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Union Correspondence

Headquarters, Division At Frederick, December 7, 1861.

Brig. Gen. R. B. MARCY, Chief of Staff:

DEAR SIR: The division is well camped in the vicinity of Frederick, in good position, and with plenty supplies of all kinds. We are on the different lines of railway and turnpike, and can move in any direction in full force at a moment's notice.

I returned last evening from a visit to Sandy Hook and Harper's Ferry. The town is a picture of desolation. In the interior the rebels are active and their scouts on the move constantly. They are now endeavoring to put the railway from Winchester to Harper's Ferry in working condition if possible.

Report by Lieut. Henry M. Binney, Tenth Maine Infantry, aide-de-camp of operations at Harper's Ferry September 1-15, 1862 during the Maryland Campaign.

Entry for Tuesday, September 9, 1862.

Colonel Miles, with his aide, visits Sandy Hook and Maryland Heights; returns, and goes out on left ridge of Bolivar Heights, toward the Shenandoah, and examines the points likely to be turned by the enemy on that flank. Telegraphs cut off westward near Sleepy Creek, west of Martinsburg; in working order again in afternoon. Colonel Miles and staff again visit Sandy Hook; visit Colonel Banning's outposts as far as Weverton. Jackson said not to be at Frederick, but General Lee's army, Longstreet, &c. General Anderson said to be at Lovettsville, with six guns and 3,000 men, with large army train. Cars arrive from Cumberland; met obstructions on railroad. Left at 7.30 p.m. for Martinsburg, taking empty cars, &c., for General White. Enemy reported at Boonsborough, Md., near Solomon's Gap.

Report of Brig. Gen. Rufus Ingalls, U.S. Army, Chief Quartermaster.

Office Of Chief Quartermaster, Armies Operating Against Richmond, City Point, Va.,
August 28, 1864.

On the 16th, orders were issued to the army to replenish its supplies from the depots which I had established at Berlin, Sandy Hook, and Harper's Ferry, and to be quickly prepared to continue the march with three days' cooked rations in haversacks, three days' hard bread and small rations in the regimental wagons, and, in addition, two days' salt meat and seven days' hard bread and small rations in the wagons of the supply trains. The army was supplied with clothing, fresh horses, and mules. Our lines of supply were the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad. The supplies furnished here were expected to answer until we could reach the Manassas Gap road at Gainesville and White Plains, and the Warrenton branch at Warrenton.

Union Correspondence, Orders, And Returns

Hdqrs. Mil. Dist. Of Harper's Ferry, Harper's Ferry, Va., November 27, 1864.

The provost-marshals at Point of Rocks, Berlin, Sandy Hook, Harper's Ferry, Duffield's, Kearneysville, and Martinsburg will hereafter, upon the arrival of the trains of the Baltimore and Ohio Railroad at their respective stations, retain in their custody all baggage, except that of officers and soldiers in the service of the United States, and all freight arriving, until they can carefully inspect the same, to see that the baggage contains no contraband articles and that the freight has been properly permitted, in accordance with Treasury regulations and existing orders.

All contraband articles will be seized and turned over to the post quartermaster at Harper's Ferry, for the use and benefit of the Government of the United States. No person residing south of the Baltimore and Ohio Railroad, between Harper's Ferry and Hancock, or south of the Potomac River, between Harper's Ferry and the mouth of the Monocacy, will be permitted to pass through the lines, except such as have passes from either headquarters of the Middle Military Division, headquarters Department of West Virginia, headquarters Military District of Harper's Ferry, or headquarters Post of Martinsburg.
