

# ALONG THE TOWPATH

A quarterly publication of the  
Chesapeake & Ohio Canal Association

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

VOLUME XXXIX

June 2007

NUMBER 2

## Centennial Initiative Boosts Big Slackwater Cause

by Ned Preston

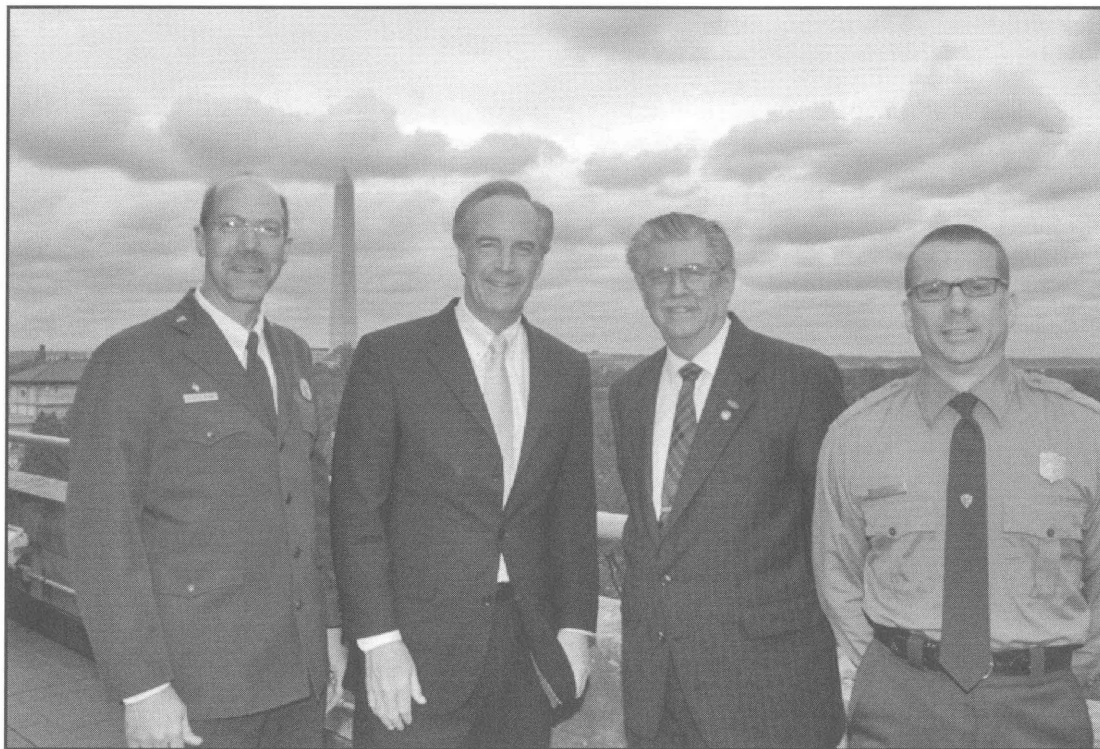
Since its announcement last year, the President's Centennial Initiative has been a source of encouragement for supporters of the National Park System. The proposal would channel greatly increased funds to that system in the period leading to its hundredth anniversary in 2016. As this newsletter was being prepared, devotees of the C&O Canal National Historical Park received exciting news: restoration of the eroded towpath in the Big Slackwater area is being highlighted as one of the Initiative's priority goals.

The Centennial Initiative is composed of two elements. The Centennial Commitment would add \$100 million in federal funds per year for ten years, making possible such steps as hiring

additional seasonal personnel, repairing buildings, improving landscapes, and expanding programs for children. The Centennial Challenge would commit an additional \$100 million per year during the same period, to be used to match non-federal donations to the National Park Service.

In March, NPS held a series of nationwide meetings to gain public comment on the use of the Centennial Initiative resources. These gatherings included a park-level session at C&OCNHP headquarters on March 26 and a regional one in Arlington on the following day. At both meetings, C&OCA representatives spoke on behalf the needs of the canal park. Their

*Continued on page 7.*



### Volunteers Honored

*(See story on page 2)*

*The Department of the Interior photo at left shows, from left to right:*

*C&OCNHP Superintendant Kevin Brandt; Secretary of the Interior Dirk Kempthorne; award recipient Dave Johnson; and C&OCNHP Volunteer Coordinator Dave Tune.*

*The photo was taken on April 19 on the Secretary's balcony at departmental headquarters in Washington, D.C.*

# C&O Canal Park Volunteers Receive High Honors

This article is based on news releases from the Department of the Interior and the National Park Service

During April, the Department of the Interior and its National Park Service recognized several volunteers at the C&OCNHP for their superlative contributions. As part of National Volunteer Week, Secretary Dirk Kempthorne presented Dave Johnson with the prestigious President's Volunteer Service Award. The award is the highest honor bestowed on Americans who, by their demonstrated commitment and example, inspire others to engage in volunteer service. (See photo on page one.)

A C&OCNHP volunteer for 24 years, Dave has logged 5,500 hours improving conditions at the park. He has served in many leadership positions within the C & O Canal Association, including its presidency from 1991-93. Secretary Kempthorne said that Dave "has touched nearly every part of the park and serves as a vivid example of how each person can make a difference. He has also inspired many other volunteers to lend a helping hand."

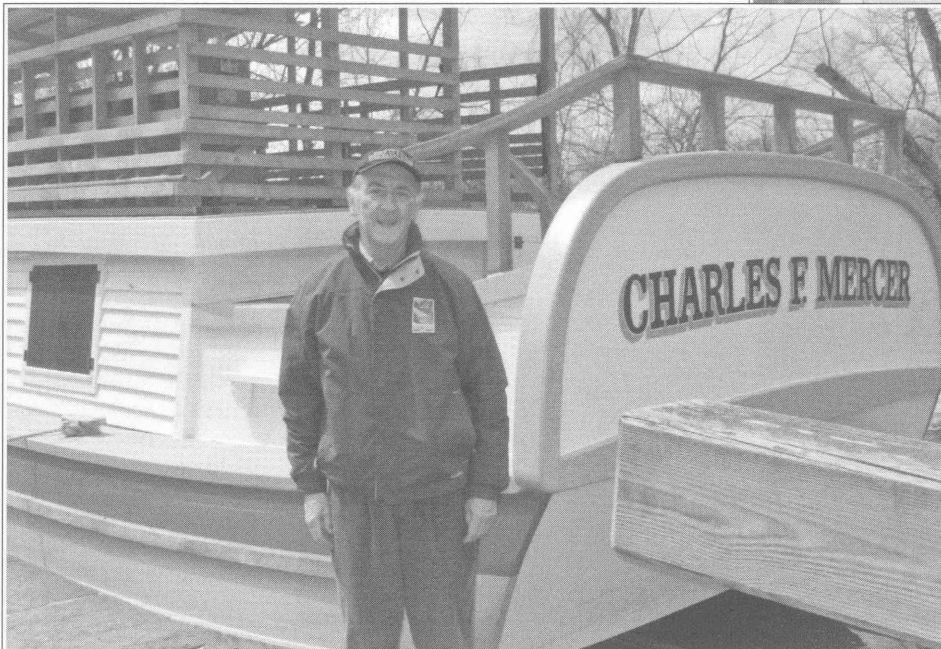
In a separate ceremony, Donald Harrison received the 2006 regional George B. Hartzog, Jr. Award for Outstanding Individual Volunteer Service from NPS Regional Director Joe Lawler. As president of the Friends of Historic Great Falls Tavern, Don organized a fundraising drive for a new canal boat at Great Falls, building upon an effort started by students of Seven Locks Elementary School.

The successful drive raised \$530,840 from public and private sources for the design, construction, and delivery of a new packet boat, the *Charles F. Mercer*. C&OCA, of which Don is also a member, was among the campaign's donors and partners.

*Below, Don Harrison stands beside the new canal boat. At right, Joan Paull is on the steps of the lockhouse at Lock 24. Photos: NPS.*

Don's leadership led to the return of an important interpretive program with the launching of the *Mercer* for mule-drawn boat rides.

The Rileys Lockhouse Docent Program received the 2006 regional Hartzog Award for Outstanding Volunteer Group Service. Since 1976, Girl Scouts have served as costumed interpreters at Lock 24, portraying life of an 1870s lockkeeper family. In 2006, 16 docents and 295 Girl Scouts donated 1,420 hours to the program. Joan Paull, a Docent Coordinator for the program who is also a C&OCA member, accepted the award from Regional Director Lawler.



## PROJECTS AND PARTNERS

### Catoctin Aqueduct Restoration

Long Haul, Hope to Snub-up Soon

by George Lewis

The Catoctin Aqueduct Restoration project continues to move forward with the anticipated (but as yet not announced) approval of our application to the Maryland State Highway Administration Transportation Enhancement Program for \$1.7 million (keep your fingers and lock keys crossed). The funds have to be matched with a combination of cash and in-kind donations. We will be at the 90 percent (like, at the 166 mile mark of the old ditch) funding level in this \$3.4 million project, thus needing "only" \$350 thousand to complete the job, wrap our line around that final snubbing post, lock out of here, and disembark to the nearest pub.

And just to make sure that all of the hatches are battened down and the mules don't wander off, an application has been made to the Save America's Treasures matching grant program for funds to facilitate the final stages of restoration. The application was augmented with subsequent letters of support from U.S. Senators Barbara Mikulski and Ben Cardin, and Congressman Roscoe Bartlett.

The Catoctin Aqueduct Restoration Working Group (composed of NPS, State of Maryland, Catoctin Aqueduct Restoration Fund, McMullan & Associates, and C&OCA representatives) continues to meet monthly to assure that the design (now



*Catoctin Aqueduct: foreground, the fragile, debris-burdened up-creek side of the endangered east arch; background, the "temporary" Bailey bridge spanning the collapsed parts of the aqueduct, and the west wing wall and abutment. Photo: George Lewis*

well into the 60 percent phase) and the plans to begin restoration in ten months (April 2008) stay on track (oops, I mean between the towpath and the berm) and within budget.

We thank all on the haul team that has gotten us this far. However, the final 18.5 miles of our fundraising trip may prove to be the most difficult; yes, we need lots of help for the final pull; so please keep an open eye for those willing to help,

*Along the Towpath*

willing to get their hands into history, willing to become a significant player in this C&OCA partnership journey of success – the restoration of *the most beautiful aqueduct on the line*.

### Big Slackwater Report

by Tom Perry

The special project of C&OCA's Big Slackwater Restoration Committee this summer is to talk with hikers and bikers using the detour on the Dam #4 Road and to invite them to sign petitions to request repair of the eroded towpath above the dam, so that the dreaded detour on public roads may be eliminated. The committee selected the second and fourth weekends in April, June, and August, and many C&OCA members have signed up to help. We will also be out on Saturday, Sunday, and Monday of Labor Day weekend (September 1-3), using the green area adjacent to the parking area at Dam #4.

If you have signed on to help with this project, you will be contacted ahead of time with instructions. If you have not signed on, but would like to assist at one of the times listed above, please call chairperson Tom Perry at 301-223-7010. We hope to have a presence from 10 a.m. until 4 p.m., but volunteers coming from "downriver" can be assigned afternoon rather than morning hours, with members of the committee covering the early period.

We thank you for helping with our work, and we appreciate all who signed the petitions at the Douglas Hike in April. In September, a planned poster contest in Washington County schools will also assist in raising awareness of this issue. We will make sure that our goal of seeing the restoration accomplished is constantly in the minds of officials, C&OCA members, and towpath users, and will rejoice when we finally see its realization.

### Rail Trail News

by Emmie Woodward

The Western Maryland Rail Trail Supporters met in Hancock on May 15th. At present, the trail exists from Fort Frederick to Pearre, along the canal, and we are working on the continuation of the trail through the Paw Paw Bends of the Potomac. This particular stretch of 14 miles includes six high trestle bridges over the Potomac, and three tunnels. There is a possible issue in using the tunnels because of bat habitation, but we are about halfway through some extensive studies, and it looks as if there will be no problem. We are getting better organized, with some direction toward possible funding sources from various jurisdictions where the trail will be continued, as well as from federal transportation funds.

By the time the next *Towpath* is printed, WMRTS will have a web page. A new brochure has been printed, for fund raising purposes, and if anyone wants a copy, please send a postcard to me at 2309 S. Maplewood Dr., Bridgeport, WV 26330.



## Volunteers-In-Parks Report

By Jim Heins

The VIP program is afloat, but its recent progress has not been as brisk as usual. Not quite as many mules have been making themselves available to haul our boat along the canal, although those who have reported for duty have been energetic.

On March 23, three C&OCA members helped install two wayside exhibits on the Billy Goat Trail "A". The Potomac River Watershed Cleanup held on March 31 brought out a total of 92 volunteers from the area. Of that, 17 were members of our Association. In April, five C&OCA volunteers helped paint blue blazes to mark the Billy Goat Trail "A".

At time of writing, we have five C&OCA volunteers signed up to help with invasive plant removal in the Carderock area on May 26. Despite the timing of this project, which falls on Memorial Day Weekend, we are still hopeful that a few more stalwart workers will come forward.

The next three projects will be: **June 23, at Rileys Lock**, painting the inside of the lockhouse; **July 21, also at Rileys Lock**, painting fences and doing other ground work; and **August 25, at Swains Lock**, cleaning up the area, removing old fencing, etc. The variety of work at these sites will range from painting, to carpentry, to weed removal. Hopefully, you will have some time to give us a hand with one or more of these activities.

There is also a need to replace some picnic grills at Carderock, and possibly at Swains and Rileys as well. This project will require some heavy lifting of grills and cement, and some digging. The dates have not been determined, but if you would be interested in assisting with such activities, please contact me at [jheins@erols.com](mailto:jheins@erols.com) or 301-949-3518.

If you simply cannot wait to help the Park, but haven't seen the type of task that really suits you, give me a call and I will try to find a way to channel your energy.



VIP volunteers install a wayside exhibit on the Billy Goat Trail: left to right: Mary Travaglini of the Nature Conservancy; project leader Skip Magee; and (partially shown) Glenn Watkins. Photo: Jim Heins.

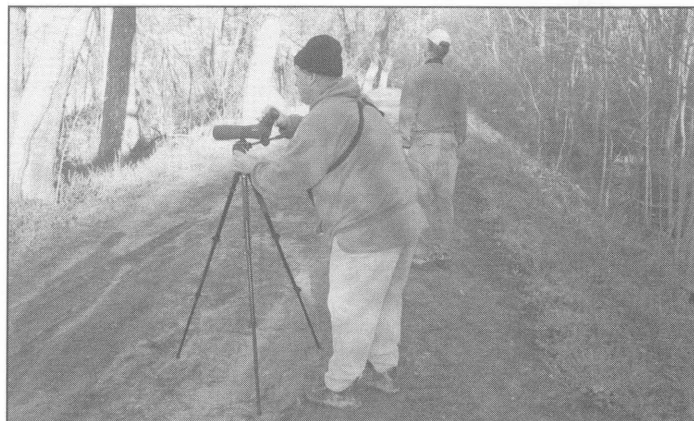
## A Spring Bird Walk

By Ned Preston

On a bright April morning, a group of C&OCA birders headed upstream from Pennyfield Lock under the skillful guidance of Andy Martin, a member of the Maryland Ornithological Society. Andy's tripod-mounted scope helped us to zero in on a bald eagle's nest and great blue heron colony across the river, as well as on nearer avian details such as the brilliant orange eye of a little green heron. We proceeded well beyond Riley's Lock, spurred by a passing birder's report of a prothonotary warbler there; however, that particular bird proved elusive.

Explaining that recent northerly winds had delayed many migrants, Andy rated the morning a relatively quiet one, but that was hardly true by my novice standards. Rich Pine noted 32 species seen by one or more of our five-person group during the outing. Examples from his diverse list were the eastern bluebird, Carolina chickadee, eastern phoebe, blue-grey gnatcatcher, double-breasted cormorant, red-crested merganser, horned grebe, Bonaparte's gull, Caspian tern, and ruby-crowned kinglet.

In the photo below, Andy aims his scope while Rich scans trees ahead.



## Have You Visited Our Web Site?

### Are You on Our E-mail List?

We canal buffs love old-fashioned technology, but C&OCA also strives to use the most up-to-date methods to stay in touch with our members. Electronic media help to keep canal park supporters abreast of the latest activities and developments. Please be sure to regularly visit our web site, [www.candocanal.org](http://www.candocanal.org). Be sure to bookmark it, place it on your favorites list, or even make it your home page!

We also send electronic updates to those members for whom we have current e-mail addresses. If you have not been receiving those messages and wish to do so, please notify us at [inquiries@candocanal.org](mailto:inquiries@candocanal.org).



## Geology Walk on Sideling Hill

by Marlow Madeoy

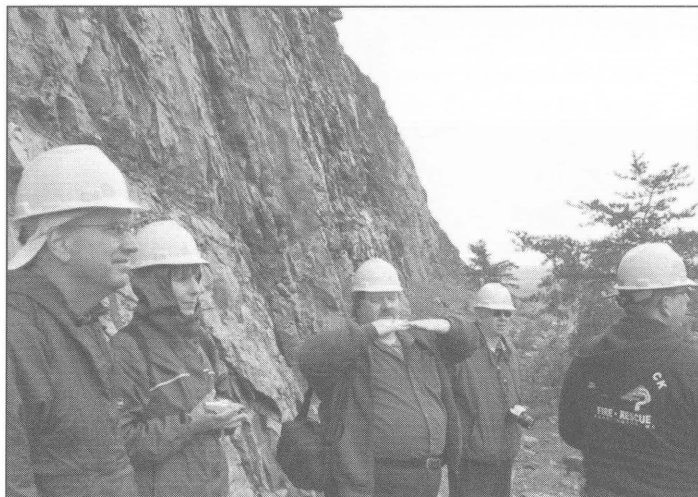
The March 31 geology walk was the first such C&OCA event in recent years. We had a turnout of five from the Association. I was fortunate enough to get the help of Dale Shelton, who runs the education program for the Maryland Geological Survey in Baltimore. He came to Sideling Hill Exhibit Center west of Hancock, Md., to give us a tour not available to the general public.

For first part of the tour, Dale led us to the auditorium on the ground floor of the exhibit center, where he gave slide presentations of Sideling Hill during the Interstate 68 construction period in the mid-1980s. Sideling Hill is part of the valley and ridge portion of the Appalachian Mountain province. Sideling Hill ridge orients southwest to northeast, leaving a gap where the Potomac River passes five miles southwest of the I-68 cut.

After the slide show, we put on our hard hats to go out beyond the locked gate to the berm, where we got the grand tour. The weather was ideal for the tour, overcast with no wind and a temperature hovering around 60 degrees. At first, I was a little nervous to walk through the three-foot-wide path beside an eighty-foot drop with no fence as protection. Walking through loose talus from overhead rock falls made me feel more apprehensive, and Dale warned us to be cautious. When my fears began to subside, however, I became attentive to our guide's lecture. Dale took us as far as the apex of the synclinal formation of the cut.

Along the cut, there were layers of different rock formations that were deposited during the Devonian and Carboniferous period, 360 to 420 million years ago. Since the cut was completed in 1985, some layers had eroded faster than others, leaving indentations between layers. Towards the middle of the cut, spring water percolated from the rocks. I tasted the water, and it tasted alkaline -- not good drinking water.

Dale gives tours regularly to college students at the cut, where graduate students in geology also come to do field work. This is a great place for amateur and professional geologists who want to learn more about the outcrops. Dale gives this tour only to organizations like C&OCA that are interested in the geologic aspects of the Potomac River Valley. We will try to schedule a repeat — watch the calendar of upcoming events!



Shown above (l. to r.) are Wayne and Cecelia Thompson, Dale Shelton, Marlow Madeoy, and Gary McGinnis. Photo by Karen Gray.

*Along the Towpath*

## Update on Environmental Issues

by Ned Preston

As this newsletter goes to press, nearly one year will have elapsed since the closure of the public comment period on the Environmental Assessment of the proposed creation of an extremely large private boathouse for Georgetown University on land currently within the C&O Canal National Historical Park.

Opponents of that project remain adamant that the Assessment does not represent an adequate evaluation, and call for the National Park Service to undertake a full Environmental Impact Study. Many are also convinced that, in the course of developing the new Georgetown Waterfront Park, NPS should take no action that might foreclose alternative sites for a boathouse to be used by GU rowers.

As part of National Trails Day on June 2, a C&O Canal National Historical Park Appreciation Day was organized by the Defenders of Potomac River Parkland, a coalition of organizations that includes C&OCA. The event, which took place near the Georgetown access point to the canal park and to the Capital Crescent Trail, helped to heighten awareness of the negative impact of the GU proposal for a boathouse within the C&OCNHP. One hundred and thirty-seven citizens stopped to sign a petition opposing the plan.

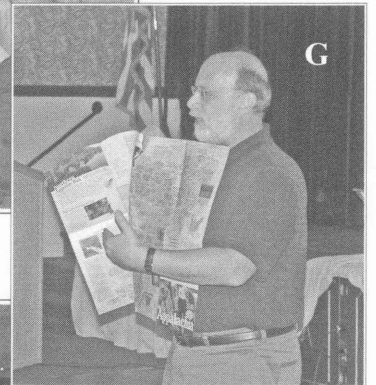
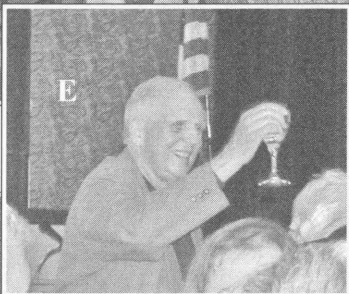
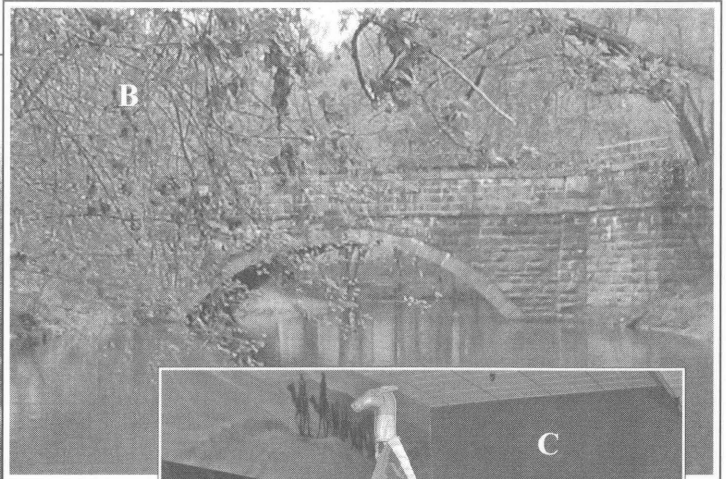
In Montgomery County, Maryland, the C&O Canal Stewardship Task Force, established by Congressman Chris Van Hollen, has disbanded after formulating recommendations for amendments to make the county's Forest Conservation Law more effective. The legislation is expected to be considered by the County Council this summer. Meanwhile, members of the former Task Force have continued to meet periodically for informal discussion of environmental concerns.

Councilmembers Marc Elrich and Roger Berliner are sponsoring Zoning Text Amendment 07-04, which would generally ban the building of new accessory structures, such as fences or sheds, within 200 feet of the border of the C&OCNHP in Montgomery County. An exception would be made for "deer fences" less than eight feet high located on agricultural land. A hearing on ZTA 07-04 is currently scheduled for 1:30 p.m. on June 12 at the County Council Building at 100 Maryland Avenue in Rockville. For further information on the hearing, call Adrienne Lewis (240-777-7946).

In Allegany County, the proposed Terrapin Run development would place 4,300 housing units on land adjacent to Green Ridge State Forest. Opponents of the project have stated that treated sewage from the development would be discharged into Terrapin Run, a tributary of Fifteen Mile Creek, which flows through the C&OCNHP, and that water for the development would be drawn from Fifteen Mile Creek.

Opposition to Terrapin Run suffered a setback in April when the Maryland Court of Special Appeals upheld a 2005 lower court decision in favor of the project, according to a May 22 report in the *Cumberland Times-News*. The article noted, however, that a group of citizens were planning a further appeal. On May 31, Maryland Planning Secretary Richard Eberhart Hall announced that his department would seek to file an amicus brief in the case. Hall stated that the Court of Special Appeals decision had undermined comprehensive planning and that it represented "the antithesis of smart growth."

# Scenes from the 2007 William O. Douglas Memorial Hike by Ned Preston



The photos on the opposite page capture some of the highlights of the 2007 Douglas Hike, held in Allegany County. Although showers were forecast along the upper canal on April 28, the day proved an excellent one for an outing, cool with only a slight occasional breeze.

Hikers gathered at the Paw Paw Tunnel picnic area, where those who opted for a ten-mile return walk boarded transport for Oldtown. Dorothea Malsbary, the Programs Committee Chair and organizer of the Hike, is shown at that town's lockhouse (A). Those who preferred a walk of five miles were driven to their starting point at the Town Creek Aqueduct (B), a graceful and carefully-restored structure.

Many of the hikers reassembled later for an enjoyable happy hour in the lounge of the Ali Ghan Club near Cumberland. There, Mary Ann Moen raised the Association's banner while Ken Rollins looked on with approval (C). The group then moved to the dining room, where Dorothea opened the formal proceedings. President Carl Linden (D) introduced distinguished guests that included regional historian Albert Feldstein and several members of the C&OCNHP staff.

Carl reminded the gathering that the Park came into existence as the result of the famous walk by Justice Douglas being celebrated that evening, and exhorted Association members to continue walking in that spirit. Attired in Douglas plaid, Ken Rollins offered an eloquent toast to the Justice, in which Carl and the whole company enthusiastically joined (E). Midge Heimer shared memories of the 1974 through-hike in which she participated with her daughter Mary, whose activism on Park's behalf was an example of youth involvement that is needed currently.

George Lewis gave an update on progress toward the Catoctin Aqueduct's restoration. He then decided the outcome of a raffle to benefit the Catoctin project, drawing the lucky tickets from a box held by William Bauman (F). Kim Cable and Craig Russell won first and second choice of two prints of canal scenes contributed by acclaimed artists Tom Engeman and Tom Kozar. Meanwhile, members of the Big Slackwater Restoration Committee gave the group copies of the flyers that are being distributed to the public as part of a drive to raise awareness of that project's vital importance.

The climax of the evening was Al Feldstein's slide show of Cumberland history, based on historical postcards. The scenes illustrated the evolution of the "queen city" from its origins as a frontier outpost, through its days as a thriving canal terminus, to its peak as an industrial center. Al used many of the slides to describe the restoration of a range of venerable buildings in the city, and their current adaptive uses. He also generously distributed copies of his detailed historical map of Appalachia (G).

## Centennial Initiative Boosts Big Slackwater Cause

*Continued from page one.*

remarks naturally included an emphasis on the need to repair and reopen the closed area at Big Slackwater, since the restoration of the towpath's continuity has long been a top priority for both the Association and the Park authorities.

On May 31, Secretary of the Interior Dirk Kempthorne made public a report to the President on the Centennial Initiative entitled "The Future of America's National Parks." (For the text, see [www.nps.gov/2016](http://www.nps.gov/2016).) The report's section on enhancing recreational experience contained examples of potential actions that included the following: "Rehabilitate the last section of the towpath at the Chesapeake and Ohio Canal National Historical Park so that hikers and bikers can traverse its 185-mile length."

These words reflected the choice of the restoration at Big Slackwater as one of the small group of Centennial Challenge signature projects. This development opens a promising new way to promote the undertaking, but does not guarantee its success. Congress must still approve the Centennial Challenge program and its requested funding level. Matching funds must then be found from state, corporate, or private sources. Those who wish to see the Big Slackwater project accomplished must therefore remain vocal in its support. (See the relevant committee report on page three.)



### New Logo Makes Its Debut

As readers will have noted, a handsome new logo adorns the rear cover of this issue of *Towpath*. The image is the winning entry in a contest aimed at finding a symbol for the Association that will be more easily printable than the historic Canal Company seal, which it will supplement rather than replace. The new logo is expected to be especially suited for small-format publications, clothing, or other items on which the seal's intricate details would be blurred.

Designed by Jan Heins, the new logo was selected by the Projects Committee from a group of skillful and imaginative designs, and approved by the Board on April 1. Congratulations to Jan, and many thanks to her and to all the talented contestants!



## FROM THE ASSOCIATION

### From the President

On his famed 1954 hike down the towpath to Washington, Justice William O. Douglas observed that the Chesapeake & Ohio Canal was an "accident of history." It was the only canal right-of-way of the great American canal era that the steamroller of progress had not yet paved over, trampled down, or submerged. But, in 1954, the C&O was put on the list for paving over. Highway builders were at the ready. Douglas meant this not to happen and he and his band of hikers walked down the towpath to save the Canal and create the C&O Canal National Historical Park we know and enjoy today.

We should remember that this national park of ours is one of a kind in several respects. The canal's builder was directly inspired by George Washington's vision of a Potomac passage to the Ohio. Striking west out of the nation's capital, the C&O Canal recalls the rise of the American republic into a new continent-spanning nation. Hence, the title "national historical park" is apt and points to the park's special character. Even the "al" in the term "historical" indicates that the C&O enjoys a distinctive ranking in the constellation of federal parks. It is a park of *national historical*, and not simply of local or regional significance.

There is reason to remember the Douglas story and keep in mind the uniqueness of the C&O Canal NHP in the national park system. It can help us play our part in protecting and preserving this vulnerable 185-mile ribbon. On the occasion of the Park's establishment in 1971, Douglas warned that national park status would not of its own accord free the C&O Canal from threats to its integrity. The C&O, he indicated, would still need a band of defenders to be vigilant against any attempts to intrude upon the Park. An example of the kind of threat Douglas had in mind is illustrated in Georgetown U's effort to acquire prime C&O park land just below the school to wedge a massive boathouse up against the canal and the Crescent Trail. Happily, the Association is not alone in our readiness to defend the C&O. The Association and more than a score of organizations who are park supporters joined together as *Defenders of Potomac River Parkland* in opposing the placement of a GU boathouse within the confines of the C&O Canal NHP.

We in the Association take Douglas' warning to heart and want to see that this "happy accident," the C&O Canal, gets the protection to which it is entitled by law. The Association bears special responsibility in this regard as a citizen organization that was founded to bring the C&O Canal NHP into being.

Protection is but one side of the coin; the other is preservation. The Park is in a process of deterioration and can in time be lost as a result of a long-term failure to do what is necessary to preserve and improve its condition. Over an extended period a slim Park budget has led to a decline in key personnel and a steady diminution of operational capacity. Despite the efforts of dedicated staff, the Park suffers a woeful lack of sufficient resources to fend off degradation of the structures necessary to the canal's integrity. The towpath, despite its look of a country path, is held up by an elaborate technological infrastructure

characteristic of the American Canal Era. To maintain that infrastructure is essential to the existence of the towpath and the canal as a whole.

Until recently the prospect of help coming to the Park was bleak. Under a Park Service national policy, the Park was called upon to reduce its operations to a bare "core." This stringent regimen was being imposed on top of the starvation diet to which the Park was already subject. Under this "core operations" policy one thing was obvious: the C&O's long term survival was in jeopardy.

Of late, a ray of hope has begun to shine through this dark overcast. The Administration has submitted a bill in congress for a \$100,000,000 addition to national park operating funds for each year through 2016 plus another \$100,000,000 in matching funds annually during the same period. The proposed program, called the "National Park Centennial Initiative" is dedicated to the upcoming 100<sup>th</sup> anniversary of the National Park Service in 2016. If the bill passes, the Park will be in a somewhat better position to conduct normal operations and to get essential work done on the canal infrastructure. The Park, its friends, and partners will still have to work hard to find the funds to match monies made available on a competitive basis through the proposed "Centennial" matching fund. We will keep our fingers crossed in the hope that the bill will be passed.

In another important development, the newly created Canal Trust headed by Matt Logan, former President of the Potomac Conservancy, will seek to do major fund raising to assist in Park operations. The Canal Trust is not membership-directed but is guided by a self-generating board. It will have paid staff with Matt as its first President. The Trust differs in some key respects from our all-volunteer civic association. Our Board of Directors is elected by our membership. We have no paid staff and our members volunteer to carry out all Association activities.

The Association extends a welcome to this new friend and supporter of the C&O Canal. We look forward to a cooperative and productive relationship with the Trust. We each have our special role to play in support of the Park.

A canal is a work in progress and there is no point where it can be said to be complete. This was true both when it was a working canal and now as a national historical park. Of late, good work has been done on important canal projects—the rehabilitation of the Monocacy Aqueduct, restoration of the towpath at Widewater, the construction and launching of the *Charles F. Mercer* packet boat at Great Falls, the promising drive to rebuild the Catoctin Aqueduct, and the work toward closing the big gap in towpath continuity at Big Slackwater. Each of these efforts have enjoyed significant input from partners and friends of the Park. However, the list of tasks to be done is long and the backlog in canal projects large. Even if the Centennial program is approved, the C&O Canal NHP staff will need all the helpers, professional and volunteer, it can muster. By working together in our common cause, the C&O's work can and will be done and a vibrant "national historical" park sustained. So let's each do our part and keep up the good work for the C&O!

## From the Editor

Many thanks are due to Jennifer Hanna, who became co-editor of these pages last June and then assumed the whole task for the past three issues! Her skills and dedication kept us well informed, entertained, and instructed. Now I'm honored to accept another turn as editor, although on a pro tempore basis.

I'm reminded of the slogan on a Rescue Squad sign that I often drive past: "Volunteer for the Experience of a Lifetime." Preparing *Towpath* may not involve anything as dramatic as sav-

ing lives, but saving lines of type can be very satisfying. More importantly, of course, the job is a wonderful way to make an indirect contribution to the full range of the Association's activities. If you're interested, let's talk . . .

— Ned ([inquiries@candocanal.org](mailto:inquiries@candocanal.org); 301-530-8153)

Note: One great thing about this work is the support provided by our Editorial Committee, who advised that my remarks above were not explicit enough. So here is the bottom line:

**The Association needs an Editor!**

## ANNOUNCEMENTS

### Nominating Committee News

Have you ever considered becoming more involved in the C&O Canal Association? Would you like to help in guiding this organization as we move forward with our commitment to assist in the protection, preservation and promotion of the C&O Canal National Historical Park? Do you have ideas or suggestions as to how we can better serve the Park we love so much?

If you answered "Yes" to any of the questions above, you may just be the person that the Nominating Committee is looking for! The Committee will be meeting early in the fall to determine the candidates for the 2008 Officers and Board of Directors. The elections will be held at the Annual Meeting in March.

If you are interested in a position as an Officer or Director, or know someone who would make a good candidate, please contact Barbara Sheridan ([membership@candocanal.org](mailto:membership@candocanal.org) or 301-752-5436) or one of the other members of this year's Nominating Committee: Patricia White, Bill Burton, Fred Mopsik, Marion Robertson, and Bill Hibbard.

### Paw Paw Bends Canoe Trip

The annual Paw Paw Bends canoe trip is scheduled for September 29 through October 1, 2007. This 3-day, 2-night paddle/camping event is being modified this year to allow participants more time to explore the canal and towpath, get in a little fishing, or just plain relax. The tentative schedule is:

Saturday, September 29 –

- Meet at boat ramp in Paw Paw, WV at 10am to offload boats and gear. Drivers will then take vehicles to Little Orleans and be shuttled back to Paw Paw.
- Lunch in Paw Paw.
- Paddle from Paw Paw to Sorrel Ridge Hiker/Biker to camp out (distance 8.5 miles).
- Plenty of time to check out the Paw Paw Tunnel and surrounding area before cooking/sharing dinner.

Sunday, September 30 –

- Breakfast in camp.
- We will stop for lunch or a snack somewhere along the river while enjoying a leisurely paddle to Devil's Alley Hiker/Biker (9.75 miles).

- Free time to do some fishing, take a hike (or a nap) or just sit along the river and relax.
- Community meal in camp.

Monday, October 1 –

- Breakfast in camp.
- Paddle to Little Orleans boat ramp (3.7 miles).
- Pack up gear and maybe stop in Bill's Place for lunch before heading home.

For more information or to make a reservation, contact Barbara Sheridan at 301-752-5436 or [membership@candocanal.org](mailto:membership@candocanal.org).

### NPS Seeks Volunteers as Canal Boat Crew

One of the greatest interpretive opportunities the C&O Canal National Historical Park offers its visitors is the replica canal boat operation. The Park is seeking volunteers to serve as costumed crew members of both of its boats, *The Georgetown* and the new *Charles F. Mercer*, shown below at its berth near Great Falls. This is an excellent opportunity to work outdoors, and to share a love of history by educating the public on life during the canal era. The boat season will continue into October.

The Park is looking for volunteers who can give a regular commitment, and we offer flexible schedules. Park staff provide all necessary training, orientation, and costumes. Please contact John Noel at 301-714-2238 or [john\\_noel@nps.gov](mailto:john_noel@nps.gov).



## C&OCA 2007 CALENDAR OF UPCOMING EVENTS

| DATE           | DAY         | EVENT (visit <a href="http://www.candocanal.org">www.candocanal.org</a> for updated event info)   |
|----------------|-------------|---|
| Jun-Sep        | Sat.-Sun.   | Volunteers needed to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman (540/888-1425)  |
| Jun 9          | Sat.        | Potomac River Family Festival, Brunswick Family Campground, 11 a.m.-3 p.m.. Contact: Dward Moore (301/834-6007) * <i>See note on festivals</i>  |
| Jun 10         | Sun         | Joint pot-luck picnic, C&OCA/Friends of Historic Great Falls Tavern, 5:30 p.m. aboard canal boat at Great Falls. Reservations required: 301/424-0229. Rain date: June 17.                               |
| Jun 13-15      | Wed.-Fri.   | World Canals Conference, Liverpool, UK. For more information visit <a href="http://www.wcc2007.co.uk">www.wcc2007.co.uk</a>   |
| Jun 16         | Sat.        | One-day canoe trip at Violette's Lock (Lock 23). Contact Bill Burton (703/801-0963 or <a href="mailto:levelwalker@earthlink.net">levelwalker@earthlink.net</a> )  |
| Jun 22         | Fri.        | C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m., Park HQ, Hagerstown. Open to the public. Contact: Supt. Kevin Brandt: 301/714-2201   |
| Jun 23         | Sat.        | VIP work party, interior painting of lockhouse at Riley's Lock (Lock 24), Time TBD. Contact Jim Heins at 301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a> |
| Jun 23-24      | Sat.-Sun    | Montgomery County Heritage Days, includes the Monocacy Aqueduct, 11 a.m. - 3:30 p.m. Contact: Rita Bauman (540/888-1425) * <i>See note on festivals</i>   |
| Jun 23-24      | Sat.-Sun    | Oldtown Summer Fest, Oldtown (Allegany County), Md.. Contact: Rita Bauman (540/888-1425) * <i>See note on festivals</i>   |
| July 6-7       | Fri.- Sat.  | Cumberland Canal and Rail Fest. Contact: Rita Bauman (540/888-1425) * <i>See note on festivals</i>  |
| July 14        | Sat.        | Canoe trip, Brunswick to Monocacy. Contact Barbara Sheridan (301/752-5436)  |
| July 14        | Sat.        | Hancock Barge Bash. Contact Rita Bauman (540/888-1425) * <i>See note on festivals</i>   |
| July 21        | Sat.        | VIP work party, outside work at Riley's Lock (Lock 24), Time TBD. Contact Jim Heins: 301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a>                     |
| Aug 5          | Sun.        | Board Meeting, 1 p.m. at Glen Echo Town Hall, 6106 Harvard Ave. All welcome.  |
| Aug 18         | Sat         | Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301/530-8830)   |
| Aug 25         | Sat.        | VIP work party, general spruce-up at Swain's Lock (Lock 21), Time TBD Contact Jim Heins: 301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a>                 |
| Aug 25-26      | Sat.-Sun    | Williamsport Days. Contact Tom or Linda Perry (301/223-7010) * <i>See note on festivals</i>   |
| Sep 8          | Sat.        | Canoe trip in the area of Balls Bluff. Contact Bill Burton (703/801-0963)   |
| Sep 9          | Sun.        | Happy Birthday, Montgomery County! Beall Dawson House, Rockville. Contact Rita Bauman (540/888-1425) * <i>See note on festivals</i>   |
| Sep 15         | Sat.        | VIP work party, Time and details TBD. Contact Jim Heins: 301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a>   |
| Sep 29         | Sat.        | Catoctin Aqueduct Fun 5K Run/Walk, sponsored by Point of Rocks Ruritan Club. For info: Pepper Scotto, 301/834-9907 or <a href="mailto:CatoctinKey@Gmail.com">CatoctinKey@Gmail.com</a>                  |
| Sep 29 - Oct 1 | Sat. - Mon. | Canoe trip in Paw Paw Bends area (see page 9 for details). Contact Barbara Sheridan (301/752-5436) or <a href="mailto:membership@candocanal.org">membership@candocanal.org</a> .                        |
| Oct 3-8        | Wed.-Mon.   | Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301/223-7010)  |



## C&OCA 2007 CALENDAR, continued

| DATE        | DAY   | EVENT (visit <a href="http://www.candocanal.org">www.candocanal.org</a> for updated event info)  |
|-------------|-------|--|
| Oct 7       | Sun.  | Board meeting at the Williamsport Memorial Library, 1 p.m. All welcome.  |
| Oct 13      | Sat.  | VIP work party, Time TBD. Contact Jim Heins (301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a> )      |
| Oct 19      | Fri.  | C&O NHP Commission (the federal advisory commission) meeting, 9:30 a.m. Contact Superintendent Kevin D. Brandt (301/714-2201). Open to the public. |
| Oct 20      | Sat.  | Continuing Hike Series, Noon. Billy Goat Trail, B & C Loops, Carderock (mile 10.4). Contact Pat White (301/977-5628)                               |
| Oct 20      | Sat.  | Potluck Dinner, 4 p.m. Carderock (mile 10.4). Contact Pat White (301/977-5628)   |
| Nov 3       | Sat.  | Heritage Hike and dinner, details to be announced.   |
| Nov 10      | Sat.  | Geology Walk Series #2, 11 a.m. Meet at C&O Canal NHP parking lot off Rt. 56 near the town of Paw Paw. Contact Marlow Madeoy (703/723-6884)        |
| Nov 17      | Sat.  | VIP work party, Time TBD. Contact Jim Heins: 301/949-3518 or <a href="mailto:c&amp;ocanalvip@toyhouse.org">c&amp;ocanalvip@toyhouse.org</a>        |
| Nov 18      | Sun.  | Continuing Hike Series, 10:30 a.m. Hancock Visitors Center (mile 123). Contact Pat White (301/977.5628)  |
| Dec 1       | Sat.  | Frostbite Hike, 10:30 a.m. Fletcher's Boathouse to Georgetown. Contact Carl Linden (301/229-2398)  |
| Dec 2       | Sun.  | Board Meeting, 1 p.m. at Glen Echo Town Hall, 6106 Harvard Ave. All welcome.   |
| Dec 31      | Mon.  | New Year's Eve Hike, 2 p.m. Meet at White's Ferry (mile 35.5). Contact Pat White (301/977-5628)  |
| Jan 1, 2008 | Tues. | New Year's Day Hike, 10:30 a.m. Meet at White's Ferry (mile 35.5). Contact Pat White (301/977-5628)  |

A signed Waiver and Release form will be required for many of those activities that are organized by the C&O Canal Association. The event leaders will provide the forms to participants at the time of the activity.

*\* A NOTE ON FESTIVALS: Local festivals highlight many communities' connection to the C&O Canal, and offer such attractions as music, food, contests, and historical tours. For more information on them, see the News section of [www.candocanal.org](http://www.candocanal.org). The C&OCA's presence at these events is one of the most effective ways that our organization promotes its mission of supporting the Park. Members are needed to help staff our booth at the festivals. To learn how you can get involved, get in touch with the C&OCA contact person listed on the Calendar!*

## Potomac Conservancy Activities

The River Center at Lockhouse 8 in Cabin John, Md., is the venue for all the events below, except the Annual Picnic at Carderock. For more details, see [www.potomac.org](http://www.potomac.org).

**Children's Bug Walk**, Saturday, June 9, 1 'til 2 p.m., led by naturalist Deborah Landau for a glimpse into the lives of insects. To RSVP, contact Heather Montgomery at [montgomery@potomac.org](mailto:montgomery@potomac.org).

**Voices of the River: Judy Cook and Songs of Women and the Sea**, Sunday, June 24, 3 - 4 p.m., a story teller in ballad form. To RSVP: Judy Welles at [welles@potomac.org](mailto:welles@potomac.org) or 301-608-1188.

**Annual Picnic on the Potomac**, Carderock Pavilion, Carderock, Md, Saturday, July 7, 4 'til 8 p.m. C&OCA members are invited.

Bring a potluck dish; live music, grillers, and drinks provided. For more information: Monica Lyman at [lyman@potomac.org](mailto:lyman@potomac.org).

**Voices of the River: Bob Hitchcock, Songs of the Canal**, Sunday, July 15, 3 p.m. 'til 4 p.m. To RSVP: Judy Welles at [welles@potomac.org](mailto:welles@potomac.org); 301-608-1188.

**Voices of the River: Fiddlin' On the Porch**, Sunday, August 5, 4 p.m. 'til 5 p.m., by fiddle-guitar duo Kitchen Gorilla. To RSVP: Judy Welles at [welles@potomac.org](mailto:welles@potomac.org); 301-608-1188.

**Voices of the River: Glen Echoes Barbershop Quartet**, Sunday, September 9, 3 p.m. 'til 4 p.m. To RSVP: Judy Welles at [welles@potomac.org](mailto:welles@potomac.org); 301-608-1188.

## NATIONAL PARK SERVICE ACTIVITIES

The following NPS-sponsored events and programs through October were announced in the 2007 *Canal Visitor Guide*:

**Georgetown C&O Canal Visitor Center**, 1057 Thomas Jefferson St. NW, Washington, DC (202-653-5190), is open Wed. -Sun., 9:30 a.m. - 4:30 p.m. through Oct 28. The Center is the information point for the following activities:

Mule-drawn Canal Boat Rides, one-hour living history trips through Georgetown, Wed. - Sun. through Oct 28 at 11 a.m., 1:30 p.m. and 3 p.m. Cost: \$7/adult, \$5/senior citizen, and \$5/child 6-15 yr.s old; school groups, \$4 per student.

Ranger's Choice, 12:15 p.m., Sat. & Sun. through Sep. 2, join a park ranger for a demonstration, talk, or walk to learn about stories of the Georgetown area.



*The canal boat ride season under way at both Georgetown, seen above, and Great Falls.*

**Great Falls Tavern Visitor Center** (301-767-3714), open daily, 9 a.m. - 4:45 p.m., is the information point for the following:

Mule-drawn Canal Boat Rides, one-hour living history trips on the canal, Wed. - Sun. through Oct. 28,, 11 a.m., 1:30 & 3 p.m. Cost: \$7/adult, \$5/senior citizen, and \$5/child 6-15 yr.s old; school groups, \$4 per student.

Sights and Sounds of the Season, a two-hour nature walk led by a volunteer naturalist, 10 a.m., Sat., through Oct 27.

Ranger's Choice, 1:30 p.m., Sat. & Sun., through Sep. 2, join a park ranger for a demonstration, talk, or walk to learn more about stories of the Great Falls area.

Civil War Encampment, Aug. 11-12, living history by the 7th Pennsylvania regiment of the Union Army.

Life and Death on the C&O Canal, Oct. 20, Sat., 6:30 - 9 p.m., the struggles of workers and families on the canal presented through a series of reenactments and skits during a one-mile lantern-lit tour. Cost: \$6/adults, \$4/seniors and children. Contact the Visitor Center for reservations and information.

**Brunswick Visitor Center** (301-834-7100), open Fri., 10 a.m. - 2 p.m., Sat., 10 a.m. - 4 p.m., and Sun., 12 p.m. - 4 p.m., an inter-agency visitor center with the Brunswick Railroad Museum.

Brunswick Railroad Days, Oct 6 - 7, Sat. - Sun., 10 a.m. - 5 p.m., includes railroad displays, canal programs, crafts, and live entertainment.

**Williamsport Visitor Center** (301-582-0813), open 9 a.m. - 4:30 p.m. through Sep. 3, is the information point for:

Lock Demonstrations, Sat. - Sun. at 2 p.m. through Sep 2, meet a ranger at the Lock 44 parking area to observe the lock's workings.

Travel Back on the Towpath, Fri. at 12 p.m. through Aug. 31, join a ranger in Harpers Ferry lower town, directly across from the bookstore, for a one-hour walk on the canal.

Ferry Hill Plantation Open House, Sat., 12:30 - 4:30 p.m. through Sep. 1, tour the historic plantation and learn about the struggles of those who lived there.

Fishing Fun Contest for kids 15 and under, June 2, Sat., 9 a.m. - 12 p.m., with fishing, food, and prizes.

**Hancock Visitor Center** (301-678-5463), open 9 a.m. - 4:30 p.m. through Oct. 28, is the information point for Hancock Apple Days, Sep. 15 - 16, Sat. - Sun., a celebration of local heritage.

**Cumberland Visitor Center** (301-722-8226), open daily, 9 a.m. - 5 p.m., is the information point for these activities:

Lockhouse 75 Open House, 10 a.m. - 4 p.m., Sat. - Sun. through Sep. 2, learn about the lives of those who tended the locks.

Paw Paw Tunnel Tour, Sat. at 2 p.m. through Sep. 1, join a ranger at the upstream side of the 3,118-foot tunnel for a guided walk of about 2 miles; bring sturdy shoes and a flashlight.

Cumberland Basin Walk/Talks, Sun. at 3:15 p.m. through Sep. 2, join a ranger for a tour of the historic canal terminus.

Oldtown Fishing Rodeo at Lock 70, Sat., June 2, 10 a.m. - 1 p.m., for kids 15 and under.

*Along the Towpath*

## THE BOOKSHELF

### *The Cloudspotter's Guide* *The Science, History, and Culture of Clouds*

by Gavin Pretor-Pinney

(Published by Penguin Group – A Perigree Book, 2006)

Canallers – Look Up! Avoid towpath boredom. The ever-changing realm of sky and cloud beckons us to discovery and delight. Most of us glance skyward now and again, but do not see much of what is there to see. We all talk about the weather but don't know much about it. Add to this the media's bad-weather alarmists who portray every storm as a potential Katrina. Gavin Pretor-Pinney's *The Cloudspotter's Guide* will change all this. He shows how to scrutinize the heavens with an instructed eye. Neatly illustrated are the three levels of cloud formations—low, middle, and high—and the text is divided accordingly. He introduces us to the meteorologist's system of cloud naming devised by Luke Howard, an English amateur, at the turn of the 19<sup>th</sup> century, and modeled after the Linnaean genus/species classification system. So out on the towpath we might see some sort of cumulus passing overhead and in our newly acquired erudition might name it so: "That's an *Altocumulus* (genus) *perlucidus* (species) *undulatus* (variety) *mamma* (added feature)." We can wow the uninstructed with our Latin, but still find that skill in coming up with the right names is tricky and takes practice. Clouds metamorphose, and we have to catch them on the fly. What is apt at this moment, may not be at the next.

Pretor-Pinney advises to approach clouds with an "empty mind," not imposing on them but letting them *inform* us as to what they are up to. He notes that way back in 1156, Chinese author Yeh Meng-te wrote that he learned to predict the weather rightly seven out of eight times saying "in quietness the universe can be observed, the real moods felt, and the truth obtained." (p. 187.)

Cloudspotters, it should be understood, are not simply contemplatives who are averse to action when it is called for. They are not among those who blow neither hot nor cold. The book begins with the Cloudspotter's Manifesto, which includes this militant line: "We pledge to fight 'blue-sky thinking' wherever we find it. Life would be dull if we had to look up at cloudless monotony day after day." However, pugnacity is balanced with: "We believe that clouds are for dreamers and their contemplation benefits the soul. Indeed, all who consider the shapes they see within them will save on psychoanalysis bills."

This is not all, at all. The book can easily be read through without putting it down, or dipped into at leisure. Every page offers something to capture attention. Carry it along on the towpath as an aid to on-the-spot forecasting or to making sense of puzzling cloud formations.

There is more. Our literati will be taken by the book's literary allusions; the humorist, by the many witty passages; the artistic, by the clouds we find in fine art; science buffs, by

clever explanations of meteorological phenomena; and the philosophically inclined, by reflections on deeper questions.

Then there are true cloud tales. There's the story of the fighter pilot who met his match in an encounter with a towering cumulonimbus. The wind-strong cloud blew out the jet's afterburner, forcing the pilot to bail out. Then it roughed him up in its updrafts a full 40 minutes before he touched ground. Doctors were astounded that he survived.

Or, there is the story about the glider pilots' paradise. This heavenly place is found when the Morning Glory, a great rolling cloud, makes an appearance above northern Australia's Gulf of Carpentaria. Here glider pilots find the perfect cloud for joyous wind-borne surfing close to the cloud but skirting its turbulent interior.

Perhaps this should not be mentioned, but there is even something for those titillated by the risqué (see p. 36).

This is a book for any and all seasons. Canallers should keep a copy at hand for both practical and aesthetic reasons. They should know what clouds say about the weather and they should enjoy the beauteous cloudscapes. They can also keep up with developments on the cloud front by joining the cloud appreciation society (see [www.cloudappreciationsociety.org](http://www.cloudappreciationsociety.org)). The website also features fine and unusual cloud photos sent in by members. A paperback version of the guide, available in June, will have an added color section, "Cloudspotter's Diploma," which, the author says, is "an amusing test to see if you've remembered anything from the book."

— Carl Linden

### *TrailBook 2007* *Covering the Great Allegheny Passage* *and the C&O Canal Towpath*

published by Jeff O'Brien

522 Handwerk Road, Markton, Pa. 15551

For the first time, this annual guidebook has expanded its scope eastward to include the full length of the C&O Canal towpath. *TrailBook* is designed to give hikers and bikers useful information on the businesses and services available along the trail, many of which advertise in its pages. The 200-page book includes maps of key towns, as well as an updated 18"x24" weatherproof map of the whole trailway, in full color, that is folded into a pocket.

*TrailBook* is published by C&OCA member Jeff O'Brien, who has thoughtfully included an Association membership form in this year's edition. The publication may be ordered through the web site of the Allegheny Trail Alliance ([www.atatrail.org](http://www.atatrail.org)) for \$5 plus shipping cost, and it is also available for purchase at the canal park's Visitor Centers.

— Ned Preston



## CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to its funds since the last report in *Along the Towpath*. Contributions received after April 30, 2007, will be acknowledged in a future issue of the newsletter. Donation options currently include: the C&O Canal Fund (a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park); the Davies Legal Defense Fund; and the Big Slackwater Fund to support the restoration of the towpath between miles 86.7 and 88.1 so that hikers and cyclists will no longer be forced to detour around that area.

Mario & Anne ABBATE  
William H ALBRECHT  
William ALKIRE  
Christian & Sara ALLAN  
Ben ALLEN  
William H ALLEN  
Philip & Jane AMERO  
Paul & Ramona APPLE  
Fran & Kathy ASBECK  
Andrew & Sue AUSTIN  
Joseph J. BANISZEWSKI  
Neil BARKIN  
John BARNETT  
Patricia & Lauren BARNETT-  
BRUBAKER  
John F. BARR  
Dennis M. BARRY  
William & Rita BAUMAN  
John & Carolyn BECK  
Suzanne & Robert  
BECKWITH  
John & Janet BELZ  
Herb & Cindy BERKOWITZ  
Terry BETZER  
James R. BIASCO  
David & Barbara BISER  
Richard S. BLACK  
Lucy BLANTON  
BLECHMAN-MORENOFF  
FOUNDATION  
Gerald N. BLOOM  
Michael & Dorothy BOERNER  
John F. BOGDAN  
Troy BOGDAN  
Blair & Nancy BOWER  
Mr & Mrs Donald BOWMAN  
Nathaniel P. BREED, Jr.  
Pat & Bill BROWN  
Sally BRYANT  
Michael J. BUCCI  
Bill BURTON  
Marvin & Gale BURWELL  
John & Renee BUTLER  
LtCol. Nelda R. CADE, Ret.  
Sandra CAMPBELL  
Hilda H. CARPENTER  
Thomas A. CASSIDY  
Ashby L. CHAMBERLIN  
Robert & Cynthia CLUCK  
Barbara COLLINS  
M. Ryan CONROY  
Thomas R. COOK  
Wilton & Mary Bruce  
CORKERN

John CROCKETT  
Dianne & Wilton CROSBY  
David CRUMP  
Joseph & Amy D'AMICO  
DAUGHTERS OF THE  
AMERICAN REVO-  
LUTION, MARYLAND  
STATE SOCIETY  
Geraldine DAVIES  
Daniel H. DAVIS  
Harry & Phyllis DAVIS  
Maggie & Paul DAVIS  
Richard DAVY  
Sonny & Lynn DeFORGE  
Anita DeFRANCO  
Sandie DEIGHTON  
Louise F. DeLaVERGNE  
DeWitt DELAWTER  
Harry T. DEMOLL  
Kathryn A. DERDICH  
Ed & Linda DEVINE  
Dolly DIETER  
James DOHERTY  
Kevin & Bryson DONOGHUE  
Wolfram & Arlene DREWES  
Larry L. DREYER  
Bill & Denny DUDDLESON  
Ruth A. DUDGEON  
Bruce & Linda DWYER  
Edward DWYER  
Robert L. EBERT  
Ruth ECKEL  
Joseph B. ECKELS  
Charles L. EDSON  
Johan & Vivian EICKE  
Robert ELDRIDGE  
Phyllis ELLIOTT  
Brian & Sonia ELMER  
David & Audrey ENGSTROM  
Chiara F. FERRARIS  
Stacy C. FITZSIMMONS  
John & Mary FONDERSMITH  
Ann FRANKE  
FREESTATE HAPPY  
WANDERERS  
John C. FRYE  
Carol GALATY  
Harry & Velma GALBLUM  
David GARDNER  
Steve GARRON  
Randy & Sandra GILLIAM  
Justin GOLDEN  
Richard GOODMAN  
Reese & Nancy GRAMS

Eugene & Helene GRANOFF  
Patricia GRAYBEAL  
Marie GRENNAN  
Lawrence GRYLACK  
John F. GUY  
Douglas M. HACKETT  
James & Linda HAHN  
William F. HAHN  
Shirley HAIGH  
Ridgeway & Anne HALL  
Theresa HALLQUIST  
Clifford & Patsy HANSEN  
Dorothy HARDEN  
Robert & Barbara HARDY  
Donald & Elizabeth  
HARRISON  
Lula HARSH  
Nancy HARTMAN  
Gary HARVEY  
Phillip D. HARVEY  
Jim & Alice HATHAWAY  
John & Mary HAWLEY  
John & Patty HAWLEY  
Judith HECHT  
Alan & Becky HEDIN  
Katrina HEDLESKY  
Mildred HEIMER  
Jan & Jim HEINS  
Lisa A. HENDRICK  
Tommy E. HENDRICK  
Nell HENNESSY & Frank  
DASPIT  
Nancy HENNINGSSEN  
Chris & Xiaohoag HERRLE  
Bill & Chris HOLDSWORTH  
Carl C. HOLMBERG  
William HOOD  
Lynne HOTTELL  
James W. HOUCK  
Joe & Mary HOWARD  
Ron HOWARD  
John & Shizue HOWE  
Craig HOWELL  
Adrienne R. HUMPHREY  
Sally Lee HUNTER  
David HUTCHINS  
Dorothy IPAVEC  
Carol Ann IVORY  
Thomas B. JACKSON  
Barry B. JACOBS  
Elizabeth JAMES  
Allan JELACIC  
Carrie JOHNSON  
Dave JOHNSON

Jean H. JOHNSON  
John JONES  
Don & Carol JURAN  
William H. JUSTICE  
Marv & Sandy KAHN  
Robert & Doris KAHN  
Robert & Lorrie KAPLAN  
Walter & Benita KAPLAN  
George KELLER  
Ann KELTON & Jeffrey HRITZ  
Harry KEMSTEDT  
George D. KENNETT  
Carol KIMBROUGH  
Kathleen M. KINGSLEY  
Ray C. KINSEY  
Karen KNOX & Brad BOWEN  
Joe KOCHENDERFER  
Henry & Loraine KUMM  
Andrei KUSHNIR  
Louis & Phyllis La BORWIT  
Julie ATKINS LANDRIGAN  
Laurence LANGAN  
Pam LANTZ  
Jane T. LARSEN  
Joann & Dave LAWRENCE  
Daniel LEUBECKER  
Herbert LEWIS  
Michael & Lou Ellen LEWIS  
George LEWIS, Jr.  
Norman LIEBOW  
Carl LINDEN  
Laila W. LINDEN  
Lynn LIPTAK  
Carl LLEWELLYN  
Ann LOCHSTAMPFOR  
Gwendolyn LOHSE  
Anthony LONGO  
Charlotte LOVELESS  
John & Elaine LYBURN  
Steven LYMAN  
Catherine E. LYONS  
Dave & Joy MacDONALD  
Marlow MADEOY  
Marianne MARAMES  
Linda MARMER  
Paul & Rita MARTH  
John C. MARZIANI  
Philip & Luella MAST  
Thomas & Dorothy  
MATHIESON  
Stephan R. MATULA  
Bill & Sue MCALLISTER  
Erin & Gregg McCAHILL  
Kitty McEWAN

Gary P. McGINNIS  
Howard McGOWAN  
John & Barbara McGRAW  
Sandra McMANAWAY  
Jim & Karen MCMANUS  
James & Hete MILLAR  
Edward T. MILLER  
Larry MILLS  
Lorraine & Forrest MINOR  
David & Nicole MITCHELL  
Dward MOORE  
Gary & Janis MOORE  
Frederick & Judith MOPSIK  
Ronald & Cappie MORGAN  
Helen D. MORRIS  
William L. MORRISON  
Steve & Nancy MOULTON  
Leonard & Susan MUNDELL  
Raymond & Barbara C.  
MUSHAL  
Richard & Nancy  
NAGELHAUT  
James C. NELSON  
Diana M. NISKERN  
Bill NOALL  
Linda & Ronald NOSALIK  
Louis ODOM  
Judith S. OLMER  
James & Clare O'MEARA  
Mark PANKIN  
John & Susan PATTON  
Joan G. PAULL  
Carl PEDERSEN  
David H. PETERSON  
Glenn E. PETRICHICK  
Nancy & Gary PETRICHICK  
Penny & Randy PITTMAN

Roger & Patricia PLASKETT  
Mark PODVIA  
Mary C. POOLE  
Richard P. POREMSKI  
Ray & Helen POTTER  
William & Nancy POWELL  
James R. PRESTON  
Ned PRESTON  
Terry PROESCHOLDT  
Carol M. PURCELL  
Bill QUINN  
Robert & Eileen RABSON  
Robert D. RAKES  
William E. RAVENSCROFT  
Carolyn & Jack REEDER  
Tom & Gayle REID, Jr  
Barbara J. REIMANN  
Carol L. REINSBERG  
Rod & Pam REMPT  
Robert J. REYNOLDS  
Don & Marion ROBERTSON  
Carlton ROBINSON  
David & Gail ROBINSON  
Edw & Pat ROGERS, Jr  
Tom & Rachel ROGERS  
Joseph ROMEO  
Frances ROONEY  
Richard ROONEY  
Lisa ROSENTHAL  
Sue Anne ROWLAND  
Michael & C. F.  
RYSCHKEWITSCH  
Patricia SAINOTT &  
V. DODSON  
SAVAGE & SICKLES  
David L. SCALLY  
Cory & Nancy SCHLEGAL

Lynn SCHMIT  
David & Patricia SCHOOLEY  
Jan SCHOONMAKER  
Mike & Molly SCHUCHAT  
Kurt & Patsy SCHWARTZ  
Jan & Anneke SENGERS  
Kevin SHANER  
Joseph & Martha SHANNON  
Helen SHAW  
Elena SHAYNE  
Harley & Joanne SHEFFIELD  
Sally SHERMAN  
Terry & Sharon SHEWMAKER  
Elias SHILLING  
Dianne SHIPP  
Robert & Karen SHOEMAKER  
SIERRA CLUB  
Rima V. SILENAS  
Joyce & Len SKOGLUND  
Frederick & Dorcas SLICK  
Susi SLOCUM  
Dennis J. SLOPPY  
Georgeann SMALE  
John S. SMALL  
Robert & Marianne SMYTHE  
Leo & Mary Sue SNARR, Jr  
Howard W. SOLOMON  
William & Phyllis STANLEY  
Robert & Jody STEVENS  
Rachel STEWART  
Jack & Frances STICKLES  
Mark C. STOVER  
Lyman R. STUCKER  
Jean H. SWANK  
George SWISKO  
William L. TAMMARO  
Steven A. TEITELBAUM

Harry E. THAYER  
Joel & Beth TICKNOR  
Steve TOBEY & Julie  
HAIDEMENOS  
C. Jean TOLEMAN  
Samuel TUCKER  
Richard & Susan UGELOW  
Porter VENN  
John & Eliane VINER  
James & Shelly WAGNER  
Richard L. WAGNER  
James P. WAITE III  
Hilary WALSH  
Glenn WATKINS  
Richard & Sally WATTS  
John & Elizabeth WEEKS  
Charles J. WEIR  
Jane WEISEMANN  
Jack B. WELCH, Jr  
Katherine WELLS  
Ray WELSH  
Katrinka WESTENDORF  
William F. WHALEN  
John & Val WHEELER  
Gerald WHITE  
Daniel J. WILLIAMS  
Stephen WILLIAMS  
Mary Pat WILSON  
Roger WINTER  
John WISNIEWSKI  
Pete & Ella WOOD, Jr.  
Denny & Vickie WOOMER  
Chris WRIGHT  
George WYETH  
Marge & John ZIEGLER  
Doug ZVEARE



## THE ASSOCIATION WELCOMES NEW MEMBERS

Elizabeth R. ARSENAULT  
ALZHEIMER'S ASSOCIATION,  
National Capital Area Chapter  
Val & Arlene BRANDT  
Bob BURNS  
Melissa CALLAHAN  
Susan CHERNEY  
Jennifer CHRISTIANO  
Dick EBERSOLE  
Paul G. ENTERLINE  
Melissa GOERS  
Linda HADLEY  
Chris & Xiaohong HERRLE

Purcellville VA  
Fairfax VA  
Cincinnati OH  
Bethesda MD  
Martinsburg WV  
Arlington VA  
Washington DC  
Hagerstown MD  
Georgetown DE  
Landsdowne VA  
Falls Church VA  
Rockville MD

Charles & Suzy HIMMLER  
Richard E. HOYE  
Sherry HUTT  
Jerry KICKENSON  
Roger & Suzie KNABLE  
Ryan LONGFELLOW  
Cheryl MALONE  
Andrew P. MARTIN  
Steven McCULLY  
Mary Jane & Dave ROBERTS  
Raymond SCOTT  
Francis J. WODARCZYK

Frostburg MD  
Bethesda MD  
Washington DC  
Silver Spring MD  
Owings Mills MD  
Fredericksburg VA  
Crofton MD  
Gaithersburg MD  
Derwood MD  
Potomac MD  
Webster Groves MO  
Springfield VA

*History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 BCE–43 BCE), Pro Publio Sestio*

## Passenger Service on the C&O Canal

When the Chesapeake & Ohio Canal Company was organized and construction begun in 1828, the visionaries behind this great work would not have imagined that passenger services would fail to be one of the canal's major uses and a major source of toll income. Not surprisingly for the time, packet services were quickly started once the first major section of the canal was opened in 1831 from Georgetown to the Dam 2 feeder at Violettes lock, just below Seneca.

That first packet service merited glowing reports in the *National Intelligencer* and *Niles' Register*, praising the trip "to the falls, or even to Seneca." Readers are told that "the boat is very handsomely fitted and furnished for the service it is employed in." The report goes on:

The hands at some of the locks are not as dexterous in the management of them, perhaps, as longer practice will make them. The passenger who is not on his guard, may chance thus to get a jolt or two; but as this involves no danger he will not regard it. The bridges over the canal are few; and a moderate inclination of the body enables those who stand on the roof, [or deck], of the boat to pass under them; whilst those who remain in the cabin are as much at ease and as comfortable as if they were in their parlors or drawing rooms at home. The packet-boat is drawn by three horses, at the rate of six miles an hour whilst in motion. The passage of the locks of course causes some detention, but we made the whole passage to the falls, with about seventy persons on board, in less than four hours.<sup>1</sup>

Unfortunately, no design specifications for a C&O Canal packet boat have been found, and the photographs that exist are from the last decades of the canal's operation and do not represent a standard design. But a standard of sorts did exist on other canals, and was clearly followed initially on the C&O. That called for two decks—the lower one enclosed and the upper one open. Bridges were a major concern for canal passenger travel, as these boats were higher than the freighters and, if the upper deck was occupied, additional bridge height was required for passenger safety and comfort.

There were reasons for regarding the roof of the cabin as a deck. Not only did it allow spectacular sightseeing and escape from the dark, crowded—and doubtless often odiferous—lower cabin, but it was believed to be far healthier. People at that time made the connection between disease and water, but believed that risk increased with proximity to the surface. The higher one was above the water, the less likely would one fall victim to water-related disease.

Due to problems with boats and the operation of the

canal that quickly emerged after the opening of a substantial section, the board of the canal company issued its first regulations on July 16, 1831. Among these is the following:

No boat shall be used as a Packet Boat on said Canal, unless specially licensed therefore, which license shall give to the said Boat the privilege of carrying passengers to and from any point on said Canal, between the Basin at Georgetown [water was not admitted into the canal through Georgetown to Rock Creek Basin until September 19] and Rushville: and the owner or master of said Packet Boat shall pay for every trip up or down between said Basin and Rushville, or any intermediate points, the sum of one dollar and fifty cents, which sum to be paid weekly . . . .<sup>2</sup>

On July 1, even before the regulations were released, the canal company had authorized two packet boats, the *George Washington* and *Tyber*. A few days after their promulgation, it licensed the *Charles Fenton Mercer*, *George Washington*, and *LaFayette*. The status of the *Tyber* is unknown. The *Charles Fenton Mercer* already had a history on the canal. Built by William Easby in 1830 for the use of the president, board of directors, and engineers of the C&O Canal Company, it was the first boat to go through the four locks at Georgetown when their completion was celebrated on November 13, 1830. After the beginning of packet service in July 1831, however, it seems to have been used exclusively for a passenger service.

Packet service did not prove highly profitable, however, as indicated by the decrease in the size of advertisements in local papers, the company's decision to reduce the toll on packets, and the auction in the summer of 1832 of the *LaFayette*. Before long only the *Mercer* appears to have been still operating on the canal.

In 1830, canal director Phineas Janney had researched the *Swift*, a steam packet boat being operated on the Forth and Clyde Canal in Scotland. In 1833, William Easby proposed a light sheet iron packet boat. The canal board approved Easby's proposal after directors John J. Abert and William Gunton gathered information from the Chesapeake and Delaware Canal Company on a similar boat with which they were experimenting at the time. The anticipated opening of the canal between Dam 2 and Dam 3 doubtlessly increased the interest in improved packet service.

Easby did build a sheet-iron packet and in 1834 delivered it to the company. It was called *The President* and cost \$1,400. As the financial situation of the canal company worsened, they considered selling the boat to James B. Wager, a member of the family that inherited Robert Harper's holdings at Harpers Ferry. The sale apparently did not occur, however, as ultimately the sheet iron was melted down and used for lock gate castings.

Packet boat lines apparently were never very successful, although boats making more or less regular excursion trips between Georgetown and Great Falls appear to have existed into the 20<sup>th</sup> century. In 1835 and 1836, the Georgetown Packet Company provided service as far as Shepherdstown until it ran into difficulty with the canal company because of the poor quality of its boats. In 1836, a company organized by the builder of Dam 4, Joseph Hollman, was authorized to provide service to Williams-



port.”<sup>3</sup> It does not appear, however, that this longer run was successful.

As the B&O Railroad reached farther and farther to the west, packet boat service from Georgetown sometimes existed to connect with trains at Point of Rocks and Harpers Ferry. The completion of the B&O’s Metropolitan line from Point of Rocks to Washington in 1873 likely would have ended all such service, if any was offered that late in the canal’s history.

While railroad equipment and technology did not become highly efficient in carrying heavy freight until the last quarter of the 19<sup>th</sup> century, railroads did almost immediately challenge canals where passenger transportation was concerned. The competition between the Philadelphia, Wilmington, and Baltimore Railroad Company and the Chesapeake and Delaware Canal Company is a fascinating case in point. In 1845, the railroad attempted to prevent a change in the canal company’s charter that would allow it to charge for passengers in addition to freight. The railroad argued that the “object of making the canal was not to carry passengers, but goods, wares, and merchandise; while the great intent for which rail-roads were constructed, was to carry passengers.”<sup>4</sup>

Excursion boats (i.e. boats providing recreational trips) were the most persistent passenger boats on the canal. National Park Service historian Harlan Unrau, in the chapter on “Boats and Navigation” of his massive unpublished mid-1970s history of

One such occasion took place in early August 1835 when President Andrew Jackson and a company of fifty people were the guests of the canal board. The party left Georgetown at 8:30 a.m., the U. S. Marine Band serenading the group on board. After reaching Seneca, the party ate dinner on the boat—a “sumptuous” meal consisting of “a great variety of good things, embracing an abundance of the choicest luxuries of the season, and a generous supply of capital wines and beverages. After dinner the guests retired on deck, and as they approached Georgetown the ladies honored the men “with their company in the pleasing amusements of the dance.”<sup>5</sup>

A similar junket was taken in the spring of 1836 when the directors sponsored a trip for a number of Congressmen from Georgetown to Harpers Ferry at a cost of more than \$1,700.<sup>6</sup>

the C&O Canal, includes this information on early excursions:

A later example of an excursion boat would seem to be the *Oak Springs* that appears in a ca. 1900 photograph of the boat at the Paw Paw Tunnel, its passengers posed on the steps up to and across the top of the downstream portal. Other “pleasure boats,” as they were sometimes called, such as the motor-powered *Mary & Mamie*, appear in Cumberland-area photographs. An 1895 photograph in Cumberland City’s Herman and Stacy Miller Photo Collection shows a Sunday School class picnic excursion on the deck and cabin roof of a freighter! A particularly historic example of the use of a freighter for passenger travel is that of Coxe’s Army of populist marchers in 1894 making the trip from Cumberland to Williamsport on the decks of C&O freighters.

There is little evidence of packet service that included the entire 184-mile line of the canal, although on July 9, 1851, the directors granted permission to W. R. L. Ward, the operator of the New York-based Cumberland Line, to run a steam packet

boat on the canal free of tolls. Interestingly, when the canal company periodically renewed its effort to encourage packet service or when companies were seeking a license to operate a packet service, it was steam power that was most often being considered. In 1853, two years after its negotiations with Ward, the company authorized Volney Pursell to run the steam packet *Congress* on the canal free of toll subject to the same terms that had been given to Ward.<sup>7</sup> In 1860 the steam boat *Flying Cloud* was authorized to transport both light freight and passengers.<sup>8</sup>

After the war in the 1860s several steam packets were authorized. In the winter of 1865–66, the canal company even commissioned the construction of a steam excursion boat, called the *Washington*, for the use of the president and directors. Nevertheless, by 1867 there was no packet service on the canal.

At times private passenger boats plied the canal waters and there is at least one photographically-documented “house boat.” There are, as well, numerous photographs of the “pay master’s” boat that was used by the Canal Transportation Company during the last decade or so of the canal’s operation.

One of the most important private trips up and down the canal in a true packet boat was the 1904 journey made by Cumberland’s Shawnee Canoe Club aboard a boat (shown below) bearing the name *Queen City Boat Club*. Along the way, a photographer documented many of the canal and river scenes, as well as the group’s side trips to Fort Frederick and the Antietam Battlefield. Quiet moments on the top deck are caught in several photographs, such as that showing some of the group reading letters received at some point along the way. This invaluable set of images was donated to the C&O Canal NHP in a series of photographic albums.

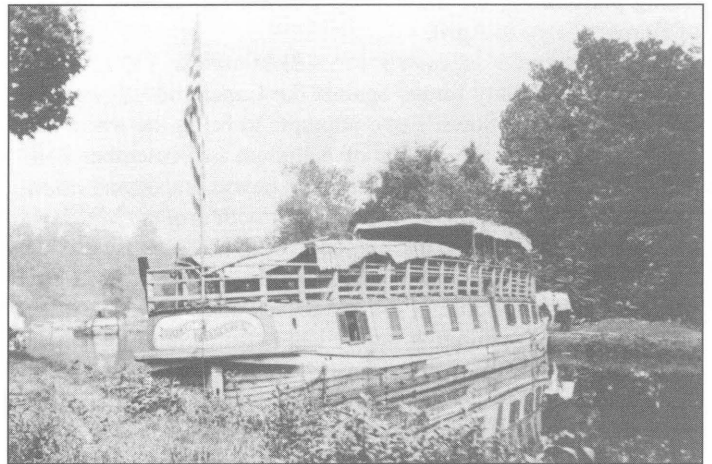


Photo courtesy of National Park Service, C&O Canal NHP

#### Notes:

1. Washington *National Intelligencer* quoted in *Niles’ Register*, Vol. XL (May 21, 1831), p. 206
2. *Proceedings of the President and Board of Directors*, B, p. 416–417.
3. *Ibid.*, E, pp. 410–411.
4. Gray, Ralph D. *The National Waterway: A History of the Chesapeake and Delaware Canal 1769–1985*, Second Ed. University of Illinois Press (1989), p. 115, quoting from the *Journal of the House of Representatives of the State of Delaware* (Dover, 1845).
5. *Niles’ Register*, Vol. XLVIII (August 15, 1835), p. 431.
6. *Proceedings of the President and Board of Directors*, E, pp. 43, 63, 181.
7. *Ibid.*, I, p. 27.
8. *Ibid.*, K, pp. 167–168, 299.

# THE C&O CANAL IN THE CIVIL WAR

by Gary M. Petrichick

*The two articles in this section are part of a series that will be continued in future issues of Along The Towpath.*

## A BRIEF OVERVIEW

From John Brown's invasion of the Federal Armory at Harpers Ferry in November 1859 until the Alexandria Aqueduct was reopened in 1868, the Chesapeake & Ohio Canal was heavily impacted by the Civil War, yet like so many aspects of the Canal's ties to the history of our nation, the role of the Canal in the war remains largely a mystery. Antietam and Gettysburg are universally known but the battles at Balls Bluff, Monocacy, and Folcks Mill are familiar primarily to local residents and historians.

Lying on the border between the Union and the Confederacy, the Canal's importance was recognized by both sides early in the conflict. In addition to its value in supplying the City of Washington with coal and other products, it would also be used by the military for the movement of troops and supplies, and while the Potomac was wider and often deeper, the canal with its soft clay prism served as a second barrier to Confederate invasion. The Canal came under the control of the U.S. Army in December 1861, though skirmishing had been taking place along the entire length of the Canal since the fall of Harpers Ferry in April.

Stonewall Jackson's 1861 Shenandoah Valley Campaign included many forays against the Canal and neighboring B&O RR, and the South's two attempts to bring the war to the North, resulting in the battles of Antietam in September 1862 and Gettysburg in July 1863, wreaked havoc with many crossings of and depredations to the canal by both armies. Mid 1864 action saw McCausland's Confederate cavalry repulsed at the Battle of Folcks Mill near Cumberland in the West, and Jubal Early fighting the Battle of the Monocacy and advancing to the very border of Washington before last minute Union reinforcements forced his retreat in the East.

The Confederate Army did considerable damage to canal facilities with attempts to destroy Dams # 4, 5, and 6, and the Monocacy River, Antietam Creek, and Conococheague Creek Aqueducts. Boats were burned and mules confiscated. The steam pump at Potomac Forks was disabled, many locks were damaged, and breaches of the towpath all interrupted canal operations for varying lengths of time. The Union Army caused disruptions in canal operations as well, not the least of which was the commandeering of over 100 canal boats in early 1862 to be loaded with rubble and sunk in shoals in the lower Potomac if the CSS Virginia (ex USS Merrimac) sailed toward Washington. No community from the Capitol to Cumberland was left unscathed with skirmishes recorded at Great Falls, Seneca, Edwards Ferry, Point of Rocks, Lander, Berlin (now Brunswick), Williamsport, Hancock, Oldtown, and all points in between.

A sampling of wartime events along the canal include: (1) the death of Col. Edward Baker, a U.S. Senator and boyhood friend of President Lincoln, at the October 1861 battle at Ball's Bluff, which led to the formation of the Joint Committee on the Conduct of the War, a frequent thorn in the side of both the Administration and the Army for the remainder of hostilities; (2) the notorious case of "lockjaw" (see *Along The Towpath*, June 2000), where Union plans in February 1862 to bridge the Potomac at Harpers Ferry with C&O Canal boats were thwarted when at the last minute it was found that the Shenandoah River lock was too narrow by inches to pass the boats; (3) the imprisonment of Canal Company President Alfred Spates at Fort McHenry for almost five months in 1863 and 1864 for allegedly communicating with the enemy during the Gettysburg campaign; and (4) the capture by McNeill's rangers of Union Generals George Crook and Benjamin Kelley from under the noses of Union troops in Cumberland in early 1865.

Some of these events and more will be expanded on in future issues, but for those who can't wait, I recommend the following: *Civil War Guide to Montgomery County, Maryland*, Charles T. Jacobs; *The Civil War Era in Cumberland, Maryland and Nearby Keyser, West Virginia*, Harold Scott, Sr.; *A Guide to Civil War Sites in Maryland*, Susan Cooke Soderberg; *The Civil War in Maryland*, Daniel Carroll Toomey; and *Battle at Ball's Bluff*, Kim Bernard Holien.

Before embarking upon this historical odyssey, however, we should all consider the reflections offered in the article that follows.

## ON HISTORY

Malcolm opened the bedroom door and his heart began to race! There on the lounge by the window lay Penelope, her alabaster skin glowing softly in the moonlight ... but I digress.

"History" depends upon perception and memory, both of which can be somewhat less than perfect. I recall an aunt and uncle who traveled extensively during my youth. It was difficult as a child to hold back the laughter at family conclaves when listening to them recount their latest vacation because from their individual accounts (and the resulting argument) you'd swear they'd gone on different trips.

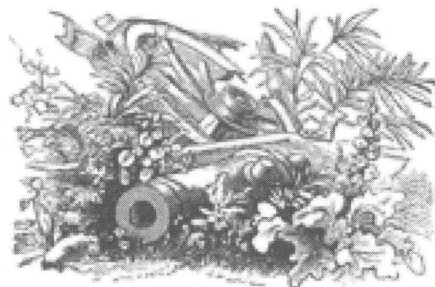
We think of our minds as camcorders, recording everything exactly as it occurs, but in reality, what enters through our eyes and ears is filtered and interpreted by the brain before

being stored in what we call memory. The filtration and interpretation is based on experience, biases, and so forth. Chronicles of an event by two or more witnesses can vary greatly, and those differences can be exacerbated when the chronicling is done years, even decades after the fact.

Add to this the reality that histories of wars tend to be recorded by the victors. Every school child is familiar with the battle of the Monitor and Merrimac, but in fact, the USS Merrimac was burned to the waterline when the Federal Gosport Navy Yard near Norfolk was evacuated in April 1861. It was refloated and rebuilt by the Confederate Navy as an ironclad, and had been renamed the CSS Virginia at the time it engaged the Monitor in April 1862. Why is it Antietam and not Sharpsburg? Bull Run and not Manassas? Simply put, the North won. It wasn't until recent years that both appellations gained general acceptance, though that is yet to be the case for the poor CSS Virginia.

This can be frustrating to one trying to assemble an account of events from a new perspective, such as the Civil

War as it pertained to the Chesapeake & Ohio Canal. What does one do when five sources give three different dates for the same event? When one account has an event occurring on a single day while another stretches it out over two? When your source is secondary and may have introduced errors not in the primary source which is not available to you? One makes the best of it and asks forbearance from one's audience. And so I ask.



Those interested in the canal's Civil War period should note the following information from another C&OCA member:

On **Friday, July 27**, at 10:30 a.m., Tim Snyder will present "**Drums Along the Towpath: the Chesapeake and Ohio Canal During the Maryland Campaign.**" The presentation is part of a session entitled "Civilians at War" in the Chambersburg Civil War Seminar to be held at the Plaza Hotel in Hagerstown, July 25-29. The theme of the seminar is the Battle of Antietam, and tours are also being held at that battlefield and surrounding sites.

For registration and more information, please visit [www.chambersburgcivilwarseminars.org](http://www.chambersburgcivilwarseminars.org) and click on "July 2007 Seminar" on the main page (not the side panel).

## ACROSS THE BERM

**Alvin H. Cohen**

by Sonny DeForge with Ned Preston

Al Cohen, a long time member and avid supporter of the C&O Canal Association, died of leukemia on April 10. While a resident of Springfield, Virginia, he often wintered in Florida. During his distinguished career with the State Department, Al served in locations abroad that included São Paulo, Brazil. It was there in 1957 that he met his wife, Beverly, a colleague in the Foreign Service. Besides his wife, he is survived by their two sons and several grandchildren.

Described as a "Renaissance man," Al was known for his humor and his skill as a writer. He contributed informative and entertaining articles to *Along The Towpath*. His many interests included playing the guitar, as well as such outdoor activities as birding, canoeing, biking, and gardening. He was always ready to

go on a kayak trip, and once paddled the entire Monocacy River.

Besides his participation in C&OCA, he was a member of the Conservancy of Southwest Florida and of the Audubon Society. He served as a volunteer guide at Mason Neck State Park in Virginia and at Corkscrew Swamp Sanctuary in Florida.

As a member of the Bike Patrol, beginning in 2001, Al devoted more than 70 hours of care to visitors to the C&O Canal Park. The Patrol's Coordinator, Norman Liebow, writes that "he was always generous with his time and was a delight to ride with. . . . We will miss Al Cohen."

That is true for all of us who were fortunate to know Al. His warm smile, charm, volunteer service, and friendship have left an indelible mark on our hearts.



## ON THE LEVEL by Level Walker Chair Bill McAllister

First, my thanks to Bill Burton for his long service as Level Walker Chair and his continued service as a board member. Bill programmed a Microsoft Access data base that I am slowly learning. Everything is automated once entries are made. The report below is generated from entries that Level Walkers make in their reports, and that I cut and paste into the data base. I send on to the NPS any concerns, maintenance suggestions, or the like, that Level Walkers include. My next report will include a few more details, and the list of new Level Walkers since March of 2007. Thanks to all for your volunteer hours, and please send me any suggestions.

*Level #1 Tidelock to Incline Plane:* 2/22, 3/9, 3/18, 3/22, and 4/6. In these reports, **John Barnett** noted ice melting on the canal and later flowers starting to grow beside it. He received assistance from homeless people in gathering trash, and improved the appearance of the tunnel from K St. to Rock Creek Pkwy. through his periodic clean-ups there. On 4/6, he saw the canal boat's first practice run in preparation for the coming season.

*Level #4 Cabin John Creek to Lock 14:* 4/8/2, **Carolyn Reeder** noted flora in bloom, including Dutchman's breeches, golden ragwort, toothwort, trout lilies, spring beauties, cinquefoil, tall phlox, a few bluebells, dandelions, star chickweed, purple violets, spice bush, shad bush, and redbud. Invasive garlic mustard was in bud; May apples were tall but no buds yet.

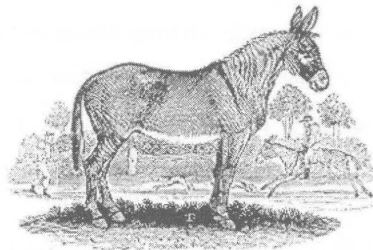
*Level #4 Cabin John Creek to Lock 14:* 2/24, **Larry Heflin** reported that about a dozen skaters enjoyed ice hockey at Lock 8 on 2/11; three days later, thick ice on the towpath permitted ice-skating even on that surface. By 3/31, Larry had walked Level 4 seven times in March. 4/30: Lock 11's lockhouse chimney had been fitted with what appeared to be a cut stone roof, held up by neatly mortared beige brick columns; the level was awash in migrating birds; screech and barred owls were identified by sound in the Lock 8 area.

*Level #5 Lock 14 to Bridge at Cropley:* 2/28, **Bobbie Thorberg** reported some rose bushes were beginning to turn green, although snow was on north face of slopes. She saw many black and turkey vultures, some mallards, and American crows, and heard lots of woodpecker activity.

*Level #7 Great Falls Tavern to Swains Lock (21):* 3/25, **Susan VanHaften** reported the towpath in good condition and mostly trash-free, given the volume of traffic: 23 dogs, eight strollers, one "walker" device (near Great Falls), 63 bikers, one fisherman, and 275 hikers. A busy day!

*Level #9 Pennyfield Lock (22) to Seneca Aqueduct:* 4/22, **Michael A. Schuchat** reported flowers and trees starting to go green, butterflies and lots of birds (they must have known there would be birders), turtles sunning in the prism and the river.

*Level #10 Seneca Aqueduct to Milepost 25:* 3/10, **Charles Mason White** found the towpath surprisingly dry, considering all the recent precipitation, and surmised that the maintenance crews had patched up a few mud holes.



*Level #11 Milepost 25 to Sycamore Landing:* 3/25, **Charles Mason White** reported towpath was unusually free of fallen limbs and sticks, and had a good, firm surface in most places. 4/21: he counted 26 bikers, two walkers, one equestrian, and two joggers, as well as an artist sketching just off the towpath.

*Level #11 Milepost 25 to Sycamore Landing:* 3/20, **Sandy & Marv Kahn** reported picking up seven small bags of trash, including a lot of really old stuff; clearing much tree debris (mostly small), and cutting back a few multiflora roses and briers.

*Level #12 Sycamore Landing to Edwards Ferry:* 4/7, **Pat Hopson and Carol Ivory**, walking with three friends and fellow Sierra Club members, reported spring wildflowers coming along beautifully, even though this was a winter-like day. Among those in bloom were lots of spring beauty and Dutchman's breeches, and Virginia bluebells were on the verge of blooming. They heard many birds and saw deer tracks in some spots. On 5/5, they found that the wildflowers had subsided since

their visit four weeks before, but other vegetation had just exploded, including abundant garlic mustard and nettles.

*Level #12 Sycamore Landing to Edwards Ferry:* 4/5/2, **Stephen Pollock** reported levels 12 and 13 are generally well maintained and easy to hike or bike. He observed that the Potomac Watershed Cleanup collected about 30 to 40 bags of trash from the river shoreline.

*Level #16 Woods Lock (26) to Monocacy Aqueduct:* 3/10, **Michael A. Cianciosi** reported two bicyclists, six people on foot, two horseback riders, and about a dozen kayakers at the Dickerson power plant.

*Level #17 Monocacy Aqueduct to Nolands Ferry:* 3/11, **Lawrence Kokajo** reported the trip from the Monocacy Aqueduct (Mile 42) to around Mile 47 was relatively free of litter, and that the springtime vegetation had yet to fully appear.

*Level #18 Nolands Ferry to Point of Rocks:* 4/23, **Grace and Jed Tucker** saw three trucks with crews of about half a dozen men working at the Frederick County water intake building. Some four or five young citizens from the West Virginia Citizens Conservation Corps began clearing fallen branches from the picnic area. 4/24: Grace and Jed encountered one jogger and a group of about half a dozen adult bicyclists, apparently campers.

*Level #24 Dam #3 to Dargan Bend:* 3/27, **Ron Howard** reported this was a pleasant day to be out, with comfortable temperature. He enjoyed lunch looking out over the river, and later a short siesta on the bank: "I was plenty tired by the time I finished collecting trash!"

*Level #26 Lock 37 to Antietam Aqueduct:* 3/3, **Jack and Karen Forster** observed a blue four-foot-high plastic or metal barrel, 20 feet off the towpath toward the river about 200 yards northwest of the Mountain Lock parking area

*Level #27 Antietam Aqueduct to Shepherdstown Lock (38):* 3/11, **Roy Shilling and**

**Marce Tissue** reported that conditions were excellent, and they saw 23 walkers (many with dogs), three joggers (one with two children in a buggy), and seven bikers.

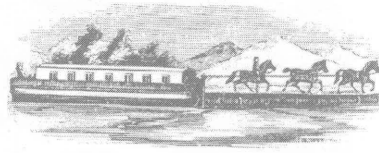
*Level #31 Lock 40 to Marsh Run Culvert: 3/10, Margie Knott*, walking with her friend **Jean McNeil** and her two dogs, reported it was too early yet for Spring wildflowers. Lots of ducks on Potomac - and one wild turkey, scared into flight.

*Level #32 Marsh Run Culvert to Dam 4: 4/28, Dave and Kathy Peterson* reported beautiful wildflowers beside the towpath, the surface of which was in good shape from Marsh Run Culvert upstream to Mile 83. Their future efforts this year will concentrate on the area from the dam downstream to Mile 83, which is usually well-littered with fishing detritus and empty beverage cans. At the Big Woods campsite, they found the water pump workable, after about 10 pumps, and the site very clean; however, the port-a-john needed replacement.

*Level #34 McMahon's Mill to Opequon Jct. Hiker-Biker campsite: 4/18, Linda and Tom Perry* worked mainly in the area near the mill and the parking lot, owing to muddy conditions. Much debris was left from recent high waters, and they planned to return with a rake to smooth out the path. The "area closed" sign had been blown over and was not visible until they restored it to an upright position.

*Level #37 Falling Waters to Lock 44: 4/3:* On his first visit to the level this year, **Russ Meinke** reported that he was surprised to find less trash than he had seen in past years.

*Level #39 High Rock Quarry to Nettle RR Bridge Piers: 4/7, Jean Swank* saw Dutchman's breeches, cut-leaved toothwort, and two beautiful turkeys that ran alongside the



path and then across it before taking flight.

*Level #42 Four Locks to McCoy's Ferry: 3/27, Carl Pedersen* walked from Four Locks to Ft. Frederick, finding the towpath in very good shape. The first bloodroot of the season was in bloom above McCoy's Ferry. He saw no carcasses along the way, indicating a mild winter, but did see several live turkeys and a skunk.

*Level #45 Ernstville to Licking Creek Aqueduct: 3/29, Joe Kochenderfer* reported the level in good shape, and the condition of the Hiker Biker Overnighter campsite was very good. Licking Creek's flow was slightly more than normal.

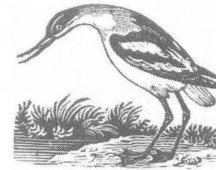
*Level #47 Little Pool to Hancock: 4/7/2,*

**John Betting** noted that construction work was being done in the canal bed west of the parking lot at Hancock, and that the canal was drained.

*Level #52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct: 3/15, Roger Winter* saw much beaver activity, but not a single visitor enjoying the Park. He did meet two Park Service employees, who graciously took most of his filled trash bags on board their truck, and were effusive in their thanks for our Level Walkers' work.

*Level #62 Lock 68 to Oldtown: 4/22, Bob and Joan Mischler* reported spring beauties and cut-leaved toothwort in bloom, as well as May apples about 6 inches high, and leaves out on thorny bushes. They also saw Canada geese, robins, cardinals, red-winged blackbirds, and over two dozen turtles of all sizes in the canal.

*Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge: 4/24, Bob and Joan Mischler* reported robins, one Canada goose, and about 12 turtles, as well as Virginia bluebells, ground ivy, and dandelions in bloom.



## Membership Form for New Members

Please enter the following membership in the C & O Canal Association in the category indicated:

(Select one)

NAME: \_\_\_\_\_

\_\_\_ Individual \$15

ADDRESS: \_\_\_\_\_

\_\_\_ Family \$20

CITY/STATE/ZIP: \_\_\_\_\_

\_\_\_ Patron \$25

E-MAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

Total: \$ \_\_\_\_\_

Name to appear on badge: \_\_\_\_\_

Second name to appear on badge (Family or Patron memberships): \_\_\_\_\_

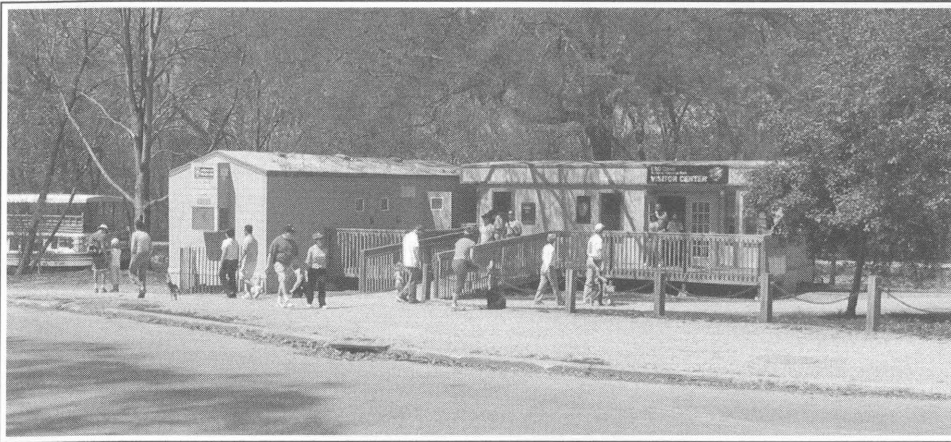
Gift from (if applicable): \_\_\_\_\_ Enclose card \_\_\_\_\_ Enclose note \_\_\_\_\_

Please make your check payable to the **C&O Canal Association** and mail to: P.O. Box 366, Glen Echo, Maryland 20812-0366

## AROUND THE PARK

At Great Falls, the Visitor Center is now operating in the temporary structure on the banks of the canal (seen below). The Center is normally housed inside historic Great Falls Tavern, which will be undergoing much-needed renovations until November or December of this year.

In Georgetown, meanwhile, a similar temporary structure has vanished, and the Visitor Center has reopened in the brick Jefferson Street house, seen in the background of photo at right, following the completion of improvements.



Above, park visitors prepare to board *The Georgetown* under the benign surveillance of Justice William O. Douglas' statue. In the photo to the left, the new *Charles F. Mercer* can be seen at the far left.

— Ned Preston

### *An Invitation*

*If by some mischance you are not a member of the C&O Canal Association, please consider joining our organization! Among the benefits are: recreational and social events; volunteer programs; the opportunity to support the canal park and to participate in discussions concerning its future; and a subscription to this quarterly newsletter.*

*If you are already on our roster, consider giving a gift membership to a friend! In either case, please use the convenient form on the reverse of this invitation. Simply cut along the dotted line above and mail the form to the address indicated.*



# C&O CANAL NATIONAL HISTORICAL PARK

## Telephone Numbers and Personnel

### C&O CANAL NHP Headquarters

1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

|                               |              |                      |
|-------------------------------|--------------|----------------------|
| Reception Desk                | 301-739-4200 |                      |
| Superintendent                | 301-714-2201 | Kevin Brandt         |
| Deputy Superintendent         | 301-714-2200 | Bob Hartman          |
| Chief Ranger                  | 301-714-2222 | Ryan Peabody, Acting |
| Admin Officer                 | 301-714-2204 | Jeannie Denk         |
| Chief, Natural and Cultural   |              |                      |
| Resource Mgmt Branch          | 301-714-2210 | Brian Carlstrom      |
| Chief, Interpretation         | 301-714-2214 | Bill Justice         |
| Natural Resource Program Mgr. | 301-714-2224 | Vacant               |
| Public Affairs Assistant      | 301-745-5804 | Vacant               |
| Special Permits               | 301-745-5817 | John Hitchcock       |
| Chief of Maintenance          | 301-714-2216 | Bradley Hofe         |
| Partnerships Coordinator      | 301-714-2238 | John Noel            |
| Volunteer Coordinator         | 301-714-2238 | John Noel, Acting    |
| Engineer                      | 301-745-5818 | Dan Copenhagen       |
| Historian                     | 301-714-2211 | Sam Tamburro         |

Palisades District, extending from Milepost 0 (Tidelock) and to Milepost 42.19 (Monocacy River):

### Palisades District

|   |                           |
|---|---------------------------|
| 11710 MacArthur Blvd., Potomac, Md. 20854 |                           |
| District Ranger                           | 301-767-3720              |
|   | Margaret Anderson, Acting |
| Fee Collection Supervisor                 | 301-299-3603              |
|   | Paul Johnson              |

### Georgetown Visitor Center

|   |                |
|---|----------------|
| 202-653-5190  |                |
| 1057 Thomas Jefferson St., NW, Washington, D.C. 20007 |                |
| Supv. Park Ranger, Interpretation                     | Alyssa Baltrus |

### Great Falls Tavern Visitor Ctr.

|   |                |
|---|----------------|
| 301-767-3714                              |                |
| 11710 MacArthur Blvd., Potomac, Md. 20854 |                |
| Supv. Park Ranger, Interpretation         | 301-767-3702   |
|   | Alyssa Baltrus |

Western Maryland District, extending from Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

### Western Maryland District

|                        |              |                    |
|------------------------|--------------|--------------------|
| District Ranger        | 301-714-2236 | Leigh Zahm, Acting |
| Cumberland Subdistrict | 301-722-0543 |                    |
| Hancock Subdistrict    | 301-678-5463 |                    |
| Ferry Hill Subdistrict | 301-714-2206 |                    |

### Williamsport Visitor Center

|   |                 |
|---|-----------------|
| 301-582-0813                                  |                 |
| 205 West Potomac St., Williamsport, Md. 21795 |                 |
| Park Ranger, Interpretation                   |                 |
|   | Leslie Brodhead |

### Hancock Visitor Center

|                                       |                 |
|---------------------------------------|-----------------|
| 301-678-5463                          |                 |
| 326 East Main St., Hancock, Md. 21750 |                 |
| Ranger, Interpretation                |                 |
|                                       | Leslie Brodhead |

### Cumberland Visitor Center

|   |           |
|---|-----------|
| 301-722-8226                                    |           |
| Western Maryland station, Cumberland, Md. 21502 |           |
| Park Ranger, Interpretation                     |           |
|   | Rita Knox |

### OTHER USEFUL TELEPHONE NUMBERS:

|  |              |
|--|--------------|
| Georgetown Boat Operation                      | 202-653-5190 |
| Boat House at Fletcher's Cove (concessionaire) | 202-244-0461 |
| Carderock and Marsden Reservations             | 301-767-3731 |

## 24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677  
HAZARDS CHOH\_Hazards@nps.gov

**Along the Towpath** is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th of the month prior to publication. Electronic submission is preferred: [editor@candocanal.org](mailto:editor@candocanal.org).

**Editor:** Ned Preston

**Associate Editors:** Dave Johnson, Don Juran, Carl Linden, Nancy Long, and Helen Shaw



## C&O CANAL ASSOCIATION

Membership in C&OCA 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, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

C&OCA maintains a home page at <http://www.candocanal.org>. The webmaster is Matthew James Teigen ([webmaster@candocanal.org](mailto:webmaster@candocanal.org)). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

### 2007 Association Officers

**President:** Carl A. Linden, 6406 Ridge Dr., Bethesda, MD 20816 [president@candocanal.org](mailto:president@candocanal.org)

**First Vice President:** Rachel L. Stewart, 5914 Washington Blvd., Arlington, VA 22205, 703/237-4727 [firstvp@candocanal.org](mailto:firstvp@candocanal.org)

**Second VP & Level Walker Chairman:** Bill McAllister, 5500 Cordona St., Lanham, MD 20706, 301/577-4757

[levelwalker@candocanal.org](mailto:levelwalker@candocanal.org)

**Secretary:** Bill Holdsworth, 10 Radburn Ct., Rockville, MD 20850-2740, 301/762-9376 [w.holdsworth@att.net](mailto:w.holdsworth@att.net)

**Treasurer:** William Bauman, 1086 Adams Rd., Winchester, VA 22603, 540/888-1425, [treasurer@candocanal.org](mailto:treasurer@candocanal.org)

**Information Officer:** Ned Preston, 6306 Swords Way, Bethesda, MD 20817, 301/530-8153, [inquiries@candocanal.org](mailto:inquiries@candocanal.org)

**Board of Directors:** (terms expire in 2010): Bill Burton, Ron Howard, David M. Johnson, Thomas L. Perry, Marion Robertson; (terms expire in 2009): Steve DeLanoy, Bill Hibbard, Nancy Long, Marlow Madeoy, Dorothea Malsbary; (terms expire in 2008): Blair Bower, Jim Heins, George Lewis, Dward Moore, John Wheeler.

**Committees** (contact at the C&OCA mailing address/tel. no. above): Archives, Molly Schuchat; Environmental, Fred Mopsik; Festivals, Rita Bauman; Level Walkers, Bill McAllister; Membership Coordinator, Barbara Sheridan; Nature, Peter Whitney; Projects, Ken Rollins; Programs, Dorothea Malsbary; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins and Steve DeLanoy.

© Chesapeake and Ohio Canal Association, Inc., 2007

## Along The Towpath

Chesapeake & Ohio Canal Association

### *Please Note:*

Belonging to C&OCA is a wonderful experience. To join, or to give a membership to a friend, simply fill out and mail the new member form on page 21.

### *In This Issue*

|                                      |    |
|--------------------------------------|----|
| Centennial Initiative .....          | 1  |
| Volunteers Honored .....             | 2  |
| Partners and Projects .....          | 3  |
| News and Reports .....               | 4  |
| From The Association.....            | 8  |
| Announcements .....                  | 9  |
| Calendar .....                       | 10 |
| NPS Activities .....                 | 12 |
| The Bookshelf .....                  | 13 |
| Contributors .....                   | 14 |
| New Members.....                     | 15 |
| Accompanied by the Past .....        | 16 |
| The C&O Canal in the Civil War ..... | 18 |
| Across The Berm .....                | 19 |
| On the Level .....                   | 20 |
| New Member Form .....                | 21 |
| Around the Park .....                | 22 |
| Masthead & Directory .....           | 23 |

**CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.**  
P.O. Box 366  
Glen Echo, MD 20812-0366

**First Class Mail**  
U.S. POSTAGE  
**PAID**  
Woodbridge, VA  
Permit No. 70

**FIRST CLASS MAIL**



Membership Expires: Dec-2007

JOHN C. FRYE  
12968 LITTLE HAYDEN CIR  
HAGERSTOWN MD 21742