

C & O Canal Association

# ALONG THE TOWPATH

concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin

---

VOLUME XXVII

SEPTEMBER 1995

NUMBER 3

---

## THE AQUEDUCT ISSUE

### THE MONOCACY -- LONG MAY SHE STAND?



Monocacy Aqueduct, *undated*

photo from the Tom Hahn collection

Completed eight score and three years ago the Monocacy Aqueduct still rises before us, grand and magnificent. All who come upon it on towpath or river marvel at its beauty of line and proportion. Both a monument of early 19th century engineering and an emblem of the Canal itself, it was the crowning achievement of the builders of the waterway's eleven aqueducts. On its sturdy piers it bore aloft the full weight of the Canal's waters and commerce: for more than nine decades flotillas of laden canal boats crossed back and forth over the Monocacy River. Today it does the less arduous duty of conveying hikers, strollers, fisherman, and sightseers across the Monocacy. Last but not least it remains the main link of the chain of aqueducts that makes the canal park a continuous and integrated entity.

Our forebears took great pride in the Aqueduct. Marylanders depicted it on finely wrought silver platters for state banquets and dubbed it one of the state's "seven wonders." The question now before us is: "Do we of the present generation retain enough pride in this superb historic structure not to let it collapse in neglect as its lesser cousin, the Catoctin, did?" The latter's underwater piers were gradually undercut and a flash flood took it down in 1973. (See photos: "Before" and "After," Page 4) .

If the Monocacy also were to fall, and fall it will if it, like the Catocin, were to be left exposed and unprotected against the ravages of water, flood, wind, and time-- something more than a large ugly break in the continuity of the Canal Park and the towpath would have transpired. Modern bridgework, likely costlier than stabilization and repair of the aqueduct spanning the void, would only add to the mute but damning testimony: "A case of culpable negligence! They didn't care enough about it to save it!"

Such a sorry outcome need not and must not be! Some indeterminate time remains to us. The aqueduct still stands erect with only minor deviations in alignment. How much longer this will be the case, no one knows. The superstructure is held in line but also obscured by a provisional steel framework. The latter, however, does not reinforce the underwater piers that support the former. The piers, though still holding, are gradually being eroded by the river flow.

The means to stabilize and restore the aqueduct to prime condition are, of course, available. And **NOW** is the time to employ them when the expense will be less and not when the aqueduct is on the very verge of collapse and the expense far greater. But without the will to do it, the power to do it will not be brought into play. "But it will cost too much money, and there is no money." But sufficient resources will follow sufficient resolve to get the job done. Essential to making our resolve effective, is public awareness that the job needs to be done and is highly worth doing.

### CAMPAIGN FOR THE MONOCACY IN THE WORKS

The good news is that a joint effort to stabilize and restore the Monocacy to ship-shape condition is now being mounted by the Canal Park Superintendent and Park Service Staff, the Citizens Advisory Commission, and the C & O Canal Association. Action thus far:

- Under Superintendent Doug Faris's lead, the Park Service has already carried out some preliminary expert examination of the Aqueduct's structural condition and is currently preparing an assessment of what needs to be done, in what order, and at what costs, based on newly gathered hard engineering data. This is essential to defining the dimensions of the task before us. An accurate estimate of the cost of the project is the first order of business--up to now there have been only guesstimates with figures of 25 to 30 million being bandied about. The cost may prove to be less and the project doable, as well as funded in stages. Also, emergency funding is being sought to begin the work of stabilizing the underwater supports of the Aqueduct.
- The Advisory Commission is giving priority attention to the Aqueduct and has established a Committee under Dr. James H. Gilford's leadership. The Committee is developing an overall strategy and plan for a fund-raising campaign in support of the Monocacy project.
- The Association Board, at its August 6th meeting, answered the above Committee's request that the Association serve as the focus organization in fund-raising efforts. The Board resolved to undertake the task.

While the campaign is still in its gestation phase, the part the Association is to play is one with its mission of protecting, preserving, and enhancing the scenic and historic treasures of the Canal Park. While funds will be sought from a variety of sources, one of our key tasks is to demonstrate that there is a large citizen "constituency" who wants to see the Aqueduct preserved in all her glory. Our elected officials at the local, state, and federal levels will respond if this is made evident to them. Here the size of contributions are not as central as the number of citizens who want action and are willing to make a contribution to show their support of the project.

Anticipating the effort to save the Monocacy, the Association early this year set up a Monocacy Aqueduct Fund. Already many of our members have made contributions to the Fund. The contributions we receive are managed for us by the National Park Foundation. Anyone can contribute to the Monocacy Fund, and all contributions are tax-deductible.

We, of course, must extend our fund-raising effort well beyond our own membership to other sister organizations, canal users, and to the public at large.

We are a volunteer association and do not have a paid staff or professional fund-raisers at our beck and call, but we have a great reservoir of talent and devotion to the Canal in our membership. We will welcome all the help and good ideas that we can get. Moreover, we are not alone. Together with us, the Canal Park Superintendent and his staff and the Citizens Advisory Commission will all do their part in a coordinated and cooperative effort in our common cause. If we all pitch in and do our part, then one day we will be able to say with a measure of confidence and pride: **"Long May She Stand!"**

- - Carl Linden, President

## IN THIS ISSUE.....

<u>ARTICLE</u>	<u>PAGE</u>	<u>ARTICLE</u>	<u>PAGE</u>
THE MONOCACY--LONG MAY SHE STAND?	1	THE ASSOCIATION WELCOMES NEW	
HERITAGE HIKE	3	MEMBERS	12
VIOLETS LOCK TO GREAT FALLS CANOE TRIP	4	DIRECTORY	13
A FESTIVE GATHERING AT THE TAVERN	6	ON THE LEVEL	14
CANAL CHARACTERS	7	PUBLICATIONS AVAILABLE	15
ACROSS THE BERM	8	NATURE NOTES	16
ROCKS AND LOCKS	9	SUMMARY OF THE MINUTES	
COAL TO THE WESTERN TERMINUS	10	OF THE BOARD OF DIRECTORS	17
STEAM ON THE CANAL	11	CONTRIBUTORS	18
NEWS FROM AROUND THE POTOMAC		CALENDAR	19
RIVER BASIN	12	VIP WORKDAYS	20
		CANALBOAT ACCIDENTS	20

## NOLANDS FERRY TO BRUNSWICK -- HERITAGE HIKE SET

The annual Heritage Hike is one of the Association's traditions. October is a wonderful time of year for hiking. The horrors of July and August heat are fading away, and the ice and cold of February are in the far distant future.

**This fall, the 10-mile Heritage Hike will be from Nolands Ferry to Brunswick on Saturday, October 21,** with an alternative 5-mile route. Hikers will gather at 9:30 a.m. at the Brunswick Commuter Railroad Station to catch the first bus for Nolands Ferry where the 10-mile hike will begin. The bus will return to Brunswick Station at approximately 10:15 a.m. to pick up the second group of hikers. On this second trip, the bus will also stop at Lander for those who prefer a 5-mile hike.

The evening meal will be served at the Burkittsville Community Center which is located 5 miles from Brunswick on Route 17. From Route 17 in Burkittsville take a right on Main Street and proceed to the Community Center on your right. Happy Hour will begin at 4:30 p.m. and dinner will be served at 5:30 p.m. **RESERVATIONS ARE REQUIRED FOR DINNER--COST \$10.00.** A form is included in this issue of *ATP*.

Come join us for a wonderful day. Those who regularly walk these levels can attest to how pleasant the area is.

Following are some historical data and sites to be seen on this hike:

Nolands Ferry is the site of one of the most ancient crossings of the Potomac. The trail was called the Warriors Path, Indians Trail, Monocacy Trail, or Rogues Trail. An army of 30,000 Hessian mercenaries captured at the Battle of Saratoga crossed here during Christmas 1778. *MAD* Anthony Wayne and a detachment crossed here in 1781 to join Lafayette. The Noland family operated a ferry here until 1785. At one time this was a busy little community with places of business, trade, and, yes, highway robbery. Canal construction disrupted ferry traffic. By 1848, a bridge had been built across the canal. Abutments are still visible. The bridge at Point of Rocks ended any economic importance of Nolands Ferry. Left now are a parking lot, boat ramp, and picnic area.

An interesting stone building at mile 44.78 blends well with this (not yet) historic site which houses the Frederick County Water Treatment Plant.

The Tuscarora Feeder at mile 45.1 was built between 1833 and 1835 and is the predecessor to Dam 3.

At mile 45.8, you will see Calico Rocks (a conglomerate of Frederick limestone breccia, a.k.a. Potomac breccia, calico marble, and Potomac marble) rise above the Canal.

Calico Rocks HBO is located at mile 47.65 with water pump, picnic table, and privy.

Heater Island, one of the larger islands in the river, is located at mile 46.85. On this island, as on many of the islands, evidence can be seen of Indian Villages, usually on the upstream end.

## HERITAGE HIKE - continued

Kanawa Spring is located at mile 45.57. In the 1950s the National Park Service built a circular dam to divert spring water to the canal, but it didn't work out.

Point of Rocks, mile 48, has several points of interest for the towpath hiker. As you approach mile 47.79, you catch sight of the Point of Rocks Railroad Station, now on the Register of Historic Places, and one of the most charming train stations anywhere.

At mile 48.2 you will come upon the pivot bridge, still in use but no longer operational. If you cross the bridge into town, you will find a wee store which sells drinks, ice cream, sandwiches and--on some days, hot soup.

The Point of Rocks Railroad Tunnel is located at mile 48.4. This tunnel originally had two tracks. Eventually, because train cars grew larger and the canal ceased to operate, the railroad moved one track outside the tunnel dumping the construction debris into the canal.

Lock 28--with a lift of only 6 feet--is located at mile 48.93.

At mile 49.99 you will locate the Catocin railroad tunnel. Again, the Canal bed is filled with stone from the tunnel/railroad construction.

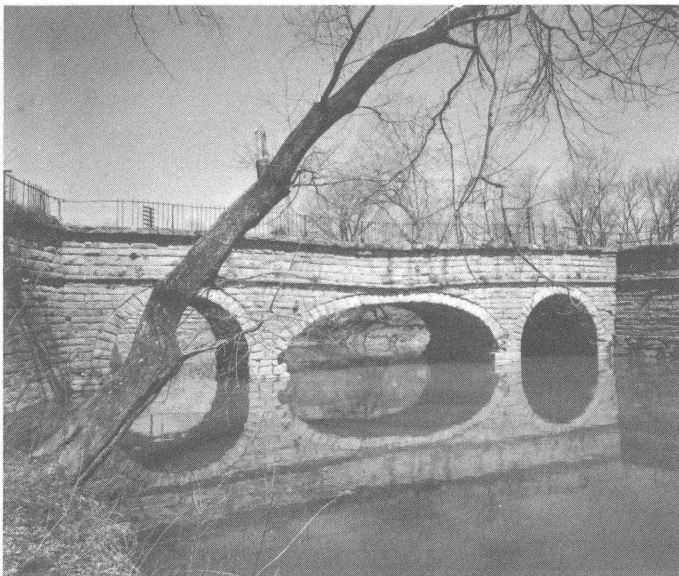
Bald Eagle HBO is at mile 50.31.

Lander, a.k.a. Old Catocin Station, mile 50.89, was once a busy little community with a railroad station, post office, general store, and canal-related commerce. The lock house is 20-feet behind the bypass flume.

The Catocin Aqueduct is located at mile 51.53. Considered by many as one of the most beautiful, yet smallest aqueducts, the structure was also known as the *Crooked Aqueduct* because of the sharp upstream bend. In 1973, a local storm took this already sway-backed structure down. A "temporary" Baily Bridge serves as the present day crossing.

Lock 30 and the 200-acre Brunswick Recreation Area are at mile 55. There are 200 camp sites. As Gary Petrichick noted in the last issue of ATP, *"Several of us will be camping there Friday and Saturday night. Why not enjoy the camaraderie of fellow hikers and avoid the exhaustion of hiking and driving on the same day?"*

-- Norma Hendrickson



These pictures from the Tom Hahn Collection depict the Catocin Aqueduct before and after its destruction. As you hike the towpath during the Heritage Hike this fall, ponder the benefit of our pursuit of the Monocacy Aqueduct restoration fund.



## VIOLETS LOCK TO GREAT FALLS CANOE TRIP

Saturday the 17th of June dawned as gorgeous as the Friday night weatherman had promised. Excitement ran high as the beginning canoers met the experienced canoers at the Bethesda home of our association's esteemed president, Carl Linden, in time to swap a few stories and some bug spray. Canoes were hauled out of the presidential shed, some were washed a little, and then all were lashed securely to various vehicles. Ken Rollins's van was definitely the most impressive, and it had the food inside, too.

The canoers planned to put-in at Violettes Lock and take-out at Great Falls Tavern. After making sure that there would be some vehicles at Great Falls to go back and pick up the vehicles left at Violettes Lock, the little convoy set off for the official departure point. Carl Simon and Sarah Morgan decided to ride in the back of Ken's van to guard the food.

The view of the Potomac, the surrounding park lands, and the canal itself are splendid at Violette's Lock. After Carl Linden gave a launch speech, Sonny DeForge treated all the beginners to their first lesson in canoeing. Later it could not be determined just how much good this lesson did, but all listened closely, especially to his instructions on the execution of the "J-stroke" which is used to keep the canoe straight.

All were then assigned canoeing partners and canoes. The lucky Eileen Davis got Sonny DeForge, and Carl Linden and Ken got into the "committee boat." Judy and Fred Mopsik got in together, as did Chris and Wayne Cerniglia, Gloria and Mike Werth, and Carl Simon and his father, Geoffrey. Sarah was assigned by her husband Geoffrey to simply sit in the middle of the canoe, which was fine by her. And the trip was on.

Suddenly Sonny realized that Carl and Geoffrey's canoe was carrying an inordinate amount of food, which could have proved inconvenient for the other picnickers. Sonny and Eileen successfully confiscated a cooler in mid-canal. This was actually a relief for Sarah, who then had more leg room.

The lucky Eileen immediately got another lesson from Sonny, whereas Judy got some broken fingernails and a splinter. Geoffrey and Carl Simon got going sideways more than once. As he glided past, Carl Linden teased Sarah royally by naming her "the Queen of Sheba." To Carl Sarah retorted, "An entourage!"

The experienced canoers held the beginners in awe as they expertly navigated straight down the Canal to Pennyfield Lock for lunch. All canoers were treated to glimpses of a blue heron, turtles sunbathing on fallen logs, and a family of Canadian geese.

The travelers picnicked at picturesque Pennyfield Lock. Soon the picnickers became the paddlers again as they portaged their canoes around the lock to begin the journey's second half.

In a wink, Michael and Gloria proceeded to demonstrate how very easy it is to turn over a canoe. Unfortunately, they used Gloria's canoe for the demonstration, and Gloria was already in it. All travelers were relieved that Gloria's only injury was to her hairdo.

After some pleasant paddling, the canoers put in at Swains Lock which was, as usual, a busy spot. Eileen remarked on the virtues of canoe rental as opposed to canoe hauling, Ken gave an impromptu lecture on the history of the canal, and some calorie non-counters indulged in ice cream.

At this point the beginning canoers noticed that lugging canoes around locks can substantially increase fatigue.

Next, Judy took her turn at overturning her canoe and herself with it. Ken apologized profusely for not catching her in time, but it was really just another lesson in how one doesn't have to do much of anything to end up soaked, and how difficult it is to stop a soaking in progress. Fred took far too much delight in Judy's mishap.

*(We should note here that nothing spectacular was happening to Chris and Wayne; Chris noted later she was grateful for this.)*

At long last Sarah, who had been itching for a chance to try the problematic activity known as "paddling," finally bribed Carl Simon into changing places. This required a chancy but classic over-and-under maneuver in mid-canal. Voila! A miracle! No one was dumped into the water! This time, however, Carl experienced relaxing in a canoe on the C & O and getting ribbed for it!

The tired and increasingly-sore canoers finally took out just above Great Falls, just in time to get out of the way of the Clipper, pulled by mules Ida and Elly. (Lil was on vacation).

On reaching our destination, Sonny, Wayne, Fred, Ken, and Carl Linden left the canal immediately to fetch the four-wheeled vehicles. After an inordinate amount of time, the remainder of the group nervously nibbled on picnic leftovers. Canadian geese joined in on the nibbling. Still, the missing members of the party had not returned.

Finally, the vehicle-fetchers all returned except for Fred. Judy became worried about her spouse, especially as the returning folks began telling the story of a horrendous accident blocking MacArthur Boulevard. Soon Fred arrived, however, telling how his car had to be chainsawed loose from some debris. (Fred, you are going to have to tell this story for years to come.)

The canoes were placed onto the vehicles, taken back to Brookmont, then unloaded and packed away again in the presidential shed. Eileen's suggestion for future renting at Swains Lock sounded pretty good to the beginners at that point.

## CANOE TRIP - continued

Only after heart-felt thanks were given to Ken Rollins and Carl Linden for organizing such a wonderful excursion, for providing the canoes and land transportation, and for their generous contributions to the galley, did the tired but happy travelers take their leave from each other. The beginners wanted me to convey extra gratitude to all the members of the party who contributed patient expertise, extra canoe hauling, and all-around encouragement.

And I heard them exclaim, as they drove out of sight:  
"Happy Summer to all, and to all: See you at Paw-Paw!"

- - Wilhelmina Water Spider  
Freelance (and-freeloading) reporter  
for the C & O Canal Association

### *Tea with Lady Lil' (NPS 10) and Friends*

*Join Mentor and NPS Mule Trainer Frank Galvin, Lil', and  
Friends at Frank's from 8 a.m. until 5 p.m. September 16th  
and 17th in Sharpsburg, MD, at 226 Chaplain Lane.*

## A FESTIVE GATHERING AT THE TAVERN

A potluck picnic jointly organized by The Friends of the Tavern and the C & O Canal Association was held on the patio of the Great Falls Tavern on the eve of Sunday, July 16th. Some sixty or so members from the two organizations gathered for the festivity, each bringing an offering or libation for the communal feast. A long table set up in the center of the Tavern's display room was laden with a wide variety of appetizing salads, entrees, vegetable dishes, and desserts. Chicken-on-Sunday was the old canaller's favorite--we had seven different Chicken dishes. The salads also lent the spice of variety. One salad, for example, featured mango, papaya, strawberries and mandarin oranges. Ken Rollin's roasted walnuts were habit forming. The food was great. One couldn't ask for better.

On hand for the festivities, were none other than 'Lil' (NPS 10), our favorite Mule, and Mr. Frank Galvin, her renowned mentor. We were also honored and delighted that Mrs. Lillian Langdon and members of her family could be with us. Lillian, 'Lil's' namesake, had come all the way up from her home in Myrtle Beach for the occasion. As everyone should



Lil' (NPS 10) says "I just love a picnic."

know, Lillian's father, Bud Crampton, ran a Canal Boat up and down the Canal pulled by his favorite mule whose name, of course, was \_\_\_\_\_. (Fill in blank.) 'Lil' (NPS 10) showed her style in graciously accepting food offerings with aplomb and demonstrating how she, too, could drink ice tea from a glass!



Friends of the Tavern and Association Members Sharing the Afternoon in  
Good Spirits  
Photo courtesy Anne Wright

The picnic was the inspiration of Elie Pissarra, President of The Friends of the Tavern. While informality was the keynote, Elie briefly spoke about The Friends' activities in supporting the Tavern including helping with repairs and gracing

## PICNIC - continued

the Tavern's surroundings with flowers and scrubs. Carl Linden, Association President, in turn, talked briefly about the Association's activities and its concern for protecting and preserving the assets of the Canal Park. He stressed the pressing need for stabilization and restoration work on canal structures--noting that the Monocacy Aqueduct stands at the very top of the priority list. Lillian Langdon shared some of her experiences of life on the Canal as it was early this century.

The good spirit, comraderie, and lively conversation among the picnickers made the occasion truly enjoyable and memorable. The weather was also with us -- not, happily, too hot and humid, but rather pleasant, for a day right in the middle of a very hot Washington summer. We will do this again! Be sure to join us next time.

-- Anne Wright

## CANAL CHARACTERS



Hereafter follows another in our series of articles by Ken Rollins about colorful *Canal Characters* that have helped to mold the history of the Chesapeake and Ohio Canal.

### AT THE MONOCACY -- SQUIRRELY LAMBERT

Human nature has many strange facets. When the Park became a reality, there was a push to evict squatters along the Canal and to "grandfather" other homesteaders and "inholders" along the River and Canal. There are still some complaints about inholdings below Falling Waters and the Brunswick area. On the other hand, some Canal fans have a perhaps fading memory of the humble abodes along the River, which has become sentimental, and now miss the "color" of those places.

One such community surrounded the downstream area of the Monocacy Aqueduct. There were "Fish and Game Clubs" run by Good ol' Boys on the peninsula between the Monocacy and the Potomac, accessible by a muddy, rutted, often flooded road under the first arch of the Aqueduct. There were a number of redecorated, retired Capital Transit buses just upstream on the Monocacy. Scattered throughout were a number of "informal" structures. Wandering through, and perching upon, were assorted cats, dogs, and chickens. Nancy Long recalls her first visit to the area some time before she knew of the Association. She was impressed by a great and magnificent Rooster who oversaw his domaine from Squirrely's roof top. She even has a slide depicting the scene.

There must have been electricity in the area as I

vaguely recall a soda machine standing out in the middle of nowhere, presided over by the hero of this writing.

Ed Wesely (another Canal character? --perhaps another chapter of this series) thinks that Canal artist, Jack Lewis, used the area as a subject for some of his sketches and drawings. Does anyone know where to find Jack?

My introduction to "Squirrely" came through Grant Conway. In the late 'fifties, I was planning a canoe trip and asked Grant about access to the River in that area. He told me that there was indeed an access for boats along the aforementioned road under the Aqueduct. I later found out that this road was known locally as "Squirrely's Boulevard." Grant advised that as I attempted to put-in, it was probable that I would be approached by a character known as "Squirrely Lambert" who with a most officious presence would demand a ramp fee. He assured me that Squirrely had no official status, and the best treatment would be to evade, change the subject, or use any distraction while proceeding to launch--then depart without further reference to the "fee."

Grant's prediction was accurate; I followed his advice: it worked.

I got to know Squirrely--somewhat--after that, and vaguely remember buying soft drinks out of his outdoor machine, operated in person (it seems it didn't take coins anymore) by himself or his companion, known to me as "Lady Nell." What the relationship actually was nobody seemed to be sure and there was no reason to ask.

Squirrely was more or less "Mayor" of the community. His "fee" ruse was one of his many strategies to "live by his wits" since he had no clearly visible source of income. It was some of his less visible means of support that sometimes got him in trouble.

The most amusing story about Squirrely was told to me by Grant Conway. It seems that he was sort of a regular customer in the local courts--well known by the several judges. On one (or another) occasion, Squirrely was hauled in for the sale of illicit spirits. The evidence was overwhelming and he was convicted. Out of sympathy, the judge was reluctant to lock him up, but he explained to Squirrely that it would be necessary to fine him. After he imposed the fine he said that he understood Squirrely's "circumstances" but the court had to know how he intended to pay. Squirrely thought a bit and then said, "I don't know your honor--I guess I will have to go up on the price of my moonshine!"

Ed Wesely says that Justice Douglas knew Squirrely very well, and I have the same impression. Both of us feel that the Justice wished that even with the realization of the Park, Squirrely could somehow stay put. Douglas loved local color and appreciated characters.

Squirrely may have been more representative of the



## PICNIC - continued

the Tavern's surroundings with flowers and scrubs. Carl Linden, Association President, in turn, talked briefly about the Association's activities and its concern for protecting and preserving the assets of the Canal Park. He stressed the pressing need for stabilization and restoration work on canal structures--noting that the Monocacy Aqueduct stands at the very top of the priority list. Lillian Langdon shared some of her experiences of life on the Canal as it was early this century.

The good spirit, comraderie, and lively conversation among the picnickers made the occasion truly enjoyable and memorable. The weather was also with us -- not, happily, too hot and humid, but rather pleasant, for a day right in the middle of a very hot Washington summer. We will do this again! Be sure to join us next time.

-- Anne Wright

## CANAL CHARACTERS



Hereafter follows another in our series of articles by Ken Rollins about colorful *Canal Characters* that have helped to mold the history of the Chesapeake and Ohio Canal.

### AT THE MONOCACY -- *SQUIRRELY LAMBERT*

Human nature has many strange facets. When the Park became a reality, there was a push to evict squatters along the Canal and to "grandfather" other homesteaders and "inholders" along the River and Canal. There are still some complaints about inholdings below Falling Waters and the Brunswick area. On the other hand, some Canal fans have a perhaps fading memory of the humble abodes along the River, which has become sentimental, and now miss the "color" of those places.

One such community surrounded the downstream area of the Monocacy Aqueduct. There were "Fish and Game Clubs" run by Good ol' Boys on the peninsula between the Monocacy and the Potomac, accessible by a muddy, rutted, often flooded road under the first arch of the Aqueduct. There were a number of redecorated, retired Capital Transit buses just upstream on the Monocacy. Scattered throughout were a number of "informal" structures. Wandering through, and perching upon, were assorted cats, dogs, and chickens. Nancy Long recalls her first visit to the area some time before she knew of the Association. She was impressed by a great and magnificent Rooster who oversaw his domaine from Squirrely's roof top. She even has a slide depicting the scene.

There must have been electricity in the area as I

vaguely recall a soda machine standing out in the middle of nowhere, presided over by the hero of this writing.

Ed Wesely (another Canal character? --perhaps another chapter of this series) thinks that Canal artist, Jack Lewis, used the area as a subject for some of his sketches and drawings. Does anyone know where to find Jack?

My introduction to "Squirrely" came through Grant Conway. In the late 'fifties, I was planning a canoe trip and asked Grant about access to the River in that area. He told me that there was indeed an access for boats along the aforementioned road under the Aqueduct. I later found out that this road was known locally as "Squirrely's Boulevard." Grant advised that as I attempted to put-in, it was probable that I would be approached by a character known as "Squirrely Lambert" who with a most officious presence would demand a ramp fee. He assured me that Squirrely had no official status, and the best treatment would be to evade, change the subject, or use any distraction while proceeding to launch--then depart without further reference to the "fee."

Grant's prediction was accurate; I followed his advice: it worked.

I got to know Squirrely--somewhat--after that, and vaguely remember buying soft drinks out of his outdoor machine, operated in person (it seems it didn't take coins anymore) by himself or his companion, known to me as "Lady Nell." What the relationship actually was nobody seemed to be sure and there was no reason to ask.

Squirrely was more or less "Mayor" of the community. His "fee" ruse was one of his many strategies to "live by his wits" since he had no clearly visible source of income. It was some of his less visible means of support that sometimes got him in trouble.

The most amusing story about Squirrely was told to me by Grant Conway. It seems that he was sort of a regular customer in the local courts--well known by the several judges. On one (or another) occasion, Squirrely was hauled in for the sale of illicit spirits. The evidence was overwhelming and he was convicted. Out of sympathy, the judge was reluctant to lock him up, but he explained to Squirrely that it would be necessary to fine him. After he imposed the fine he said that he understood Squirrely's "circumstances" but the court had to know how he intended to pay. Squirrely thought a bit and then said, "I don't know your honor--I guess I will have to go up on the price of my moonshine!"

Ed Wesely says that Justice Douglas knew Squirrely very well, and I have the same impression. Both of us feel that the Justice wished that even with the realization of the Park, Squirrely could somehow stay put. Douglas loved local color and appreciated characters.

Squirrely may have been more representative of the



historic canal than we suspected. The color of these communities that we have known was undoubtedly really relative to operating days. Certainly lock folks, and many others had chickens, cattle, hogs, and gardens; and there were no doubt characters and incidents varying only in degree from those of which we are aware.

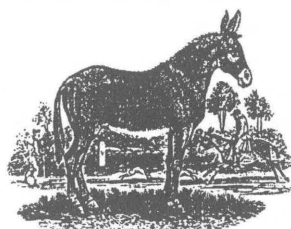
Our longing for "lost color" is amply illustrated by the legend of the "Salty Dog Saloon." The presently white painted remains of the stone building at Lock 33 were so mistakenly identified as such that they were commemorated in a folk song by the *Seldom Scene*. That the remaining structure was not a saloon or bawdy house was confirmed by George Zimmerman during my walk down the canal's length with him in 1980.<sup>1</sup>

When George drove his daddy's mules before World War I, he was at the impressionable age when he would have readily picked up on such a juicy repute. Avoiding possible leading questions, we asked him what he recalled about the ruin. He remembered it as the Lock House. When pressed with suggestions of other activity he remembered there were one or more other buildings in the area which supplied boaters, but he was not aware of shady goings-on except for an orderly business in spirits--discreetly done because it was frowned on by the Canal Company.

Some time after canaling ended, there was a wooden building near Lock 33 known as "Weaver's" apparently deserving such a reputation and the likely source of the legend but it had no connection with Canal operations. So powerful is our need for "color" and the persistence of legend that visitors today are frequently disappointed to be told that the ghostly white ruin is not the "Salty Dog" and there was no such thing.

In spite of the fame of Squirrely's name I never inquired into its origin. Maybe some (other) old-timer knows. The end--though sad--was somewhat in character, it seems that there was some altercation around Squirrely Town, leading to gun-play. Squirrely's role is not exactly known, but he was afterwards found to be incoherent and was eventually led away in a "restrictive garment." He didn't last too long after that. Sic transit character.

1. At age 83, the first time George Zimmerman had travelled the whole canal since boyhood (another chapter?)



The Mule

## + ACROSS THE BERM +

VIRGINIA R. LONG, 1920-1995

Virginia Long, an Association member for many years and wife of Orrin Long, died on June 18. A native of Fresno Virginia grew up in San Diego and graduated from the University of California. During World War II she served in the Navy and later worked at the Central Intelligence Agency and the National Science Foundation. Her main occupation, however, was advocacy for the elderly. She studied at the Institute for Law and Aging at George Washington University and did paralegal work with the Legal Counsel for the Elderly organization. Although her volunteer contributions were varied her main activity was assistance to older people, defending their legal rights.

Association members who knew Virginia will remember her as an intelligent, gracious woman who enjoyed the organization's events and maintained a keen interest in its work.

Virginia was interred at Arlington National Cemetery with full military honors, on June 30. Surviving are her husband, a former Association board member, two children and five grandchildren.

-- Hal Larsen

### MICHAEL NADEL

Michael Nadel, past President of our Association and former editor of the Wilderness Society magazine, *Living Wilderness*, passed away at the ripe, old age of ninety-four this past July 7th. He retired from the Wilderness Society in 1971 where he helped develop the landmark legislation that resulted in the Wilderness Act of 1964. "Mike" served as a member of our Board during the Association's first decade and a half and as President in 1967 and 1968. He was a member of the original group around Justice Douglas which worked for the creation of the Canal Park. Among other things, Mike supported the park proposal before Congress. He was known as an unassuming but effective advocate.

Michael Nadel was born in 1901 in Glasgow, Scotland. He attended City College in New York and as a young man displayed a literary flair, wrote poetry that was favorably compared to Swinburne, and reviewed books for the Saturday Review of Literature. Mike loved good books and the out of doors. He was a devoted conservationist, cherishing the canal and the great wilderness regions of our country. On a personal note, I will always be grateful to Mike for introducing me to the Canal and inviting me to go along with him on the Association's annual hikes. I first got to know Mike as a member of a Great Books group I led in Arlington, Virginia, in the late 'fifties. He was a man of wit and liberal learning, ever gentlemanly and gracious.

-- Carl Linden

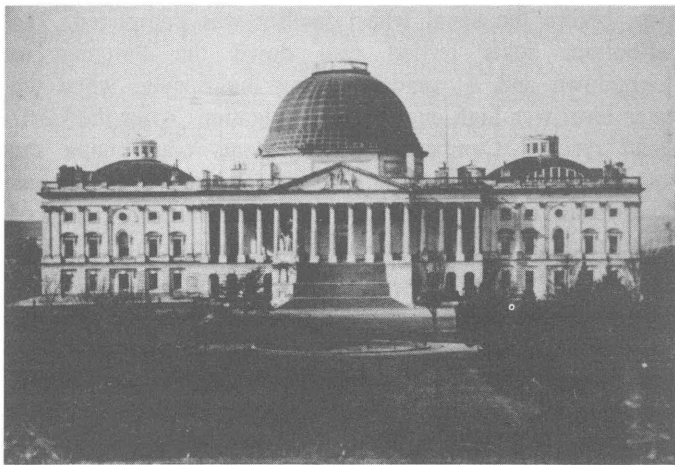
## ROCKS & LOCKS

*This is the first in a series of four articles researched and prepared by Dr. Dave Gardner describing the different types of stone which were used in construction of the Canal.*

### AQUIA CREEK SANDSTONE IN GEORGETOWN

Because of the expense of hauling large masses of stone over long distances, the canal builders searched diligently for the nearest source of acceptable stone at each stage along the way for use in building heavy masonry structures such as locks, aqueducts, culverts, and dams. Thus, we find sandstone in the locks at Georgetown, quartzite at the Monocacy, limestone at Williamsport, etc. The following article deals with the specific kind of stone used in the four locks at Georgetown.

The building stone of which the four Georgetown locks was originally constructed is by far the most important material, historically, in the nation's capital. This sandstone, from the area around Aquia Creek, in Stafford County, Virginia, was used in construction of the White House, the original Capitol Building, parts of the old Patent Office, and (although later replaced) in the Treasury Building. It is also the most miserably poor material for outdoor masonry construction used anywhere on the canal. Of Eocene age (54 million to 38 million years old) the Aquia Creek sandstone is also the youngest by far of all the stones used in the canal, which largely accounts for its lack of induration and consolidation.



Earliest known photograph of the Capitol shows east front of the original sandstone building. Daguerreotype by John Plumbe

How could the builders of the most important structure in our national history have come to use such inadequate material? Simply because they could not afford anything better. The U.S. Congress had little money, and Washington and Jefferson had hoped to pay for the state buildings through the sale of lots in the new District of Columbia. But the sale of lots in the new city lagged far behind expectations. There were a number of reasons for the low pace of sales, only one being that the brilliant but

eccentric designer of the city, Major Pierre Charles L'Enfant had difficulty getting his map engraved and published and was fired within a year. Aquia Creek sandstone was all the city could afford.

The sandstone outcropping over a broad area astride Aquia Creek on the Virginia side of the Potomac had been quarried by generations of the Brent family since the 17th century. Aquia Creek, about 35 miles downriver from the new federal city, was navigable as far up as the quarries, so inexpensive water transportation was available for carrying the rough-cut blocks up from the quarry to the city.

The White House historian described the method of splitting out the blocks:

When every natural means of splitting was exhausted, human labor penetrated the stone by creating.. (a line of)..narrow holes with a long handled chisel called a *jumper*. As one trusting worker knelt, holding the jumper vertically, several others with sledgehammers pounded it like a great nail. The man on the bottom turned the chisel systematically between blows, and hammering continued until each hole...was deep enough to admit a wedge.

The iron wedges, called *feathers*, were then driven into the holes all in a line until the block split off. This is an ancient method, still in use ("John Henry was a steel-driving man") and the resulting blocks show a characteristic line of half cylindrical grooves often still visible in rough stone structures.

Trained stone cutters were in very short supply in the 1790s and it was reported in 1792 that the District Commissioners had hired "...twenty-five able negro men slaves to be employed at the quarries. A daily ration of one pint of whiskey each was furnished through the hot summers; a steady diet of pork and bread was guaranteed."

Although it had the advantage of being soft and easy to cut, the shortcomings of the Virginia freestone, as it was often called, were also apparent. In a paper read before the American Philosophical Society in 1807, Benjamin Henry Latrobe, after visiting the quarries, described the inclusions of clay nodules, pebbles, "ferruginous dark-colored sand ore..." and concluded that:

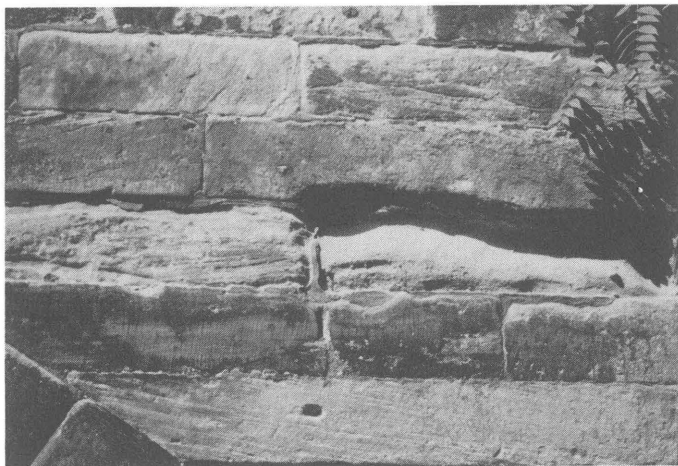
As the difference of granulation is exceedingly various, often within a very small compass, so is also the cohesion of the stone exceedingly uncertain. Often with the fairest prospect of a hard sound mass, of great depth and thickness, the rock suddenly becomes a mere friable land mass. Quarrying therefore is often a lottery in which the blanks are more numerous than the prizes.

By the time Latrobe was assigned to rebuild the Capitol after its burning by the British in 1814, masses of better quality stone had

## ROCKS AND LOCKS - continued

been uncovered at the Aquia Creek site and were used throughout the reconstruction. Latrobe's only complaint was that the British had not done a thorough enough job: He hated William Thornton's plan for the building and would have greatly preferred to start from scratch with his own design. Almost all of the original sandstone is still in the building, although now obscured by later marble additions on three sides. In places where the Virginia freestone was protected from the weather, such as in the cylindrical walls of the great rotunda, it remains in excellent condition and imparts a lovely, warm, tawny color to the space. This would be the color of the White House if it were not painted white.

Unlike the indoor rotunda, or the painted White House, the blocks of Aquia Creek sandstone used in the Georgetown canal locks and facing of the Wisconsin Avenue arch have been unprotected from the elements and have decomposed in many instances. The original sandstone locks contain numerous replacement blocks of granite, gneiss, Seneca red sandstone, brick, and even wood. The facing blocks on the Wisconsin Avenue arch, none of which has been replaced, have weathered away in places to a depth of two or three inches. The imposing, carved face of the bridge, engraved in 1831 is very nearly completely illegible.



*Downstream facing berm side of arch carrying Wisconsin Ave. Over the Canal in Georgetown. Deeply weathered blocks of Aquia Creek sandstone show the ravages of the outdoor exposure. The two blocks at lower left, cut at a different angle, are part of the ring stones of the arch.*

--Author

With very limited success, I have explored the Aquia Creek site, looking for the old quarries. I have found that everything that is not deeply buried under I-95, or obliterated by housing developments is now heavily overgrown by trees and brush. Here and there, however, I was able to find exposures of the sandstone that were still faintly recognizable as vestiges of the old quarries.

## COAL TO THE WESTERN TERMINUS Canal-Railroad Connections in Cumberland, Md.

-- Patrick H. Stakem

It was on the Fourth of July in 1828 that both the Baltimore & Ohio (B&O) Railroad and the Chesapeake & Ohio (C&O) Canal began building westward from the seaboard to the Ohio River. The geography dictated an intermediate goal of Cumberland, Maryland. The B&O reached Cumberland in 1842; the C&O Canal came in 1850. The canal represented proven European technology, while the railroad was a more speculative venture. Although it was not predicted to be the major cargo, coal from the rich fields around Eckhart and the Georges Creek Big Vein quickly became the dominant freight.

An eight year head start was enough to provide quite a monopoly to the railroad. The Canal, stalled at Williamsport, proved a major customer for the B&O, however. Trans-shipment of coal was done for the Washington/Georgetown / Alexandria markets. The B&O hauled the coal from Cumberland to Williamsport, where it was loaded onto canal boats for the remainder of the trip. This practice continued until the Canal reached Cumberland.

The Eckhart Railroad fed coal from the Eckhart and Hoffman mines east of Frostburg, to the B&O railroad at Cumberland. Later, the railroad's Potomac Wharf Branch allowed access to Potomac riverboats and canal boats in the river, before the canal wharf facility was completed. The flat-bottom boats ferried coal down the Potomac to Georgetown and Alexandria during the Spring, when the water level was high enough for navigation. After the C&O Canal reached Cumberland, canal boats could enter the Potomac River via the guard locks. The original Potomac River wharf had been built by Mr. John Galloway Lynn of Cumberland, and was known as the Lynn Wharf. It was deeded to the Maryland Mining Company in 1852 by his heirs.

Westernport and Piedmont, sister cities across the Potomac River, became a logical target for connection of the Georges Creek region with other railroads or the canal. One of the two proposed paths for the canal westward from Cumberland to the Ohio River would have passed through Westernport. Unfortunately, the Canal Company ran out of money, and stopped at Cumberland. Before then, the Georges Creek Coal & Iron Company had connected the iron furnace and mines at Lonaconing via rail line to Westernport, Md. and Piedmont, Va. (now, WV). The B&O reached Piedmont in July 1851. The Georges Creek Coal & Iron company built their line from Piedmont to Lonaconing in 1852. That line was acquired in 1853 by the C&P Railroad.

After 1850, the canal offered lower prices for coal transportation than the railroad, and provided the most direct,



## WESTERN TERMINUS - continued

although not the quickest path to the Washington, D.C. area. Trains from Cumberland to Baltimore typically took 10 hours, where a canal boat trip from Cumberland to Georgetown was 5 days. Coal flowed into Cumberland from the Georges Creek and Eckhart mines over a series of short line railroads, mostly consolidated into the Cumberland & Pennsylvania Railroad by 1870. To get to the canal loading wharves, the C&P had to cross B&O tracks. The B&O extracted a toll for this passage.

The original loading wharves allowed bottom dumping of a coal car directly into a canal boat -- a major improvement over the hand-shoveling method. Originally not a major structure, the facility allowed only for one loaded coal car at a time, pulled by horses. Later, Consolidation Coal would build a large concrete structure for canal boat loading. A typical canal boat held 120 tons of bulk cargo. Railroad cars of the time would hold 10 tons, so a dozen cars would be loaded into one boat. Modern coal cars are typically of 100-ton capacity.

Although they are often portrayed as antagonists, the canal and the railroads cooperated in moving the black gold of the Cumberland region to the insatiable markets of the Eastern seaboard.

### Further Reading

- "Cumberland Terminus." 1992. C&O Canal National Historical Park.
- Feldstein, Albert L. 1990. "Tour Guide to Historic Sites in Allegany County, Maryland." Commercial Press.
- Hahn, Thomas F. 1980. *The C&O Canal Boatmen 1892-1924*. The Amer. Canal & Transportation Center.
- Hahn, Thomas F. 1989. *Chesapeake & Ohio Canal Old Picture Album*. The Amer. Canal & Transp. Center.
- Harvey, Katherine A. *The Best-Dressed Miners - Life and Labor in the Maryland Coal Region 1835-1910*. Cornell University Press.
- Hughes, George Wurtz. 1837. "Extracts from reports of an examination of the coal measures belonging to the Md. Mining Co. in Allegany Co., and of a survey for railroad from the mines to the C and O Canal, at Cumberland." Gales and Seaton, Washington, D.C.
- Lowdermilk, W. H. 1878. *History of Cumberland, Md.* Washington, D.C., reprinted, Regional Publishing Co., 1976, Baltimore, ISBN 0-8063-7983-9.
- Mellander, Deane. 1981. "Rails to the Big Vein, the Short Lines of Alleghany County, Maryland." Potomac Chapter, NRHS, Inc.
- Stakem, Patrick H. 1994. "The Georges Creek Railroad, 1853-1863."
- Stachem, Patrick H. 1994. "The Eckhart Branch Railroad, 1846-1870."
- Stachem, Patrick H. June 1995. "The Mount Savage Rail Road 1845-1854," *The Automatic Block*.

Stakem, Patrick H. January 1993. "The C&O Canal and the Railroads, Cooperation, Synergy, and Competition." Invited paper, presentation to a joint meeting of the C&O Canal Historical Society, Western Maryland Station Center, Cumberland, Md.

Stegmaier, Harry, Jr., et al. 1976. *Allegany County - A History*. Parsons, WV: McLain Publishing.

Thomas, LL.D., James W. Williams, Judge T.J.C. 1923. *History of Allegany County, Maryland*, reprinted 1969, Baltimore Regional Publishing Co.

---

## STEAM ON THE CANAL

*The following articles furnished by Dave Johnson are from the Shepherdstown Register and were donated to the Association's collection by Tom Hahn.*

Tuesday, December 4, 1840

We have recently paid a visit to Mr. Thomas G. Harris's busy and interesting establishment at Mercersville, Washington County, Md. Our object was to learn from personal inspection what had been done towards maturing the enterprize so spiritedly undertaken by Mr. Harris, in his effort to test the use of Steam on the Chesapeake and Ohio Canal. We found the boat chosen for the experiment in readiness to receive the engine, which; is on the spot, having been lately brought down from the Cumberland foundry, where most of the necessary machinery was made. The engine is of six horses power, but the boilers would answer for an engine of double that force.

Not more than a weeks work is required to put every thing in order for the first trial, which is expected to come off about the 10th of next month.

The paddlewheels of recent invention and but just patented are placed within three feet of the stern, and are of very peculiar construction, each paddle entering and leaving the water perpendicularly.

The inventor and patentee is Mr. Horatio Blasdel, who is also the machinist in this experiment, and shares with Mr. Harris the risks of the enterprize. Should the effort succeed, as we cordially hope it may, two very important improvements will have been made at once.

The whole valley of the Potomac would quickly feel the effects of it in an increase of population, and a rise in the value and price of lands.

We remarked also, three large barges on the stocks and nearly ready for launching. They are 125 tons burden each, & are intended for the transportation of coal.

The aspects of affairs at Mercersville was very pleasing, and shows how much the spirit and intelligent enterprize of one mind might effect, even in a comparatively short period.



## STEAM ON THE CANAL - continued

January 5, 1850

We are informed upon the best authority that an experiment has recently been made on the Chesapeake and Ohio Canal, near Shepherdstown, which has proven to the satisfaction of all parties concerned that canal boats may be propelled by steam. The experiment was made upon a boat belonging to Major Thomas G. Blasdell. We have it in our power to describe the character of the wheel which has thus been employed, but upon the authority of a letter now before us, we are enabled to publish the following particulars. The boat was propelled at a rate of one mile in seventeen minutes, or three and a half miles per hour, and in regard to the action of the wheels the inventor has expressed himself as perfectly satisfied. It is not said to displace any water, or rather causes no swell upon the banks of the canal, which is undoubtedly the important feature of the invention. The power of the engine is rated as that of six horses, the boat draws three feet of water, and in making the distance of eighteen miles, the quantity of wood consumed, and that of a poor quality, was less than half a cord.

A gentleman who witnessed the experiment alluded to, but was at the time, a disbeliever, is now so sanguine of the practicability of propelling boats by steam on the Chesapeake and Ohio Canal that he would willingly wager upon it his reputation as a scientific man. It is confidently believed that with an engine of 29 horsepower, five boats, drawing four feet of water could be made to travel at the rate of three and a half miles per hour.

In chronicling the above experiment, it may not be considered out of the way to mention that, within six miles of the place where it occurred, James Rumsey, in the year 1782, made his first experiments, whereby he endeavored to prove to the world that boats could be propelled by the power of steam, and that fragments of the boat which he operated are now preserved as relics in Shepherdstown.

### NEWS FROM AROUND THE POTOMAC RIVER BASIN

I receive newspaper and periodical articles from many of you about the canal and the Potomac River Basin area. I believe the Association will be better served by sharing these articles in summary form in this new column.

October 1994, *Bulletin of the Potomac Appalachian Trail Club*, P. 100.

An account of two PATC members, husband and wife, who in 1943, walked the abandoned C & O Canal Towpath.

June 1995, *American Hiker*, pub. by the American Hiking Society, "AHS Seeks New Category for American Discovery Trail," P. 67

The American Hiking Society is proposing a new category of long-distance trails under the National Trails System Act for the 6,000 mile American Discovery Trail. This new category would provide the ADT with appropriate recognition while maintaining the status of other national trails.

July 23, 1995, *The Washington Post*, Page C-10

A well-written editorial, *Preservation Priorities for the C&O* by our own Dave Johnson, about restoration priorities along the C&O Canal.

August 2, 1995, *The Montgomery County Gazette*, Page A-10  
Reported that the Montgomery Council unanimously approved an emergency appropriation to create an interim hiker-biker trail on the Georgetown Branch right-of-way.

August 3, 1995, *The Washington Post*, Page B11

Reported that Maryland officials closed the Oldtown toll bridge indefinitely having determined it was unsafe for vehicles due to "the deteriorated structural problems." The owner of the bridge, Francis Walters said, "That bridge is as safe as it was in 1937. I don't care what they say."

August 6, 1995, *The Herald Mail*, Page C-1

Story about Superintendent Farris's plan to create focal points along the Canal to tell its history.

## THE ASSOCIATION WELCOMES NEW MEMBERS

(Since 5/24/95)

MARK & ELEANOR BIERBOWER	BETHESDA MD
JAMES W. BROWN	WILLIAMSPORT MD
RICHARD A. BUTLER	BETHESDA MD
BOB CUPP	N. HUNTINGTON PA
DANIEL H. DAVIS	WILLIAMSPORT MD
ESTER DAY	WASHINGTON DC
MIKE & KAREN DENNIS	BOWIE MD
JUSTIN R. GOLDEN	BETHESDA MD
JAMES HALL	CAVETOWN MD
KARL W. NEANDER	WASHINGTON DC
TOM NESBITT	ZELIENOPLE PA
REBECCA PHELPS	HERNDON VA
DAVID S. POLLOCK	PITTSBURGH PA
JUDY RATCLIFF	BETHESDA MD
NANCY D. ROBINSON	RICHMOND VI
RON & ISABELLE SCHOENFELD	BETHESDA MD
LINDA SPICER	ROCKVILLE MD
SUSAN & PETER VAN BUREN	ACCOKECK MD

*Along the Towpath* is published in March, June, September, and December by:

The C & O Canal Association  
P.O. Box 366  
Glen Echo, MD 20812-0366

Articles for publication should be received by the 15th of the month prior to publication.

Mail articles to:

Robert C. Perry  
Editor, *Along the Towpath*  
12713 Knightsbridge Drive  
Woodbridge, Virginia 22192

Membership in the C & O Canal Association is open to all persons with an interest in the C & O Canal, the C & O Canal Historic Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, and are assessed on a calendar-year basis. Dues should be mailed to the C & O Canal Association at the above address. A newsletter subscription is included with membership. The Association is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

## C & O CANAL ASSOCIATION

### 1995-1996 Association Officers

#### President:

Carl A. Linden  
301-229-2398

6404 Ridge Drive  
Bethesda, MD 20816

#### First Vice President:

Thomas L. Perry  
301-223-7010

116 S. Conococheague St  
Williamsport, MD 21795

#### Second VP & Level Walker Chairperson:

Keith Kridenoff  
410-661-8285

1725 Red Oak Road  
Baltimore, MD 21234

#### Secretary

Rachel L. Stewart  
703-237-4727

5914 Washington Street  
Arlington, VA 22205

#### Treasurer

David M. Johnson  
301-530-7473

9211 Wadsworth Dr.  
Bethesda, MD 20817

#### Information Officer

Helen Shaw  
301-365-1933

8721 Burning Tree Rd.  
Bethesda, MD 20817

Board of Directors: (Terms expire in 1998) William J. Evans, Karen M. Gray, Fred I. Mopsik, Gary M. Petrichick, Peggy Weber. (Terms expire in 1997) William D. Bauman, John Frye, Norma Hendrickson, Ellen Holway, Lyman Stucker. (Terms expire in 1996) Charles Ayres, Ralph Donnelly, Nancy Long, Ken Rollins, Elizabeth Scott.

#### Editorial Staff

#### Editor:

Robert C. Perry

703-590-5568

#### Associate Editors

Carl A. Linden  
Jane D. Perry  
Ken Rollins

## DIRECTORY C & O CANAL NHP TELEPHONE NUMBERS AND PERSONNEL

#### C & O CANAL NHP HQTRS

Box 4, Sharpsburg, MD 21782

301-739-4200

Superintendent  
Assistant Superintendent  
Chief Ranger  
Admin Officer  
Asst Ch. Ranger & Chief, Visitor Protection Branch  
Chief, Natural Resource Mgmt Branch  
Chief, Cultural Resource Mgmt Branch  
Chief, Interpretation Branch  
Chief of Maintenance

Douglas Farris  
Terrie Savering  
Keith Whisenant  
Christine Streng  
Kevin Fitzgerald  
Patrick Toops  
Susan Trail  
Gordon Gay  
Bob Hartman

#### PALISADES DISTRICT

11710 MacArthur Blvd, Potomac, MD 20854

301-413-0024

District Ranger  
Supv Ranger - Fee Collection  
Supv Ranger - District Interpretation

Tom Nash  
Terry Barbot  
Clyde Bell

#### GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson Street, Washington, D.C.  
Park Ranger - Subdistrict Interpretation

202-653-5844  
Kathy Kupper

#### GREAT FALLS TAVERN VISITORS CENTER

Great Falls Tavern Information  
Park Ranger - Subdistrict Interpretation

301-299-3613  
Nancy Brown

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

#### WESTERN MARYLAND DISTRICT

District Ranger

301-739-4200 x237

Monocacy Subdistrict  
Conococheague Subdistrict  
Four Locks  
Paw Paw

Bill Orlando  
John Bailey  
Bob Gray  
Rick Erisman

Supv Ranger District Interpretation

Martin Gallery  
301-678-5463

#### WILLIAMSPORT VISITORS CENTER

Williamsport Subdistrict Interpretation

Fred Viers

#### HANCOCK VISITORS CENTER

326 East Main Street  
Hancock, Maryland 21750

301-678-5463

Park Ranger

Sherilyn Seyler

#### CUMBERLAND VISITORS CENTER

301-722-8226

Western Maryland Station  
Cumberland, Maryland 21502

Park Ranger

Rita Knox

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

#### OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation  
Abner Cloud House  
Fletcher's Boat House (Concessionaire)  
Canal Clipper, Great Falls Tavern  
Swains Lock (Concessionaire)

202-653-5844  
202-472-2679  
202-244-0461  
301-299-2026  
301-299-9006

# On The Level

By Keith D. Kridenoff  
1996 Level Walker Chairman

Even though our 20+ days of heat and humidity were not conducive to level walking, I would like to thank the brave souls who went above and beyond the call of duty and walked their levels. Since the weather seems to have broken, now is a good time to walk. I have not scheduled any group level walks this year because of the apparent lack of interest and past turn out. These are informal hikes open to anyone. I will be glad to start them again if there is any interest. Please let me know. Also, there are some level openings as a result of people moving. If you are interested in becoming a level walker, please contact me at:

1726 Red Oak Road  
Baltimore, Maryland 21234  
(410) 661-8285

Reports received by the August 5th deadline. The next cut off is November 5th.

---

## 3 - 6 to 7.5

Lock 5 to Cabin John  
James & Joan Wilson (5/2,4,6  
7/9,10,11) Dot Johnson (5/13)  
Brookmont access via spiral  
bridge has been paved providing  
better access for bikers. Algae  
still thick above Lock 6. (5/2)  
Very little trash but passed 160+  
cyclists on towpath.  
(5/13) Access paths at Cabin  
John and Sycamore in need of  
repair. Parking lot at Lock 7  
still closed after 3 years. (7/9)

## 4 - 7.5 to 9.4

Cabin John to Lock 14  
Carolyn Reeder (6/21)  
Continued erosion cutting into  
towpath has worsened. Cabin  
John culvert clear. (5/21)

## 6 - 12.3 to 14.3

Cropley to Great Falls  
Harry Robinson (6/22)  
Relatively small number of  
vehicles at Great Falls and  
Anglers Inn. Water level in  
canal up to normal.

## 7 - 14.3 to 16.6

Great Falls to Swains Lock 21  
Mark Page (5/29 8/1)  
Water level high spilling over  
berm bank in some spots. Tree  
down in prism parallel with  
north end of Great Falls parking

lot. (6/29) Water level high and  
clear. (8/1)

## 8 - 16.6 to 19.6

Swains Lock to Pennyfield,  
Lock 22  
Paul & Maggie Davis (5/30 7/8)  
Many low spots filled with  
water on towpath. Strawberries  
were in abundance and ripe.  
Berm bank has been neatly  
mowed. (5/30) Frequently  
reported downed tree has been  
cut up with only stump  
remaining in canal. (7/8)

## 9 - 22.8 to 19.6

Lock 23 to Lock 24  
19.6 to 22.8  
Barbara & John Newland (6/2)  
Trees cut down near Lock 24  
reveal old canal wall. Several  
species of animal were in  
abundance such as ducks, baby  
toads and herons.

## 12 - 27.2 to 30.8

Sycamore Landing to Edwards  
Ferry  
Stephen Pollock (6/28 7/31)  
Moved a small snapping turtle  
from towpath. Towpath in good  
shape although trimming is  
needed--(6/22) of many  
overhanging branches. Towpath  
very clean. (7/31)

## 13 - 30.8 to 33

Edwards Ferry to Milepost 33  
Bert Grose (6/2)  
Wild birds and animals out in  
abundance. Also blackberries  
and wild strawberries ripe.

## 14 - 33 to 35.5

Harrison Island to Whites Ferry  
Herbert C. Madison (7/14)  
Culverts and HBO in good  
shape with towpath edge  
recently mowed. Large number  
of cyclists noted.

## 15 - 35.5 to 39.3

Lock 26 to Whites Ferry  
Dick Tibbetts & Herbert  
Madison (8/21)  
Area at HBO and Lock 26 were  
recently mowed. Several recent  
beaver cuttings at mile 112.  
Observed Wood duck and her 4  
ducklings crossing towpath at  
mile 39.

## 16 - 39.4 to 42.2

Lock 26 to Monocacy Aqueduct  
Steve & Jon Dean (5/6)  
Large amount of trash on  
riverside between PEPCO plant  
and Lock 27 from high water.  
Also a new muskrat lodge in  
canal in same area.

17 - 42.2 to 44.6  
Monocacy Aqueduct to Nolands Ferry  
Alan & Win Fox (7/8)

18 - 44.6 to 48.2  
Nolands Ferry to Point of Rocks  
Paul Redmer (6/18)  
Towpath clean with very little human usage on a sunny day.

19 - 48.2 to 51.5  
Point of Rocks to Catoctin Creek  
Jack Cook (6/14) John & Sue Anderson (5/20)  
Bridge at Catoctin Creek still being repaired. Unusually little trash at both parking lots. (5/14)  
Condition of towpath good in cost places with most activity at Point of Rocks and boat ramp. (5/20)

21 - 55 to 58  
Brunswick to Weverton  
Emmalyn Holdridge (5/28)  
Towpath had been recently mowed and NPS had been picking up trash at picnic areas.

25 - 64.9 to 67  
Dargen Bend to Lock 37  
Don & Carol Juran (7/4)  
Large tree has fallen on floating dock at Lock 37. Towpath in good shape with recent rain and water level in Potomac high.

26 - 67 to 69.4  
Lock 37 to Antietam Aqueduct  
Rick Clement (6/11)  
This is cleanest level has ever been with no problems to report.

31 - 79.4 to 81.6  
Lock 40 to Marsh Run Culvert  
Debbie & Barry Kistler (5/?)  
Locals have helped keep area around canal clean. Spring in full bloom with towpath nicely mowed.

32 - 81.6 to 84.4  
Marsh Run Culvert to Dam 4  
Edith Wilkerson (5/30)  
Sign sorely needed at Big Woods HBO stating that water

pump is several hundred feet downstream.

33 & 34  
Tom & Linda Perry (7/24)  
Grass getting tall along level with remains of fire still on towpath. Most trash collected were articles of clothing.

37 - 94.4 to 99.3  
Falling Waters to Lock 44  
Ellen Holway & Co. (4/15)  
Towpath and HBO relatively free of trash. Large tree broken off and leaning near 95.7 could fall onto towpath. Old car door near towpath needs to be removed.

43 - 110.4 to 112.4  
McCoys Ferry to Fort Frederick  
Karen M. Gray (6/25)  
Towpath is again developing ruts although benefits from recent repairs are still evident. Water levels in normally wet areas were dry. At least there isn't water further eroding the broken culverts.

46 - 116 to 120  
Licking Creek to Milepost 120  
John Popenoe (6/5)  
Water level in canal high mostly covered with duckweed. Level very clean.

50 - 130 to 134  
Lock 53 to Dam 6  
Gren Whitman & Janice Plotczyk (7/4)  
Pump handle missing at HBO. Vigorous growth of saplings in Lock 53 and footbridge has been replaced at Dam 6.

52 - 136.6 to 140.9  
Sideling Hill to Fifteen Mile Creek  
Kent & Marcia Minichiello (5/13)  
Level in good shape with very few plants growing in lock walls since repointing. Water below lock is drained.

53 & 64 - 140.9 to 149.7  
Fifteen Mile Creek to Lock 60  
John & Valerie Wheeler (5/1,2,3 7/11,12)  
Most of trash collected was candy wrappers and beverage containers. Many turtles. (5/2)  
Spotted several deer including fawn nursing doe. Many turtles with beaver dams near Lock 60. (7/11)

58 - 154.5 to 156.2  
Lock 63 1/3 to Paw Paw  
Judie & Fred Mopsik (4/29)  
Large amount of seepage thru roof of tunnel at north portal. Could cause potential damage later on.

88 - 175.6 to 177.7  
North Branch to Mexico Farms  
Jim Sartwell (5/6)  
Level was cleaned up extensively with members of B.S. Troop 13 from Cumberland. Four large bags of trash were collected with the help of this group.

---

## **PUBLICATIONS AVAILABLE**

**Tom Hahn has prepared a two-page updated (1995) listing of publications available through his Shepherdstown outlet which includes current prices. For a free copy of this new shopping list enclose a business-size, stamped, self-addressed envelope and mail to:**

**The American Canal and  
Transportation Center  
P.O. Box 310  
Shepherdstown, WV 25443**

**Phone: (304) 876-2464.**



## NATURE NOTES

### How to Have a Wilderness Adventure Without Leaving Home

A call from a C&O Canal Association board member was followed by a note from Dianne Ingram, Natural Resource Specialist for the C&O Canal NHP. The note contained information about the 1995 Breeding Bird Survey to be conducted throughout the Park's length in early June.

A field meeting in Rock Creek Park early in the morning of May 21 provided further information about survey techniques, including how to use a compass to locate counting points in Rock Creek Park. Fortunately, all points in the C&O Canal Park were to be located on the towpath. No compass was needed for a dash through underbrush (and maybe poison ivy) from one count point to another.

Members of the Audubon Naturalist Society were responsible for the census in Rock Creek Park and also in the District of Columbia. For me, as background for a 2.3 mile section of the census in the canal park, the important goal of the May 21 meeting was to learn the technique for counting, once a designated point had been reached. This technique was demonstrated as one member of the group of about a dozen was named as the *observer*. While another group member kept time for **exactly** five minutes, the observer noted the birds he saw or heard by species and number. The rest of us kept absolutely silent although we, too, used our eyes and ears for bird observation.

Subsequently, Dianne Ingram assigned me to the towpath area from Great Falls Tavern to Swains Lock for census purposes. This area included seven census points from number 511 at mile 14.3 to number 505 at mile 16.6. Each census point was to be marked by a small red and white flag.

Five volunteers for the early morning adventure came from among the *regulars* at the *Sights and Sounds of the Seasons* walks conducted under Park Service auspices. Most of these *regulars* are also members of the C&O Canal Association. In addition, two volunteers from the Audubon Naturalist Society joined the observer group.

Information about the project and its techniques was shared with team members in advance. Those not feeling expert enough at bird identification had assignments of census point location, habitat and weather description according to a code on the form furnished by the Park, and clocking of the designated observer at each census point.

Also shared with other team members was my own list of *translations* of distinctive bird songs or calls of the birds we have rather frequently observed in this same area during past breeding seasons. The translations--mostly based on bird guides or the advice of experts--may not be very scientific, but they are helpful as one learns that **seeing** birds is often more difficult than **hearing** them. Birds are especially noisy during breeding season--looking for mates, guarding nesting territories, and carrying-on other spring activities.

The census day--June 3, 1995--arrived with grey sky and light moisture, but none of the hard rain we had been told to avoid. No postponement was needed because of bad weather.

At 5:00 a.m., I eased my car out of its parking space, at first turning on the low beams in the early morning darkness. Even on Massachusetts Avenue there was no traffic! A bird chorus greeted me as I drove along--robins, cardinals, and others heard too briefly to identify. As I drove into the Tavern parking lot, the early morning cacophony was exciting and, at first, totally confusing. Already, the birds were making it a GREAT day.

Within a few minutes after 5:30, all team members had arrived. Promptly at 5:55 a.m., we started at point 511, a short distance above the Tavern. The Baltimore oriole cooperated by making himself heard, if not seen. Cardinals called from different directions. A blue jay screamed from somewhere in the distance, a tufted titmouse announced his presence, and a few crows and grackles provided noisy background *music*.

At point 510, another .3 mile up the towpath, Bob Caswell--the best *birder* in our group, turned up the only scarlet tanager we identified that morning. He also added a yellow-billed cuckoo, cerulean warbler, blue grey gnatcatcher, and Acadian flycatcher. Other observations at point 510 included Canadian geese, cardinals, robins, and wood peewees.

At point 509, Helen Kavanagh, from ANS, added another cuckoo and titmouse, plus three peewees and flycatchers. She also identified the only hummingbirds, the only great crested flycatchers, and the only Carolina wrens observed during the morning.

No flag identified one stopping point, but two of our team members had counted the steps between previous points and announced the proper location even without a flag. Pat Schindler, chief observer at point 508, added prothonotary and parula warblers, a

## NATURE NOTES - continued

red-eyed vireo, and more cardinals, gnatcatchers, Acadian flycatchers, crows, and geese.

At point 507, Helen Kavanagh identified numerous species, most of them previously noted. New were house finches and a red-bellied woodpecker. At point 506, Bob Caswell rounded up the only cowbird identified during the morning, along with nine previously observed species. Pat Schindler again became chief observer at point 505, the last area to be covered in our stretch of the towpath.

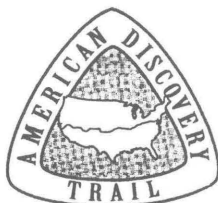
At each point, others in the group reported observations. Those not reported by chief observers included chimney swifts (the flying cigars), hairy woodpecker, northern flicker, yellow-throat, white-breasted nuthatch, and Carolina chickadee.

As we gathered around a picnic bench at Swains Lock for a final review of our experience, we found that the chief observers had listed 116 birds belonging to 31 species at the designated census points between the Tavern and Swains Lock. Cardinals and Canadian geese were the most numerous, with 14 of each followed by the Acadian flycatcher (12) and crow (10). Observations at other than census locations, included a green heron near Swains Lock and a great blue heron between census points 506 and 505.

Once our report had been carefully checked, a sleepy bunch of birdwatchers turned back toward the Tavern. Suddenly a metamorphosis took place. No longer was it a sleepy group of birdwatchers. Butterflies stirred at the edge of the Towpath and wildflowers awaited identification. But just to be sure that birds were not forgotten, a prothonotary warbler put on a dazzling show at the swampy edge of the canal berm, poking in and out of old woodpecker holes.

- - Helen Johnston

Note: In addition to the chief observers named in the text, other team members included Herbert Madison, Dick Tibbetts, and Jack Schultz.



## SUMMARY OF THE MINUTES OF THE BOARD OF DIRECTORS

**June 25, 1995**

Prior to meeting, the Board assembled at the Ferry Hill archives facility where Mario and Ann Abate explained the work completed to date.

The Archives Steering Committee, Ken Rollins, Chair, unanimously recommended that the archives be continued and that further contributions should be dealt with on a case-by-case basis. The Board should designate the Archives Committee as a Standing Committee, expand the committee to incorporate the variety of talents known to exist in the membership, and pursue an alternative accommodation. The Board unanimously passed the recommendations. President Carl Linden reported on a preliminary meeting with the Head of Special Collections, George Washington University Gelman Library, regarding the archives.

Treasurer Dave Johnson reported that anticipated income from dues has been reached which is matched by an increase in property and equipment: a computer was purchased for the newsletter editor.

The Program Committee announced plans for the Heritage Hike and a Potluck picnic at Great Falls Tavern on July 16.

Mapping Project--Board member Gary Petrichick reported that a through-bike ride will take place in spring, 1996.

The Environmental Committee reported that a rail-trail will be constructed next year from Hancock to Big Pool.

Board member Karen Gray reported on an 800 information for the Association. Carl Linden asked Karen to check with the NPS to see if a phone line could be installed in their office.

Monocacy Aqueduct--Board member and Canal Commissioner Nancy Long stated that a meeting will be held July 8, 1995, on a strategy and how and when to solicit contributions for the aqueduct's restoration.

**August 6, 1995**

Archives Committee--Carl Linden reported that the building housing Association archives had been destroyed in a storm July 19. The archives were moved to the basement at Ferry Hill and the computer and equipment are stored in his attic. Co-Chair Hal Larsen reported favorably on a meeting

## SUMMARY - continued

with Francine Henderson, head of Special Collections at the Gelman Library at GWU. The Board instructed the committee to further explore the option of placing the Association Archives as a Deed of Gift with the Special Collections at the GWU Gelman Library and noted several stipulations.

Monocacy Aqueduct--Carl Linden and Nancy Long jointly reported that the C&O Canal Citizens Advisory Commission's Committee on the Monocacy Aqueduct wants the Association to act as the focus organization for fund-raising for stabilization and restoration of the Aqueduct. The Board approved a motion as follows:

*The Association is ready, in principle, to support the idea of being the focus organization for a Monocacy Aqueduct fund-raising campaign, and establish an ad hoc Aqueduct Committee.*

Levelwalkers Committee reported on receipt of levelwalker reports until hot weather hit. Most reports note the cleanliness of levels.

The Program Committee reported that the Heritage Hike will take place on October 21, 1995, from Noland's Ferry to Brunswick.

The Membership Committee reported that membership dues have reached the projected level, although the number of members is down from August 1993.

The Publications Committee reported progress on the new membership brochure. Further progress will be reported at the next Board meeting.

The Environmental Committee reported that the Rock Run sewage treatment plant proposed at Avenel is on hold because of funding problems. The Environmental Impact Statement for the Georgetown University Canal Road entrance reconfiguration was distributed.

The VIP Committee reported there are no VIP activities scheduled for the summer.

The Board heard a presentation on problems associated with crowding and overuse of the Carderock area. The Board established an ad hoc Mountaineering Committee to respond to specific mountaineering needs and report to the Board no later than the December meeting.

The Board decided in principle to sponsor a series of interpretive walks to be led by Board member John Frye that will be recorded on videotape and established an ad hoc committee to plan, schedule, organize, facilitate and present this program.

With appreciation, the C&O Canal Association acknowledges the following persons who have contributed to the Davies Fund (D), C&O Canal Fund (C), or the Monocacy Aqueduct Fund (M) since the last report in ATP:

James J. Doherty	C
Robert J. Reynolds	CM
Barbara G. and Lester G. Fant	DCM
Mary Gravalos	A
Kathi Ann Brown	M
John R and Pat Cook	M
Mr. and Mrs. Ronald H Fisher	C
Katherine Freeman	M
Maston L. Gray	C
Herb Gunther	DCM
Glenn and Midge Heimer	DCM
Carrie Johnson	M
Helen L. Johnston	DM
Harry M. Kemstedt	C
Verna Joy and David MacDonald	A
John P. Murray	DCM
Thomas and Linda Perry	M
A. Dan Schnyer	C
James and Laverne Thomas	DCM
Sandra Van Fossen and Kirk Davidson	D
Arthur A. Vaughn	C
Jack Werner	M
Ronald W. Wilson	M
John and Kathleen Kay	M
James H. Beardsley	DCM
Edward S. and Theresa M. O'Malley	M
Dennis R. McCann	M
John F. Weeks, Jr.	D
Joan Paull	D
Diane Wendt and Paul Ceruzzi	M
Herbert J. Lewis	C
Harold A. Larsen	*C
John H. Chandler	*C
Robert Woodall	**M
Carl A. Linden	C
Robert H. Barth	C

\* In memory of Virginia Long

\*\* In memory of Jim Bryant and Wilma Stucker

## CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 a.m.
Sep 16-17	Sat-Sun	Annual overnight Paw Paw bends canoe trip. Contact Carl Linden (301-229-2398) or Ken Rollins (804-448-2934).  Hancock Apple Festival. Contact John Popenoe (301-678-6379).
Sep 16	Sat	BIRD HIKE: Contact Pat Schindler (703-281-3399).
Sep 24	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1:00 p.m.
Oct 2-6	Mon-Fri	1995 International Historic Canals Conference & First Annual Southern Canals Conference. Augusta, Georgia.
Oct 7-8	Sat-Sun	Brunswick Railroad Days.
Oct 7	Sat	VIP Work Day. 9:00a.m. to noon. Meet at Great Falls Tavern to prune vegetation on Towpath Level 20. Call John Lindt (301-469-6381) or Ranger Clyde Bell/Nancy Brown (310-299-3613) for details.
Oct 21	Sat	Annual Heritage Hike - Nolands Ferry to Brunswick. Details on page 3 of this issue--dinner reservation form enclosed.
Nov 4	Sat	VIP Work Day. 9:00a.m. to noon. Meet at Great Falls Tavern to paint new fence at the Tavern and stain Lockgates. Call John Lindt (301-469-6381) or Ranger Clyde Bell/Nancy Brown (310-299-3613) for details
Dec 2	Sat	VIP Work Day. 9:00a.m. to noon. Meet at Great Falls Tavern weather permitting to do pruning at Lock 7. Call John Lindt (301-469-6381) or Ranger Clyde Bell/Nancy Brown (310-299-3613) for details
Dec 3	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Dec 9	Sat	Canal Commission meeting.
Dec 9	Sat	Annual "FROSTBITE" HIKE. Contact Ken Rollins (804-448-2934).

### 1996

Jan 6	Sat	VIP Work Day. 9:00a.m. to noon. Meet at Great Falls Tavern weather permitting. Call John Lindt (301-469-6381) or Ranger Clyde Bell/Nancy Brown (310-299-3613) for details
Feb 4	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Mar 2	Sat	C & O Canal Association Annual Meeting, Williamsport
Mar 9	Sat	Canal Commission meeting



## CALENDAR OF EVENTS - continued

Apr 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Jun 27-30	Th-Sun	World Conference. Birmingham, UK. Dates provisional.

.....

## VIP WORKDAYS

Supervising Ranger Terry Barbot, who for several years has been the coordinator with the Association's cooperative VIP (Volunteers in the Park) Workdays has relinquished her responsibilities to Ranger Clyde Bell. Terry has identified projects, arranged the support of other staff, and cheerfully participated in the Saturday morning activities. She has done an outstanding job. Terry is a member of the Association. Clyde, who came to the Park about a year ago from Saratoga National Historical Park, is in-charge of the interpretive activities in the Palisades District of the Park as well as VIP Coordinator.

- - John Lindt

---

## CANALBOAT ACCIDENTS

*The following articles from the **Shepherdstown Register**, furnished by Dave Johnson, were donated to the Associations collection by Tom Hahn.*

### LIMEBOAT BURNED

Shepherdstown, July 1, 1854

A lime-boat belonging to Mr. Callen was burned in the Canal near this place, a few days since, while on its way to market with a heavy cargo of lime. The fire occurred from a collision with another boat which threw her out of her course against the bank and coming in contact with a rock, knocked a hole into her - thereby instantly communicating water with the lime. The whole cargo, along with the boat, was consumed so far as to be rendered entirely valueless. The loss Mr. C. sustains in this instance is considerable.

### TWO MEN LOST IN HORRIBLE ACCIDENT

Shepherdstown, August 4, 1855

It becomes our painful duty to give the details of most distressing accident occurring on Wednesday night last, the 1st inst., about 11 o'clock at Middlekauf's Culvert, 9 miles above this place. The Canal Boat David Seigle, belonging to Wm. Brown, Esq., of Antietam Iron Works, loaded with Coke, was on her way from Cumberland, when getting near the Culvert, the Captain discovered a breach in the Canal and knowing the fearfully hazardous situation they were in, jumped ashore and urged the balance of the crew and two passengers to do so also. They either were taken by surprise or lost their self-possession upon awaking in the fearful danger that surrounded them, and unable or unwilling to make any effort to save themselves, passed through the breach, with the wreck, into the River. The tow-boy, after passing through the breach, was rescued, but the two passengers, who were drowned, were not seen afterwards - it is supposed they sunk with the boat, which was broken in pieces. The names of the passengers were William Dunham, of Cumberland, aged about 70 years, and Miller Cole, from Williamsport. At the time our paper goes to press the bodies of the unfortunate men had not been recovered. It is thought it will require 3 or 4 weeks to repair the injury to the Canal.