

# 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

September 2007

NUMBER 3

# Heritage Hike Set for Shepherdstown to Harpers Ferry Area

by Dorothea Malsbary, on behalf of the Programs Committee

The Association's annual Heritage Hike is scheduled for Saturday, November 3rd, in the historic area of Shepherdstown and Harpers Ferry. It will feature three hiking options along the towpath, a gala dinner, and a popular speaker. A reservation form is included in this issue.

We will gather for the hike in the parking area on the grounds of Ferry Hill plantation, off Rte. 34 on the Maryland side of the Potomac River across from Shepherdstown, WV, and near Lock 38. Hikers should be ready to board the buses by 10 a.m. They will be transported to one of the three optional starting points, and then walk back to their vehicles at their own pace. The starting points and approximate towpath mileages

are: Lock 34 near Harpers Ferry (11.23 miles); Dargan Bend (7.9 miles); and Antietam Creek Aqueduct (3.5 miles).

Prior to boarding, hikers will sign the required liability waiver forms and pay a \$5 per person bus fee. Exact change is appreciated. You are encouraged to bring your own lunch and beverage to enjoy on the hike.

Additional parking is available in a new National Park Service parking lot, just south of Lock 38 on Canal Rd., about 0.1 mile downriver from the Potomac River bridge. There is also some limited parking at Lock 38 near the Ranger Station. Participants using these parking areas should exercise caution when

Continued on page two.

# Memorial Donations to the Catoctin Aqueduct Project Honor Gilbert Gude

On Thursday, August 9, the C&O Canal Association presented to the Community Foundation of Frederick County contributions in excess of \$38,000 to aid restoration of the Catoctin Aqueduct near Lander, Md. The donations honor the late Congressman Gilbert Gude, an outstanding leader in the preservation of the C&O Canal and the Potomac River.

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Shown in the photo at left (from left to right) are: John Noel, Partnerships Coordinator, C&O Canal National Historical Park; Adrienne Gude Lewis, daughter of Congressman Gude; Carl Linden, president of the C&O Canal Association (presenting the check); Kevin Brandt, Superintendent, C&O Canal NHP; Mary Elizabeth Bowie, a trustee of the Community Foundation of Frederick County (receiving the check); and George Lewis, president of the Catoctin Aqueduct Restoration Fund, Inc. In the background is a remaining arch of the to-be-restored Catoctin Aqueduct.

### Heritage Hike, continued from page one.

walking on Canal Rd. and when crossing Rte. 34 on their way to the bus boarding point on the grounds of Ferry Hill.



Ferry Hill plantation, shown in a National Park Service photo.

At 4:30 p.m., we will gather in the Byrd Room of the Clarion Hotel in Shepherdstown for a cash bar Happy Hour, followed at 6 p.m. by a deluxe dinner buffet. The Clarion Hotel is located on Rte. 480 South, towards Kearneysville from Shepherdstown. Starting at Ferry Hill, cross the Potomac River towards downtown Shepherdstown. At a four-way stop, cross Rte. 45 and proceed a little more than one mile. When you pass a cemetery, look for the Lowe Drive and Clarion Hotel signs on the right. (The hotel sign is small and easily missed.) Turn right on Lowe Drive and proceed to the hotel at the end of a tree-lined driveway. There is ample parking.

The cost of the dinner is \$25. The buffet includes two salad selections, three different entrées with accompanying vegetables, rolls, butter, freshly ground and brewed South American coffee, decaf, hot or iced tea, and a dessert assortment of pies, cakes, and mousse. The food at the Clarion is excellent and the setting is attractive and welcoming.

After dinner, we will be informed and entertained by Jay Hurley, local resident and proprietor of O'Hurley's General Store in Shepherdstown. Jay is a former captain of the Rumseian Experiment, a re-creation of the world's first steamboat. He will provide a multi-media presentation of his recent adventures with several association members who explored British waterways on a narrowboat following the June 2007 World Canals Conference. This meeting will also provide an opportunity to learn about the upcoming World Canals Conference to be held in Kingston, Canada.

Included in this issue of *Along the Towpath* is a dinner reservation form, which must be received by Monday, Oct. 15, after which no cancellations or additions will be honored. For more information about the Clarion Hotel, see www.clarionshepherdstown.com. Also, please be sure to check our Association website calendar at www.candocanal.org for any updates regarding the Heritage Hike. If you have questions, please contact Dorothea Malsbary at programs@candocanal.org, or leave a message for her at 301-983-0825.

Participants with free time between the Hike and the Happy Hour may wish to explore historic Shepherdstown and its interesting shops. Consider staying overnight in the area, since

two free festivals will take place there on the same weekend. The American Conservation Film Festival will be held at the National Conservation Training Center of the U.S. Fish and Wildlife Service (see www.conservationfilm.org). Meanwhile, the Potomac Valley Audubon Society's Annual Potomac Arts Festival will showcase original arts and crafts that convey the beauty and inspiration of nature (see www.potomacaudubon.org).

For more on the history of the Heritage Hike route and area, see this issue's Accompanied By the Past column (p. 12) and Civil War section (p. 14).

#### Memorial Donations, continued from page one.

The death of Gilbert Gude on June 7 represented the loss of one of the C&O Canal's most effective champions. His life and achievements are described in an obituary on page 16.

C&OCA has received more than \$8,000 in memorial donations honoring Congressman Gude. Such donations continue to be welcome, and may be mailed to the Association at Post Office Box 366, Glen Echo, Md. 20812-0366. In accordance with the family's wishes, C&OCA is using these gifts to aid the Catoctin Aqueduct restoration. In addition, C&OCA made a grant of \$30,000 in Mr. Gude's memory. (This follows a separate \$25,000 grant that the Association made last year to the same cause.)

The combined memorial donations were received by the Community Foundation of Frederick County for its C&O Canal Current Initiatives/Catoctin Aqueduct Restoration Fund, which holds resources for the project. The restoration campaign is being spearheaded by the Catoctin Aqueduct Restoration Fund, Inc. (CAR Fund).

The memorial donations underscore the commitment of canal supporters to restore "the most beautiful aqueduct on the line" as the campaign enters its final, critical phase. On July 26, Maryland's Governor Martin O'Malley approved a request for \$1,728,000 of Transportation Enhancement Program funds for the project. The CAR Fund has raised all but \$300,000 of the needed match for these funds. To keep the project on schedule, the outstanding amount must be secured by the third week of October. (See the related article on page three.)

To further honor the late congressman, the C&O Canal Association announced the creation of a Gilbert Gude Potomac River Award. The new award will be presented periodically to recognize achievements in preserving the Potomac River basin.



George Lewis shows original Catoctin Aqueduct stones to Adrienne Gude Lewis (left) and Mary Elizabeth Bowie (center).

# CATOCTIN AQUEDUCT RESTORATION PROJECT

# It's All Coming Together: an Update

by George Lewis

The hot, dry summer of '07 has turned out to be quite kind and beneficial to the Catoctin Aqueduct Restoration Project. The 60 percent restoration design package has been completed and accepted.

A C&O Canal NHP team has worked diligently to recover, measure, number, and document hundreds of the aqueduct's cut granite stones, once thought to be lost. Next, they enlarged historic photos of the aqueduct, then measured, characterized, and numbered the image of each stone. The data was computerized and compared with the facial characteristics of each recovered stone. The location of those stones in the 1834 structure has now been determined, the missing stones have been simulated, full size templates of the aqueduct arches have been crafted; and yes, this unique stone jigsaw puzzle has been solved.

The Bike Patrol working out of Williamsport designed, constructed, mounted on a boat, and then raced their replica of the Catoctin Aqueduct in the annual Hancock Barge Bash (*see photo below right*). The award-winning aqueduct float was pulled throughout the race by an always faithful C&O Canal NHP mule. The Bike Patrol's "Troubled Bridge Over Water" float will next participate in The City of Frederick's October 6<sup>th</sup> *In The Streets* celebration and parade.

C&O Canal resident artist Tom Kozar has designed and painted an enormous Key that is now on display in the streets of Frederick, MD. (See photo next page). The restored Catoctin Aqueduct is depicted on one side of the key and the stately Monocacy Aqueduct on the other side. The key even has a name, "The Water Bridges of Frederick County." Tom's magnificent key to aqueduct restoration is reminiscent of the highly acclaimed C&O Canal / Justice Douglas panda he painted several years ago and displayed in Washington, DC.

On the 26<sup>th</sup> of July, Maryland's Governor O'Malley signed a letter approving a request for \$1,728,000 of Transportation Enhancement Program funds to restore the Catoctin Aqueduct. This long hoped for grant is the backbone of our business plan for restoration of the aqueduct. A memorandum of understanding has been drafted to manage transfer of the funds to the C&O Canal NHP and facilitate the timely advancement of the project. It is important to remember that these funds provided by the Governor require an equal match.

We have raised (donations, grants, pledges, in-kind services) all but \$300,000 of the needed match. To keep the project on schedule, to advertise it in late December, and to award the restoration contract in March of the coming year, we need to secure the outstanding \$300,000 by the third week of October. Now is the time that we need everyone's help to close the funding gap and move on to the hands-on work of this restoration. Getting our hands into history is going to be lots of fun and very gratifying to the C&OCA and to all advocates of

the old ditch and it's many accoutrements. (See related article on page one.)

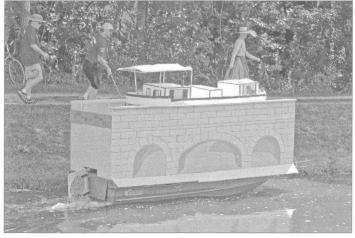


Above, C&OCA board member Dward Moore (left) congratulates Kim S. Cable, winner of the Catoctin Aqueduct benefit picture raffle held in April. Tom Kozar (right) created the image that she chose as her prize.

Below, second-place winner Craig P. Russell (center) and friend receive from Dward a picture of the aqueduct by Tom Engeman, designer of the "Forever" first class postage stamp. Photos by Jeanine Moore.



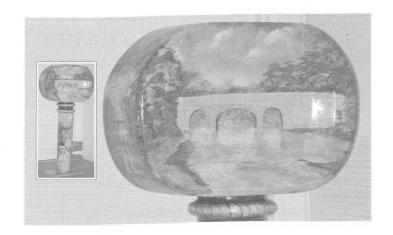
Below, Bike Patrol members guide their mule-pulled replica of the Catoctin Aqueduct at the Hancock Barge Bash on July 14. Photo: George Lewis



### Catoctin Aqueduct Restoration, continued.

At right are a full view and an enlarged detail of "The Water Bridges of Frederick County," a fiberglass statue of a key with its surface painted by Tom Kozar. The side of the key's haft shown here depicts the Catoctin Aqueduct, while the reverse offers a view of the Monocacy Aqueduct.

Tom's tribute to the two C&O Canal structures is one of more than 20 painted statues being displayed throughout the city of Frederick, Md., as part of a Keys to Frederick Art Project. The shape of the statues honors Frederick's historical association with Francis Scott Key. Photo: George Lewis



#### **NEWS AND REPORTS**

# **Big Slackwater Committee Report**

by Tom Perry

Our Big Slackwater Restoration Committee's special project this summer has been to provide a presence out on the detour to meet with bikers and ask them to sign petitions which will be collected and presented to the National Park Service. On selected Saturdays, volunteers from our committee and Association have taken turns standing at the downriver terminus of the detour.



On August 5, President Carl Linden presents a check for \$15,000 to John Noel (left), Partnerships Coordinator of the C&OCNHP, fulfilling C&OCA's pledge to help match a grant for a design study of the Big Slackwater project. Photo: William Bauman

We also took advantage of prior notification of 500 riders of the Rails-to-Trails Conservancy group who were to be on the now-extended detour on Monday, June 25. We provided a cold bottle of water to each one who stopped. Tom Perry was invited to address the whole assembled group at the river-bottom park in Williamsport, and in response their leaders indicated their intention to donate \$2,500 as a sign of support for our project (and so they have done).

Thanks go to our board of directors for authorizing the water and ice expenditures, and to Dward and Jean Moore for preparing labels giving our Association the credit, to Midge Heimer, Charlotte Loveless, Sue Miner, and Marcus Scott for greeting the 500 bikers.

Thanks also to our volunteers who have given their Saturdays to stand duty: Pat and Ken Heck, Ron Howard, Linda Hall, Carl Pedersen, Gary Naugle, John Ziegler, John Anderson, Charlotte Loveless, Pat Hopson, Bill Hibbard, and Dick Stoner, on whose property we gathered petitions on August 11.

Our final project of this year is an art contest within the Washington County Schools. We plan to recognize and reward the winners at our Heritage Hike dinner on November 3.

Editor's note: In the last issue of Along The Towpath, we reported that the new Centennial Challenge program offered an encouraging prospect for helping to fund the Big Slackwater restoration. On August 23, however, we were disappointed to learn that Big Slackwater is not among the three projects related to the C&O Canal NHP that have been selected as eligible for Centennial Challenge matching grants during FY 2008. (See page 22.)

# **Update on Environmental Issues**

by Ned Preston

At the June meeting of the C&O Canal National Historical Park Advisory Commission, the National Park Service distributed a briefing document that contained the following statement from the National Capital Regional Office concerning Georgetown University's proposal to build a private boathouse on land currently within the canal park:

"This topic of significant interest continues to be evaluated by the NPS. The environmental assessment generated numerous comments both for and against the NPS preferred alternative. A number of specific areas of inadequate analysis were identified by the public and the NPS believes that the existing document is not sufficient to base a finding of no significant impact. Consideration is being given to expanding on the analysis in these areas and issuing a revised environ-

mental assessment for public review. Alternatively, an environmental impact statement is also being considered. No decision has been made at this time as to the next steps in the process."

In Montgomery County, Md., the county Planning Board on June 28 rejected the appeal of a property owner who had submitted plans to cut trees and build a fence on land in Potomac that is adjacent to the C&O Canal NHP. On July 3, the County Council voted to enact Zoning Text Amendment 07-04, which will help to protect the canal park by placing certain limitations on new accessory structures (such as fences and sheds) within 200 feet of the park's borders.

In the same county, Council President Marilyn Praisner and Councilmember Marc Elrich have introduced Expedited Bill 14-07 to strengthen the Forest Conservation Law (FLC). Provisions include: prohibiting a building permit if land was cleared in violation of the FLC; requiring property owners who propose certain actions under the FLC to notify neighbors; permitting certain private civil actions to enforce the FLC; and amending the FLC's enforcement provisions. This legislation is of interest to C&OCA members, as a stronger FLC would assist in preserving wooded areas near the canal park.

### Volunteers-In-Parks Report

By Jim Heins

#### Work Party - is that work or a party?

In the case of the most recent VIP projects, both concepts apply. If you weren't there to help paint the inside of Rileys Lockhouse, or you weren't there the next month to fix up and paint the picket fence at the same lock, then you missed the party and the work associated with it. A total of 25 eager and enthusiastic volunteers put 173 working hours into those two sessions. Both projects took longer than anticipated, but everyone stayed through lunch to see them finished. Sitting around afterward quickly became a party of celebration.



Shown above at Rileys Lock (left to right, on the far side of fence) are Rachel Stewart, Rod Mackler, and John Noland. On the near side of fence is John Wheeler. Photo: Jim Heins.

In May, eight volunteers spent 40 hours on a very hot day, removing invasive plants from the Carderock area, also with a great sense of achievement.

By the time you read this, we will have had our August "party," at which we hope to paint picnic tables and to remove vegetation and structures inappropriate for a 19<sup>th</sup> century setting at Swains Lock.

Without a full-time volunteer coordinator in the park, our projects may be drying up, so VIP project dates for later this year are very tentative. However, we are pursuing potential activities and hope to speed up the required process of coordination with the Park Service.

If you haven't yet had the time to join us on one of these "work parties", please consider doing so next time around. Contact me at vip@candocanal.org or call me at 301-949-3518. Any additional projects this year will be announced by e-mail and posted on www.candocanal.org.

#### Talking Trash!

For the past several years, the Alice Ferguson Foundation has been sponsoring a major effort to make the Potomac River watershed trash-free by the year 2013. The Foundation has developed a treaty signed by more than 66 elected officials from our area to date. The idea of the treaty arose because, after 19 years of organizing the annual Potomac River Watershed Cleanup, the Foundation concluded that picking up everyone else's trash once a year wasn't solving the problem.

The Second Potomac Watershed Trash Summit, held this past June, focused on creating awareness of the issue and seeking solutions. Just as important as promoting the goal of cleaning our beautiful river is the need to spread recognition that the huge amount of trash in the Potomac Watershed works its way into the Chesapeake Bay and then to the Atlantic Ocean.

A keynote speaker, Dr. Sylvia Earle, world renowned oceanographer and marine biologist, shared incredible visuals, facts, and personal stories on the impact our trash flowing from rivers and streams is having on our oceans. It is very clear that cleaning up the seas is absolutely necessary -- but to do so, we must start at home with diligent efforts to rid our rivers of trash and debris.

Each of us must play a part in this giant effort. We need to educate ourselves and our children on how to be good stewards of our natural resources, and also practice what we preach. The C&O Canal Association is a group that can and should demonstrate and communicate this type of concern and behavior. I hope that we will be effective movers within our community. As your representative to this summit, I strongly recommend that the C&OCA consider:

- 1. Identifying a representative to work with the Alice Ferguson Foundation on the treaty;
- 2. Including some information in each issue of this newsletter to keep this problem and the goal of a trash free Potomac on the minds of our membership; and
- 3. Encouraging our members to involve non-members in "cleaning up our act."

*Note*: For more information about the Trash-Free Potomac Watershed Initiative, visit www.potomaccleanup.org.

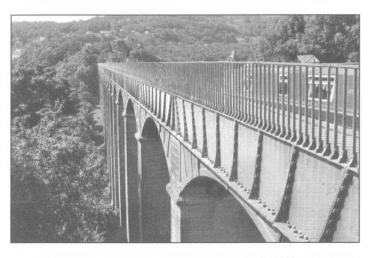
News and Reports continues on page nine.

### **World Canals Conference 2007**

by Dave Johnson

The 20th annual World Canals Conference was held during the week of June 11 - 15, 2007, at Liverpool, England. The conference was hosted by the Inland Waterways Association, with the theme "New Opportunities for People and Places." The conference was well organized and presented a timely and interesting program of speakers and field trips. During the week, delegates visited many canals in the Liverpool and Manchester areas and in North Wales. All logistics, from site visits to meals, went smoothly and efficiently. Much of the credit for planning and arranging the programs and tours must go to our good friend Roger Squires, who put together an event that all who attended will long remember.

Monday and Tuesday were dedicated to tours of canals in the region. The highlight of these trips was the visit to the Pontcysyllte Aqueduct on the Llangollen Canal in Wales. The aqueduct, one of the great wonders of the waterways, was built by Thomas Telford and opened in 1805. At 1,006 feet long and 126 feet above the River Dee, on nineteen arches, it is the longest and highest aqueduct in Great Britain. The water trough is cast iron, one of the earliest uses of that material on a large scale in the Western World. The trough extends under the towpath so that boats can pass with less resistence. After 202 years, the aqueduct is still in use, carrying boats across the valley every day. A few of the members of our tour rode across on a narrowboat, while the rest walked the towpath.



A narrowboat nears the end of Thomas Telford's 1805 Pontcysyllte Aqueduct across the River Dee in Wales. Photo: Dave Johnson.

Wednesday's program consisted of presentations at the Crowne Plaza Hotel. It opened with welcoming remarks from the conference chairman, John Fletcher, national chairman of Inland Waterways Association, and the Lord Mayor of Liverpool, Paul Clark. The program was organized into four segments, all related to the overall conference theme. The opening discussion was "Setting the Scene", which included the evolution of the Liverpool waterfront and a review of the renaissance of waterways in the UK over the past sixty years. This was followed by speakers who talked about the partnership approach to funding and trans-

national work in Europe, with a case study on the Roubaix Canal in France. After lunch, the topic was sustainable regeneration, with emphasis on managing change on historic waterfronts, a discussion of the impact of tourism, and creation of the Liverpool Link, which will allow boats to pass from the Leeds-Liverpool Canal to the docks along the Mersey waterfront.

The final session of the day covered community rewards and regeneration, social and environmental benefits, and rural regeneration. All of the speakers were well-prepared and delivered stimulating and interesting presentations. In the evening, the delegates were entertained at a gala banquet, with live jazz entertainment by a band called the Caldon Canal Stompers (who played some pretty good Dixieland, for Brits.)

Thursday was programmed for study tours and site visits. The day dawned with rain coming down (a forerunner of the weather that has plagued England all summer.) The rain continued on and off throughout the day. Unfortunately, it seemed to come down hardest while we were riding an open-top, double-decker bus to view construction sites along the Liverpool waterfront. The rest of the tour was on a regular motor coach, so the weather was less of a problem.

We began the day with a visit to the Stanley Dock lock flight, which will be an important part of the Liverpool Link. Proceeding to the Manchester area, we stopped first at Stalybridge to see how the restoration of the Huddersfield Canal brought a new focus to the town center. We visited two current urban renewal projects in the city of Manchester that will be built around restored sections of the Rochdale and the Manchester, Bolton & Bury Canals.

Our final stop was at Spike Island, on the Mersey River at the end of the Sankey Canal. This canal is alleged to be the first built in England, in the 1700s. All of the stops related to examples of regeneration, restoration and renewal, especially those which integrate reopened, historic canals into modern uses for the land in urban situations.

Returning to Liverpool, the delegates assembled in the lobby of the Crowne Plaza at about 8 p.m. and proceeded to Pier Head, where we boarded the Mersey Ferry for an evening cruise. A fine buffet was provided with a wide selection and all eagerly dug in. After dinner, the Beatles (or a reasonable imitation thereof) performed on the lower deck. They were very loud and sounded rather like the original quartet, singing their old songs. Since the C&O contingent were on the upper deck, we were somewhat shielded from the noise, but they could probably be heard on shore. The boat patrolled up and down the river until about 11p.m. and then dropped us off at the pier, to splash our way through the puddles to the hotels

The final session of the conference convened on Friday morning. The topics presented included the reconstruction of the Anderton Lift and how it acted as a catalyst for regeneration; the role of volunteers in restoration; and the revival of a brownfield site in Staffordshire. These were followed by invitations to future conferences and the presentation of the Dink Award for a blown-out IWA umbrella in Thursday's storm, which was jokingly designated as the conference's new logo.

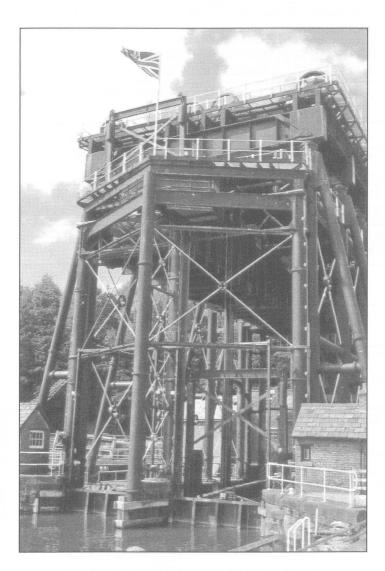
After lunch many of the delegates headed for the rail-road station, but one coach-load of us set off for Anderton to see the world's first hydraulic boat lift, now fully restored and operational. The weather had cleared and we enjoyed a sunny trip

tional. The weather had cleared and we enjoyed a sunny trip through the Cheshire countryside and towns. We boarded the

tour boat on the River Weaver and ascended the lift to the Trent & Mersey Canal. After we debarked at the top, we visited the museum and photographed the lift and boats on the canal.

The Anderton Lift was opened in July 1875 and operated hydraulically until 1908. In that year it was converted to electric power. It was taken out of service in 1983. British Waterways ultimately decided to restore the lift to its original hydraulic operation. Restoration began in 2000, and was successfully carried out over a two-year period. The lift was officially re-opened in 2002.

The lift raises and lowers boats 50 feet 4 inches between the Weaver and the Trent & Mersey Canal. Each of the two iron caissons is 75 feet long by 15 feet 6 inches wide, capable of holding two 72-foot narrowboats or a single 13-foot barge laden to a depth of 4 feet. It was the prototype for lifts on the Neufosse Canal, at Les Fontinettes, France (1888), the Canal du Centre at La Louviere, Belgium (four lifts, built between 1888 and 1917), and the Trent Severn Waterway at Peterborough (1904) and Kirkfield, Ontario. (All except Fontinettes are still in operation.)



The hydraulic boat lift at Anderton, which links the River Weaver and the Trent & Mersey Canal with a vertical lift of 50 feet. Photo: Dave Johnson



Tom Grasso, president of the Canal Society of New York State (left), and Carl Linden, president of the C&O Canal Association, discuss an important issue. Nobody knows what Sonny DeForge is telling Sue Day, of England's Horseboating Society. Photo: Dave Johnson.

Approximately 180 delegates attended the conference. While the majority were from the United Kingdom, delegates also came from Ireland, France, Sweden, Belgium, and Serbia. Attendance from North America was lower than in recent years, with only about a dozen delegates from the United States and an equal number from Canada. The C&O Canal Association was represented by President Carl Linden, Leif Linden, Sonny DeForge, and Dave Johnson. Other American attendees included Bill and Nancy Trout, Tom Grasso, Jeanie Allen, Keith Kroon, Nancy Gulik, and Bob Barth.

The World Canals Conference is a forum for advocates, historians and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education and increased public awareness of their value. The conferences have been held annually since 1988, with North American sponsors hosting those in even-numbered years and Europeans in the odd years. The C&O Canal Association and the National Park Service hosted the fifth conference in 1992.

The next World Canals Conference will be held at Kingston, Ontario, under the sponsorship of Parks Canada. The theme will be "Managing Canal Corridors in the 21st Century" and the dates selected are September 15 to 17, 2008. The conference will feature the Rideau Canal, highlighting canal management, stewardship and heritage presentation. Additional information is available on their website at www.canals2008.com.

The 2009 conference will be held in Zrenjanin in the Serbian province of Vojvodina. Zrenjanin is in a central location in the Danube-Tisa-Danube canal network, one of the biggest waterways projects in Europe. It is a unique hydro-engineering system for navigation, flood control, water supply, tourism, fishing and hunting. Building started in the 18<sup>th</sup> century.

In 2010, the conference will return to Rochester, New York. It will underscore the tangible accomplishments of the New York State Canal System in cooperation with government, business and the volunteer sector, and highlight local initiatives and innovative development schemes in urban and rural settings.

# C&OCA 2007 CALENDAR OF UPCOMING EVENTS

| DATE           | DAY         | EVENT (visit www.candocanal.org for updated event info)   |  |
|----------------|-------------|---|--|
| Sep 15         | Sat.        | VIP work party tentative date, time and details to be announced. 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 5K Run/Walk at Lock 29, sponsored by Point of Rocks Ruritan Club. For info: Pepper Scotto, 301/834-9907 or CatoctinKey@Gmail.com, or visit www.pointofrocks.org. Compete or just stroll to benefit the aqueduct's restoration.          |  |
| Sep 29 - Oct 1 | Sat<br>Mon. | Canoe trip in Paw Paw Bends area. Contact Barbara Sheridan (301/752-5436) or membership@candocanal.org.   |  |
| Oct 3-8        | Wed<br>Mon  | Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301/223-7010)  |  |
| Oct 6          |             | "In the Streets" Parade, Frederick, Md., 9 a.m. to 3 p.m. Contact Rita Bauman (540-888-1425) about helping to staff the C&OCA booth.  |  |
| Oct 7          | Sun.        | Board meeting at the Williamsport Memorial Library, 1 p.m. All welcome.   |  |
| Oct 13         | Sat.        | VIP work party tentative date, time and details to be announced Contact Jim Heins (301-949-3518 or c&ocanalvip@toyhouse.org)  |  |
| 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, Shepherdstown to Harpers Ferry area. See page 1 for details. A reservation form for the dinner is inserted in this issue.   |  |
| Nov 10         | Sat.        | Geology Series Walk #2, 11 a.m. Meet at C&O Canal NHP parking lot off Rt. 51 near the town of Paw Paw. Contact Marlow Madeoy (703-723-6884). Details on page 11.  |  |
| Nov 17         | Sat.        | VIP work party tentative date, time and details to be announced. Contact Jim Heins: 301-949-3518 or c&ocanalvip@toyhouse.org.   |  |
| 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,<br>2008 | Tues.       | Two New Year's Day Hikes, both at 10:30 a.m. <u>East</u> : Meet at White's Ferry (mile 35.5). Contact Pat White (301-977-5628) <u>West</u> : Meet at NPS' Cumberland Visitor Center (mile 184.6) by the mule statue. Contact Mary Huebner (301-777-0545). |  |
| A signed       | Waiver a    | and Release form will be required for many of those activities that are organized by the  |  |

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.

**An Invitation to Join the Association** ~ If you are not a member of the C&O Canal Association, please join! Benefits include: recreational and social events; volunteer programs; the opportunity to support the canal park; 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 that occupies the lower portion of the insert in this newsletter.

#### POTOMAC CONSERVANCY ACTIVITIES

Visit the River Center at Lockhouse 8, which is open on weekends, 10 a.m. until 2 p.m. through Oct 14.

Eventide: Gala Cruise on the Potomac from Washington Marina, 1300 Maine Ave., SW, Washington, DC, Wed., Sep. 19: 6:30 – 8:30 p.m. Dockside reception; 8:30 – 9:30 p.m., cruise. Contact: Christine Iffrig, Vice President of Development, Iiffrig@potomac.org or 301.608.1188, x206.

Growing Native Seed Collection Events: Since 2001, volunteers have collected more than 94,000 lb. of seeds and helped restore native hardwood forests along nearly 800 miles of streamside land. Among the Conservancy's seed collection events are a Tree Identification Walk: Sept. 16, 2-3 pm, Potomac Overlook Regional Park, Arlington, VA; and a Maryland Collection Event, Oct. 21, 10-noon, the Izaak Walton League Damascus Chapter in Damascus, MD. For more information on upcoming events, or to plan your own seed collection effort, contact: Colleen Langan, Growing Native Project Director, langan@potomac.org or 301.608.1188, ext. 211.

#### NATIONAL PARK SERVICE ACTIVITIES

Georgetown C&O Canal Visitor Center, 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 Muledrawn Canal Boat Rides, one-hour living history trips through Georgetown; fall schedule, Sep. 5 through Oct 28: Wed. - Fri. at 11 a.m. and 3 p.m.; Sat. & Sun. at 11 a.m., 1:30 p.m., and 3

p.m. An exception is that the boat will operate on Mon., Oct 8 (Columbus Day) and not on Wed., Oct. 10. Cost: \$7/adult, \$5/ senior citizens and children.

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; fall schedule, Sep. 5 through Oct 28: Wed. - Fri. at 11 a.m. and 3 p.m.; Sat. & Sun. at 11 a.m., 1:30 p.m., and 3 p.m. An exception is that the boat will operate on Mon., Oct 8 (Columbus Day) and not on Wed., Oct. 10. Cost: \$7/adult, \$5/senior citizens and children. Sights and Sounds of the Season, a two-hour nature walk led by a volunteer naturalist, 10 a.m., Sat., through Oct 27. 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 info.

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. The center is the contact point for information on 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) after Sep. 3 will operate on its off-season hours, 9 a.m. to 4:30 p.m., Wed.s through Sun.s.

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) is open daily, 9 a.m. - 5 p.m.

# NEWS AND REPORTS, CONTINUED

# **Festivals Committee Report**

by Rita Bauman

We appreciate the dedication of all the volunteers helping to represent the Association at community celebrations this season. Thanks to Dward and Jeanine Moore, for example, we operated a booth on June 9 at Brunswick's Potomac River Family Festival, where attendance was better than in previous years.

On June 23-24, Heritage Tour Days at Monocacy Aqueduct was, as usual, our event with the highest attendance, even greater due to the presence of the Rails-To-Trails bikers. Many thanks to: Karen Gray, who gave nonstop tours of the aqueduct; William Bauman, who set up and took down our exhibit, and answered questions; Bill Holdsworth, who was there on Saturday to talk about C&OCA; and Martha Shannon and Katrinka Westendorf, who did a great job on Sunday. We received many expressions of appreciation for the tours and our exhibit.

Thanks go to Ranger Rita Knox, who invited us to share the porch of the new NPS center at the Cumberland Canalfest on July 9. The location was much better than last year, and many people stopped to visit our exhibit and to talk about the canal. Thanks also to Nasra Sakran, who helped to staff the booth.

The Hancock Barge Bash on July 14 attracted more participants than in previous years. The Bike Patrol helped to set up our exhibit, and their imaginative barge depicting the Catoctin Aqueduct seemed to generate extra interest in our booth. We thank them, and also those who helped to staff the booth: Karen Gray; Carl Linden; Ken Rollins; Sonny DeForge; Mary Wheeler; and George Kennett. Mary and George are new members who serve as Level Walkers near Williamsport.

As of this writing, future events include Williamsport Days on August 25-26 and Happy Birthday Montgomery County! on Sept. 9. A 5K Run/Walk will take place at Lander on Sept. 29 as a fundraiser for Catoctin Aqueduct restoration. Visit www.pointofrocks.org for info and an entry form that you can print and mail (those whose forms are postmarked by Sept. 10 are guaranteed a T-shirt), or simply sign up at Lander on the day itself. The event will be fun for anyone who likes to compete in a race or just walk to aid an important cause.

On October 6, the Bike Patrol will convert their model of the Catoctin Aqueduct from a barge to a parade float for the "In the Streets" parade in Frederick. We will have a booth nearby, and if you're interested in helping staff it, please call me at 540-888-1425.

### 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 July 31, 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.

C&O BICYCLE
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Maureen & Bruce HUGHES
Karen L. JONES
Margie MARTIN
Robert J. McMANUS
Douglas & Marilyn MITCHELL
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The following donors made contributions in memory of Gilbert Gude:

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# THE ASSOCIATION WELCOMES NEW MEMBERS

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# FROM THE ASSOCIATION

#### From the President

The Passing of a Generation

Along the Towpath readers will note that our Across the Berm section honors five men, each of whom held the Potomac River and its C&O Canal in deep affection. Usually we may have one, occasionally two, or no memorial articles marking the passing of a friend of the river and of the canal. Yet the magnitude of these recent losses is not anomalous. We are seeing the passing of a generation. Those we honor here were members of the World War II generation. All were men of character, talent and achievement.

Among them: a wise scholar and statesman; a fine Park Service executive; a sharp-witted parliamentarian; the author of a classic canal guide; and an indefatigable towpath-walking lawyer. Despite different careers and backgrounds, they all liked nothing better than to be out on the towpath and the river. They all were generous in sharing their knowledge and experience of the river and the canal. They were all advocates of the canal's preservation and the protection of the Potomac's scenic and natural character.

Though touched by sadness at their departure, we know deep down that this time was to come. We canallers like to speak of death as "crossing the berm," a kind of gentle and poetic allusion to our common mortality. An image comes to mind of a companion walking with us down the towpath who at a certain point turns away and crosses over to the canal's other side.

For the uninitiated, the "berm" is the two-foot-wide or so horizontal top edge of the sloping canal wall that rises about a foot above the water surface on the canal's interior side.

Although these, our companions, have now left us, we have not been left rudderless. They have set the direction for us in the example of the salutary care they bestowed upon the great river and the historic canal they so loved.

Carl Linden

#### From the Editor

We appreciate the many interesting submissions from contributors to this newsletter. Unfortunately, there was not enough space in this issue for all of the photographs and articles that we would like to have included.

It's particularly unfortunate that we can't print Bill McAllister's account of the Georgetown to Pittsburgh ride of 500 bikers under the auspices of the Rails-To-Trails Conservancy, since that was a timely article on a topic of great interest to many Association members; however, we expect to include it in the next issue, along with other great winter reading.

I hope to see many *Towpath* readers at the Heritage Hike, either along the trail or at Happy Hour!

- Ned Preston

### **ANNOUNCEMENTS**

The C&O Canal NHP seeks additional volunteers to serve as Bike Patrollers on all sections of the canal. If you are interested in getting exercise while performing a valuable service to the park and its visitors, please contact Bike Patrol coordinator, Norman Liebow at liebow@comcast.com, or John Noel at 301-714-2238.

Removing vegetation from masonry along the canal can be futile or even counterproductive unless herbicide is applied. Now herbicide training is available so that one or more park volunteers can obtain the state license required for this important task. Anyone interested should contact Jim Heins at 301-949-3518 or vip@candocanal.org.

Artists Take Note: Tom Kozar is making plans for an art auction to benefit the Catoctin Aqueduct restoration. Artists who may be interested in donating works related to the canal should contact him at tomkozar@earthlink.net or 301-921-6345.

Step forward and take up the fascinating task of editing *Along The Towpath*! Desktop publishing software is available, or simply use Microsoft Word. For more information, contact Ned Preston at 301-530-8153 or inquiries@candocanal.org.

Many automobile break-ins have occurred this summer in parking areas from Locks 6 upstream along the Clara Barton Parkway. NPS suggests that it's best not to leave anything valuable in your car.

Help update information about food, lodging, and services by visiting the C&O Canal section of James Menzies' excellent website, www.bikewashington.org. Use the e-mail link there to correct or add to the data provided in his mile-by-mile guide, and send a copy of your message to inquiries@candocanal.org. The updated guide will help canal park visitors, and may eventually serve as a data source for a new edition of C&OCA's former Food & Lodging Guide.

Keep in touch between newsletters by regularly visiting C&OCA's web site, www.candocanal.org. Also, if you are not receiving our occasional update messages and wish to do so, make sure that we have your current e-mail address by sending your valid address to inquiries@candocanal.org.

# **Geology Walk Upcoming**

by Marlow Madeoy

Saturday, November 10, 2007: #2 of our Geology Walk Series: we will visit the Paw Paw Tunnel area to see various rock formations along the cut. Then we will walk downstream to show how the Potomac River meanders around the bends. On the return, we will hike above the tunnel portion of the canal. **Notice**: This is a steep uphill walk. The scenery will be spectacular, however, as we walk back downhill.

Aerial photos and geologic maps of the area will be provided as illustration during the walk. We will meet at 11:00 a.m. at the C&O Canal Historical Park parking lot off of Rt. 51 in Maryland across the Potomac from Paw Paw, WV.

If you are interested in coming, please call Marlow at 703-723-6884 or e-mail at madeoym@nga.mil and nancymadeoy@aol.com.

# ACCOMPANIED BY THE PAST by Karen Gray

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

### 2007 Fall Heritage Hike: Locks 34 to 38

Walkers who do the 11.23 mile version of the hike begin at Lock 34 at mile 61.57. It is located at the bottom of the valley down which Harpers Ferry Road descends to the Potomac. John Brown and his men came this way on October 16, 1859, en route to Harpers Ferry from the farm Brown had rented a few miles up the road. The lockhouse here was on the narrow strip of land between the lock and the river. Hahn reports that on a Christmas Eve "sometime before 1919" the locktender shot a man attempting to break in. The last locktender here was Willard "Coon" Goodheart and the lock was locally known in the last operating years of the canal as Goodhearts Lock.<sup>2</sup>

Less than a mile upstream is a cluster of major structures. The first of these, at mile 62.2, is the abutment for an unfinished masonry dam begun in 1859 that was intended to replace the dam immediately above it. That dam, now largely washed away, was first built in 1799 to provide water for the U.S. Armory canal on the then-Virginia side of the river. It was rebuilt in 1809, 1820, and 1828. Boats navigating the river prior to the C&O Canal's construction entered the Potomac Company's Long Canal from the pool behind the dam. The Long Canal—a sluice canal on the Maryland side of the river—carried boats around the rapids known as House Falls. In 1826, a lock gate was put in the upstream end to increase the water available to the armory.<sup>3</sup> In 1833, the C&O opened to Dam 3 and it is believed that its construction eradicated all or most of the Long Canal.

At mile 62.27, the path leaves the towpath and takes a semi-circular detour atop the Dam 3 guard wall. That wall extends toward the river with remains of Dam 3 on one side and the inlet canal that brought water to the main channel of the C&O, on the other. The path then passes over the now-largely-filled-in inlet or guard lock. (Note that inlet/guard locks bear the same number as their dam.) This inlet not only watered the C&O down to Dam 2 at the inlet beside Violetts Lock, but it also permitted boats capable of river navigation to pass between the canal and river. Beyond the inlet/guard lock, the guard bank curves back toward the towpath which it rejoins at Lock 36.

A mule crossover bridge once carried the towpath across the mouth of the inlet canal below Lock 35. With the bridge gone, a visit to Lock 35 requires a short roundtrip detour from Lock 36. The walk is well worth the effort, as the only drydock on the canal that is both readily viewable and in moderately good condition is located beside Lock 35.

In the low-lying area between the guard bank and towpath berm between Locks 36 and 35 are the remains of a lockhouse that Hahn associates with Guard Lock 3. Another large house is on the hillside above lock 36, and a fieldstone foundation is located 201 feet east of Lock 36. Hahn identifies the latter as the lockhouse for Lock 35 and cites a November 20, 1875 Shepherdstown Register report that the locktender Margaret Hardy had died in a fire here and that she had become locktender during the Civil War when her locktender husband was drafted.<sup>4</sup> Although Hahn identifies all three structures as lockhouses, canal company records indicate that initially only one lockhouse was built in this area between August 1836 and April 1837. Davies regards the lockhouse in the low area enclosed by the guard bank as that original lockhouse.<sup>5</sup>

Walkers will notice the relative remoteness of the 2.6 miles between Lock 34 and mile 64.2 where Back Road (formerly Shinran Road) comes down to the canal, which it parallels to the present day Dargan Bend Recreation Area. From the recreation area to Lock 37 is another such stretch, this one 2.07 miles. The entire level of 4.5 miles between Locks 36 and 37 is highly scenic as a result of the series of rocky bluffs and deep valleys on the berm side, and, much of the time, the close proximity of the river on the other side.



Historical view of Shinran limekilns. Photo courtesy of the National Park Service, C&O Canal NHP.

A third of a mile upstream from the Dargan Bend boat ramp are the ruins of the Shinran limekilns. Significant quarrying and other mining was done throughout this area by the Potomac Refining Company. In 1910, the company produced a 9" x 12", 24-page document promoting investments in their works here, promising possible earnings as high as "sixty dollars a second" from deposits of "manganese, limestone, marble, iron ore, fluxing rock, ochre, tripoli, fireclay, hematite, and dolomite." It also emphasized its "transportation facilities via Chesapeake and Ohio Canal to the world markets." A separate document was filled with testimonials by clergy and businessmen to the honesty of the company's officers and validity of their claims. Hahn states that the company abandoned their works here a mere two years later in 1912.

Lock 37, known as Mountain Lock, is located just shy of mile 67. At about mile 68.5 was McShanes (also known as Briens) Ferry (established by Edward McShane in 1792) and Sharpless Landing that was an early shipment point for limestone and lime from Wades Quarry and the lime kiln at Antietam. In 1833 when the canal was put through, a road culvert initially provided for river access, but it collapsed in 1837.

Davies indicates that a bank was placed over it and a pivot bridge (ruins of which can be seen at mile 68.85) was built by the Antietam Iron Works to provide river access. Wades (or Shaffers) Landing is located here, likely replacing the older landing downstream.

At mile 69.30, O'Briens Basin was located on the canal with a tramway between it and the works at Antietam. Records of coal shipments during the canal's busiest years in the early 1870s show Antietam received more coal than any of the other shipment points on the canal except for Georgetown and Williamsport. <sup>7</sup>

The Antietam Aqueduct at mile 69.36, like the Catoctin, was built with a central elliptical arch, but its smaller side arches are also elliptical, while those of the Catoctin were semicircular. Gibson, Noonan, Medler & Fresh, & Co. were the contractors and they constructed this aqueduct (108 ft. between abutments) between October 1832 and April 1835.

During Lt. Gen. Jubal E. Early's invasion in early July 1864, some of his men encamped at Antietam with orders to destroy the Antietam Aqueduct and the nearby locks as well as to burn as many boats as possible. Ultimately they left the aqueduct badly damaged, having torn down large sections of masonry on the berm as well as the towpath parapet. They also burned between 35 and 40 canal boats and four lock gates on the Antietam Division.<sup>8</sup>

At mile 70.68 walkers will pass the small community of Millers Sawmill and the location of Millers Basin on the canal. Confederate troops prevented Jacob Miller from using his mill from January 19 to May 14, 1862, and the mill served as a hospital following the battle of Antietam in September. When the soldiers left, they removed every usable part of the mill and had even cut down and burned his fence.

Packhorse Ford (also known as Botelers or Blackfords Ford) at mile 71.39 first became important to colonial settlers in the 1730s when the Colony of Virginia began to issue land grants in the Shenandoah Valley. The 1751 Jefferson–Frye Map showed a branch of the Great Wagon Road crossing here, although that map indicates the main route of this famous road crossed the Potomac at Williamsport. A couple years ago, I joined a group that walked across this ford—a remarkable experience made unexpectedly difficult by the slippery rock ridges with loose gravel and stones between them that run latterally across the riverbed and add to the challenge of staying upright in the unexpectedly strong currents (although the water that day was only about two and a half feet deep in the deeper sections).

At mile 71.63 on the now-West Virginia side of the river is the site of Battle of Shepherdstown that took place on September 19 and 20, 1862, as Confederate troops retreated from the Battle of Antietam. Also in this area are the ruins of the Boteler mill that provided significant amounts of hydraulic cement for C&O Canal construction and that afterwards was a major shipper on the canal, providing its cement mortar for many of Washington's early government masonry buildings. Just above the mill was a low dam that provided water to the mill and created a slackwater pool that facilitated navigation across the river from mill's landing to the canal's river lock.

As walkers approach the Shepherdstown area, they

will pass under the high trestle of the Norfolk and Western Railroad at mile 72.48 and bypass the line of stone piers from the Shenandoah Valley Railroad Bridge at mile 72.63. The river lock is at mile 72.65 and is now in ruins and filled in at the canal end. Upstream at about mile 72.8, a ferry operated prior to the first bridge and during periods between the bridges. Although historic sources are inconsistent, it is likely that the first ferry here was established by Thomas Swearingen in 1755—the same year that the Watkins Ferry was established at Williamsport. During canal operating days it was known as Blackfords Ferry after the family that owned Ferry Hill until it was sold to Robert Douglas (father of Confederate officer and author Henry Kyd Douglas) in 1848.

Just below Lock 38 are the abutments and pier of the third Shepherdstown bridge, which was built high enough to allow boats to pass underneath it. The first bridge in this area served from 1851 to 1861 when it was burned by Confederate forces. The second bridge served from 1871 to 1889 when it was washed away by the same flood that put the C&O Canal Company into bankruptcy. The third, opened in 1890, was washed out in the 1936 flood. The fourth bridge built over the upstream end of the lock, opened in 1939 and was removed after the 2005 opening of the current bridge—number five.

The cluster of buildings near Lock 38 was known as Bridgeport. The lockhouse, built between the river bank and the towpath, was constructed between September 1837 and September 1838—three years after this section of the canal opened in 1835. The lockkeeper here was also responsible for the river lock. The vulnerability of this area to floods is illustrated by the fact that the 1889 flood was 17 ft. above the towpath and in the 1936 flood it was 22 ft. above it.

It should be noted that Shepherdstown enthusiastically supported the C&O Canal even before the company was organized in June 1828. One of the earliest and largest of investors, the town pledged \$60,000 toward canal stock. It appears to have been the only town on the upper Potomac to make a substantive commitment to the works.

#### Notes:

- 1. Mileages are from Tom Hahn's. *Towpath Guide*, which were taken from the record kept by Orville Crowder on his 1959 towpath with a surveyor's wheel. The NPS mileposts do not always coincide with these mileages. They also vary from the mileages in William E. Davies' *Geology and Engineering Structures of the Chesapeake and Ohio Canal* (Chesapeake and Ohio Canal Association, 1999) that are based on C&O Canal Company surveys and those of B. F. Mackall and T. L. Patterson in 1896–98
- 2. Hahn, Thomas Swiftwater. *The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers.* West Virginia University Institute for the History of Technology & Industrial Archaeology Monograph Series, Volume III, 1996, p. 26.
- 3. Gilbert, David T. A Walkers Guide to Harpers Ferry, West Virginia. Harpers Ferry Historical Association, 1999. p. 130.
- 4. Hahn, Lock-Houses & Lock-Keepers, p. 27.
- 5. Davies, p. 218.
- 6. The author acquired a copy of these documents that include no publishing information. For Hahn's comment see his *Towpath Guide* for mile 65.10.
- 7. Davies, p. 229.
- 8. Unrau, Chesapeake & Ohio Canal Resource Study, pp. 758-759.
- 9. Ibid. p. 319

# THE C&O CANAL IN THE CIVIL WAR, a series by Gary M. Petrichick

# The Battle of Shepherdstown (Boteler's Ford), September 19-20, 1862

Note: This series has been designed to be every bit as logical and organized as my mind, therefore articles will be in no particular order; chronological, geographical, or otherwise. Keeping to that tradition, this quarter's piece has been <u>outsourced</u> to alert Association members of a threat to a historical site involved in one of the most significant canallriver crossings of the Civil War. The following has been adapted, with the permission, from publications of the Shepherdstown Battlefield Preservation Association, Inc. - G.M.P.

One the most pivotal campaigns of the Civil War was Gen. Robert E. Lee's Army of Northern Virginia's Maryland Campaign in September 1862. Opposing Lee was Gen. George B. McClellan's Army of the Potomac. Battles were fought at South Mountain on the 14th, Sharpsburg/Antietam on the 17th, and finally at Shepherdstown on the 19th and 20th. These battles prevented European recognition of the Confederacy and allowed President Lincoln to preliminarily issue the Emancipation Proclamation. The focus of the war changed and opened the path toward abolition of slavery. Thus the Maryland Campaign of 1862 can be considered the turning point of the Civil War

On the evening of Sept. 18, as Lee withdrew from the bloody fields of Antietam, he desired to continue his campaign. He had ordered Gen. J.E.B. Stuart's cavalry to Williamsport preparatory to re-crossing the Potomac. Preventing that plan was McClellan's advance to the Potomac at Shepherdstown, where Lee had crossed during the evening hours. With heavy artillery fire and a small portion of his Fifth Army Corps, the Federals wreaked havoc with a very under-strength Confederate rearguard commanded by Gen. William N. Pendleton.

The critical crossing, known locally as Shepherdstown Ford or Boteler's Ford, was located one and a half miles east of Shepherdstown. Just west of the ford was a cement mill and dam which offered another crossing. A deep gorge at the ford broke the bluffs on the south side of the river, and a road led west to Shepherdstown while the Charles Town Road led south. Now known as Trough Road, this dirt lane leading up from the river became the axis of attack for the Union army.

Late on Sept. 19, after driving off the Confederate infantry on the south bank of the river, the Union soldiers rounded up a few prisoners, secured several enemy cannon and waited for dawn. A panicked Gen. Pendleton rode toward Charles Town, reporting a disaster to Lee. Fearful of a disruption of his planned re-entry to Maryland, Lee ordered Gen. A. P. Hill's division to return to the ford in the morning and engage the Union pursuers.

On the morning of the 20th, Gen. Fitzjohn Porter, commander of the Fifth Corps, sent a larger force across the river. Soon Major James Lovell's small brigade crossed the ford. About one to one-and-a-half miles south of the ford, Lovell discovered a large Confederate force. He fell back slowly to the bluffs along the rivet, skirmishing with A. P. Hill's advancing Confederate division. Because Hill's troops overlapped the right, Col. G. K. Warren's brigade crossed the river to support Lovell, but was soon ordered to withdraw. Lovell followed, without loss, but other

Union troops were less fortunate.

Gen. James Barnes' brigade had been ordered to climb the bluffs west of Trough Road and help repel the Confederates. Quickly pushing a skirmish line towards Charles Town to meet Hill's Confederates, Barnes engaged the oncoming rebel force. It rapidly became clear that Barnes' men were outnumbered, as a large number of Confederates were visible among the farm buildings and cornfields in their front. Barnes ordered a withdrawal, but due to the stubbornness of Colonel Prevost of the 118th Pennsylvania Infantry, one of the new regiments in the army, his men stood firm. Trying to fire their weapons for the very first time, they discovered that they were defective. Unable to fire at the Confederates, and with no good access to a line of retreat, many of the Pennsylvanians fled in panic over the bluffs or were shot down where they stood. Prevost was severely wounded, and the surviving members of his regiment made their way back across the Potomac on the cement mill dam or by the ford.

The pursuing Confederates shot many Union soldiers as they crossed the rivet and losses were heavy for the 118th with 63 killed, 101 wounded and 105 missing, a total of 269 casualties. There were also another 100 casualties in the other Union forces engaged. The Confederate casualties were 33 killed and 252 wounded. This, the bloodiest battle in the state of West Virginia, ended Lee's hopes of re-crossing the Potomac.

— Dr. Thomas C. Clemens, President, Save Historic Antietam Foundation, Inc.

Save The Battlefield! The Shepherdstown Battlefield Preservation Association Inc. (SBPA), is a non-profit corporation formed to help preserve what is left of the site of the Battle of Shepherdstown, which took place over about one square mile. Most of the land east of Trough Road has been developed; however west of Trough Road and south of the Potomac are about 300 acres still in a condition similar to 1862. SBPA intends for the site to be preserved as a park dedicated to educating the general public of its historical significance.

In late 2004, a real estate developer proposed building 152 houses on 122 acres in the core of the site of the Battle. Known in 1862 as the Osbourne Farm, this land is located about 3/4 of a mile south of the Potomac, contiguous to Trough Road. The farm has a 200 year-old farmhouse with a hole in one wall caused by a cannonball from the battle. SBPA has attempted to purchase the farm, and members have obtained conservation easements on 84 acres within the core of the battlefield.

SBPA has applied for grants from the W.V. Dpt. of Transportation, and the Civil War Preservation Trust has agreed to provide matching funds. Meanwhile, SBPA continues to incur legal fees and expenses in raising awareness of the threat to Osbourne Farm. You can help by joining SBPA and making a contribution. For more information: write to Shepherdstown Battlefield Preservation Association, Inc., POB 3359, Shepherdstown WV 25443 (please include your e-mail address); call 304-876-7029; or visit www.battleofshepherdstown.org.

# ACROSS THE BERM

#### William J. Evans

Bill Evans, who died on July 20 at age 78, was a leading member of the C&O Canal Association for many years. He served as Treasurer from 1991 to 1995, a director from 1995 to 1998, and First Vice President from 1998 to 2000, and was chairman of the Legal Committee. During his term as vice president, he chaired the Bylaws Review Committee and was the principal author of the Association's current bylaws, adopted in 1999. He was also a member of the Monocacy Aqueduct Committee during its active existence.

Bill's interest in the C&O Canal began with his study of its history, particularly the protracted litigation between the canal company and the Baltimore and Ohio Railroad during the years when the two companies were competing for the right-of-way along the Potomac River. His preferred method of seeing the canal was from the saddle of his bicycle. On the annual Douglas and Heritage hikes, he usually started from the end-point, rode until he met the main group of hikers, and then turned around and accompanied them back.

After graduating from the Johns Hopkins University in 1950, Bill served in the Army during the Korean War. He then graduated from the University of Maryland School of Law. Bill became a trial lawyer, and was a partner in the Baltimore law firm of Miles & Stockbridge until his retirement in 1993. He was secretary and parliamentarian of the Maryland State Bar association for several years.

Bill's other interests included winemaking, beekeeping, and the study of the Welsh language. His great passion, however, was parliamentary procedure, an interest that began while he was still in college. He was a professional parliamentarian and parliamentary consultant, taught parliamentary law, and was president of the National Association of Parliamentarians from 1979 to 1981. He was a member of the authorship committee that wrote the revisions to Robert's Rules of Order Newly Revised from the 1970 edition through the current one, published in 2000.

— Dave Johnson

#### **Thomas Swiftwater Hahn**

We were saddened to learn of the passing of Tom Hahn. Newer members of the Association may know of Tom only as the author of the popular *Towpath Guide to the C&O Canal*. However, before he moved to Florida in the 1990s, Tom was one of the canal's most well-known supporters and a prolific writer. Those who knew him will remember a fun-loving hiking companion whose company was always enjoyed and whose knowledge of the canal was widely sought.

Tom was active in the C & O Canal Association for many years, and was a regular participant in the annual hikes and meetings. He served on the Board of Directors for more than two decades and was an early editor of *Along the Towpath*. In the late

1960s, he took over the Level Walker program, which had become dormant, re-establishing it as one of the association's major activities. In 1988 he was appointed to the C&O Canal Advisory Commission as one of the representatives from West Virginia.

Tom Hahn was a native of Kansas and a member of the Kansas Delaware Indian tribe, which made him a "medicine man." He had a long career in the U.S. Navy, where he specialized in naval intelligence and cryptology, retiring as a captain. He discovered the C&O Canal in 1948, during an early posting to Washington. During a later assignment to the National Security Agency, he became acquainted with Justice Douglas and began his active involvement with efforts to establish the national park.

After retiring from the Navy, Tom joined the National Park Service as a supervisory ranger on the restored section of the C&O Canal and lived in the lock house at Lock 6. Later, he worked as a consultant and industrial archaeologist for the NPS Denver Service Center Canal Research Team, compiling some thirty volumes of data on the canal. After completing his master's degree in industrial archaeology and doctorate in education, Tom was a consultant for the restoration of the Alexandria Canal tide lock and extended his earlier research in the Potomac Valley to include the natural cement industry. He was an adjunct professor at the Institute for the History of Technology and Industrial Archaeology at West Virginia University.

Together with Bill Trout and the late Bill Shank, he founded the American Canal Society in 1972. Tom was the first president of ACS, holding that office until 1979, and was also the first editor of the society's quarterly bulletin, *American Canals*. In 1973, Tom and Bill Shank created the joint publishing venture known as the American Canal and Transportation Center, through which they published many of the books on canals that we have all become familiar with. Most of Hahn's books dealt with the C & O Canal and the Potomac Valley.

Tom published the first section of the *Towpath Guide*, covering the canal from Georgetown to Seneca, in 1971. Three more parts followed during the next two years, completing the four-part set. They were revised periodically as new editions were printed, and in 1982 he combined them into a single volume. The *Guide* remained in print for many years, reaching some twenty editions.

In addition to the Towpath Guide, Tom's books include Chesapeake & Ohio Canal Old Picture Album (1976), George Washington's Canal at Great Falls (1976), The C&O Canal Boatmen 1892-1924 (1980), The C&O Canal, An Illustrated History (1981), and The Chesapeake & Ohio Canal: Pathway to the Nation's Capital (1984). Many of these books are now out of print and are considered collectors' items when they can be found. He was also the author, with Dr. Emory Kemp, of a series of monographs published by the Institute for the History of Technology & Industrial Archaeology, including The Alexandria Canal: Its History and Preservation (1992), Cement Mills Along the Potomac River (1994), Chesapeake & Ohio Lock-Houses and Lock-Keepers (1995) and Canal Terminology of the United States (1998).

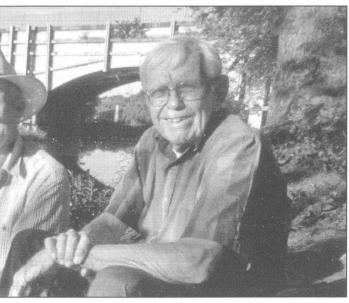
— Dave Johnson

# ACROSS THE BERM, CONTINUED

#### The Honorable Gilbert Gude

Our loves go far in shaping who we are. That Gilbert Gude was a man of great loves there is no doubt. He was deeply devoted to Jane, his wife, and his children—Adrienne, Sharon, Gilbert Jr., Gregory and Daniel. He loved God, his country, and his fellow citizens. He loved learning. He was an avid reader from boyhood on and developed a strong scholarly bent. During World War II he served in the Pacific Theater as a sergeant in the Army's medical corps. He was a graduate of Cornell's school of agriculture and earned a master's degree in public policy at George Washington. His knowledge of horticulture gave him a deep appreciation of the natural world and our dependence upon it.

Gilbert Gude was drawn to politics out of a strong sense of civic duty. For Gilbert citizenship and civility were one. This belief was mirrored in his friendly, calm, and thoughtful dealings with others. Gilbert was a patient listener to others, yet was his own man, a convincing advocate, and a leader. He was a quiet and unassuming patriot except on Flag Day. Each June 14 when he was a congressman he called out an honor guard for a salute to the colors with fife and drum, with reverberations that echoed through the halls of the Canon House Office Building.



Gilbert Gude at Monocacy Aqueduct. Photo: William Geiger (detail)

Gilbert Gude entered politics in 1953. He was a state legislator for 14 years, a delegate from 1953 to 1962 and then a senator from 1962 to 1967. In 1967 he was elected to Congress. Though a Republican, he won his House seat in the Democratic-leaning 8th district centered in Montgomery County. His interests as a legislator were wide-ranging, but his concern with natural and historical preservation and protection of the environment was central. For example, he drafted the provision in the Clean Air Act requiring yearly publication of auto emission levels. Locally, he worked for the creation of Washington's Metro system, noise reduction at DC airports, and the renovation of the Glen Echo amusement park as a public recreational facility.

Gilbert's abiding affection and affinity for the river and its canal stands out and was well known in our Association. He extended his hand to all who shared his dedication to these national treasures—the glorious work of nature that is the Potomac and its remarkable man-made twin, the historic C&O Canal.

Early on he became a leader in supporting the 17- yearlong campaign Justice William O. Douglas and the C&O Canal Association mounted to create the C&O Canal National Historical Park. In Congress Gilbert drafted the legislation which established the Park in 1971. With the Park a going concern Gilbert worked hard and steadily in support of the protection, preservation, and rehabilitation of its essential structures.

Gilbert's zeal for the Potomac and its lands was underscored during the summer recess of Congress in August 1975. A reporter suggested to Gilbert that a grand tour of the Potomac might be a good thing to do. At first he thought such a venture might be a bit foolhardy, but on reflection he decided that it was, in fact, a splendid idea.

Gilbert called together about two dozen fellow river enthusiasts and led them on a three-week-long trip down the Potomac valley. They started at the Fairfax Stone where the North Branch of the Potomac bubbles forth and ended almost 400 miles downstream at Point Lookout where the great river empties into the Chesapeake Bay. For the travelers the journey was an adventure, an exploration, and a mega-field trip combined. Perhaps there was a touch of the Louis and Clark spirit among them even though they were heading east not west. Neither did they travel in luxury. Rather, they went by foot, bike, canoe, horse, caboose, motor vehicle, and boat. At times the going was rough. They encountered unfriendly natives in some towns in West Virginia who didn't cotton to strangers passing through their precincts. On a stretch of abandoned Western Maryland Railway the hikers slogged along the rail bed, with the loose ballast stones shifting underfoot. To ease sore feet they climbed aboard a lengthy line of discarded freight cars clambering atop box cars and crossing over flat cars one after another until they reached firm ground. They climbed the 3,000 feet of Blue Knob, Maryland's highest point. The hardy band forged ahead unfazed. The rigor of travel eased as they headed down the broadening lower Potomac by boat, including "Old Barney," the light ship, and stopping at various ports of call. All along the way Congressman Gude met with local officials and citizens in Potomac River towns and villages. The trip was good politics, yes, but for Gilbert it was more a voyage of discovery than a tour of the hustings. Our long-time members, Nancy Long and Ken Rollins who were members of the Gude party cherish their memories of the trip as an unforgettable journey, a once-in-a-life-time experience.

Within the year after the river trip Gilbert, to the surprise of just about everyone, including his wife, Jane, announced that he was retiring from Congress at term's end. Many believed that he was unbeatable and could have easily won election to the Maryland governorship or a U.S. Senate seat. Daughter Adrienne Gude Lewis says her father explained that he had contributed his best as a legislator over many years, and that the time had come to let someone else with fresh ideas take his place. He was observing his personal term limit. Gilbert also made it clear that he had nothing against the political profession and viewed politics at its best as a noble pursuit.

Now freed from its constraints, he pursued his scholarly

and environmental interests. He served as the director of the Congressional Research Service for the next nine years. He retired again and went to Montgomery College to master the computer. Out of his field trips and study came two books about the Potomac and its environs: Where the Potomac Begins: A History of the North Branch Valley (1984) and Small Town Destinies: The Story of Five Small Towns Along the Potomac (1989). His text drew upon his many informal conversations with people of all walks of life living in the Potomac valley. His disarming and friendly manner led people to share their insights and outlook with him.

He also founded the Potomac River Basin Consortium of colleges and universities encouraging and supporting scholarly writing and research on the Potomac. Gilbert was a fine teacher and historian himself. Through the decade of the nineties he taught a course at Georgetown University on the Potomac region. The high point came when he took his students out along the Potomac to acquaint them first hand with its history, patterns of life, geology and ecology. Undoubtedly, he hoped his enthusiasm for the study of the world of the Potomac was catching.

If love is not too strong a description of Gilbert's relation to the Potomac and its lands, the same goes for the C&O Canal. Adrienne also says her father "did not just like the C&O Canal's aqueducts, he *loved* them!" When the Catoctin Aqueduct collapsed in a flash flood in 1973 he called for immediate restoration and repair of the beautiful and historic masonry structure. At his urging, the hand hewn stones that had fallen into the Catoctin Creek with the structure's collapse were collected and preserved, but restoration work was not undertaken. His fear was borne out that without prompt action the aqueduct would be forgotten. Now more than three decades later, a campaign to restore the aqueduct led by George Lewis is close to attaining its goal. In August 2005 Gilbert Gude was guest of honor at the dedication of a Catoctin Aqueduct Wayside exhibit and the rebirth of his aqueduct restoration initiative.

Gilbert was alarmed at the deterioration of the canal's key structures, which sustain the continuity of the C&O Canal and its integrity as a national historical park. He was particularly concerned that the Monocacy Aqueduct, the largest of the canal's 11 aqueducts, was also heading for collapse if not repaired in time. Gilbert lent his talent, energy, and prestige to the Association's decade-long effort to restore the Monocacy Aqueduct. He regularly attended the sessions of our Monocacy Aqueduct Committee and its successor, the Special Projects Committee, listening attentively and offering suggestions that contributed greatly to our success. That was Gilbert's style of leadership. He was a close listener, and did not leap to hasty conclusions. Once he was resolved the way was paved for salutary action.

The Canal Park celebrated its beautiful restoration of the Monocacy Aqueduct in May 2005. Over 300 people attended the rededication ceremony at the Aqueduct. No longer is this grand structure on the National Trust for Historic Preservation list of "most endangered historic places."

Not often do we meet someone of Gilbert Gude's measure. He was a strong but kindly leader who in a quiet but consequential way was deeply dedicated to the pursuit of the common good. He leaves a lasting imprint upon us as an outstanding citizen and friend. It was our great good fortune and privilege to have known him.

#### — Carl Linden

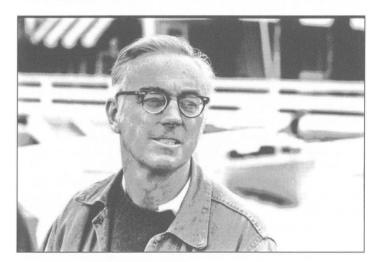
# Raphael "Rock" Semmes

Raphael "Rock" Semmes, 86, a Washington-area native who deeply loved the C&O Canal, died on July 6 at his home in Chevy Chase. Mr. Semmes grew up in Kensington and Chevy Chase and graduated from St. Albans School. He also attended Phillips Exeter Academy for a year, before enrolling at Princeton University, from which he graduated in 1943. He then entered the Army and served as a forward observer, directing artillery fire in Europe during World War II.

Mr. Semmes graduated in 1948 from the University of Maryland law school. He entered private practice as a patent and trademark lawyer and retired in 1986. He was a member of the Metropolitan Club and Chevy Chase Club.

Survivors include: his wife of 61 years, Carmel Semmes; four children, Alexandra Semmes Hansen, Andrea Semmes Faller, Raphael "Rocky" Semmes, Jr., and K.W. "Bill" Semmes; three brothers, Harry H. Semmes, Jr., J. Gibson Semmes and David H. Semmes; and seven grandchildren.

Below are recollections of Mr. Semmes written by two of his children.



Raphael "Rock" Semmes. Photo by niece, Toni Gardner

Over 50 years ago, long before the popular trend of "environmentalism," Raphael Semmes, known as "Rock," a prominent Washington patent attorney who lived here all of his life, noted and recorded the lives, frequency, and habitats of the birds, trees, plants and wild creatures along the C&O Canal. He always felt privileged to glimpse nature's secrets there because he knew they were fragile moments in time. He recognized that the soul of nature lies in its perfect balance, and that the canal was a microcosm of the entire earth's balance.

As a Marylander, born and bred, Rock's love of the canal began 80 years ago, when he was six years old. His first dramatic memory of the canal, however, was when he was 10 years old, when he and his brothers decided to build a raft - on site. The goal was pirate adventures. Of course this was a time when a boy could get away with such ideas. They pieced together the raft of sapling wood, secured it with twine and leather straps, heaved it into the shallows of the river, and jumped briskly aboard. The raft promptly sank, leaving the boys up to their knees in the river. Luckily it never traveled any further from shore!

# ACROSS THE BERM, CONTINUED

Later, when Rock had his own family, he took them every weekend to the canal. You could say that he raised them there. His four children had to walk fast and far to keep up with him. The walks were never really walks but hikes, and weather was never an issue. His children all learned to scramble along the Billy Goat Trail, and to keep away from the sheer cliffs along the canal. His children learned many of the lessons that the canal revealed. For example, they knew that if they smelled cucumber that a copperhead was close by, and that unlike other snakes, the copperhead would not get out of the way. They also knew that snakes are cranky when they just wake up from hibernation in the early spring, and that the gentlest of them is the kingsnake.

Sometimes out-of-town guests would join Rock's hikes, and they were invariably ready to turn around and go back after seven or eight miles, when he and his children had just hit their stride. But just as he would walk purposely onward, he would also just as suddenly stop to observe and marvel at nature - at a silvery spider web or a barred owl blinking in broad daylight across the water. On the canal Rock recognized the fantastic in the familiar. Later in his life, when Rock had retired, and took walks on the canal during the week as well as the weekends, he passed on his love of the canal to the next generation. One of his grandsons inherited his bird watching enthusiasm, and at six years old could identify a prothonotary warbler on the fly, and countless birds by their song, just like his grandfather. In extreme weather, Rock's wife would sometimes ask him why in the world he would want to go out on the canal, and he would reply, "Because you never know what you might see there today." He knew it may be nothing, but it also may be a once in a lifetime sighting.

Throughout Rock's life, and even up until his last days, his family could always find peace and stability with him walking beside him on the canal. He was a natural teacher. His lessons endured because he didn't lecture or instruct. Rather, be imparted the lessons nature revealed to him by sharing his enthusiasm for what he saw. He shared how to track the movements of a fox, how to hear a wood thrush, where to find the Ice Age carvings on the boulders at Great Falls. To be with Rock on the water's edge was to be continually surprised by joy: in the tiniest white wildflower fluttering humbly on the edge of the well trod path, in the iridescent blue flash of an indigo bunting, in a raccoon with its tiny human-like hands dipping into the river's lapping edge, or in the gentle wake of a wood duck. A month before he died, Rock took a six mile walk on his beloved canal. How fitting that on the last day that he could walk on his own steam to Widewater, his favorite place, he was joined by a congregation of more than 12 great blue herons.

#### — Alexandra Semmes Hansen

Dad loved to walk, and one of his favorite places for a walk was the C&O Canal. When we joined each other for a weekend walk, we usually meet at Angler's Inn or Carderock. But we mixed it up every now and then, and picked alternate spots.

On one occasion. Dad and I met at Viollets Lock and then followed the towpath downstream. The whole area there is lushly wooded, but about 3/4 mile down from the parking lot the woods open right up where you reach a small dog-leg in the ca-

nal. I stopped to take in the measure of the sky (my habit, which has regularly rewarded me with many fine bird sightings) and then looked towards the woods across the canal. Dad noticed me stopping, so he stopped, and then started in with a story.

We were looking across the canal at a little hollow in the woods. It is a small piece of level land, maybe 1/8 - 1/4 acre in size. It fronts right onto the water of the canal, and behind it and to either side of it are sheer drops of the rock common to the area. Dad mentioned that as a kid he remembered going by there along the canal, and that there was a little frame house sitting there in that spot. And he recalled seeing the family out minding their business there at their house. There is no road to that land connecting to anything, not then and not now. It was a Man and a Woman making their stand there in the woods. Living relatively happy (from what Dad could tell), and doing just fine.

Another story related to me by Dad during our walks along the Canal was about Uncle Harry, who once rented a rowboat at Swains Lock to do a little fishing in the river. He was enjoying a lazy day, doing mostly just a lot of nothing on a part of the river where the water was hardly moving, when a gentleman in another boat hailed him with a friendly "hello," and asked him if he knew the time. Uncle Harry reached into his waistcoat (because that's how people of his station dressed then) and pulled out his pocket watch. As he told the time, Uncle Harry noticed something very familiar about the gentleman, who was accompanied by another man, who was contentedly napping on the river bank. The man in the boat (with no watch) was President Calvin Coolidge, and the man on the bank was apparently his driver, who seemed to be his only escort. It was a simpler time than now.

Another story told to me by Dad concerned Pennyfield Lock, a favorite spot of his. There's a small framed house near the lock that belonged to Mary Pennyfield, who became the lock-keeper after the death of her husband. The remains of the house can still be found there, although the pile of tumbled down siding and porch boards is fast turning to dirt.

It was typical for folks to rent rooms for extra income, like an Inn, especially along the canal where people would come from out of the city to escape the heat, and fish and such. President Grover Cleveland used to stay regularly at the Pennyfield house. On his first visit, he enjoyed a good breakfast, and upon his departure, addressed the hostess: "Mrs. Pennyfield, now you can tell all of your friends that you met President Cleveland" To which she replied immediately and with equal vigor, looking him square in the eye, "And you Mr. President, can now tell your friends that you met Mary Pennyfield!". The story speaks to the hardscrabble pride and self-confidence of simple folk.

— Raphael "Rocky" Semmes, Jr.

# Superintendent Richard L. Stanton

Dick Stanton, who was superintendent of the C&O Canal National Historical Park from 1981 until his retirement in 1989, died in July. Dick's career in the National Park Service began in 1965 in the lands division, where he was responsible for land acquisition east of the Mississippi River. He moved to the Na-

tional Capital Region in 1972 as assistant director for cooperative activities. In this position he was the principal NPS liaison with the new C&O Canal Advisory Commission. Between 1977 and 1981, Dick served successively as regional director of the Mid-Atlantic Region in Philadelphia and the North Atlantic Region in Boston.

A native Washingtonian, Dick had a life-long love affair with the Potomac River. Following his retirement from the National Park Service he wrote a book, *Potomac Journey*, published by Smithsonian Institution Press in 1993.

The eulogy below was written by John Parsons and read by him at Dick's funeral on July 23.

#### — Dave Johnson

Dick was a leader, historian, author, storyteller, naturalist, teacher, defender of parks, canoeist and friend. His legacy, of course, is his love for the Potomac River, upon which he paddled over 9,000 miles, beginning in 1936. He knew every natural and man-made feature of the river and its adjacent canals and communities.

In 1993, former Secretary of Interior Stuart Udall said "More than any living individual I know, Dick Stanton deserves the appellation Riverkeeper of the Potomac." In his 1993 book *Potomac Journey*, Dick wrote "To know the Potomac you must drink it, swim in it, tremble as lightening strikes it, feel its icy cold, fight against its currents and all but drown in it. You must feel pulse through the bottom of a boat to be able to estimate the river's speed, understand its telling rock formations and contemplate the great forces that have caused so many changes in the Potomac over the millennia."

Dick had that rare combination of high intelligence, creativity, leadership, tenacity and a quick wit. When I first met him in 1967, I knew this was an exceptional man. Little did I know he would subsequently become my boss, mentor, professional peer, and dear friend.

His career in the National Park Service spanned three decades and he excelled in all five assignments that he was charged with, but the one he loved most was the last eight years he spent as Superintendent of the C&O Canal National Historical Park before his retirement on August 31, 1989. During his tenure there he received the Take Pride in America Award from the President for his efforts in rallying 8,700 volunteers to assist in the cleanup of the park after the devastating floods caused by Hurricane Juan in November 1985. Dick focused his efforts on the Boy Scouts and Girl Scouts in what he called the C&O Canal Cleanup Camporee. Their efforts saved the taxpayers over a million dollars in cleanup costs.

In 1974, Dick introduced me to canoe cruising, the art of traveling a river by canoe for a week or more, with self-contained provisions and shelter, camping each night along the way. It's a rigorous, dangerous, exhilarating and relaxing adventure that few undertake. In 1976, Dick decided that he would paddle from Cumberland to Washington in nine days in an effort to give visibility to the Potomac as a part of our Country's Bicentennial celebration. He invited me and his son, John, to accompany him, and it took us about three seconds to agree. This was the grandest of the forty trips that I enjoyed with Dick.

We always traveled in separate canoes which provided us with the opportunity to spread out along the length of the river and enjoy its ambience. Of course, it also gives one the opportunity to bring more stuff, which Dick was notorious for. He would fill his canoe from bow to stern, with little room left for him. Of course, all the bags and packs had to be tied into the boat in case it rolled over, or everything would be lost in the river. This required additional time at the beginning and end of each day with much chiding from his companions, to which he would retort, "I'm going light next time." To illustrate his problem, he carried one bag which had a different hat for each day including a chef's hat for the wonderful meals he would create for us along the way. Going light was a hopeless but worthy endeavor for Dick.

One of the features of our trips was something Dick called Friendship Night, when we would exchange gifts of \$3 or less in value. As many of you know, Sarah is a seamstress of the first order, and she created fabulous personalized bags for our gear as Friendship Night gifts, all of which I still have. Of course, these always upstaged our \$3 gifts but we couldn't wait to receive Sarah's next creation while complaining that our gifts paled in comparison. Dick would respond "Scotch makes a good gift because one size fits all and you don't have to worry about what color to get."

Dick also hosted large social canoe trips for 10-20 people, usually involving a member of Congress such as Gilbert Gude or Beverly Byron, and other dignitaries. These usually involved an overnight camp. In many cases, Dick would set up camp while I led the paddlers down the river. One afternoon, while he was setting up camp and cooking what he called "Stanton's world famous spaghetti," a couple came along the canal towpath and asked if they could camp here for the night. Realizing that this would not be a good fit, he replied, "Sure, but I should be honest with you. I'm setting up camp here for a group of men from a prison release program." They decided to go to the next hiker-biker up the river.

Dick had a little trick he liked to play on newcomers to the sport. While cruising down a smooth section of the river, it would suddenly sound as though he had turned on a motor in his canoe, to which I would respond on cue, "You're cheating! That's not fair!" When one places an electric razor on the aluminum hull of a canoe, it causes a very audible motor-like sound resulting in many laughs.

Dick kept journals of every trip, recording the water levels, weather, campsite, and each milestone along the way. They would be inwardly reflective about the meaning of this avocation. He sent me his journal of a trip he took to Walden Pond, which sums up the importance of being on the water in a canoe alone. "Solitude, then, is a frame of mind . . . a feeling not always requiring us to be physically alone but to be mentally free of distractions . . . alone in spirit with our own thoughts . . . providing the mind with a free backdrop to display all our innermost thoughts to ourselves. Solitude, oh, the quiet of it all. I will find it today for sure. No crowds line the shore . . a grackle . . . a spring robin . . . The sound of my paddle, the splash as my bow cuts the water."

In another journal of our trip on the South Branch, he wrote "My sweet Sarah helped me to carry things down to the river's edge. She carried a pack almost as big as she. What a joyful wife. She is precious and put up with my vagaries."

God bless you, my friend.

# ON THE LEVEL by Level Walker Chair Bill McAllister

The Level Walkers' dedication was reflected in an almost trash-free ride from Georgetown to Cumberland for those 500 of us on the recent bike trip to Pittsburgh. Most of the trash that I saw was an occasional water bottle, hat, or tissue that we sojourners inadvertently dropped. The only problems I noticed were tree limbs intruding on the towpath, which would be above walkers' heads but right in the face of bikers, and horse droppings — which, it could be argued, make the towpath more historically accurate.

We encourage all Association members to consider level walking, which is an excellent opportunity to participate in our park's upkeep and to discover new parts of it. Some levels are currently unassigned, and those in the heavily-trafficked areas need more Walkers. Current Level Walkers may also be assigned to additional levels. For information, please contact me at levelwalker@candocanal.org or 301-577-4757. Condensed highlights from

the past quarter's reports are below.

Level #1 Tidelock to Incline Plane. John Barnett: 5/1: The land between the Rock Creek parking area and the tunnel is slowly being eaten up with gravel surfacing surrounded by fenced enclosures for storage of racing skiffs. It looks like the devil, but maybe it'll take some of the pressure off having to have a Georgetown U. boathouse forced on us. 5/12: I removed four large bags of trash. 6/1: at Tidelock, two park maintenance men who had been picking up trash said that the policy now is to patrol the Georgetown area at least weekly and that mowing is being contracted, which probably explains why the Tidelock area has been mowed more frequently. They left me a supply of bags, and I assured them I'd continue to do my thing once a week. 6/8, 6/17, and 6/22: the towpath and surroundings have never looked better mowed and cleaner, with very little trash, which means the maintenance folks are continuing their visits. 6/29: much reconstruction of sidewalk leading from Lock 1 area to the Thompson's Boathouse parking lot. 7/6: the Tidelock lock and beach were really raunchy; I got one large bag and two small ones from there alone. 7/1: I reported a suspected illegal drain pipe just west of the 33rd St. footbridge discharging potentially dangerous water on the towpath. 7/12: I cleaned up the K Street-to-Rock Creek passage, which filled one of two bags collected. 8/3: the drain area mentioned above is again muddy, but better.

Level #2 Incline Plane to Lock 5; Bill Quinn: 5/10: the B&O Trestle looked great, with the graffiti noted in the last report now painted over. At the Incline, I met about eight bicyclists, some of whom were confused as to directions. One said that they were on their way to Pittsburgh, so I told them to stay on the towpath for about another 180 miles.

Level #3 Lock 5 to Cabin John Creek; Marcus Boorstin & Allisa Stern: 6/11: we met a couple of picnickers, some kayakers and canoers, and a man fishing for bass. Lock 5 was in moderately good condition, but with some serious plant life in its walls and one wall starting to erode. The guard lock was in good condition, although the inlet channel was unusually high. A moderate amount of trash was along the path, with more near locks. 7/5: Much less trash this time and fewer people on this weekday morning.

Level #4 Cabin John Creek to Lock 14; Carolyn Reeder: 6/4, Flora: in bloom were only daylilies, a patch of chickory, one mimosa, and unidentified plants with white blossoms; lush growth of poison ivy, stinging nettle, and jewelweed; some cattails and invasive roses; wineberries setting fruit; invasive tree-of-heaven kudzu. Fauna: fishermen reported catching perch, sunfish, and a catfish; lots of dragonflies and turtles; six Canada geese; grackles; sparrows; heard Carolina wrens. Larry Heflin: 5/11: dead fish floating downstream, some seem partially eaten. A pair of Canada geese at Lock 8 have one gosling; a pair at Lock 10 have two. Lots of wine colored lady-bug-sized bugs at Lock 10 water fountain, and raspberries filling out along the towpath. 6/19: poison ivy seems unusually rampant, and much Paw Paw fruit beginning to grow. A 30" snake (a common water snake?) was at Lock 8, and a beaver between Locks 11 and 12. 7/1: I have awarded myself a medal for garbage removal from Lock 8 porch. 7/31: aggressive beaver alert! Between Locks 11 and 12, two separate walkers reported a beaver near the towpath interacting with their dogs. One dog suffered a bite on the ribs and its leash was partially cut by a bite. I also saw the beaver near the towpath about 7:30 p.m., passed hurriedly and was not attacked.

Level #5 Lock 14 to Bridge at Cropley; Bobbie Thorberg: 6/7: flora very lush. Fauna: A deer was at the water's edge across from towpath, unusual at midday. Eroded areas on canal side of towpath are an on-going problem, and NPS efforts to repair them very evident.

Level #7 Great Falls Tavern to Swains Lock (21); Alan and Rebecca Hedin: 5/26: fauna: birds (great blue heron, Canada geese, starlings, American crows, tufted titmouse, phoebe); butterflies (swallowtail, zebra swallowtail, yellow sulfer); fewer turtles than expected. Flora: invasives include garlic mustard going to seed, wineberry, Japanese honeysuckle, and multiflora rose; others include daisy fleabane, golden ragwort with a few blossoms and lots of seeds, iris, and field chickweed. Susan VanHaften: 6/16: several people thanked me for picking up trash. This was a bikers' day--there were 151 bikers, 144 walkers, 28 joggers, two fishermen, three kayakers, six canoes, and one lone dog.

Level #8 Swains Lock (21) to Pennyfield Lock (22); David and Nicole Mitchell: 5/27: observed deer, turtles, frogs, small fish. Sweet smell of wild flowers, wild strawberries all along the route. Dan Snyder's tree cutting is a travesty. Dottie Cousineau: 6/24: park very active with two large running groups, other runners, walkers and dogs; 34 cars in the parking area and four tents in the camping area. Notable wildlife: rotund blue heron and wild turkey. Many vivid tiger lilies.

Level #9 Pennyfield Lock (22) to Seneca Aqueduct; Mike Schuchat: 7/17: growth must be at maximum. Many birds singing, but none seen except one cardinal. Lots of noise at Seneca with birds and kids. I saw 87 bikers coming from Pennyfield, but only four on my way back. It was warm when I started but very hot when I finished — the bikers were smart.

Level #10 Seneca Aqueduct to Milepost 25; Charles Mason White: 5/16: A snake that appeared to be a young rattler was resting on the towpath about 500 yards west of milepost 24.71. The towpath was hard, dry and dusty. I cleared it of a large number of limbs and sticks. Level #11 Milepost 25 to Sycamore Landing; Charles Mason White: 7/4: foliage along the towpath is quite heavy. Its surface was firm, yet easy on the feet. 7/26: the sides of the towpath seemed to have been mowed recently and the walking surface was soft but not sloppy. Marv and Sandy Kahn: 7/22: we met 120 bikers (including three bike patrolers and one infant in a trailer), five hikers, three joggers, two horseback riders, and a party of three carrying a boat. With ruts filled, the towpath is in the best condition since we started our level walks. Level #14 Harrison Island to Whites Ferry; Sharon Freedman: 5/13: spent Mothers Day on Level 14 with my two daughters. There was little trash and we hardly filled our bag. The path was in great condition.

Level #15 Whites Ferry to Woods Lock (26); George Wyeth: 6/2: I biked the level because of a steady drizzle that got heavier as the day went on; nonetheless, it was a pleasant outing. I found very little trash and met few other people, not surprisingly. A variety of common but interesting wildlife: two tortoises of different species walking across the towpath; a deer that stood in the path staring at me until I was about 20 feet away; a wood duck with babies. The canal and path looked in good shape. There was more water in the canal than usual.

Michael Cianciosi: 6/30: The algae found in the though there was graffiti on the wall by the path. Paw paws, not ripe yet; cardinal flowers; lots of canal water this time of year covered about 75 Level #31 Lock 40 to Marsh Run Culvert; Mary- poison ivy on trees. percent of the water east of the Dickerson power Fran and Todd Stotler: 5/8: we filled one bag Level #47 Little Pool to Hancock; George Kenplant, and about 10 percent to the west. I'm not with trash and one with recyclable bottles. We nett: 7/17: on this weekday, usage was generally sure why it's so different. I saw only about half a met two runners, and were treated to sights and low, but moderate at the Tonoloway boat ramp dozen turtles sunning themselves, but saw lots of sounds of many birds, especially woodpeckers, area. Very little trash, but I moved a couple of dragonflies, and heard a clicking noise probably out in full force! All in all, a great walk! made by insects. A large bird that appeared to be Level #32 Marsh Run Culvert to Dam 4; Dave hornet's nest that blended in pretty well with the a buzzard was at mile 41.9, and a wildflower in and Kathy Peterson: 7/27: the towpath is in wall of Lock 51. Hope no one gets stung! that area that I don't remember on this level good condition from the dam downstream to Level #48 Hancock to Round Top Cement Mill; before. I believe it was lizard's tail - its flower about Mile 84, here we focused our work today. Bill Hibbard: 7/22: 14 cyclists, seven deer, no was a white elongated cluster. Spheres (fish eggs We enjoyed seeing lots of swallowtail butterflies walkers. Conditions of note at White Rock: latch maybe?) about 4-6" in diameter were attached to and damselflies in the plants along the riverbank. on toilet inoperable; only five trash bags in distree branches under the water near mile 41.1.

Allan Jelacic: 5/12: spring blooms were very abundant, with wild flowers at their peak, including violets and bluebells. A few butterflies darted about, but tended to pass through the area rather by Potomac River Day and Earth Day volunteers. beautiful, reasonably cool day, with litter down than linger as residents. Marlow & Nancy Level #34 McMahon's Mill to Opequon Jct. Hiker- from what I've usually collected. It was great! Madeoy: 5/13: On the towpath, I encountered Biker; Linda and Tom Perry: 7/27: the towpath Level #61 Town Creek Aqueduct to Lock 68; Ste-18 walkers, one with a poodle, and, amazingly, is very rough at the areas that jut out into the ven Johnson: 7/19: The water level in the canal 70 bicyclists. Two of them had been on the trail river. I thought that the area was closed for that is down significantly, due to drought. The lock-

for a week, riding from Pittsburgh.

5/12: I heard the calls of cardinals, wood thrush, Gary Naugle: 5/17: much mud, since the tow-smoothed out the towpath. Pass on to anyone tufted titmouse, pileated woodpecker, and the resounding tap-tap-tap of woodpeckers. Wildflowers were blooming in profusion. I usually make the walk before foliage makes it harder to see trash, but was late this time and there were Meinke: 5/12: Flowers coming out made the have given birth, as an adolescent bird checked more leaves than I had expected.

Level #23 Lock 33 to Dam #3; Susan & Bill Morrison: 6/10: a tree that the beavers were gnawing in Nov. 2006 is no longer there. All looked safe. Beautiful afternoon; people were mile 96. The grass at Lock 44 should be cut soon. wings and honked at me, while mom waddled

having lots of fun.

McGowan: 7/24: picked up only 1/4 bag of from mile 99 to 103. and round-trip walk was Level #62 Lock 68 to Oldtown; Bob and Joan trash; a park employee was cutting branches and very enjoyable! Human usage: three fishers, 64 Mischler: 7/27: thanks to excellent maintenance,

removed a tree from across path.

Level #25 Dargan Bend to Lock 37; Carol and 11 dog walkers. destrians but myself. One biker reported equestrian traffic, confirmed by plentiful droppings.

bird and more bees than usual. 6/30: 32 bikers, Campground, which seemed well-maintained. shrubbery appears to have been cut. A biker reported seeing a fawn being fed by his mother.

Level #27 Antietam Aqueduct to Shepherdstown Lock (38); Gil Hill and Carol Galaty: 6/3: NPS had done an excellent job of mowing the sides of the path and someone had done a great job at branches; water level in Big Pool was low. Lock 38 was also in good shape, and NPS has major. Canal has no water in it this time of year mile 181 to Cumberland terminus is in great

Level #16 Woods Lock (26) to Monocacy Aqueduct; made a nice trail up Ferry Hill to Rte. 34, al- 'til you come to lower end of Little Pool. Flora:

Level #33 Dam 4 to McMahon's Mill; Karen penser; almost trash-free. Level #19 Point of Rocks to Catoctin Aqueduct; Gray: 5/12: the supply channel above the inlet Level #52 Sideling Hill Aqueduct to 15 Mile Creek ried into it by water backing up from the river saw a mother duck with five of the smallest duck-Level #21 Lock 30 to Lock 31; Ron Howard: rocks falling from the cliffs. Tom Perry and trees have been removed and some resurfacing has 500 on their way to Pittsburgh. 7/31: Park em- ers. I walked around a family of Canada geese on Level #24 Dam #3 to Dargan Bend; Howard Kennett and Mary Wheeler: 7/13: We covered amnesty and kept on going. bikers (only 14 wearing helmets), 23 hikers, and this part of the canal is as smooth as it has been in

Don Juran: 5/27: lots of swimmers at Dargan, Level #43 McCoy's Ferry to Fort Frederick; Dick geese (19 adults, 2 babies), numerous turtles, a boats brought up and down the ramp, both pic- Ebersole: 5/28: Lock 43 has water in the lock; nic tables in use. Upwards of 80 bikers, no pe- the lock's gates are falling apart, but its stone wall is in nice condition. The lock house seems to be Queen Anne's lace, lemon mint, milkweed, flea-Level #26 Lock 37 to Antietam Aqueduct; Jack not long ago. Karen Gray: 6/2: lots of squirrels daisies. Red berries on fly honeysuckle in abunand Karen Forster: 5/12: flora: purple, white and small birds were in the trees, and an owl dance. 8/4: Canal is drained for culvert installaand yellow wildflowers on the Mountain Lock called a number of times. I met 14 bikers, in- tion between Locks 68 and 69; a lot of water half, standing up to three feet tall; dandelions cluding two bike patrollers, and no walkers. seeping out from the side walls of Lock 70. Malthroughout. Fauna: one unusual small pure blue About half the campsites were filled at McCoy's lards, numerous turtles, a great blue heron, a

four walkers, three equestrians. All facilities in Level #44 Fort Frederick to Ernstville; James Bigood shape. Wildflowers were gone and low-level asco: 7/21: Towpath surface in good shape, but Level #65 Spring Gap Rec. Area to Lock 74; Bill vegetation is starting to creep in from the sides in and Marsha Romano: 5/25: Wildflowers bloomyoung fawns, and a flock of turkeys and their young closer to Hancock. John Bowman: 5/22: Towpath dry and hard; very few sticks or and purple blossoms were everywhere. We en-

assuring there was no trash! We noticed a lot of Level #46 Licking Creek Aqueduct to Little Pool; graffiti on the Railroad Bridge. The Antietam Margie Knott and her two dogs: 7/28: a few Level #68 Evitts Creek Aqueduct to Wiley Ford Aqueduct was in good shape and free of trash. holes that could be filed in towpath, but nothing Bridge; Bob and Joan Mischler: 6/16: Path from

fair-sized tree limbs from the towpath. We saw a

lock was free of the extensive debris usually car- Aqueduct; Mary-Fran and Todd Stotler: 5/14: when it is very high. I assume that it was cleaned lings I had ever seen! Roger Winter: 6/25: A

reason, but learned that it was for fear of more house porch continues to deteriorate, but downed path was recently under water in this area. At using the Aqueduct parking area: during seasons about mile 88.6, an huge pile of river debris on of low water, the Town Creek banks have a the towpath needs removal by power equipment. booming copperhead population. Steven John-Level #37 Falling Waters to Lock 44; Russ son: 5/27; eagles that I have sighted before must walk very nice. 6/25: One walker, one jogger, one me out near the wide round turn of the canal. It Park Ranger, and 170 bikers, mostly from the still had the white tipped and striped wing feathployees were adding gravel to the towpath around the towpath, but dad got an attitude, flapped his Level #38 Lock 44 to High Rock Quarry; George over and nipped me on the shin. I gave them all

at least a year, despite some puddles. Canada pileated woodpecker, and a goldfinch. In bloom: ground ivy, dame's rocket (a few), crown vetch, in good condition and has been painted white bane, wild onion, couple of waterlilies, and white black rat snake, a groundhog, a deer, lots of gnats.

Also saw a few Joe Pye weed in bloom.

some places. Saw a number of deer and their very ing including dandelions, mayapple, white and purple violets, Va. bluebells, and black-eyed Susans. The delicate pink, yellow, blue, white joyed seeing and listening to bluejays, cardinals, woodpeckers and ducks.

### From The Superintendent

By Kevin Brandt

Over the last few months I've been asked to articulate what I see as the differences between the long-standing C&O Canal Association and the recently formed C&O Canal Trust. First, let me start by saying many national parks have long had multiple 'friends' groups.

At the C&O Canal National Historical Park we are fortunate to have two long-time friends groups in the C&O Canal Association and the Friends of the Historic Great Falls Tavern. These two groups have played different but complimentary roles over the years as determined by the interests of their membership. In addition to a continuing relationship with these two groups, we work closely with more recently formed groups like the Potomac Conservancy and our cooperating association, Eastern National.

Still, the park's impressive array of partners and friend's groups was missing a component that has today become an important means to accomplishing park projects and programs. The missing component is a partner whose primary purpose is to work in cooperation with the National Park Service to find major funding sources for projects and programs that protect, preserve, and enhance the cultural and natural resources and the visitor experience.

Other parks around the country have friend's groups working similarly on their behalf. By way of example, the Grand Teton National Park Foundation and the Yellowstone Park Foundation have both raised more than \$15,000,000 for new visitor centers as well as fund much smaller but equally important needs at these two parks.

The Association's role is far different and just as important. It is based on the legacy of Justice William O. Douglas and a half-century-long tradition of being the voice for the Justice's vision for the canal. The role has often included making donations to the park but also taking the park to task when the NPS has strayed from Douglas's vision. In addition, the Association serves to raise public and political awareness of the park, its needs and potential.

I believe that both the volunteer-based enthusiasm of the C&O Canal Association and the professional expertise of the C&O Canal Trust will be needed to help the C&O Canal National Historical Park truly reach its potential. By working together and with other significant partners up and down the canal there is nothing we can't accomplish!

The C&O Canal Trust's website will soon be on-line and will have a wide range of information of interest to canal and park enthusiasts. Visit www.canaltrust.org to see what's new!



### Awards Honor Docents, Superintendent

From a July 20 National Park Service news release

On July 20, the Interior Department recognized the 2007 Take Pride in America National Award recipients for outstanding contributions to public lands. Two of the 18 national awards went to the C&O Canal National Historical Park.

Riley's Lockhouse Docents were awarded the Youth/Youth group award. For over 30 years, the volunteer docents have trained Girl Scouts USA troops, who then served as volunteer interpreters at Riley's Lockhouse. Dressed in period clothing, the Girl Scouts lead tours and demonstrate of activities of the time. In 2006, 295 Girls Scouts provided 1,180 hours of this historical interpretation.

C&O Canal Superintendent Kevin Brandt was awarded the Federal Land Manager award for the National Park Service. He has consistently promoted volunteerism as a way for the park to build stewardship and to further its mission. Under Brandt's guidance, 2,461 volunteers contributed 53,228 hours in 2006 alone. The value of this time is estimated at \$960,233. Volunteers serve as Bike Patrollers, staff visitor centers, perform trail repairs, remove invasive plants, paint, remove trash, install way-side exhibits, and landscape heavily visited areas. Under his leadership, the program won the 2005 Take Pride Award for the most outstanding volunteer program in the federal government, and numerous awards for individual and group volunteer efforts.

# **Proposals Eligible for Matching Funds**

From an August 23 National Park Service news release

The C&O Canal National Historical Park has three projects among the 201 proposals announced by NPS and the Interior Department on Aug. 23 as eligible for Centennial Challenge matching funds for FY 2008. The projects involve: expanding the Bridging the Watershed program to engage underserved youth in the D.C., Md., Va. and W.Va. region by providing science and history field studies; creating a series of bilingual audio and video podcasts about sites in the C&OCNHP and in the George Washington Memorial Parkway; and creating a website and a series of public programs and educational projects concerning the Civil War in Maryland and West Virginia.

Congress has yet to finish legislation necessary to create the public-private Centennial Challenge program, but NPS Director Mary Bomar expressed optimism. Locally, C&OCNHP Superintendent Brandt described non-federal matching funds pledged for the three projects, and said: "We are excited about the prospect of getting these centennial projects underway when the new fiscal year begins on October 1st." Brandt also spoke about the centennial vision for the C&O Canal: "In the next ten years we want to help connect our communities to their canal heritage by accomplishing other projects, such as repairing the towpath in the Big Slackwater area or restoring operability of the canal locks between Georgetown and Seneca, and restoring numerous historic structures in the Williamsport area of the canal."

The full list of centennial challenge-eligible projects and programs is available on-line at www.nps.gov/2016.

### **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               | 301-714-2202 | Kevin Brandt         |
| Deputy Superintendent        | 301-714-2200 | Bob Hartman          |
| Assistant Superintendent     | 301-714-2203 | Sharon Cleary        |
| Secretary                    | 301-714-2201 | Julie Chavez         |
| Chief, Law Enforcement       | 301-714-2222 | Ryan Peabody, Acting |
| Admin Officer                | 301-714-2204 | Jeannie Denk         |
| Chief, Resource Mgmt. Branch | 301-714-2210 | Brian Carlstrom      |
| Chief, Interpretation        | 301-714-2214 | Bill Justice         |
| Natural Resource Specialist  | 301-714-2224 | P. Scott Bell        |
| Public Affairs Assistant     | 301-745-5804 | Vacant               |
| Special Permits              | 301-745-5817 | John Hitchcock       |
| Chief of Maintenance         | 301-714-2239 | Bradley Hofe         |
| Partnerships Coordinator     | 301-714-2238 | John Noel            |
| Volunteer Coordinator        | 301-714-2233 | Vacant               |
| Engineer                     | 301-745-5818 | Dan Copenhaver       |
| 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., Potor | nac, Md. 20854 |                              |
|------------------------------|----------------|------------------------------|
| District Ranger              | 301-767-3720   | Margaret Anderson,<br>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 Alvssa 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

| Western Maryland District |              |            |
|---------------------------|--------------|------------|
| District Ranger           | 301-714-2236 | Leigh Zahm |
| 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 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.

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). 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, 301-229-2398, president@candocanal.org

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levelwalker@candocanal.org

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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.

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# **Along The Towpath**

Chesapeake & Ohio Canal Association

### Please Note:

Inserted into this issue is a sheet that includes two separate forms. The top half may be used to make reservations for the Heritage Hike dinner. The bottom portion of the insert is a form for those who wish to become a C&OCA member or to give a gift membership.

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