

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE WASHINGTONIAN
A LEESBURG NEWSPAPER
1836 - 1871
LOUDOUN COUNTY, VA

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A. PREFACE

This compilation of newspaper articles about the C. & O. Canal is one of a series. In 1836, *The Washingtonian* was published weekly, on Saturdays, then sometime before 1849 publication was shifted to Friday. The microfilm box indicated that the contents went from Nov. 12, 1836 through Nov. 27, 1875, which is true as regards the first and last edition. However, every edition between those two dates was not found.

This compilation was started with the intent to follow the format of the other compilations for *The Alleganian*, a Cumberland, Md. newspaper. However, because Leesburg was not a "Canal Town" the human interest stories nor the record of canal boats with their cargoes was not found. Instead what we have is as sketch of the rise and fall of the business interests, as seen through advertising, due to the canal. Once the railroad arrived in Leesburg, first bringing passengers and then passengers and freight, the benefit of the canal, to Leesburg, waned. So, as the reader peruses the following report, liberal inclusion of images of the actual advertisements breaks with the format of the other compilations of newspaper articles. The town citizens, and many others, still benefit from the historic, operating Whites Ferry providing access to Maryland.

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

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Before the canal opened to Cumberland on Oct. 10, 1850 it was opened to Harpers Ferry in 1833 and to Dam No. 6 in 1839. The canal being open to Harpers Ferry meant that commerce from Harpers Ferry, Berlin (Brunswick), Point of Rocks, Monocacy Aqueduct, Whites Ferry and Edwards Ferry had begun. Opening the canal to Dam No. 6 meant that commerce from Sharpsburg, Shepherdstown and Antietam Iron Works had begun. Sometime in or before 1836 a packet boat was running between Shepherdstown and the District of Columbia as evidenced by the following ad:

Leesburg & Canal Line.



A COACH will leave this place every day, at half past 9 o'clock,

A. M., (Sundays excepted) to intersect, at Edward's Ferry, the Canal Line of Packet Boats now plying daily between Shepherdstown & the District of Columbia, and will return immediately after the arrival of the boats.

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

N. WHITE, Agent for Stockton & Stokes.

August 20, 1836.

At that time there must have been a road suitable for a stage coach to connect now VA 7 to Edwards Ferry, probably following Goose Creek to the Ferry where passengers would be taken across the Potomac River in time to connect with the packet boat. The above ad ran weekly from August 20 through November 12, 1836 at least. The name of the packet boat and the owner's name remain to be found.

We know from the Canal Company Annual Reports that prior to 1850 the canal carried agricultural products and building materials, e.g. flour, lime, cement, lumber, stone and pig iron. In the immediate area of Leesburg

were at least two water-powered mills: The Big Spring Mills (opposite Harrison's Island, MP 33.27-35.1x) and The Elizabeth Mills (on Goose Creek, MP 30.64). The Goshen Farm of 442 acres lay just across from Edwards' Ferry (MP 30.84). We deduce from the following advertisements, over the years, that each facility had a warehouse or landing on the Virginia side of the Potomac River to receive and ship goods via canal boat. These boats preceded the ubiquitous coal freighting boats subsequently built in abundance in Cumberland. Two of those boats were mentioned in the following ad:

**TRANSPORTATION
On the Canal.**

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

JNO. P. SMART.

August 20, 1842.

The above advertisement implies that these boats were covered, or at least the freight carrying portion was enclosed, to protect the consignment from the weather. Also implied is the existence of a landing or wharf at both Big Spring and Edwards Ferry, there the two canal boats could enter or exit the canal through the Goose Creek River Lock.

PUBLIC SALE

*Of valuable Mill property
and Land.*

WILL be offered at public sale,
the following valuable property:

THE BIG-SPRING MILLS,

Which stand on the banks
of the Potomac, 2 1-2 miles
from Leesburg. They have
three pair of burrs, are ter-
ned by a never failing stream, can manu-
facture 75 barrels of flour per day, are
in first rate order, and worked by
machinery of the latest and best con-
struction. Contiguous to the mills are
all the necessary buildings, such as mil-
lers house, stabling, sheds for cattle &c.;
and convenient a fine large dwelling
house of BRICK. Attached to the
mills are 40 ACRES of land of unsur-
passed fertility.



This property is so well known as to
render a minute description unnecessa-
ry. Its leading advantages are; loca-
tion in a fine wheat region, facilities of
transportation to market from its conti-
guity to the Chesapeake and Ohio Can-
al, capacity to do business, and the
possession of unfailing water power. It
is undoubtedly the most valuable mil-
ling establishment in the great wheat
growing County of Loudoun.

The Elizabeth Mills,

Four miles east of Leesburg, and 1-2 a
mile from the Georgetown turnpike, are
located on Goose Creek, a large and
never failing stream. These mills have
three pair of burrs, with two good mil-
ler's houses and Coopers Shop conve-
nient, and about 50 ACRES of good
land attached, and are in first rate order,
with the best machinery of the latest
construction.

THE GOSHEN FARM.



lying on the Potomac, contain-
ing 442 ACRES OF LAND,
with the FERRY attached,
known as Edwards' Ferry.—

About 100 Acres of this Farm are fine
river bottom land; and the upland (with
the exception of about 100 Acre in
wood,) is in a good state of cultivation,
being heavily covered with a fine growth
of Clover. On it there are
a comfortable DWELLING
HOUSE, dairy, fine well of
water, stabling, &c.



The whole, or any part, of this pro-
perty, will be sold at private sale before
the days of sale.

The terms will be made known on the
days of sale, and regulated so as to suit
the times,

The sale of the Big-Spring mills will take
place on Tuesday the 6th of December, on the
premises.

And the sale of the Elizabeth mills and the
Farm will take place on Thursday the 1st day
of December next, on the farm.

JOHN P. SMART.

August 20, 1842.

The adjacent advertisement, also placed on
August 20, 1842, locates and describes the
three properties, with their appurtenances.
Because the sale of those three properties
was not scheduled until December, we may
presume it was John P. Smart who continued
to operate them.

As noted from the below advertisement,
placed February 24 through May 25, 1844,
at least, John B. Smart could store flour or
grain safe and secure and then boat it to
market as the farmer ordered. If the farmer
wanted his wheat ground into flour Mr.
Smart could do that and return the mill offal
to the farmer. Mr. Smart insured the
farmer's produce against loss by fire.

TO FARMERS.

Storage, Boating, Insurance, &c.

THE Farmers of Loudoun are in-
formed that I am prepared to re-
ceive on Storage Flour or Wheat, and
all other kinds of grain, which will be
safe and secure, subject to the order of
the owner.

Also, that I am prepared to boat their
produce to market promptly and on fair
terms.

As some evidence of the security of
produce deposited with me, I would
state that it is all regularly covered with
a policy of insurance against loss by fire.

The highest cash price always paid
for Wheat, or Flour exchanged for it,
and the barrel found for the offal.

JOHN P. SMART.

Big-Spring Mills,

Feb. 24, 1844—46.

Because John P. Smart was still at Big
Spring Mill in 1844, it would suggest that
the December 1842 sale of that property had
not been successful.

By 1849, the warehousing and/or granary
business near Leesburg was bustling as
shown below:

IMPORTANT NEWS!

CHEAP BOATING.

FLOUR will be boated from the *GOSHEN WAREHOUSE*, at the very low rate of 12 1-2 cents per barrel.

JOHN & WM. THOMAS.
Sept. 14 1849

Surely this GOSHEN WAREHOUSE was located on the previously mentioned Goshen Farm and John & William Thomas had bought the Goshen Farm at the December 1842 sale, or subsequently. This advertisement ran from September 14 through October 19, 1849, at least.

William K. Ish, Jr. and Jacob Ish bought a warehouse from Robert G. Bowie, Esq., on the Potomac, about 2-1/2 miles from Leesburg, and promoted their business by arranging with in-town merchant Robert W. Gray, Esq. to receive farmer's and miller's produce and pay for it. The advertisement for the sale of The Big Spring Mill said it had "...facilities of transportation to market from its contiguity to the Chesapeake and Ohio Canal, . . ." Thus it may be that Robert G. Bowie, Esq. purchased some or all of The Big Spring Mill from John P. Smart and then sold it to Messrs. Ish. A search of land records would clarify that point. A careful reading of the following advertisement would indicate that after the farmer's and miller's produce was boated and sold, then payment would be made by Mr. Gray.

IMPORTANT

TO FARMERS AND MILLERS!

THE undersigned subscribers, take this method of informing the public, that they have taken the

WAREHOUSE

on the Potomac, about two and a half miles from Leesburg, lately occupied by Robert G. Bowie, Esq., where they are prepared to RECEIVE AND FORWARD to the District Markets, FLOUR, AND ALL KINDS OF PRODUCE, on the most accommodating terms. They hope by prompt attention to business, to merit and receive a liberal share of public patronage.

PLASTER and SALT will be constantly kept for sale

WN. K. ISH, Jr.,
Aug. 10—19. JACOB ISH.

N. B. To save riding to the Warehouse, we have made arrangements by which Robt. W. Gray, Esq., Merchant, Leesburg, will receive and pay out the money for produce boated and sold by us. W. K. I. & J. I.

The above advertisement ran from Aug. 10 through October 19, 1849, at least.

It would appear that the citizens of Leesburg preferred to shop in town vice going to a store or warehouse on the Potomac River as evidenced by the following advertisement wherein Johnson & Wallace brought their groceries from the "Head of Navigation" which was surely Whites Ferry or Edwards Ferry, to save on transportation costs.

Good News!!

Just Arrived at the Head of NAVIGATION,

Opposite Dr. A. R. Mott's Drug Store,
KING STREET, LEESBURG, VA.

RECEIVING and opening a splendid assortment of

GROCERIES,

of every description for family use, fresh and of the best quality and a great variety of other articles too tedious to mention, amongst some of the most staple articles, a splendid lot of Baltimore cured Bacon, Smoked Beef, Mackerel, Herrings, &c. All of the above fresh stock will be sold as to price and terms, unsurpassed; please to give us a call. Thankful for past favors.

JOHNSON & WALLACE.

October 5, 1849—3t

N. B. We call the attention of the community to something new; a genuine article of Mineral Water, or as some call it, Pop, a fine beverage for Sons of Temperance. We will insure it not to intoxicate the brain, and also good for the health of any person, and therefore, there will be no violation of the Pledge.

J. & W.

The above advertisement ran from October 5 through October 19, 1849, three times.

Fri. 10/26/49 - FLOUR BY THE CANAL.

A few days ago the Canal boat *Horatio Allen* brought down 900 bbls. of flour. This was one of the largest cargoes of flour ever brought down the Canal in one boat. The weight of the cargo would make about 85 tons; and the boat drew about 4 feet 2 inches of water. From this we may safely infer that boats with 100 tons of coal may come down the Canal as long as there

is as much as 5 ft. of water in it. -
Georgetown Advocate.

COAL! COAL!!

CUMBERLAND Coal, of the very best quality, just received, and will be sold as low as by any other dealer; an additional supply expected in a few days, at Bowie's landing, 2½ miles from Leesburg; persons leaving their orders with me (early) can have it there by the quantity, at 19 cents per bushel. Also, grate coal, from the yard, at \$7.50 per ton.

WM. CLINE.

October 5, 1849

BLACKSMITHS' COAL.

JUST received, a boat load of Cumberland and Stone Coal, which will be sold at 18 cts per bushel by the load; also, Anthracite and Cumberland Grate Coal, for sale low, at the Goshen Warehouse, by

J. & W. THOMAS.

Oct. 12, 1849

The above advertisements were placed a year before the canal opened to Cumberland. Since December 1843 the B. & O. Railroad had been freighting coal to the western terminus of the canal, Dam No 6, ten miles west of Hancock. That arrangement lasted until June 1845, after which coal was again freighted down the Potomac in flat bottomed boats carrying about 40 tons each. Since they only had to go 50 miles downstream to connect with the canal, the advertisements above would suggest that coal freighting business continued even after the spring freshets. John & William Thomas had already advertised their business from the GOSHEN WAREHOUSE now William Cline has established his business. In another advertisement in the same newspaper William Cline had 60,000 large sized cypress shingles, lime - for white washing - plus joist scantling and plastering

lath available. There must have been warehouse facilities at Bowie's Landing, 2½ miles from Leesburg. From another advertisement, P. G. Smith, Leesburg, advertised coal, plaster, &c. at the Goshen Warehouse or by delivery. A business arrangement must have been in place for P. G. Smith to sell items at John & William Thomas' Goshen Warehouse. John & William Thomas also advertised to boat flour from their Goshen Warehouse, presumably to Georgetown, at 12-1/2 cents per barrel.

Then in the spring of 1850 John W. Gover advertised:

TO ALL
WHOM IT MAY CONCERN

LIME, COAL, LUMBER. I have now on hand a large quantity of Williamsport fresh burnt Lime, by the barrel or bushel; also a very superior lot of Cumberland Coal for smithing purposes, free of dirt and slate; also Lumber of all descriptions, such as Susquehanna white Pine from 5-8 to 2 inch, Shingles, Pailings, Laths sawed and rived, Joist, fencing Post, also a very large assortment of Shenandoah yellow Pine lumber of lengths from 10 to 20 feet. All persons wishing to make purchases of the above named articles would do well to give me a call before dealing elsewhere.

My yard will be found on the East end of Leesburg, at the junction of Market and Loudoun streets.

JOHN W. GOVER.
May 31, 1850—tf

John W. Gover was bringing merchandize from both Williamsport (lime) and Cumberland (coal), probably by canal. The advertisement ran from May 31 thru Aug. 30, 1850, still before the canal opened.

From the following advertisement we see that Isaac M. Rice had taken the warehouse at Conrad's (Whites) Ferry:

Boating to Georgetown and Alexandria,
AND WHEAT PURCHASED AT THE HIGHEST PRICE.

THE subscriber having taken the Warehouse at Conrad's Ferry, will purchase Wheat and give the highest cash prices, or within five cents of the Georgetown price. The largest quantity will at all times be purchased.

He will always be prepared to do Boating to Georgetown and Alexandria of flour, wheat, and all other kinds of grain. Back loads brought at fair prices.

Plaster and Salt always on hand or sale or to exchange for flour or wheat.

July, 5—4t **ISAAC M. RICE.**

The above advertisement ran from July 5 thru Oct. 4, 1850, at least.

In the spring of 1851, after the canal had opened, Wm. Cline advertised:

HYDRAULIC CEMENT at April 11 **WM. CLINE'S.**

CUMBERLAND COAL, a prime article, and can be had at the very lowest price, by calling at April 11 **WM. CLINE'S.**

77 TONS prime Cumberland COAL, just landing and will be sold on the River at 14 cts., per bushel by quantity; also very low from yard. Call at May 9. **Wm CLINE'S.**

Because he was offering the coal for sale "on the River" that would suggest he had a landing or wharf where the coal was stockpiled.

From April 11 thru May 16, 1851 John W. Gover advertised 3,000 bushels of Cumberland coal for Smithing purposes and,

during the same period, William Cline also advertised Cumberland coal at the very lowest prices.

Fri. 5/16/51 - The little steamer *Virginia* passed up the Chesapeake and Ohio Canal, from Georgetown, on Friday last, having three canal boats in tow. The *Virginia* is owned by a company of northern gentlemen, and is intended as a regular tow boat between the District and Cumberland.

In August of 1851, the packet boat *Fashion*, Capt. Sherman Petrie, began weekly trips from Cumberland to Georgetown and Alexandria, departing Cumberland every Monday evening.¹ By early October, 1852 the second packet boat, *Belle*, Capt. William Singer, was in service on the same route, departing Cumberland every Thursday evening.² Apparently the passenger traffic to and from Cumberland was not sufficient to support that packet boat business after the 1851 boating season. However, the proprietors resumed their business only from Harpers Ferry to Georgetown, Washington City and Alexandria in 1852 as shown in the following advertisement:

Harper's Ferry, Georgetown,
Washington & Alexandria
Daily Line.



THE CANAL PACKET BOATS
BELLE & FASHION,
WILL run the present season between the above places. Leaving Harper's Ferry Daily at 2 P. M., arriving at Georgetown next morning at 6 and Alexandria at 7 o'clock. Returning, leave Alexandria at 4½ P. M., and Georgetown at 7 P. M., arriving at Harper's Ferry next morning at 10 o'clock. Omnibuses will be in readiness at the arrival of the Packets at Georgetown to convey passengers to Washington. ~~FARE~~ FARE \$1 50, including Board, intermediate places in proportion.
March 26-tf

Notice that the trips were overnight and board was included in the fare. No mention was made of sleeping accommodations. The advertisement first ran on Mar. 26 but then, due to a flood, the advertisement was not found until July 2; it also appeared on Aug. 27 and Oct. 8, 1852.

A flood (freshet) occurred in April, 1852 and interrupted navigation until July, 1852. As indicated above, the packet boat business resumed after navigation was restored.

Fri. 6/11/52 **Chesapeake and Ohio Canal.**

At a meeting of the Chesapeake and Ohio Canal Company, held in Washington, on Monday, ex-Governor Wm Grason, of the Eastern Shore of Maryland, was elected President, in the place of ex-Governor Samuel Sprigg. An entire new board of directors was also chosen, as follows: Dr. James Fitzpatrick, of Allegany county;

¹ *The Cumberland Alleganian*, Cumberland, Md., weekly newspaper, Saturday, 8/30/1851.

² *The Cumberland Alleganian*, Cumberland, Md., weekly newspaper, Saturday, 10/4/1851.


Robert Watson, of Washington county; Michael T. Byrne, of Frederick county; John W. Maury, of Washington city; B. J. Semmes, of Prince George's county; and Phineas Janney, of Alexandria, Va.

Fri. 8/13/52 **The Chesapeake and Ohio Canal.** - The *Cumberland Journal* says that the canal is in navigable order throughout its entire length. The steam canal boat *President* made an experimental trip down the canal on Tuesday. Her performances were highly satisfactory, and the *Journal* thinks that she will solve the problem of the practicability of navigating canals with steam. She made six miles an hour without any difficulty, and as soon as her machinery becomes smoother is expected to run at the rate of eight.

The Friday, August 20, 1852, newspaper edition included advertisements from William Cline for prime Cumberland coal, from the celebrated Parker vein, lime, lumber, chairs, nails, screw, hinges, &c. on hand and shingles, laths and palings expected in a few days. Business resumed after navigation was restored.

Fri. 6/15/55 - The packet boat business must have been good on the lower portion of the canal as evidenced by the following:

FOR POINT OF ROCKS.

 The CANAL PACKET CONGRESS, having been thoroughly repaired, and put in first rate order, (the machinery being removed, and horse power substituted,) will commence running on **Monday, the 7th inst.** for the transportation of passengers and light freight, between Georgetown and the above point, on the most pleasing terms.

The Boat will leave the wharf of W. H. & H. G. Ritter, for Point of Rocks, on every *Monday, Wednesday and Friday mornings* at 7 o'clock, and the Point of Rocks for Georgetown on *Tuesday, Thursday and Saturdays*, at the same hour, stopping at the different landings along the line for the reception and landing of passengers and freight, going and returning.

Passage through either way \$2, shorter distances at the same rates. That is, from Georgetown to Great Falls, 50 cents; Seneca, 75 cents; Edwards Ferry, \$1.25; Monocacy, \$1.50.

Leave Georgetown at 7 o'clock, A. M., arrive at the head of the Great Falls, at 11, Seneca, at 1, Edwards Ferry, half past 3, Monocacy, half past 5, Noland's Ferry, 6, and Point of Rocks, 7 o'clock, P. M. Returning, leave the Point at 7 A. M., Noland's Ferry, half past 7, Monocacy, 8, Edwards Ferry 11, Seneca 1, Great Falls, half past 3, and arrive at Georgetown, at 7 P. M.

Passengers will please give timely notice at what points they wish to leave, as their baggage and all arrangements for landing made without detaining the boat.

Meals served regularly on board the Boat at moderate prices.

CHARLES MERRILL, Captain.

May 11—tf

Note that the packet boat *Congress* had her machinery removed and horsepower substituted. This was a day trip, daily except Sunday, with meals available at moderate prices. Leesburg residents would have used Edwards Ferry or Whites Ferry to board or disembark.

Fri. 12/5/56 included the following:

Gondola Afloat.

A VERY large, new Gondola (12 to 15 tons burthen) for sale by
dec 5th W. M. CLINE.

A vessel of this type could navigate Goose Creek, cross the Potomac and enter the canal at Goose Creek River Lock for the trip to Georgetown.

From March 31 thru Dec. 1, 1858 a daily packet boat, either the *Argo* or the *M. C. Meigs*, having undergone thorough repair, would depart the wharf of W. H. and H. G. Ritter, Georgetown, D.C. at 7 o'clock a.m., Sundays excluded, bound for Edward's Ferry. Boats would arrive at the Great Falls or Washington Aqueduct at 10 a.m.; Seneca at 12 noon; Edwards' Ferry at 3 p.m. with a connecting stage line to Leesburg.

Returning, leaves Edwards' Ferry every day at 9 o'clock in the morning and arriving in Georgetown at sunset. Through tickets were \$1.75; Great Falls or Washington Aqueduct 50 cents; Seneca 75 cents; Edwards Ferry \$1.12; Leesburg Virginia, including coach \$1.75. Meals served on the boats: breakfast 37½ cents; dinner 50 cents. Persons wishing to visit the Great Falls would have ample time to do so and return the same day. A coach would always be at the Boat in Georgetown to convey passengers to and from the Boat. Excursion parties to the FALLS, half price.³

By June 8, 1859 William Cline had decided to get out of business by August 1, 1859 and advertised:

Selling Off Certain.
H~~A~~VING determined to discontinue my present business, I will from this date, offer my entire stock of hardware, &c., at 10 per cent advance on cost—and many articles at cost or less—(for cash)—also my whole stock of Lumber, at a small advance on cost—(to cover expenses)—for cash. I desire to close up all my business as speedily as possible.
June 8, 1859.— WILLIAM CLINE.

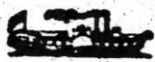
NOTICE—Persons indebted to me by note or open accounts, will please pay up by 1st August, 1859. Neglect of this notice may add additional cost, as I am determined to close up my business at once. WM. CLINE.
June 8—51

The Civil War began April 12, 1861 and ended April 9, 1865. While this newspaper was published during that time, nothing was found regarding the canal.

Fri. 8/11/65 - After the Civil War the packet boat business resumed on August 7, 1865, at least as far as Point of Rocks. The canal steamer *George Washington*, Capt. John Moore, took the same route and schedule as the packet boat *Congress* had in 1855 and the *Argo* and *M. C. Meigs* had in 1858. Notice that meals were not mentioned. The immediately following advertisement indicates how passengers could travel to and from Leesburg to board the *George Washington*. Capt. John Moore continued to advertise through December 8, 1865, at least. However, the advertisement by R. J. Steadman for the connecting stage line was not found in the December 8, 1865 newspaper. Instead, Edgar Jarvis had been advertising his stage line to Point of Rocks, where passengers could connect with the trains bound East or West, since June 23, 1865.

³ *The Democratic Mirror*, Leesburg, Va., newspaper, Wednesday, 3/31/1858, p. 4.

FOR THE DISTRICT.



THE CANAL STEAMER
GEORGE WASHINGTON,
 commenced running her regular trips from
Georgetown to Point of Rocks,
 on Monday morning, 7th instant. Leave
 Georgetown at 7 o'clock, A. M. Monday,
 Wednesday, and Friday. Return—Leave
 Point of Rocks at 7 o'clock, A. M., Tues-
 day, Thursday, and Saturday; arriving in
 Georgetown same evenings.

Fare from Edward's Ferry - - \$1 50
 do from White's Ferry, - - - 1 75

Apply to Capt. **JOHN MOORE**, or Cap-
 tain on the boat. Respectfully,
 aug 11-1f **JOHN MOORE.**

STAGE LINE

TO THE

Packet from Leesburg.

THE undersigned takes pleasure in in-
 forming the public that he will run
**Daily from Leesburg to Edwards
 or White's FERRIES,**

as the Passengers may desire, a **COACH**,
 which will always arrive in time to carry
 passengers to the river for the Boat up or
 down. He will leave Leesburg every
 morning about 7 o'clock, to convey pas-
 sengers for Washington, and will return to
 Edward's Ferry in the evening to convey
 passengers, who come up on the Boat, to
 Leesburg. He will promptly meet the Boat
 both evening and morning

aug 11-1m^t **T. J. STADMAN.**
 Leesburg, Va.

In the same Dec. 8th newspaper, Lewis Peacock offered his stage line connecting Washington to Winchester, touching at PICKETT'S HOTEL, Leesburg, from Oct. 13, 1856 until March 2, 1866, at least. The fare from Leesburg to Washington was \$2.50. While the fare by packet boat was less, you had to pay to take the stage to Edwards Ferry to catch the packet boat. The advertisement follows:

STAGE LINE

FROM

Washington to Winchester



STAGES leave Franklin House, Corner
 8th and D streets, Washington, for
 Winchester, 3 times per week: **TUESDAY**,
THURSDAY and **SATURDAY MORNING**,
 at 6 o'clock. Leave Langley's Hotel,
 Georgetown, at 7 o'clock, A. M., touching
 at **PICKETT'S HOTEL**, Leesburg, leave
 Winchester for Washington, every **TUES-**
DAY, **THURSDAY**, and **SATURDAY** Morn-
 ings, at 8 o'clock, A. M.

FAIR—From Leesburg to Washing-
 ton, \$2 50.

The undersigned having purchased several
 four-horse stages, will spare no expense to
 comfort the traveling public. This line
 also connects with the stage which leaves
 Alexandria. For further particulars en-
 quire of my agents, at the Franklin House,
 Washington, D. C., Langley's Hotel
 Georgetown, D. C., Pickett's Hotel, Lees-
 burg, and Taylor's Hotel, Winchester.

dec 8-1f **L. PEACOCK**, Proprietor.

Starting on June 1, 1866 Mr. W. H. Ritter advertised his horse propelled canal packet boat *Minnesota* plying between Whites Ferry and Georgetown at a fare of \$2.25. Note the accommodations provided, which must have been easier riding than in a stage coach. Mr. George R. Head, Jr., Agent, of Leesburg was to run a daily line from Leesburg to Whites Ferry, fare not specified in the following advertisement:

Canal Packet Boat



Minnesota,

For Leesburg Va., via Chesapeake and Ohio Canal.

THIS Boat has been fitted up in the best style for the accommodation of passengers and light freight, and is propelled by horses, making the Boat airy and comfortable, having a ladies cabin of twenty-five feet and a dining cabin eighteen, and also a cabin exclusively for colored persons of fifteen feet. The Boat leaves Ritter's old established Pocket Boat Wharf, every TUESDAY, THURSDAY and SATURDAY morning, at 7 o'clock for Leesburg, and returning, leaves WHITE'S FERRY, every MONDAY, WEDNESDAY and FRIDAY morning at 9½ o'clock, for Georgetown. FARE \$2 25.

Mr. GEORGE R. HEAD, jr., is our agent in Leesburg, from whom all information can be had. He will also run a DAILY LINE, in connection with this Boat.

June 1-1m W. H. RITTER.

Capt. John Moore continued to operate the steamer *George Washington* through mid-September 1866, at least. He picked up and discharged Leesburg passengers at both Edwards Ferry and Whites Ferry with Mr. Steadman in Leesburg providing stage coach transportation.

Following the advertisement for the steamer *George Washington* was an advertisement for the Alexandria, Loudoun and Hampshire RAILROAD. Note that the railroad also provided thrice-weekly service for \$3.00 with a connecting stage between Leesburg and Farmwell.

THE Steamer

GEORGE WASHINGTON, now running from Georgetown to Harper's Ferry, meets Mr. Steadman's Stage Line from Leesburg at White's Ferry, daily ascending and descending. Leaves Georgetown MONDAYS, WEDNESDAYS, and FRIDAYS; ascending arrives at Edwards' Ferry 2 o'clock, P. M., Whites' Ferry, 3½ o'clock, Harper's Ferry 8 o'clock, returning alternate days; Leaves Harper's Ferry at 5 o'clock, A. M., arriving at Point of Rocks 7 o'clock, A. M., White's Ferry at 9½ o'clock, Edwards' Ferry at 10½ o'clock, arrives in Georgetown at 6 o'clock.

Passengers from or to Leesburg, can depend on a through passage. Apply to Mr. Steadman in Leesburg.

aug 10-5t JOHN MOORE, Captain,

Alexandria, Loudoun and Hampshire RAILROAD.



DAILY LINE TO AND FROM LEESBURG.

TRI-WEEKLY LINE

From Guilford Station to Gum-spring, Aldie and Middleburg, and Tri-Weekly Lines to and from WINCHESTER. Sundays excepted, via Fall's Church Station, Vienna, Thornton, Herndon, Guilford, Farmwell, Gum-spring, Aldie and Middleburg.

Peacock's daily line of stages to Leesburg from Farmwell, 7 miles; Peacock's tri-weekly line of coaches from Guilford to Gum-spring, Aldie, and Middleburg and back, and from Leesburg to Harmony, Purcellville, Snickersville, Castleman's Ferry, Berryville and Winchester.

On and after WEDNESDAY, the 15th of August, 1866, the Trains will leave the Depot at Alexandria at 8.30 A. M., and the Junction of the Washington, Alexandria and Georgetown Railroad, "Loudoun Junction," at 8.40 A. M., arriving at Guilford at 10.30 A. M., and at Farmwell at 10.45 A. M. Leaving Farmwell at 12.15 and Guilford at 12.30 P. M.

Stages from Middleburg for Guilford leave on Mondays, Wednesdays and Fridays, and leave Guilford Station for Gum Spring, Aldie, and Middleburg on Tuesdays, Thursdays, and Saturdays.

Fare to Leesburg,	\$3 00
Fare to Aldie,	3 00
Fare to Middleburg,	3 50
Fare to Winchester,	5 50

Intermediate points in proportion.

W. BLYTHE,

aug 17-1m General Superintendent.

Passenger traffic on the railroad must have been good because after 1868 no more advertisements were found for canal packet boats; instead the railroad made new arrangements:

**Alexandria, Loudoun
&
Hampshire Railroad.**

NEW ARRANGEMENT, BEGINNING MONDAY,
JUNE 3, 1867.

Leave Alexandria Daily, except Sundays, at 8 a. m., for Leesburg.

Connecting at Leesburg with Peacock's Line of first-class coaches, which leave Leesburg on Tuesdays, Thursdays and Saturdays, for Hamilton, Purcellville, Snickersville, Berryville, Winchester and Capon Springs; returning, leave Winchester, on Mondays, Wednesdays and Fridays.

From and after June 3, the coaches will run Daily from Winchester to Capon Springs.

FARE:

FROM ALEXANDRIA TO	
Leesburg, \$2 00	Berryville, \$4 50
Hamilton, 2 75	Winchester, 5 00
Purcellville, 3 00	Capon Springs, 7 25

Goods per New York, Philadelphia and Baltimore steam lines, and Adams' Express, to care of J. M. Newton, Freight Agent at Alexandria, will be forwarded as far as Leesburg free of charge, other than our regular tariff rates.

The Cars leave Leesburg at 12 o'clock M each day.

Commutation Passenger Tickets between Alexandria and Leesburg and intermediate stations at cheap rates.

WASHINGTON BLYTHE,
may 31-tf General Superintendent.
R. H. HAVENNER,
Agent, Alexandria.

From the advertisement, the railroad came directly to Leesburg and then passengers took a stage coach to Hamilton, Purcellville, Berryville, Winchester or Capon Springs. With the fare being \$2.00 from Leesburg to Alexandria, no stage coaches, the canal packet boats were probably out of business from Leesburg participation.

From Dec. 27, 1867 thru April 3, 1868, Goshen farm, 540 acres, across from Edwards' Ferry was offered for sale.

Earlier we had mentioned the Big Spring Mill as a place where Loudoun County farmers could bring their grain for grinding into flour and/or shipment to Georgetown. Apparently there was a fire and the mill was destroyed. The property was sold as indicated in the following advertisement, which ran on Feb. 21, 1868:

SALE OF THE
**BIG SPRING MILL
Property.**

PURSUANT to the provisions of a decree of the circuit court of Loudoun county, Va., pronounced on the 19th day of October, 1866, in the chancery cause of Harrison vs. Smart, the undersigned, commissioners named in said decree, will, about noon, in front of the Courthouse, in the town of Leesburg, in said county of Loudoun, on

SATURDAY, the 25th day of APRIL, 1868, offer for sale, at public auction, to the highest bidder, that splendid mill site, heretofore known as the

Big Spring Mill Property,

with the tract of land appertaining thereto, situate, lying and being in the said county of Loudoun, on the Potomac river, about two and a half miles from Leesburg, immediately opposite the island in said river, known as Harrison's Island. The tract contains about

43 Acres of Land

of the finest quality, which has produced upwards of fifty bushels of wheat to the acre. There is a

Brick Dwelling House

upon the premises, a large WAREHOUSE, and the remains of the burnt mill, among which are a large iron mill shaft, wheels, gudgeons, &c., said by engineers to be uninjured by the fire, water-wheel, &c. The site of the mill is upon the river bank. The water is from a never-failing and never-freezing limestone spring, furnishing power sufficient to turn out 100 to 125 barrels of flour per day. A lift-lock at Edwards' Ferry, in the Chesapeake and Ohio Canal, enables canal boats to come up to the mill door, which is 72 miles from Georgetown by the canal. When the canal is closed in winter, the Alexandria, Loudoun and Hampshire railroad, two-and-a-half miles distant at Leesburg, by an excellent road, furnishes a convenient mode of access to the markets of the world. This

MILL-SITE

is in the finest wheat and corn growing country in Virginia; any quantity of wheat and corn can be bought at the mill door, and as a place for the purchase of grain and for its shipment to the District markets, and for the sale to the farmers and others of heavy articles such as lumber, coal, plaster, salt, &c., brought as return cargo from the District, it is without a rival. There is no other depot on the river or canal that has ever been able to compete with it in this region of country.

The site is admirably adapted to a manufactory of wool and cotton, and it is believed by those competent to judge, that there is no locality presenting superior advantages for this purpose. The purchaser can buy 150 acres of land adjoining it if he should desire to do so.

TERMS OF SALE.—Ten per centum of the purchase money to be paid in cash on the day of sale, to be forfeited on the failure of the purchaser to complete his purchase; the residue to be divided into three equal instalments bearing interest from the day of sale, and payable, one on the confirmation of the sale, one in one year, and the other in two years from the day of sale, the purchaser to execute his bonds for the deferred instalments, and the title to be retained till the purchase money be all paid.

The title to the property is believed to be unquestionable. Any one desiring to purchase can obtain any further information by applying to the undersigned, at Leesburg, Va.

JOHN JANNEY,
A. H. ROGERS,
MATTHEW HARRISON,

Commissioners of Sale.
JOHN L. RINKER, Auctioneer.

After the above mentioned advertisement, only one other mention of the Canal was found through Nov. 27, 1875:

Sat. 7/22/71 "Georgetown Affairs.

It is stated at the collector's office that there is a break in the Chesapeake and Ohio canal at Mercersville, about 80 miles above that city. A dispatch states that the break is 30 feet wide and 10 feet below the bed of the canal, and occurred Sunday or Monday. It is hoped the breach will be repaired by the end of the week."