

# 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

December 2007

NUMBER 4

## Annual Meeting Will Take Place on March 1

by Dorothea Malsbary, on behalf of the Programs Committee

The Chesapeake and Ohio Canal Association's 2008 annual meeting will be held on Saturday, March 1, at the American Legion Hall in Williamsport, Maryland, at 400 South Conococheague Street, opposite the Fire Hall. At 1:00 p.m., a "Meet the Candidates" hour will allow an opportunity to meet and talk with the nominees for officer and director positions (see page 16 for their statements). The meeting itself will follow at 2:00 p.m.

In the morning, participants may enjoy either of two optional activities. Tom Perry will lead a hike to Dam #4 Cave. Come to the Western Maryland Sportsmen's Club for coffee at 10:00 a.m., then walk a mile downstream to see a very accessible cave. Wear sturdy shoes and bring a flashlight. Directions to the

Club: Take Rte. 632 (Downsville Pike) off I-70, continue to Downsville and cross over at the intersection where it becomes Dam #4 Road. Stay on this road (it is the Big Slackwater detour) and be careful when you descend the hill just before the detour rejoins the towpath. The Club will be on your right; park in the yard.

The other option is to visit the Williamsport Museum at Springfield Farm off Potomac St., which will be open from 10:00 a.m. until noon. The museum's displays contain many references to the Canal, which played an extremely important part in the town's history.

*Continued next page.*

## Association Wins Grants for Two Historical Projects

On September 26, Heritage Montgomery awarded a mini-grant of \$2,400 to the C&O Canal Association to assist publication of a brochure concerning the lost villages along the canal at White's Ferry and the Monocacy Aqueduct, a project to be undertaken with the National Park Service. Working on preparing the brochure will be: Rita Bauman, who was the primary author of the grant application; Karen Gray; and Sam Tamburro, Historian of the C&O Canal National Historical Park. (See page 13 for information on how you may be able to assist by providing historical information.)

In October, Susan Soderberg of the Montgomery County Historic Preservation Commission notified C&OCA of the another grant, an award of \$1,500 toward production of a video to be entitled "Saving Our History: Restoring the Monocacy Aqueduct." The film will build on a 1998 video by David Humphrey that ended with a call for restoration of the then-deteriorating structure. The new production will complete the story by describing the successful rehabilitation of the aqueduct, completed in 2005.



*Officials assembled for the Heritage Montgomery awards ceremony are (L. to R.): Tom Street, Deputy Chief Administrative Officer, Montgomery County; Carl A. Linden, President, C&O Canal Association; Peggy Erickson, Heritage Montgomery; State Delegate Jane Lawton, District 18; State Senator Rob Garagiola, District 15; and Cathie Titus, Heritage Montgomery. The event took place at Germantown's Waters House. (Photo: William Bauman)*

See page 6 for late-breaking news concerning Georgetown University's boathouse proposal.

## Annual Meeting, cont. from p. 1

You may bring a lunch or patronize one of the restaurants in the Williamsport area, then come to the Legion Hall for coffee and to meet the candidates and to attend the meeting. After the meeting, Happy Hour will begin at 4:30 p.m., followed by dinner at 5:30. The after-dinner presentation will feature Kevin Brandt, Superintendent of the C&O National Historical

Park, who will discuss his vision for Williamsport.

To make reservations for the dinner, please use the form inserted in this newsletter. The all-inclusive price for the dinner is \$15, and there will be a cash bar available. It is not necessary to register for the morning programs. We look forward to your presence, to hearing about the year past, and to making plans for the new one.

## NEWS AND REPORTS

### A Memorable Heritage Hike

By Don Juran

C&OCA held its annual autumn Heritage Hike on November 3. The weather was all one could desire--starting temperature around 50, low humidity, light breezes and just a few wispy clouds in a vivid blue sky.

Hikers arrived at Ferry Hill to see another good omen; the buses were there before the 10 a.m. start time. The buses carried the 87 participants to the three starting points and the hike back began. The towpath was in perfect shape despite recent rains, with fallen sycamore leaves blanketing some portions. The blanched branches of the sycamores, now mostly devoid of leaves, stood out nakedly against the azure sky. But most of the other deciduous trees remained green, presumably due to the unusually warmth in summer and early fall.

Hikers greeted the many bicyclists and the few walkers encountered along the towpath. John Wheeler talked with one man who was riding all the way from Sault Ste. Marie, Mich., to Palm Beach, Fla.

The air remained chilly as the sun barely peeped over the ridge on the berm side, but it warmed a bit near the Antietam camping area. Strains of band music could be heard as we approached Shepherdstown—a welcoming for us? Alas, it was merely the Shepherd University band at the football game just across the Potomac.

After reaching the end point at Lock 38, hikers still faced the tiring ascent to Ferry Hill. Some walked up Canal Road, formerly the only route; others took the bike path built as part of the new bridge. Karen Gray had the foresight to park at Lock 38 in the first place and walk uphill before, rather than after, a long hike.

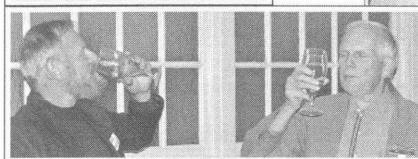
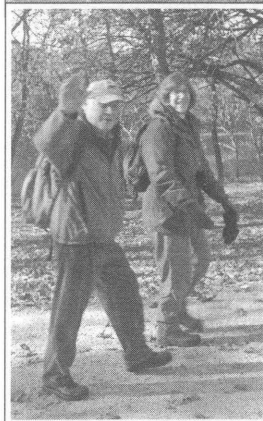
Many of us were caught in traffic following the aforementioned football game, but we managed to arrive at the Clarion Hotel in time for happy hour. Bob Kapsch was there, signing copies of his new book, *The Potomac Canal*. Ken Rollins, resplendent as always in his kilt, offered the traditional toast to Justice Douglas. The Clarion turned out an elegant buffet: salmon, roast pork and vegetarian lasagna, plus steamed vegetables, salads and a tempting array of desserts.

The after-dinner speakers, introduced by President Carl Linden, began with Ray Mushal of the Friends of the Historic Great Falls Tavern, who spoke of the common goals his organization has with ours, and invited us to membership in FHGFT. Next, George Lewis reported that fundraising for the Catoctin Aqueduct Restoration project is within reach of the \$3.4 million goal, and that C&OCA is the largest cash donor, while the C&OCNHP is the largest in-kind donor. Park Superintendent

Kevin Brandt added that the efforts of George and those working with him on the Catoctin project are resulting in increased public awareness of the Canal in general, to the benefit of everyone involved.

The final speaker was Jay Hurley, proprietor of O'Hurley's General Store in Shepherdstown and formerly captain of the *Rumseian Experiment*, a replica of James Rumsey's pioneering steamboat. Jay presented a fascinating and humorous narrative, along with computerized photos, of his voyage via narrow boat along British waterways following the 2007 World Canals Conference. Accompanying Jay were Sonny DeForge and Carl Linden and his son Leif (see page 22).

It occurred to me later on that while the Brits are far ahead of us in restoring and making use of canals, they can't touch us when it comes to procuring good hiking weather. Perhaps hike organizer Dorothea Malsbary had a hand in that; she and those assisting her certainly scored bull's-eyes with the other arrangements. Fortified with coffee to counteract the effects of happy hour, we went our sundry ways, looking forward to the Douglas Hike next April and many more to come.



Above, boarding at Ferry Hill; left, Bill Duddleson and Mary Ann Moen begin hike; below, Ken Rollins offers toast, with Wayne and Chris Cerniglia in foreground; below left, Jay Hurley and Carl Linden sample alleged water from England's Birmingham canal basin.



Photos: Ned Preston

Along the Towpath

## Want to Keep in Shape Over the Winter? The VIP Program Can Use You!

by Jim Heins

The Volunteers-In-Parks (VIPs) are looking toward a busy 2008 after a great finish to our 2007 work season. On August 25, we had an excellent work party at Swains Lock, with 16 volunteers doing an inordinate amount of work (see photo below). They painted 17 picnic tables, installed a new grill, removed a large amount of vegetation from the lock walls, cut out considerable kudzu, removed a significant amount of fencing and a canopy, and began removing some of the canoe racks that have been there for quite a while. We spent 98 volunteer hours on this effort.



Then, on September 15, five intrepid volunteers installed three signs near the Williamsport Visitor Center at Cushwa Basin, spending a total of 48 hours away from home in the process. This was another rock detail (shades of boot camp). They stuck with it and produced a nice change of appearance at the center.

The calendar included in this issue of the newsletter lists the scheduled dates of the VIP work projects for coming year. If interested in possibly helping with any of these projects, please put the dates on your calendar and let me know of your interest when the specific date approaches.

We may even be adding a few more dates if some plans being considered within the Park Service materialize. The VIP team and our beautiful park can always use some extra help

### Talking Trash!

Since its Second Potomac Watershed Trash Summit this summer, the Alice Ferguson Foundation has continued to hold or participate in a series of workshops and meetings designed to find new and creative solutions to one of our Association's major concerns. These events are part of the Foundation's Trash-Free Potomac Watershed Initiative described on the [fergusonfoundation.org](http://fergusonfoundation.org) web site. Having a C&OCA representative participate in these discussions would give us a voice in the direction and actions being considered by this initiative. If interested, please contact me at 301-949-3515 or [jheins@erols.com](mailto:jheins@erols.com).

*Editor's note:* On Sept. 5, the C&O Canal National Historical Park recognized Jim Heins as its **Volunteer of the Year** for 2007. Partnerships Coordinator John Noel presented a handsome plaque to Jim at the annual picnic for park volunteers. The award recognized the outstanding achievements of an individual who is the leader of C&OCA's Volunteers-In-Parks program, and who works in many other ways to support the park.

## History of the Riley's Lockhouse Program

By Joan Paull

In the fall of 1975, a Bethesda Cadet Girl Scout troop, under the leadership of Anne Pomykala, decided to do a bicentennial project. They elected to work with the C&O Canal National Historical Park. The project was to be a costumed program showing life in a lockhouse during the 1870s. After locating a canal building, which the National Park Service had originally planned to make an up-canal office, borrowing some furniture, and making costumes, the troop launched the Riley's Lockhouse program.

For many years, Catherine Finch ran the program until poor health prevented her continuing. In 1978, Penny Greer, Bejay Myers and Joan Paull took over. They spent a solid week living in a Prince William Forest campsite while taking National Park Service training. Finally, Bejay and Joan took over the program. They gave the biyearly training to adults who work with their 2nd to 12th grade girls to be junior docents. The main jobs of the girls are to give tours of the lockhouse/grounds and clean the house.

Dressed in period clothes, the girls give demonstrations and encourage visitor participation in a variety of home-making activities such as: churning butter; making lemonade or ice cream; creating paper bead necklaces; sewing sachets or nine square patches for quilts; and preparing Christmas tree decorations.

The 30-year partnership between the Girl Scout Council of the Nation's Capital and the C&O Canal National Historical Park provides the public and the Scouts a glimpse of Victorian life on the canal.

This year, 2007, the Riley's Lockhouse program won two awards. The first, the **George B. Hartzog, Jr., Award** for an outstanding youth group, was presented by the National Capital Region of the National Park Service. The second was a national recognition for youth groups by the Department of Interior for **Take Pride in America**. Accepting the **Take Pride in America Award** on behalf of the C&O Canal NHP were Joan Paull and Bejay Myers, both long-time members of the C&O Canal Association.



*Joan Paull (left) and Bejay Myers (right) holding the trophy and certificate given to the C&O Canal NHP by the Interior Department. NPS photo.*



## Go Take a Hike: an Update On the Catoctin Aqueduct Project

by George Lewis

Go take a hike, a hike to the 51.5 mile mark of the C&O Canal, the site of the soon-to-be restored Catoctin Aqueduct. It's a magical place, a place you won't soon forget. And while on site, take time to examine and wonder about the hundreds of aqueduct stones, once thought to be forever lost, but recently recovered. Each is now numbered and being prepared for placement in the aqueduct.

Due in great part to the leadership, foresight, tenacity and downright generosity of the C&OCA and its one-of-a-kind canal-centric membership, the Catoctin Aqueduct Restoration Project has: (1) successfully matched the project's keystone Maryland Transportation Enhancement Program grant; and (2) narrowed the cash funding gap for the entire project to \$190,000. Thank you, C&OCA partner and patrons of the most endangered, and once the most beautiful, aqueduct on the line. As a direct outcome of these successes, assembly of the 95 percent restoration design package has begun, and it should be available for NPS review by the end of December. Once the final funding gap



Above: Catoctin Aqueduct coping stones, once thought to be forever lost, now recovered, sorted, stacked and numbered in preparation for exact placement into the soon to be restored aqueduct. Below: The Catoctin Aqueduct float/display at Frederick's In the Street parade on October 6. Photos courtesy of George Lewis.



is closed, NPS will advertise for restoration contract bids. Restoration should begin in the spring of 2008. Then, in the spring of 2009, participants in C&OCA's 55<sup>th</sup> Justice Douglas Hike (along with a plethora of onlookers) will have the once-in-centuries opportunity to cut the ribbon across, and for the first time since 1973 traverse, aqueduct No. 3.

The September *Catoctin Aqueduct 5K Run/Walk Benefit* was a tremendous success at promoting increased awareness of the C&O Canal NHP, its wonders and its many needs. Over 115 individuals (including C&OCA members and C&O Canal NHP staff) participated in and served as volunteers for the event. Over \$2,000 was raised for restoration of the Catoctin Aqueduct.

Congratulations to the C&O Canal NHP Bike Patrol out of Williamsport; their hand-built the Catoctin Aqueduct float/display was a big hit (recognized with a \$200 cash award) at the City of Frederick *In the Street* event. After the hour-long parade, the float (manned by C&OCA members, the patrol, and Ranger Leslie Brodhead) was removed from its trailer and displayed in the streets of Frederick for nine hours. It was nothing short of an outstanding effort to create C&O Canal NHP and C&OCA awareness amongst the estimated 60,000 event participants.

When taking a hike to No. 3, keep an eye out for the soon-to-be-launched Catoctin Aqueduct Restoration Adopt a Stone (in perpetuity) Fundraising Project.

### Catoctin Aqueduct "Adopt a Stone" Fundraising Project

by John Noel  
Partnerships Coordinator  
C&O Canal National Historical Park

Have a lasting impact on the Catoctin Aqueduct by adopting a stone that will be used in the aqueduct's restoration. Due to cost escalations in the Catoctin Aqueduct restoration project, the Catoctin Aqueduct Restoration Fund, Inc., C&O Canal Association and the C&O Canal National Historical Park are teaming up to implement an "Adopt a Stone" fundraising campaign. The campaign will focus on raising the remaining funds necessary to complete the project fundraising.

The "Adopt a Stone" program is still in the planning stages, but we hope to have a formal program in place by year-end that will enable donors to adopt stones that will be part of the Catoctin Aqueduct. Some stones such as ring, key, water table, and coping will be able to be specifically identified when adopting the stone. Other stones, such as parapet and spandrel wall stones, will initially be adopted by category and, once placement is finalized, assigned to donors.

In all cases, donors will be provided a certificate and location map that will enable them to locate their adopted stone. Imagine visiting the restored aqueduct and being able to point out, or possibly touch the stone you adopted that helped make the project a success! If you are interested in adopting a stone, please contact George Lewis at 301-834-4044, or [lewisdvm@aol.com](mailto:lewisdvm@aol.com).



## Big Slackwater Committee Report

by Tom Perry

Members of the Big Slackwater Restoration Committee took as their special emphasis this year solicitation of hikers, bikers, and interested citizens for the purpose of getting signatures on petitions to eliminate a dangerous detour on public roads by restoring the towpath between Dam #4 and McMahon's Mill. The committee found much support for its efforts, collecting more than 1,000 signatures that will be presented to public officials.

For its next project, the committee plans to go door-to-door on Dam #4 Road, explaining to residents why the detour is there and asking them to support our efforts to have it eliminated. Washington County has posted "Share The Road" signs in the interest of public safety; however, those who drive along Dam #4 Road see firsthand the dangerous conditions that threaten bikers and aggravate drivers.

## Western Maryland Rail Trail Report

by Emmie Woodward

Progress is being made in extending the Western Maryland Rail Trail from Pearre station at mile 136 on the towpath to mile 156 at the Paw Paw tunnel parking lot. While that distance is 20 towpath miles, the Rail Trail will be only 14 miles long because it crosses the Potomac through the Paw Paw Bends six times, and cuts through the Maryland mountains in three tunnels. It will be a fabulous 14-mile trail when finished.

At this time, the National Park Service, West Virginia's Morgan County, and the Maryland Department of Natural Resources are working together to provide necessary project planning for the extension, which is on the right-of-way now owned by the NPS. A single environmental review document will be developed to evaluate impacts of the proposed project. This document will include such items as bridge inspections, surveys of endangered/threatened animals and plants, a cultural resource inventory, wetland delineations, and archeological investigations. It will require at least six months for this review, and then another six to 12 months for an environmental assessment.

It has been known that the railway and its tunnels were important cultural resources in Maryland, but little has been known about the natural resources associated with the tunnels. Indicators showed bats in the tunnels, so several thorough studies were done in 2006 and 2007 to determine if any threatened species were using the tunnels as wintering sleep chambers. Significant numbers of the Maryland-listed eastern small-footed bat were captured, and a single federally listed Indiana bat. The status of these species will be reviewed in the environmental assessment.

The Western Maryland Rail Trail Supporters is a group of C&OCA members, and this extension of the current rail trail (which runs from Ft. Frederick to Pearre Station) was originally a project of the Association. Since the trail is unlike the other very important projects for the Park, however, we have become an independent group, sanctioned and supported by the Association and the Park. Our web site will be up and running shortly, and we will keep you informed of our progress.

*Along the Towpath*

## Through Bike Ride 2007

by Denny Sloppy

Great weather! Those two words sum up this year's through bike ride, October 3-8. Our group assembled under sunny skies with ride leaders Tom Perry, Jim Heins and Norman Liebow at the visitor center in Cumberland, Md., at 10:00 a.m. Before the start of the ride we heard from the leaders on what to expect along the way. Someone mentioned that before we knew it, we would be in Georgetown and the ride would be over, so we should try to enjoy the park along the way as much as possible.

Again this year, the riders were divided into two groups: those who stay in motels (affectionately referred to as "muffins") and the campers. With the nice weather this year and help from Bill Trippel hauling our extra gear in his van, the muffins didn't really as big an advantage over the campers as perhaps in past years. Still, a hot shower, soft bed and protection from insects are comforts that could make a camper like me a little jealous. On the other hand, the campers get to sit around the campfire at night, a great time for visiting and swapping stories.

On Wednesday evening, we all met for dinner at Grandma's Country Kitchen in Paw Paw, W.Va., where we heard a report from Emmie Woodward of the Western Maryland Rail Trail group on plans to continue the Western Maryland Rail Trail 14 miles from Pearre (Pearre-EE) to Paw Paw (see her report above). After Emmie's talk, Tom Perry presented her with a gift from our group towards this effort (see box below).

Each October, our C&OCA Through Bike riders present a monetary gift to a good cause up or down the length of the towpath. This year's recipient was the Western Maryland Rail Trail Supporters. Seen at right holding the check is our own Emmie Woodward, who is membership chair for the support group, which sprang off from our own Association.



Emmie met the group of riders for supper at Paw Paw, where they had stopped for the first night of the trip. She writes: "We cannot thank you enough for the most generous donation of \$1,200 . . . . It was much more than we had expected . . . by far our largest one-donor gift." — Tom Perry

The highlight of Day 3 (Friday), and possibly of the whole trip, was being invited to Tom and Linda Perry's house after dinner for ginger bread, apple cider and a time of fellowship in their great room where Tom played the pipe organ for us. The pipe organ is a hobby of Tom's, and he has approximately 700 pipes that fill a two-story room of their house.

Other highlights of this year's trip were some very special meals we had along the way. On Saturday, we detoured around the closed part of the towpath at Big Slackwater, then had a nice visit with Paul and Evelyne Schlotterbeck, who served us a lunch of home-made vegetable soup at the Western Maryland Sportsmen's Club. On Sunday evening, David Gardner, whose wife Heidi and sons Sammy and Levi rode with us this year, met us at White's Ferry with a wonderful barbecued chicken dinner.

*Continued next page.*

## Input Needed on Environmental Impact Statement on G.U. Boathouse Proposal

In a notice on Dec. 3, the National Park Service announced its intent to prepare an Environmental Impact Statement (EIS) on Georgetown University's proposal to build a very large boathouse on a site currently within the C&O Canal National Historical Park, and on the land exchange upon which this plan is based. At the same time, NPS announced a scoping meeting on the EIS on Dec. 11. Although the meeting will have taken place before this newsletter is delivered, public comments can be made until at least Jan. 18 by mail to Kevin Brandt, Superintendent, C&OCNHP, 1850 Dual Highway, Suite 100, Hagerstown, MD 21742, or by e-mail to [NCR\\_Georgetownboathouse@nps.gov](mailto:NCR_Georgetownboathouse@nps.gov). See our web site, [www.candocanal.org](http://www.candocanal.org) for more info and a link to the notice.

An EIS opens the door to serious consideration of an alternate location for a G.U. boathouse outside the boundaries of the C&OCNHP. However, the hurried schedule and narrow wording of the NPS notice suggests that this particular EIS may not represent a thorough, impartial review that considers all impacts on the environment and on public interests, as well as all reasonable alternatives. C&OCA members are strongly urged to express their views on the proper scope of the EIS.

### Through Bike Ride 2007, *continued.*

After dinner we presented Tom Perry, Norman Liebow and Jim Heins with a small gift and thanked them for making this ride possible. Tom presented David's sons with awards. Sammy received a patch for riding the whole towpath, while his younger brother Levi received a patch for the part that he had completed so far. On Monday, Jim and Jan Heins met us at Great Falls with a much appreciated lunch of hoagies (Pennsylvania and New Jersey talk for submarine sandwiches).

Skies grew dark on Sunday in Brunswick, but cleared as we rode away. That was as close to rain as we came on the whole trip! I only saw about two mud puddles on the whole 184.5-mile ride, and they must have been at least two weeks old. I think we will all remember this as a very special ride when we were blessed with unusually fine weather and many nice people who helped us along the way.



*The Through Ride group at Williamsport's Cushwa basin (L. to R.): Norman Liebow, Jim Heins, Pam Lantz, Joy Chambers, Jim Williamson, Frank Wodarczyk, Tom Perry, Phil Travers, Teresa Harriman, John Betting, Barb Trippel, Paul Leatherman, Pat Hopson, and Lesley Sorkowitz. Not Pictured: Al Sorkowitz, Heidi Gardner, Sammy Gardner, Levi Gardner, Ross Willard, and photographer Denny Sloppy.*

## Greenway Sojourn 2007: Georgetown, DC, to Pittsburgh, Pa.

By Sue and Bill McAllister

Pulling into a hiker-biker campground during a C&OCA canoe trip last October, we met a couple who were biking from Georgetown to Pittsburgh. Later that evening, Sue and I declared that same trip to be one of our retirement goals. Then in January we received a postcard from the Rails-to-Trails Conservancy (RTC) announcing their Greenway Sojourn — our chance to fulfill our first retirement dream.

RTC's Northeast Regional Office has sponsored what they previously called the Pennsylvania Greenway Sojourn for the last five years. Sue and I have participated in three of those rides, with about 300 sojourners and volunteers. For 2007, they raised the limit to 500. The cost, \$700 each. Total distance, 335 miles in eight days. Support included transportation of clothing and gear between campgrounds; all meals, some provided by a caterer, others by local groups; a shower truck and fresh portajohns; nightly musical entertainment or speakers; and the campground.

Each evening, a volunteer bike repair person was available, and on some evenings a masseuse was there for a fee. Each year, a bath towel and chair service has also been available for an extra cost, prepaid. This year that service was provided by Bubba's Pamper Pedalers. The firm also rented tents equipped with air mattresses, both set up each afternoon to form what became known as Bubbaville.

When Sue and I considered our first Sojourn, we imagined most of the cyclists would be wearing those tight pants and specialized shirts and riding in lockstep formation at 40 miles per hour. When we arrived on that trip, which started just north of Philadelphia, we were very pleasantly surprised to find: many families with young children; middle aged adults; and, dare I suggest, old people. The 2007 trip was no exception to this pattern. The youngest was a 14-month-old, who rode in a bicycle buggy or in the backup van. The oldest, a regular, is now 87. He was often last to arrive at camp but always ready for the evening activities. A majority of participants were middle aged and older.

It has been interesting to watch some of the children grow. In 2003, there was a father whose young son who rode in a child seat on his dad's bike. Sue and I thought, "you got to be crazy bringing a child that young." This year, the son was pedaling his own bike, but with a "Tail-gator" bar attached that allowed his dad to do the real pedaling when needed.

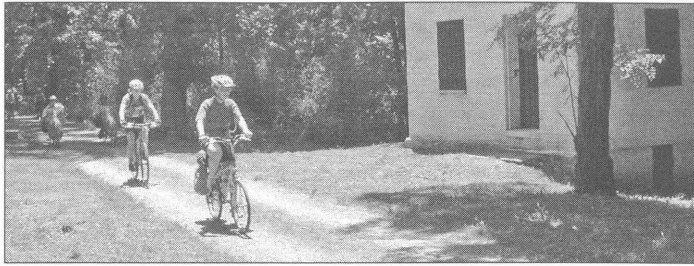
The Sojourns are organized in part by paid staff of RTC, a nonprofit organization that works to preserve unused rail corridors by transforming them into a nationwide network of trails, enhancing the health of America's environment, economy, neighborhoods and people. A cadre of volunteers performs such tasks as loading and carrying bikes, setting out directional signs, and answering questions. They ride with us, asking anyone who stops if they need help, and a "sweep" makes sure that no one is left on the trail.

Our 2007 adventure started on June 23 in Pittsburgh, where our gear was loaded onto trucks and driven to our first campsite. Other trucks took our bicycles to Georgetown, while the participants rode there by bus. Riders started from there from about 2:00 to 4:30 p.m., depending upon their arrival in D.C.

*Along the Towpath*

The first segment was 22 miles to Riley's Lock, where we camped on the private property of the outfitter located there. Our tents and clothes were already unloaded by the volunteers with the help of sojourners who arrived early.

Sunday, June 24, 42 miles to Harpers Ferry. As on most mornings, breakfast was between 7:00 and 8:00. Once we ate and packed our equipment on the trucks, departure time was



*Sojourners at Lock 28. All photos in this article are courtesy of the authors.*

at our own convenience. Travel along the trail was also at our pace, and we could stop to sightsee or rest. Sometimes the start was delayed due to a photo op for the local media, since we were not only sojourners, but trail advocates.

Lunch that first day was at the Monocacy Aqueduct, where Rita and William Bauman and other C&OCA volunteers staffed a booth with literature and information that our knowledgeable members are always eager to share. Then it was on to Point of Rocks, where the townsfolk had set up posters about the town. There was also an exhibit at the Catoclin Aqueduct. We passed by the Brunswick campground and pressed on to Harpers Ferry, where the faithful volunteers helped to carry the bikes up the stairs to cross the bridge. The KOA campground was at the top of a steep hill, what we call a "walker hill," but some sojourners passed us, pedaling. More power to them. The activity that night was visiting the town. Park Service buses ran until 9:00 p.m. The shower truck supplemented the KOA facilities and the catered dinner was in the air-conditioned KOA meeting hall.

Monday, June 25, 43 miles to Williamsport. The campground's fee included breakfast, a near fiasco because the owners just were not ready for 500 people, but everybody at least had a plate of hot-off-the-griddle pancakes. Then back across the bridge to the towpath and on to Taylor's Landing for lunch. We were forewarned about the towpath being out at Big Slackwater. Sue and I were riding with a lady who had recently traveled along the detour. She kept saying that it now seemed longer, and we later discovered that this was due to a recent rock slide onto the towpath. But the C&OCA came to our rescue on this very hot day with cold water distributed by Tom Perry, his grandson, and other association volunteers. Everybody appreciated this, and it gave Tom a chance to encourage sojourners to write their congresspersons about "no slack at Big Slack." Thanks, Tom!

Camping that evening was in Williamsport, next to the bridge. After dinner, prepared by one of the local social clubs, some of the local politicians welcomed us and discussed the detour and their efforts to rebuild the towpath there. Tom Perry spoke again and was available for discussion. The Rails-to-Trails Conservancy gave Tom and C&OCA a donation for the Big Slackwater project in the amount of \$2,500. The gift was a total surprise to Tom, who represented us well. There were also two

interpreters from Fort Frederick who discussed the fort and the rail trail through Hancock.

Several of the Williamsport businesses benefited from our presence, especially those involved in serving adult beverages. Sleeping that night was interrupted by an occasional Rebel Yell and the thunder of trucks from the bridge.

Tuesday, June 26, 40 miles to Little Orleans. After breakfast by the caterers, it was on to Hancock for a lunch provided by a local social club. Along the way was Fort Frederick, an excellent place to sightsee and take a mid-morning break before switching over to the rail trail. The change of surface was very welcome. As people passed my wife and me along the path, I kept reminding them to thank us because our Maryland tax dollars helped build the path. On previous Sojourns, again because of the RTC's advocacy role, we often used unimproved rail corridors where only were the rails and ties had been removed, thus riding over the ballast left by the railroad. So the passage this year was a bikers' superhighway for the entire 335 miles.

Right before Pearre, where the rail trail currently ends, our own Emmie Woodward had set up a booth where she discussed the efforts to continue the rail trail through the Paw Paw Bends.

Back on the towpath, to Little Orleans and Bill's Place. We camped at the bottom of the hill right before the low water bridge, and were welcome at the nearby campground's swimming pool. The shower truck was parked in the shadow of the hilltop church that I always find to be an impressive sight. Entertainment that evening was by the Tres Gauchos band, who set up outside across from Bill's, under the porch. It was rumored that Bill raised his prices that night! Can it be true?

Wednesday, June 27, 44 miles to Cumberland. Breakfast, then up the hill to the towpath, through the Paw Paw Tunnel and on to Oldtown for lunch in the NPS parking lot. Then on to Cumberland. Rita and William Bauman were acting as docents at Lock House 75. That was an unexpected pleasure.

Camping in Cumberland was at the park next to the rail station, where docents were available on the boat. Volunteers from the Chamber of Commerce guided us into downtown, where dinner was at the Culinary Café, a former department store now a school for chefs. That evening, sojourners and residents alike were entertained at a municipal gazebo by a barber shop "quartet" of about 20 men, and the U.S. Army rock band performed at the end of a shop-lined pedestrian walkway. Later, a bagpiper performed across the canal from our campsite. If you have not been to Cumberland in the last couple of years, do spend a weekend there. You'll enjoy it.

Thursday, June 28, 62 miles to Confluence. With so many miles this day, 144 of us opted to proceed to Frostburg by rail; however, the train was full and some had to go by bus. A couple of hundred hardy souls rode the 14-mile, two percent up-hill grade on the new trail. The first thing we all noticed, whether on the trail or on the train, is the change in the nature of the trail bed. Paved.

At Frostburg, we discovered that the baggage car had been vandalized earlier and that three bikes had been thrown into the canal. Two were retrieved, and a bike was rented for the third rider. Leaving Frostburg, everybody had to climb the two percent grade to the Eastern Continental Divide. Along the way, still in Maryland, was the Borden Tunnel, a short ride with plenty of light at the end of the tunnel. Then came the well-marked



Mason-Dixon line (see photo below.). Welcome to Pennsylvania.



Still climbing the grade, we entered the Big Savage Tunnel, which is long with a high ceiling, but well-lit. We are still wondering who pays the electric bill. Shortly after leaving the tunnel, we reached the divide. It's all downhill from there, a one percent grade. But no coasting into Pittsburgh. Still about 100 miles of pedaling.

The next sight was the most awesome for us. The Salisbury Viaduct, 1908 feet long and 101 feet high, is an arrow-straight structure over the Casselman River Valley (page 98, *TrailBook 2007*).\* I almost froze as I approached. Fortunately, only my wife was behind me. I rode in the center of the path looking down only ten feet ahead of me, mentally blocking out my peripheral vision of the vast valley below. If somebody had tried to pass me, I probably would have freaked out. Once on the other side, I felt liberated.

Lunch was outside the Meyersdale station museum. Again, we were welcomed by the town's people. The museum and bike ride back to the viaduct is worth the trip to Meyersdale.

Rockwood, "building a future on a proud past," was the next town. The Chamber distributed cold water and a packet of cards for local businesses. There is a just-opened hiker biker type commercial campground right on the trail. This is the only campground of this style along the passage; however, there are larger campgrounds and many bed-and-breakfasts.

Several miles beyond Rockwood, you must bypass the closed Pinkerton Tunnel along a road much like the towpath. It is a flat ride, and well maintained. It will cost \$4 million to open this tunnel.

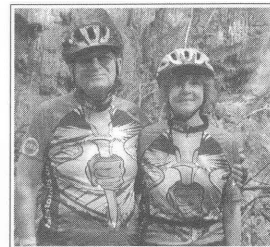
About a half an hour from Confluence, our next camp site, thunder bumpers came through. Now you could really tell the first timers from the veterans, who had the good rain gear. When we arrived, it was still raining. Bubbaville certainly looked good as we sat under cover, waiting for a break in the rain. Muddy and soaked, we went to dinner at the social hall of a local church. Ultimately, we were able to keep our tent dry inside by setting it up in the empty truck, then moving the tent outdoors. The bed-and-breakfasts in Confluence did very well that night.

Friday, June 29, 48 miles to Cedar Creek Park. As we prepared for the trail, the sky was overcast, but no rain. The weather improved as we approached Ohiopyle. This town is a recreation hub in the state park, offering rafting, canoeing, hiking and, of course, biking. In Connellsville, our lunch break, townspeople in costumes of the French and Indian War period greeted us and promoted their area.

Cedar Creek Park is literally on the bike path. Our shower truck, caterer tents and organization booths were on the parking lot which also serves as the trail through there.

Saturday, June 30, 35 miles to Pittsburgh. Good

weather was back as we traveled into McKeesport, the only break in the trail, for a very sumptuous lunch provided by the city. A band entertained while many danced. Where did they get the energy? We listened to the speeches, then we went to our bikes for a 500-person photo op for the media and a police escort through town back to the trail into Pittsburgh. We completed the ride into Station Square, where the shower truck was available, our bags were laid out, and our cars were parked. We skipped the shower, but filled out the after-action questionnaire, loaded the car, put on the AC. Then it was back to Maryland, sitting in seats that don't thump up against your butt at every hole in the road.



The authors at a waterfall along the journey.

\* *Editor's note: TrailBook 2007, referenced above, is an annual guide to the Great Allegheny Passage, including the C&O Canal towpath for the first time this year. The guide includes a detachable folding map of the trail from Georgetown to Pittsburgh, as well as many town maps and much information on points of interest, services and amenities. TrailBook is published by C&OCA member Jeff O'Brien, and includes an Association membership application. The expanded 2008 edition will go to press in March.*

## Accessibility Achievement Awards

On Nov. 1, the National Park Service presented two 2007 honors for accessibility achievements: the Friends of Historic Great Falls Tavern received the Volunteer Accessibility Achievement Award for the design of the new canal boat at Great Falls, while the C&O Canal NHP and Harpers Ferry Center received the Programmatic Accessibility Achievement Award for a folder that is a model of publication design for the visually impaired.

— from an NPS release.

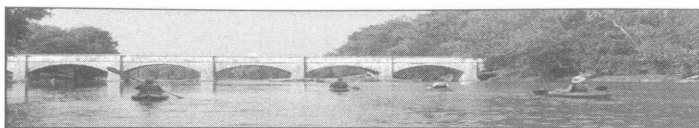
## Balls Bluff Paddling Trip Report

By Vicki Dodson

On September 8, nine members of the C&OCA and one guest met at the Monocacy Aqueduct to begin our 12-mile paddle to Edwards Ferry. Bill Burton was the trip leader. After introductions and chats, we offloaded our canoes and kayaks, and by 10:00 a.m. had launched them into the Monocacy River. The bright colors of our boats really added a festive flair to the beautifully restored Aqueduct as we paddled under it.

It was already a hot, sunny day and it promised to only get hotter—perfect weather for a trip on the river. As we entered the Potomac for our trip downstream, I found it difficult to keep my eyes off the water and onto the broader views. The river ran as clear as gin and the underwater grasses swayed in the current like mermaid's hair. Deeper "canyons" appeared between clumps of these grasses, giving good opportunities to watch the fish traffic.

The first landmark we passed was the Dickerson Power Plant with its towering smokestacks. The Plant discharges water



Starting out at the Monocacy Aqueduct (L to R): Pat Sainsott, Bill Burton, Laura Gilliam, Theresa Osterman. Photos in this article are courtesy of Vicki Dodson.

into a channel that empties into the Potomac. Judging by the numerous whitewater kayakers shooting this channel, it's a popular place for a sporty ride. The discharged water was noticeably warm, and it gave us a little boost to help us along, but that didn't last long. The current we experienced throughout the day was, in fact, quite subtle and required continual paddling.

After pausing to watch the whitewater kayakers, we moved on. The morning turned to afternoon and we began hearing the sound of a horse whinnying loudly downstream. White's Ferry came into view and, as we approached more closely, another whinny was belted out. Finally, we saw that the source of the whinnies was a horse on a trailer being ferried across the river from Virginia by the *General Jubal A. Early*.

Our group landed at White's Ferry for a well-deserved lunch break in the heat of the mid-day sun. It was very pleasant chatting and watching the busy ferry traffic from our picnic tables overlooking the river. We lunched on everything from homemade sandwiches to hard-core junk food purchased at the store. Some of us felt guilty about the latter. Others had no shame . . .

A loud rumbling was heard in the distance (unrelated to the junk food, I'm happy to add), then a very large group of motorcyclists pulled into the line of cars waiting to be ferried across the river. Between whinnies and motorcycle growls, White's Ferry certainly sounded like the hub of activity it truly is.

Before launching our boats and continuing our trip downstream, three of us took very quick and very refreshing dips in the River. Cooling off was well worth the muddy feet!

We paddled over to the Virginia side of the river to better position ourselves for our next stop at Balls Bluff, the site of a Civil War battle and a small National Cemetery. The paddle down to Balls Bluff was very scenic and a bit more intimate because Harrison Island splits the river into two channels, the narrower of which is on the Virginia side.

Finally, Bill led us to a small, muddy beach at the foot of a hill. Beaching our boats, we set off on a trail leading steeply up the bluff through a very pretty forest. Paw paw trees lined the trail in a few sections, and their fruits were at the peak of ripeness, a free and delicious snack as we continued to hike up to the cemetery. Once there, Bill told our group all about the battle, which was both fascinating and thought-provoking.

The cemetery is tiny and surrounded by a brick wall. In the center, there is a flag encircled by grave markers honoring 54 Union soldiers who fell in the battle at Balls Bluff, only one of whom is known by name. Outside of the wall, a monument honors a local Confederate soldier who also fell in the battle, Clinton Hatcher, a red-bearded color-bearer who stood six-foot-four.

During the battle, the Union troops were forced back to and across the Potomac. Many of them drowned in the river, or were picked off by Confederate soldiers from the top of the bluff. I found it remarkable that such a lush, tranquil spot had been the scene of such vicious fighting and bloodshed 146 years earlier.

It was time to move back to the 21<sup>st</sup> century, so we

headed down the trail to our awaiting boats. Of course, I picked up a few more paw paw fruits to enjoy at home. September just wouldn't be the same without eating paw paws.

Leaving the muddy shore below Balls Bluff, we continued downstream toward Edwards Ferry. After passing the end of Harrison Island, the Potomac again returned to its full width. The current, which was already slow, slowed even more and a slight headwind picked up, but the paddling was very pleasant.

The remainder of the trip was paddle-chat-paddle-chat. Nice conversations were shared as folks changed positions within our line of boats as we headed toward our final take-out. Conversations ranged from the joys of early retirement to the need for better protecting the Virginia side of the Potomac from development. Evidence of the latter became clear as we passed an immense golf course and new housing directly on the river across from Edwards Ferry.

We finally crossed back to the Maryland side from Virginia through quite a tangle of waterweeds. The conditions here felt more like paddling on a wide shallow lake than a river.

We pulled ashore at Edwards Ferry, where Pat Sainsott and Sue McAllister waited with our gear and boats while everyone else piled into two vehicles for the long drive back to Monocacy to retrieve our cars. Quite an endeavor. Much of the drive was on a dirt road, which, due to the drought, had become a dust road. On the ride back to Edwards Ferry from Monocacy, I chided myself a little through coughs, laughs, and watery eyes for ending up at the back of the line!

Finally, at 5:40, we made it back to Edwards Ferry with our respective autos and loaded our boats. After saying goodbye to our companions of the day, Pat and I headed down to the river for a swim. I even did a few underwater somersaults to really cool off. A dip in the Potomac, although frowned upon by the squeamish, was the perfect way to end the day. I'll daydream about in February—a late-summer evening swim in a great river after a fun paddle. It just doesn't get much better than that.



End of the line at Edwards Ferry (L. to R.): standing: Marion Robertson, Bill Burton, Bill McAllister, Pat Sainsott, Vicki Dodson, Theresa Osterman; kneeling: Laura Gilliam, Sue McAllister, Dennis Krizek, and Sonny DeForge.

## C&OCA 2008 CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT (visit <a href="http://www.candocanal.org">www.candocanal.org</a> for updated event info)
Dec. 31	Mon	New Year's Eve Hike, 2 p.m. Meet at White's Ferry (mile 35.5). Contact Pat White (301-977-5628).
Jan. 1, 2008	Tues.	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).
Jan. 18	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
Jan. 27	Sun.	Continuing Hike Series, 10:30 a.m. Edwards Ferry to Goose Creek River Locks (mile 30.8). Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Feb. 3	Sun.	Board Meeting at Williamsport Memorial Library, 1 p.m.
Feb. 23	Sat.	Continuing Hike Series, 10:30 a.m., Maryland Heights, mile 60.7. Park at Harpers Ferry Visitors Center, take shuttle bus to Harpers Ferry, meet at the footbridge at the confluence of the Potomac and Shenandoah Rivers. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Mar. 1	Sat.	Annual Meeting at Williamsport American Legion Hall (see article on page 1 and reservation form enclosed in this issue).
Mar. 15	Sat.	VIP Work Party, 9 a.m. to 12 p.m. Painting the Georgetown Canal Boat. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Mar. 15	Sat.	Geology Hike, 10:30 a.m. Round Top and Devil's Eyebrow west of Hancock and return on Western Md. Rail Trail. Meet at the NPS Hancock Visitor Center. Contact Marlow Madeoy (703)-723-6884 or <a href="mailto:nancymadeoy@aol.com">nancymadeoy@aol.com</a> ).
Mar. 30	Sun.	Continuing Hike Series, 10:30 a.m. Paw Paw Tunnel Parking Lot (mile 156.2). Hike downstream to Sorrel Ridge, 4 miles. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Apr. 5	Sat.	Annual Potomac Watershed Clean Up, 9 a.m. to 12 p.m. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Apr. 5 & 6	Sat. & Sun.	Bell & History Days of Frederick County, Emmitsburg, Md.
Apr. 6	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Apr. 12	Sat.	Annual Douglas Memorial Hike, featuring the Seneca to White's Ferry area. Hikes of varying lengths will be available. Details to be published in March newsletter. The evening program will feature Ray Paoella, president of the William O. Douglas Trail Foundation, Yakima, Washington. Contact Dorothea Malsbary at <a href="mailto:programs@candocanal.org">programs@candocanal.org</a>
Apr. 13	Sun.	Spring wildflower walk along Billy Goat Trail led by Peter Whitney, chair of the Nature Committee, 10 a.m. Meet in the parking lot opposite the Old Angler's Inn. Contact Marion Robertson (301-657-8992 or <a href="mailto:marobertson@mac.com">marobertson@mac.com</a> ). Rain date April 20.
Apr. 18	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
May 4	Sun.	Continuing Hike Series, 10:30 a.m. Snyders Landing (mile 76.7), hike downstream. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
May 10	Sat.	VIP Work Party, 9 a.m. to 12 noon. Billy Goat Trail maintenance. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
May 17 & 18	Sat. & Sun.	Two one-day canoe trips on the Monocacy River. Contact Bill Burton ( <a href="mailto:billburton@earthlink.net">billburton@earthlink.net</a> or 703-801-0963).
May 31	Sat.	Presidents' Day at Little Orleans. Breakfast at 8:30 with hike to follow. Details and reservation form to be in March newsletter. Contact Dorothea Malsbary at <a href="mailto:programs@candocanal.org">programs@candocanal.org</a> .
June 1	Sun.	Board Meeting at Williamsport Memorial Library, 1 p.m.



DATE	DAY	EVENTS, CONTINUED (visit <a href="http://www.candocanal.org">www.candocanal.org</a> for updated event info)
June 7	Sat.	Potomac River Family Festival, Brunswick, Md.
June 14	Sat.	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge (301-530-8830).
June 21	Sat.	VIP Work Party, invasive plant removal between Great Falls and Georgetown, 9 a.m. to 1 p.m. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
June 28 & 29	Sat. & Sun.	Heritage Tour Days, Monocacy Aqueduct.
July 12	Sat.	Canal and Rail Fest, Cumberland, Md.
July 18	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
July 19	Sat.	Canoe trip, Brunswick to Monocacy. Contact Bill Burton ( <a href="mailto:billburton@earthlink.net">billburton@earthlink.net</a> or 703-801-0963).
July 26	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Aug. 3	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug. 16	Sat.	Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301-530-8830).
Aug. 23	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Sep. 7	Sun.	Happy Birthday Montgomery County!, Beall Dawson House, Rockville, Md.
Sep. 15 - 17	Mon. - Wed.	World Canals Conference, Rideau Canal National Historic Site of Canada, Kingston, Ontario. For more information, see <a href="http://www.worldcanalsconference.org">www.worldcanalsconference.org</a>
Sep. 20	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Sep. 26 - 28	Fri.— Sun.	Canoe trip in Paw Paw Bends area. Contact Barbara Sheridan at (301-752-5436 or <a href="mailto:barbara.sheridan@gsa.gov">barbara.sheridan@gsa.gov</a> ).
Oct. 4	Sat.	Geology Hike in the Great Falls and Billy Goat Trail area. Details TBD. Contact Marlow Madeoy (703-723-6884 or <a href="mailto:nancymadeoy@aol.com">nancymadeoy@aol.com</a> ).
Oct 4.	Sat.	In the Streets, City of Frederick, Md., 9:00 a.m. until 4:00 p.m.
Oct. 5	Sun.	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct. 13 - 18	Mon. - Sat.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010).
Oct. 17	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
Oct. 18	Sat.	"Life and Death on the Canal." Contact Great Falls Tavern Visitor Center (301-767-3714).
Oct. 25	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> ).
Oct. 25	Sat.	Continuing Hike Series, 10:30 a.m. Knuckles Cut on the Western Md. Railroad. Meet at Lock 70 in Oldtown, Md., mile 167.7. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Nov. 1	Sat.	Annual Heritage Hike, Dam #5 to Little Pool area. Hikes of varying lengths will be available. Details to be in September newsletter. The evening program will feature an illustrated talk by Karen Gray on a 1904 packet boat trip down the canal from Cumberland to Great Falls.
Nov. 15	Sat.	Geology Hike in the Point of Rocks area. Details TBD. Contact Marlow Madeoy (703-723-6884 or <a href="mailto:nancymadeoy@aol.com">nancymadeoy@aol.com</a> ).
Nov. 23	Sun.	Continuing Hike Series, 10:30 a.m. Goose Creek Navigation System, Golf Club Lane off Rte. 7, south of Leesburg, Va. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).

The Calendar is continued on the following page.

DATE	DAY	2008 CALENDAR OF EVENTS, CONTINUED
Dec. 6	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern, walk to five points with fine views of the canal and riverscape. Contact Carl Linden (301-229-2398).
Dec. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec. 31	Wed.	New Year's Eve Hike. Details TBD.
Jan. 1	Thurs.	New Year's Day 2009 Hike. Details TBD.

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.

## 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 November 15, 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. Contributors listed twice below gave memorial donations as well as other donations not so designated.

William L. BURTON, Jr.  
Milton F. & Alice C. CLOGG  
Jean S. FARIS  
Shirley K. HAIGH  
Joseph & Mary HOWARD  
Betty Jane F. MYERS  
Paul L. PASCAL  
Joan PAULL

QSP QUALITY SYSTEMS  
Edith C. WILKERSON

*The following donors made contributions  
in memory of Gilbert Gude:*

Marguerite A. BRADLEY  
Nancy HARTMAN

Betty Jane F. MYERS  
QSP QUALITY SYSTEMS

*The following donors made contributions  
in memory of Raphael "Rock" Semmes:*

Jane E. ECKENRODE  
Gerry & Ira SIEGLER

## THE ASSOCIATION SALUTES NEW & RETURNING MEMBERS

### WELCOME!

Wayne ANDERSON, New Creek, W.Va.  
Timothy L. BANFIELD, Elizabeth, Pa.  
Matthew BRECHT, Arlington, Va.  
Mary BELL & Sandra JENKINS,  
Shepherdstown, W.Va.  
Kenneth COHEN, Arlington, Va.  
Peggy & Bob DENNIS, Potomac, Md.  
Andrea Semmes FALLER,  
Chevy Chase, Md.  
Mike FLANIGON & Mary Jo CITTADINO,  
Washington, D.C.  
Melanie FOLSTAD, Chevy Chase, Md.  
Kevin GEISELMAN, Turtle Creek, Pa.  
Brian K. GRIM, Cumberland, Md.  
Les GRINSPOON, Bethesda, Md.  
Dana HAPPEL, Chambersburg, Pa.  
Robert HIBBERT, Hanover, Md.  
Mike JOHNS, Arlington, Va.  
Pete KAITES, Clarksburg, W.Va.  
Howard M. KESSLER, Bethesda, Md.  
George KOTOVA, Severna Park, Md.  
Tom LANGHAM, Dunn Loring, Va.  
Lisa LEWIS, Rockville, Md.

Emily & Griff LINDSAY, Rockville, Md.  
Roger MICHAEL, Potomac, Md.  
Ronald G. MORITH, Erlanger, Ky.  
Jim NEWSOM, Avon, Colo.  
Peg PRICE, Tucson, Ariz.  
Pat & Ted REUTHER, Rockville, Md.  
Marcia SCOGIN, Ashburn, Va.  
Rocky SEMMES, Alexandria, Va.  
Kenneth H. SMITH, Williamsport, Md.  
George STARZMAN, Falling Waters,  
W.Va.  
Lois & Frederick TURCO,  
Shepherdstown, W.Va.  
John & Renay TYLER, Towson, Md.  
Dale WALTER, Shepherdstown, W.Va.  
Susan ZWEIGHAFT, Falls Church, Va.

### WELCOME BACK!

Peter & Lillie BASSO, Rockville, Md.  
Rosella, BREVETTI, Washington, D.C.  
Derek & Laura BYERLEE,  
Washington, D.C.  
Leslie CARTER, Shepherdstown, W.Va.  
Jack & Pat COOK, Falls Church, Va.  
Sharriil D. DITTMANN, Rockville, Md.

Gerald EDGLEY, Silver Spring, Md.  
Diane FEINBERG, Bethesda, Md.  
Robert & Joan FISHER,  
Sharpsburg, Md.  
Gladys H. FULLER, Bethesda, Md.  
Bill GERBER, N. Chelmsford, Mass.  
Stephen R. GREINER, Bethesda, Md.  
Malcolm HALL, Cherry Tree, Pa.  
Don HAMILTON, Little Rock, Ark.  
Frank & Joan ITKIN, Ellicott City, Md.  
Monty JONES, Williamsport, Md.  
Cecilia KOPE, Leesburg, Va.  
Arthur & Anne KORFF,  
Newport News, Va.  
Annette LASLEY, Chevy Chase, Md.  
Carole LONG, Potomac, Md.  
Sam MARCH, Bethesda, Md.  
Jim PANTAZIS, Hyattsville, Md.  
C. M. PIGGOTT, Purcellville, Va.  
Sam & Connie SCHUTTE, Vienna, Va.  
Jane SCLOERI, Clinton, Md.  
Eugene & Nadine TALLAI,  
Potomac, Md.  
Patsy WALDRON, Hagerstown, Md.  
Kristin & John, ZIMET, Winchester, Va.

## FROM THE ASSOCIATION

### From the President

#### A Toast

At our Heritage Hike banquet at the Clarion in Shepherdstown on November 3, Ken Rollins, decked out in a full dress kilt, raised his glass and gave this toast:

*To a man whose tartan I wear with pride and gratitude,  
To a man whose spirit walks with us still,  
To a man whose legacy we celebrate this day  
Here's to WILLIAM O. DOUGLAS!*

The Justice took pride in his Scottish heritage. A bagpiper lifted the spirits of his fellow hikers with stirring Highland tunes as they started down the towpath. Merrily, resolutely, and with a lilt they strode along. They were inspired by the vision of making the historic C&O Canal into a national historical park.

Douglas and his fellow hikers formed the Association and welcomed others to take part in their mission. In the 17<sup>th</sup> year it was accomplished. A national park was walked into being. The Association continues its hiking tradition. Now our vision is to see our park preserved and improved.

Our Douglas Reunion Hike in the spring and Heritage Hike in the fall are prime events on our canal calendar. Now we are preparing for the eighth quinquennial, Cumberland-to-Washington "Thru-Hike" in April 2009. The hike will retrace Douglas's steps in celebration of the 55<sup>th</sup> anniversary of his famed hike. Some will be doing it again, some will be doing the 185-mile trek for the first time. In all our hikes, whether short or long, we are at one with Douglas and his companions in our appreciation and guardianship of this scenic pathway from the nation's capital heading west into our great land. Douglas and his canal supporters wanted the C&O preserved in perpetuity and so do we. That is why we keep walking the towpath.

The Heritage Hike this year fell on a pristine fall day. It was cool, not cold, perfect for hiking. The fall foliage made the canal into a golden realm and the Potomac turned silver shimmering in the sun. It could not have been a better canal day or better time to raise a toast to Douglas.

— Carl Linden

### From the Editor

My second turn as editor of *Along The Towpath* has been enjoyable indeed. Many thanks go to all those whose writings and photos have made this publication informative and entertaining. I'm also very grateful to the knowledgeable and vigilant members of the editorial committee.

It's my pleasure to announce that Carl Linden will begin as editor with the next issue. He will be assisted by a new member, Melanie Folstad, who is a talented producer of newsletters. I'm sure their skills and experience will combine to make *ATP* ever more successful!

— Ned Preston

*Along the Towpath*

## ANNOUNCEMENTS

Dates for the traditional 185-mile **Through Bike Ride** will be altered for 2008. The trip will begin on Columbus Day, Monday, Oct. 13, and end on Saturday, Oct 18. Please mark this down on your calendar. A complete description of the ride will appear in the March issue of *Along the Towpath*.

Looking ahead to spring, please note that a new activity has been added to the Calendar on page 10, an April 13 **wild-flower walk** led by our knowledgeable botanist, Peter Whitney.

**Seeking Youth Committee Members:** Here is a terrific opportunity for anyone interested in helping the Association increase youth participation. The C&OCA is very interested in activating a youth committee that can find ways for more youth to become involved in our Association so we can continue to strengthen our support to the C&O Canal National Historical Park. Please contact Val Wheeler (valthepotter@att.net or 202-362-6009) for more detail. Be sure to provide her with your name, email, and telephone number. Val looks forward to hearing from you!

**Wanted: Pictures, articles, anything about the village at the Mouth of the Monocacy and the granaries located at the Monocacy Aqueduct and White's Ferry.** The information could help in preparing a new brochure describing these structures. Any pictures/articles will be returned to you prior to June 2008, the brochure publication date. Please contact Rita Bauman at wdbaum@visuallink.com or 540-888-1425 for pick up or mailing instructions.

As the year nears its close, please give a thought to supporting the Association and to **renewing your membership** (see information on p. 17). A renewal form is enclosed in this newsletter.

### Continuing Hikes 2008

by Pat White

We start the year at Edwards Ferry January 27, walking downstream to the River Locks where boats from the Goose Creek Navigation System entered the C&O Canal. On November 23, we'll meet in Virginia and tour the remnants of the Goose Creek system.

In between, we'll meet in Harpers Ferry on February 23 for a hike up Maryland Heights. It's back to the PawPaw Tunnel on March 30. On May 4, we will hike downstream from Snyder's Landing to the site of caves said to have sheltered the townspeople during the battle of Antietam. After a summer break, we will resume October 25 in the Oldtown area, visiting portions of the proposed rail-trail.

All hikes will be out and back, terminating at the starting point. Participants should dress for the weather, bring water and lunch or a snack, and be prepared for inclement weather, especially during colder months. The Maryland Heights, Oldtown, and Goose Creek hikes will be off the towpath on rough terrain. The Maryland Heights trail is strenuous, with significant elevation gains, although the views are worth it.

For more information, contact me by phone or e-mail: Pat White, 301-977-5628 or hikemaster@candocanal.org.



*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 (106–43 BCE), Pro Publio Sestio*

## Steamboats on the C&O Canal

While it has generally been assumed that there was little use of steam-powered boats on the C&O Canal, recent research has indicated otherwise. Interest in the use of steam existed from the beginning. In 1829, at the first annual meeting of the canal company, its president, Charles Fenton Mercer, spoke optimistically of the possibility of one day using steam. Subsequently the canal



*Steam excursion boat Louise on the canal at Widewater in 1904. Photo courtesy of the National Park Service, C&O Canal NHP.*

company's first chief engineer, Benjamin Wright, in his recommendations for packet boats on the canal, mentioned the possibility of adding a small steam engine and wheel at the stern to help propel the boats. He concluded, however, that such an addition would not be very practical because of the space the engine would take and heat it would produce. When the company sought proposals in 1830 for boats to operate on the canal, both steam and otherwise, the Baltimore firm of Alexander Cummins and Andrew Armstrong made an offer to build boats and steam engines, although nothing seems to have come of this contact. (Unrau, 332).

In 1831, a general committee was set up to explore the possibility of steam navigation on the canal and river. Considerable attention was paid at this time by canal company directors and investors to experiments with the use of steam on European canals. Despite this early intense interest, the first rules and regulations for boats on the canal specifically excluded steamboats. (Unrau, 334–335) Interest was stimulated again in 1833 by experiments in steam navigation on the Chesapeake and Delaware Canal (Unrau, 341). This led to a company decision to suspend tolls for a year on "the best" steam packet boat designed and built to operate on the canal, "the speed of which shall not be less than eight miles per hour." (Unrau, 343). Apparently, however, this did not actually result in a steam-powered boat operating on the canal.

The use of steam tugs in the river at Big Slackwater was considered in February, 1837, and discarded because of the anticipated maintenance costs. Experiments on the Delaware and Raritan Canal in 1839 again raised interest in C&O steam navigation, especially as this coincided with the arrival on that canal of a boat using Swedish engineer John Erickson's screw propeller design. (Unrau, 343) Despite continued interest and contacts with Erick-

son concerning the possible use of steam on the C&O, actual steam navigation on the canal does not appear to have occurred until the late 1840s when permission was granted to Samuel W. Dewey to run a steam packet service and to Lemuel Williams to use steamboats to pull canal freighters. By 1850, N. S. Denny & Company was operating steam tugs on the canal. (Unrau, 345)

It must be noted that it was always stipulated that steamboats must not damage the sides of the canal. Experiments with steamboats here and in Europe, always included information on the effect of the boats' wake on the canal berms. Generally speaking, however, the issue of whether steamboats with their greater speed definitively did or did not damage berms was never ultimately laid to rest. In 1860, because damage to the canal was believed to have been done by the steam packets, the canal company determined to ban them beginning September 1. However, a petition resulted in a reversal of the ban but the establishment of special rules including those that the boats not travel faster than four miles per hour nor draw more than three feet of water. Additionally, the steam packets would not have right of way over the canal freighters and would have to pay the regular toll—a significant change given that the packets often, both before and at times afterwards, had permission to operate toll-free. (Unrau, 357)

A steam packet service run by the New York-based company of W. R. L. Ward operated in the 1850s, and, for a couple of years, a steam packet boat named the *Congress* was operated by Volney Purcell. Interestingly, the canal company had to forbid the sale of liquor from the *Congress* as a result of complaints by Montgomery C. Meigs that his men working on the Washington Aqueduct at Great Falls were sometimes disorderly due to the effect of alcohol that they were purchasing from the packet. (Unrau, 356) Other packets operated in the late 1850s, primarily between Georgetown and Harpers Ferry.

While steamboat explosions with significant loss of life were a major problem in the first half of the 19<sup>th</sup> century (resulting in important Supreme Court cases and the steamboat acts of 1838 and 1852), there is no record of any such accident on the C&O. (Ward) There were collision accidents, however, such as that in 1855 when a steam packet collided with a freighter and sank; and in 1858 when two packets collided with significant damage to both. (Unrau, 356)

Steam packet boat service surged again after the Civil War, with boats being limited to speeds not in excess of five miles per hour and paying tolls of five cents per mile. But by 1870 the packets were losing out to the B&O Railroad and appear to have disappeared forever about this time. Subsequently, the only passenger boats were occasional excursion boats that sometimes operated between Georgetown and Great Falls or on other parts of the canal, such as down to and through the tunnel from Cumberland.

Although there are references to experimental steam freighters in 1857, 1862, and 1871, definite regular use of steam-powered boats to carry coal does not appear to have taken place until the 1870s. Beginning in 1873 with one boat, the steam fleet had grown to 16 by 1878. Of those 16, a dozen were owned by coal companies and the remaining four were apparently privately owned. In 1879, there were 19 steam freighters that made 272 trips on the canal, carrying a total of 26,428 tons of coal. (Unrau, 358–359)

Henry Hall in his 1882 *Report on the Ship-Building Industry of the United States*—a classic resource on the subject—states the following in Chapter Six with regard to the C&O Canal:

About 60 to 70 boats in the shape usual [for the C&O Canal] in Maryland are built at the three places named [Williamsport, Hancock, and Cumberland] in fairly good years, and a certain number of them are apt to be steamers, for the tendency toward steam locomotion has been felt on this canal within the past ten years, and several of the new class of boats are in operation. Their cost is \$3,000 each, twice that of a first-class horse-boat. This makes their introduction slow, but their number appears to be growing. Three or four years ago this canal claimed to have the best type of steamer in the country. It certainly is one well adapted to a trade where a heavy cargo is carried in one direction and no cargo is carried on the return trip.

The use of steam freighters on the C&O Canal appears to have ended with the great flood of 1889. There is no evidence that any steamboats that may have survived that catastrophe resumed operation in 1891 when repairs were completed by the newly-formed receivership and the canal reopened.

#### Sources:

Hall, Henry. *Report on the Ship-Building Industry of the United States*. This 1882 work was reprinted in 1970 by Library Editions, New York, ISBN 9780843200133.

Unrau, Harlan D. *History of the C&O Canal*. This massive volume of 850 pages was published by the Government Printing Office this fall and should be available in visitors centers in the spring of 2008. It contains 12 of the 16 monographs written by Unrau, a National Park Service historian, during his years with the C&O Canal in the mid-1970s. During the past two years a number of volunteers have worked on transcribing the handwritten and typed pages, making its publication possible for the first time. The twelve monographs included are the ones specific to the C&O Canal. The others, currently being transcribed, provide more general background.

Ward, John K. "The Future of an Explosion," *American Heritage* magazine, Jan. 1989. This article on the legal significance of the steamboat explosion problem is available online at [www.americanheritage.com](http://www.americanheritage.com) (search using its title).

## THE BOOKSHELF

***The Potomac Canal: George Washington and the Waterway West***, by Robert J. Kapsch. (West Virginia University Press, Morgantown, 374 pages)

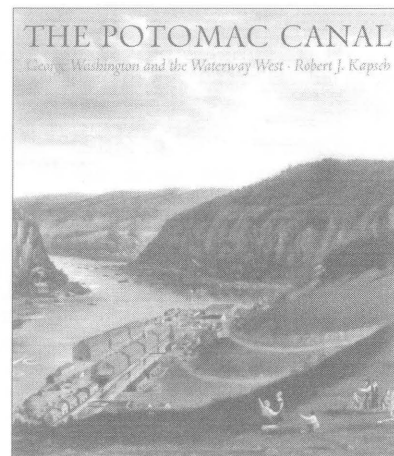
Reviewed by Dave Johnson

The Chesapeake & Ohio Canal was planned in the 1820s to make the Potomac River a major corridor for commerce between the east coast and the frontier that lay beyond the Appalachian Mountains. It was meant to rival the Erie Canal and make Washington and Baltimore fully competitive with New York and Philadelphia. This was not a new idea, however. The scheme to build a grand continuous canal was merely the final step in many years of attempts to develop the Potomac valley into an effective avenue of water transportation. That was George Washington's dream, and

the company he founded in 1785 struggled for four decades to make the Potomac navigable above the falls.

Bob Kapsch's new book, *The Potomac Canal*, tells the tale of these efforts in precise and scholarly detail, in nearly 300 pages of text and more than fifty pages of endnotes. It traces the history of the "Patowmack" Company from George Washington's early explorations and service in the French and Indian War, through the years of construction and operation, up to the final surrender of its property, rights, and obligations to the Chesapeake & Ohio Canal Company in 1828. Besides a thorough history of work

This new work is available from the publisher at [www.wvupress.com](http://www.wvupress.com) or 1-866-WVUPRESS. While our supplies last, however, C&OCA members may obtain a copy for the discounted price of \$30, plus \$4.60 shipping. Md. residents, add 5 percent sales tax. Send your check, payable to C&O Canal Association, to POB 366, Glen Echo, MD 20812-0366.



along the Potomac River, the book covers boating on the Shenandoah River and the many attempts to open other Potomac tributaries to navigation, including the proposals for a continuous water route between the Potomac and Baltimore. Illustrated with many photographs, historic prints, drawings and maps, this handsome volume is to be enjoyed visually as well as to be read.

The Patowmack Company built only two relatively short canals, in the sense that we think of the word: the Little Falls Canal on the Maryland shore between Fletcher's Boathouse and Dam #1 on the present canal, and the Great Falls Canal, on the Virginia side of the river, the remains of which can still be seen. The remainder of their works consisted of improvements in the river channel itself, to clear passages through the rocks and other obstructions. Although a number of these channels were termed "canals" by the builders, we would call them sluices, where the boats rode a rush of water down through the rapids. There was no towpath; the boats were rowed or poled where propulsion was necessary. Obviously, returning upstream against the current was tedious and difficult, and many boats were used for a single, downstream trip and sold for lumber along with their cargo. The inconsistent water levels in the Potomac River meant that navigation was impossible during much of each year. The Erie Canal proved that a long-distance, man-made waterway was feasible, and the race to compete with New York was on throughout the eastern states. Maryland's answer was the Chesapeake & Ohio, which was originally envisioned to go all the way to Pittsburgh. Thus was sealed the fate of the Patowmack Company.

While neither the Patowmack Company nor the C&O Canal Company were financial successes for their investors, together they provided valuable transportation between west and east for well over a century. The waterways were an important part of our

*Continued on page 21.*

# NOMINATIONS FOR OFFICERS AND DIRECTORS

Under the bylaws of the C&O Canal Association, elections are held at each annual meeting. The Association's officers, except the directors, are elected to serve for a term of one year, and five of the directors are elected to serve for three years. In addition, a nominating committee is chosen at the annual meeting to nominate a candidate for each office to be filled the following year. Additional nominations from the floor are also permitted at that meeting.

Members assembled at the 2007 annual meeting selected a nominating committee chaired by Barbara Sheridan and including members Pat White, Bill Burton, Fred Mopsik, Marion Robertson, and Bill Hibbard. Many thanks are due to the members of the committee for developing a strong list of candidates on a collaborative basis, and we are also extremely grateful to those who have agreed to step forward as nominees.

The nominating committee's slate of C&O Canal Association officers and directors for 2008 is as follows:

## OFFICERS

### President:

**Rachel Stewart, Arlington, Va.**

We members of the C&O Canal Association paint fences, bollards and mule barns. We raise funds to replace a canal boat and restore flood-damaged structures. We protect the park from unwanted and inappropriate land swaps or intrusive construction. My direct experience with the C&O Canal Association began when I met a woman in the spring of 1984 who had participated in the Thru-Hike that year. I'd never heard of the organization, but I'd visited the Canal since childhood to fish and canoe with my dad. And so I joined. In the early 1990s, I was Secretary of the Association, and a director during the rest of the 1990s. I was on the board for nine years, and became First Vice President in 2007. Now I enthusiastically participate in volunteer work projects (see above) and hikes. I'm honored to be asked once again to serve as an officer.

### First Vice President:

**Dward A. Moore, Jr., Brunswick, Md.**

It has been a pleasure to serve on the COCA Board for almost 6 years. Those who have not attended a Board meeting may not know what a dedicated group you have at the helm. The Canal is one of the most important recreational and historical resources that this area has and it is incumbent on all of us to do what we can to preserve and protect it for the future. I look forward to continuing to work on this challenge and, if elected, would consider it a privilege to serve as the first vice president of this vibrant organization.

### Second Vice President and Level Walker Chairman:

**Bill McAllister, Lanham, Md.**

My first exposure to the C&O Canal Association was at the Brunswick city campground which my wife and I frequent. The association was sponsoring the Brunswick to Monocacy canoe trip. My wife and I were paddling around on the river from the campground put-in when we saw a group of canoeists starting a paddle down river. Much to our good fortune, the association banner was left planted in the ground by the ramp. We took note of the wording "C&O Canal Association," looked it up in the phone book when we returned home, obtained some literature on the association, and soon after joined.

Our first association event was a hike and dinner in Hancock at the Legion where the Level Walker Chair was taking applications for walkers and the big push was the funding for the Monocacy Aqueduct repair. We became level walkers and purchased a print of the aqueduct as a donation.

We have walked our level, participated in association hikes, canoe trips and for the current year I have served as Level Walker chair, and will continue to do so if re-elected.

### Recording Secretary:

**Bill Holdsworth, Rockville, Md.**

I would welcome the opportunity to continue to serve as the secretary of the Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I have been a member of the association for over 10 years. I have served as secretary for the past two years. I participated in the 2004 Douglas Hike. I organized the motel shuttle operation for those hikers not wishing to camp. The 2004 Douglas Hike was my second thru-hike. I work as a Program Manager in the Finance Office of the National Oceanic and Atmospheric Administration.

### Treasurer:

**William D. Bauman, Winchester, Va.**

I have been a member of the Association for over 20 years and have served on the Board of Directors. I am the Volunteer Coordinator for the C&O Canal's Lockhouse 75, which is open every weekend from Memorial Day through Labor Day and for special events when requested.

At the last Annual Meeting I volunteered to serve as your treasurer. I had no previous experience in accounting. With many thanks to Anna McDermott, who set up the Association accounts on QuickBooks (a commercial computer program), I have maintained the Association's accounts in a clear and accurate manner. It has certainly been an educational experience. So I now have one year's experience and will be happy to serve another year, if elected.

### Information Officer:

**Suzanne Beckwith, Smithsburg, Md.**

I have been hiking on the towpath for seven or eight years; mostly on Pat White's monthly hikes, Heritage Hikes, and Presidents' Day Hikes. Since I live near Hagerstown, Md., I often pop over to Cushwa Basin to hike or cross country ski (if the snow is the right consistency). My friend, Robert, and I often hike or bike from Hancock or Shepherdstown. Keeping notes in my towpath books helps to preserve that "special memory" of a particular hike but there is so much more to know. I really do believe that one of my life's missions is to spread the word about our beloved C&O Canal National Historical Park.

## BOARD OF DIRECTORS

### For three-year terms:

**Blair T. Bower, Arlington, Va.**

My spouse and I came to Washington in April of 1965. The following spring, my spouse spotted an announcement in the *Post* of the annual C&O reunion hike. We decided to go, met Justice Douglas, and joined the Association.

Since then we have been on a number of the annual reunion hikes, and a number of Heritage hikes. These hikes represent a major difference from our typical wilderness hikes in the American West. But they are important. In 1974, I walked the Canal from Cumberland to Washington, solo, in eight days. This trip added significantly to my appreciation of the Canal as a great recreational resource, and hence my willingness to expand efforts to further its saving and restoration. I hope that, if elected, my contribution to the board will further that objective.

**Jim Heins, Kensington, Md.**

Since my involvement with the canal and the Association starting in the mid-1990s, I have participated in a number of park cleanup and maintenance activities, have been an active member of the volunteer bike patrol at Great Falls since its inception in 1999, have worked several years as a volunteer member of the boat crew on the canal boat at Great Falls, and have helped with frequent repair and maintenance of the old canal boat. I also actively participated in procuring the new canal boat, the *Charles F. Mercer*, at Great Falls.

For several years, I have participated as an interpreter at Monocacy Elementary School during their Canal Week activities.

Within the association, I have been involved in a number of the scheduled hikes, including the 2004 Douglas Hike as well as thru-hiked to Cumberland in 2000 and have biked many times as sweep with Tom Perry on the annual thru-bike ride in Oct. I am currently chairing the VIP committee and have been a level walker for a number of years.

I believe the C&O Canal Nat. Historical Park provides a wonderful opportunity for people to witness and enjoy one of the great parks within our park system. However, in light of recent directions that the system is taking, there is a tremendous need for all the care and support we can offer. Our association gives us a chance to take from the park but equally important to give to it. As a continuing board member, I believe I can effectively contribute to that end.

**George Lewis, Jefferson, Md.**

George joined C&OCA last century and is just now completing his first term on the C&OCA Board. He has led the restoration of Lockhouse #29 and shepherds the Catocin Aqueduct Restoration effort, is a C&O Canal National Historical Park Commissioner, a C&O Trust Director, and is best known for tending to



hooves, claws and feet during C&OCA's 50<sup>th</sup> Justice Douglas Hike. He is quite active in promoting awareness of the C&O Canal NHP.

### John Wheeler, Washington, D.C.

I have been a member of the C&O Canal Association since the mid-1980's, and in 2005 was elected as a Director on the Board. My wife, Val, and I are level walkers for levels 10 (Seneca Creek to Tenfoot Island) and 53 and 54 (15 Mile Creek to Lock 60). In 2004, I participated in the 50th Anniversary Douglas Hike. I retired from the Environmental Protection Agency in 2004 and am now devoting much more time to volunteer activities. I look forward to serving the Association whether or not reelected to the Board.

### Francis Zumbun, LaVale, Md.

Francis Zumbun has been employed with the Department of Natural Resources since 1978. He has worked in western Maryland during this whole time, and since 1988 has been the current forest manager at Green Ridge State Forest in Allegany County, working under the direction of the Maryland Forest Service. Francis worked for the C&O Canal Historical Park in 1977 in Georgetown as a seasonal employee at the visitor center in Georgetown and as an interpreter and operator of the "Canal Clipper."

Zumbun is very familiar with the cultural and natural history of the C&O Canal. Roughly thirty miles of the C&O Canal borders Green Ridge State Forest. He had the privilege of working closely with former Superintendent Faris on activities related to Colonel Thomas Cresap that involved moving Cresap's original tombstone back to its original site on present C&O Canal NHP property at Oldtown, Md.

Zumbun is currently working with National Park Service staff concerning dedication of the Liberty Tree scheduled for June 2008 at Oldtown.

### To fill an unexpired one-year term:

### Stephen C. Eastham, Potomac, Md.

Stephen Eastham lives in Potomac, Maryland near Pennyfield Lock. He hikes along the canal three or four times a week for an hour or more and has been doing so since he came to the area about 28 years ago. A few years ago he biked the entire length of the canal from Cumberland to Georgetown in three days with several friends. Also, for many years he commuted several days a week to work by

bike along the towpath to Washington, DC. Out-of-town guests and new friends from the area are usually invited (or required) to join him for a hike along the canal.

Stephen has a long and varied career spanning both the public and private sectors. His experience with fund-raising strategies and managing public/private partnerships would be a definite asset to the Association.

## 2008 Membership Renewal Information

Annual membership in the C&O Canal Association (C&OCA) runs from January 1 through December 31 each year, so now is the time to renew your membership for 2008. A renewal form is enclosed in this issue for your convenience.

If you have recently joined C&OCA or have renewed in the past for multiple years, please check the label on this newsletter for your actual expiration date.

Your continued membership and support are vital to assuring that this valuable resource will be here in the future for all to enjoy. Remember, C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions to the funds are tax deductible to the fullest extent of the law.

Barbara Sheridan, Membership Coordinator  
membership@candocanal.org

## ON THE LEVEL by Level Walker Chair Bill McAllister

Pat Hopson, who recently found a large blue 55-gallon drum on her level (# 12), reminded me of an alert that Bill Burton issued some time ago. Let me take this opportunity to again caution all volunteers and canal visitors that such barrels may contain hazardous materials. Although often referred to as "blue barrels," they may be of any color. Park authorities advise us to leave them where they are and to report them through the normal level walker channels, or through the hazard reporting link on the park's web site ([www.nps.gov/choh](http://www.nps.gov/choh)).

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. For information, please contact me at [levelwalker@candocanal.org](mailto: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:** 8/12, I walked to the Incline Plane section today, which I do only infrequently. 9/22, heavy biker and walker traffic. Grass still unmowed. I guess that's over for the season. 9/28, surprise, surprise! I arrived at Tidelock to find four men and one woman with five large and heavy bags of trash taken from the lock! Seems they are members of a new organization dedicated to keeping the Rock Creek right of way in shape. I thanked them profusely and told them I hadn't cleaned the trash in the lock for almost two months as I found the footing too precarious. 10/19, one of the two large bags collected this week (as last week) was filled by the homeless folks. Give credit where it's due. 11/4, I spent extra time at Tidelock, took stuff out of the lock itself, then cleaned the K Street Tunnel. Much trash in shrubbery at 34th St. bridge. A real mess at Aqueduct. One of the homeless emptied his overloaded shopping cart near the Whitehurst Freeway entrance ramp, but another helped me to clean it up.

**Level #3 Lock 5 to Cabin John Creek, Marcus Boorstin and Allisa Stern:** 10/13, daisies, Queen Ann's

lace. Bass, blue heron, chipmunk, turtle. Altogether, the water is very, very low, due to the recent drought. A tree between Locks 5 and 6 in the canal was blocking passage by boats.

**Level #4 Cabin John Creek to Lock 14; Larry Heflin** for 8/6, 8, 12, 17, and 29: black crowned night heron between Locks 8 and 9. There appears to be a large leak from the towpath/canal interface at approximately Mile 8.5, upstream from the bridge over the canal at Lock 8. 9/6, 9, 22-25. Priority message forwarded to NPS on below-towpath water leak. On 9/22, noted NPS closed this section to vehicle traffic preparatory to repair. Lowered water in this level, and removal of brush in canal-side of towpath reveals erosion hole (a cave!) about the size of half-a-Honda leading under the towpath. 10/5, 11, 21-23, 26, 28, 30: Canal between Locks 8 and 9 remains at very low flow, awaiting repair of leak and embankment collapse upstream of Lock 8.

**Level #5 Lock 14 to Bridge at Cropley; 9/20, Jan and Jim Heins:** Beautiful weather. Limited number of visitors (30-40). Mix of walkers with dogs, hikers and bikers, including many through-riders from Cumber-

land. Everything dry, level of canal way down.

**Level #6 Bridge at Cropley to Great Falls Tavern; 6/30, Carolyn Osborne assisted by Meredith Griggs:** path very clean; south of Widewater, two fallen trees in canal: two areas near Billy Goat Trail entrance roped off for wetlands protection, also an area a little further north. In bloom: mullein, Deptford pink, thistle, cow vetch, Queen Anne's lace; garlic mustard; raspberry fruit.

**Level #6 Bridge at Cropley to Great Falls Tavern; Harry Bridges:** 8/11, lots of walkers, bikers, strollers. Only wildlife spotted were many turtles, mostly sunning on rocks but one swimming. New canal boat arrived from upstream with many passengers aboard, including "armed guards," Union soldiers in uniform who were at Great Falls for a weekend encampment. 11/1, towpath in good shape but most lock gates still need repair or replacing, e.g., both gates at Lock 16 and downriver gate of Lock 15.

**Level #9 Pennyfield Lock (22) to Seneca Aqueduct; 9/3/2, John McGraw:** Some ripe paw paws remain, mostly on the ground. Eight blue herons and three great egrets spotted, one in the canal and the rest in

the river. Flyover of about 50 Canada geese, who then landed in the River.

**Level #10 Seneca Aqueduct to Milepost 25; 9/3/2, Charles Mason White:** The garbage consisted of cans, bottles and plastic bags, I guess left by fishermen. I know the NPS has a "take out what you take in" rule, but some type of garbage can where the fishermen congregate by the aqueduct might not be a bad idea. 10/28, I removed many limbs and sticks, some large enough to be hazardous to bikers or runners.

**Level #11 Milepost 25 to Sycamore Landing; 8/26, Charles Mason White:** I counted 16 bikers, two walkers, one runner, and four tents at Horsepen Branch, where the NPS sign has been defaced with politically-inspired comments. I removed a turtle from the towpath near Mile 27. A black snake was crawling across the path near 27.21. It was a pleasant outing. 10/20, uneventful day.

**Level #12 Sycamore Landing to Edwards Ferry; 9/15, Pat Hopson and Carol Ivory, assisted by fellow Sierra Club members Ray Abercrombie, Janet Kegg, Gary Kosciusko, Margaret Neuse, and Lynn Wingard:** Three of us walked the entire level and found very little garbage. As usual, nearly all of it was at the two endpoint parking lots and along the riverbank, where it gets washed in. Sycamore Landing still has a fire ring in the center of the parking lot. We carried away the logs, hoping to make it less likely to be used for fires. Four of us spent over an hour and a half collecting garbage from the trail and riverbank at the outlet lock for the Goose Creek River Lock, where fishermen had left a lot of trash. The towpath is in good shape; at one point it looked like a fallen tree had been cleared from the path fairly recently; thank you, Park Service.

**Level #17 Monocacy Aqueduct to Nolands Ferry; 10/29, Emily Kilby:** Eighteen hikers, 11 bikers and 50-60 picnickers at Nolands Ferry, including a big group with many French speakers. They were grilling, playing games, hiking and lounging. All were quiet and well behaved, though they had set up one children's game right on the towpath, and I had to negotiate very carefully through on my bicycle. 9/22, **George Kennett:** A family picnicking at Monocacy picnic area, another group of about ten young folks resting on the ruins, a canoeist, and two boaters at Nolands Ferry who thanked me for cleaning up the area. An NPS law enforcement ranger was just ending a towpath patrol, and a DNR police officer was making a spot check through the parking lot. These two officers were good to see.

**Level #19 Point of Rocks to Catoctin Aqueduct; 7/22, Marlow Madeoy:** I encountered 35 walkers, 26 bicyclists, and five dogs. Eleven people were wading out in the mid-river near the Point of Rock bridge. 9/23, conditions along the towpath and canal basin were bone dry due to lack of rainfall. Near Catoctin Aqueduct, I noticed a new clearing where the fallen stone blocks were relocated to make more room for other stones to be pulled out of the creek.

**Level #22 Lock 31 to Lock 33; 4/22, Lisa Angstadt, with her sister, Rudi:** Towpath was in good condition, except somewhat muddy. A large fallen tree was recently cleared from the towpath. The Potomac was very high. Canal itself had water in places usually dry. Noted raccoon tracks along the canal. Canada geese with several young had a nest on the berm side of canal; heron, mallards, robins, red-tailed hawk, and turtles everywhere in canal bed!

**Level #23 Lock 33 to Dam #3; 8/26, Pat and Ken Heck:** Equestrians have not been cleaning up horse manure. Can the Park Service police this better? The smell, the insects, and the real danger to bicyclists shouldn't be underestimated.

**Level #23 Lock 33 to Dam #3; 9/9, Susan & Bill Morris:** A few hikers and bikers, but mostly fishermen.

Everything looked to be in good condition.

**Level #26 Lock 37 to Anietam Aqueduct; 8/25, Rick Clement:** Trash was remarkably light.

**Level #30 Snyders Landing to Lock 40; 9/3, Hilary Walsh:** Twenty bikers, several fisherman, kayakers and inner-tubers on the river. Saw one woman pulling a bike trailer with a dachshund tethered inside! Parking lot was full. Barron's store was closed for the Labor Day holiday, so no ice cream treat after the walk! A quiet day on the towpath and canal.

**Level #32 Marsh Run Culvert to Dam 4; 9/1, Dave and Kathy Peterson:** The towpath is in good condition from the dam downstream to about Mile 83.75. Here we focused our work today. It appeared that the towpath had been "top-dressed" with a fine gravel material in places. Three majestic great blue herons were flying along the river just below the dam, crisscrossing several times. We surprised a groundhog near the dam. The river was like glass today and so clear that one could see the riverbed easily several yards from shore.

**Level #35 Opequon Jct. Hiker-Biker to Lock 43; 10/5, Stephen Williams:** Given the lack of rain, I was a little surprised that the level of the Potomac was not lower. A biker resting at the hiker-biker campground told me that he had recently returned from Iraq. In his 20s, he was biking from Pittsburgh to D.C. 10/27, in addition to a great blue heron along the river, there was a woodchuck standing in the middle of the towpath with front paws pressed to the chest. It watched me for a while, with an expression of studious concern, before slipping away.

**Level #36 Lock 43 to Falling Waters; 9/19, Dick Ebersole:** The towpath is in good condition, with only a few small pot holes, and so is Lock 34, except for the lock gates. The lock house is in good shape and the grass was recently mowed. I saw three different wildflowers in bloom, and the trees are in full summer foliage, with nuts starting to fall from the walnuts and oak trees.

**Level #38 Lock 44 to High Rock Quarry; 9/22, George Kennett:** Two fishermen at Mile 103, a family fishing at Basin near the Lift Bridge, 10 bikers, 23 walkers. A Bike Patrol member stopped some bikers riding across the aqueduct and asked them to walk their bikes across.

**Level #41 Dam 5 to Four Locks; 9/23, B.K. Lunde:** Sixty-two people, mostly on bikes. The day was beautiful. There were about 10 boats and jet skis. Two horses, three dogs. Astors. Phlox. A few birds and butterflies. Red Virginia creeper. Black walnuts.

**Level #46 Licking Creek Aqueduct to Little Pool; 10/28, Margie Knott, with two dogs:** It's a biker's paradise - 14 bikers during my walk up and back; only three hikers, with a dog; one fisherman putting boat in water. Three flocks of Canada geese flying upriver; chickadees; good time for birders to be out.

**Level #48 Hancock to Round Top Cement Mill; 9/10, Phillip Michael Clemans:** Encountered: 48 bikers, about 25 percent with overnight gear; two joggers, and two walkers, one flying a kite. Around Mile 126, a doe watched me approach to very close range before retreating across the canal. She anchored on the north berm and brazenly stared at me as I passed. Heard many birds but saw only two, which I believe were woodpeckers. 10/20, towpath was in excellent shape considering the days just prior to my walk were quite wet. Near Mile 126 was major tree debris that I was able to clear.

**Level #52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 10/31, Roger Winter:** I put in about seven hours on my level, a very productive time. Much of the canal bed was unusually dry, and I was able to collect a great deal of trash from the canal floor areas not normally accessible. I gathered about 14 bags, plus some major items like a tire and a cooler. The day was glorious, starting out foggy and 31 degrees, becoming sunny and warm. I only encountered about eight bikers and no

walkers.

**Level #55 Lock 60 to Culvert #208; 9/30, Karen Gray:** I was accompanied by Wayne and Cecelia Thompson and Gary McGinnis who assisted in picking up litter. Above the Bonds Landing road to Roby Hollow we saw many muskrats, the first time I have seen them on this level. We also saw plenty of turtles, and an occasional frog or toad plopped into the water. Out on the river, the geese were noisy, as were the crows in the area, and there were many woodland birds.

**Level #60 Opposite Little Cacapon to Town Creek Aqueduct; 8/28, John and Judith Lilga:** We met eight bikers, including three groups of through-types and two sets of locals. A grandfather was going to show his grandson the lock near the aqueduct. The towpath was in excellent shape. Very smooth and easy to negotiate. All canal structures appeared to be sound, with no obvious new deterioration or vandalism. Only 10 bird species were identified, but that was to be expected at this the time of day and year. Lots of sliders. Ailanthus trees seem more ubiquitous than ever, almost as plentiful as poison ivy.

**Level #61 Town Creek Aqueduct to Lock 68; 9/29, Hilary Walsh:** At Lock 68, the lock house porch is deteriorating on the left side. A piece of corn was tacked to the top of the porch? Several bird nests around the perimeter of the porch frame. Several yellow lily heads about to burst into bloom in the canal near the lock. Saw kingfishers, many turtles sunning themselves, a beaver dam built across the canal prism and decorated with green algae on top! A splendid day.

**Level #64 Kellys Road Culvert to Spring Gap Rec Area; 8/7, Nasra Sakran:** Typical 'people trash'. One biker, going south. Towpath in good condition.

**Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge; Bob and Joan Mischler:** 9/7, yellow and orange jewelweed, Jerusalem artichoke and a couple of garden phlox in bloom. 10/30, towpath is in good shape from Aqueduct to Cumberland.

## Life (and Death) Goes On

Despite adjustments due to renovations at Great Falls Tavern, this year's presentation of "Life and Death on the C&O Canal" on October 20 was well attended. In Dave Johnson's photo below, Ranger Warren Kasper prepares for his role in one of the historical scenes of strife, misfortune, and endurance.



As a gesture of appreciation for the many volunteers who made the performance possible, C & O C A provided T-shirts decorated with an image of one of the incidents reenacted.

*When I was asked to do this column, we all anticipated that I would be the sole contributor. Fortunately for all concerned, that has not turned out to be the case. For the current issue, member Grant Reynolds submitted the following article based on research done for another publication. — G.M.P.*

## Five Vermont Soldiers Spend a Quiet Year On the Canal

by Grant Reynolds

*Jo and I have lived in Potomac, Maryland, for 36 years. The 10<sup>th</sup> Vermont has been "my" regiment ever since I learned that it "marched up the Great Falls Road" on its way to Muddy Branch, and "camped on the high ground East of Offuts Crossroads" in November 1862. We also have a home in Tinmouth, Vermont, a small hill town in southwestern Vermont near Rutland. 1860 population - 631; 2000 - 567. I edit the local historical society journal, in which a longer version of this article has appeared.*

This is a story about five<sup>1</sup> men from Tinmouth, Vermont, and how they spent their first year as soldiers in the Union Army. It is about a war without battles, though they fired at the "enemy" often on dark nights. Since we don't have specific details from them about their activities, we have to generalize from what we know about their company, Company C of the 10<sup>th</sup> Vermont Volunteer Infantry. A number and a letter, 10/C, are a mundane address for the most important human institution of the war. The company, 100 men and three officers at the war's start, were the soldier's home and family. He ate, slept, marched, and fought with them. His mail went to the company; his orders came from its officers. The commander of the Army might order the Sixth Corps from the left flank to the right, but when the captain issued orders to his soldiers all the men would hear would be "fall in; 60 rounds of ammunition and 3 days rations; hurry it up!"

Although the War Department suspended recruiting in April, 1862, believing it needed no more men to win the war, the brutal battle at Shiloh in the West and the Seven Days battles outside Richmond demonstrated that it was painfully wrong. On June 18, the Department telegraphed Vermont Governor Holbrook: "Pressing need of troops. What can you forward immediately?" The governor offered the Ninth Regiment immediately and asked if a Tenth Regiment would be needed. "Send your tenth regiment" was the immediate reply.

John Andrus Salsbury of Tinmouth was one of the recruiters for the 10<sup>th</sup> Vermont. He assembled a large number of men from Tinmouth, Clarendon, and Middletown for Company C, and was commissioned as one of its two lieutenants as a result. Tinmouth is credited with nine men in Company C, though my research indicates that only six actually lived here. The rest enlisted here for various reasons - friends went together; Salsbury was popular; or the Tinmouth enlistment bounty was attractive.

The regiment arrived in Washington by freight car and flat car on Sept. 8. Washington was summer-hot and sticky, full of people, soldiers, horses, stinks, diseases, and noise.<sup>2</sup> Vermont men from small mountain towns were happy to be among ranks of other men rather than facing this confusion alone. They marched from the station down what is now the Mall and across

the Long Bridge on 14<sup>th</sup> Street into Virginia. There they camped on Arlington Heights, then the confiscated property of Rebel General Robert E. Lee, but today Arlington National Cemetery.

Most new regiments spent several months in camps of instruction in Maryland or Virginia after they arrived in the Washington area. There they learned the finer points of Civil War soldiering - drill and handling the musket especially. It may seem surprising, but in 1862 it is likely that relatively few young men from Tinmouth had actually used firearms. The area's forest had been largely stripped away for settlements, charcoal, and sheep farming, leaving little cover for game animals. The militia organization as a mandatory activity died in the 1830's, though voluntary "uniform companies" existed in larger towns.

But there was a war on, and the Tinmouth men remained in "boot camp" less than a week. On September 14, they were ordered into line with their obsolete Belgian muskets, haversacks, bedrolls and tents. General Lee had invaded Maryland, placing him on the northwest side of Washington. The Union Army was crossing the Potomac at Edwards Ferry in Maryland in pursuit. Along the river and the C&O Canal, several thousand Union soldiers were stationed to serve as canal guards and defenders of the river crossings. Rebel soldiers, mostly irregular cavalry like Mosby's Rangers, were thick on the Virginia side at that time, and indeed for most of the war. While General McClellan demanded that every soldier available join the Army of the Potomac in Frederick, Maryland, President Lincoln and General Halleck, the nominal commander of the Union Army, would not let him strip the 60 forts defending the city itself of their garrisons. The C&O Canal and the river crossings were less central to their concerns. Longer-service regiments in the Potomac River guard force were detached to join the Army of the Potomac, and inexperienced regiments like the 10<sup>th</sup> were ordered to take their places.

While the 10th had marched a few miles in short spurts, this was to be a long haul of 25 miles to Seneca. On the first day, they marched to Tennallytown in the northern part of the District of Columbia; the second day, out Conduit Road (now MacArthur Boulevard) and then up Great Falls Road in Maryland to Offuts Crossroads; the third day, they reached Seneca Lock, where the left wing halted, while three companies went an additional several miles to Edwards Ferry.

The area the regiment spread across, Montgomery County, Maryland, was largely farming country. Tobacco farming in the 18th Century had depleted the soil severely, and even in 1862 much of the land had not recovered. Still, there were prosperous farms, especially in the western part of the county where little tobacco farming had been attempted. This was slaveholding country, though the farms generally grew wheat and corn, and did not need the large labor inputs that cotton, rice, tobacco, and indigo required. Even if their lives were easier than those of plantation hands, slaves were still enslaved, not hired, and could not leave without incurring sometimes deadly pursuit. As happened throughout the Confederacy and border areas, the slaves strongly but secretly supported the Union forces, providing intelligence, guiding marching units, and assisting in the escape of captured soldiers. There were not many Union supporters among the white civilians in the 10<sup>th</sup>'s area,<sup>3</sup> though at times even Rebel sympathizers could be polite and hospitable to individual Union soldiers. The Confederates, however, "seemed to have an uncanny



knowledge [of Union troop movements]"<sup>4</sup>, so perhaps the hospitality was not without deeper motives.

The 10<sup>th</sup>'s area of responsibility included Poolesville, Seneca, and Offuts Crossroads (now Potomac). River Road runs 17 miles from Offut's Crossroads to Conrad's Ferry,<sup>5</sup> with Seneca about in the middle and Edwards Ferry several miles further up-river. The "ferries" ran across the Potomac River, which was unbridged from Washington to Point of Rocks. Poolesville, five miles northeast of Conrad's Ferry, was the area's only significant village,<sup>6</sup> but the ferry landings often had stores and mills. None of the ferries operated during the war, since the Virginia shore was Confederate territory. A number of shallow spots where the river widened were often forded by farmers and by Rebel armies and raiders.

Company G of the 10<sup>th</sup> was sent back three miles from Seneca to the small fort at Muddy Branch, built the preceding winter. It sat high on a bluff overlooking Muddy Branch, the C&O canal, and the Potomac west of Offuts Crossroads. The remaining companies were assigned to Seneca Lock (including Company C) and Edwards Ferry. Apparently at first the companies camped wherever they could. On Oct. 11, the detachments were called in from their camps to form a regimental camp at Seneca. Soldiers were sent from there to the duty locations. The camp was not a success. It was located on sloping ground, with a swamp between it and the river.<sup>7</sup> Every tenth man was sick. Men began dying of various diseases, with five dying on one night alone. Charles Dayton, one of John Salsbury's recruits in Company C, was the first to die, on Sept. 26 – less than a month after leaving Vermont. He worked on John Norton's farm in Tinmouth in 1860, though his family lived in the next town, Middletown. The men took a collection from their meager pay to cover the cost of embalming his body and shipping it home. This practice soon stopped. There were too many deaths.

Vermont regiments in general suffered severely from illness. More died of disease than from battle. In the 10<sup>th</sup> Vermont, 189 died from disease, including 36 as Confederate prisoners, while 141 died in battle or from combat wounds. The city men had been exposed to more diseases, and acquired more immunities, than farm boys from the hills of Vermont. None of the Tinmouth men died except Dayton, but probably some were ill.

When the incompetent lieutenant colonel who was second in command of the regiment was "allowed" to resign in early October,<sup>8</sup> the resulting promotions left a vacancy in command of Company I. It was filled on Oct. 8 by election, a practice that soon stopped, but in 1862 was still common in the volunteer regiments. Lt. Salsbury of Company C was elected Captain of Company I by vote of the entire regiment. He chortled to his aunt back in Tinmouth that the men had elected him from among 20 lieutenants. Salsbury commanded Company I for the rest of the war.<sup>9</sup> Awarded the rank of brevet major for heroism at Cedar Creek, he was known as Major Salsbury for the rest of his life.

On Nov. 13, the brigade changed commanders and the new one, Col. Davis of the 39<sup>th</sup> Massachusetts, promptly ordered the entire brigade back to Offuts Crossroads. There they could camp on high, dry ground in open fields<sup>10</sup> east of the village. Marching to Seneca and Edwards Ferry for duty must have been tiresome, especially as the November weather was cold and rainy and the roads were terrible. Beyond Edwards Ferry the area was held by the 11<sup>th</sup> New York Cavalry (Scott's 900). The move did

not reduce the sick list. Twenty-five men died in five weeks, although "we were on high ground in the open field, well sheltered with tents, and under good police regulations. Many of the men were thoroughly disheartened and half of the officers were too sick to be useful."<sup>11</sup>

The Vermont Thanksgiving Day, which was on Dec. 4 at that time, was a lovely Indian summer day. The regiment celebrated with foot races, football, a pistol shooting match won by a corporal (the major was second), and a greased pig chase. Companies A and F won the pig, but A stole F's half that night. "From that day began the improvement of our sanitary condition."<sup>12</sup>

Col. Lige White's Confederate 35<sup>th</sup> Virginia Cavalry crossed the river at Conrad's Ferry on the night of Dec. 15 and hit Scott's 900, seizing a number of prisoners and even more horses. The men were released at the river crossing, but the horses were Confederate steeds from then on. The brigade was ordered back to Poolesville, strengthened with an artillery battery and by the 6<sup>th</sup> Michigan Cavalry, which replaced Scott's 900.

On Dec. 21, the regiment marched to Poolesville and the new brigade camp there, named Camp Heintzelman. The regiment's left wing was now at Edwards Ferry, the center at Conrad's Ferry, including Company C, and the right at the Monocacy Aqueduct, which was critical to the usefulness of the canal. If the aqueduct were destroyed, Washington would lose its Maryland coal supply, so three companies were sent to guard it. Perhaps expecting some disorganization among the newly deployed soldiers, Mosby's raiders crossed the river that night at White's Ford, just above Conrad's Ferry, but left when they discovered a strong picket posted there.

A peaceful winter of 1863 followed. Camp Heintzelman sat on level ground east of Poolesville. Between drilling and picket duty, the men visited around, wrote letters, and read (the Iliad and Shakespeare are claimed to have been favorites). The Belgian smoothbore muskets were exchanged for new Springfield rifle muskets. The citizens were mostly kind, submerging their hostility to the Union cause in their usual good manners. There ensued "the most delightful season of the year (spring). Light winds bore up the fragrance of green and flowering fields and budding woods." Cpl. Frank Swan of Company C, from Pittsfield, took every opportunity to return to the "malarious neighborhood" of Seneca Lock, where so many had taken ill the previous fall. A 30 man picket detachment was posted there, changing every 24 hours. Swan volunteered not only to serve as Corporal of the Guard there, but as an ordinary soldier when it was not his turn to command the picket post. The lockkeeper had a relative, Miss Mary Gartner "from the interior of Maryland ... she has no fear of the Northern vandal." Cpl. Swan and Miss Gartner were married by the chaplain on June 14, Lt. Col. Henry and other officers of the regiment attending.<sup>13</sup>

Only a week later, the regiment marched away. General Lee had invaded the North again, and his troops were already into Pennsylvania. The night before the wedding, a detachment of the 6<sup>th</sup> Michigan had been attacked by Mosby's Raiders<sup>14</sup> at Seneca Lock. Retreating up the creek about a mile to Seneca Mills, 30 Michigan soldiers under Captain Charles Deane made a determined stand against a reported 250 Rebels.<sup>15</sup> Only when part of the rebel force crossed the creek below the cavalymen and outflanked them were they "routed." Two Michigan soldiers were killed, and six Confederates. The fleeing cavalymen rode into Poolesville at 4 a.m., causing the camp to be barricaded;

however, a detachment of Rebel cavalry was not interested in attacking a brigade of infantry, even with the benefit of surprise.

The history of the 10<sup>th</sup> Vermont says the attackers were Stuart's regular Confederate cavalry on a reconnaissance of river crossings. However, Virgil Carrington Jones in *Ranger Mosby* (University of North Carolina Press, 1944) describes the raid in some detail as a Mosby adventure. He says that Mosby "struck a superior force drawn up at Seneca Mills." That's Deane's 30 men. Jones says that "Mosby's appearance north of the Potomac had the desired effect. Troops were rushed in force up the left bank of the river from Washington." Actually, the 10th marched away towards Harpers Ferry on June 24. Stuart's three cavalry brigades crossed at Rowser's Ford, just below Seneca Lock, on the night of June 27 without being challenged. One brigade marched through Potomac village, turning smartly left at Offut's store to head for Rockville. The officers held a ball there that night.

When the regiment marched for Harper's Ferry, Cpl. Swan's new wife was sent to live in the District of Columbia.<sup>16</sup> Chaplain Haynes recorded this farewell to Maryland:

Poolesville had become endeared to us by many pleasant associations. Many of the citizens came out to bid us farewell, and some, no doubt, to bid us fair-ill – glad to see the form of a Union soldier only in retreat, or in death. Mr. Pleasant's Quaker family and Mr. Trundell's, Roman Catholics, bid us a tearful adieu – the 10<sup>th</sup> was always welcome at their houses. The wife of Sergeant Frank Davis had died at Pleasant's. The Regimental surgeon attended Mr. Trundell, but he died. His family was very kindly disposed to the Regiment. Leaving there was like parting with friends. They told us we would never return, for no Regiment that went up to Harper's Ferry and so off to join the Army of the Potomac ever came back again.... at Poolesville we were a little army by ourselves. Military duties had seemed very simple at the points held by us, hampered by few orders from Washington.<sup>17</sup>

Their Poolesville friends were right, of course. The regiment was no longer on guard duty but fully engaged in the sad business of fighting. It fought the Confederates for two more years, taking hundreds of casualties and distinguishing itself on many battlefields. None of the 1862 Tinmouth enlistees was killed in battle, though two of the later ones were, and Judah Hall died of his wounds.

A few soldiers paid a brief visit to Poolesville the next year when marching from Washington to the Shenandoah Valley and Cedar Creek. For most of the men Poolesville was a pleasant memory among many not so happy.

#### Notes:

1. Six men left Tinmouth for Brattleboro with Company C, but Charles Dayton didn't live for the year, dying within six weeks.
2. *Reveille in Washington*, by Margaret Leech, gives a colorful picture of wartime Washington.
3. In the 1860 election Lincoln received only 50 votes out of 2000 in Montgomery County. While there were enough "Union Democrats" in Rockville to hold a meeting and pass a resolution against secession in 1861, they subsequently found it necessary to keep their sentiments to themselves – if, indeed, they retained them. Soderberg, *Civil War Sites in Maryland*, White Mane Books, Shippensburg, Pa., 1998, p.55.
4. Soderberg, p. 70.
5. Conrad's was purchased after the war by Col. Elijah "Lige" White of Poolesville, commander of the 35<sup>th</sup> Virginia Cavalry

(Confederate) throughout the war. As White's Ferry, it is the only one now operating. Soderberg, p. 68.

6. Today, the land looks surprisingly as it did in 1862. From Seneca west it's in the Agricultural Preserve, where 25 acre lots are the minimum and most land will not pass a percolation test for septic systems. The houses on the occasional developed lots tend to be "McMansions," a far cry from the modest farms of 1862!

7. Today, it is on the property of the Bretton Woods Golf Club, owned by the World Bank.

8. Though enlisted soldiers were strictly held to their enlistments, officers could resign at any time; however, their resignations did not have to be accepted, usually they were only when the officer was disabled or regarded as of no great value to the service.

9. *Tinmouth Channel*, Vol. 1, No. 1, Fall, 1999, p.4.

10. Today, the brigade camp is covered with houses. A local history, *The Potomac Adventure* by Anne Harris, doesn't mention it, though it apparently remained in use for the rest of the war.

11. Edwin M. Haynes, *History of the 10th Vermont Regiment*, p.24

12. *History of the 10th Vermont Regiment*, p. 25

13. *History of the 10th Vermont Regiment*, p. 30.

15. I wondered why Chaplain Haynes devoted a couple of pages to a Michigan regiment's skirmish, so I did a little research and found that Capt. Deane was originally from Grafton, Vt.

16. Swan avoided capture in the retreat from the Battle of the Monocacy, but when the regiment was thrown against a Confederate division at Cedar Creek, Swan was "missing" and never found. *History of the 10th Vermont*, p. 31.

17. *History of the 10th Vermont*, p. 31. The brigade had been part of the Defenses of Washington. The Army of the Potomac was a field army separate from the Defenses.

## THE BOOKSHELF, continued from p. 15

national expansion and a step in the evolution of the transportation system that made it possible. This book fills a major gap in the telling of that story, of boating on free-flowing rivers before the era of stillwater canals.

Robert J. Kapsch holds doctorates in American studies and engineering and architecture, as well as master's degrees in historic preservation and management. He retired from the National Park Service, where his final assignment was as senior scholar in historic architecture and engineering. Previously, he was special assistant to the director, where he served as project engineer on restorations on the C&O Canal, including the Monocacy and Conococheague Aqueducts and Great Falls Tavern. For fifteen years, he was chief of the Historic American Buildings Survey/Historic American Engineering Record. He has written extensively on early American canal engineering. His previous books include *Canals* (for the Norton/Library of Congress Visual Sourcebooks in Architecture, Design & Engineering); *The Potomac Canal: A Construction History*; *The Conewago Canal: Pennsylvania's First Canal*; and *Monocacy Aqueduct on the Chesapeake & Ohio Canal*, as well as articles on a wide variety of canal-related subjects, engineering, and historic preservation methodology. He has been a regular contributor of papers at the annual canal history and technology symposiums sponsored by the National Canal Museum in Easton, Pennsylvania.

## Narrow Boating in England: Work Boat to Canal RV

By Carl Linden

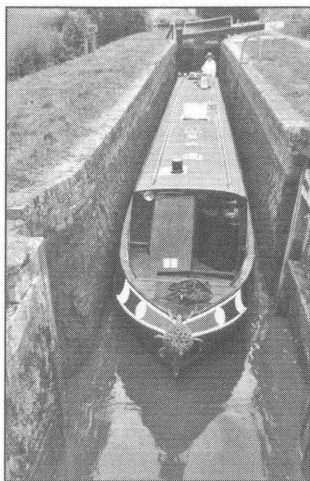
"It looks like a U-boat minus the conning tower," Helga, my son's mother-in-law, remarked. "Perish the thought!" I thought to myself, "It's *English* from stem to stern ... nothing German about it at all, at all!" True, the boat is a bit peculiar, very narrow and very long. Builders slenderized the vessel to fit it into the narrow canals that spread throughout England and Wales in the late 18<sup>th</sup> century. The hull was stretched out to boost its cargo capacity. The canals then were arteries of the new industrial revolution. They were cut narrow to save on cost and water supply. Boat crews and horses hauled coal, limestone, iron ore, and other heavy industrial materials.

At the end of World War II, the canals fell into disrepair. The time of narrow boats seemed over, but canal enthusiasts fought for restoration of the canals and won. With new purpose, the narrow boat became a comfortable canal cruiser. Diesel replaced horse. Except for dedicated "horse boat" revivalists, people liked the changeover. Narrow boating on the 4,000-mile canal network became the popular pastime it is today. For many the boat is home. You can take it almost anywhere in England.

What prompts this blurb on the narrow boat? My first close encounter with one came just after the World Canal Conference in Liverpool last June. Sonny DeForge, Jay Hurley, my son Leif and I rented a narrow boat, the *Neptune*, for a two week canal jaunt. She was true to her class at 6' 10" wide and 62' long. The *Neptune* moniker was perhaps a bit much. The sea god himself would have had to hold her afloat were she to venture forth upon a rough sea. We did not so venture but hewed to canals.

We set out from Tardebigge hamlet, the Anglo-Welsh boat base, on the Worcester-Birmingham line. Our plan was to circumnavigate the "Avon Ring," an unhurried two week trip over a favorite among canal loops. The rental agent briefed us on the boat and off we went. Steering was a challenge. The narrow boat is a slow responder. Trial and error taught us how to "thread the needle" of tight passages in locks, through tunnels, under bridges and over aqueducts, and to take care not to collide with oncoming boats. Say to yourself: "Mariner! Be not of faint heart, let the spirit of adventure buoy you up."

It turned out that a major leg of our route had just been closed to boats. The Avon and Severn Rivers were in flood due to heavy rains. For me, at least, a fringe benefit of the stormy weather was the striking cloud formations crossing the skies. It was a veritable "cloudspotter's paradise" (see my review of Gavin Pretor-Pinney's *The Cloudspotters Guide* in the June *Towpath*, p. 13). In any case, we took out our maps and traced out an alternate route. Our new itinerary proved both enjoyable and rewarding. Below are some of our more memorable stops.



*The Neptune with Sonny DeForge at the helm.*

*Stratford-upon-Avon:* We docked in the town's central park. There Shakespeare sits pensively atop a monument as on a throne. His subjects Hamlet, Falstaff, Prince Hal, and Lady Macbeth stand below, each in a memorable pose. Touring this fine medieval town and seeing one of the Bard's plays was *de rigueur*. We saw a superb "Macbeth" at the Swan Theatre.

*Black Country Museum:* The museum recreates a cobbled, many-smoke-stacked town of the early industrial age when soot blackened everything in this area, including the inhabitants. Narrow boats take visitors into a canal tunnel that goes deep into the core of a nearby limestone mine under a high hill.

*Warwick Castle:* We took the Grand Union Canal to the town of Warwick to see a great castle steeped in a stormy history reaching back to William the Conqueror. The Avon flows just below this massive medieval fortress, while Madame Tussaud's wax recreations of well known historical figures inhabit its state rooms and quarters. On the castle grounds, falconers show their skill, a trebuchet slings flaming stones hundreds of yards, and many other reenactments are presented daily.

*Birmingham Botanical Gardens:* These gardens, which date back to the mid-1800s, are beautifully laid out, evincing the English love of flowers and mastery of matters horticultural.

*The Gas Street Basin:* The basin is a lively canal hub in Birmingham where boats gather and dock. Originally a center for industrial commerce, it has been refurbished as part of the city's impressive urban renewal. Gas Street caters to recreational canal boating with fine restaurants, shops, and business enterprises.

Our travel was unhurried and relaxing. We stayed under the 4 mph limit, occupied with navigating. Bored we were not. Opening and closing locks kept us fit. We opened and closed 185 locks on the 110 mile trip. Canal traffic was not heavy, but busier on the weekend. North of Birmingham we met few boats. Finding a place to dock for the night was not difficult, though at Stratford-upon-Avon and Birmingham we squeezed into the last available docking space. We interspersed dinners prepared on board with stops for a meal at pubs. Docked at night, we slept well in usually tranquil surroundings.

We were happy to discover on our canal journey that "This other Eden ... this England" is still with us. The countryside is idyllic, the small villages quaint, and the many pubs welcoming. People we met along the way were friendly and ready to help. A droll exception to the rule came when I tooted the boat's horn to delight a little boy held up by his father on a bridge above us. Some oldsters lounging in the stern of their docked boat were discomfited by the blast. As we passed, we distinctly overheard the muttered words "Bloody Yanks!" This classic imprecation only added to the fun we had on the trip.

We all agreed that we had found a great way to see and experience England at its best. Try it, you will like it.





# 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	Kevin Brandt
Superintendent	301-714-2202	Bob Hartman
Deputy Superintendent	301-714-2200	Sharon Cleary
Assistant Superintendent	301-714-2203	Julie Chavez
Secretary	301-714-2201	Brad Clawson, Acting
Chief, Law Enforcement	301-714-2222	Jeannie Denk
Admin Officer	301-714-2204	Brian Carlstrom
Chief, Resource Mgmt. Branch	301-714-2210	Bill Justice
Chief, Interpretation	301-714-2214	P. Scott Bell
Natural Resource Specialist	301-714-2224	Vacant
Public Affairs Assistant	301-745-5804	John Hitchcock
Special Permits	301-745-5817	Bradley Hofe
Chief of Maintenance	301-714-2239	John Noel
Partnerships Coordinator	301-714-2238	Daniel Filer
Volunteer Coordinator	301-714-2233	Dan Copenhaver
Engineer	301-745-5818	Sam Tamburro
Historian	301-714-2211	

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

### Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854

District Ranger	301-767-3720	Joshua Cunningham, Acting
Fee Collection Supervisor	301-299-3603	Paul Johnson

### Georgetown Visitor Center

1057 Thomas Jefferson St., NW, Washington, D.C. 20007

Supv. Park Ranger, Interpretation	Alyssa Baltrus
-----------------------------------	----------------

### Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854

Supv. Park Ranger, Interpretation	301-767-3702	Alyssa Baltrus
-----------------------------------	--------------	----------------

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

### Western Maryland District

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

### Williamsport Visitor Center

205 West Potomac St., Williamsport, Md. 21795

Supv. Park Ranger, Interpretation	Curt Gaul
-----------------------------------	-----------

### Hancock Visitor Center

326 East Main St., Hancock, Md. 21750

Supv. Park Ranger, Interpretation	Curt Gaul
-----------------------------------	-----------

### 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

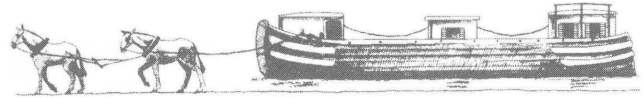
(TOLL FREE): 1-866-677-6677  
HAZARDS CHOH\_Hazards@nps.gov

*Along the Towpath*

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

**Editor:** Ned Preston

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



## C&O CANAL ASSOCIATION

Membership in C&OCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code, and all contributions are tax deductible to the fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 301-983-0825. Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

### 2007 Association Officers

**President:** Carl A. Linden, 6406 Ridge Dr., Bethesda, MD 20816, 301-229-2398, [president@candocanal.org](mailto:president@candocanal.org)

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

**Second Vice President & Level Walker Chairman:** Bill McAllister, 5500 Cordona St., Lanham, MD 20706, 301/577-4757, [level-walker@candocanal.org](mailto:level-walker@candocanal.org)

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

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

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

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

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

© Chesapeake and Ohio Canal Association, Inc., 2007

## Along The Towpath

Chesapeake & Ohio Canal Association

### *Please Note:*

Inserted into this issue are two separate forms. One may be used to make dinner reservations for the Annual Meeting; the other is for renewing your membership. Many thanks for supporting the Association,

and

*Happy Holidays!*

### *In This Issue*

Annual Meeting .....	1
Grants Received for Projects .....	1
News and Reports .....	2
Calendar .....	10
Contributors .....	12
New Members .....	12
From The Association .....	13
Announcements .....	13
Accompanied by the Past .....	14
The Bookshelf .....	15
Nominations .....	16
On the Level .....	17
The C&O Canal in the Civil War .....	19
Narrow Boating in England .....	22
Masthead & Directory .....	23

**CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.**

**P.O. Box 366**

**Glen Echo, MD 20812-0366**

PRESORTED  
FIRST - CLASS MAIL  
U.S. POSTAGE PAID  
Woodbridge, VA  
PERMIT NO. 70

**FIRST CLASS MAIL**



5\*2\*\*\*\*\*5-DIGIT 21742

Membership Expires: Dec-2007

JOHN C. FRYE  
12968 LITTLE HAYDEN CIR  
HAGERSTOWN MD 21742-2558