

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

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CHESAPEAKE & OHIO CANAL

The Seneca to Harper's Ferry Edition

When water first flowed through the guard gates at Dam #2 on 13 November 1830^[1], opening the Chesapeake & Ohio Canal to commercial operation from Little Falls to Seneca, spirits soared with optimism that the "Great National Project" would become what President Adams had predicted more than two years before: "A conquest over physical nature such as has never been achieved by man. . . The wonders of the ancient world will sink into insignificance before it."^[2]

Linking the middle-Atlantic tidewater through the Potomac gateway to the great continental interior, the canal, its sponsors expected, would soon surpass the Erie Canal, the Pennsylvania Main Line, and the newfangled, unproven rail road that was tentatively advancing from Baltimore. Financed by federal, state and municipal treasuries and private investors, the C & O Canal would epitomize Clay's American System for economic development and internal improvements in the young republic. Even as the motley flotilla of scows, rafts and arks that initially plied the canal began moving their cargoes from western Montgomery County toward Washington, laborers continued digging the waterway toward Point of Rocks and Harpers Ferry. Little did anyone suspect how significantly the next three years would change the future of the C & O Canal.

The canal was built by contractors. Many of these were experienced in canal construction, having learned their business on the Erie and other northern works. Others came with little knowledge but a desire to make a quick profit. The initial contracts for Little Falls to Seneca were awarded in August 1828. The twenty-seven miles from Seneca to Point of Rocks were let in October, so that by the end of 1828 nearly fifty miles were under construction. Contracts for digging the canal were awarded in one-half mile sections. Separate contracts were made for masonry structures such as locks, culverts, aqueducts and lock-keepers houses.^[3]

The competition for canal contracts was very keen, and many of the successful bidders had bid unrealistically low in order to win the jobs. They were soon in financial trouble. The demand for labor and materials by so many concurrent projects caused shortages that quickly drove up wages and prices. Despite general across the board increases by the company, many contractors' losses forced them to abandon the work and required the company to re-award at higher cost. The company's original construction estimates were proven inadequate at an early date.



C & O Canal and the Railroad at Point of Rocks - Hahn Collection photo

The canal contractors needed thousands of laborers to man the shovels along fifty miles of simultaneous construction and they competed for the small pool of available workers not just against each other, but also against other industries, agriculture and the railroad. Some

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contractors brought in crews of regular employees from their previous projects - one brought a hundred men with him from Canada in 1829. But most hired in the local markets.^[4] It is often told that the C&O Company recruited laborers in Britain, Ireland and Europe, importing them as indentured servants who had to work off their passage debt. However, these were but a small fraction of the labor force on the canal. The total number thus received may have been only about 600, and although many of their indentures required only about three months work, and none beyond 1830, many deserted for better jobs as quickly as possible.^[5] A much larger part of the workforce were immigrants who had come to America previously to dig the Erie and other canals, and then migrated south and west as canal building spread across the country. As a result, the labor force was very transient. Workers, not bound by local ties, moved wherever the wages and conditions were better.

Wage rates initially were about \$8-10 per month. The demand for workers drove wages to around \$14-16 per month by 1831, significantly contributing to the overruns that ruined many contractors and drained the company's reserves.^[6]

Why was maintaining an adequate labor pool so difficult? By all accounts, canal digging was a terrible way to make a living. The work was backbreaking; the wages, even when inflated, were on the bottom of the economic scale, and often went unpaid when the contractor absconded; the living conditions in the camps were squalid, the food was abominable and the whiskey was gut-rotting. There always lurked the dual dangers of crippling accident and loathsome disease and the threat of sudden death from either. Nobody who could do anything else would want to work on the canal. It was no surprise that they quit in droves whenever better employment was available.

The canal company's attitude toward the welfare of the workers was that they were the contractors' responsibility. President Charles Fenton Mercer, responding to a plea from local charities for aid in feeding and sheltering indigent canal laborers during the winter, wrote that "all the works...are executed in pursuance of contracts between the company and... individual contractors. The laborers whom these contractors employ are...unknown to the company." He went on to note that "the greater part of them are transient foreigners; sometimes on the Pennsylvania Canals; sometimes on the B & O Rail Road; sometimes at work on our canal...In general, they are extremely improvident, wasting in dissipation their daily wages nearly as fast as they receive them. Scarcely one has been known to lay up anything for winter or for sickness and infirmity."^[7]

The company did make one concession to the welfare of the workers. As cholera swept through the camps in 1832, the board of directors allocated \$500 to establish two "hospitals" for the care (or at least the isolation) of the victims. Workers were assessed 25 cents a month to maintain the facilities and pay the doctors.^[8]

The countryside into which this legion of navvies was consigned appeared, for the most part, little changed since it was the frontier. John Quincy Adams described the route of the canal to Harpers Ferry in 1834:

"The canal almost the whole way follows close upon the course of the Potomac River; the country along the margin of which is generally beautiful, sometimes wild, and in other parts variously cultivated, but seemingly little inhabited. There is not a luxuriously comfortable country-seat on the whole way, nor one that bespeaks affluence and taste."^[9]

The town of Berlin (now Brunswick) was typical of the pre-canal

environment. It had on the tax-rolls, in 1825, fifty-two lots which were assessed, with all improvements, at a total of only a little over one thousand dollars.^[10]

The most notorious place was undoubtedly Point of Rocks, where the canal and railroad first collided head-to-head. It was nearly non-existent as a village before the coming of the two great projects. Then, like the "hell-on-wheels" that advanced with the progress of the transcontinental railroad after the Civil War, it briefly flourished. A few days after the canal was opened to Harpers Ferry in November 1833, the *Frederick Times* described Point of Rocks as "an animating scene":

"Rail road cars and canal boats, constantly arriving, interchanging passengers and cargoes and then departing--the bustle and confusion of a little village sudden arisen, as it were, out of the earth and actually doing the business of a commercial emporium--its inhabitants hardly yet acquainted with each other, and very often outnumbered by the transient strangers who throng thither in pursuit of business and pleasure."^[11]

Benjamin H. Latrobe, Jr., working as a surveyor for the Baltimore & Ohio Railroad, stopped there in early 1834. He found an accumulation of taverns, freight depots and boarding houses which he described in his journal:

"This Point of Rocks is a horrid hole, the habitation of a set of sharpers who assemble there to make money by a swindling sort of commerce. So beastly looking a village is to be found nowhere. The streets are made of mud and the almost impending mountain under which the little town stands, casts with its forests of pines a dismal shadow over the spot."^[12]

This booming prosperity, like that of the western cowtowns a generation later, declined rapidly as the canal and railroad moved up to Harpers Ferry and beyond. A traveler recalled stopping there a quarter of a century later, on the eve of the Civil War. "The village itself consisted on half a dozen whitewashed cabins and two hotels, one on each side of the tracks," he noted.

"The night I stopped there, they had a grand ball in the warehouse...Point of Rocks was noted as a hard place, and one of the guests at breakfast was bragging that the ball had redeemed the name of the place, as there had been no fights, or at least only one or two misunderstandings during the whole evening."^[13]

Harpers Ferry, of course, was different. It was the Potomac Valley's most important industrial center, but it was no more attractive than its downstream neighbors. The mills, foundries and government armories belched coal smoke over the denuded hills. Adams climbed to Jefferson's Rock and noted "There is not much of the sublime in the scene, and those who first see it after reading Mr. Jefferson's description are usually disappointed."^[14] Two British visitors in 1835 called it "a most abominable village."^[15]

Hiring and paying workers was not the only difficulty facing the canal builders. The shortage of good quality materials was another continuing problem. The construction of the Monocacy Aqueduct is a case in point.^[16]

The canal company accepted the proposal of Hovey and Legg for building the aqueduct in August 1828. The company's chief engineer, Benjamin Wright, prepared ground plans and elevations for the Seneca and Monocacy Aqueducts in October.^[17] Hovey began work on the Monocacy early in 1829 when he opened Mrs. Nelson's quarry at Sugarloaf Mountain, built the original cofferdams and constructed the first three piers.

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The stone from Nelson's quarry proved to be too soft for the job, however. In July, Wright found the stone was already showing signs of decay and ordered the partially built piers torn down and rebuilt with a harder stone. In December, he ordered that stone from Joseph Johnson's quarry be used for all structural purposes.^[18]

In November, Hovey defaulted and abandoned the project. He was replaced by Asher P. Osbourn in December 1829. A year later, Byrne and Lebaron had replaced Osbourn, and President Mercer was complaining about the delays in restarting the work. The third annual report of the board of directors, in June 1831, stated:

"The aqueduct...across the Monocacy has been three times let, the contract for its construction having been once abandoned, and once transferred by assignment. It is now in the hands of an efficient contractor, who by the terms of his assignment, is allowed til November next for its construction. The...stone first chosen...having proven defective, it required to be built of a white granite; for the transportation of which, the contractor has found it necessary to construct a railway exceeding two miles in length. This stone is quarried with facility, but it is so hard as to require great labor to cut it, and the contractor has experienced delays, from various accidents...and the frequent freshets of both the Potomac and the Monocacy...The foundations of the piers are laid and secured to the rocks on which they stand; the abutments and several of the piers are ready for the centers, one of which is up, and the arch now turning upon it. A doubt notwithstanding exists, that unless the ensuing Autumn shall prove more healthy than the last, this work will not be ready for the admission of the water through it before the end of next spring. That it will be then finished is confidently expected."^[19]

However, an additional year was needed before the aqueduct was finished. Construction of the Monocacy Aqueduct was not completed until 1 April 1833.^[20]

The other essential material needed for the construction of masonry canal structures was high quality hydraulic cement, made from a naturally occurring limestone which is burned in a kiln and then milled. The first suitable limestone discovered in the Potomac Valley was near Shepherdstown in 1827. Boteler and Reynolds produced cement for the canal at their Shepherdstown mills and shipped it down the river by boat, following the channels of the old Potomac Navigation system. The first shipment of cement to the Monocacy Aqueduct was sent on 23 June 1829.^[21]

Transportation of cement to the construction sites became a major problem for the canal company as long as the mills were beyond the navigable end of the canal. The unreliability of water conditions on the river was among the principal reasons for the failure of the Potomac Company. It continued to affect regular delivery of cement from Shepherdstown to the various work locations. Even when production at the mill was adequate, the transport system could not keep up with the contractors' demand for the product. In addition to low water, there was often an insufficient number of boats available, and the shortage led to inflation of the shipping costs.^[22]

The cement shortage caused some contractors to resort to piracy to meet their requirements. Upstream contractors were known to have waylaid boats and hi-jacked the cement consigned to contractors further down the river.^[23]

Eventually the canal company developed additional sources closer to the job sites below Harpers Ferry. Despite early failures to produce cement of acceptable quality, these mills helped alleviate the shortages. In 1830, the company subsidized a new cement mill on Tuscarora Creek, just upstream from the Monocacy River. Although the initial production from this mill was rejected, the problems with quality were somewhat resolved and Tuscarora cement, though considered inferior to the Shepherdstown product, was used in the completion of the Monocacy Aqueduct when Shepherdstown cement was not available.^[24]

In spite of these and many other problems, including unexpected geological impediments that slowed progress and drove up costs, work on the canal proceeded. As noted above, the canal below Seneca was opened to traffic in November 1830, and much of the prism, though not the structures, had been completed to Point of Rocks by the end of 1831. But no contracts had been awarded for work beyond Point of Rocks; no right-of-way had been acquired. And since the canal above Seneca could not be filled with water until construction reached Harpers Ferry, where the next dam and inlet was planned, the future was very much in doubt. In fact, the fate of the canal had been in the hands of the Maryland judicial system since 1828.

The three and one-half year court case between the C & O Canal Company and the Baltimore & Ohio Railroad Company over which had the right to build along the Potomac River west of Point of Rocks was one of the greatest legal battles in Maryland history. Beginning a month before ground was broken by either company, it delayed construction by years and eventually ended in a compromise that in the long run sealed the fate of the canal.

For much of the route along the Potomac River, the topography allowed for only a single right-of-way. The B&O quietly began acquiring right-of-way along the Maryland side of the river in 1827, and by the following year it controlled most of the critical sections between Point of Rocks and Cumberland, blocking the canal's construction above Point of Rocks. On 10 June 1828, the canal company obtained an injunction in the Washington County court to restrain the railroad from acquiring additional land and to set aside all land conveyance already obtained.

Within two weeks, the B & O filed a complaint in the High Court of Chancery in Annapolis to overturn the injunction and restrain the canal company from obtaining right-of-way at points of conflict above Point of Rocks. The C & O Company answered the bills of complaint and the litigation dragged on for over a year while both companies began construction of their eastern sections.

In July 1829, the chancellor issued an injunction against the canal company as requested by the railroad. He also ordered the establishment of a commission to make surveys for consolidated construction of canal and railroad between Point of Rocks and Harpers Ferry and at other points to Cumberland. Engineers from the two companies completed the surveys in the spring of 1830 and reported in July. They offered a plan of "conjoint" construction, with the railroad track on the inland side of the canal. The plan applied to five points below Harpers Ferry and numerous tight places upstream.

The court case continued on through the following year. In November 1831, the chancellor nullified the 1828 injunction obtained by the canal in Washington County and made permanent his 1829 injunction in favor of the railroad. The canal company immediately carried the case to the Maryland Court of Appeals.

The Appeals Court moved swiftly, and the case was argued from 26 December 1831 to 2 January 1832.^[25] The major issues

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reviewed concerned the rights which the C & O Canal derived from the Potomac Company and the rights granted in the companies charters. On 4 January 1832, the Court of Appeals, by a 3 to 2 decision, ruled that the C & O Canal Company's right of prior location from the Potomac Company took precedence over the railroad's charter rights. The decision reversed the chancellor's decree and dissolved the railroad's injunction.^[26]

As soon as the Court of Appeals ruling was received, the canal company began planning to extend westward. It immediately began acquiring right-of-way and putting construction under contract. In March 1832, the company awarded contracts to build fourteen miles of canal, the Catoctin Aqueduct, eight locks, nineteen culverts and the planned dam and guard lock immediately below the mouth of the Shenandoah River. In June, an additional twenty-two and one half miles, the Antietam Aqueduct, twenty-four culverts, six lift-locks and the fourth dam and guard lock were placed under contract.^[27] But further roadblocks continued to emerge. Landowners friendly to the B & O, such as Casper Wever and Gerard Wager, refused to accept the company's offering for their property, forcing up the cost of land and requiring time-consuming condemnation proceedings.

By the summer of 1832, the canal company was in severe financial difficulty. It was also running out of time to meet its charter requirement to complete 100 miles within five years. That deadline would expire in mid-1833. The cholera epidemic that summer caused work to be suspended in many of the sections as workers fled.

The B & O, stymied by the court decision, offered to pay the cost of joint construction to Harpers Ferry and then cross the river rather than continuing through Washington and Allegany counties. The C & O Canal Company arrogantly rejected the railroad's compromise proposal.^[28]

The Maryland governor and legislature became involved in trying to find a way through the impasse. They threatened a state investigation, abrogation of the canal's charter, and to withhold payment of the state's stock subscription. If the C&O cooperated, however, the charter deadline would be extended for two years and the payments would be made. The compromise was finally negotiated between the two companies in May 1833. The railroad paid the canal company \$266,000 for grading about four miles of railroad line in the narrow passes between Point of Rocks and Harpers Ferry. The railroad agreed not to utilize the Maryland side of the river above Harpers Ferry or the Potomac Valley until the canal reached Cumberland or until 1840, whichever came first. Because of the topography on the Virginia side, the railroad was eventually built above the level of most Potomac floods, while the canal on the Maryland shore was to be repeatedly ravaged in the years to come.^[29]

It was originally planned to build Dam #3 across the Potomac River downstream of the Shenandoah Falls, in order to form a pool for boats to cross to Harpers Ferry as well as to be the feeder to the canal. The federal government objected, however, since the pool would raise the water level dangerously close to the arsenal and other riverfront buildings. Therefore, construction of the planned dam was abandoned in July 1832 and the Government Dam at the head of Harpers Ferry Falls was substituted as the feeder.^[30]

Lewis Wernwag had originally contracted to build the guard lock at the proposed Shenandoah Falls dam. In lieu of that, he was given a contract to build a river lock at about the same location that would provide access to the canal for trade on the Shenandoah River, which had been improved for navigation by the Potomac Company.^[31]

Following the compromise with the railroad, construction was pressed to open the canal to Harpers Ferry by the end of 1833.

Although some final work remained to be done on the Catoctin Aqueduct and some of the locks, they were sufficiently complete to allow water to be admitted into the canal at Dam #3 in late October. On 1 November, the resident engineer reported to the board that:

"There is four feet of water from Harpers Ferry to the 1st lock below the Monocacy, and navigable water thence to the Beaver Dam Culvert, and the water is coming rapidly to Seneca... There is no...appearance of leak on the whole line; the manner in which the canal holds water is a subject of admiration to all those who are witnessing it."^[32]

The canal was officially opened to Dam #3 on 26 November 1833. The following summer, Congressman Charles Fenton Mercer, who had been the first president of the C & O Canal Company, organized an excursion for members of Congress to see the completed works. Some forty representatives and at least one senator, traveling in two boats, made the fifteen hour trip. The party spent the following day at Harpers Ferry and returned to Washington on the next. Included in the group was former-President John Quincy Adams, now a member of the House of Representatives from Massachusetts. He recorded his impressions of the journey in his diary:

"I entered the largest of the two boats, which was full of company, among whom a small number of ladies. The band of music of the Marine Corps were also there, distributed in the two boats...The passage on the canal was very slow, and continually obstructed by stoppage of the locks. Of these, there are thirty-four between Georgetown and Harpers Ferry. There was a light collation and dinner, and, after it, some drinking of strong wine, which made some of the company loquacious and some drowsy. The band gave occasional reports of animating instrumental music...We reached Harpers Ferry about nine in the evening...After breakfast all the company made an excursion up the river as far as the canal has been completed."^[33]

At that time, the canal was about a year ahead of the railroad. The B & O's tracks reached the bridgehead on the Maryland shore opposite Harpers Ferry on 1 December 1834. But the handwriting was on the wall. Towpath canals were already being superseded by newer technology. In Washington, Jacksonian Democracy had replaced the party of Adams and Clay, and, notwithstanding the efforts of politicians like Mercer, had ended widespread federal funding for projects such as the canal. Only the State of Maryland continued financial support to the undercapitalized canal company, through mortgage loans and additional stock subscriptions. By the end of the decade, the state was the effective owner of the C & O Canal. For the next fifty years, the canal would be a political pawn, dominated by the whims of governors, legislatures and party bosses. The company's officers and directors became dependent on political patronage.^[34] Labor problems and economic depression would plague the canal for years to come. Although the canal was to survive for ninety more years, Adams must have had an inkling of what lay ahead, for the end of his journal of the Harpers Ferry junket was far less positive than his exuberant prophecy at the groundbreaking six years before. "I have been much pleased in observing the style in which the work upon the canal has been executed," he wrote. "It is certainly a great work, but whether of proportional utility is yet to be ascertained. The new system of railroads is taking the place of canals, and the horse can hold no competition with the locomotive."^[35]

- - David M. Johnson

Along the Towpath

RECOMMENDATIONS FOR ADDITIONAL READING:

Space constraints restrict this paper to a short overview of the extension of the canal to Harpers Ferry. For readers who wish to learn more about the construction of the canal during this critical period, I would add two works to the list suggested by Gary in the December issue of *ALONG THE TOWPATH*.

I unequivocally recommend *The Great Road* by James D. Dilts (Stanford University Press, 1993). The subject of this book is the Baltimore & Ohio Railroad, but its objective and evenhanded treatment of the corporate development of both the B & O Railroad Co. and the C & O Canal Co., the political intrigues and legal maneuvering between the two and the litigation and ultimate compromise is, I believe, superior to any other history of either.

The second recommended book is *Uncommon Labor* by Peter Way (Johns Hopkins University Press, 1997). The subtitle is "Workers and the Digging of North American Canals, 1780-1860", and it is an award-winning analysis of the role that canal construction played in American industrial, labor and social history. It covers construction on most of the major towpath canals in the U. S. and Canada, with considerable reference to the Chesapeake & Ohio.

NOTES:

- [1] Davies, William E., *The Geology and Engineering Structures of the Chesapeake & Ohio Canal*, C & O Canal Assn (1999), p. 108
- [2] Heine, Cornelius W., "The Chesapeake & Ohio Canal", *Records of the Columbia Historical Society*, Vol. 66, Washington, (1969), p. 59
- [3] Sanderlin, Walter S., *The Great National Project*, Baltimore (1946), p. 68
- [4] Way, Peter, *Common Labor*, Baltimore (1997), p. 66
- [5] Sanderlin, *Great National Project*, pp. 72-74
- [6] Way, *Common Labor*, p. 106. These are cash wages; workers also received whiskey rations and found.
- [7] *Ibid.*, pp. 65, 79 & 122. The letter quoted was from Mercer to Susan Decater, 13 Dec 1830.
- [8] Sanderlin, *Great National Project*, pp. 96-97
- [9] Adams, Charles F., *Memoirs of John Quincy Adams*, Vol. IX, Philadelphia (1875), pp. 140-142
- [10] Strathern, Dorothy, *Barry-Berlin-Brunswick, A Brief History*, Brunswick Potomac Foundation (1964), p. 8
- [11] Sanderlin, *Great National Project*, p. 165
- [12] Dilts, James D., *The Great Road*, Stanford (1993), p. 187
- [13] Clark, Ella (ed.), "Life On the C & O Canal, 1859", *Maryland Historical Magazine*, June 1960 (Republished by Hahn (1975).) The picturesque railroad station for which Point of Rocks is currently admired was not built until about 1875, when the Metropolitan Branch to Washington was built.
- [14] Adams, op. cit.
- [15] Hahn, Thomas F., *Towpath Guide*, p. 103
- [16] Carl Linden will fire me from the Monocacy Committee if I don't write something about the aqueduct somewhere in this paper.
- [17] Unrau, Harlan D., *Historic Structure Report-The Monocacy Aqueduct*, NPS Denver Service Center (1976), p.6
- [18] Kapsch, Robert J., "Benjamin Wright and the Design and Construction of the Monocacy Aqueduct", *Canal and History Technology Proceedings*, Vol. XIX, Easton PA (2000), pp. 190-191, 195
- [19] Unrau, *Monocacy Aqueduct*, p. 36
- [20] *Ibid.*, p. 45
- [21] Kapsch, "Benj. Wright...", p. 192

- [22] Hahn, Thomas F. & Kemp, Emory L., *Cement Mills Along the Potomac River*, Morgantown (1994), pp. 44-50
- [23] Kapsch, "Benj. Wright...", p. 192-193
- [24] *Ibid.*, pp. 194-195; and Hahn & Kemp, *Cement Mills*, pp. 73-74
- [25] Among the prominent attorneys arguing the case was Daniel Webster, who rose to speak for the preservation of the B&O. He spoke not as a Massachusetts man, nor as a northern man, but as a railroad man. Although his four-hour speech was noted for "the Doric purity of his language," he was not persuasive on this occasion (or perhaps the court had predetermined its decision - see Dilts, pp. 115-116.) It is not known whether he said "Railroad and canal, now and forever, one and inseparable," but perhaps he should have.
- [26] Davies, William E., "Collision at Point of Rocks: The C&O Canal v. the B&O RR", *ALONG THE TOWPATH*, Vol. XV, #3 (July 1983). For extensive history of the case, see Sanderlin, pp. 83-89, and Dilts, pp. 103-121.
- [27] Unrau, Harlan D., *Historic Structure Report-The Masonry Locks*, NPS Denver Service Center (1978), p. 43
- [28] Dilts, *The Great Road*, pp. 116-117
- [29] Davies, "Collision..."
- [30] Davies, *Geology...*, pp. 196-197
- [31] Smith, Edward D., *Special History Study-Dam #3 Area*, NPS Denver Service Center (1979), p. 31
- [32] Unrau, H. D., *Historic Structure Report-The Catoctin Aqueduct*, NPS Denver Service Center (1976), pp. 18-19. The Beaver Dam Culvert referred to is at m.p. 23.91 above the Seneca quarries.
- [33] Adams, op. cit.
- [34] Sanderlin, *The Great National Project*, pp. 104-112
- [35] Adams, op. cit.

A CASE OF LOCKJAW

In the first winter of the war, Gen. McClellan was under pressure to reopen the B & O Railroad to the west of Harpers Ferry and to secure the lower Shenandoah Valley. To do this, he planned to post a strong garrison between Harpers Ferry and Winchester. To support that force, it was necessary to build a bridge across the Potomac River at Harpers Ferry that could be used until the railroad bridge, burnt by the rebels the previous year, could be repaired.

In late February 1862, the army engineers quickly laid a light batteau (ponton) bridge over the river, allowing the infantry to cross. It was next planned to build a heavier, permanent bridge for the artillery, cavalry and supply wagons. This was to use canalboats moored abreast as platforms to support the bridge deck. A number of boats were acquired and brought up the canal to the Shenandoah River lock, and all seemed in readiness to construct the permanent bridge. McClellan related what happened next in his report to the War Department:

"Next morning the attempt was made to pass the canalboats through the lift-lock, in order to commence at once the construction of a permanent bridge. It was then found for the first time that the lock was too small to permit the passage of the boats, it having been built for a class of boats running on the Shenandoah canal, and too narrow by some four or six inches for the canal boats. The lift-locks, above and below, are all large enough for the ordinary boats. I had seen them at Edwards's Ferry thus used. It had always been represented to the engineers by the military railroad employees, and others, that the lock was large enough, and, the difference being too small to be detected by the

A CASE OF LOCKJAW - continued

eye, no one had thought of measuring it, or suspecting any difficulty. I thus suddenly found myself unable to build the permanent bridge."^[1]

President Lincoln, already becoming disenchanted with his general, was not amused, and he vented his anger on McClellan's chief of staff, Gen. Marcy. "I am no engineer," he stormed, "but...if I wished to know whether a boat would go through a hole or a lock, common sense would teach me to go and measure it."^[2]

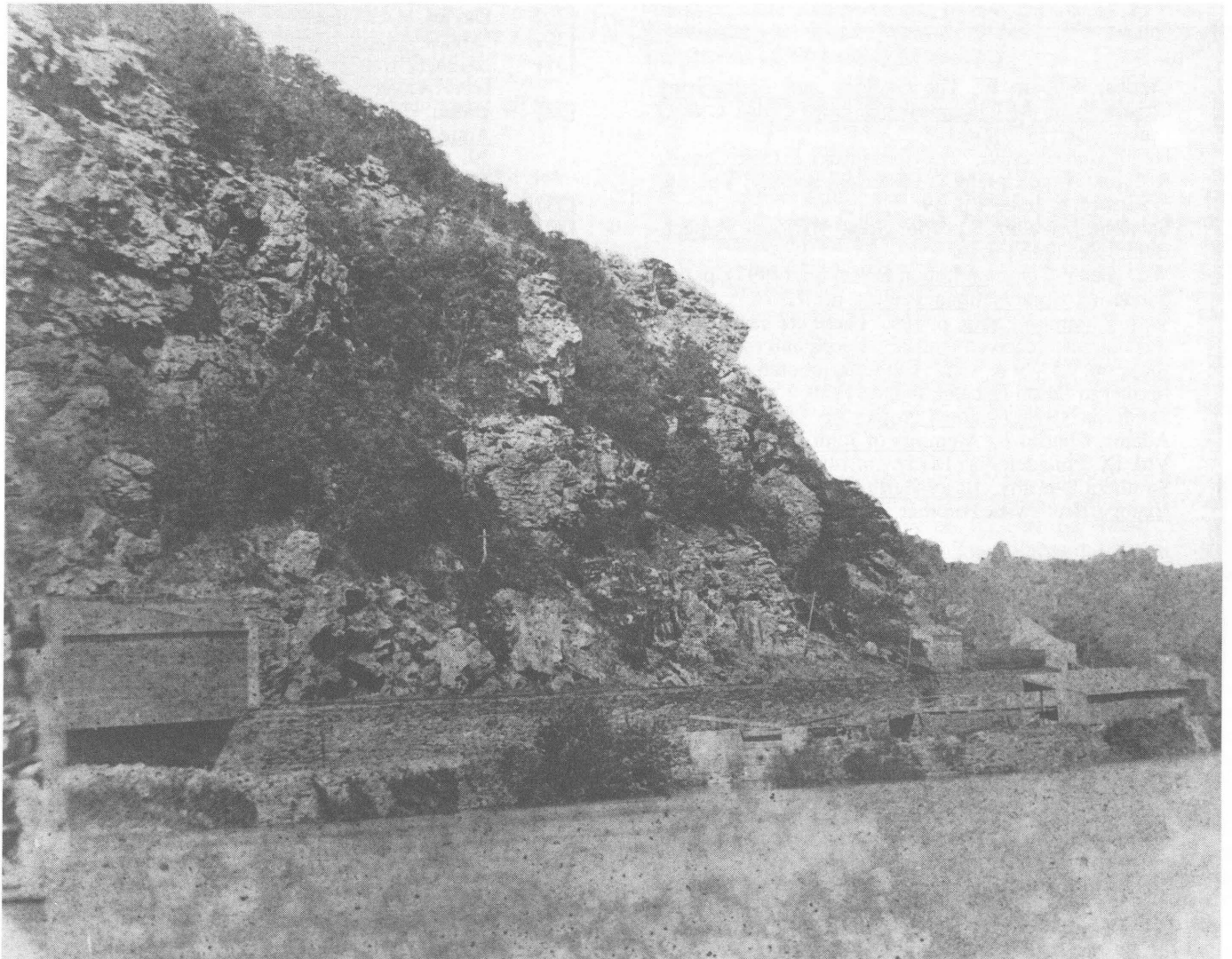
A popular joke in Washington that winter, recorded by the dour Treasury secretary, S. P. Chase, was that McClellan's Winchester expedition died of lockjaw.^[3]

In the end, this incident was more humorous than disastrous. The railroad bridge was repaired and reopened in March, the Union forces occupied Winchester, and McClellan led his maligned and ill-fated army to the real disaster known as the Peninsula Campaign.

It is hard to believe that the C & O Canal Company, so grand in the design and construction of its structures, would have built as potentially important a work as the river lock opposite Harpers Ferry a half-foot narrower than the standard width for all other locks, regardless of the size of the boats that may have been in use on the Shenandoah. A more logical explanation may be that the walls of the lock chamber had sagged inwardly (a common occurrence), and that as the lock had been abandoned quite early and little used during the nearly thirty years since it was built, had not been maintained. It was eventually filled in when the canal was rebuilt after the 1889 flood.

- [1] Report of General George B. McClellan, Washington, Government Printing Office (1864), p. 52
- [2] Catton, Bruce, Terrible Swift Sword, pp. 194-5; also, Sears, Stephen W., George B. McClellan, The Young Napoleon, pp. 156-8
- [3] Leech, Margaret, Reveille in Washington, p. 129

- - by Dave Johnson



Shenandoah outlet Lock (MP 60.62); pre-Civil War photo. Shows covered railroad bridge across the Potomac, gates and crossover bridge on the river lock, other buildings on the canal. Harpers Ferry NHP photograph

FROM THE PRESIDENT

Its gratifying to see the continuing steady flow of contributions to our Canal and Monocacy funds both from members and friends. We have accomplished something of a miracle, and are in a position to strongly influence the progress of the aqueduct restoration, but there is still a long way to go. Let's be optimistic that the Congress will come through.

Funding for our National Parks is a serious problem throughout the system, and we should be concerned about the direction future Congresses will take. Meanwhile, we do not want to lose ground with *our* canal. We may be in a position to find supplementary funds for most essential projects, as we are doing with the Monocacy, but this is a big step and we have appointed a Vision Committee to evaluate the possibilities. I am sure that in our varied membership, we have many with experience or knowledge about fund-raising, and I urge anyone who can help to get in touch with Karen Gray, committee chair, at 202.333.6947 or kmgrayphd@cs.com.

Our mapping project has languished after several attempts to upgrade the Clague series, but thanks to Ranger Marie Frias, there is progress! She has recruited a good staff of Association volunteers to complete the series of strip maps started by the Interstate Commission on the Potomac River Basin some years ago and covering a little more than half of the lower part of the Canal. There are a surprising number of changes since previous maps were published, and the new series of five maps will update access points and facilities for the upper ninety miles. Thanks to our volunteers, and I am sure you will enjoy your work.

Something else has languished - our Archives. Molly Schuchat can use any amount of help. The Gelman Library of the George Washington University is a pleasant place to work, and the various collections needing to be identified and catalogued are fascinating to say the least. If you would like to share past good times and meet those characters who were there, get in touch with Molly at 202.362.4745 or mmschuchat@aol.com.

See you along the towpath.

- Ken Rollins

CANAL CHARACTERS

ED MILLER Steps Down From C&OCNHP Advisory Commission

Ed Miller, 30-plus year member of the C & O Canal Association, recently resigned from the Chesapeake & Ohio Canal National Historical Park (COCNHP) Advisory Commission after some 18 years. During his tenure, Ed was a strong proponent of upgrades necessary to ensure the continuity of the towpath. As a token of his work as a federal commissioner, NPS presented Ed with an engraved wooden replica of a canal boat. "I've been there for almost 20 years. It's time to let somebody else take it."

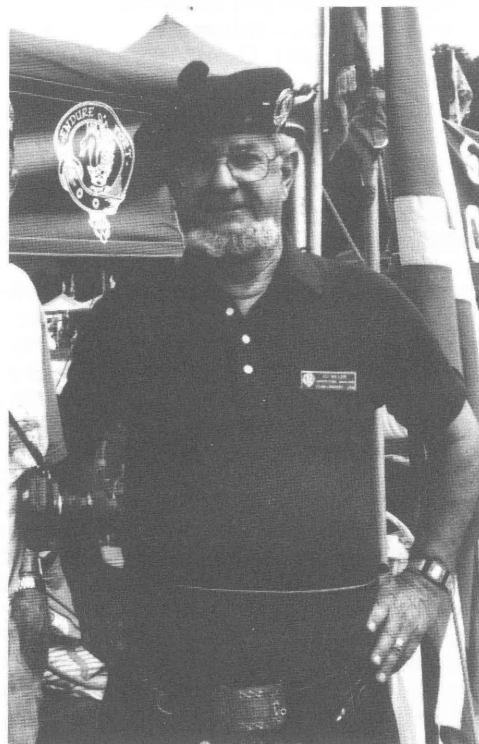
The 19-member C&OCNHP Advisory Commission was established by Congress in 1971. It is charged to advise the Secretary of the Interior or his/her designee on general policies and specific matters related to the administration and development of the park. Commissioners are appointed to five-year terms by the Secretary of the Interior based on the recommendations of county and state government officials from Maryland, Virginia, West Virginia, and the District of Columbia, and from conservation organizations.

Ed is a frequent participant in Association hikes, canoe trips, and meetings and, while an ardent supporter of the stabilization and restoration of the Monocacy Aqueduct, has concurrently championed restoration of the Big Slackwater area. Throughout

Along the Towpath

his tenure, Ed has expressed particular concern with issues of property use, occupancy and retention, rental and maintenance of historic canal structures, and Canal Place in Cumberland.

Thanks for the many years of dedicated service, Ed.



Retired Commissioner Ed Miller

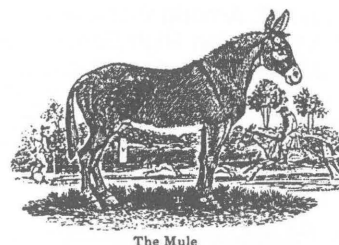
FALL BIKE TRIP FULL

Registration is closed for the Through Bike Trip in October. We have had a very good response to the early publicity. However, if you wish to be on a waiting list, send your name and address, **but no money to:**

Tom Perry
116 S. Conococheague Street
Williamsport, MD 21795

If openings occur you will be notified in the order your name was received and given an opportunity to register. In any case, please join us for the 150th Anniversary celebration, October 14 and 15 at Canal Place in Cumberland.

- - Tom Perry



The Mule

ON THE LEVEL

by Level Walker Chair Karen Gray

The deadline for reports included in the next issue is Aug. 10. Reports can be mailed or e-mailed. **Please use the standard form.** It will save me much time. Let me know if you need either paper forms or an e-mail form. Contact me by phone at 202-333-6947; by e-mail at kmgrayphd@cs.com; or by mail at 825 New Hampshire Ave., NW #304, Washington DC 20037-2307.

New assignments during the past quarter include: Diane and John Ference, #22; Michael Foley, #63; Paul Hagen and Christine Jahnke, #2; Dennis and Susan Hibbard, #61; John Kimbrough, #6; David Kuder, #62; B.K. Lunde, #1; Tom O'Dea, #9; Diane Pickar, #22; Judy and Don Plum, #11; Carol Purcell, #10; Jack Stickles, #33; Nancy and Tim Thorpe, #36.

Level Walkers are always needed. If you are interested, contact me and I'll assign you to the level you would most like. No level can be walked and reported on too often but some levels badly need walkers and I especially hope to find folks willing to take them on.

VACANT LEVELS at the mid-May when this was written include:

#42 (Four Locks level), From Mi. 108.74, Lock 4, to Mi. 110.42, McCoy's Ferry.

#69 (Cumberland level), From Mi. 182.62, Wiley Ford Bridge, to Mi. 184.5, Terminus.

HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early Feb. to early May):

#1 Tidelock to the Incline Plane: 3/1-4, 3/18, 4/1, 4/3, 4/14, 4/16, **John Barnett**: Work at the aqueduct and Key Bridge area has been completed and the towpath is open there once again. John's request to Georgetown Park to place a trash can in a place where litter is common elicited the information that they had done so but it was upended several times and set on fire twice. 3/2, **B.K. Lunde**: Noted that the canal was dry. [Many people don't realize that draining the canal during the winter months helps to prevent damage from freezing water. During the canal's operating days it was usually drained from sometime in December to sometime in March, depending on the weather.]

#3 Lock 5 to Cabin John Creek: 4/29-30, James Wilson: 115 walkers and joggers, 121 bikers, and overflowing parking lots.

#4 Cabin John Creek to Lock 14: 3/5, 3/23, 5/11, **Fred Mopsik** with canine assistants **Cleo** and **Logan (Judie** was recovering from a broken foot): On March 23 saw first great blue heron of the year; fish included yellow perch, blue gills, and even a largemouth bass. 2/25 **Carolyn Reeder**: Reported the once-gullied access from 79th St. is now beautifully smooth, construction causeway remains below Lock 9.

#5 Lock 14 to Cropley: 4/19, **Dorothy Camara** and **Bobbie Thorberg**: Tree cut down in canal, potentially obstructing flow of water due to debris collecting behind it. 3/5, **Jim and Jan Heins** (also members of the Bike Patrol): Trash they collected included 63 glass containers, 29 aluminum cans, 13 plastic bottles, and 2 large multi-gallon cans.

#6 Cropley to Lock 20 (Gt. Falls Tavern): 3/14, **Dave Johnson**: Widewater about 8' below the normal water line and canal below nearly dry due to a sinkhole that developed during the winter. Dave also reported on tests to determine the visibility of a 150 foot monopole in Great Falls Park, VA.

#7 Lock 20 (Gt. Falls Tavern) to Swains Lock (21): 2/24 **Alan and Becky Hedin**: Reported that the construction around the pump house was completed, the bridge removed and the temporary access road reseeded. 4/11, **Jack Magarrell**: Among those encountered was an ecology class from Wooten High School conducting experiments and a small Garden Club group.

#8 Swains Lock (21) to Pennyfield Lock (22): 2/25, 4/24, **Paul and Maggie Davis**: Shocked by a load of yard debris, pine limbs and building material dumped at the Pennyfield parking area. Large oak down across the canal just before the 18-mile marker.

#9 Pennyfield Lock (22) to Seneca Aqueduct: 4/8, 5/11, **Michael Schuchat**: 20 kayakers seen during walk in May; about 75 walkers and about 45 bikers in April.

#11, Lower end of Tenfoot Is., to Sycamore Landing: 2/16, 3/30, **Marv and Sandy Kahn** reported that the culvert just below Sycamore Landing is caving in and the fence around hole had partially collapsed on 3/30. 5/1, **Judy and Don Plumb**: Observed two fawns between miles 25 and 26.

#15, White's Ferry to Woods Lock (26): 3/5, **Richard Tibbets**: Reported frogs and spring peepers in good voice and turtles taking the sun on logs.

#17 Monocacy Aqueduct to Nolands Ferry: 2/18, **Richard and Anita Stoll**: Gathered 5 of the Park Service bags full of trash. Birds sighted included a blue bird.

#18 Nolands Ferry to Point of Rocks: 4/7, **Eric Dutrow**: Reported seeing a wild turkey on the towpath and wood ducks in the canal. 4/6, **John and Patty Hawley** accompanied by a golden retriever **Buddy**: Found trash only in the parking lots.

#19 Point of Rocks to Catoctin Aqueduct: 3/20, **Jack and Pat Cook**: Lander lock house repainted. More than 100 people encountered during walk.

#21 & 22 Lock 30 to Lock 33: 2/26, **Ron Milberg**: Culvert collapse at milepost 57 has resulted in an 8' hole; Appalachian Trail post west of US 340 bridge had been pushed over.

#24 Dam 3 to Dargan Bend: 3/5, **Karen Gray**: Filled 5 NPS-size bags and could have filled 3-4 more. 36 bikers included 2 members of the Bike Patrol who stopped to talk. A flock of about a dozen swans flew low overhead. Area of towpath erosion immediately beside and above the river has been repaired. 5/1, **Ron Howard**: Collected 2 bags of trash and beautiful spring day marred only by gnats.

#25 Dargan Bend to Lock 37: 5/7 **Don and Carol Juran**: Heaviest human activity ever with 40 vehicles in the parking lot (half with boat trailers and tags from MD, WV, VA, DC, PA), many boats in the river, and lots of bikers. #27 Antietam Creek to Lock 38 (Shepherdstown): 4/25 & 26, **Ruth Conard** accompanied by **Zoe Aler**: Sighted 39 species. Found only half a bag of litter.

#28 Lock 38 (Shepherdstown) to Lock 39: 3/5 **John and Gloria Lindt**: Found 2 deer legs probably discarded by poachers. 3/24, **John Lindt** and **Sonny deForge**: Found little trash, even in the parking lot where there were 11 cars.

#30 Snyders Landing to Lock 40: (undated), **Sandy and Monda Sagalkin**, Saw 6 double crested cormorants (their first that far upstream), osprey, sharp shinned hawk among other birds.

#34 McMahon's Mill to Opequon Hiker-Biker: 5/10, **Tom and Linda Perry**: Rotting lumber hanging on Galloway bluffs and a small deck; evidence of charcoal fire at cave at mile 88.3.

LEVEL REPORTS - continued

#37 Falling Waters to Lock 44: 4/5, **Ellen Holway:** Lockhouse being repainted, dredging below the lock appeared to be finished as part of preparation for rewatering.

#38 Lock 44 to High Rock Quarry: 3/5, **Gary Naugle** assisted by **Jim Twyman:** Parking lot at Cushwa's Basin filled to capacity and more than 100 walkers, joggers and bikers encountered.

#39 High Rock Quarry to Nettle RR Piers: 5/12, **Paul Kimble:** Collected a bag of trash, saw 3 deer.

#40 Nettle RR Piers to Dam 5: 3/8, 3/28, **Bill Hibbard:** Found more trash than usual, noted two beaver-felled trees at about 106.7. 7th Indiana Regiment marched along this level 3/25 but Bill found they'd left the level clean when he walked it on 3/28.

#43 McCoy's Ferry to Fort Frederick: 4/30, **Karen Gray:** More of the prism had water in it than at any time since I began walking this level in 1977—about 1.5 mile. In some places there were lily pads (first time I've seen these on this level!), turtles and ducks.

#44 Ft. Frederick to Ernstville: 2/22, **John Bowman:** 4 trees recently cut down, presumably by Park Staff. Big Pool mostly covered with ice. 3/5, **Hal and Jane Larsen:** Many geese above and on the shoreline of Big Pool and 22 fishermen visible.

Sandy Kahn, assigned to Level 11, provided a gratuitous report from a 4/20 hike during which she saw a beaver.

#45 Ernstville to Licking Creek Aqueduct: 3/4, **Joe Kochenderfer:** Sink holes in prism of culverts at 114.8 and 115 and missing Licking Creek Aqueduct sign still a concern.

#48 Hancock to Round Top Cement Mill: 4/6, **Bill Hibbard:** Encountered no one during his walk but found pump handle on [a sure sign of spring! -kg].

#51 Dam 6 to Sideling Hill Aqueduct: 3/30, **Aubrey Pearre:** Only people encountered were 3 maintenance workers (with pickup truck) at dam 6. Notes that Lockhouse 56 badly needs painting. Doesn't think he has ever seen more water in the canal here. 2/24, **John Popenoe:** Sinkhole in the canal at about Mi. 135.9. Water in canal downstream of this, dry upstream except near lock.

#56-58 Culvert 208 to Paw Paw Tunnel Parking: 2/12, 2/20, **Pat White:** Damaged gate at Outdoor Club Road/Twigg Hollow replaced; trail and causeway to towpath, graded. Culvert 108 (Roby Hollow) downstream arch is collapsed and brick being lost from lining near the arch. Beaver dam about 151.7. On #27 on 2/20 Pat was accompanied by **Mel Karlinsky:** Reported 100 lb. Propane cylinder and blue barrel across old river channel about Mi. 153.5. Beaver dam at waste weir between Locks 62 and 63 1/3 still has beaver dam. Ice mound on towpath about 30' inside downstream portal; beaver dam upstream. 4/20, **Sandy Kahn,** assigned to Level 11, provided a gratuitous report from a 4/20 hike on #57 and #58: Filled a NPS trash bag (litter included a 6-pack of beer bottles) and met youth group of 15 that had camped out overnight along the towpath.

#60 Mouth of Cacapon to Town Creek Aqueduct: 5/5, **John and Judith Lilga:** Saw 25 species of birds. Five trains went by in 3 1/2 hours.

#63 Lock 71 to Culvert 223: 2/20, **Jim Preston:** Watered area of canal had been stocked with trout the previous day and there were over 35 fishermen in the area.

#67 Mexico Farms to Evitts Creek: 2/19, **Jim Preston:** Dead trees and trees cut by beaver recently removed.

WELCOME NEW MEMBERS

The Association welcomes new members and encourages you to become active in its many activities and affairs. In each issue of *Along the Towpath* a Directory provides a list of committees and chairs and the Calendar of Events will keep you up to date on the various activities along the canal.

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Dennis & Susan Hibbard	Winchester, VA
Minh Huynh	Gaithersburg, MD
Judy Keckler	Greencastle, PA
Thomas E. O'Dea	Bethesda, MD
Doug Parsons	Alexandria, VA
Carl Pedersen	Williamsport, MD
Laurie Robinson	Sharpsburg, MD
Marilyn Turner-Barnhardt,	
Katie Barnhardt	Wilmington, DE
William Virts	Hagerstown, MD
Janice Lynn Wheeler	Potomac, MD
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Milton & Susan Wells	McLean, VA
Melissa & Matt Goers	South Riding, VA
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Terri T. Cole	Reston, VA
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Diane Summerhill	Westminster, MD
Kurt Altenburg and Katrin Venema	Winchester, VA
Tobey Pierce and Anne Winter	Washington, DC
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Drs. Dan and Marty Williams	Marietta, GA
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Bert G. Simson	Potomac, MD
Kay Wells	Bethesda, MD
Tracey Norberg and	
Brandon McDonald	Cabin John, MD
Gertrude Westberg and Albert Young	Colonia, NJ
Elisabeth Greco	Bethesda, MD
Monica Fong	Bethesda, MD

ACKNOWLEDGMENT OF CONTRIBUTIONS

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

Patricia A. OLSON	C
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NATURE NOTES

Sights and Sounds of the Season

Buds on the cactus on Bear island were still tightly closed in late March, but spring beauties were at their peak in the woodlands along the canal and Berma road. Colt's foot started early and was almost past blooming. Dutchman's breeches, toothwort, golden ragwort, violets--mostly purple but occasionally white or yellow--trout lilies, dandelions, blue bells, Indian strawberry, speedwell and gill-over-the-ground tantalized sharpeyed observers. Elms, maples, and pawpaws bloomed overhead and the spice bush with its tiny blossoms crowded at the edge of the towpath.

The bald eagle sailed purposefully down the river as we watched on one early spring day. Cardinals, a titmouse, redbellied and pileated woodpeckers, and cedar waxwings dodged in and out of tall trees. A few coots, cormorants, scaup, and ring-necked ducks appeared and disappeared along the Potomac. A great blue heron stood tall on one of the heron nests upriver from the eagles' nest on Conn island.

On a midwinter walk in the same area, we had estimated that a thousand Canada geese were sunning themselves at the river's edge or in mid-river within about a 2-mile stretch of shore. Not a goose was to be seen in the same area in early April. Having watched their courtship antics on earlier walks, we surmised that the geese were now busily caring for young birds, soon to be seen waddling (and defecating) along the towpath with their parents.

Spring is not just for wildflowers and birds. We are finding tadpoles in ponds along the towpath. Gnawed stumps and trees are signs that beavers are hard at work on spring nights. Three deer crossed the road into the park one morning. A black rat snake sunned himself high in a tree above the towpath on one occasion. Strangely, several days later he was again seen high in the same tree.

Back to earth, the scouring rush is just starting to emerge in the area above the stop-lock wall. On the opposite side of the same area we were disappointed to find no trace of the fetterbush that has bloomed there in recent years. Only a few dead sticks remain. We have found fetterbush in no other place, but apparently it could no longer withstand the repeated flooding of the Potomac and the rough boots of the occasional hiker scrambling over the rocks above the river.

Joining us on recent walks have been several members of a Glen Echo art class, three wildflower seekers from Friends of the Tavern, and about a dozen new Park rangers.

-- Helen Johnston

THE NEWS FROM ENGLAND

When the railroads came to America in the 19th century, they sometimes bypassed small towns then served by roads. When this happened, these communities had three choices: (1) to languish and eventually to die, (2) move to the railway, or (3) persuade the railroad to give them a connection via a spur line.

Whitchurch in Shropshire faced a similar dilemma in 1804 when the Llangollen Canal was extended to bypass this village by a few miles. The people of Whitchurch

chose the third option. They campaigned for an arm to link the main canal to the town, and this was finally accomplished in 1808. But the terminus proved to be a poor site since it was swampy, and the land was monopolized by a single landowner. Once again, the early 19th-century canal enthusiast, the Earl of Bridgewater, came to the rescue. He demolished some mills in Whitchurch to provide a line for the canal to be extended to a new terminus at a better site closer to the commercial center that would be served by the boats. (I don't know whether these were Bridgewater's mills or someone else's.)

This canal spur gave a Shropshire village its connection to the outside world. The Llangollen connected to the Shropshire Union Canal, which joined the Manchester Ship Canal at Ellesmere Port. This latter waterway was a major cargo route to the Main Line Canal and thence to the Birmingham hub and to the outside world through the Manchester Ship Canal and the Irish Sea beyond.

For many years Whitchurch was a thriving commercial center, thanks to its canal wharf that allowed four boats to unload at a time. This was commerce in microcosm, reflecting the commercial success enjoyed by England's canals, matching perhaps a similar role made possible for a time by the boat basin in Williamsport. But England's canals eventually lost out to the railroads, and the Whitchurch arm was no exception. Competition from the railways led to a decline in the commercial traffic to this small Shropshire trade center, and the canal connection was eventually abandoned in 1944. The prism was filled in following a land transfer from the British Waterways Board to private developers in 1950.

No one but a few nostalgia sufferers mourned the loss of the Whitchurch waterway. But in due course, as canals in England were increasingly devoted to recreational use, interest in a connection to the main lines began to increase. Once again, the people of Whitchurch wanted a piece of the pie. In the early 1980s the Whitchurch Town Council recognized that the potential existed to capitalize on the growing leisure use of the Llangollen Canal. By now the Llangollen was attracting 60,000 visitors every year, but Whitchurch did not share in this trade. They had lost their link to the main line.

In 1982, a feasibility study was prepared by the Liverpool Polytechnic that offered four routes to Whitchurch for a restored canal. The route chosen by the villagers included an extension beyond the village to a park, a downhill course that required an inclined plane. When completed, this will be the only working inclined plane in England. A lengthy period ensued during which a trust was established to plan and build the canal. Help from a sympathetic landowner and grants from various organizations enabled work to proceed. By October 1993 a first section was completed and opened to boating. From this point a new and longer section deviating from the original line is being built to extend the connection beyond the town center to the park. This new section lies four meters below the original level, hence the inclined plane.

No date for completion has been published. But funding from grants appears to be assured. The new waterway is wide enough to accommodate boats wider than the ubiquitous narrow boats. A deviant through the plane will bring boaters through a spacious basin and then past a linear waterside park to the terminus beyond but near the town center. A towpath along the canal will serve walkers and bikers.

NEWS FROM ENGLAND- continued

This minor enterprise once again exemplifies the new enthusiasm for restoring canals in England. While British waterways have long been used for recreational boating, many localities have recently developed new interest in bringing back to life their abandoned and disused canals. Already during 1999, several boats were permanently moored at Whitchurch, visitors from around the globe found their way to this attractive Shropshire village, and four mooring sites were installed along the canal. These sites attracted boat users from the Llangollen, and Whitchurch became a major supply point for them.

The lesson to be learned from such developments is that local funding resources can be marshaled when there is the prospect of economic gain for the localities. This consideration has obviously not been explored very much in the U.S., probably because we don't have a waterways network comparable to that in England. And yet, as is being demonstrated in England, restoration is possible, even in instances when canals all but disappeared and became the property of contiguous land owners. Thus the British are overcoming great obstacles, including the removal of buildings and roads that cover discontinued canal lines. None of such obstacles would stand in the way of restoring the C&O Canal, or parts of it. This is just a thought.

-- Hal Larsen

CONTINUING HIKE SERIES SCHEDULE

The schedule is subject to change as necessary so check the dates as the time approaches in the CALENDAR in *ALONG THE TOWPATH* or on the Association web site (<http://www.omcdsigns.com/canal>), or through a call to our information line at (301) 983-0825.

From Mile:	To Mile:	Date	Park At:	Start At:
72.8	81.0	9/9/00	Lock 38	Taylors Landing
81.0	85.4	9/10/00	Dam #4 Picnic Area	Taylors Landing
85.4	86.5	9/10/00	Circuit	Same Day
88.1	99.8		Williamsport	McMahons Mill
99.8	108.7	11/12/00	4 Locks	Williamsport
108.7	116.7	1/13/01	4 Locks	Licking Creek Aqueduct
116.7	124.1	1/14/01	Hancock	Licking Creek Aqueduct
124.1	TBD	2/17/01	Hancock	C o h i l l Station/Dam #6
TBD	140.9	2/18/01	Little Orleans	C o h i l l Station/Dam #6
140.9	150.1	3/17/01	Little Orleans	Bonds Landing
150.1	156.2	3/18/01	Paw Paw Tunnel	Bonds Landing
156.2	166.7	4/21/01	Paw Paw Tunnel	Oldtown
166.7	175.6	4/22/01	Lock 75	Oldtown
175.6	184.5	5/19/01	Cumberland	Lock 75

WORLD CANALS CONFERENCE 2000 ROCHESTER, NEW YORK

Rochester, NY will be the host city for the 13th World Canals Conference, which will be held from September 10th to the 15th. The conference will have as its theme, *Revitalization and Regeneration: Canals for a New Millennium*.

Rochester owes much of its prosperity and growth to the magnificent and historic Erie Canal, and 2000 is the year in which the Erie Canal which will reach its 175th anniversary in 2000. In 1825, New York's canal system propelled dramatic economic growth for the state and nation when it opened an inland water route for trade. It made New York the *Empire State* and helped make communities like Rochester into the boom towns of early America.

Today, the system is a 524-mile network consisting of the Erie, Champlain, Cayuga-Seneca, and Oswego canals. Used primarily for tourism and recreation, the canals hold enormous potential for becoming a world-class destination and recreational waterway.

The New York State Canal Corporation and the Canal Society of New York State are collaborating with local, statewide, and national agencies and organizations to make the conference an impressive and festive occasion. It promises to be filled with exciting workshops, stimulating site visits and thought-provoking discussions. Delegates will have a choice of sessions and field trips focused on canal history and interpretation, economic development, and tourism and recreation. Special highlights include the future of canals locally and internationally and the Erie's 175th anniversary.

The registration fee is \$275. The conference headquarters will be the Rochester Crowne Plaza Hotel, where the convention rate is \$83 (plus tax) per room per night for single to quad occupancy. To obtain a conference package and registration form, write to: World Canals Conference, P.O. Box 227, East Rochester, NY 14445, or email to triversorg@acninc.net.

The annual event, which began in 1988 as the National Conference on Historic Canals, has grown to be a major international meeting. The C & O Canal Association and the C & O Canal NHP hosted the fifth conference in 1992..



ARCHAEOLOGISTS UNCOVER PREHISTORIC SITE AT FLETCHER'S

Editor's note:

Dave Johnson submitted this article written by the Park Archaeologist shortly after the discovery. I regret its late publication, but believe it is an interesting item of information on the Canal. Enjoy - RCP

In 1998, the C & O National Historical Park planned to build a new bridge across the canal at Fletcher's Boathouse, together with new steps and ramp. Prior to construction, archaeological investigations are being conducted in compliance with the National Historic Preservation Act. These have led to the discovery of a prehistoric site that is an extremely important cultural resource. The following report has been condensed from a 1998 briefing paper by NPS Flood Recovery Archaeologist Jill Halchin.

As the construction plans for the bridge were developed in the fall of 1997, Ms. Halchin determined there was a likelihood of prehistoric resources in the area on the basis of a previous archaeological survey along the Capital Crescent Trail and the environmental setting on a wide flood plain near a stream. Preliminary testing produced numerous artifacts where the steps and ramps were planned. With assistance of Regional Archeologist Dr. Stephen Potter, a work order was developed for investigations under an existing National Capital Regional contract for archeological services. Goals included defining the depth of the site and evaluation of the site's potential for results of scientific or informational value.

The initial investigation, conducted in August 1998, identified a prehistoric site with several hearths and an unusually large number of Woodland period artifacts. Deeper probes showed Archaic deposits below the Woodland. A late 18th century - early 19th century plow zone overlies the prehistoric component. The evidence from the initial testing clearly indicated the site is eligible for listing on the National Register of Historic Places, so plans were made to conduct additional excavation.

The mitigation phase of investigation has shown the site to be much more important than originally thought. The archaeologists have identified additional hearths and, below those, large storage pits - some measuring five to six feet across and three feet deep. Soil layers within the storage pits suggest that they were filled during alternating periods of occupation and abandonment. The native Americans dug the pits for storage and used them during subsequent visits for trash. Between occupations, wind and water added soil. Later, the mostly-filled depressions were used for fire pits. Most likely it was the spring runs of fish that drew people to the area.

Analysis of artifacts, pollen, charcoal and other burned organic materials will help determine how frequently the site was occupied and during what seasons. The analysis will also provide information about diet and use of available resources.

Artifacts recovered number in the thousands. They include stone tools, waste flakes from tool production, pottery shards, a soapstone smoking pipe bowl fragment, and three fragmentary stone gorgels (large flat pendants). The pottery and stone tools found in the hearths and storage pits indicate a Middle Woodland culture (900 BC - AD 500).

Additional excavation is being considered. The goal is to continue downward in order to obtain a sample of the deeper layers below the zone of immediate impact. An evaluation by geomorphologist Dr. Frank Vento, Clarion University, found that the soil layers on the site extend back 12,000 - 14, 000 years. This indicates a possibility that the site may yield evidence of a number of Archaic occupations (8,000 - 1,200 BC) or older. Data from these layers would enable the archaeologists to put the later Woodland occupations in perspective in terms of environmental and cultural change.

Other tasks planned by the archaeologists include additional probes in the parking lot and picnic grounds to better define the site's limits and monitoring the excavation of the bridge abutments. The monitoring will provide the opportunity to determine whether the canal and the old railroad grade (Capital Crescent Trail) cover part of the site and, if so, record the information.

When the excavation was completed, the remaining Archaic deposits will be covered by a layer of gravel or geotextile to mark their presence for further investigations. The rest of the site, which probably extends several hundred feet downstream and towards the Potomac, will also remain undisturbed. Removal of the steps and ramp in the future can be accomplished with no further impact to the site. In short, the current project will impact only a portion of the site, leaving more for study as questions about the past change and new technologies enable archaeologists to retrieve more information.

The archaeology was being conducted for the C & O Canal NHP by URS Greiner-Woodward Clyde, Inc., of Florence, N.J. Dr. William Barse, principal investigator, will prepare a report about the project. Due to the extensive amount of data collected in the form of artifacts and sample for radiocarbon dating and other special analyses, the report is expected in Fall 1999. The park will use the information obtained to enhance public interpretation of the prehistoric Native American cultures that once existed in the Potomac Valley.

2000 CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>	(Bolded items represent a calendar change or addition)
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. to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.	
Apr-Nov		NPS Workdays - location, time, and activity to be determined. Call NPS Volunteer Office for more information, 301-767-3706 or 301-714-2233. * * * * *	
Jun-Sep	Sat/Sun	Lock 75 Lockhouse, North Branch. Volunteers needed to staff the Lockhouse and provide the public with Park and Association information. Contact Rita Bauman, 540-888-1425	
Jun 24-25	Sat-Sun	Overnight Bike trip. Williamsport to Fort Frederick. Contact Tom Perry at 301-223-7010.	
Jul 9	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association - 6:00 p.m.. Bring a dish to feed 6 and lawn chairs.	
Jul 9	Sun	Montgomery County History Tour Day. Monocacy Aqueduct 1:00 - 5:00 p.m.	
Jul 15	Sat	Canoe from Brunswick to the Monocacy Aqueduct. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934.	
Aug 6	Sun	Board Meeting, Williamsport Library, 1:00 p.m.	
Aug 12-19	Sat-Sat	Montgomery County Fair--the Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact COCA Coordinator--Nancy Long, 301-320-2330, for information.	
Aug 26-27	Sat-Sun	Williamsport C&O Canal Days. Contact Tom and Linda Perry 301-223-7010.	
Sep 9-10	Sat-Sun	Continuing Hike Series. Park at Shepherdstown - Lock 38 on Saturday - Hike starts at Taylors Landing. Park at Dam 4 picnic area Sunday - Hike starts at Taylors Landing. Hikes start at 10 a.m. Contact Pat White at 301-977-5628.	
Sep 10	Sun	Happy Birthday Montgomery County - Co-hosted by Montgomery County Historical Society and others. Contact Ellen Holway 301-738-7894.	
Sep 10-15	Sun-Fri	World Canal Conference, Rochester, NY. For more information contact triversorg@ncninc.net , or write to P.O. Box 227, East Rochester, NY 14445.	
Sep 16-17	Sat-Sun	Hancock Canal Days- Canal Apple Days. Contact John Popenoe, 301-678-6379.	
Sep 16-17	Sat-Sun	Sharpsburg Heritage Festival. Contact Joan or Bob Fisher, 301-416-6379.	
Sep 16-17	Sat-Sun	Day trip canoe weekend on the Monocacy River. Sat. - Rte 40 to State Rte 80. Sun. - State Rte 80 to the Monocacy Aqueduct. Contact Carl Linden, 301-229-2398, or Ken Rollins, 804-448-2934 by September 8 to make reservations.	
Sep 16-17	Sat-Sun	Frederick County Fair. Contact Jack Smith, 301-663-9073.	
Oct 1	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.	
Oct 7-8	Sat-Sun	Brunswick Railroad Days	
Oct 9-14	Mon-Sat	Through-bike trip -- Georgetown to Cumberland led by Tom Perry. FULL. Details page 7.	
Oct 14-15	Sat-Sun	C&O Canal 150-year celebration at Cumberland.	
Oct 15-16	Sun-Mon	Annual overnight Paw Paw bends canoe trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934. Change due to the 150-year celebration in Cumberland. Call-in reservations by 10/8.	
Oct 28	Sat	Annual Heritage Hike. Near Shepherdstown. Details later.	
Nov 11-12	Sat-Sun	Continuing Hike Series. Park at the Williamsport Visitor Center on Saturday. Starts at McMahons Mill. Park at Four-Locks on Sunday. Hikes start at 10 a.m. Contact Pat White at 301-977-5628.	
Dec 2	Sat	Annual Frostbite Hike. Contact Ken Rollins, 804-448-2934.	
Dec 3	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague Street, Williamsport, MD, 1:00 P.M.	
Dec 31	Sun	New Years Eve hike. Location to be announced.	



The National Park Service

C&O CANAL IMPLEMENTS TEMPORARY RESTRICTIONS AT LOCK 34

C&O Canal National Historical Park will impose temporary use restrictions at Lock 34 parking area on Harpers Ferry Road effective Saturday May 20, 2000 through Labor Day. This five-car parking lot is a popular access location for visitors wanting to float the Potomac River in inner tubes as well as hikers and bicyclists. On Saturdays and Sundays the lot will be restricted to loading and unloading only. Additional restrictions will be placed on the commercial operators who use buses and vans to transport people and inner tubes. They will be required to access the lot from the west and to regulate themselves so that only one commercial vehicle at a time is unloading. They will also be providing funding for a park ranger to oversee the area and ensure public safety on weekends and holidays. Park rangers will also increase the enforcement of the "No Parking" restrictions along the east-side of Hoffmaster Road. The parking lot is open during the week for parking, but visitors are urged to use extreme caution when turning onto and off of Harpers Ferry Road.

Last year in response to complaints from residents of Morgan Pine and Hoffmaster roads about the unsafe situation and heavy use of the area, the park closed the area on weekends to parking and only allowed loading and unloading. In April the park held two meetings, one with commercial operators and the other with area residents to discuss possible solutions to the problem. This is only considered a temporary solution, while a long-term plan is being developed. The park is attempting to safely accommodate as many users as possible. Visitors who enjoy this section of the park are encouraged to park at either Dargan Bend, Brunswick or Harpers Ferry National Historical Park.

HERBICIDE TO BE USED ON TWO BRICK AREAS IN THE C&O CANAL

The herbicide Rodeo will be used to eradicate weeds and grass on two brick areas located in the C&O Canal National Historical Park. On Tuesday, May 30, Rodeo will be used on the brick patio at the Great Falls Visitor Center, weather permitting. On Wednesday, May 31, Rodeo will be used on the historic brick towpath in Georgetown from Rock Creek Parkway to 31st Street, weather permitting. The Park Service regrets any inconveniences this may cause.

For more information, please contact Bob Hartman, Chief of Maintenance at (301) 714-2216.

CAMPING FEE INITIATED AT C&O CANAL DRIVE-IN AND GROUP CAMPSITES

Beginning June 12, a camping fee will be initiated at five drive-in campgrounds and two group sites located within the C&O Canal National Historical Park. The drive-in campgrounds include Antietam Creek (mile 69.3), McCoys Ferry, (mile 110.4), Fifteenmile Creek (mile 140.9), Paw Paw (mile 156.8) and Spring Gap (mile 173.3). The fee for drive-in campsites will be \$10 per night. The fee for group campsites located at Marsden Tract and Fifteenmile Creek will be \$20 per night. Holders of Golden Access and Golden Age Passports are entitled to a 50 percent discount.

Campgrounds are being updated with new grills and portable toilets. Water will now be available for the first time at McCoys Ferry and Spring Gap. Each campground will also have one handicapped campsite. The park will retain 80 percent of the camping fees collected and they will be used to support campground maintenance, interpretation and resource management. Funding will also provide for additional law enforcement staff to help provide a more family-type atmosphere.

All campgrounds and the Fifteenmile Creek group campsite are available on a first come, first served basis. There is a maximum stay limit of 14 days between May 1 and September 30. Marsden Tract requires an advanced permit, available by calling the Great Falls Fee Office at (301) 767-3731. Recreational Vehicles up to 20 feet in length are allowed in McCoys Ferry, Fifteenmile Creek and Spring Gap. Antietam Creek and Paw Paw are tents only.

There is a limit of 8 persons/site in the campgrounds. Groups larger than 8 need to use the group campsites or register for more than one site in the campgrounds. For additional information, please call Keith Whisenant at (301) 714-2222.

C&O Canal NHP Access Sites Mapping Project

The C&O Canal NHP is working with volunteers (members of the Canal Association) to revise existing written directions for all public access points along the C&O Canal NHP. The project area is from mile 92 – 184.5 and is designed to coincide with the development of a second set of Potomac River Strip maps (described below as the Upper Potomac River and C&O Canal Map Set). The information collected on site will be used in a variety of ways within the park and for the public. Data (information) may be used to upgrade existing databases. Project goals are to accomplish obtaining accurate verbal or written directions for public access points, for the purposes of:

- Obtaining clear and concise information for park visitors, park staff map verification (Potomac River Strip maps project)
- Gaining correct information for dispatching emergency services such as search and rescue, medical and law enforcement.
- Visitor services and providing directions for park visitors at VC, verbally, on maps and on the internet
- Accurate current information for park GIS program
- Aiding groups such as Level Walkers and Maryland Volks March Organization and others.
- Access of scenic, historical and recreational features

Teams of 3-4 VIPs will be covering 6 designated sections within miles 92 - 184.5 of the park. Armed with USGS topographic maps, available NPS maps and information; guide books (Towpath Guide: Tom (Hahn) and the Towpath Companion (High)); state, county or Department of Natural Resources maps, the teams will visit public access points in their section of the park. Using provided project field data sheets, the teams will update existing directions and descriptions of park access points including driving directions, parking slips, bus turn around, restroom facilities and water and other features. Teams will establish their own schedules and travel arrangements, weekdays, weekends, over nights (hotel, camping, etc.).

Work will be accomplished from May through August 2000.

Sections:

- | | | |
|---------------------------------|------------------|-------------------------|
| a) Williamsport to McCoys Ferry | mile 90 – 112 | (about 15 entry points) |
| b) McCoys Ferry to Hancock | mile 112 – 125 | (about 10 entries) |
| c) Hancock to Little Orleans | mile 125 – 140 | (about 8 entry points) |
| d) Little Orleans to Paw Paw | mile 140 – 157 | (about 12 entry points) |
| e) Paw Paw to Spring Gap | mile 157 – 172 | (about 5 entry points) |
| f) Spring Gap to Cumberland | mile 172 – 184.5 | (about 10 entry points) |

The VIPs will have an opportunity to visit familiar areas, explore and learn about unfamiliar areas, improve map-reading skills and enjoy each others company on the field trips. I hope the project is fun, adventurous and a success in improving our park visitors experiences at the C&O Canal NHP.

If you think you might have interest in this out-in-the-field project, which will help not only the park staff, but also visitors, and park users such as yourself, please contact Ranger Marie Frias (301)714-2224, Sonny DeForge, C&O Canal Association (301)530-8860 or John Lindt, C&O Canal Association (301)469-6381.

Upper Potomac River and C&O Canal Map Set (Opequon Creek to Cumberland, MD)

Project Goal

Develop a set of history and recreational use maps for the Potomac River and C&O Canal, similar in scale, content and design to those produced by the Interstate Commission on the Potomac River Basin (ICPRB) "The Potomac River and the C&O Canal: 92 Miles of History & Recreation".

Background

The map series "The Potomac River and the C&O Canal; Five Colorful Strip Maps" (Interstate commission on the Potomac River Basin, ICPRB) has been a staple for the park visitor since the original publication. The five maps, which cover the eastern ninety miles of the park, are some of the most detailed pocket maps available. Depicting a variety of information for a wide audience, the maps are used by canoers, hikers, cyclists, walkers, fishermen, scouts, history buffs of the Potomac River corridor and many others. Because of the popularity of the strip maps and the excellent scale for map detail, the C&O Canal NHP, National Park Service would like to pursue the compilation and publication of the remaining ninety miles of the park.

A new set of maps from the Opequan Creek to Cumberland Maryland would complete the series for the park and provide a basis for recreation mapping on both sides of the Potomac River. The maps should be useful for Maryland and West Virginia, all counties and recreation lands along this stretch the Potomac River.

The park, with ICPRB is seeking partners with other potentially interested agencies. In order to make a new map series widely useful, a variety of topics would be covered and would include, trails and greenways, blueways, history, natural history and river and park access. Other interests which complement park use and park resources would be sought. A goal is to have a complete set of maps of the park and local environs, which display a selection of the natural and historic resources along Potomac River.

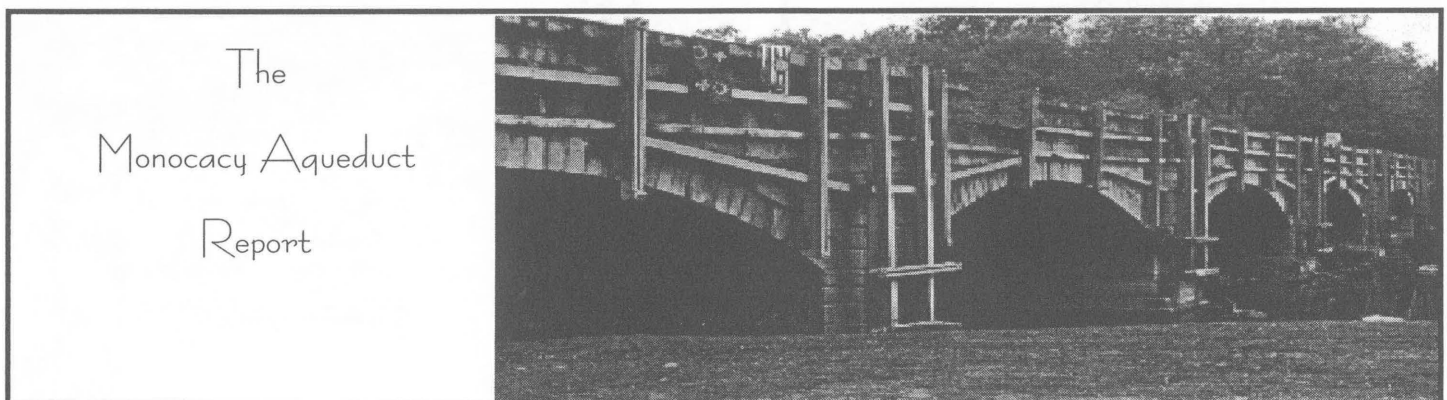
Currently Middle Potomac River Maps Work Group Contacts partners include:

- Interstate Commission on the Potomac River (ICPRB)
- C&O Canal National Historical Park, National Park Service
- Maryland Greenways Commission, Maryland Department of Natural Resources
- RTCA - Potomac Field Office, National Park Service

Target production date is spring 2001. Maps will be sold to the general public through a variety of agency means. The new maps will coincide with the following anniversaries:

- 150th Anniversary of the completion of the C&O Canal to the Cumberland terminus (2000)
 - 30th Anniversary of the C&O Canal NHP (2001)
 - 60th Anniversary of the ICPRB (2000)
-

MONOCACY POSTAL CANCELLATION ISSUED AT AQUEDUCT



On Saturday, June 3rd, the US Postal Service set up a temporary postal station at the Monocacy Aqueduct. Joyce Wells, Postmaster of the Dickerson, MD Post Office cancelled stamped envelopes for all postal customers and collectors with a special Monocacy Aqueduct Commemorative Stamp Cancellation for that date and that date only. The cancellation and the cachet envelope prepared by the Association was available for all comers. The "Save America's Treasures" cancellation design and the art for the cachet envelope are the work of our Canal artist, Tom Kozar.

Monocacy Report - continued

The occasion for the commemorative was one of the series of 150th Canal anniversary events organized by the Canal Park staff with the help of C & O Canal Association volunteers. This event included a four mile round trip walk on the towpath to mark National Trails Day and a press conference at the Aqueduct on NPS plans for the rehabilitation of the structure. Doug Faris reported that the NPS was beginning work on the engineering design for stabilizing and rehabilitating the structure as the necessary step before construction work can begin. The design will be completed next year with work on the Aqueduct scheduled for 2002 and 2003.

The commemorative cancellations with canal boat stamps and the cachet envelope were offered for \$3.15 each at the event. Those who did not attend can still obtain the commemorative while they last at \$3.50 each by sending an order to the C & O Canal Association, P.O. Box 366, Glen Echo, Md. 20812. The extra cost for mail orders as against the on-site purchase is to cover mailing costs. Proceeds from the sale of the commemoratives go into the C & O Canal Fund.

The first of the series of six commemoratives linked to the 150th Canal Anniversary was issued at the March for Parks event on the Canal at Carderock in Cabin John on April 22nd. This commemorative can also be ordered from the Association at \$3.50 each while the dwindling supply lasts. Since the commemorative series is advertised in the USPS's national bulletin, collectors are, and will be ordering them for their collections. **ONCE THEY ARE GONE, THEY ARE GONE!**

Be sure to get your set of commemoratives whether you are a collector or just would like to have a valuable memento of the Canal's 150th anniversary. They are quite suitable for mounting and framing.

Commemorative cancellations will also be issued at four upcoming anniversary events: July 1st at Abner Cloud House at Fletcher's; August 26th at Lock 44; Williamsport, MD; September 16th at Canal Apple Days in Hancock, MD; and, October 14th and 15th at the culminating anniversary celebration and new visitor center opening in Cumberland, MD.

Each pictorial cancellation and its accompanying cachet envelope with canal boat stamps affixed has different artwork and cancellation designs illustrating different aspects of the C & O Canal National Historical Park and its history, and how it provides our citizens with a rich variety of recreational, educational and civic opportunities.

DO NOT MISS THIS SESQUICENTENNIAL OPPORTUNITY OF A LIFETIME! GET YOUR SET OF CANAL ANNIVERSARY COMMEMORATIVES AND HELP THE CANAL AT THE SAME TIME! DO IT NOW WHILE THE POSTAL WINDOW OF OPPORTUNITY IS STILL OPEN!



Superintendent Faris addresses attendees



Superintendent Faris, Ken Rollins, Bruce Mathias, and Carl Linden unveil the Maryland Historical Civil Engineering plaque at the Monocacy Aqueduct

Along the Towpath is published in March, June, September, and December by the C & O Canal Association (COCA). Articles for publication should be received by the 15th of the month prior to publication. Please mail articles to:

Robert C. Perry
Editor, *Along the Towpath*
12713 Knightsbridge Drive
Woodbridge, Virginia 22192
janeandbob.perry@erols.com

Membership in COCA is open to all persons with an interest in the C & O Canal, the C & O Canal National Historical 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:

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

A newsletter subscription is included with membership.

COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

COCA maintains a home page on the WWW at <http://www.omcdesigns.com/canal>. The COCA Webmaster is Olivia Casasanovis. COCA also maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

C & O CANAL ASSOCIATION 2000 Association Officers

President: Ken Rollins 804.448.2934 First Vice President: cerniglia@erols.com , Christine Cerniglia 301.340.6361 Second VP & Level Walker Chairperson: kmgrayphd@cos.com Karen M. Gray 202.333.6947	19086 Carlyle Street Ruther Glen, VA 22601-2768 603 Grandin Ave. Rockville, MD 20850-4148 825 New Hampshire Ave. NW #314, Wawshington, D.C. 20037-2307
Secretary: donjuran@crosslink.net Don Juran 301.231.8622 Treasurer David M. Johnson 301.530-7473 Information Officer Mickey Reed 301.469.9180	602 Farm Pond Lane Rockville, MD 20852-4243 9211 Wadsworth Dr. Bethesda, MD 20817 8221 Burning Tree Road Bethesda, MD 20817-2908

Board of Directors:(Terms expire in 2003) Carl Linden, Nancy Long, Mary Ann Moen, James Preston, Rachel Stewart (Terms expire in 2002) Robert Humphrey, Robert C. Perry, Gary M. Petrichick petrichick@aol.com, Peter Whitney, Patricia White paw@the.usp.org (Terms expire in 2001) Fred I. Mopsik mopsikj@erols.com, Helen L. Shaw, Michael Schuchat, Richard Stoll, John G. Viner.

Committees (Contact at the COCA telephone number or write to COCA)

Archives	Molly Schuchat
Canal Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Ralph Donnelly/Fred Mopsik
Level Walkers	Karen Gray
Membership	Rita Bauman
Programs	Thomas Perry
VIPs	John Lindt
Membership Coordinator	Barbara Sheridan
Editorial	Robert C. Perry
Vision	Karen Gray

Editorial Staff
Editor: Robert C. Perry 703.590.5568

Associate Editors: Dave Johnson, Don Juran, Carl A. Linden, Ken Rollins

Proofing: The Monocacy Aqueduct Committee

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 and Cultural Resource Mgmt Branch
Chief, Interpretation Branch
Chief of Maintenance
Volunteer Coordinator
Flood Recovery Team

Douglas Faris
Kevin Brandt
Keith Whisenant
Pat Clark
Vacant
Doug Stover
Debbie Conway
Bob Hartman
Nancy Brown
Don Copenhaver

PALISADES DISTRICT
11710 MacArthur Blvd, Potomac, MD 20854

District Ranger 301.767.3707
Supv Ranger - Fee Collection 301.767.3703

Tom Nash
Terry Barbot

GEORGETOWN VISITORS CENTER
1055 Thomas Jefferson Street, Washington, D.C.
202.653.5190
Sup. Ranger - Interpretation

Kathy Kupper

GREAT FALLS TAVERN VISITORS CENTER
Great Falls Tavern Information
301.299.3613
Sup. Ranger - Interpretation 301.767.3702

Vacant

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

WESTERN MARYLAND DISTRICT
District Ranger 301.842.3128

Mark Spier

Western Subdistrict 301.478.5063

Matt Stoffolano

Central Subdistrict 301.842.3279

John Bailey
George DeLancey
Luis Krug
Bill Orlando

Eastern Subdistrict 301.432.6348

District Interpreter

Martin Gallery

301.582.0813

WILLIAMSPORT VISITORS CENTER
205 West Potomac Street, Williamsport, MD 21795
301.582.0813
Park Ranger - Interpretation

Donna Swauger

HANCOCK VISITORS CENTER
301.678.5463
326 East Main Street Hancock, Maryland 21750
Park Ranger - Interpretation

Jim Seibert

CUMBERLAND VISITORS CENTER
301.722.8226
Western Maryland Station, Cumberland, Maryland 21502
Park Ranger - Interpretation

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:

24-Hour Emergency	301.739.4206
Georgetown Boat Operation	202.653.5844
Abner Cloud House	202.472.2679
Fletcher's Boat House (Concessionaire)	202.244.0461
Canal Clipper, Great Falls Tavern	301.299.2026
Swains Lock (Concessionaire)	301.299.9006
Carderock and Marsden Reservations	301.299.3613

FOR LIFE-THREATENING EMERGENCIES DIAL 911

MARK YOUR CALENDAR.....

C&O 150-Year Celebration - October 14
and 15 - Cumberland

Through Bike Trip - See details on page 7

Fall Heritage Hike - October 28 - Near
Shepherdstown

For details see the **Calendar of Events** on
page 14

Help Wanted.....

Level Walkers - See page 8

Vision Committee Members - Contact
Karen Gray. See page 8 (first
paragraph) for street and email address or
telephone number

Archives - Contact Molly Schuchat at
202.362.4745

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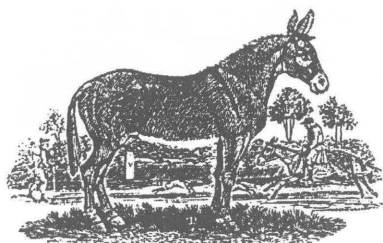
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