

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
a Cumberland, Md. newspaper,
THE BALTIMORE SUN
a Baltimore, Md. newspaper,
THE EVENING STAR
a Washington, D. C., newspaper
and
ALEXANDRIA GAZETTE
an Alexandria, Va. newspaper
1864

Compiled by
William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

Revised JANUARY 2017

Canal Trade - 1864

Frontispieces



The above photograph, from the National Park Service, shows the Georgetown waterfront some time in 1864. The sailing vessels are awaiting a cargo of coal. Note the trestle works to the right in the photograph.



The above photograph, also from the National Park Service, shows one of the trestle works which were used to transfer coal by hand car from the canal, to the left, to the coal yard or sailing vessel at a wharf, on the right.

A. PREFACE

Since the initial compilation of newspaper stories from *The Alleganian* for 1877 and 1878, it has become apparent that for the public's general understanding of canalers life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in these newspapers of 1864.

The Alleganian newspaper was a weekly. Not all editions were found on the microfilm at Frostburg State University, Frostburg, Md. and all those found did not contain articles about the canal. We compiled what was given. We did find *The Baltimore Sun* a Baltimore, Md. newspaper, *The Evening Star*, a Washington D. C. newspaper and *Alexandria Gazette*, an Alexandria, Va. newspaper on-line and have added those articles in this revision. Articles from *The Baltimore Sun* are preceded by *Sun*, those from *The Evening Star* are preceded by ES and those from the *Alexandria Gazette* are preceded by AG.

Readers interested in the Canal during the Civil War should read “**Trembling in the Balance** *The Chesapeake and Ohio Canal During the Civil War,*” by Timothy R. Snyder. Some newspaper articles do appear in both reports. In the present report, articles about fighting at Oldtown, Williamsport, White’s Ferry, etc., are included, without necessarily mentioning the Canal, so that the reader gains insight in how distracting it must have been to operate a canal boat while cavalry or infantry were crossing the canal, possibly in front of or behind your boat. Over 35 canal boats were burned in 1864, yet the canal boat captains persisted.

We hope it is interesting reading.

William Bauman
C & O Canal Association Volunteer
wdbauman@visuallink.com

[This page intentionally left blank.]

Canal Trade 1864

Sun, Sat. 1/16/64, p. 4. Affairs in Montgomery County – Our county is just now experiencing a period of comparative quiet, no considerable body of soldiers having been encamped anywhere amongst us since last spring.

Our people have very generally availed themselves of the late good freeze to store away a goodly allowance of ice. At the Great Falls, on the Potomac, large quantities of this universally valued commodity have been secured from the canal.

At Edward's Ferry, trade has been opened with the people of Loudoun county, Virginia, and with the permission of the government, which imposes a tax of five percent, on all goods crossing the ferry, extensive exchanges are made of the necessaries of life for tobacco, which the Virginia people have raised. Provisions are undoubtedly scarce there, but under the operation of the regulation now allowed by the government, activity and comfort are reviving. I have heard accounts of a religious festival given in Leesburg at Christmas, the good things for which were brought in plenty from Point of Rocks.

Yours, &c. W.

AG, Mon. 1/25/64, p. 2. Colonel Alfred Spates, President of the Chesapeake and Ohio Canal, who was sent to Fort Lafayette by Gen. Schenck, has been discharged by the Secretary of War.

Sun, Thu. 2/4/64, p. 2. The War News – We have had some exciting news from the border since the last twenty-four hours passed away. Through an official source, we have the intelligence of quite active operations. On Tuesday morning, the Confederates, five hundred strong, captured a wagon train near Burlington, with its escort of sixty or seventy

men. Patterson Creek and North Branch bridges were both fired by the Confederates, but were extinguished by the citizens and soldiers, and found not to be damaged seriously. Later advices report the Confederates retreating towards the Valley of Virginia. In some engagements, south of Cumberland, it is said that the Confederates lost considerably in killed and wounded, and all their prisoners captured at Patterson's Creek.

Sun, Sat. 2/6/64, p. 1. Cumberland, Md. - On Tuesday last, about one o'clock, it was discovered that the telegraph wires east of us on the Baltimore and Ohio railroad were out of working order, and soon thereafter persons living in the neighborhood of North Branch and Patterson's Creek bridges, came into town, bringing intelligence of the fact that from 300 to 500 rebels were in the act of burning and otherwise destroying these structures, within about six or eight miles of our city. Here then commenced another scene of excitement. Brig. Gen. Kelly and his staff busied themselves in preparing for the tug of war. The troops stationed here, with a battery, received marching orders, and in a space of a few minutes all were in motion. A halt was called about one mile east of and on the hills that overlook the town of Cumberland. Here a line of battle was formed and a skirmishing party sent out. It was soon ascertained, however, that the rebels had done their work in a hurry and retreated back into Virginia.

At Patterson's Creek bridge was stationed a company of the 54th Pennsylvania volunteers, which was gobbled up by the rebels in a short time. It is stated that after surrendering, five of the privates were shot, one of whom died immediately, another is dangerously and the rest slightly wounded. About a dozen made their escape and arrived at Cumberland late that evening.

Sun, Wed. 2/10/64, p. 1. Cumberland, Md.

“On the 2nd instant, General Rosser destroyed the bridges over Patterson’s Creek and North Branch of the Potomac and canal, and captured forty prisoners. Two hundred and seventy prisoners, fifty wagons and teams, twelve hundred cattle and five hundred sheep have been brought off. Gen Rosser has shown great energy and skill, and his command deserves great credit. R.E. Lee”

Sun, Mon. 3/14/64, p. 4. *Report of the Commissioners of Public Works* – In relation to the Chesapeake and Ohio Canal, the report states that the civil war for the past three years has borne heavily upon the business of this work. In 1861, in consequence of the spring freshets and circumstances growing out of the war, the transportation of coal was reduced to 105,000 tons. In 1862, it did not exceed 98,000 tons – a smaller amount than had been reached since 1852. In 1863, the coal tonnage amounted to nearly 217,000 tons, notwithstanding the trade was closed for two months in the height of the season by Lee’s invasion.

The condition of the canal at this time is better than for several years, if not since its completion, the dams on the upper Potomac are now considered safe from all ordinary dangers and it is in contemplation by the company to finish during the ensuing summer, if possible, the stone work at dam No. 5, which will remove the last cause of uneasiness.

Georgetown – The Chesapeake and Ohio Canal repairs having been completed, and the water again admitted, there is an active trade at present. Over forty boats have arrived since the first of the month, most of them, however, being those which have been for some time delayed at different points. Of flour, 71,000 barrels have been received in three or four days; besides wheat, corn and

other produce, coal, &c. The cargoes of coal do not at present include any of the spring loading at Cumberland. The coal companies anticipate a larger trade from this season than ever before, and their wharves and transshipment appliances along the canal banks in Georgetown are extended and improved accordingly. Potomac.

Sun, Wed. 3/23/64, p. 1. *Heavy Robbery of Money* – One of the boldest robberies perpetrated in this city for a long time took place yesterday afternoon at the banking-house of Johnston Brothers & Co., 108 West Baltimore street, near St. Paul. It appears that Mr. Alfred Spates, president of the Chesapeake and Ohio Canal Company, had a package of money containing about six thousand, seven hundred and fifty dollars, with which he entered the banking-house in question and placed it on the counter. A gold coin was produced by one of the gentlemen present which had a small hole through it, and a discussion arose as to its value, as coins mutilated in that way are not taken in banks from the fact that they are not full weight. Mr. Spates for a moment turned his face towards those who were talking, not suspecting that his package was unsafe, but in a very short time turned again to take it up and it had disappeared. By whose hand it had disappeared it was impossible to tell, as persons are constantly passing in to the bank merely to inquire the price of gold, and gaining the desired information, go out. The fact of the robbery was immediately communicated to the police, but up to a late hour last night no trace of the lost money nor of the thief had been discovered. The money consisted of treasury and bank notes, and there is very little doubt but Mr. Spates was followed by the thief who succeeded in getting it.

ES, Fri. 4/1/64, p. 2. LOCAL NEWS – *Chesapeake and Ohio Canal* – Arrived –

Helen May, coal to Cumberland C. & I. Co.; Boyer & Watson, coal to Hieston & Co.; S. M. Petrie, coal to Frostburg & Co.; M. J. Gatrell and Unexpected, coal to Borden Co.; C. Slack, coal to American Co.

The departures since noon yesterday were thirty-one, all light except the Ann E. Darby, which carried a small cargo of groceries, &c.

ES, Fri. 4/8/64, p. 2. LOCAL NEWS – *Chesapeake and Ohio Canal* – Some few boats begin to arrive at Georgetown from the upper canal. The arrivals since our last report area: The Susquehanna and W. O'Brien, with coal to the American Coal Co.; Loretta, coal to the Borden Co.; Allen Campbell and Elmira, coal to Cumberland C. & I. Co.; Cornelia Alvina, coal to Central M. & M. Co.

The departures were eight, all light.

AG, Fri. 4/8/64, p. 2. Yesterday, in the Equity Court in Washington, Herr and Welch, who are millers, obtained an injunction restraining Thomas J. Mehaffey from using that portion of Fayette street, Georgetown, between the Chesapeake and Ohio Canal and the Potomac, as a coal depot.

The corporation of Georgetown sometime since leased Fayette street to Mr. Mehaffey, who is the agent of a coal company, and he recently has commenced to erect a trestle work on which to run small cars, which will take the coal from the canal, and being run down, discharge it on the wharf, or on vessels at the wharf.

Sun, Tue. 4/12/64, p. 4. There is quite a freshet in the Potomac, and the canal above Georgetown has been threatened with damage, the water being at the eight mile level over the banks. There is no break known of as yet, however, unless it be above Edward's Ferry. Large amounts of drift wood are coming down.

Tue. 4/12/64, p. 2. **Georgetown News** – *Boatmen Drowned* – News reached the Georgetown custom-house today that two Chesapeake and Ohio Canal boatmen were drowned yesterday near the seven locks.¹

ES, Sat. 4/16/64, p. 2. **Matters in Georgetown** – The damage to the upper divisions of the Chesapeake and Ohio Canal by the last freshet is now being ascertained.

The Williamsport division about a hundred miles up the line was blocked up by the accumulation of sand bars which have since been removed, and the water let in.

On the Shepherdstown division about 30 miles below Williamsport some damage was done by the washing away of a portion of the towpath. The whole damage will be repaired within a week and navigation reopened through to the western terminus of the Canal. The injuries though sufficient to suspend the navigation above those divisions, are not regarded as serious.

The arrivals since the 12th inst., were the J. G. Morrison, assorted cargo to market; S. Castleman, limestone to W. H. Godey.

ES, Tue. 4/19/64, p. 2. **Visit of the Board of Public Works** – This morning, the Board of Public Works of the State of Maryland, accompanied by A. Spates, Esq., President, and W. S. Ringgold, Esq., Chief Clerk of the Chesapeake and Ohio Canal Company, paid a visit to the Georgetown division of the Canal, having just returned from a tour of Canal inspection at the North. After thoroughly investigating the condition of the Canal at Georgetown, the Commissioners expressed themselves highly gratified by the busy appearance of matters connected with it. Their visit was purely for official investigation.

¹ *National Republican*, Washington, D. C.

The Strike at the Docks – The strike of laborers at the Georgetown docks, which was noticed in the *Star* of yesterday, has been temporarily suspended. The strike appeared among the Borden Company, but soon extended to all the docks. The agents succeeded in persuading them to resume their labors, by promising that they shall be satisfied next Saturday night. The Chesapeake and Ohio Canal Company have advanced the wages of their employees along the entire line of the canal.

ES, Fri. 4/22/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Arrivals by the Canal* – Boats A. H. Poffenberger, Five Sisters, Francis, James Baker, Diligent and Hamburg, coal to Borden Co.; 1776 and J. Phillip Roman, coal to Baltimore & Hampshire Co.; Zella & Minna, J. M. H. Hollingsworth, Amelia Snyder, Elmira, coal to Central M. & M. Co.; Gen. W. J. Worth and P. R. Halderman, limestone to W. H. Godey, Peter Heine, wood and rails to E. B. Barrett, D. Stewart, Gen. McClellan, C. Clifton, J. H. Platt and C. Slack, coal to American Co.

Departed – J. G. Morrison, groceries and lumber for Conrad’s Ferry; Gen. W. J. Worth, coal for Brian’s Basin; Ceres, salt for Cumberland. Thirty other boats departed light.

AG, Fri. 4/22/64, p. 2. **APPOINTED**
President Lincoln has appointed F. D. Herbert, of Hagerstown, Md., (formerly one of the directors of the Chesapeake and Ohio Canal, and more recently a representative in the State Legislature from Washington county), an Additional Paymaster in the U. S. Army, with the rank of major.

ES, Wed. 4/27/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Arrivals by the Canal* – Boats Morgan Miller, coal to Cumberland C. & I. Co.; Mary Willard and Cornelia Alvina, coal to Central M. & M. Co.; J. E. McIntosh,

O’Brien, John Hill, coal to American Co.; Wm. McMahon and M. & C. Bradley, coal to Frostburg Co.; coal to Snow & Co.

Departed – Seneca, assorted freight to Seneca. J. T. Chaplin, plaster to Cumberland, and fourteen other boats, all light.

Riotous Boatmen on the Canal – On the 13th instant, as the canal boat Waldo Hutchins was passing the guard lock No. 4, on the Chesapeake and Ohio canal in Washington county, Maryland, 85 miles from Georgetown, she was attacked by a number of rioters armed with guns and clubs, and the colored crew driven off and a woman, wife of the master, was beaten severely. The assailants were not satisfied with driving off the crew, but went to work and tore the boat to pieces. The boat was freighted with coal for the American Co.’s depot at Georgetown, and the company offered a reward of fifty dollars for evidence that will lead to the conviction of all or any of the rioters. Two other boats were following the Hutchins, the crews of which were colored. The crews getting the information of the riot, deserted their boats and fled. There is a disposition to drive the colored crews from the canal above and though no actual violence has been attempted, a like disposition is manifested by some of the white boatmen at Georgetown.

Ibid, p. 3. **AFFAIRS IN GEORGETOWN** – *Arrivals by the Canal* – Boats H. F. Kindle and Lidie, coal to Borden Co.; G. W. Hetzer, David Palmer and Morgan Miller, coal to Cumberland C. and I. Co.; Wave and Alexander Walsh, coal to American Co.; Clearspring and W. P. C. Morrison, coal to Central M. & M. Co.

Departed – R. Cropley, plaster to Shepherdstown; W. P. C. Morrison, plaster to Cumberland; and fourteen other boats, light.

Sun, Thu. 4/28/64, p. 4. There is a difficulty on the Chesapeake and Ohio Canal in regard to colored boatmen, the white boatmen attacking and driving them off. The boat Waldo Hutchins, after the crew had been driven off at Guard Lock No. 4, in Washington county, Md., was torn to pieces by the rioters, who were armed with guns and clubs. The colored crews of two other boats fled on learning the facts. No actual violence of this sort has been committed at Georgetown, though the white boatmen are dissatisfied.

ES, Sat. 4/30/64, p. 3. **MATTERS IN GEORGETOWN** – *Chesapeake and Ohio Canal* – Arrivals – Gipsey Queen, with coal to Central M. & M. Co.; Potomac, coal to Frostburg Co.; Gen. Burnside, coal to American Co.

Departed – Gen. W. J. North, with groceries and salt to Antietam; and nine boats, light.

AG, Fri. 5/6/64, p. 4. The revenue of the Chesapeake and Ohio Canal, for the month of April, exceeded \$22,000. There were 310 arrivals. The first four days in May brings seventy-one cargoes of coal from Cumberland, and one of flour and wheat, which may be set down at \$4,500 for tolls. If navigation holds good, this will, by far, be the greatest month for trade ever witnessed on this great stream.

Tue. 5/17/64, p. 3. **Coal Trade by Canal.** – During the week ending Saturday 14th inst., there was shipped over the Chesapeake and Ohio Canal 12,849.18 tons of coal requiring 114 boats, carrying an average of something over 112 tons, which cleared port for the following companies:

<i>Name of Company</i>	<i>No. Boats</i>
Cumberland Coal & Iron Co.	25
American Coal Co.	25
Borden Mining Co.	19
Central Mining & Manufacturing Co.	19

Hampshire & Baltimore Coal Co.	11
Frostburg Coal Co.	8
New Hope Coal Co.	7
Total for week	114

The Heavy Rains of the last few days have swollen the water courses in this section of country considerably. The Potomac was unusually high, and caused considerable detention to the trains on the B. & O. Railroad. Two spans of the bridge at Harper's Ferry have been swept away and we have in consequence had no mails from the East since Sunday morning. We have heard of no special damage resulting from the high waters in this immediate neighborhood.

Scarcity of Transports – It is apprehended by the coal agents here that the trade by Canal will temporarily be brought to a standstill, on account of the difficulty of procuring vessels to freight the coal from Georgetown, the wharfs there being already pretty well overloaded. The scarcity of transports grows out of the fact that the Government requires them for military purposes.

Over the Dam. An empty Canal boat that has been lying above the bridge in Wills Creek for some time past was carried over the Dam by the current on Sunday last.

The High Water has prevented the passage of boats to and from Lynn's Wharf for the past two or three days.

ES, Fri. 5/20/64, p. 3. **MATTERS IN GEORGETOWN** – Business on the canal has been quite lively during the week past.

The water has been higher in consequence of the recent rains, but not sufficiently high to impede business materially.

The arrivals today were the John O'Brien and Daniel Pomroy, with coal to the

American Co.; and the John H. Shaw, coal to Frostburg Co.

The departures were the J. F. Sterling, with salt and fish for Hancock, Md., and four other boats, light.

Tue. 5/24/64, p. 3. **Coal Trade by Canal.** - During the week ending Saturday 21st inst., the shipments of coal over the Chesapeake and Ohio Canal were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Cumberland C. & I. Co.	12	1,289.15
American Coal Co.	13	1,406.19
Borden Mining Co.	7	774.16
Central C. M. & M. Co.	9	988.06
Balt. & Hamp. Coal Co.	2	217.02
Frostburg Coal Co.	6	702.07
New Hope Coal Co.	4	428.16
Total for week	53	5,807.15

ES, Wed. 5/25/64, p. 2. **AFFAIRS IN GEORGETOWN** - Arrivals by the Canal - Boats General McClellan, P. J. Cahill, G. P. Lloyd, D. Cromwell, Wm. F. Brashears, W. J. Boothe, C. F. Livermore, Ruby, Geo. A. Pearre and D. Stewart coal to American Co.; M. & C. Bradley, Highlander, E. H. Tracy, M. V. & M. E. Kroon, F. Beck, C. H. Clagett, Col. A. Spates, Fred Martin and Martha Banks, coal to Cumberland C. & I. Co.; D. Marmaduke, Ladie, M. J. Gattrell, W. B. Colston, Sallie Ardinger, coal to Borden Co.; Hollingsworth, Josephus, F. Swain, Industry, M. P. C. Morrison, Juniata, M. C. Dick, Elmira coal to Central M. & M. Co.; John Moore, Emma coal to Frostburg Co.; A. H. Bradt coal to Hampshire & Baltimore Co.

The departures were eleven, all light. There is a fine stage of water in the canal, and business is quite lively.

ES, Fri. 5/27/64, p. 2. **AFFAIRS IN GEORGETOWN** - Arrivals by the Canal - Boats Gov. Shaw, Anna Reinhard, Helen May coal to C. C. & I. Co.; Great Eastern coal to New Hope Co.; A. Main, Jay Hoy, C. Ardinger, H. B. Cromwell coal to American

Co.; M. Jane Hull coal to Borden Co.; Catherine Moore coal to Frostburg Co.

There were nine departures, all light.

Tue. 5/31/64, p. 3. **Coal Trade by Canal.** - During the week ending Saturday 28th inst., the shipments of coal over the Chesapeake & Ohio Canal were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Cumberland C. & I. Co.	29	3,172.17
American Coal Co.	24	2,388.09
Borden Mining Co.	17	1,903.02
Central C. M. & M. Co.	20	2,189.16
Hamp. & Balt. C. Co.	11	1,232.15
Frostburg Coal Co.	8	928.12
New Hope Coal Co.	8	894.13
Miscellaneous	8	842.06
Total for week	122	13,752.17

Drowned - A negro man, employed on one of the boats of the Chesapeake & Ohio Canal, was drowned in the river at Lynn's wharf on Thursday evening of last week.

Wed. 6/8/64, p. 3. **Coal Trade by Canal.** - During the week ending Saturday 4th inst., the shipments of coal over the Chesapeake and Ohio Canal were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Cumberland C. & I. Co.	22	2,430.01
American Coal Co.	21	2,257.02
Borden Mining Co.	14	1,535.12
Central C. M. & M. Co.	20	2,210.16
Hamp. & Balt. C. Co.	8	894.10
Consolidation Coal Co.	7	811.10
New Hope Coal Co.	4	448.00
Miscellaneous	6	638.15
Total for week	102	11,214.15

Election of President of the C & O Canal.

At a meeting of the Commissioner of Public Works of this State held on Monday last, Alfred Spates, Esq., was elected President of the Chesapeake & Ohio Canal. This will be the third time Mr. Spates has been chosen for this important position, and his re-election now is flattering testimonial of the public appreciation of his management of that work.

Sun, Wed. 6/8/64, p. 4. At the 36th annual meeting of the Chesapeake and Ohio Canal Company, held here yesterday afternoon, the following officers were chosen for the ensuing year: President, Alfred Spates, of Allegany county. Directors, Jos. H. Bradley, District of Columbia; Lawrence Brengle, Frederick county; Chas. Abert, Montgomery county; Lawrence A. Dawson, Montgomery county, in the place of H. Dellinger, of Washington county; Louis Watson, of Washington county; and A.C. Green, of Allegany county. There were received for toll sin the year 1863 \$154,790.38; for water rents, \$6,254.60; rent of houses and land, \$1,091.24; which, with the other items, form an aggregate of \$162,916.76. The payments made by the company, interest included, during the same period amounted to \$160,184.64.

The company so far this year has had prosperity, and already the revenue amounts to \$75,000, being about \$18,000 in advance of last year during the same period.

ES, Wed. 6/8/64, p. 2. **AFFAIRS IN GEORGETOWN** – - *The Coal-heavers Strike* – The various coal companies were without laborers at their docks all day yesterday; the laborers having struck for higher wages the day before. The agents immediately sent to the various contraband quarters, and obtained new gangs to work for the same wages the strikers refused - \$1.50 per day. The gangs are not as numerous as required, but will be reinforced today. This morning some of the old gangs went to the docks and proposed to go to work again, but were peremptorily ordered away by the agents.

The Canal is full of boats for about two miles above the aqueduct, all laden with coal.

ES, Sat. 6/11/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Canal* – The receipts of

coal continue to be frequent and heavy, and the hands at derricks are constantly employed. Since our last report, the receipts were as follows: Central M. & M. Co., 516-48/100 tons; Snow & Co., 108 tons; Borden Co., 653-83/100 tons; Consolidation Co., 233-29/100 tons; American Co., 425-38/100 tons; New Hope Co., 110-2/100 tons; Cumberland C. & I. Co., 664-61/100 tons; Hieston & Co., 109-3/100 tons; Hampshire & Baltimore Co., 117-3/100 tons.

The agents are shipping large quantities of coal, much of it to northern ports. A large number of vessels have been freighted during the week, and others remain at the wharves to receive their cargoes.

ES, Tue. 6/14/64, p. 1. **AFFAIRS IN GEORGETOWN** – *Canal* – Many boats are lying in the canal, the masters all anxious for speedy clearance, but unable to obtain it, because of the impossibility of an immediate discharge of cargo, although the derricks are constantly working.

The receipts of coal at the docks since our last report were as follows: Cumberland C. & I. Co., 1,108-94/100 tons; New Hope, 123-15/100 tons; Borden, 672-64/100 tons; Hampshire & Baltimore, 344-19/100 tons; American, 427-23/100; Central, 109-10/100 tons; Consolidation, 113-12/100 tons.

The boats departing for the upper canal were numerous – two only with cargoes – the Industry, with salt and lumber for Conrad’s Ferry, and the Col. A. Spates with dry goods and groceries for Williamsport.

Wed. 6/15/64, p. 3. **Coal Trade by Canal.** – During the week ending Saturday 11th inst., the shipments of coal over the Chesapeake and Ohio Canal were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Cumberland C. & I. Co.	25	2,718.11
American Coal Co.	25	2,718.14
Borden Mining Co.	19	2,110.07
Central C. M. & M. Co.	14	1,535.01

Hamp. & Balt. C. Co.	6	679.14
Consolidation Coal Co.	12	1,399.10
New Hope Coal Co.	4	453.10
Miscellaneous	8	746.00
Total for week	113	12,401.11

Shooting Affray. – On Monday of last week, a quarrel arose between Joshua Turner keeper of the Canal lock at North Branch bridge, and a boatman named Reynolds. The dispute grew out of conflicting claims of two boats to priority of entering into the lock. It appears Reynolds was very abusive and used threatening language towards the lock-keeper, whereupon he seized his gun and shot him, the charge taking effect in the back of the neck of Reynolds, and causing a very severe wound. Turner surrendered himself to the civil authorities the following day.

Sun, Mon. 6/20/64, p. 4. Drowned – Wm. S. Thurston, son of Gen. Charles M. Thurston, was drowned in the Canal, near Oldtown, Allegany county, Md., by falling from his boat, on the 14th inst. – The deceased was thirty-six years of age. – He had served during the present war as Captain in the regular army of the United States, and passed unharmed through several of the severest battles of the army of the Cumberland.

Wed. 6/22/64, p. 3. Coal Trade by Canal. – During the week ending Saturday 18th inst., the shipments of coal over the Chesapeake & Ohio Canal were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Cumberland C. & I. Co.	21	2,307.02
American Coal Co.	14	1,503.09
Borden Mining Co.	16	1,770.01
Central C. M. & M. Co.	20	2,189.04
Hamp. & Balt. C. Co.	8	828.13
Consolidation Co.	7	762.16
New Hope Coal Co.	3	337.09
Miscellaneous	5	550.12
Total for week	94	10,039.18

Chesapeake and Ohio Canal. – The annual statement of receipts and expenditures, presented to the Board of Directors of the C.

& O. Canal, by the Treasurer, at their meeting on the 6th inst., shows the Company's affairs to be in a highly prosperous condition. During the year 1863, the receipts amounted to \$162,916.76; while the expenditures for the same period amounted to \$108,184.64. The only change made in the Board of Directors was the election of Lawrence A. Dawson of Montgomery County, in place of H. Dellinger, of Washington County. The management deserve great credit for the success which has attended their conduct of the work during the last year; and the thorough repair and excellent condition in which this most important avenue to market of our mineral wealth has been kept from the opening of the present season, as evinced by the large excess in the receipts from tolls as compared with the same period last year, affords an earnest that their best efforts will be given in the future to promote the prosperity of the many interests that depend upon the successful prosecution of Canal navigation.

ES, Thu. 6/23/64, p. 1. AFFAIRS IN GEORGETOWN – *Canal* – Since our last report the receipts of coal was: By the Cumberland Co., 1,113-76/100 tons; Central, 329.21; Consolidation, 475.48; American, 641.58; Hampshire & Baltimore, 342.24; Borden, 549.39; J. C. Hieston & Co., 113.10. The coal trade is lively, the shipment from the docks continuing to be as brisk as the receipts from the coal region.

The E. D. Hartley arrived with grain for Hartley & Bro.; the W. J. Worth with limestone for W. H. Godey; and in addition to these was the very unusual arrival of a raft of logs for Strong and Morrill.

Departed – Boats Maude for McCoy's Ferry, with salt and vinegar; Six Days, for Hancock, with dry goods, &c.; and thirty boats light for the coal region.

ES, Mon. 6/27/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Canal* – The water is low, and a settled rain of two or three days is anxiously looked for by those interested.

The arrivals since our last, were all connected with the coal trade and the receipts of coal were as follows: - Cumberland Co., 876-63/100 tons; Hampshire & Baltimore, 557.54; Central, 994.85; Borden, 555.33; American, 426.23; New Hope, 226.18; Consolidation, 106.3; Hieston & Co., 102.10.

The departures during the same time were twenty-four.

Wed. 6/29/64, p. 3.

**EXCURSION
OF
St. Patrick's Sunday School.**

ON THE 4TH OF JULY there will be an Excursion of St. Patrick's Sunday School to Shriver's Woods, near the Canal, about one mile from the city. The excursionists will embark on boats from Weld's boat yard on the 4th of July at 8 o'clock, A. M. The Ladies of St. Patrick's will have Refreshment Tables on the ground.

An Oration will be delivered on the occasion by A. LEO KNOTT, Esq. of the Baltimore Bar.

The place for the excursion is a delightful one, beneath the shady branches of tall oaks. There is an excellent Spring on the grounds. From the preparations that are being made it promises to be a most attractive and pleasant affair.

The citizens are invited to attend,
June 29, 1864.

Ibid. p. 4 – **Coal Trade by Canal.** – During the week ending Saturday 25th inst., the shipments of coal over the Chesapeake & Ohio Canal were as follows:

Name of Company	No. Boats	Tonnage
Cumb'd C. & I. Co.	20	2,174.02
American Coal Co.	10	1,074.11
Borden Mining Co.	18	1,947.19
Central C. M. & M. Co.	14	1,502.12

Hamp. & Balt. C. Co.	7	779.01
Consolidation Co.	8	908.07
New Hope Coal Co.	3	331.06
Miscellaneous	8	862.12
Total for week	88	9,590.10

Canal Boat Sunk. - On Friday evening last, a canal boat, laden with upwards of one hundred tons of coal, sunk at the mouth of the locks at this point, completely blocking up all means of egress or ingress from and to the canal. The officers of the company, however, went energetically to work, and before day light had the boat removed, thus avoiding any delay in navigation.

Wed. 7/6/64, p. 3. **The Confederate Raid.** - A body of Confederate troops, of which neither the members nor commander appears to be definitely known, attacked Martinsburg on Sunday last. On Monday squads of Confederate cavalry, said to be portions of the commands of Imboden and McNeill, and evidently in co-operation with the forces below, came upon the line of the railroad at South Branch and Patterson's creek. They were foiled in their attempt to destroy the bridge over the South Branch, although succeeded in burning off the cross-ties and timbers. The Patterson's creek bridge, a wooden structure, they destroyed entirely. Some seven or eight canal boats had collected at the South Branch; these they also burned, carrying the stock off with them. A railroad battery was sent from here to defend the South Branch Bridge, but it was knocked to pieces by the raiders, and a shell exploding inside the car, fired the powder, severely burning, though we believe not dangerously injuring those engaged in working the battery. The car was abandoned and the inmates we understand all escaped. As to the extent of injury inflicted upon the Railroad between South Branch and Martinsburg, the entire distance of which appears to have been in the enemy's possession, we have no advices, all direct communication with the

East having been cut off since Sunday morning. We have not learned whether the Canal has sustained any damage.

Sun, Wed. 7/6/64, p. 1. A dispatch from Cumberland, via Wheeling and Pittsburg, says that General Kelley has successfully defended the Baltimore and Ohio Railroad bridges at Patterson's creek and at the North and South Branches of the Potomac, where block-houses and iron-clad caissons have been placed. No danger was done to the road or bridges, and the enemy had all been driven back effectually, being but a few cavalry of an independent or local command.

Ibid, p. 2. **The War News** –

The news from the Valley of Virginia and Western Maryland is of importance, but not of a very definite or official character. From various accounts received it appears that Harper's Ferry has been evacuated by General Weber, and occupied by the enemy, who, at latest accounts, were engaged in shelling Maryland Heights, where General Weber had retired. Generals Sigel and Mulligan, after fighting the enemy all day Monday at Sharpsburg, reached Maryland Heights to reinforce General Weber. Fighting is also said to have taken place on Monday at Williamsport. Point of Rocks was held at one time by the enemy, where they destroyed some property, including the telegraph wires, but have retreated to the south bank of the Potomac.

ES, Wed. 7/6/64, p. 2. **Damage to the Chesapeake and Ohio Canal.** (Dispatch to the Baltimore *American*.) – Cumberland, July 5. – The rebel raid has been very destructive upon the Chesapeake and Ohio Canal. We have information here that the canal has been badly damaged, and that a number of boats have been burned and their teams captured. Alfred Spates

Sun, Thu. 7/7/64, p. 2. **BOATMEN REPORT THE ENEMY TO BE CROSSING AT VARIOUS POINTS – SCARY RUMORS** – The Washington *Star* of last evening says: Considerable excitement was created in Georgetown this morning by the statements brought in by the boatmen coming down the canal, who report the rebels crossing the Potomac at nearly every fordable point from Harper's Ferry down to Muddy Branch, this side of Seneca, and less than twenty miles from Georgetown.

The panic stricken boatmen estimate the rebel force variously from twenty to forty thousand strong, cavalry and infantry. These reports may be set down as one, and all, the exact number of panicky fugitives seeking to make the best possible excuse for their own skeddaddling. The river is unusually low, and is forded at numerous points, and it is not improbable that squads of rebels have crossed in different places on horse-stealing expeditions. Despite the sensation reports via Harrisburg, we cannot see in this rebel demonstration anything more than a movement for plunder by an inconsiderable force of the enemy.

Since writing the above, another report has been brought into Georgetown to the effect that during the night the rebels, (cavalry,) some 7,000 strong, forded the Potomac at Muddy Branch, forcing the detachment of Second Massachusetts Cavalry guarding the ford to fall back to the Chain Bridge, at which point they arrived this morning, bringing down all the canal boats between Muddy Branch and the Chain Bridge.

We give the story for what it may be worth, being confident, however, that whatever grains of truth there may be in it, that it is quite certain that rumor of the sort above mentioned always magnifies numbers at least twenty fold. Should it turn out that the rebels have made any crossing at Muddy Branch, we are confident that the raiding

party numbers less hundreds than this rumor gives them thousands.

ES, Thu. 7/7/64, p. 2. **FROM UP RIVER** – Superintendent Spates, of the Chesapeake and Ohio Canal Company, who was in Georgetown this morning, is not aware of any crossing by the rebels below the Point of Rocks.

Later, Mr. D. White, of White's Ferry, arrived in town and reports that on Tuesday a party of rebels crossed at Monocacy, six miles below the Point of Rocks, and after robbing the store there returned to the south side of the Potomac to divide the spoils. No reports have reached Georgetown of further depredations by the rebels and all the indications are that the rebels have left that vicinity.

The boatmen on the canal have not yet recovered from their scare, and the canal is crowded with light boats at the Aqueduct, each captain being anxious to secure a position for his boat as far away from the rebels as possible. The result is that difficulty is experienced in getting boats with coal to the derricks to discharge their cargoes.

Sun, Fri. 7/8/64, p. 2. **The War News** –

The accounts of the raid in the western part of Maryland continue to be of considerable interest. Gen. Wallace had an engagement with a force of the enemy yesterday between Frederick and South Mountain, which resulted in the repulse of the rebels. Skirmishing has also been going on near the Maryland Heights, but no attempt on the part of the enemy to storm the works has been made. The Union forces still have possession of Point of Rocks and of the railroad and all the country up to Sandy Hook. The government property and railroad buildings at Harper's ferry have been destroyed by the rebels. A force of them are

also said to have crossed at the ford near Shepherdstown.

ES, Sun. 7/10/64, p. 2. **AFFAIRS IN GEORGETOWN** – There is nothing doing in the canal, although the panic created by the rebel raid has subsided. The water continues to be very low, which would hinder the passage of laden boats, even if no other hindrance of trade existed, but it is supposed that in the vicinity of Hancock, the rebels did damage the canal, in the dams and culverts there. We can see no reason for this supposition, as no positive report of damage to the canal at any place west of Georgetown has been received.

Sun, Tue. 7/12/64, p. 2. **Enemy Three Miles from the City – Skirmishing with the Rebels** –

Washington, July 11, 4 P.M. – Yesterday afternoon a force of the rebels made their appearance on the tow path of the canal, near Muddy Branch, where there was a camp of a squadron of the 8th Illinois cavalry and four companies of 2nd Massachusetts cavalry, (California) under command of Major Thompson, of the 2nd Massachusetts. Our force, who had orders to fall back, started towards the city. The camp equipage being placed on a canal boat had not retreated far, however, before another band of rebels were seen approaching from the direction of Rockville, and some shots were fired, but nobody was injured as far as known.

When some three miles this side of Muddy Branch, our forces essayed to make a stand and quite a little skirmish ensued, in which the rebels brought to bear on them one of four guns, and a round shot went directly through the boat causing it to sink. We had three persons wounded, but all slightly. Our men, however, secured another boat, to which they transferred the baggage, and pushed on down to Georgetown, where they arrived this morning.

The rebels who, at times, showed considerable force, seemed to direct their attention to the canal, which they damaged considerably, felling trees into it, blowing up culverts, &c.

This morning rebel cavalry commenced to show themselves in the neighborhood of Silver Spring, Postmaster-General Blair's place, just over the District line, in Montgomery county, on the Seventh street road, and just beyond the lines of our fortifications. Up to the last accounts they have kept their position.

During the morning, there has been some firing between the pickets, and two on our side have been wounded.

It is stated by persons coming from that direction, and there are a great many families moving in, that the rebel pickets are stationed in Blair's, Clarke's and Brown's woods, and some are confident that the main body of the rebels is at this place. Preparations have been made to receive them in becoming style.

ES, Thu. 7/14/64, p. 2. **REPORTS FROM UP RIVER VIA GEORGETOWN** – It is currently reported in Georgetown that a division of the 6th corps overtook the rear guard of the flying rebels at Offutt's Crossing, on the river road, yesterday, and captured 150 or 200 prisoners.

Fri. 7/15/64, p. 3. **THE CANAL.**

Mr. Busey, lock-keeper about five miles from Georgetown, reports that no damage is done the canal at Muddy Branch, which is twenty miles above Georgetown.

A boatman from South Branch says that there is no damage to the canal between South Branch and Hancock, and that there is hope of a speedy re-opening of canal business.²

Sun, Sat. 7/16/64, p. 1. **GREAT FALLS**

² *Daily National Intelligencer*, Washington, D.C.

We are glad to announce, upon the authority of Samuel Strong, Esq., that the buildings at the Great Falls, which are used for aqueduct purposes, had not been destroyed so late as Tuesday. Mr. Jackson, a resident of the locality, and a relative, as we hear, of the firm of B. L. Jackson & Bro., of this city, laid claims to the buildings, and they were thus spared from the torch upon the supposition that he was one of the Virginia rebel Jacksons. Mr. Strong reports that a canal boat, loaded with government stores, was destroyed by the rebels, and that a very large number of other boats, some of them laden with coal, have been burned. The canal is reported to be damaged at various points.

Mr. Strong had the courage to go up the canal on Sunday evening for the purpose of preserving a valuable raft of pine timber, boards, &c., which was near Muddy Branch, above the Great Falls. He succeeded in his object, though rebel parties were reconnoitering about the locality.

ES, Sat. 7/16/64, p. 3. **AFFAIRS IN GEORGETOWN** – The town is remarkably dull; very little, comparatively, doing even in the immediate vicinity of the market place.

Trade by the canal is completely suspended, no boats arriving or departing. Although there is no serious damage done to the embankments, culverts, &c., there are obstructions in the canal which, it is supposed, will require some days to remove, and regular business along the entire route will not be resumed until the 1st of August. A number of boats laden with coal were burned by the rebels, and the ruins and sunken coal must be removed. The country trade by the roads is very light; but this will be resumed in the coming week. At least there is a hope of resumption. The suspension of active business is felt by all Georgetown merchants, but falls most heavily upon the coal companies, whose

reliance for supplies is upon the Chesapeake and Ohio canal.

ES, Mon. 7/18/64, p. 2. **AFFAIRS IN GEORGETOWN** – Business continues to be inactive. The coal trade suffers for want of supply. Although the supply at the docks was large two weeks ago, it is diminishing rapidly, and there is no expectation of replenishing before the 10th of August.

Yesterday the body of a boatmen was found floating in the canal west of the Aqueduct, supposed to have been accidently drowned. The coroner was notified to hold an inquest.

Wed. 7/20/64, p. 3. **THE WEEKLY NEWS – The Raid into Maryland** –

The excitement occasioned by the Confederate raid has entirely subsided. All the forces of the enemy are reported to have re-crossed the Potomac, and the line of the Baltimore and Ohio Railroad is entirely clear of them. . . .

On taking possession of Frederick, the Rebels demanded a contribution from the town of \$200,000 in greenbacks. A committee of citizens was appointed to negotiate with them for the safety of persons and property, and a pledge was finally given that if the money was paid that no one would be interfered with either in person or property, which pledge was kept and the money paid down.

The only property destroyed was the Government stables, which were fired on Sunday.

During the time of the Rebel possession, the foraging parties sent out into the country to secure horses and cattle, came in with extensive droves, including pigs and sheep. At times the main streets of Frederick were literally filled with horses and cattle, all of which were driven to the fords and crossed over into Virginia.

Ibid, p. 3. It is stated in circles of persons engaged in the transport of Cumberland coal to Georgetown, that some twenty boats were destroyed by the rebels, in the neighborhood of Harpers Ferry. The effect of the raid has been to send up the price of that description of coal about one dollar and fifty cents. - *Washington Chronicle*.

Drowned. - A boatman on the Chesapeake & Ohio Canal, named Tully, was accidentally drowned at Georgetown on Sunday last.

ES, Thu. 7/21/64, p. 3. **The Canal** – The damage done to the Chesapeake and Ohio Canal by the rebels in their late raid, taking the work in its whole length, is very serious. President Spates has just returned by way of Bedford and Harrisburg, from a trip of observation of the line beyond Harper’s Ferry. He found the Antietam aqueduct, twelve miles west of the Ferry, practically “gone up,” the raiders, as he learned, having had a force of nearly 200 men engaged in its demolition for about forty-eight hours. The aqueduct is a stone structure, and though the piers stand formidably, as before, the masonry of the side walls forming the trunk, has been thrown off, and large holes also dug through the bottom, or archways. Much damage was done, and all the locks of the canal between Antietam and Williamsport, also comprising that region of the canal from which comes the chief flour, grain and produce trade. Lock No. 40 is entirely destroyed, while the gates of the others are generally injured so as to be rendered useless at present. Beyond Williamsport to Cumberland the damage is but slight. This eastern end of the line has not yet been sufficiently well explored to determine the nature of the injuries, but they are thought to be more in the form of obstructions, by the sinking of coal boats, &c., than otherwise. A great drawback is the difficulty of procuring

labor to effect the repairs in a reasonable time and at reasonable cost.

AG, Thu. 7/21/64, p. 1. **Chesapeake and Ohio Canal** – The report of the President of the Chesapeake and Ohio Canal Company to the stockholders, says that the tolls accruing to the Company for the year ending December 31st, 1860 [*sic*, 1863?], were \$154,928.26, being \$90,942.42 in excess of the preceding year. The total revenue for the same period was \$163, 024.10, and the expenses \$102,591.22, showing an excess of revenue of \$60,432.88 more than the expenses. Had it not been for the raid last year the sum would probably have been increased \$50,000.

The *Cumberland Civilian* says: “We understand that thirty-five boats have been destroyed on the Chesapeake and Ohio Canal, and that nineteen of them were loaded with coal.”

ES, Sat. 7/23/64, p. 2. **THE REPORTED APPEARANCE OF THE REBELS AT THE POTOMAC, A CANARD UNDOUBTEDLY** – Since our first edition went to press we have conversed with an officer connected with the Quartermaster’s Department, who arrived here at noon from Edward’s Ferry. He reports no rebels (except probably a few guerrillas) in that neighborhood, or this side of the Blue Ridge. He confirms the fact that the farmers about Rockville are scared for some cause or other, and are secreting their stock; but he could not see or hear of anything to cause any apprehension of a return of the raiders.

THE INVASION SCARE

A number of panic-stricken individuals arrived in Georgetown last night and this morning, with a report that the rebels were advancing. Some placed the number as high as 70,000, but none saw them. It was stated that the Provost Marshal of Rockville

came in at 3 o’clock this morning, and said he was informed that the rebels were advancing in strong force, but he did not see them. Another report gave out that the rebels were all day yesterday crossing the river at Muddy Branch and Conrad’s Ferry.

At first the reports created some uneasiness, but it has now become the opinion of the citizens generally that the fugitives saw the detachment of the 6th corps returning, and without waiting to ascertain whether they were friends or foe, skedaddled. Portions of the 6th corps have arrived in town this morning, which furnished reason for believing that the alarm was caused by their approach to Rockville.

We learn today that the people of Rockville, and Montgomery county generally, are in a panic, in the belief that another rebel raid is in progress, and that they are running their horses, stock, &c., within the fortifications of Washington and Georgetown. A gentleman who left Rockville this morning says he saw large numbers of farmers with their stock on the road this morning, and that they were hastening as though the rebels were sight at their heels.

The report in Montgomery is current that the rebels are crossing an immense army at Edward’s Ferry and other fords of the Potomac. Indeed, rumor had it current that the force was at least seventy-five or eighty thousand strong, and commanded by General Lee in person. Whether there is any foundation for this report or not we have as yet had no means of verifying, but there is no doubt of the fact that the Montgomery county farmers are badly scared.

We understand that portions of the 6th and the 19th corps, who chased the rebels into Virginia, are returning from Snicker’s Gap, on their way to this city, and the probability is that it is this returning force which has thus

disturbed the peace of mind of the Maryland farmers living on the line of the Potomac.

ANOTHER SCARE IN WASHINGTON COUNTY, MARYLAND

On Tuesday last the farmers of Washington county, Md., living along the river, got another scare, and began to run their stock off through Hagerstown, causing considerable uneasiness among the merchants of that place. Reports were rife that the rebels were crossing the river again at Shepherdstown, which proved to be the case. The rebels alluded to, however, were eighty-four rebel prisoners brought across the river under guard, from the vicinity of Snicker's Gap.

Sun, Tue. 7/26/64, p. 4. Washington, July 25. – The repairs to the Chesapeake and Ohio Canal rendered necessary by the damaging operations of the rebel raiders, are now progressing so favorably that it is supposed navigation may be resumed throughout the entire line by the middle of next week. The water is in from Cumberland down to dam No. 4, seven miles this side of Williamsport, and the line from Georgetown up to the Harper's Ferry dam is also in navigable condition, apart from the inconvenience of low water. Hence it is the division of some thirty odd miles, extending from Harper's Ferry up to dam No. 4, that is not now navigable. That part of the line embraces the Antietam aqueduct, the heavy stone walls of which forming the trunk were thrown off and holes dug through the archway – as well as lock No. 40, the walls of which were excavated and thrown in. As all the material of those works thus remained on the spot, it is available of course for the reconstruction. The dressed blocks are lifted by derricks from the depths below and again put in place, and thus the work is more speedily accomplished than would otherwise be the case. The damage to other locks is only to

the wooden gates. Altogether some 60 boats were sunk in the canal, nearly all laden with coal, which has to be got out.

Sun, Fri. 7/29/64, p. 2. **LATEST FROM MARTINSBURG** – Washington, July 28 – The latest authentic intelligence is that General Kelly now occupies Martinsburg, that there has been no heavy fighting within the past three or four days, and that there is no information that the rebels have re-crossed into Maryland.

The *Republican* extra, issued this morning, says: "A dispatch from General Hunter to the Government, received this morning, says that there has been considerable skirmishing across the river with the enemy, the latter occupying Falling Waters, on the Virginia side, and our forces occupying Williamsport, on the Maryland side.

"The contest at Williamsport has been for the river ford between the two places."

Sun, Mon. 8/1/64, p. 1. **From Washington** Washington, July 30 – It is reported that the rebel forces of cavalry which crossed the Potomac yesterday, at White's Ferry, was small, and their intention was to intercept the wagon train; but, after inquiring and learning from the farmers that the Federal troops were on this side, they returned, after stealing a few horses.

Washington, July 30 – A messenger who arrived here last night from Muddy Branch, which place he left yesterday noon, reports that some of the enemy crossed the Potomac yesterday morning at White's Ferry, which is a few miles below the mouth of the Monocacy, but in what numbers was not known.

It is believed that it was nothing more than a chicken-stealing expedition by mounted guerillas.

Washington, July 30 – Intelligence direct from Frederick states that a body of rebel cavalry crossed at the mouth of the Monocacy into Maryland last night, but have not gone far from the river bank. During the night some of the rebel McCausland's cavalry crossed into Pennsylvania, enroute probably for Chambersburg.

Rebel Guerillas Cross at White's Ferry
 Washington, July 30 – Yesterday morning, about eleven o'clock, a small detachment of rebel cavalry, numbering perhaps fifty or seventy-five men, crossed the Potomac into Maryland at White's Ford, a short distance above Edward's Ferry. Their intention was doubtless to intercept one of our wagon trains, but after inquiring of the farmers if there were any Federal troops in the vicinity, they returned to the Virginia side of the river, without doing any harm further than gobbling up a few horses belonging to private individuals.

ES, Mon. 8/1/64, p. 2. **AFFAIRS IN GEORGETOWN** – It was expected that all necessary repairs would be completed on the canal and navigation resumed on or about the first of August, but recent intelligence from the western sections give no hope of resumption within a month. The coal trade is suspended; the entire stock on hand will hardly exceed 400 tons. The entire receipt of tolls at the collector's office will not amount to \$3,500 for the month of July. This, however, is not discouraging, when it is remembered that the receipts for July, 1863, did not amount to \$500. No coal has been received since the 5th ult., and but nine boats have arrived at Georgetown; one light, the others laden with wood, flour and ice, shipped at various points east of Monocacy.

Wed. 8/3/4, p. 3. **Chesapeake & Ohio Canal.** - This great public work was injured by the late Confederate raids to such an incalculable extent that it is almost

impossible to tell when navigation will be resumed. It appears that at the lower end of the Canal they took especial pains to do as much damage as possible. The aqueduct at the mouth of the Antietam was very materially damaged by throwing off the heavy stone walls which form the trunk, and boring holes through the archway. Lock No. 40 was also considerably injured by the walls having been excavated and thrown in. The original materials of these works, however, consisting of dressed blocks, will be lifted by derricks from the depths below and again put in place, and thus the work will be more speedily reconstructed than otherwise would be the case. The damage done to other locks is confined to the destruction of the wooden gates. A number of the culverts have been blown up and otherwise destroyed. In addition to the damages done to the Canal itself, between seventy and eighty boats have been burned, so that when navigation is again resumed the facilities for transportation will, we fear, be greatly inadequate to a vigorous prosecution of the coal trade.

ES, Wed. 8/3/64, p. 2. **LUM COOPER IN TOWN** – Captain Lum Cooper Edelin came into our lines yesterday morning at Dam No. 4, on the Chesapeake and Ohio Canal, and surrendered himself to the military authorities. He is now at Colonel Weiswell's office awaiting an examination.

AG, Fri. 8/5/64, p. 4. **The Chesapeake and Ohio Canal** – Although the Canal has not been damaged beyond the sum, in dollars, of perhaps \$10,000, yet it is still in the power of the Confederates – they being in force near the south bank of the Potomac. For this reason, repairs go slowly, and a month may elapse before they are completed. Two months' loss of the use of this canal is equal to keeping back 100,000 tons of coal from the market this season. Sixty boats have been destroyed by the Confederates during

the late raid, one-half of which were loaded. Three thousand tons of coal, at least, have thus been destroyed which, with the boats, make a heavy figure in loss. It is considered by the canal company that, with a favorable season and the greatly increased facilities for supplying the demand for Cumberland coal, 1,000,000 tons may be brought forward to Georgetown every season. *Wash. Chron.*

*Sun, Sat. 8/6/64, p. 1. **The Invading Force - Occupation of Hagerstown*** – Harrisburg, Aug. 5 – Dispatches received here early this morning state that the rebels were crossing at Hancock and that they had driven Averill's pickets into Cumberland.

Semi-official dispatches received at nine o'clock convey the intelligence that the rebels occupied Hagerstown this morning in force. The greatest consternation once more prevails along the Southern portion of Cumberland Valley.

Farmers are hurrying from their homes with their stock, and the population generally is reported to be panic stricken by the sudden, and to them again unexpected occupation of the country by the rebels.

The Governor has called out 30,000 militia to assist in protecting the State. Harrisburg, August 5 – Five of General Averill's messengers came into McConnellsburg, Fulton county, last night, and reported that the rebels are re-crossing at Hancock three thousand strong. They state that Averill is at Cumberland, and his pickets have been driven in by the invaders.

LATER

Occupation of Hagerstown Confirmed
Harrisburg, August 5 – The occupation of Hagerstown is confirmed by official dispatches. Three regiments of cavalry and two of infantry are strongly posted in and around the town. The force being accompanied by infantry is a strong indication that it is the advance of a large

body, as no mere marauding force is accompanied by such troops.

After crossing at Shepherdstown, it appears that the enemy passed through Sharpsburg and Turkstown. So sudden was the descent upon Hagerstown that the operator, who communicated the fact, was compelled to leave on a hand car, closely pursued by a squad of cavalry. He was in range of their revolvers for a time, and only escaped after hard work at the wheels. We are still in telegraphic communication with the State line, a station on the Franklin railroad, seven miles north of Hagerstown. The operator there states that the rebels in Hagerstown have thrown out pickets, but as yet have made no further advance movements.

The Engagement near Cumberland, Maryland

Cumberland, Aug. 2 – To Governor Boreman: The enemy attacked me yesterday at 4 P. M. We fought him till dark. At eleven P. M., he retreated from my front, going by a mountain road toward Oldtown, on the Potomac, leaving his killed and wounded, two caissons, quite a quantity of ammunition, also many wagons, carriages, &c. Prisoners report Bradley Johnson & McCausland in command. My force is pursuing. I hope to overtake him at the river.

B. F. Kelley, Brig. Gen.

Another dispatch states that the rebel General Ransom demanded the surrender of Cumberland before the fight commenced, and the demand was peremptorily refused.

ES, Mon. 8/8/64, p. 2. **FROM HAGERSTOWN – All Quiet There** – Harrisburg, August 8 – A dispatch was received at headquarters here at 9 this a.m., from the military operator at Hagerstown, announcing "all quiet on the Potomac."

ES, Tue. 8/9/64, p. 2. **AFFAIRS IN GEORGETOWN** – *The Canal* – There is

but little doing on the canal. The boats generally are laid up to await the re-opening of navigation. A few make short trips, carrying grain, &c., when freight can be obtained. The last arrival was a boat laden with wheat from Berlin, consigned to Hartley & Bro. It is said that a considerable quantity of grain remains at various points on the canal and an effort is making to secure its speedy transmission to market.

AG, Tue. 8/9/64, p. 2. Mr. Spates, president of the Chesapeake and Ohio Canal, considers that the damage done to the canal and to the boats during the late Confederate raid will keep back over a hundred thousand tons of coal from market this season. Workmen have been employed upon the badly damaged section of the canal at Antietam, but the Confederate forces in the vicinity have driven them away.

ES, Thu. 8/11/64, p. 2. **AFFAIRS IN GEORGETOWN** – Business is dull, and the heat so intense that all who have nothing special to detain them are seeking for shady groves and cooling fountains. In all the business localities, there is the same appearance of dearth.

ES, Fri. 8/12/64, p. 2. **AFFAIRS IN GEORGETOWN** – The water in the Potomac is lower this season than it has been for several years. The rocks are looming up in the river above the Aqueduct, and the shores of Analostan Island seem to approach nearer the wharves daily, while Rock Creek has the appearance of drying up. A long and steady rain will be necessary to restore the river and creek to their ordinary condition, and such a blessing is prayed for by watermen as well as by the farmers.

Wed. 8/17/64, p. 3. **The Chesapeake & Ohio Canal.** - The immense damage done to the Canal by the late demonstrations of the

Confederates is being energetically repaired by a large force under the immediate superintendency of President Alford Spates, Esq., and if the enemy keep off the line we have flattering hopes of a speedy resumption of navigation.

ES, Thu. 8/18/64, p. 2. **AFFAIRS IN GEORGETOWN** – After the refreshing showers of yesterday, there is some satisfaction in visiting the business localities of the town, although there is but little doing, comparatively. The coal trade continues suspended, the wharves and docks usually so lively at this season, are almost entirely deserted. The mills continue to operate receiving their supplies of grain, notwithstanding the condition of the upper divisions of the canal, which prevents the reception of supplies of coal at the docks. The grain supply by canal is principally shipped from landings this side of Harper's Ferry.

ES, Mon. 8/22/64, p. 2. **AFFAIRS IN GEORGETOWN** – *The Canal* – Business upon the canal amounts to nothing comparatively. All that was received since the 1st of August by the canal was wood from farms within 20 miles of town. Ice from Middleton's ice-houses, 12 miles distant, and a few hundred bushels of grain from points on the canal, the most distant of which is Berlin, 55 miles. The total number of arrivals was 20, an average of one daily trip up to last Saturday.

The prospect of a reopening of the coal trade this season is regarded by the agents of the companies as very unpromising.

Wed. 8/24/64, p. 3. **Tax on Freights.** – The Internal Revenue Commissioner has decided that the owner or agent of a vessel or canal boat must pay $2\frac{2}{3}$ per cent government tax, and cannot charge it to the owner of the

property shipped in addition to what is paid as freight.

Promotion of Gen. Kelly - The Wheeling Intelligencer says: "The President has conferred a brevet Major-Generalship on Gen. Kelly, in reward for his gallant and efficient defense of Cumberland and New Creek; and his continued, steadfast, every day watchfulness and zeal as an officer over the interests committed to his charge."

ES, Wed. 8/24/64, p. 2. **Drowned** – Orderly Sergeant Wm. H. Doak, of company F, 84th regiment New York National Guard, (one hundred days' men,) was drowned last night in the canal near Great Falls under most distressing circumstances. The regiment is doing duty from Great Falls to below the Seven Locks. At the latter point company F is stationed, and last night Serg't Doak started with his captain (McLeod) to post pickets along the line they had to guard, and at the same time to point out the road to Great Falls (headquarters of the regiment) to an orderly sent up by Gen. Augur. When within three miles of Great Falls, Serg't Doak attempted to cross a bridge, and his horse stumbled, and he was precipitated in the canal. His body was recovered between 12 and 1 o'clock, and was at once brought to this city and embalmed by Drs. Brown and Alexander, who will send it to New York today.

Serg't Doak was well known in this city, he having been for a long time clerk to Captain Plato, A. Q. M. Latterly he has been employed as a clerk in the New York custom-house, but at the call for one hundred days' men he responded at once, and joined the 84th. He was much liked by the officers and men of his regiment. Major Barclay, Capt. McLeod, Quartermaster Geo. F. Doak, and other officers, as a mark of respect, accompanied the remains to this city, and will send them off under a proper escort.

A Good Job – Some weeks since a canal boat belonging to Mr. Lynch, loaded with 119 tons of coal, was sunk in the channel near Georgetown in 22 foot water. Aside from the temporary loss of the coal, the boat formed an obstruction in the channel, and it was determined to move it, and Mr. Oliver Craig, foreman of laborers at the Navy Yard was entrusted with the task and with the aid of barges and what is known as the Spanish windlass, he succeeded in raising the boat entire, and moving it safely to the wharf. The job occupied about two weeks, and extra-ordinary care had to be taken in placing the chins under the boat, as it was an old one, for fear that it would part.

Sun, Tue. 8/30/64, p. 1. Hagerstown, August 27 – The usual "weekly scare" took place here yesterday, which caused a general stampede of those who feared another visit from the dreaded rebels.

On Thursday evening, about dark, three companies of the 1st Virginia Union Cavalry, who were on duty at Falling Waters, were attacked by about an equal number of rebel cavalymen. Our men held their ground for some time, but the attacking party having received reinforcements in the meantime, our cavalymen withdrew to Williamsport.

Darkness having set in by this time, the rebels made no further demonstration during the night, but early on Friday morning they advanced a heavy skirmish line to the Virginia shore of the Potomac river, immediately opposite Williamsport. The town, at this time, was held by one regiment of cavalry belonging to General Averill's command. Skirmishing across the river immediately ensued, which was kept up with much vim, but "nobody was hurt" until about 10 o'clock, when the main force of the rebels, consisting of one brigade of cavalry, numbering perhaps, four thousand men,

withdrew from opposite Williamsport, and moved up the river shore towards McCoy's Ferry, some two miles above. Before doing so, however, they planted a battery on Lemon's Hill, near the toll gate on the Martinsburg road, which completely commanded Williamsport. From this battery, they threw a number of shells into the town. Three houses were struck, but no damage worthy of note was done.

Mr. Wilson, correspondent of the New York *Herald*, had his horse disabled by the explosion of a shell. Fortunately, most of the shells fired from this battery exploded in the air; otherwise the damage to property might have been serious.

After arriving at McCoy's Ferry, the rebel command halted, and some eight or ten of them crossed the river, but soon returned without accomplishing any thing. From McCoy's they moved up to Cherry Run, on the Potomac, about thirteen miles from Hagerstown, and a short distance from Clearspring. Here they made a feint as if to cross the river, which they did not do, however. After leaving Cherry Run, they again moved on up the river, but nothing has been heard of them since, and at the present time (7 o'clock A. M.) it is not known here whether they have crossed the river or not. Military men here do not believe that it is the intention of the rebels to invade Maryland at this point, and it is thought that this force is only making a feint in this direction to divert attention from other points. Had the rebels seen fit to cross the river they could have done so either at McCoy's Ferry or Cherry Run, without opposition, as the fords are not guarded farther up than Williamsport.

While the skirmishing was going on across the river, Gen. Averill's forces, which had been encamped near Sharpsburg, reached the rebel entrenchments on Mohler's farm, two miles from Hagerstown, on the Williamsport turnpike, four miles from the latter place, where they were drawn up in line

of battle, and remained the greater portion of the day. These entrenchments were erected last summer by the rebels on their retreat after the battle of Gettysburg.

About 12 o'clock, after the rebels had withdrawn from opposite Williamsport, General Averill and his staff rode into Hagerstown, and established his headquarters at the Washington House, where he remained until four o'clock in the afternoon, when he again resumed his saddle, and moved up the old National turnpike in the direction of Cherry Run.

Mon. 9/5/64, p. 3.³ **LOCAL NEWS – Chesapeake and Ohio Canal** – The thirty-fifth annual report of the Chesapeake and Ohio Canal Company shows that the ascending trade amounted to 2,936 tons, and the descending trade to 262,911 tons – making an aggregate of 265,847 tons. Aggregate amount of tolls collected both ways, \$154,928. The highest amount of tolls collected on the ascending trade was in the month of October, when it reached \$1,744. On the descending trade the largest amount was in May, when it reached \$24,361; in October following the sum realized was \$24,267.

The expenditures are thus stated:

Repairs, ordinary	\$53,981
Repairs, extraordinary	5,727
Pay of superintendents, collectors, and lock-keepers	28,463
Total	87,272
Add pay of officers	5,940
Interest account	155,808
Contingent expenses	882
Postage, printing, stationery	305
Grand total	\$250,207

Sun, Sat. 9/10/64, p. 4. **Return of a Scouting Party** – Major Ludlow, with a detachment of the 8th Illinois cavalry, returned to Muddy

³ *National Republican*, Washington, D. C.

Branch, on Thursday, after a successful scout through Loudon Valley, by way of Leesburg, having proceeded as far up as Purcerville. They heard of no force of the enemy in Loudon Valley except Mosby's men. Major Ludlow brought in four prisoner and nine horses, captured in Leesburg. Among the prisoners captured and brought in is Edward S. Wright, known in Leesburg as Captain Wright, who has been trying for months past to recruit a company for White's battalion. The other prisoners captured by Major Ludlow are named John Sellman, 1st Maryland cavalry, Johnson's Brigade; James Harper and Charles Walter, White's battalion, Rosser's brigade. They have been brought to this city and committed to the Old Capitol. *Wash. Star*

ES, Tue. 9/13/64, p. 2. **AFFAIRS IN GEORGETOWN** – *The Canal* – The news from the western divisions of the canal is cheering. The repairs are progressing rapidly, and it is hoped that the empty boats which are lying at Georgetown, about fifty in number, will be able to go through to Cumberland before the close of this week, and that next week the coal trade will be reopened, and all the docks be as noisy as ever, with the busy heavers employed in receiving the cargoes for shipment at the wharves.

Up to this date the arrivals by the canal were an even dozen. Of these, three were rafts bringing iron from Cabin John bridge; six were boats laden with wood from points within twenty miles of town; two boats laden with grain and flour, and one with hay, all from landings within forty-five miles of town. In the same time, there were twenty-one departures, three of these boats venturing to try to pass through to Cumberland; the others were bound for nearer landings.

Of these five only carried cargoes, principally dry goods, groceries, lumber and

fertilizers. The resumption of trade through to Cumberland will restore to Georgetown the appearance of life which was visible just before the rebel raid which suspended the trade by this route.

Wed. 9/14/64, p. 3. **Important to Coal Consumers.** - The United States Circuit Court at Philadelphia have decided that the weight of a ton of coal is 2,240 pounds instead of 2,000 pounds. The judge rules that a company of grocers might as well meet and agree to reduce the number of ounces in a pound, and make the smaller number the standard of a pound for their customers, as for coal dealers to agree that the weight of a ton shall be 2,000 pounds, and furnish that amount to their customers.

AG, Tue. 9/20/64, p. 1. The navigation of the Chesapeake and Ohio Canal is now open from Cumberland to Georgetown, and boats are making their trips the whole length of the Canal. The time for the operating of the whole line of the Baltimore and Ohio Railroad is not yet fixed.

Wed. 9/21/64, p. 3. **The C. & O. Canal** - This important avenue to market of our mineral wealth has been put in thorough navigable condition throughout; thanks to energetic management. Boats are beginning to arrive from the lower sections of the line, and if no further injury is sustained by the work, a considerable trade may be done between this and its close for the winter. The boatmen, however, seem determined to run only in the day-time, laying up during the night, in order to avoid interruptions from the predatory bands that infest the border. Trips, therefore, will require about double the length of time as heretofore; still, the resumption of navigation will give an impetus to business in this locality, the want of which has for so long been badly felt. It is to be regretted that a season which opened so

auspiciously has had so many and such serious drawbacks.

Advance in Rates of Labor. - Water having been let into the Canal on Friday last and that work being navigable throughout its entire length, the agents of the several coal companies of this region had a consultation on Saturday to determine in reference to the demands of the miners and boatmen for an advance upon the old rates. The result of the conference was that the demands of both miners and boatmen were acceded to - the price for mining being fixed at \$1, and Transport at \$3 per ton.

*Sun, Wed. 9/21/64, p. 1. **The Rebels Under Johnson and McCausland Attack Averill at Martinsburg*** – Washington *Star*, Sept. 20 – We learn from parties who arrived here last night from Hagerstown, that on Sunday the rebels, under McCausland and Johnson, advanced from Bunker Hill and attacked Averill at Martinsburg.

Averill, after a spirited resistance, fell back to Hainesville, a short distance from Falling Waters, on the Virginia side of the river, where he took up a position. During Sunday night Averill received reinforcements, and at four o'clock yesterday morning advanced against the rebels, and drove them back to Bunker Hill and reoccupied Martinsburg.

On Sunday, a body of dismounted cavalry was dispatched from the camp at Hagerstown to Williamsport, where they are now guarding the fords of the river. The cannonading caused by the affair was distinctly heard at Hagerstown, and caused considerable anxiety as to the result.

Wed. 9/28/64, p. 3. **Coal Trade by Canal.** In our last we had the pleasure of announcing the resumption of business upon the Canal. During the week ending Monday, 26th September, 51 laden boats cleared from this

port. The shipments by these respective companies were as follows:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Borden Mining Co.	-	1,260.05
Consolidation Co.	-	106.05
American Coal Co.	-	684.10
Central C. M. & M. Co.	-	896.04
Cumberland C. & I. Co.	-	1,295.10
New Hope Coal Co.	-	351.08
Hamp. & Balt. C. Co.	-	674.01
Miscellaneous	-	1,164.15
Total	51	6,432.18

Wed. 9/28/64, p. 1.⁴ **The Canal and Coal Trade** – On receipt of the dispatch announcing the defeat of the rebels in the Valley, the boatmen at once commenced loading up, and active operations were resumed at this end of the Chesapeake and Ohio canal line. The miners, we learn, have also been put to work, and the prospects of trade throughout this region are highly flattering. – *Cumberland (Md.) Union*.

AG, Wed. 9/28/64, p. 3. The coal boats on the Chesapeake and Ohio Canal are loading up, and active business, it is said, will be resumed from Cumberland.

*Sun, Fri. 9/30/64, p. 1. **The War News*** – It is stated in one of the Washington papers that on last Tuesday a detachment of the Eighth Illinois cavalry crossed the Potomac at Muddy Branch, and made a dash into Leesburg. Only one rebel soldier was found there, whom they captured, and with him, returned to the Maryland side.

ES, Fri. 9/30/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Canal* – The canal is again in order to the western terminus. The total number of arrivals during the month of September to this date was forty-one. Three boats from Cumberland, on the way since June 28, arrived on the 21st instant. A letter

⁴ *National Republican*, Washington, D. C.

from Geo. W. Spates, superintendent of the 2nd division, dated Berlin, Sept. 28, received at the collector's office, announces the encouraging fact that the loaded boats from above have arrived at that point, and a fleet of 30 boats is now moving. The boats were detained at Berlin about 18 hours by a leak in a waste way there, and left for Georgetown on the 29th. At the time, Mr. Spates wrote, the balance of the second division was in good boating order. If nothing happens to detain the moving boats, the entire fleet may arrive at the docks tonight. President Spates is in Georgetown, anxiously awaiting the arrival of the fleet, which will initiate the resumption of navigation of the entire route. The coal trade will again be active, and the docks in full blast. The supplies of produce will also arrive, a number of boats laden with flour and grain being expected daily.

ES, Sat. 10/1/64, p. 2. **AFFAIRS IN GEORGETOWN – The Canal** – President Spates has had the satisfaction of witnessing, as the result of his incessant labor of three months, the arrival last night of the fleet of boats from the western sections of the canal. The repairs being completed and the canal itself in order, did not end the work to be accomplished before navigation could be resumed. There were many obstructions, caused by the long dry spell, that had to be removed.

The water was let in on the 17th instant, the banks being exceedingly dry the absorption was so great as to keep the water below the levels several days, and to this cause may be added the numerous leaks of minor importance at various points. The boats having been laid up drying for so long a time, the seams of many opened and starting west empty, a number sunk, and these had to be raised, and it delayed the arrival of laden boats three or four days. But all is right now, and the fleet of thirty having arrived; sixty more are expected by Monday

night. President Spates will return immediately to Cumberland and urge those boats now there to load and follow in the trade.

The following arrivals have been registered: Coal for the Borden Co., Sallie Ardinger, Ladie, Defiance, George Long, 421-21/100 tons; Central Co., Gipsey Queen, Forrest Rose, Clearspring, 311-38/100; Hampshire & Balt., Leona, 107-15/100; Cumberland C. and I. Co., Maude, Sarah Ann, 200-23/100; raft, with lumber and brick to Wm. Dowling.

ES, Mon. 10/3/64, p. 2. **AFFAIRS IN GEORGETOWN – The Coal Trade** – After months of idleness the workmen at the coal docks have again resumed their labors, and the derricks are all in operation unloading the many boats arrived since Saturday, and the hand cars are moving to and fro, depositing the cargoes upon the lots which were swept clean of coal. The offices of the companies are all opened again; the agents and clerks are in their places, and apparently more cheerful than ever before. A few days will suffice to deposit an immense supply at the docks, and vessels will soon be arriving to receive cargoes for northern depots.

The Canal – About forty boats arrived yesterday, and the prospect of uninterrupted navigation was encouraging. But a letter has just been received from J. B. Masters, superintendent of the Williamsport division, which is rather discouraging to the boatmen. He says: "The water is so low at Dam No. 5 that, unless it rains, loaded boats will be stopped after today (Sat. 30.) We have been working at the dam for the last week, but the leakage is so strong and the river so low that without rain it will take some time to check it."

Arrivals – J. A. Alexander, Benj. Williamson, Thomas Payton, Michael Lieman, Alexander Ray, G. P. Lloyd, 523-

25/100 tons of coal for American Co.; C. W. Harper, 106-18/100 tons of coal for American Co.; H. Mortimer, C. A. Rapello, Knickerbocker, Ellen, Fred Martin, Spuyton Dugael, Colonel Moore, 772-62/100 tons of coal for Cumberland Co.; Mollie Mack, John W. Leaman, Mary Alice, J. F. Chaplin, David Linn, M. V. & M. E. Kroon, 653-45/100 tons to Borden Co.; Jesse Grove, John G. Lynn, J. N. Magruder, Turner, 423-43/100 tons to Hampshire & Balt. Co.; Mary Willard, Geo. Waters, James Shaw, 319-20/100 tons to Central Co.; Rebecca B. Lynn, 107-5/100 tons to New Hope Co.

Sun, Tue. 10/4/64, p. 4. *At Georgetown* – About forty boats have arrived by canal, but on account of the low state of water in the Potomac, and the leakage at Dam No. 5, the loaded boats are again retarded on the Williamsport level. The coal docks are again pretty well filled at present.

ES, Tue. 10/4/64, p. 2. **AFFAIRS IN GEORGETOWN – The Canal** – Collector Hollingsworth received a dispatch from Superintendent Masters, announcing that since his letter, referred to yesterday's *Star*, was written, the difficulty at Dam No. 5 has been remedied, and boats are again passing through. A number of boats were detained twelve hours; but all is right again, and they are on the way to Georgetown.

Arrived – Boats 1788, 100 19 tons coal to Hieston & Co.; H. F. Kindle, 110 01 to Borden Co.; John Moore, 106 05 to Consolidation Co.; Jim Gunning, Harlem and Governor Shaw, 210 19 to Cumberland Co.; W. M. Bramhall, 103 06 to American Co.; Industry and W. H. Barger, 221 19 to Central Co.

Departures – Twenty-six – all light.

Wed. 10/5/64, p. 3. **Coal Trade** on the Chesapeake & Ohio Canal for the week ending Monday, Oct. 4th, 1864:

Name of Company *No. Boats* *Tonnage*

Borden Mining Co.	-	744.08
Consolidation Co.	-	.-
American Coal Co.	-	1,895.09
Central C. M. & M. Co.	-	1,268.09
Cumberland C. & I. Co.	-	976.15
New Hope Coal Co.	-	445.18
Hamp. & Balt. C. Co.	-	893.01
Miscellaneous	-	834.02
Total	72	<u>7,107.17</u>

Drowned – A private, belonging to a New York cavalry regiment, whose name we are unable to learn, was drowned in the Canal locks at this place, on Tuesday evening of last week.

ES, Wed. 10/5/64, p. 2. **AFFAIRS IN GEORGETOWN – Business** – There is an evident improvement in the business of the town, attributable to the resumption of the canal trade, so long suspended. It is not confined to the wharves and docks, but the streets appear to be participants of the advantages.

ES, Wed. 10/5/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – The arrivals continue to be numerous, and without an accident of serious character. There will be no cessation during the remainder of the season. *Coal* boats, W. H. Barger, M. C. Dick, Diamond, M. P. C. Morris, 451-23/100 tons to Central Co.; M. M. Claggett and Hudson, 215-19/100 tons to Cumberland Co.; J. J. Swift, Susquehanna, 211-11/100 tons to American Co.; Elmira, 122.2 to W. R. Snow & Co.; Hamburg, 113.40 to Borden Co.; W. A. Boyden, 108.11 tons to Hampshire & Balt. Co.; Seneca, Sundries to Ben Darby; E. H. Tracey, wood to market.

Neglect Somewhere – The water in the Georgetown division was very low this morning; the mills are stopped, the boats cannot get to the coal docks; and the hands were standing about idle, with plenty of work to do. The result was that there was more hard swearing near the Collector's office this

morning than has heard in that vicinity for years past.

The Borden Co. has sent a force of hands to the feeders above town to try to increase the supply. The lowness of water is very disadvantageous to the mills and docks.

ES, Thu. 10/6/64, p. 2. **AFFAIRS IN GEORGETOWN – The Canal** – The arrivals registered this morning were but two – the boats Mohawk and Lucy Martin – with coal to the Cumberland and Borden companies. There are many laden boats on the way, and will follow in quick succession. The water is improving, and the boats which had discharged their cargoes were enabled to move out to return west for cargoes. The departures yesterday and today were thirty-six, all light except one – the Severn, laden with salt for Cumberland.

ES, Fri. 10/7/64, p. 2. **AFFAIRS IN GEORGETOWN – The Canal** – The frequent occurrence of little disasters upon the canal line is very discouraging to the merchants and companies, whose business is dependent in a measure upon this route. Since the reopening, when everything looked favorable for an uninterrupted navigation of the canal, some little mishaps have occurred daily at various points, causing a detention of the boats laden with supplies from the western depots. Today there is not a boat at the canal docks, all the unladen having departed.

The hands at the derricks have a holiday and the tow path looks deserted. The reason of this is not certainly known, but is supposed to be caused by the bursting out of a lock-gate at Harper's Ferry. The repair of this damage will require about twenty-four hours of constant labor.

One boat, the P. Heine, arrived yesterday, with wood for E. B. Barrett. The departures were twelve, all light except the

Seneca, which carried an assorted cargo to Seneca.

ES, Sat. 10/8/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Vallie, 117-17/100 tons coal, to Hieston & Co.; Old Abe, 102 tons coal to Hieston & Co.; American Boy, 113 tons of coal to Geo. Hughes; Wandering Boy, 111-6/100 tons to Hampshire & Baltimore Co.; G. W. H. Helzer, Ann Eliza, H. G. Ritter, Wm. Walsh, C. E. Detmold, Crowanus, J. F. McCulloh, 768-27/100 tons to Cumberland Co.; C. A. Green, Vigilant, Diligent, 323-19/100 tons to Borden Co.; Jos. Noble, J. H. Stickney, J. S. Fox, 311-11/100 tons to American Co.; W. H. Barger, Cornelia Alvinia, 222-23/100 tons to Capt. Edenhart; scow with lumber to J. Chiem.

Departures – 10, all light except the Samuel Boyer, with salt to Shepherdstown.

The boatmen report that a large number of boats are on the way and will arrive today and tomorrow.

ES, Tue. 10/11/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Mary A. Moore and Advance, 215-24/100 tons of coal for Borden Co.; Hoboken, 106.8 tons for Cumberland Co.; M. Sanford and C. F. Livermore 218.16 for American Co.; C. A. Fauble 108.16 for New Hope Co.

Departed – Nine boats, all light.

ES, Fri. 10/14/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats H. B. Cromwell and Geo. A. Pearre with 210.12 tons of coal to American Co.; J. W. Magruder and John G. Lynn 212.12 tons to Hampshire & Baltimore Co.; Mary Willard and Gipsey Queen, 213.33 tons to Central Co.; John B. Turton, 107.2 tons, in dispute; Samuel Boyer, flour to G. Waters; P. R. Halderman, wood to E. B. Barrett; C. H. timber to Samuel Strong.

Departed – P. R. Halderman, with fertilizer for Cumberland; and fourteen boats light.

Sun, Mon. 10/17/64, p. 1. **White's Guerillas Reported to be Raiding in Maryland** – The *Washington Star*, of Saturday afternoon, contains the following:

From the parties from the neighborhood of Rockville and other portions of Montgomery county, Md., we learn, that it is reported there that a body of guerillas, variously estimated at from 150 to 200-strong, crossed the Potomac at White's Ferry yesterday afternoon. The guerillas are supposed to be commanded by White, who knows every foot of ground in that section of country. They camped for a while on the farm of Mr. Daniel White, who lives on this side of the Ferry. Mr. White saw them approaching, and in in order to save his stock ran it off. These guerillas numbered 300. Before dark the rebels moved in the direction of Poolesville.

At twelve o'clock last night a report was received at Rockville that the guerillas had entered Poolesville, ransacking the stores, and then fired the town.

The distance from White's Ferry to Poolesville is eleven miles, and thence to Rockville is eighteen miles.

A few days ago, a party of rebels appeared on the other side of the Potomac, in the neighborhood of Muddy branch, but that point being guarded by a large force of our cavalry, they did not attempt a crossing.

At 2 o'clock this morning a report reached here from our advanced posts on the Rockville road that last evening 2,000 mounted rebels crossed the river at the mouth of the Monocacy, and were advancing on Rockville.

The military authorities here, however, believe that the number of rebels who have crossed into Maryland is greatly

overrated, and that it is nothing more than a horse-stealing party.

The rebel raid has occasioned considerable alarm in Montgomery county, and this morning the farmers living in the vicinity of Rockville were engaged in running their stock off towards Washington.

Farmers who have arrived here state that the party of rebels which appeared at Poolesville do not number over one hundred men.

Gen. Harden, who commands the troops on the Rockville road, has sent forces in pursuit of the invaders, and it is believed that they will not escape with impunity this time.

ES, Mon. 10/17/64, p. 2. **AFFAIRS IN GEORGETOWN – Destruction of Canal Boats by Guerrillas** – The boatmen arrived from above report the burning of four boats by the guerrillas – the S. Boyer, H. D. Carleton, Mary Willard and Henry Mortimer. All of them were light, and on the way West. The Chesapeake, with a cargo of coal, for the Borden Co., was fired by the thieves, who left immediately. The captain went to work and extinguished the fire, before serious damage had been done, and he arrived safely with his freight, and was registered at the collector's office this morning. The Boyer was upon her return, after delivering 1,000 barrels of flour to geo. Watson, Georgetown. These acts of villainy were all perpetrated at the Nine Mile level, between Monocacy and Edward's Ferry.

The arrivals since Saturday were the James Shaw, with 109.17 tons of coal to Central Co.; J. P. Roman, 112.9 tons to Hampshire & Baltimore Co.; John Cowden, J. W. Seaman, M. V. & M.E. Kroon and Chesapeake, 447.40 tons to Borden Co.; H. L. Gilbert, 105.10 tons to American Co.; Eldorado, 100.2 tons to W. R. Snow & Co.; A. J. Center, 108 tons to Consolidation Co.

ES, Tue. 10/18/64, p. 2. **AFFAIRS IN GEORGETOWN – Guerrilla Outrages on the Canal** – *Mosby Burns Four or Five Canal Boats, Carries off Horses, Mules, &c.* – There were but four arrivals since yesterday's report – the Robert Stewart, with 109.12 tons of coal to the New Hope Co.; Zella & Minna, 116.8 tons to Central Co.; Mary Alice, 110.8 tons to Hampshire & Baltimore Co.; J. J. Swift, 104.12 tons to American Co.

Departures – Boat Elmira, with dry goods and salt to Harper's Ferry, and nine boats light.

Business at the coal wharves and docks is rather dull.

The following letter from Superintendent G. W. Spates is worth consideration by the military authorities. It is directed to Collector Hollingsworth: **Point of Rocks, Md.**, Oct 16, 1864 – *Sir* – Mosby made a raid on the boats yesterday, capturing and burning some four or five boats, carrying off many mules and horses, and some prisoners. There is no guard from Noland's Ferry to Muddy Branch. Boating must stop unless a guard is placed on the canal between the places named. Many boats are here, but will not move until something is done. I am here on my way down paying off, but cannot finish until this excitement is over. The boats were all empty; no laden boats were burned. The river was forded at White's Ferry on the 9-mile level. Very Respectfully.

Geo. W. Spates, Supt.

The canal or locks have not been damaged. The distance unguarded, according to this statement is twenty-five miles. The District is dependent in a great measure upon this source of supply for fuel, breadstuffs, &c., and doubtless the military authorities will see the necessity of securing it, now that the season for supply is far advanced, and there is yet need for all that is delayed by these repeated raids.

Wed. 10/19/64, p. 3. **Fire.** – The alarm of fire on Saturday night last was occasioned by the burning of the Canal store of Messrs. J. G. Lynn & Co., near Lynn's Wharf. The building was a frame structure and the flames spread so rapidly that none of the contents could be saved. The stock consisted principally of groceries and provisions. The loss, independent of the building is from \$2,500 to \$3,000 – about one-half of which is insured in the Baltimore Fire Insurance Co. The building could not probably be replaced for less than \$1,000 to \$1,500. The fire is believed to have been the work of an incendiary.

Further Destruction of Boats on the C. & O. Canal. - The party of raiders that destroyed the Express train on the Baltimore & Ohio Railroad, on Friday morning last, intercepted several canal boats in the neighborhood of Point of Rocks, carried off the stock and burned the boats to the water's edge. We have heard the number destroyed variously estimated at from four to seven. This destruction of private property is much to be deplored. Those who have in this instance suffered were honest and industrious men, and the loss falls heavily upon them. The misfortune has somewhat discouraged the boatmen generally, but as yet there is no perceptible falling off in shipments of coal by canal.

Sun, Wed. 10/19/64, p. 4. *At Georgetown*, a letter has been received by the canal collector from Mr. Geo. W. Spates, superintendent, stating that there is no guard on the line of the canal from Noland's Ferry to Muddy Branch, and that the party Mosby's men, who burnt the four boats between these points a few days ago, crossed the Potomac at White's Ferry on the nine mile level. He says boating must stop unless a guard is placed within the distances indicated. Four

coal boats arrived since yesterday, and business is again quite dull at the docks.

ES, Wed. 10/19/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – The news from the upper sections of the canal is rather more encouraging than it has been for a few days past. The portion of the canal which was unguarded is now protected by an effective force of infantry, and the boats that arrived yesterday came down with guards on each. This evidence that the authorities design to give the boats ample protection has induced many that were detained to start, and they are now enroute for the coal docks and wharves here.

The boatmen are now anxious to keep moving to and fro between the coal and grain regions and this town, to make up for lost time.

The arrivals since yesterday were the Robert Stewart with 109-15/100 tons of coal for the New Hope Co.; Zella & Minnie, W. H. Barger, M. P. C. Morrison, Clearspring, 447.52 tons to Central Co.; Mary Allen, Jacob Brengle, W. Devecmon, 327.22 tons to Hampshire & Baltimore Co.; J. J. Swift, S. P. Lloyd and M. A. Myers, 324.19 tons to American Co.; Renown, 110-7/100 tons to Agnew; Ladie, Hamburg and G. W. Spates, 323.16 tons to Borden Co.; Severn, 107.11 tons to G. H. Plant; Knickerbocker, 105.14 tons to Cumberland Co.

ES, Thu. 10/20/64, p. 2. **AFFAIRS IN GEORGETOWN – The Canal** – The arrivals are increasing and the boatmen report the canal and railroad well-guarded to Harper's Ferry, east of which place most of the mischief was done by the guerrillas recently. The boatmen report brisk firing in the direction of Leesburg, yesterday. The firing was apparently all of small arms, no artillery. Detachments of troops started over from the Maryland side to ascertain the cause of the firing and participate in a fight if

necessary. They had not returned when the boats left the vicinity where the firing was heard.

Arrivals – Boats R. D. Johnson, 97.15 tons coal to New Hope Company; W. H. Boteler, Forest Rose, C. Alvinia, Golden Eagle and Kate Kornes, 554.59 tons to Central Co.; C. A. Rapello and Craton, 211.33 tons to Cumberland Co.; M. Sanford, A. Chamberlin, James Noble and H. Delafield, 423.37 tons to American Co.; Susquehanna, 111.12 tons to J. P. Agnew; C. A. Green, 105.18 tons to Borden Co.

Departures, 17 boats, all light.

AG, Thu. 10/20/64, p. 2. The Military authorities have stationed guards along the Chesapeake and Ohio Canal.

Fourteen boats with coal arrived at Georgetown, yesterday.

Sun, Fri. 10/21/64, p. 4. *At Georgetown*, the canal boats are now arriving freely again with coal from Cumberland. The canal is guarded hence to Harper's ferry, as well as beyond.

ES, Fri. 10/21/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats J. W. Schanck, M. Lienan and Alex. Ray with 316.30 tons of coal to American Company; Vigilant, 111.4 to Borden Company; G. W. McCulloh, 108.14 tons to New Hope Company.

Departures – Eleven boats, all light.

ES, Sat. 10/22/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrivals – M. E. Hammond and Mollie Reed, with 122.19 tons coal to Central Co.; F. Beck, 106.5 tons to Georgetown Gas Co.; Diligent, Lucy Martin and Mary A. Moore, 339.20 tons to Borden Co.; W. A. Bryan, 113.16 tons to Hampshire & Baltimore Co.; John Van Lear, 115 tons; Anna Marion, limestone to Godey.

Departed – Eight boats light.

The boats are no longer arriving in fleets as at first when the trade was resumed, but are scattered. They discharge cargoes very rapidly and immediately start upon their return, which keeps the canal very clear at Georgetown.

Wed. 10/26/64, p. 3. **Coal Trade** on the Chesapeake & Ohio Canal for the week ending Saturday, Oct. 22nd 1864:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Borden Mining Co.		1,104.18
Consolidation Co.		111.09
American Coal Co.		2,005.19
Central C. M. & M. Co.		1,296.10
Cumberland C. & I. Co.		2,067.08
New Hope Coal Co.		784.05
Hamp. & Balt. C. Co.		998.06
Miscellaneous		1,175.08
Total for week	81	9,543.00

ES, Thu. 10/27/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Cornelia Slack with 115.14 tons coal to James Young; Highlander, 111.11 tons to Cumberland Co.; Henry Reed and Alexander Walsh, 208.6 tons to American Co.; Samuel Luman and M. V. & M. E. Kroon, 216.18 tons to Borden Co.

Departed – Boats J. L. Pierce with salt to Williamsport; J. Motler, lumber, &c., to Edward’s Ferry; and nine boats light.

ES, Fri. 10/28/64, p. 2. **AFFAIRS IN GEORGETOWN – Drowned in the Locks** – This morning, the body of a colored man was found drowned in the locks of the canal at Jefferson street. He was supposed to be a man named Benjamin Johnson, who lived in the vicinity of the canal, and that he accidentally fell into the lock and was drowned. The case was reported to the sanitary police, who notified Coroner Woodward, who held an inquest.

The Canal – Arrived – Boats P. R. Halderman, with wood to Hieston & Co.; C. H. Merrett, lumber to Fronz; Josephus, 1776 with 215.11 tons of coal to Central Co.; C. E.

Detmold and H. G. Ritter, 213.7 tons to Cumberland Co.; D. Stewart, 107 tons to American Co.; J. W. Seaman and Lidia, 216.5 tons to Borden Co.; J. N. Magruder and F. L. Tilghman, 222.22 tons to Hampshire & Baltimore Co.

Ten boats departed, all light.

ES, Mon. 10/31/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Business is very brisk at the Collector’s office, the boats from the western sections arriving rapidly.

ES, Tue. 11/1/64, p. 2. **AFFAIRS IN GEORGETOWN** – The canal boat Maude arrived this morning from Four Locks, Washington county, Md., with a cargo of wheat consigned to G. Waters.

Wed. 11/2/64, p. 3. **Dash into our Lines** – A rebel force, said to be a portion of McNeill’s command, made a dash into Oldtown in this county on yesterday morning, capturing the greater portion of a company of New York cavalry stationed there, with their horses, equipments, &c. The company is said to have numbered but forty-five men, rank and file. A Lieutenant and four or five men were wounded in the skirmish. They were brought to town by the Express train that passed Green Spring yesterday morning, which only escaped capture by being behind time.

ES, Wed. 11/2/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Geo. Waters with 103-16/100 tons coal to Central Co.; Lucy Martin, Geo. Lang and Hamburg, 321.32 tons to Borden Co.; Fulton, 109.5 tons to Cumberland Co.; J. W. Schanck, 112.3 tons to American Co.; John L. Lynn, 111.11 to Hampshire & Baltimore Co.; Potomac, 118.3 to New Hope Co.; John H. Williams, assorted cargo to market; W. R. Chaplin, bark to John Cox.

Departed – Boats B. F. Roman to Point of Rocks; and W. R. Chaplin to Hancock with lumber, &c.; Elmira, with wagon to Williamsport; Hamburg with hardware for Cumberland, and eighteen boats light.

Ibid, p. 4. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – boats Maude, with wheat to market; Kate Korn, C. Alvenia and Forrest, with 325-41/100 tons of coal to Central Co.; W. H. Mayer, 117.13 tons to New Hope Co.; J. W. Bacon, A. H. Wallis, James Dayton, B. Williamson, 143.23 tons to American Co.; Defiance and Loretto, 222.3 tons to Borden Co.; A. J. Center, 113.17 tons to Consolidation Co.; Liona, 109.17 tons to Hampshire & Baltimore Co.

Departed – boat Seneca with an assorted cargo for Seneca, and 24 other boats light.

The report of the Collector for the month of October will show the number of arrivals at Georgetown by canal to have been 1,683. The tolls amounted to \$24,919.37. The departures tolls were \$1,458.71, yielding a sum total for arrivals and departures during the month of \$26,378.08. The great majority of boats are engaged in the coal trade, and it is estimated that the amount of coal received during the month was 44,000 tons.

ES, Fri. 11/4/64, p. 4. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Broadway with 105.9 tons coal to the Cumberland Company; James S. Mackie, 133.8 tons to Carlisle & Resley; Old Abe and Vallie, 211.12 tons to J. C. Hieston & Co.; Vigilant, 109.18 tons to W. R. Snow & Co.; Diamond and Mollie Reid, 216.35 tons to Central Company.

Departed – Sallie Billmyer with salt and sundries to Shepherdstown, and thirteen boats light.

ES, Sat. 11/5/64, p. 2. **AFFAIRS IN GEORGETOWN – Horse and Mule Thieves on the Canal** – It seems that squads of horse-thieves are lurking upon the Virginia shore a few miles above this town, who watch opportunities to steal horses and mules belonging to the boatmen upon the towpath of the canal. Thursday night, as the boat Old Abe was on her way west, a squad of these thieves stole four mules belonging to the boat and got them safely to the Virginia shore, about seventeen miles above this town, and near Muddy Branch. Boatmen inquire, if such fellows shall be captured, will they be treated as prisoners of war? We hear that the thieves took Mr. Ryan, the captain of the boat, but that he escaped from them while crossing the river.

Canal – Arrived – Boats R. D. Johnson, 93.14 tons coal to Snow & Co.; A. Chamberlain, 106.19 tons to American Co.; David Lynn, J. Thomas Chaplin and Onward, 340.45 tons, Borden Co.; Wm. Bell and G. W. H. Helzer, 209.11 tons to Cumberland Co.

Departures – Eight boats light; and the Jos. S. Mackie, assorted cargo to Knoxville basin; Golden Rule oysters to Hancock; J. H. Williams, assorted cargo to Edward's Ferry.

ES, Tue. 11/8/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats C. Ardinger, coal to market; C. Slack, 109-9/100 to James Young; W. H. Barger and Pearl, 216.7 tons to Central Co.; G. W. Bridesall and Ann Eliza, 215.24 tons to Cumberland Co.; M. & C. Bradley, 113.5 to Captain; John B. Turton, 108.3 tons to J. C. Hieston; J. W. Seaman, 109.8 tons to Borden Co.; James A. Alexander, 107.4 tons to American Co.; John Mayer, 108.12 tons to New Hope Co.; J. P. Roman, 111.12 tons to Hampshire & Baltimore Co.

Departed – Alexander Ray with salt to Shepherdstown; and seven boats light.

The cargoes of the boats burnt by the rebels are being taken from the canal and brought to Town. The cargo of the C. Ardingler, consisted of this coal, the owners of which cannot be ascertained, and the proceeds will be applied to the payment of expenses.

Wed. 11/9/64, p. 3. **Coal Trade** on the Chesapeake & Ohio Canal for the week ending Monday, Nov. 7th, 1864:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Borden Mining Co.		1,474.05
Consolidation Co.		00.00
American Coal Co.		2,419.04
Central C. M. & M. Co.		980.00
Cumberland C. & I. Co.		2,536.05
New Hope Coal Co.		448.10
Hamp. & Balt. C. Co.		755.08
Miscellaneous		1,884.07
Total	101	10,503.15

ES, Thu. 11/10/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – The late rains have been of advantage to the canal, and the water is at its average depth. The detention of many boats by those running them going home to vote, gives reason to expect their arrival in quick succession tomorrow.

Arrived – Boats M. E. Smith with limestone to Godey; Sallie Billmyer wheat to market; John D. Swift, Henry Reid, John L. Fox, Clifton A. Schell and D. Cromwell, with 643-64/100 tons of coal to American Co.; W. Devecmon, 110.10 tons to Hampshire & Baltimore Co.; Ceres and American Boy, 217.30 tons to J. C. Hieston; Advance and C. A. Green, 217.23 tons to Borden Co.; Highlander, Six Days, Wm. Walsh, Allen Campbell, 432.30 tons to Cumberland Co.; Wm. Elder, 106 tons to Central Co.

Departed – 17 boats light.

ES, Fri. 11/11/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Brown and Sarah Ann with 214 33/100 tons of coal to the Cumberland Co.; Happy Traveler and F. L. Tilghman, 216 17 tons to

Hampshire & Baltimore Co.; A. E. Stone and C. A. Fauble, 205 11 tons to New Hope Co.; Defiance and H. F. Kindle, 216 09 tons to Borden Co.; Industry, 112 18 tons to Central Co.; J. F. McCulloh and A. H. Brandt, 209 14 tons to Plant; Michael Lienan and John O'Brien, 212 30 tons to American Co.; Jacob Brengle, 112 14 tons to James Young.

Departed – the Severn, with salt for Cumberland, and nine boats light.

ES, Sat. 11/12/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Harlem, George Shaw, H. G. Ritter, Cowanus and James Gunning, with 528.39 tons coal to Cumberland Co.; Vallie, 103.9 tons to Hieston & Co.; M. Sanford and John Hill, 210.2 tons to American Co.; W. H. Boteler, 108 tons to Central Co.; Mary A. Moore, 106.14 tons to Borden Co.

Departed – C. A. Fauble with salt to Harper's Ferry; J. G. Morrison assorted cargo to Conrad's Ferry; and seven boats light.

ES, Tue. 11/15/64, p. 4. **AFFAIRS IN GEORGETOWN – Canal** – Business upon the canal route, and at the coal docks is very active this morning. Twenty-seven boats in the coal trade have arrived since Saturday, with over 2,500 tons of coal.

Arrived – Boats Rip Van Winkle, Mohawk, Col. Moore, Hudson, H. C. & J. D. Turner, C. E. Detmold, Martha Banks and Bowery, with 852.78 tons of coal to Cumberland Co.; Lions, Mary A. Moore, Hamburg and Geo. Long, 438.49 tons to Borden Co.; D. Stewart, G. P. Lloyd, C. F. Livermore, W. J. Boothe, 422.45 tons to American Co.; Clear Spring, Mollie Reid, Gipsey Queen, Forest Rose, George Waters, 446.54 tons to Central Co.; Susquehanna, John Van Lear, 226.11 tons to J. P. Agnew; Old Abe, 109.12 tons to Hieston & Co.; A. B. Mayer, 108 tons to New Hope Co.; Elmira, 116.55 tons to B. McQuade; Mary

Alice, 107.12 tons to Hampshire & Baltimore Co.; J. H. Williams, with sundries to market.
Departed – Nine boats, light.

ES, Thu. 11/17/64, p. 2. **AFFAIRS IN GEORGETOWN – Flour and Grain Market** – The boat Ella arrived this morning from Sharpsburg with a cargo of over a thousand barrels of flour. Sales have not transpired. The market is steady.

Canal – There appears to be no obstruction to the navigation of the canal, and nothing has occurred to alarm boatmen. The masters of the boats arrived since yesterday know nothing of any attempt by the rebels to enter Maryland.

Arrived – Boats C. H. Merrill with wood to market; A. Van Corlear and Aliquippa with 215.18 tons coal to Cumberland Co.; R. D. Johnson, 97.2 tons to Snow; Andrew Main and H. L. Gilbert, 215.18 tons to American Co.; J. M. Magruder, 106.13 tons to Hampshire & Baltimore Co.; Loretta and Droon, 222.13 tons to Borden Co.

Departed – The B. F. Roman with dry goods to Point of Rocks; J. Williams assorted cargo to Edward's Ferry; and eight boats, light.

ES, Fri. 11/18/64, p. 2. **AFFAIRS IN GEORGETOWN – Flour and Grain Market** – The boat Energetic arrived this morning with a cargo of flour and apples, and the E. D. Hartley with corn and flour to market. Sales have not transpired.

Canal – Arrived – Boats John Moore, 1788, C. Moore and J. B. Turton, 431.19 tons coal to J. C. Hieston; G. W. McCulloch, 113 tons to New Hope Co.; Wandering Boy, 111.8 tons to Midland Co.; W. Farrow, A. Chamberlin, J. Bacon, 341 tons to American Co.; J. S. McKee, T. J. Nunino, 229.14 tons to Consolidation Co.; J. T. Chaplin, David Lynn, Vigilant, Diligent and Lucy Martin, 565 tons to Borden Co.; W. H. Barger,

112.18 tons to Central Co.; Communipaw, 109.3 tons to Cumberland Co.; E. D. Hartley, corn and flour to market; Energetic, sundries to George Waters; J. Hetzer, wood to market.

Departed – Boats G. W. McCulloch, E. Hartley, Ellen and Vigilant, with salt to various landings, and sixteen boats, light.

Sun, Sat. 11/19/64, p. 1. **DRAFT IN MARYLAND – Fifth Congressional District** – Ellicott's Mills, Nov. 17, 1864.

The draft was proceeded with here today, when the second, third and fourth Election districts of Montgomery county were drawn.

Those that were slaves are designated as "*Colored, with.*"

Fourth District – There were 474 names put in the wheel in this district and 94 drawn out, as follows: . . . Charlesworth Wood, lock-keeper, Darnestown; . . . Edward B. Tarman, boatmen, Rockville; . . . Henry Howser, lock-tender, Rockville; . . . Thomas Tarman, lock-tender, Rockville; . . . Geo. W. Case, lock-tender, Rockville; Richard Selby, lock-keeper, Darnestown; . . . James Harris, lock-tender, Tennallytown; . . .

ES, Sat. 11/19/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats George K. Sistate, Wane, James Dayton, A. H. Wallis, 432-14/20 tons coal to the American Co.; Little Rob and Golden Rule, 212.13 tons to Central Co.; J. Roman, 104.10 tons to Hampshire & Baltimore Co.; Rainbow, 107.2 to New Hope Co.; Bettie, 110.6 tons to J. C. Hieston & Co.; G. W. Birdsall and Broadway, 214.11 tons to Cumberland Co.; Sallie Ardinger and G. W. Spates, 219.14 tons to Borden Co.; Isaac Motter with hay to market.

Departed – 15 boats light.

Wed. 11/23/64, p. 3. **Serious Accident.** - About 4 o'clock on Saturday afternoon a portion of Lynn's coal wharf fell with a

heavy crash, burying beneath the ruins a young man named John Cressner, from Washington County, a driver on the Canal, and from twenty to twenty-five horses and mules. Some twenty coal hoppers, mostly unloaded, were upon that portion of the wharf which fell, but these were not materially damaged, many of them not being moved from the track. The accident was occasioned by the giving way of the timbers supporting the wharf. The stock destroyed belonged to parties running boats on the Canal, and in some cases, falls very heavily upon them, as they have already sustained losses from predatory bands along the line of the Canal this season. The accident interferes considerably with the shipment of coal, but men have been already put to work to remove the cars from the wreck, and the necessary repairs will be made as speedily as possible.

Wed. 11/30/64, p. 3. **Coal Trade** on the Chesapeake & Ohio Canal for the week ending Saturday Nov. 26, 1864:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Borden Mining Co.	12	1,334.14
Consolidation Co.	2	228.18
American Coal Co.	17	1,792.05
Central C. M. & M. Co.	8	874.00
Cumberland C. & I. Co.	12	1,306.16
New Hope Coal Co.	6	680.07
Hamp. & Balt. C. Co.	9	903.11
Miscellaneous	20	2,140.05
Total	86	9,350.15

ES, Thu. 12/1/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – The business of the month of November has been the most profitable to the company of any month since the opening of the canal, the tolls received amounting to over \$29,000. The highest monthly receipts ever before was, we believe, in the year 1860, when they amounted to \$24,500. The trade continues to be lively, and the arrivals and departures are up to the average.

Arrived – Boats G. W. McCulloch, A. B. Mayer, with 226.10 tons coal to New Hope Co.; John B. Turton, Ceres, 215.5 tons to Hieston & Co.; Diligent, Hamburg and Lucy Martin, 335.13 tons to Borden Co.; J. P. Roman, Jess Hill, J. G. Lynn, W. Devecmon, 444.18 tons to Hampshire & Baltimore Co.; Mary Little, 112.13 tons to Hampshire & Baltimore Co.; Aliquippa, 109.7 tons to Cumberland Co.; American Boy, 112 tons to F. Mertens; Forrest Rose, Pearl, 227.13 to Central Co.; C. F. Livermore and M. Lienan, 208.11 tons to American Co.; Five Sisters, bark and flour to market; C. H. Merrell, pine poles to market; Seneca, sundries to Ben Darby.

Departed – Boat G. W. McCulloch with salt for Tunnel; and fourteen boats light.

ES, Sat. 12/3/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats John L. Pierce, 4,500 bushels wheat; Charles Ardinger, flour to market; Peter Shyneson, 112.4 to Cumberland Co.; George K. Sistate, James Dayton and A. H. Wallis, 318 tons to American Co.; Wave, 106.17 tons to American Co.; J. T. Chaplin, David Lynn, Vigilant, 340.17 tons to Borden Co.; Wm. Elder, 106 tons to Central Co.

Departed – eight boats, light.

Wed. 12/7/64, p. 3. **Coal Trade** on the Chesapeake & Ohio Canal for the week ending Saturday Dec. 3, 1864:

<i>Name of Company</i>	<i>No. Boats</i>	<i>Tonnage</i>
Borden Mining Co.	13	1,409.16
Consolidation Co.	2	222.17
American Coal Co.	23	2,384.04
Central C. M. & M. Co.	15	1,648.18
Cumberland C. & I. Co.	17	1,847.15
New Hope Coal Co.	6	664.19
Hamp. & Balt. C. Co.	5	584.05
Miscellaneous	21	2,324.07
Total	102	11,087.01

The Canal. - The Washington *Chronicle* of the 1st instant says: - We had the pleasure, on Tuesday of meeting Alfred Spates, Esq.,

president of the Chesapeake and Ohio Canal Company. He reports that the canal has never been in so good order as at this time, and, therefore, boats run night and day. About twenty-three hundred tons of coal are shipped daily to Georgetown from the mines. Very little of this coal stops here, but it goes on to the Northern cities upon return voyages of vessels that bring cargoes from those points to General Grant's army; to Point Lookout, and to Washington, Alexandria and Georgetown. Mr. Spates says that one thousand boats may be as easily run on the canal as the two hundred and fifty that are now engaged in the transportation of coal, flour, &c. When, therefore, its capacity for navigation is fully tested, some nine thousand tons would reach us daily, which would employ in the transport to Northern cities a very large number of vessels, and make this point a busy mart of commerce.

ES, Thu. 12/8/64, p. 2. **AFFAIRS IN GEORGETOWN** – *Canal* – The continuance of the coal trade by the canal boats gives an average amount of business to the officials at the collector's office. The vessels carrying coal to distant depots not being so numerous at the wharves as a few days ago, the banks of coal at the docks begin to accumulate and assume something like the proportions they exhibited just previous to the stoppage of canal navigation in July last, and the boats from Cumberland are regularly arriving with cargoes to add to the stock on hand.

Arrived – Boats Alex. Walsh, John W. Bacon, G. P. Lloyd, A. Schell, with 439.19 tons coal to American Co.; 1776, Josephus and Gipsy Queen, 339.5 tons to Central Co.; M. V. & M. E. Kroon, Defiance, 219.14 tons to Borden Co.; Keystone, G. A. Fauble, 234.9 tons to New Hope Co.; T. J. Nimmo, 114.15 tons to Consolidation Co.; Braux, Highlander, Communipaw, Gowanus, 439.19 tons to Cumberland Co.; John Van

Lear, 106.13 tons to R. S. McKaig; M. E. Smith, limestone to Godey & Rheem.
Departed – Twelve boats, light.

ES, Sat. 12/10/64, p. 2. **AFFAIRS IN GEORGETOWN – Flour and Grain Market** – The boat E. D. Hartley arrived this morning with wheat to E. D. Hartley. Sales have not been reported.

Canal – Arrived – Boats E. D. Hartley with wheat to E. D. Hartley; W. R. Chapman, bark to market; B. Williamson, D. Pomroy, D. Cromwell, James Vanderwort, with 436.7 tons coal to American Co.; Florence, 107 tons to Hampshire & Baltimore Co.; Samuel Luman, 106 tons to Borden Co.; A. J. Center, 115.2 tons to Consolidation Co.; Rainbow, 106.3 tons to New Hope Co.; Spuyton Dugael and Maude, 208-6/20 tons to Cumberland Co.

Departed – twelve boats, light.

Sun, Wed. 12/14/65, p. 4. *At Georgetown* – There being an inch thickness of ice in the canal, the government ice-breaker started out this morning, and will go up far enough to connect with the ice-breakers of the company on the upper division. This will enable the laden boats now above Seneca to arrive, and those now here to depart for the upper divisions to winter.

ES, Wed. 12/14/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Susquehanna with 114-15/20 tons of coal to Captain; Lucy Martin and Diligent, 226-16 tons to Borden Co.; C. Ardinger, 91 tons to Captain.

Departed – J. L. Pierce with merchandise to Williamsport, and 4 boats light.

ES, Thu. 12/15/64, p. 2. **AFFAIRS IN GEORGETOWN – Guerrillas Annoying the Boatmen** – Boatmen report that a small number of guerrillas attacked some boats a

few miles below Sharpsburg, and robbed them of two or three teams. The boatmen report them guerrillas, but are not sure that the band is not a gang of regular horse-thieves, who have been infesting that vicinity and committing depredations whenever an opportunity offers.

Canal – Arrived – Boats Old Abe and Severn, 225 15 tons of coal to Hieston & Co.; H. F. Kindle, 104 15 tons to Borden Co.; C. Ardinger, 91 tons to Captain W. Bell; and K. V. Tassal, 222 02 tons to Cumberland Co.

Departed – J. G. Morrison, salt and sundries to Conrad’s Ferry; and seven boats.

There is but little ice in the Georgetown section of the canal. The ice-breakers have done their work effectually so far. The boatmen report that the ice was very thick in the upper sections, but the way is certainly clear to Harper’s Ferry, and probably to Cumberland. But advices from Cumberland announce that the boatmen are tying up for the winter, and no more coal than is now on the way will be received at the docks here.

ES, Fri. 12/16/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – There are no arrivals of coal reported. The supply at the docks is not large, and it is being shipped to distant ports as fast as possible. The only boats entered are the C. Knode, with wheat to market, and Captain John Short limestone to Godey.

Departed – six boats, light.

Wed. 12/21/64, p. 3. **Canal Coal Trade** - The following comparative statement of the Tonnage of Coal shipped over the Chesapeake & Ohio Canal, for the last three years, we find in the "Civilian & Telegraph":

	1862	1863	1864
March		16,382.10	18,478.04
April	8,924.19	30,154.02	34,577.15
May	16,634.02	36,859.10	48,334.13

June	8,853.19	22,270.00	51,488.05
July	11,665.05		13,862.05
August	19,926.19	18,643.11	
Sept.	8,419.00	20,034.15	
Oct'r		37,887.11	34,749.02
Nov'r	9,656.02	28,847.08	44,219.07
Dec'r	16,723.19	14,287.06	12,720.09
Total	100,304.00	225,366.00	258,430.00
Number of Boats manifested in 1862,			985
" " " 1863,			2,065
" " " 1864,			2,363

The non-shipments in the several months of each year, as shown above, was caused by interruptions from Rebel invasions.

ES, Wed. 12/21/64, p. 3. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats C. Alvina, 112.10 tons coal to Central Co.; Renown, 110.4 to A. Zeigler; A. H. Brandt and American Boy, 218.14 tons to J. C. Hieston; Harlem and Col. Moore, 219.15 tons to Cumberland Co.; M. E. Smith, limestone to Godey & Rheem.

Departures – Four boats light.

The arrivals of boats of all descriptions from western depots will probably exceed two hundred for the month of December, as way bills up to 198 have certainly been issued.

Sun, Thu. 12/22/64, p. 1. **Kincheloe’s Disbanded Guerillas** – A few days ago, it was stated that Kincheloe’s guerillas had disbanded on account of an order commanding them to return to the regular Confederate army. We understand that most of those who refused to obey this order have joined the guerilla White, who is operating about Muddy Branch, Leesburg and Snickersville. Some of our scouts, who knew some of Kincheloe’s men, have recognized them as now in White’s band.

ES, Fri. 12/23/64, p. 2. **AFFAIRS IN GEORGETOWN – Canal** – Arrived – Boats Capt. John Short, wood to Hieston &

Co.; J. G. Morrison, grain and pork to market.

Departed – One boat, light.

The ice in the canal above the Point of Rocks is said to be much thicker than below that point. A number of boats laden with coal and provisions are in the canal, and the company is using every exertion to get them to Georgetown, but the progress is slow.

Sun, Mon. 12/26/64, p. 1. **Guerilla Operations** – On Friday morning early a party of the rebel guerillas, taking advantage of the ice, attempted a crossing above Muddy Branch. Our pickets, however, discovered them and drove them back. Major Andrews, of the First New Hampshire Cavalry, in command at that point, is making every effort at protection and to prevent guerilla raids, now that the ice offers a safe passage-way. For two or three nights past signals have been made from the woods on the side of the river, back of Muddy Branch, and the signals were answered from the Virginia shore. White has a large force, and his headquarters are in the neighborhood of Snicker's Gap, whence he sallies over to the Maryland side whenever his friends on this side signal him that it is safe to do so.

Some farmers in the neighborhood of Rockville, who came to market on Saturday morning, heard, before leaving home, that White had attempted another crossing last night. These incursions are made by small squads, whose object is plunder. Horses are of special attraction to these thieves.

Sun, Fri. 12/30/64, p. 4. **Five of White's Guerillas Drowned** – On Tuesday night a party of rebels who had been prowling about among their friends in Maryland for some days, attempted to re-cross to Virginia on a raft a mile along Muddy Branch. Before getting far out, however, they were discovered by our pickets and fired upon, and

one, George B. Clagton, was captured in the water. Clagton reports that the party was commanded by S. P. Letcher, a nephew of Ex-Gov. Letcher, of Virginia, who holds a commission as lieutenant in White's guerilla band. The party had crossed into Maryland some days ago, and had collected from their friends a good deal of money, and it is supposed would have run off some horses, but the water being very high they had no safe means of getting them across. Five of the party on the raft, viz: L. P. Letcher, Frank P. Glover, James F. Falconer, _____ Worden and Elisha Harris, it is known were struck by shot from our pickets, knocked from the raft, and are supposed to have drowned. One of the party had nearly \$1,600 in greenback, some United States bonds, and about \$159 in Confederate money upon his person.

Wash. Rep.

ES, Fri. 12/30/64, p. 2. **AFFAIRS IN GEORGETOWN** – Business is very dull. There are no arrivals or departures registered at the Custom House, and none by the canal. It is not, however, unusual at this season to see a comparative suspension of the main business of the town, while the retail business retains its ordinary level.