afford us an ample supply for the *Chesapeake* and *Ohio Canal*, and will consequently save the *Canal Company* no inconsiderable amount for repairing the dams. As there have been troops forwarded to the protection of the boats on the canal, we may now expect a more lively trade.

Arrived by canal: - *Boats W. J. Worth*, limestone to *W. H. Godey*; *A. Goodwin*, *Golden Rule*, coal to *Ray’s dock*; *Wm. Walsh*, coal to *Agnew’s docks*; *A. Lighter*, wood.

NR, Mon. 9/21/63, p. 2. **Chesapeake and Ohio Canal – Arrived** – Boats to *Ray’s* docks: *A. Goodwin*, 107 tons; *Josephus*, 103 tons; *Golden Rule*, 110 tons; *Charles W. Harper*, 110 tons; *H. B. Cromwell*, 113 tons; *W. Hutchins*, 110 tons. To *Agnew’s* docks: *Wm. Walsh*, 108 tons. To *B. M. Co.*: *Anna Marion*, 102 tons; *D. Lynn*, 101 tons; *J. T. Chaplin* 98 tons; *D. Marmaduke*, 108 tons.

To C. C. & I. Co.: Gov. Shaw, 102 tons; G. W. H. Hetzer, 108 tons. To W. R. Snow: J. A. Reinhardt, 100 tons; Capt. John Short, 95 tons. To Hartley & Bro.: E. D. Hartley, wheat. To B. Darby: Seneca, flour and grain. To W. H. Godey: W. J. Worth, limestone. To S. D. Castleman: R. H. Castleman, 104 tons.

Departures – Highlander, Perseverance, W. McAtee, A. Goodwin, A. Lietner, R. H. Castleman, W. J. Worth, H. F. Kindle, Golden Rule, Josephus, J. A. Reinhart, E. D. Hartley, Fred Mertens, Wm. Walsh, Capt. John Short, Gov. Shaw and Anna Marion.

ES, Mon. 9/21/63, p. 2. **Affairs in Georgetown** – The Borden Mining Company are extending their wharves and making other preparations for the expected lively coal trade this fall by the Chesapeake and Ohio Canal.

Arrived by canal – Boats A. Goodwin, Golden Rule, Charles W. Harper, H. B. Cromwell, W. Hatch coal to Ray's dock; Wm. Walsh coal to Agnew's docks; Anna Marion, D. Lynn, J. J. Chaplin, D. Marmaduke coal to Borden M. Co.; Governor Shaw, S. W. H. Hetzer coal to Cumb. C. & I. Co.; J. A. Remhat, Capt. J. Short coal to Wm. R. Snow & Co.; E. D. Hartley wheat to Hartley & Bro.; Seneca grain and flour to B. Darby; W. J. Worth limestone to Wm. H. Godey; R. H. Castleman coal to Stephen D. Castleman.

Departed by canal – Boats Highlander, Perseverance, W. McAtee, Ask the Captain, A. Lighter, R. H. Castleman, W. J. Worth, H. F. Kindle, Golden Rule, Josephus, J. A. Rhinehart, E. D. Huntley, Fred Mertens, Capt. John Short, Wm. Walsh, Gov. Shaw and Anna Marion.

NR, Tue. 9/22/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks: Mrs. E. Biggs, 108 tons; Gem, 115

tons; Pearl, 98 tons; R. R. Gregory, 100 tons; Wm. Darrow, 107 tons; James Shaw, 112 tons; Sam Strider, 112 tons; Thomas Sheridan, 109 tons. To Borden Mining Co.: Anna Marion, 102 tons; M. O'Shea, 110 tons; M. Criss, 98 tons.

Departures – Mrs. E. Briggs, Gem, Pearl, M. Criss, R. R. Gregory, A. H. Bradt, R. M. Sprigg, William Borden, D. Lynn, J. T. Chaplin, Wm. Darrow.

AG, Tue. 9/22/63, p. 2. In Georgetown, the Borden Mining Company are extending their wharves and making other preparations for the expected lively coal trade this fall by the Chesapeake and Ohio Canal.

Ibid, p. 4. Mr. Alfred Spates, President of the Chesapeake and Ohio Canal, and Wm. Brown, a contractor on the same work, who were arrested some time ago and placed in Fort McHenry, on charges of disloyalty, have been released on bail, Mr. Spates in \$10,000 and Mr. Brown in \$5,000 to appear and report to Gen. Morris at the Fort whenever ordered to do so.

NR, Wed. 9/23/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray's docks: H. Delafield, 106 tons; C. Ardinger, 108 tons. To B. M. Co.: Hero of America, 106 tons; A. Lighter, wood.

Departures – D. Marmaduke, James Shaw, H. Delafield, Seneca, M. O. Shea, A. Lighter, Star and Waldo Hutchins.

C&T, Thu. 9/24/63, p. 2. Col. Alfred Spates, President of the Chesapeake and Ohio Canal Company, and Mr. Wm. Brown, have been released from Fort McHenry, after examination, on bail. The former \$10,000; the latter \$5,000.

The *little* editor of the Union, in his issue of the 12th instant, chose to make remarks with reference to the publisher of

this paper which are totally uncalled for, we think, by any act of ours. The attack was, therefore, mean, low-lived, and ungentlemanly.

As regards Col Spates, we believe that he has been true to the interests of Allegany county, and the State at large, in performing the duties of President of the Chesapeake and Ohio Canal. To our encomiums for the performance of this duty, the editor of the Union has seen proper to malign us. What we did for Col. Spates we would do for any person occupying that position, if he deserved it as well. Whether the Colonel is loyal or disloyal we know not; he has been released on bail from confinement in Fort McHenry, and is now summoning witnesses for a final hearing.

NR, Thu. 9/24/63, p. 2. **Chesapeake and Ohio Canal** – There were no arrivals this morning, which evidences no falling off of trade, however, as we are informed by a telegram received here that quite a number had left Harper’s Ferry this morning. It is reported that a cargo of salt was “gobbled up” by the rebs the other day, together with the horses belonging to the boat. It must have been a godsend to them. They have been so long without this great preservative; it is no wonder they are beginning to “spoil.” This is the first case of the kind we have had to report since the change of managers. We are glad to see that they are becoming less frequent.

The following boats departed: C. Ardinger, H. O. America, Sam Strider, Wm. Stanhope, Thomas Sheridan.

NR, Fri. 9/25/63, p. 2. **GEORGETOWN AFFAIRS** – The wharf, or rather the coal track and rigging for conveying coal from the canal to the vessels in the Potomac, occupied by Mr. Agnew, and which suffered severely by the late fire, has been repaired and considerably improved, and we presume

it will be ready to promptly discharge his share of boats *enroute* with the coming fleet.

The fleet above referred to was expected today, but it has been impeded by some bars created by the late rain. It will be along tomorrow.

The salt reported captured, yesterday, by the rebs, was aboard the canal boat H. F. Kindle, and amounted to twenty-five sacks.

Sun, Sat. 9/26/63, p. 2. Guerilla Depredations – Recently a body of White’s guerillas crossed the Potomac at the eight-mile level into Montgomery county, Maryland, and intercepted a canal boat going to Harper’s Ferry, taking therefrom fifty bags salt and other merchandise amounting in value to about one thousand dollars. – These they carried over the Potomac in a scow.

NR, Sat. 9/26/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats to Ray’s docks: J. M. Hollingsworth, 104 tons; Susquehanna, 108 tons. To Agnew’s docks: S.M. Petrie, 111 tons; Mrs. Clara Bradley, 102 tons; C. E. Detmold, 104 tons; Keystone, 113 tons. To J. C. Hieston: American Flag, 110 tons. To ----: Wm. McAtee, wood; Wm. Borden, wood.

Departures – Charles W. Harper, H. B. Cromwell, Wm. Borden, W. McAtee and J. M. Hollingsworth.

NR, Mon. 9/28/63, p. 2. **Chesapeake and Ohio Canal** – The fleet of boats which we have spoken of before, made their appearance last night and this morning. They number about fifty, all with coal to the following parties: American Coal Co., Borden Mining Co., Georgetown Gas Co. and several private individuals.

Departures – The following boats left this morning: S. M. Petrie, Sallie Ardinger, Annie Reinhart, A. Lighter,

Susquehanna, W. S. Brooks, Gen. McClellan, G. P. Lloyd, Flodoardo, Ben. Darby, Col. S. Moore, H. G. Ritter, Mary Mertens, A. Schell, W. E. Taylor, Frances, G. W. Birdsall, M. & C. Brady.

NR, Tue. 9/29/63, p. 2. **Chesapeake and Ohio Canal** – *Arrivals* – Boats Lida to Borden mining Co., 106 tons coal; W. R. Chaplin, to American Coal Co., 105 do.; E. D. Hartley, to Hartley, wheat; Juniata, Wm. Elder and Dramona, to Ray's docks, each 100 tons coal; Kate Bruce, to Suckett, 109 do.; J. J. Watson, to Cum. Coal & Iron Co., 100 do.; Sarah Ann, do., 104 do.; James Hoy, American Coal Co., 101 do.

Departures – Boats Charlotte, W. G. Frazier, J. A. Kroon, R. D. Johnson, S. K. Hensell, Keystone, Boyer & Watson, Potomac, W. J. Worth, James Baker, C. E. Detmold, American Flag, Geo. L. Jacques, Josiah Witt, Mary Willard, Union and Wm. Elder.

Sun, Wed. 9/30/63, p. 1. **Affairs in Montgomery County** – *Mill Burned* – The merchant mill of Mr. Benjamin Darby, at the mouth of Seneca, was entirely consumed by fire on the 24th, supposed to have been caused by the friction of machinery. In the mill were 4,000 bushels of wheat, a quantity of flour and a considerable lot of guano, which all perished in the flames. There was in insurance on the building, we understand.

NR, Wed. 9/30/63, p. 3. **GEORGETOWN AFFAIRS – The Canal** – Owing to the number of boats which have arrived in the past two days, business around the canal has taken a sudden jump. Innumerable contrabands are at work in loading the coal at the various consignees' wharves.

NR, Thu. 10/1/63, p. 2. **The Wharves** – There have been no arrivals of consequence since our last list, as yesterday a few boats

with produce is about all. The wharves this morning present quite a deserted appearance, and Water street is more quiet than we have seen it for some time.

The Canal – Several boats have got through unloading, and cleared, yet a large number are still lying waiting their chance to come into dock.

NR, Fri. 10/2/63, p. 2. **The Wharves** – The wharves, both on the river and canal, were deserted today, owing to the wet weather, rendering it impossible for the workmen to unload. There have been no arrivals of note.

AG, Sat. 10/3/63, p. 2. The total amount of coal transported over the Chesapeake and Ohio Canal for the month of September, was 20,034 tons 15 cwt. in 189 boats. We learn that the canal was suffering for the want of water, which interferes with the transportation of coal. - *Cumberland Tel.*

NR, Mon. 10/5/63, p. 2. **The Wharves** – There have been no arrivals of note today, by either river or canal.

NR, Tue. 10/6/63, p. 2. **The Wharves** – On the canal a few boats have arrived and several departed. The hands are still kept pretty busy unloading coal from some of those boats which arrived several days since.

C&T, Thu. 10/15/63, p. 2. **Sale of the George's Creek Railroad** – We learn that the Cumberland and Pennsylvania Railroad Company have purchased the George's Creek Company's Railroad and rolling stock, thus giving the former company the entire control of the road from this city to Piedmont, Va. This will cut off the transportation of coal from the George's Creek valley via Baltimore and Ohio railroad, and it will be shipped over the Cumberland and Pennsylvania railroad.

This, we are informed, will be of great advantage to the Chesapeake and Ohio Canal.

Coal Shipments – From the 1st to the 14th instant, inclusive, 131 boats have left this port, carrying 14,140 tons of coal.

Sun, Tue. 10/27/63, p. 4. **Maryland Coal Trade** – During the week ending the 13th instant there were shipped from Cumberland, via the Chesapeake and Ohio Canal, 8,940 tons of coal, making for the season 170,083 tons. For the week ending the 17th, the shipments from Cumberland over the Baltimore and Ohio railroad reached 3,990 tons.

NR, Tue. 10/31/63, p. 3. **GEORGETOWN AFFAIRS – The Canal** – There have been about fifty boats arrived here and departed this week. They were loaded principally with coal to Ray's docks, Borden Mining Co., Cumberland Coal and Iron Co., and other parties. Several vessels have departed from the above named firms, consigned to parties in New York.

C&T, Thu, 11/12/63, p. 2. **DIED** – At Orleans, on the 4th day of November, 1868, Francis McAniny, aged 79 years. A faithful man as lock tender to Chesapeake and Ohio Canal.

Coal Trade – The amount of coal transported over the Chesapeake and Ohio Canal in the month of October was 37,887 tons 11 cwt. in 343 boats; and since the 1st day of January last 191,732 tons 5 cwt. in 1,758 boats.

Sun, Mon. 11/23/63, p. 1. **Affairs in Montgomery County** – *Uninvited Visitors* – A party of ten or twelve Confederates crossed the Potomac in a flat-boat, a short distance below Edward's Ferry, and

captured two of the Federal pickets stationed on this side, together with a canal boat laden with public and private stores to the amount of some three thousand dollars; after transferring which to their own craft, they returned to the opposite shore. Among the articles taken from the boat was a wedding suit and a variety of knick-knacks, such as wines and brandies, cakes and candies, intended for a citizen of this county, who was to have been married a few evenings thereafter. Upon regaining the other shore, they extemporized for the occasion, as we are further informed, a scene of hilarity, or more property speaking, a general frolic, accompanied with music, dancing, &c., one of the party sporting, in most mischievous merriment, the nuptial apparel of the intended groom, who, at his quiet home, was thus compelled to readjust, in the very worst of humors, his less elegant homespun, until his misfortune could be repaired.

C&T, Thu. 11/26/63, p. 2. **Chesapeake and Ohio Canal** – We were pleased to meet in this city the other day, our worthy friend, Col. Alfred Spates, President of this work. He is here and is putting forth his usual energies in aid of the Chesapeake and Ohio Canal to profit the interests of Allegany County. We have been informed that it is his intention to keep the Canal open as long as possible during the winter. He has contracted with our boat-builders for additional boats to be used as ice-breakers in order to accomplish this important task. Should he be so fortunate as to keep the canal open so as to extend the season of navigation there will be a very large coal business done.

The people of the county, and especially the boatmen, wish him success.

We hope *nobody* will consider this “a fulsome adulation” dictated by “official patronage.”

*Sun, Mon. 12/28/63, p. 2. **Affairs in Allegany County** – *The Coal Trade* –*
During the week ending the 19th instant,
3,384 tons of coal were shipped from the
mines.