



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 XL

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Number 3

Heritage Hike - Fort Frederick to Hancock Area

by Dorothea Malsbary, on behalf of the Program Committee

The Association's annual Heritage Hike is set for Saturday, November 1, in the Fort Frederick to Hancock area. It will feature three hiking options along the towpath, a dinner, and an evening speaker. The hikes will begin and end at Fort Frederick State Park near Big Pool, Maryland, easily accessed from I-70 at exit 12. The evening events will be held at the American Legion in Clear Spring, Maryland.

Hike participants will park their cars and meet the shuttle bus in the Fort Frederick State Park Visitor Center parking area. Parking, restrooms, water fountains, and an exhibit are available at the Visitors Center. Bus transportation will be provided to the starting points of three hikes. Hikers will then walk back to Fort Frederick at their own pace.

Approximate hike lengths back to Fort Frederick State Park, mileages and amenities at the starting points are:

- Little Tonoloway/Hancock, 13 miles (mi. 124.5). Snacks for purchase and restrooms are available at the bike rental shop.
- Little Pool Use Area, 9 miles (mi. 120). Portable toilets at Little Pool campground, mi. 120.6.
- Licking Creek Aqueduct, 5 miles (mi. 116). Portable toilets at the campground.

The hike lengths above include the 3/4-mile walk from the towpath back to the Visitor Center. Anyone wishing to do a shorter hike without bus transportation may walk out

and back along the towpath and/or the Western Maryland Rail Trail. A walk out to the end of Big Pool and back would be three to four miles.

PLEASE NOTE: For this event a new approach to transportation will accommodate the travel time from the metropolitan areas, the increased cost of bus transportation, and the varied

hiking times. One bus will make multiple trips, so staggered departures from the Visitor Center parking area are planned. Participants in the longest hike (Hancock) should arrive and park by 9:45 a.m. The first departure, for the long hike, will depart at approximately 10 a.m. or as soon as possible thereafter. Participants for the medium (Little Pool) and short (Licking Creek Aqueduct) hikes should plan to arrive and park by 10:45 a.m., and the second departure

will be at approximately 11 a.m. or soon thereafter. A third departure will take place at approximately 12:30 for any remaining hikers but will drop off at Little Pool and Licking Creek Aqueduct only. The bus will take riders to the farthest drop off point first, stopping at closer drop off points on the return to the Visitor Center. All walkers will complete the association waiver form before boarding the bus. The bus fee is \$8 (if prepaid with the reservation) or \$10 (collected on site). Please bring exact change. Bring a bag lunch and a drink for lunch on the hike.

If you have time before or after the hike, there are some additional scenic trails on the grounds of the state park featuring a wetlands area. Bikers can also access the Western

Continued on p. 2.



Fort Frederick
Photo : Md. DNR

Heritage Hike, continued from p. 1.

Maryland Rail Trail near the park. The fort itself will be open for tours for a nominal admission fee. For more information about the park and the bike trail see:

www.dnr.state.md.us and www.westernmarylandrailtrail.com

At 4:30 p.m. we will gather at the American Legion in Clear Spring for a cash bar Happy Hour, to be followed at 5:30 p.m. by a deluxe dinner buffet and an evening presentation. The American Legion is at 12335 Big Spring Road. Clear Spring is approximately twelve miles west of Hagerstown, at I-70 exit 18. From the exit, go into Clear Spring, go left in town, and then go left onto Big Spring Rd. From Fort Frederick State Park, it is less than six miles. Go east on Big Pool Rd./MD-56, then take a left onto Big Spring Rd.

Dinner costs \$16. The buffet includes fried chicken, meatballs, corn, lima beans, salad, rolls, and dessert.

The evening program features Karen Gray. She will discuss a 1904 packet boat trip down the C&O Canal by a diverse group from Cumberland including men, women, and children of all ages. It will be illustrated with many photographs (made during the trip by banker and amateur photographer Robert Shriver) of canal sites, sites off the canal that the group visited, and activities while on the boat.

Included in this issue is a reservation form for the bus and dinner. The forms must be received by Friday, October 24, after which no cancellations or additions will be honored for the dinner. There are no refunds for prepaid dinners or prepaid bus reservations. Also, please be sure to check the C&O Canal Association Web site calendar at www.candocanal.org for any updates regarding the Heritage Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org

See p. 12 for Karen Gray's article *Accompanied by the Past* for a detailed treatment of the points of interest that are to be found on the Heritage Hike route between Fort Frederick and Hancock. This is the article to read if you want to know what you are looking at as you walk the towpath. Take it with you. Also Gary Petrichick's pocket-size canal guide book is handy in locating special canal features. If you have one, take it along. If not, it is worth getting one.

From the President

As I write this in mid-August, the day feels like October with heat — very low humidity, intensely blue sky, but warm enough for bare arms and legs. The lazy, hazy days of summer are nearly gone. All those things that were put off because they required too much attention and energy begin to creep back into my consciousness. But I never put off the need for volunteers.

Many opportunities exist for our members to take an part in the activities of the C & O Canal Association for volunteers. The association is an all volunteer organization. All of our officers and directors are volunteers; members of the board of directors volunteer their time meeting every other month alternately in Glen Echo and Williamsport. The Information Officer presents the face of the association to the public and chairs the Public Relations and Publications Committee. The main responsibilities (which are summarized on p. 21) can be and should be shared by other volunteers. At the moment this is a committee of one. She is undertaking the responsibility for the monthly e-mail blasts (information bulletins). Previously, we had a chair of the committee, plus three other members. The latter, for example, had the interesting task of editing and producing Dan Guzy's excellent book, *Navigation on the Upper Potomac*. We need the Information Officer position filled soon. It should appeal to any member who likes to take on an important and rewarding task.

Researchers and writers contribute to our newsletter and to the brochures that we have worked upon with the park service, such as the newest brochure on the granaries at White's Ferry and Monocacy village, printed in part with a minigrant from Heritage Montgomery. At summer and fall festivals in towns along the towpath, from Cumberland to Point of Rocks, our members staff a booth or a table for the association. Members keep track of matters of interest to the association and the Park such as the NPS planned Georgetown University boathouse. In this connection members attended scoping meetings on an Environmental Impact Statement in process of preparation on the boathouse issue as well as meetings under section 106 of the Historic Preservation Act on the impact of any proposed boathouse action on historic resources.

That's the brainy part. The brawny part is handled by the VIPs - -Volunteers-in-the-Park. This group of volunteers must enjoy hiking, because the work recently has involved placing signs in remote locations such as aqueducts. Of course this group has also worked on trail maintenance, pulled or dug out invasive plants, painted fences, benches, and tables, even touched up the blue blazes on the Billy Goat Trail. Perhaps someday soon they will be able to install benches along the towpath that were salvaged from the Clipper canal boat. We may also want folks to sit by the Big Slackwater detour on morning or afternoon duty counting the number of bicyclists who are forced to take that hazardous by-pass. The facts may help prompt action in getting Big Slack repaired. As I write, this project hasn't been finalized, so stay tuned.

- Rachel Stewart

NEWS AND REPORTS

Catoctin Aqueduct Restoration

Description & Status: Design work continues as preparations are made to restore the Catoctin Aqueduct. The Park Engineering Staff in conjunction with McMullan & Associates submitted 95 percent plans and specifications to the NPS Denver Service Center for review and comment in July. The Park Engineering Staff is pursuing all necessary permits from the Maryland Department of the Environment. National Environmental Policy Act (NEPA) compliance continues to progress toward the completion of the Environmental Assessment (EA). The EA was presented to the public and state agencies for comments in March 2008. (Photo: 1959 Historic American Building Survey)



The Park is working with Parson's Engineering to prepare a draft Finding of No Significant Impacts (FONSI). On-Site physical surveys, structural investigations, and hydraulic studies will continue into the summer as preparations are made to produce final bid documents for solicitation.

- Dan Copenhaver, NPS Project Engineer

Alternative Transportation Feasibility Study

The C&O Canal Federal Advisory Commission met on July 25, 2008. During that meeting, the Park Service made a presentation entitled *Alternative Transportation Feasibility Study and*

Cost Analysis for the Lower 22 Miles of the C&O Canal. Association members will be interested in the outline below of the presentation on this project which has been funded by a Federal grant of \$590,000.

Scope of the Project – The project will focus on the feasibility and cost of enhancing and developing alternative transportation systems (e.g. water-based, hiking, bicycling, and public transportation) to aid visitor access and distribution, and interpretation of the lower 22 miles (Georgetown to Seneca portion) of the C&O Ohio Canal National Historical Park while preserving, protecting and/or restoring its historical values.

Launch Boat Operations

- The park would like to explore the recreational and interpretive potential for operating small launch-type boats along the lower 22 miles of the canal.
- The boats would be replicas of the types of recreation/transportation boats that plied the waters of the canal during the late nineteenth century.

To implement this plan, the lower 22 miles of the canal would need to be made navigable for small boats, 24 locks and one aqueduct would need to be made operational, and eight lock houses would need to be staffed to operate the locks.

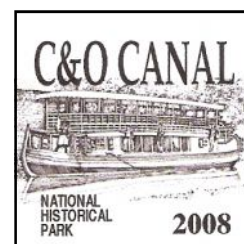
Project Outcomes

- Strategy and next steps to fully use public transportation and multimodal transportation networks.
- Plan to alleviate parking and traffic problems at parking areas.
- Explore recreational and interpretive potential for operating small launch-type boats.

As more information becomes available on this project, we will keep Association members informed.

- NPS

Don't forget to get your 2008 Towpath Pin featuring our new canal boat, the Charles F. Mercer. Get your pin at a C&O Canal Park visitor center. A 5\$ donation is suggested. Donations go to the park. Pin design by Tom Kozar.



Association Honors Bill Schoenadel of Bill's Place at Little Orleans on the C&O Canal

C&O Canal Association board members Francis Zumbrun and Tom Perry recently presented Bill Schoenadel with a certificate of adoption for a stone in the Catoctin Aqueduct honoring the friendship we enjoy with Bill at Little Orleans and in recognition of the service he has provided to us through the years. At the presentation, Bill remembered fondly the several Presidents' Days he hosted for us, and thanked us warmly for the recognition.



Tom Perry and Bill Schoenadel

Photo by Francis Zumbrun

Bill Recalls the 1954 Hike and Justice Douglas

(From an interview with Bill Schoenadel at Bill's Place, Little Orleans, Maryland, by Francis O. Zumbrun, June 2, 2008)

FOZ: I was at a C&O Canal Association meeting and heard you had given a talk. They said you saw Justice Douglas when he passed through the area?

BILL: On Saturday, May 31 I hosted a breakfast for the C&O Canal Association. I mentioned to someone that I had met Douglas when he hiked the canal in 1954. I was fishing at the mouth of Fifteen Mile Creek. When the Park became a reality, in 1972, Douglas started hiking and canoeing in the area. I met him and his wife and we became acquainted. A few years later, after his first wife died, he remarried. His new wife came with him on several trips. I got to know them pretty well.

FOZ: Did he come into your store?

BILL: Oh yes! Whenever he made a canoe trip, he would stop here to see me.

FOZ: Did he share opinions with you on Green Ridge State Forest or about the C&O Canal?

BILL: He never had much to do with Green Ridge; he was primarily interested in the canal. He was great for canoeing and some bike trips. He and his party stopped here on the annual Douglas hike. I also became a member of the canal association.

FOZ: Did the canal association meet here from the start?

BILL: I started hosting the past presidents' breakfast meetings for the past five years.

FOZ: Did you have an association with them before that?

BILL: No, just through the quarterly magazine they put out. I've been getting that over the years.

FOZ: So did Mr. Douglas just stop in to say hello?

BILL: Yes. He would just stop in to say hello.

FOZ: Tell me more details about the first meeting in 1954.

BILL: I just happened to be fishing. He said he did not see very many people. At that time there was no one using the canal and we were just sitting around the campfire. He was surprised to find someone actually out camping or fishing. At that time the river was not the best for fishing. There was a lot of pollution from industries in Cumberland.



The Little Orleans Store in an 1896 photo. It was later moved to its present location just beyond the Western Maryland Railway embankment.

Photo from a post card by Bill and Ethel Schoenadel, Owners.

News & Reports continued on p. 5

Along the Towpath

Talkin' Trash

On June 17 I joined more than 250 concerned individuals for an all-day meeting of the Third Annual Potomac Watershed Trash Summit. The meeting was sponsored by the Alice Ferguson Foundation. The goal was to further define our roles and steps to be taken on the issues of the *Potomac Watershed Trash Treaty*. The treaty focuses on the problems of the Potomac Watershed and the need to clean it up. Developed in 2005, the treaty has been signed by more than 100 elected officials of the Potomac River Watershed area. As the treaty requires, the signers agree that trash

- Severely degrades the visual landscape;
- is a significant source of pollution;
- severely degrades the quality of life for our citizens and visitors;
- is a major expense for our communities and businesses;
- is largely preventable through greater individual stewardship.

These signers of the treaty pledge to work with regional leaders, businesses, government agencies, nonprofits and communities to focus efforts on;

- Supporting and implementing regional strategies aimed at reducing trash and increasing recycling;
- increasing education and awareness of the trash issue throughout the Potomac River Watershed;
- reconvening annually to discuss and evaluate measures and actions addressing trash reduction.

The outcome of the summit points out the significant amount of effort that many areas of our government, businesses and communities are beginning to be put into this issue. The goal of this initiative is to have a trash free Potomac by 2013.

We, as citizens and members of the C&O Canal Association, should take a more active role in this effort. I encourage you to check the Alice Ferguson website to get more information on this issue and become involved.

- Jim Heins

B&O VS. C&O

An article on the battle between the B&O Railroad and the C&O Canal appeared recently in the Cumberland Times News, entitled "1828: The B&O vs the C&O" by James Rada, Jr. Check it out on the Web site at http://www.times-news.com/archivesearch/local_story_182102901.html.

- Francis Zumbrun

GU Boathouse Update

As this newsletter is being prepared, the next major step appears imminent in Georgetown University's long effort to build a large boathouse on land within the C&O Canal National Historical Park. The National Park Service and its contractor, EDAW, are preparing a draft Environmental Impact Statement (EIS) on the project and on the proposed land exchange upon which it is based. NPS stated that the draft EIS might be issued by the end of August. However, its release to the public for comment is still pending as of this writing.

Between April and July NPS held a series of public meetings on the issue with various interest groups. During the spring meetings, NPS indicated that it was considering seven possible sites for the proposed boathouse. By July, however, four of these options had been eliminated: the upriver site that the University currently owns and wishes to exchange for its preferred site; a site at Jack's Boathouse; a site designated for a George Washington University boathouse in earlier planning; and enhancements to the Thompson Boat Center.

In eliminating these four options, NPS apparently was influenced by a judgment that they would be impractical for a boathouse with a footprint of 15,000 square feet. NPS's Peter May indicated that this size represented a minimum from the point of view of Georgetown University and a maximum from the NPS standpoint.

The remaining three locations under consideration are:

- A site within the C&O National Historical Park that is just upriver from the Washington Canoe Club. This has been the location sought by GU and was listed as the "preferred alternative" in an earlier draft Environmental Assessment published by NPS.
- The "Dempsey site," also located within the C&O National Historical Park, between the Washington Canoe Club and the remaining abutment of the Alexandria Aqueduct.
- A site at 34th Street, NW, at the upriver end of the newly created Georgetown Waterfront Park.

To those concerned with protecting the natural and historical values of the C&O Canal National Historical Park, the 34th Street site is the clear winner. It is a practical option that should meet GU's desire for a boathouse for its rowing team and produce a satisfactory solution to a longstanding controversy.

During the 60-day comment period that will follow publication of the draft EIS, citizens and organizations will have an opportunity to weigh in on this critical issue. Further information, including instructions on how to submit your comments, will appear on the Association's Web site, www.candocanal.org.

- Ned Preston

Tending Lockhouse 75

An enjoyable volunteer assignment Association members take on is tending Lockhouse 75 on weekends through the summer and early fall. Ken Rollins and I were on duty at the lockhouse last June 28 and 29. We put out the *Open* banner and had our mascot, Ted E. Bear, sit beside the lockhouse door as official welcomer of all visitors. His job was to beckon them to come



Ted and the Californians - Pittsburgh or Bust !

in and see the lockhouse exhibit and pick up free C&O maps, brochures and other informational items. Quite a few cyclists stopped at the lockhouse to check it out and talk with us about the C&O. Many of the visitors were new to the C&O Canal National Historical Park and plied us with questions about it. Among them were cyclists from California, Ontario, and Florida. The Californians had started on the towpath from Washington and were on their way to Cumberland and then on to the Great Allegheny Passage Trail to Pittsburgh. They were enthusiastic about the C&O Park. They were surprised to discover a scenic and historic national park of such large dimensions in the East. One of their



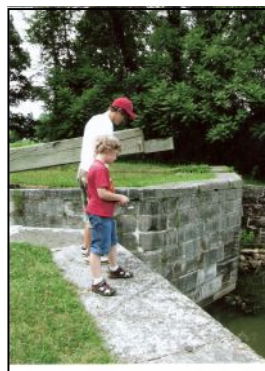
Right: A scion of Caledonianian Warriors?

number was a tall and powerfully built man of Scottish parentage. He and Ken got to talking about their Scottish lineage and heritage. He said his brother and father were big men, like him, and that the characteristic ran in the family. It was not hard to imagine his warrior ancestors striking fear in the English as they closed in battle. (See photo)

Two cyclists from Ontario, Canada, a father and son, also cycled up from Washington. They also were taken with the C&O Canal NHP. The father, seconded by his son, remarked that people abroad who think Americans do not value their heritage are off the mark. He said his experience as a visitor to our parks reveals the opposite to be true.

Word-of-mouth clearly plays a role in making our park known. One cyclist said he had come all the way up from Florida. His brother, who lives in Potomac, Md., persuaded him to join him and pedal the length of the canal. He said he was glad to be introduced to such a splendid park.

Few people came by on foot. Perhaps hot weather discouraged hiking. Cycling produces a cooling breeze for the rider. A number of Cumberlanders passed by and said they



Fishing at Lock 75

were heading for the annual festival at Oldtown. Some of the bikers coming up from Washington noticed the festivities in progress in Oldtown. They stopped, and had a good time joining in.

A father and his two young sons came to the lock to fish. The lock and the nearby prism were well watered by runoff and, surprisingly, boasts a good stock of fish. The anglers said they catch bass, catfish, and sunfish at the lock. They angle for the sport of it and return their catch promptly to the water. Asked how the fish got there, the father believed that someone was stocking the waters there.

Two teenagers, Matthew Alt and Josh Hemperly, fifteen and seventeen, hailing from Petersburg West Virginia stopped by. They told us an engaging story of their cycling trip up and down the length of the C&O. We asked them if they might write an article about it for *Along the Towpath*. They agreed. See the next page (p. 7).

Those who think a tree is prettier than a poem will be impressed by an unusual tree standing directly across from the lockhouse. It has a twin trunk rising from its base trunk and towers a good fifty feet above the lock.

The number of visitors who stopped at Lockhouse 75 over the weekend indicate that the C&O Canal NHP is attracting people from the east and the west and the north and the south of the North American continent. The word is getting around. The opening of the Washington-Pittsburgh link for hikers and bikers is also getting to be widely known. The C&O Canal-Great Allegheny Passage route realizes the vision of the Chesapeake & Ohio Canal builders of connecting the Potomac and the Ohio.

- Carl Linden and Ken Rollins



The twin trunked tree at Lock 75

A WARM WELCOME TO OUR NEW MEMBERS

Edda Brenneman, & Woody Hurtt, Boonsboro, MD

Charles Busch, Rockville, MD

Susan Cash, Alexandria, VA

Michael Dwyer, Bethesda, MD

Martin Michlik, Potomac, MD

Tom Moore, Laurel, MD

Marc & Lynn Portnoff, Pittsburgh, PA

Raymond Vogel, Hagerstown, MD

John & Diane Younkings, Knoxville, MD

Mark & Becky Zimmerman, Frederick, MD

Down the C&O and Back in a Week and a Day

by Josh Hemperly and Matthew Alt

We would like parents reading this to consider whether you would let your teenagers leave home for an eight-day trip all the way down the C&O Canal and back all by themselves. This is what our parents mulled over in the month before our planned departure. It was our dream trip and it hung in the balance.

They worried and worried, but finally agreed that it was time for us to venture out on our own. Ecstatic, we packed up and were ready to go in a jiffy. Off we went, bikes loaded. We were free as birds but we had no place to call home, either. Could we make it? On our way we met a scoutmaster who had his doubts. He warned us that we “would never make it there and back with the equipment we were using.” We would prove him wrong.

We started in Cumberland Saturday June 21 at ten a.m. with little idea of the adventures we had in store. We felt a little bit anxious. About ten miles on we both noticed that my sprocket was wobbling. The bolt holding it on had stripped. So after a long day of stop-and-go repairs we made camp outside Little Orleans. On the way to Bill’s restaurant and store we met a fellow biker, Jeff by name. He asked us if we knew a place to camp. We invited him to our site. Bill’s proved to be our favorite stop by far on the trip. Anyone looking for a good home-cooked meal and a most friendly place to be should stop there. As a memento of your visit you can pin a dollar bill on Bill’s bill-covered ceiling. Also, from now on you can park your bike on a well-built and innovative bike rack. Two fine young men showed up and put it together for Bill. Out of modesty they would prefer not to be named.

Back at camp we hit the sack. Then, guess what?, it began to rain...*inside the tent!* We discovered a dozen holes in the roof. WET it was and all within was soaked by daybreak. What a fun way to begin our adventure.

Next morning we packed up wet and headed off for a 75-mile day. First, we pulled in to the bike shop in Hancock to fix my bike and buy a new tent. Did that scoutmaster say something about our equipment? We then proceeded down canal and came to Williamsport. The townspeople were having a get-together at the old peoples’ home. We, including Jeff, were welcomed and were treated to a free dinner. We ended up that day making camp at the Killiansburg Cave hiker-biker. Our tired legs did not stop us from falling asleep at once. Next day we had another 75 miles ahead of us.

We made an early start and cycled down to Harpers Ferry for breakfast. There we had the most upsetting experience of the trip. We waited at a store to open at ten. The storekeeper received us rudely saying: “What are you doing here?” We told him that we would like to get a drink. I was looking into the cooler at the time. He commanded us to shut the cooler and get out. As we left I said to Josh: “Let’s stop in Brunswick, we’ll get something there.” The man said: “Keep talking and see what happens.” We were glad to get out of there. We went on and ate breakfast in Brunswick and then rode another 60 miles, ending the day at Great Falls. We had made it there in three days, a 15 year old and a 17 year old. The doubters thought we could not do it. Tomorrow it was homeward bound. We stayed

with a friend that night. We enjoyed a hot meal and a shower. We were back on the towpath the next morning facing another 180 towpath miles. We stopped at the Point of Rocks general store to buy food for lunch. To our delight the storekeeper received us kindly as welcome guests. She treated us to home fried chicken and peach pie at no charge! This is a good place to stop for tasty chicken.

At Whites Ferry we met the filming crew for the TV show “Extreme Makeover Home Edition.” They were about to cross the Potomac in their tour bus; it was exciting and fun to talk to them. That night we made camp at Calico Rocks and enjoyed a camp fire.

We got a head start Wednesday morning, but we eased off on our usual brisk pace. The scenery was too fine to rush through. At midday we were hungry and turned in to Brunswick for lunch. As we left the towpath an elderly man hailed us. He said that his wife, an Alzheimer’s sufferer, had wandered away from their car and that he could not find her. We said we would help him look for her. We soon found her. We rushed back to him and led him to her. He was relieved and thanked us a hundred times over.

By Wednesday eve we were back at Killiansburg Cave. We made camp and explored the cave. Later a hiker arrived who was walking from Colorado to Washington in a show of support for our troops. We talked around the fire for several hours. We could hardly believe our eight-day trip was now more than halfway over.

Thursday we got up at ten and started off later than usual. On the way we took time to observe the abundant wildlife. We counted over 400 turtles, most sunning themselves on logs in the canal. Now it makes sense to speak of a “herd of turtles.” It was incredible. The trip was changing our way of looking at the environment. At lunchtime we stopped in Williamsport where we were approached by a police officer. He said he was seeking a rider on a red scooter and that we should be on the lookout for him. So, of course, ten minutes later we saw a guy on a red scooter. We told the police officer. He thanked us. Within minutes he was caught. We made camp early that night and savored our time at the campsite.

On Friday, we felt excited and kind of down at the same time. Being away from home so long makes you wish for a comfy bed and hot meals. We rode at an easy pace that day and made camp at the same place we had stopped the first night. We didn’t put up the tent but made a campsite inside the foundation of an old lockhouse. By spreading our tarp over the open basement we made a shelter and a fire inside. It was by far our favorite site of the week.

On the last day, a muddy towpath slowed us down. After ten miles of slogging through the mud we stopped to rest at Lockhouse 75. This is where we ran into Carl Linden, the editor of this newsletter. We told him the story of our trip and he asked us to write this article; and so we have. Another fifteen miles and we arrived in Cumberland where we had started off eight days and 400 miles before.

It was an unforgettable trip. We deeply appreciate the park service people who keep the park in such good shape. If you think a trip like this daunting, our example may encourage you to try it. We were neither expert cyclists nor equipped with the latest. It was our first trip. Camping gear was our main baggage. Believe it or not, a hundred dollars and a pocket full of ambition carried us the whole way.

CONTRIBUTORS TO ASSOCIATION FUNDS

Most gratefully, the C&O Canal Association acknowledges those who have generously contributed to its funds since the last report in *Along the Towpath*. Contributions received after August 1, 2008, will be listed in a coming issue. Donation options include: the C&O Canal Fund, for projects and programs in and for the C&O Canal NHP; the Davies Legal Defense Fund; and the Big Slackwater Fund for repair of the major towpath break at Big Slack. The association is an all-volunteer organization. Donations are not subject to overhead charges. The whole amount goes to the designated purpose of the donation.

Donations made in memory of Norman Gunderson

DICK, Kathryn Gleason
FRYE, Robert & Cathy
LADESTRO, Ralph & Guri
MILLER, John E. & Patricia
STANLEY, Kenneth & Linda

Donations to C&OCA Funds

ANDRUZZI, John & Barbara
APPLE, Paul & Ramona
CAFRTZ FOUNDATION
CRUMP, David & Cindy
DEIGHTON, Sandie Lee
FRAGALE, John
GUY, John W.

HITTINGER, Eric & Rachel
KARASIK, Peter R.
LAWRENCE, Jean
LEUBECKER, Daniel W.
MASINCUP, Robert & Marie
McMAHON, Michael & Jacqueline

La MEE, Wilma
MEIL, Leslie & Barry
MOBERLY, Kirk
PODVIA, Mark W.
POOLE, Mary C.
RYSCHKEWITSCH, Michael & Caroline
SKINNER, Margeret G.
SLICK III, Frederick & Dorcas
STANLEY, Kenneth & Linda
STRAIN, Paula

Theodore E. Bear's Note to the Membership Chair

Dear Benefactor Barbara,

Thank you for my association membership card for 2008. I cherish it and will ever have it with me. We bears are pocket less so I have to paste it into my fur. Your suggestion that I drop my nocturnal visit to my patron, Prof. L, to hit him up for dues money and start seeing him at teatime is appealing, especially the honey part, but I am a bit wary about doing so. If I venture onto the towpath in broad daylight, some idiot might take a pot shot at me and I'd end up as a rug in front of a fireplace. Let me assure you, though, I haven't, so far, met any such types in our C&O Canal Association. While there is some consolation in the notion that being rugged would memorialize my past existence and provide furless humans some warmth and comfort, I don't entirely relish such a prospect. One can carry ursatarianism too far. However, I do like the honey-cakes-at-tea idea. I would be quite willing to dispense with the cakes and just stick to the honey. Most of us bears like our honey straight..

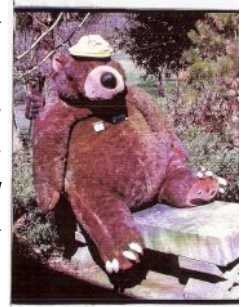
Perhaps you could tactfully suggest to the professor emeritus (I've heard that "emeritus" is just a euphemism for "let out to pasture") to leave a brim full honeypot on his front stoop. I could ask him myself, but I don't want to seem bearish. I am grateful for his grants-in-aid for my dues, but adding a honeypot would be a kudos most gratifying for my volunteer 24/7 patrolling of the C&O Canal (except for hibernation time, of course).

I send you three wet nosings (bears don't kiss) and a big ursine hug.

Your long time cross-species friend,

Ted

ps. I'm glad you thought the photo I sent you adorable. Here's another, an informal, in-the-garden pose. My friend, Tom Kozar, took it. By the way do humans use the term rugged as in "Uncle Yogi was rugged last week?" Just curious.



Along the Towpath

From the Editor

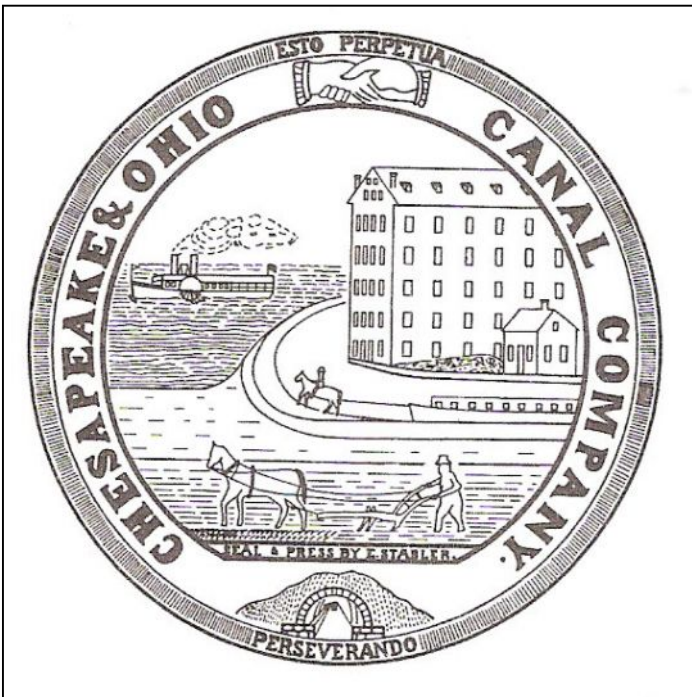
Esto Perpetua

The other day our sharp-eyed member, Nancy Long, took a close look at the 2007 Idaho quarter of the U.S. Mint's states series. She spied on its face a familiar inscription. *Esto perpetua*. Idaho's motto is the very same as one of the twin mottos of our old C&O Canal Company; to wit, *Perseverando* and *Esto perpetua*. *Esto perpetua*, translated, means something like "this is for perpetuity, forever, for keeps." The old canal company's mottos go together and connote that "perpetuity" arises out of "perseverance."



The Idaho State History Society has established an *Esto perpetua* award to honor Idaho citizens who make notable contributions to "our common mission of preserving and protecting Idaho history." This goal echoes the C&O Canal Association's own long standing mission of *preserving and protecting* the C&O Canal National Historical Park. To this purpose we say,

Perseverando! Esto perpetua!



To the Editor

You made an excellent suggestion in your essay in the last issue of *Along the Towpath*. Our Association should definitely adopt a motto. Your proposal has more class than "Hikin' and Hollerin'!" while expressing the traditional sentiment, and it is well known that our esteemed founder often sought the solitude of the towpath to resolve tricky judicial questions (although some might argue that if he had spent more time in the law library than in the woods, he might have written fewer controversial opinions.) *Solvitur Ambulando* is a fine motto for our association, so long as nobody thinks it means "Call IX-I-I! I need an ambulance!" However, while I was taking my morning walk, it occurred to me that a decision as momentous as the adoption of an official motto requires a thorough review and discussion. We need an EIS (Epigraphic Impact Study) in which various alternatives can be considered. As I continued my walk, a few ideas came to mind, which are submitted herewith to initiate a dialogue in which other proposals can be added.

Jamais arri re The motto of Clan Douglas is a natural for our Association. In 1330, when William O's illustrious ancestor, the Good Sir James (The Black Douglas), flung the heart of Robert the Bruce into the midst of the attacking Moors, his war cry was "A Dubhghlas! A Dubhghlas! I follow or die!" Death may be a bit further than we are willing to go for the canal, but *Jamais arri re* just fit our purpose. Justice Douglas was always at the front of the line on his hikes. (That's how he got in and out of Old Angler's Inn before the mob caught up.)

Quis custodiet ipsos custodiet? Just as George Washington warned against foreign entanglements and Ike alerted us to the military-industrial complex, Justice Douglas left the Association with the charge that we must save the canal from the National Park Service.

Delenda est Hoya loathousebay! As Cato reminded the Romans of external danger, so must we remain forever vigilant. Extremism in defense of the towpath is no vice!

Suaviter in modo, fortiter in re. Your friend, Theodorus Ursus, wanted me to include this one.

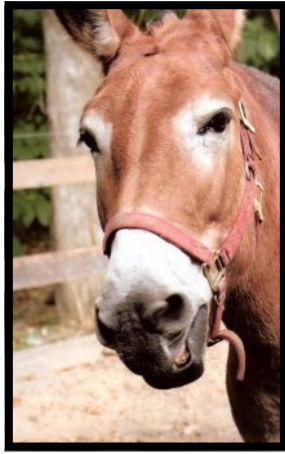
μ , The C & O Company liked *Esto perpetua*, but Thucydides said it first and best, for the canal is truly a possession for all time (if the river don't rise again.)

In vino veritas

CANALIUS

C&OCA 2008 CALENDAR OF UPCOMING EVENTS

Sep. 12	Fri.	Friends of Historic Great Falls Tavern host benefit Tavern Quiz in Potomac, Md. 7:30. Call Matt Jillings, 301-365-1298
Sep. 14-17	Sun. - Wed.	World Canals Conference, Rideau Canal National Historic Site of Canada, Kingston, Ontario. For more information, see www.canals2008.com .
Sep. 13	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org)
Sep. 26 - 28	Fri-Sun.	Paw Paw Bends canoe trip. Call Barbara Sheridan at 301-752-5436/ barbara.sheridan@gsa.gov .
Sep. 27	Sat.	Catoctin Aqueduct Benefit 5 & 10K Walk/Run. For info.: www.PointofRocks.org
Sep. 28	Sun	Joint Picnic, Friends of the Historic Great Falls Tavern and C&OCA. Boat leaves at 5 p.m.. For reservations call Don Harrison, 301-424-0029 or donh811@verizon.net
Oct. 5	Sun	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct. 13 - 18	Mon. .	Thru-bike ride, Cumberland to Georgetown. No sag wagon. Call Tom Perry, 301-223-7010 (registration now closed)
Oct. 17	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. at Park HQ, training room on second level, 1850 Dual Highway, Hagerstown.
Oct. 18	Sat.	Pennsylvania Canal Society Fall Field Trip. Tour C&O Canal from Great Falls to the Monocacy Aqueduct, Ride <i>C. F. Mercer</i> , dinner, Life & Death. Contact Dave Johnson (301-530-7473)
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 vip@candocanal.org).
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 hikemaster@candocanal.org).
Nov. 1	Sat.	Annual Heritage Hike, Dam #5 to Little Pool area. Hikes of varying lengths will be available. For details see p. 1.
Nov. 15	Sat.	Geology Hike in the Point of Rocks area. Details TBD. Contact Marlow Madeoy (703-723-6884 or nancymadeoy@aol.com). Note: This hike was originally set for Oct. 4 but had to be changed.
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 hikemaster@candocanal.org .
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) or clinden@gwu.edu .
Dec. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec. 31	Wed.	New Year's Eve Hike. Meet in Brunswick 1:30 p.m. and walk upstream to Weverton and back. Contact Marlow Madeoy, (703 723 6884 or nancymadeoy@aol.com .)
Jan. 1	Thurs.	New Year's Day 2009 Hike. Meet in Brunswick at 10:30 a.m. and go downstream to Catoctin Aqueduct and back. Contact: same as above.



Nell

In a summer season when soft was the sun,
 To the canal close by the river I'd come
 I sat on a stone by the side of the lock
 And watched rolling waters rush through gate
 To fall, then form, a new flow below.
 In deep, drifting thoughts, a discovery I made.
 A mysterious mule emerged from the mist —
 In a rusty, red coat of radiant hue.
 I knew, without knowing, that Nell was her name.
 Her eyes, in that instant, whispered my name
 The breeze beckoned us both and bore us away
 To travel the towpath that soft summer day.*

- by Ann Lochstampfor

Notes:

* Taken from the first line of *The Book Concerning Piers The Plowman*, rendered into modern English by Donald and Rachael Attwater; London, J. M. Dent & Sons, Ltd, 1959.

The poem is written in the traditional long alliterative line divided by a caesura, each part being linked by alliteration or "initial rhyme." In the present rendering, this pause is indicated by a space.

From the Poet

To the Editor

As a volunteer mule walker since 2005, I find it somewhat sad that so few people — even those with long and close associations with the canal — do not fully appreciate how lovely our mules are or realize that it is the presence of these mules that set the C&O Canal apart from all other canals.

So I, especially, enjoyed Mark Myers's well-written article, and accompanying photo, of Dolly in the June issue. Since there are so few, if any, poems about mules, I thought your readers might enjoy the poem I wrote about Nell.

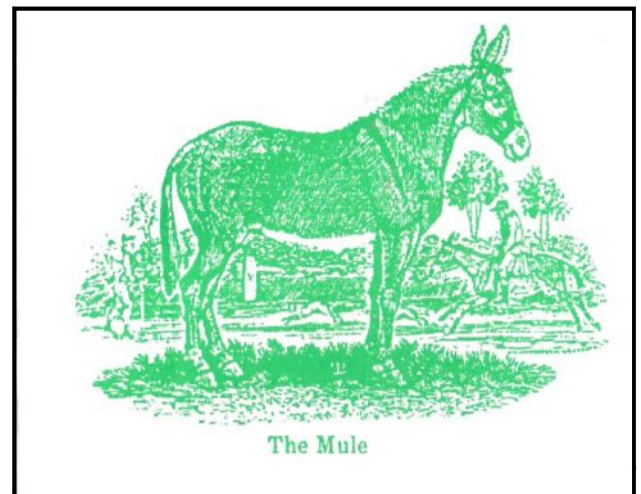
I am mailing you several photos I have taken of Nell — which reveal something of her sweet nature. By the way, have you ever considered bringing your publication into the twenty-first century by occasionally printing a color photo?

Perhaps of a mule?

I hope that your readers will experience more of the magic of the mules in their continuing journey Along the Towpath.

Best wishes,

Ann Lochstampfor



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***

Heritage Hike Route: Hancock to Fort Frederick

This section of the C&O Canal line includes many important structures, and especially the following:

Two lift locks: No. 51 and No. 52 (mi. 122.59 and 122.89)

Two aqueducts: The Licking Creek and Tonoloway Aqueducts (mi. 116 and 122.96)

Three stop gates: below Big Pool (mi. 112.4) at the road to the fort, above Big Pool (mi. 114.15), and below Little Pool (mi. 119.71)

Culverts 149 to 175, including a 12-foot road culvert, No. 150 near Ernstville where it gave access to the ferry to Cherry Run (mi. 114.43).

The longest level on the canal: 13.72 miles long from Lock 50 (the uppermost of the locks at Four Locks located at mi. 108.87) to Lock 51 (at mi. 122.59, a mile and a quarter below the rewatered section in Hancock).

Three of the five waste weirs on this level: at mi. 122.11, mi. 119.51, and mi. 118.46. A former waste weir existed at mi. 113.15 but has been replaced by a 121-ft-long spillway.

Construction History

The canal line between Dam 5 and Dam 6 was constructed between 1835 and 1839. Construction began at a high point for the company as it had just received the first installment of a \$2 million loan from the State of Maryland. Also in May 1835, Charles B. Fisk, the young engineer from Connecticut who had been hired as a low-level assistant when construction began in 1828, was put in charge of the new construction. Fisk, the board of directors, and canal company president George Corbin Washington (June 1834 to June 1839), all sought to “*avoid false notions of economy in construction of a work which is not designed to subserve the purposes of the present day or century, but is to endure for all time.*” [Sanderlin, 123] They would hold to this ideal even as the company’s economic troubles

quickly deteriorated again as a result of growing inflation and the panic of 1837, which soon made it clear the state loan was inadequate.

Between 1836 and 1839 violence and strikes marred the construction. In January 1836 trouble flared near Clear Spring between the Irish groups known as Fardowners and Corkonians. The countryside was alarmed, fearing a recurrence of the “Irish Wars” of two years before when the two contingents engaged in massive battles involving hundreds of men and resulting in many injuries and some deaths. On this occasion the tension rose to the point of each group’s posting guards on their camp out of fear of the other. Fortunately, however, hostile actions were limited to the burning of two shanties and the serious injury of several men. [Unrau, 131]

In 1836 the character of the labor troubles changed, as violence erupted for the first time during the busy construction months rather than the slack winter period. As a result of the faltering national economy, competition intensified for better pay as well as for work in the shrinking job market. Threats, beatings, and vandalism were among the methods used by groups of Irish laborers to drive off rival workers from other groups and to force contractors to hire only from among their own people. An example was the trouble about a mile below Lock 51 in April, when Irish workers attacked and drove from the line of the canal a group of “Dutch and country born” workers. [Unrau, 131] This was also a time when Irish brotherhoods and secret societies were beginning to organize the workers, recognizing the importance of a common front in their struggles for a living wage, decent working conditions, and honest treatment. [Unrau, 132]

Among the causes of labor unrest was the use of scrip by the company and contractors. Often the actual buying power of the scrip was significantly less its face value. At times, as well, contractors would simply disappear upon receipt of a scheduled payment, leaving their workers unpaid for sometimes weeks of work. Nor would the men be paid if injured or sick—both of which were common risks that came with the work.

Suffice it to say that the situation for the company, the contractors, and the laborers was uniformly problematic and often disastrous.

Comments on Construction and Structures

The Tonoloway Aqueduct (No. 7) is one of the more interesting of the single-arch aqueducts (i.e., aqueducts 6, Licking

Along the Towpath

Creek through 11, Evitts Creek) as the upstream end of the aqueduct is anchored on the native rock outcropping on that side of the stream. As a result the springline of the arch at the downstream end is four ft. above the stream but on the west end is 16 ft. above the stream. If the arch were complete, the span would be 80 ft., but because it ends on the outcropping, the curve of the arch is truncated at 63 ft. The masonry in the aqueduct came from a quarry 1.34 miles upstream. [Davies, 393]

The aqueduct had a history of problems and ultimately both parapet walls fell and/or were removed and a wooden trunk was put in. A trestle bridge carried the towpath, and a footbridge serves to maintain the level of the towpath across the aqueduct today.

This aqueduct was locally known as the Bowles Aqueduct after the family that owned the land on the upstream end. Its proper name is actually the Great Tonoloway Aqueduct, from the proper name of the stream it spans. The “Great” distinguished that watercourse from Tonoloway Creek, a short distance west of Hancock at mi. 124.38. (Now called Little Tonoloway, that smaller stream is carried under the canal through a 36-ft. culvert—the largest on the canal.) [Hahn, 175]

The canal prism from the aqueduct to Lock 52 is lined with stone, creating a continuous masonry structure between the two. The contracts for Locks 51 and 52 were originally let to Robert Brown. Ultimately, he had to abandon the contract for lock 51, and that lock was finished by William Storey. [Unrau, 234]

In April 1865 A. B. Taney was given permission to establish a grocery and feed store at Lock 52 and less than a year later, in March 1866, Theophile Barnett was permitted to construct another grocery and feed store at Lock 51. Both were charged \$36 a year for the use of the canal company land on which their stores were located. [Unrau, 834]



Licking Creek Aqueduct
NPS Photo

The first contract for the 90-ft.-span arch Licking Creek Aqueduct (mi. 116) was let in July 1835 to Richard Holdsworth but reassigned in February 1837 to Enos Childs after Holdsworth’s death. While some stone for this aqueduct came



At Work on the Big Pool Basin
NPS Photo

from the Prather’s Neck quarry, most is Tonoloway gray limestone from a quarry half a mile up Licking Creek. [Unrau, 162]

The towpath embankment itself along much of this year’s hike route represents a significant canal structure. This is particularly so alongside Big and Little Pools where it is an artificial barrier across low-lying land, sometimes swampy land in the flood plane. The pools themselves were created by the construction of this embankment.

Four stop gates (the three mentioned above and the one at McCoy’s Ferry) bear witness to the high risk of breaks in the embankment, as well as the tendency of sink holes to appear in this part of the Great Valley that is widely underlain by limestone. These simple stop gates made it possible to hold water in the canal behind them whenever a breach or sinkhole occurred downstream. Hikers will see sinkholes of various sizes in the canal prism at several points if they are alert to them.

The May 31/June 1, 1889, flood that put the canal company into bankruptcy, washed out major sections of the towpath embankment at Big Pool. The scouring out of the 700-ft. pool and reconstruction of the embankment was one of the major repair projects done under the receivership between late 1890 and September 1891 when the canal finally reopened after some 27 months of closure. Photographs made during the reconstruction at Big Pool provide some of our best late 19th-century images of C&O Canal laborers and the basic equipment and horses that they used in such work.

At least one waste weir is to be found on all canal levels except for the very short ones between closely spaced locks. These range from simple overfall waste weirs that allowed excess water to flow over a section of slightly lowered towpath, to large gated waste weirs built in the towpath berm that allowed water levels to be dramatically lowered or the prism



Repairs at Big Pool

NPS photo



Big Pool (circa 1903 - 1923)

Hahn Collection

drained completely. The three waste weirs on the hike route are masonry structures that incorporate culverts.

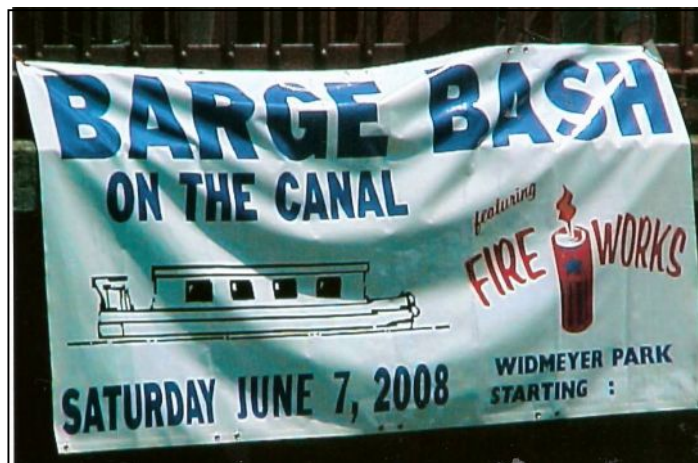
Resources:

Davies, William E. *The Geology and Engineering Structures of the Chesapeake and Ohio Canal*. (C&O Canal Association, 1999)

Hahn, Thomas. *Towpath Guide, 15th Edition*. (Harpers Ferry Historical Association, 1997)

Sanderlin, Walter S. *The Great National Project*. (Eastern National Park and Monument Association, 2005)

ANNUAL HANCOCK BARGE BASH



The Barge Bash Banner

Photo by George Kennett

Each summer Hancock holds a “Barge Bash” on the rewatered section of the canal by the town. Various organizations and groups build floats, some works of art, but others on the zany side. They enter them in a hotly contested competition to win prizes for the best floats. These are not street floats but floats that are floatable floats, unless they capsize or spring a leak and sink as some have and some have come close to doing. Below is the Bike Patrol’s entry for this year as it began its voyage. The float can be seen as a “model” for a new type of houseboat, namely, a “lockhouseboat.” These photos were taken by George Kennett. George Kennett and Mary Wheeler are level walkers. They came all the way from Avenue, Md., near the Patuxent River Naval Station to help out at the Hancock event in a true volunteer spirit - Rita Bauman



The Bike Patrol's Lockhouse Float

Photo by George Kennett

Along the Towpath

ON THE LEVEL

By Level Walker Chair Bill McAllister

So just what is a level walker? Level walkers are C&O Canal Association members who volunteer to walk a level at least once a year. The association divides the towpath into 69 levels. An applicant chooses a specific area, or the Level Walker chair will assign an area in need of walkers. Walkers pick up trash along their level. They make observations of conditions such as fallen trees and report to the park service and/or the LW chair. Walkers send a form to the LW chair reporting their volunteer hours, the amount of trash picked up, weather conditions, the vehicles in the parking lots, the human usage, flora and fauna observed, and conditions of note, such as deterioration of a culvert. If you wish more information, e-mail me at levewalker@candocanal.org or call 301-520-1000. Bill McAllister, Level Walker Chair.

Level #1 Tidelock to Incline Plane; John Barnett reports: 5/11 Lush rain induced growth. Found a milk case with 4 gal. of soured milk left on the service ramp to Canal Road. Empty the milk into an out-of-the-way depression in the ground. Rains will wash away any residue. No harm to Ma Nature. 5/18 High tides at Tidelock. A large stump floated into the lock from the river and came to rest at the Rock Creek end of the chamber. Tides HAD to be way up to accomplish this. 5/31 I had just finished the level and was in the Georgetown Food Court for lunch. While I was inside a deluge broke loose outside. When I came out, the towpath was covered with puddles and debris. The canal boat, the mules, and the crew were drenched. 6/8 Human usage, almost nil, too hot and stifling. The temp/humidity index was pushing 98. I was glad to get back home and cool off!! 6/14 Superintendent Kevin Brandt was on inspection tour and rode the canal boat. He took note of the items I listed at Tidelock-the broken gate at the river end, the condition of the trees on the "point," et cetera. Back home a cool shower was a relief. 6/22 Usual seasonal array of plants and ducks. Tidelock and Aqueduct starred in trash production. 6/28 A few joggers and dog walkers. A heavy bag of trash from Tidelock and the rest from Aqueduct. 7/4 At Tidelock, I found an ID, credit cards and driver's license next to a soaked pocketbook on the beach. I turned it all over to a motorcycle patrolman in the parking lot at Rock Creek and Virginia Avenue. That day I walked five plus miles. Not a bad way to celebrate July 4th. At Tidelock, a man, who had been sunbathing, helped me gather trash in the lock and adjacent beach. I thanked him. 7/12 As I was cleaning up west of Key Bridge, the canal boat came by. The ranger giving the talk said: "there's John, The

Volunteer." I got a nice round of applause. I won't let it go to my head but it was so hot and oppressive that I needed a boost and that was it! 7/19 One bag of trash filled from Tidelock to 31st Street. Second bag filled from 31st to the Aqueduct. A traffic barrier was in the canal near 34th Street. I managed to fish it out and put it with a mattress and a second bag for the Rock Creek detail to pick up. I worked Tidelock to 31st yesterday. I started early, finished in good time, and got out of the heat.

Level #2 Incline Plane to Lock 5; Bill Quinn reports: 4/19 About 200 users, hikers, joggers and bikers, also several dog walkers, a couple of fishermen, a few kayaks and rowboats. Trees and shrubs leafing out. Virginia bluebells lent beauty along the towpath near Lock 5. Canada geese were notably absent. A few mallards were seen.

Level #3 Lock 5 to Cabin John Creek; Marcus Boorstin and Allisa Stern report: 5/3 The large island in mid-canal remains near Sycamore Island. The Sycamore Island bridge over the canal is very rusted. At Lock 6, the upper gates rot away sprouting greenery. Garbage and cans litter the canal. I could not reach the cans from the towpath. 6/22 Day lilies, trumpet flowers, Queen Anne's lace, lots of kudzu, hydrangea. Moths, butterflies, heron, crane, salamander. Algae abounds at Lock 6. Two oil drums are next to the lock.. The Little Falls Dam warning sign for boaters is broken. The towpath is eroding into the canal at eighth-mile intervals. Shrubs on the canal's edge veil the process. Less garbage was in the canal than before.

Level #4 Cabin John Creek to Lock 14; Larry Heflin reports: 5/31 Goslings and ducklings follow their parents swimming in the canal. A large tree has fallen into the canal between Locks 8 and 9. 6/30 I cut back many lower hanging branches which interfere with bicycling and walking. The dog-bowl water faucet has been replaced at Lock 10. 7/23 I cut back lower hanging branches. July dry with only puddles along the level. Many fallen trees in canal and on the towpath had been cut up. **Sam Pearl-Schwartz reports:** 5/20 Erosion 100 yards from Lock 8 heading to Lock 7. SERIOUS erosion 100 feet from Lock 8 (now blocked by tape.) Thirteen turtles between Lock 7 and Lock 8. Two geese, five chicks and a heron at Lock 14.

Level #6 Bridge at Cropley to Great Falls Tavern; Harry Bridges reports: 5/6 40 hikers, 10 bikers and 4 fishermen. A few wildflowers in bloom. 20 turtles on logs and rocks and a few swimming.

Level #7 Great Falls Tavern to Swains Lock (21); Becky and Alan Hedin report: 5/26 Walkers—25, joggers-13, bikers-45, a child with leg braces on a recumbent trike, three people lounging at Swain's. Towpath in good shape. New restrooms at Great Falls open. The new bridge over the Great Falls

On the Level continued on p.16

lock now in use. Plants blooming—daisy fleabane, iris starry champion, golden ragwort, henbit, phlox, dandelion, stinging nettle, hawkweed, honeysuckle, garlic mustard (mainly in seed), multiflora rose. common mullen was in full leaf. Birds: Mourning doves, great blue heron, Canada geese, tufted titmouse, spice bush swallowtail. **Susan VanHaften reports:** 5/3 Towpath and canal looked great. Time to get the Charles Mercer up to Swains Lock! The stars of the day?-- Canada geese and their goslings or the turtles. Pairs of Canada geese protecting their fuzzy goslings-- hissed as we passed. Most pairs had 5 or 6 goslings. Saw 27 turtles, most basking on logs, and a 6-inch frog. Also saw 11 mallards, 6 great blue herons, 5 turkey buzzards, warblers. Heard a woodpecker. Lots of butterflies and dragonflies. The dogwoods were still in bloom, and we noted buttercups, spring beauties, violets, phlox, dandelions, Virginia creeper, honeysuckle, and, yes, poison ivy.

Level #9 Pennyfield Lock (22) to Seneca Aqueduct; Mike Schuchat reports: 6/27 All is green. Blue Heron and small turtles. Hikers, 25. Bikers, 40. Fishermen, 5. Boaters, 19. Signs of equestrians. **Sylvia Riss** 5/26 Invasive rosa ragusa, pink rather than white. Pretty. Heard large bullfrogs; saw 8 large turtles; orioles; 5 Canada geese, a river otter. Large catfish (30 inches) caught. Kate Vozdik's bench at Violettes Lock is gone,

Level #10 Seneca Aqueduct to Milepost 25; Mason White reports: 5/17 51 vehicles in the lot from DC VA MD PA and NY. Seneca creek teemed with canoes and kayaks. Many vehicles = many boats. 6/21 Very little garbage on towpath. Most trash found at the fishing spot on Seneca Creek's west side. Removing it meant getting down and dirty. Along the towpath I cut down and pushed back at least a dozen plant stems with thorns, a hazard to users, I do not recall them on previous walks.

Level #11 Milepost 25 to Sycamore Landing; Mason White reports: 5/3 The 8-mile Douglas hike on April 12 covered both my levels. Keeping pace with other walkers, I did not do a close, hands-on inspection. Still, I kept my eyes open and noticed nothing out of the ordinary. 6/14 The towpath was perfect--neither hard nor soft. The foliage along the towpath was the thickest I have seen. I removed debris, limbs and sticks that might trip inattentive bikers or runners. 7/12 32 bikers and two walkers. The towpath was firm but with muddy spots here and there. **Sandy and Marv Kahn report:** 5/8 A biker from Cumberland saw almost no trash. We saw a few songbirds, a chipmunk, and some geese. A lot of plants in bloom: phlox, aster, buttercup, bluebell, dandelion, may apple, a profusion of star of Bethlehem and woody honeysuckle. A couple of grape vines were in fruit. We removed tree debris and cut back branches.

Level #12 Sycamore Landing to Edwards Ferry; Pat Hopson and Carol Ivory (assisted by fellow Sierra Club members Ray Abercrombie, Dave Burd, Janet Kegg, Tom and Linda Lightfoot, Margaret Neuse) report: 5/11 One car parked at Sycamore Landing at 8:35 am and none at Edwards Ferry. One arrived, just as we were leaving. The weather was poor and it was Mother's Day. We saw no hikers but 5 bicyclists, including one who thanked us all. He said he often collects garbage at Seneca with Boy Scouts. The 2 men arriving in the lone car were about to launch a boat to go fishing. Vegetation was lush and, as elsewhere, garlic mustard is spreading. We saw a hawk, species unknown.

Level #16 Woods Lock (26) to Monocacy Aqueduct; Michael Ciansiosi reports: 7/5 The entire section was recently mowed. Even the berm side at lock 27, usually overgrown, was well groomed. I saw 31 turtles, one on dry land and the rest in the canal sunning themselves on logs. Green algae covers 10 to 20% of the watered section (mile 39.6 to 41.5) of the canal. A sycamore (?) tree near mile 41.9 is shedding its bark. A fallen tree in the canal near mile 40 is alive and doing well.

Level #19 Point of Rocks to Catocin Aqueduct; Marlow Madeoy reports: 5/26 45 cars at Point-of-Rocks and 24 at Landers lock were parked, six with boat trailers. I met 30 walkers, four joggers, six dogs all on leashes, and 121 bicyclists (!) —a crowd for that stretch of the towpath. A copperhead, Agkistrodon contortrix, crossed the towpath near mile 50. Many eastern painted turtles, Chrysemys picta picta, (big and small) basked on logs in the canal. Some flowering plants were at their peak: multiflora rose, Japanese honeysuckles, Lonicera japonica; and Philadelphia daisy, Erigeron philadelphicus.

Level #21 Lock 30 to Lock 31; Leonard Preston reports: 7/14 The canal was dry from mile 55 to 57.5, the towpath pocked with mud and potholes. Towpath maintenance is needed. Little litter, tree limbs, debris had to be picked up.

Level #26 Lock 37 to Antietam Aqueduct; Don Mackenzie reports: 5/29 One hiker, 33 bikers, one male turkey, and no fishermen. At mile 68 four buzzards flew up as I approached, no carrion noticed.

Level #28 Shepherdstown Lock (38) to Lock 39; Dale Walter reports: 5/10 A fine sunny afternoon after rainy days. Everything is green. Lots of wildflowers in bloom along the path. Puddles on the towpath from the rain. The river is high. 7/18 Towpath looked great. A few mud puddles. All timber cleared off path and put aside. Many large trees were in the canal.

Level #36 Lock 43 to Falling Waters; Dick Ebersole reports: 7/3 Plants growing in the lock's mortar joints need removal, but the lock and lock house are in good shape. The towpath is in fair shape with a few potholes. The trees full foliage form a

On the Level continued on p. 17

Along the Towpath

fine overhead canopy on much of this level. The grass is mowed.

Level #41 Dam 5 to Four Locks; B.K. Lunde reports: 5/3 The day was fine. I saw 3 boats, two dogs. Prickly Pear Cactus in bloom, white and purple violets, small white flowers, chives, buttercups, red phlox, colts foot. Pawpaws in bloom with brown flowers, redbud, 6-foot shrubs with hanging white flowers, dandelions, mertensia, red trillium, big fungus, mustard in bloom. **Bill Justice, Sr. reports:** 5/2 Deer paths have long spanned the length of the peninsula. Hoof prints can occasionally be seen. but I have yet to sight a deer there. 5/14 I heard the trilling of a bird and think it was a woodpecker. Wildflowers have started to bloom, including dames rocket (in white, pink, lavender and purple), daisy fleabane, wild columbine and an unidentified 10-petal yellow 1-inch-diameter blossom on a foot high stalk with fernlike leaves. Two to four inches of rain fell May 11 & 12. On the 14th the river was about two feet above normal and the cascade over Dam 5 was impressive. From the dirt line left on weeds in low-lying areas, high water reached two feet higher than that. 5/30 Saw my first Yellow Swallowtail butterfly of the year. The water level is back to normal and the bank is drying out.

Level #42 Four Locks to McCoy's Ferry; Carl Pedersen reports: 5/30 At Level 42 in the a.m. I found a lot of debris from a fireworks display someone had set off at the Four Locks boat ramp. I picked up it up wondering if it should be reported. I've not seen firework trash in the area before. 7/22 I walked all of Level 42 this afternoon. The only animals I saw were three box turtles. No trash was found on the level, but I found bags of trash left near the boat ramps at McCoy's Ferry and Four Locks.

Level #44 Fort Frederick to Ernstville; James Biasco reports: 7/11 Only bikers, 9 on long distance rides (judging by what was carried), 3 others, and NPS volunteer on bike patrol. The trail was in good shape. The center of the path had been mowed. The shoulders will need mowing soon or overgrowth will impinge on the towpath. Everything was lush and green from the rains. Big Pool was full, ducks and geese on the water, and a few deer seen in adjoining farmers' fields.

Level #47 Little Pool to Hancock; John Betting reports: 5/4 Thirteen bikers, three were thru-bikers. Six hikers. Canal at Hancock is drained.

Level #53 15 Mile Creek Aqueduct to Lock 59 and Level #54 Lock 59 to Lock 60; John and Valerie Wheeler report: 5/29 We saw 20+ thru-bikers, many coming from the Great Allegheny Passage (GAP). One couple was from San Diego. A man from Eastern Shore was taking his dog on its first overnight trip. They stayed at Stickpile Hiker-Biker with two people biking from Cumberland to Williamsport. Several black snakes

sunning on the path, turtles, of course, several deer.

Level #54 Lock 59 to Lock 60; Dennis Kubicki reports: 6/20 I hiked nearly 17 miles this day. The foliage obscured much of the area beyond the towpath. I found a wad of currency that someone dropped. Did I strike it rich? No, it was only \$15 in small bills. Amazingly I somehow spied the wad amidst the dense greenery all along the towpath. Some wildflowers in bloom. Weeds and plants were invading the towpath. Hikers and bikers have to brush through the undergrowth. I noticed ticks perched on tips of leaves ready to attach themselves to the passers-by.

Level #61 Town Creek Aqueduct to Lock 68; Steve Johnson reports: 4/26 A trike was seen heading east from the aqueduct! A ring-necked pheasant that I had seen last year was back. The too-many Canada geese were also there. Virginia bluebells lined each side of the right-of-way. Some cows grazed on the berm side at Long Farm. It was a peaceful Sunday on the canal.

Level #62 Lock 68 to Oldtown; Bob and Joan Mischler report: 5/6 Mustard, Dame's rocket, white violet and some other six-petaled white flower which I couldn't identify are in full bloom. Lilies are coming out in just a bit of water in the canal. Gnats were out in force and pesky. In spite of low water, I saw two Canada geese and several turtles in the canal. A black vulture flew overhead. Water is very low between Locks 68 and 69. Work is ongoing at mi. 165.5 to fix the problem. Trucks shuttle from there to Oldtown. You may have to step aside. 7/2 Path has been regavelled for about one-half mile from Oldtown. The level is very smooth, except for several puddles. We noticed only a few remaining Dame's rocket, violets and rhododendron. The fly honeysuckle sports its red berries. Mud turtles, dragonflies, butterflies and pesky gnats were there. We tried to bike onward to the Town Creek Aqueduct (Level 61) but the section was so wet and puddled that we turned back.

Level #64 Kellys Road Culvert to Spring Gap Rec Area; Nasra Sakran reports: 6/8 Hot, hot, hot! (mid 90's). Clear. NO ONE on towpath. One set of campers at Spring Gap. The towpath was free of trash! Edges were trimmed most of the way. Canal had the most water I'd ever seen in it from mi. 173 to the dam (near mi.170) serving as a hunter/tractor crossing; the rest of the way was muddy, but no standing water. Some potholes need attention but of no immediate consequence, I'd think. Between mi.172 and 173 an uprooted tree on the west side of the towpath may cause erosion of the towpath.

Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge; Bob and Joan Mischler report: 5/24 Path had standing water at places but was passable. Erosion at mi.181.25 has reduced passage to one lane. The point is marked with signs warning off motor vehicles. One **On the Level** continued on p. 18



Bill Clipper at the C&O Canal, circa 1969

Watercolor by Harryman

“IN THAT DAY”

A Memoir

It was a bright January day in 1971 when we buried Bill Clipper on a hillside above the Potomac at Seneca – the ground so icy it took a front-end loader to bear his coffin to the grave.

We looked down on historic rapids, the “Seneca breaks,” and on a canal lock where, in Bill’s day, Aunt Priscilla Jenkins had sold moonshine whiskey to thirsty boatmen and quarrymen. And where, decades before, Confederate cavalry had splashed across enroute to Gettysburg.

After slavery days, Bill’s father had trekked from tidewater Virginia to work in Seneca’s booming red stone quarries. “They’d quarry them rocks and run ‘em to the cutting mill,” Bill told me. “And they’d saw ‘em into blocks and ship ‘em on the canal to Georgetown, and up to the railroad at Point of Rocks.”

“At Violettes Lock, right there, you’d hear them boat horns, and they’d call ‘Hey lock, Aaw lock’ and all that stuff.”

And he’d chuckle about trips on the canal to Georgetown mills -- as deck hand for a boss so “big” he’d “spit on your rug if he had a mind to.”

“But don’t you canal people let ‘em spit in the river,” he’d add.

In a frame church near the Potomac, on the afternoon of Bill’s funeral, one of his longtime preachers

summed up our thoughts in three sentences. “Lord gave Bill Clipper a special charge. Lord told Clipper: ‘I want you to sing. And that will be an indelible sign.’”

A gift for narrative was Bill’s unique vocation. Which enabled him, with no formal schooling, to touch the pulse of our river and its people with unique metaphors and stories. And to touch many hearts.

My memoir grows from a chance meeting with Bill Clipper 40 years ago when I was working summers for the park service at Great Falls. In his 80’s then and living in a rented room in downtown Washington, he was anxious to visit the river and to fish at the canal.

So it became my pleasure and good fortune to drive Bill to Great Falls once a week, where he’d sit quietly with a bamboo fishing pole – clouds and summer sky shimmering on the canal and above the rocky river just beyond.

As Bill aged, our summer excursions became fewer and more bittersweet -- but always concluded, on the drive home, with tales about Seneca, where he was born, or about “Jerry,” a beloved canal mule, or with portraits of Teddy Roosevelt’s Rough Riders in a 1905 inauguration parade.

Even today, these images and others from Bill’s stories color my perceptions of the canal and river.

- Ed Wesely

On The Level continued from p. 17

hopes repair is soon to be done. Dame’s rocket and daisy fleabane (blooming in profusion), some buttercups and multiflora rose in bloom. 7/15 11 Walkers, at least 12 bikers (including 2 of us and 2 bike patrol), 1 toting baby carriage attachment. Path is in good shape from mi. 180 to Cumberland. From aqueduct to sewage plant, the towpath needs mowing and still narrows to one lane at mile 181.25. Garden phlox, fleabane, milkweed, yellow jewelweed, crown vetch, tiger lilies, chickweed, morning glory, and bouncing bet blooming in great profusion on Levels 68 and more, mostly on Level 69, that we can’t identify. Mud turtles, a duck, a great blue heron, and a male indigo bunting were spotted. Did some trimming mostly in overgrown area mentioned above.

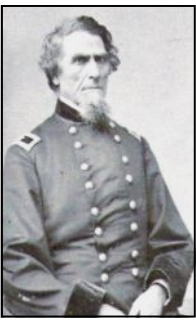


Along the Towpath

BATTLES AT FOLCKS MILL & OLDTOWN

The Battle at Folcks Mill, Monday, August 1, 1864, was celebrated as saving the City of Cumberland from destruction, but it was only a part of a larger scenario involving the Confederacy's last incursion into the north in a desperate attempt to relieve Gen. Lee's forces from Grant's siege of Petersburg and Richmond. Following Gen. Jubal Early's victory over Gen. George Crook's Federals at the 2nd Battle of Kernstown on July 24, 1864, the Confederates pursued the retreating Union troops down the Shenandoah Valley. There were skirmishes at Bunker Hill, Martinsburg, and Williamsport on the 25th, with the Union troops crossing the Potomac at Botellers Ford on the 26th to camp near Hagerstown.

While Early concentrated on disabling the B&O Railroad in the lower Shenandoah Valley, his cavalry under Brig. Gens. John McCausland and Bradley Johnson crossed into Maryland at McCoys Ferry on the 29th. After driving a 400-man Union force from Clear Spring, McCausland proceeded to Chambersburg, Pennsylvania, which he put to the torch the following day. From there he headed south to Hancock, and on the morning of the 31st demanded a ransom of \$30,000 and cooked rations for his men. Col. Harry Gilmore and Gen. Johnson, both Marylanders, pleaded the case for Hancock and convinced McCausland that the sum was unreasonable considering the size of the town and the fact that many citizens were loyal to the Southern cause. On Johnson's advice the town fathers collected all they could including a large amount of C&O Canal moneys from Jacob Snively, the C&O Canal Company's collector at Hancock, but before the moneys could be delivered, Gen. W. W. Averell's Federal cavalry drove the Confederates from Hancock down the National Road toward Cumberland. At least one canal boat was burned and reportedly all bridges on the pike between Hancock and Flintstone were destroyed.



General Kelly

The citizens of Cumberland upon hearing of the depredations at Chambersburg called a meeting the night of the 31st and organized a militia force of some 200 men to assist Union General Benjamin F. Kelly in the defense of the community. On the morning of August 1, Kelly's forces consisted of three regiments of Ohio National Guard, four companies of the Eleventh West Virginia Infantry, one company of the Sixth West Virginia Infantry, two sections of Battery L, First Illinois Light Artillery, one section of Battery B, Maryland Light Artillery, and several hundred stragglers from the July 24 battle at Winchester.

At midday a troop of Confederate cavalry was reported approaching about twelve miles out on the Baltimore Pike. Gen. Kelly ordered the One Hundred and Fifty-Sixth Ohio National Guard, four companies of West Virginia Infantry, and one section of Battery L to the high ground east

of Cumberland where the highway crossed Evitts Creek. The three companies of citizen volunteers under Gen. Charles Thurston, were placed on the right flank of the regulars. Colonel Israel Stough and the One Hundred Fifty-Third Ohio National Guard were sent to Oldtown to prevent a Confederate crossing into West Virginia at that point. The remainder of the Federal troops manned the Cumberland fortifications.



At 3 p.m. an enemy squadron neared Folcks Mill. Union artillery opened fire and a pitched battle ensued. The rebel forces sought cover behind the house, mill, and barn of John Flocks, which, being within range of the Union artillery, all took several exploding shells, the barn being destroyed. The engagement lasted till after dark with both sides holding about the same positions as at the start. Uncertain of the Union strength and aware of Averell's cavalry at nearby Hancock, Gens. McCausland and Johnson agreed that it would be unwise to continue the attack. Johnson was sent to secure a crossing over the Potomac, but on approaching Oldtown on the morning of July 2, found the Union troops of Col. Stough on the hill between the canal and river and the canal bridges destroyed.

The Twenty-Seventh Virginia Battalion and the Eighth Virginia Regiment attacked the hill while a bridge was built to cross the rest of the troops to flank the Federals. Seeing his position as untenable, Col. Stough pulled his force across the Potomac to Green Spring Depot, West Virginia. About 80 men took shelter in a blockhouse while the others boarded the train that brought them from Cumberland and were removed from the fray. Supporting Stough's force was an armored train manned by a detachment of Company K, Second Regiment Potomac Home Brigade. The train comprised iron-clad batteries of three guns each and four musket-proof boxcars for riflemen.

Johnson's Baltimore Light Artillery was deadly that day, disabling the locomotive with its first shot and dismounting one gun with a shot through a porthole with its second. A third shot scattered the Union Infantry behind the railroad embankment and the Potomac Home Guard was forced to take shelter in the woods, leaving Stough in the blockhouse without support. After an hour and a half standoff, Johnson sent a message under a flag of truce demanding a surrender. Stough asked for and received generous terms and surrendered, his command immediately paroled with all personal equipment except weapons. The Confederates destroyed the blockhouse and armored train before moving off toward Romney, West Virginia. They were badly mauled on August 7th by Gen. Averell who had been pursuing them since the Chambersburg raid.

The citizen volunteers were relieved from duty on the 2, and on Friday evening, August 5 Cumberland's citizens showered Gen. Kelly and his men (with continued on p. 20

continued from p. 19 thanks at a town meeting. A grand review was held on August 11 with speeches and a parade which included the citizen soldiers. Gen. Kelly was later breveted a major general for his gallant defense of the city.

Between the Confederate raids and ensuing guerilla activities, there was no through navigation on the canal in the month of August, resulting in tolls of only \$398.80. This was the lowest monthly collection since July 1861. It was reported that because of damages to boats and the waterway, over a hundred thousand tons of coal would be kept from the Washington market, and that the coal companies saw little chance that the coal trade could be reopened that season.

Principal sources for this article were *The Civil War Battle at Folcks Mill*, Harold L. Scott, Sr., *The Civil War in Maryland*, Daniel Carroll Toomey, and *History of the C & O Canal*, Harlan D. Unrau.

ON THE BOOKSHELF

Apology to the Neptune - A Narrow Boat Makes It Across the English Channel

Narrow Dog to Carcassonne, by Terry Darlington

I owe an apology to the *Neptune*, the narrow boat, Sonny De-Forge, Jay Hurley, my son Leif and I hired for a two week cruise on English canals in June last year. In my account of the trip (see the December 2007 issue) I questioned her *sea* worthiness. While we all admired her *canal* worthiness, I was sure she was unfit for travel on the high seas. After all she was long and very narrow, 62' x 6' 10," of shallow draft made to run in a few feet of water. A big wave broadside or a keel-snapping wave cycle could do her in, I surmised. I had the temerity to say: "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."

Unbeknownst to me a narrow boat almost identical to the *Neptune* had made an unheard of crossing of the English Channel two years earlier without mishap. This tale is told in *Narrow Dog to Carcassonne*. Terry Darlington and his wife, Monica, newly retired, set out on a narrow-boat mission near

impossible of crossing the treacherous English Channel on their voyage to Carcassonne in the far south of France. They were accompanied by Jim the whippet, the "narrow dog" of the book's title. A high-speed inland dog, who loves running on firm ground, was exceedingly wary of his masters going out on the unsteady sea. If he could talk, he would have yelped: "Whoa! Where are you taking me?" Dumb he was not. As the author freely allows, the whole idea of crossing the Channel by narrow boat was a bit wild, even reckless. Against all "informed advice" and his own fears of the channel's narrow-boat-wrecking potential, he nonetheless made the perilous crossing without a flipping or a founder, Glorious it was, but where it stands in the record books remains a question—perhaps, it's in the same class as the feat of the madcap who drove his Volkswagen (waterproofed) across the channel some years ago? The *Phyllis May*'s achievement, it must be said, is a shade less absurd. She is, after all, a *boat*, not a *road bug*, narrow as she may be. Also, there was method in the crew's madness. Prudence tempered temerity. A sea-wise pilot and the head of the Dover sea school came along for the ride. A rescue boat followed along as escort. Made of steel, the *Phyllis May* is sturdy. She was fitted out for the occasion with an attachable storm deck to prevent the inrush of high waves through the bow door and into the boat's interior. Without it the *Phyllis May* would surely have been destined for Davey Jones' locker. She, in fact, survived crashing through six-foot waves stirred up by Sea Cats that ply the channel. If need be, whippet Jim was ready to jump and swim for dry land.



The Neptune

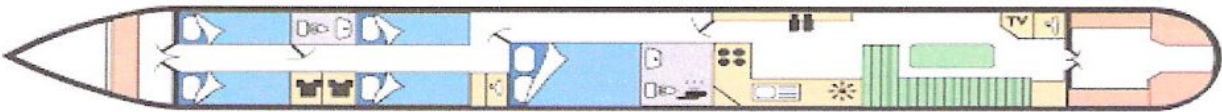
So dear old *Neptune*, my apology, you *might* just have the stuff to make it. In any case, we must concede that to the brave, and, at times, even to the foolhardy, goes the prize.

Narrow Dog to Carcassonne is a delightful account of the daring Darlingtons' 1,600-mile trek through canals, rivers and sea starting at Stone, England, and ending at the ancient towered town of Carcassonne in the far south of France. Through thick and thin the author takes us on his far ranging odyssey. His wit, sharp eye, and poetic spirit enlivens the tale's many episodes. He wears a comic mask, but his observations on affairs human are keen. Among other things, he points up with understanding and affection the perennial counterpoint between the English and the French in encounters with the almost endless cast of characters met on the way. This is a book canallers can enjoy from one end to the other.

- Carl Linden



The Shape and Layout of a Typical Narrow Boat - 62' Long & a 6' 10" Beam



ANNOUNCEMENTS

River Center at Lockhouse 8

Voices of the River: Acacia Sears

Sunday Oct. 5, 2-3pm

*River Center at Lockhouse 8, C&O Canal National Historical Park,
7906 Riverside Ave. Cabin John, MD 20818*

For the past 10 years, Acacia Sears has been hushing noisy Baltimore bar crowds and seizing the attention of coffee shop patrons with her magnetic vocals and lyrically driven songs. Acacia will draw you in with her guitar and captivate you with her unforgettably hypnotic voice. Find her on iTunes or at myspace.com/acaciasearsmusic.

The River Center is open Saturdays and Sundays through October 26 from 10 am until 2 p.m. for tours of the lockhouse and interactive exhibits. Visitors are guided by the Potomac Conservancy's volunteer docents who lead tours, answer questions, and discuss the historical and cultural significance of the C&O Canal and the Potomac River to the regional economy and the local quality of life.

Information Officer Needed

The Association has an **opening** for an Information Officer. The person chosen will be appointed to serve at least until an Information Officer is elected in March 2009. The chief tasks are:

- responding to inquiries received by telephone and email from Association members, media, and the general public;
- providing content to the Association's Webmaster, and collaborating with the webmaster on enhancements to the Website, and coordinating with the individual who is responsible for sending mass email messages to the membership;
- issuing news releases to area media, particularly on events such as hikes, canoe trips, and volunteer activities;
- managing the preparation of any new publications authorized by the Board;

The Information Officer is a voting member of the Board of Directors and the Executive Committee. He or she attends meetings of the Board, and chairs the Public Relations and Publications Committee.

This opening presents an excellent chance to help advance the mission of the C&O Canal Association in important ways. If you are interested or have suggestions, kindly contact Rachel Stewart, president@candocanal.org; Dward Moore, firstvp@candocanal.org; or any other officer or director.

Volunteers needed for "Civil War Duty"

The Heritage Tourism Alliance of Montgomery County has asked the C&O Canal Association to send a representative to participate in the planning of events for the 150th anniversary celebration of the Civil War to take place in 2010. There is plenty of room for all interested parties. If you are interested in participating please contact Rita Bauman, 540-888-1425, or at wdbauman@visuallink.com.

VIP program looking to expand its role

With the support of Superintendent Kevin Brandt and great help from Danny Filer, the volunteer coordinator for the C&O Canal NHP, there are several upcoming projects that our VIPs will have the opportunity to support. These projects will include the installation of benches along selected sections of the towpath, some fence construction at Rileys Lockhouse, installation of signs at all of the aqueducts, and the replacement of fencing at Pennyfield Lock. The installation of the signs at aqueducts will provide the opportunity for association members from all areas of the canal to easily get involved.

Some of these projects are dependent on the approval of the compliance committee and all need some time for design, purchase of supplies and coordination.

Support our VIP program and come out and join us. This is a wonderful way to give a bit back to the park that has provided us with so much recreation and sheer enjoyment. We have a dedicated group of members (15-20) who come out for most of our projects. The work we do is rewarding and even a bit of fun. The camaraderie is almost tangible. Skip Magee and I are very grateful for and appreciative of their support.

How to get involved – let Jim Heins know of your interest in and willingness to help with any of the projects that are scheduled to date. By e-mail – vip@candocanal.org, or jheins57@verizon.net or call 301-949-3518.

- Jim Heins, VIP coordinator.

Why Join the C&O Canal Association? To Preserve and Protect the C&O Canal NHP and River Basin.

The C&O Canal Association has a special relation to the C&O Canal National Historical Park. Founded by Justice William O. Douglas and his fellow hikers to promote the park's creation, the association organized the popular annual hikes that "walked" the C&O Canal Park into being. The preservation and protection of this unique national historical park is our purpose. We support all efforts to restore, repair and improve the many canal structures essential to its continuity, integrity and very survival. We oppose any encroachments on its special character as a national historical park. Our quarterly, *Along the Towpath*, keeps members and others informed on developments affecting the park, NPS policies, canal projects, volunteer activities, the association's hiking, biking and canoeing program, park service programs, and a wide range of canal topics both historical and current. Members are invited to use their talents, personal and professional, to preserve, protect, and publicize all the advantages and assets of this national historical park that recalls to us the nation's bold venture westward that formed the great republic in which we live today.

Membership Form for New Members

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

(Select one)

NAME: _____

___ Individual \$15

ADDRESS: _____

___ Family \$20

CITY/STATE/ZIP: _____

___ Patron \$25

E-MAIL: _____ PHONE: _____

Total: \$ _____

Name to appear on badge: _____

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

Gift from (if applicable): _____ Enclose card _____ Enclose note _____

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

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O CANAL National Historical Park Headquarters
1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

Reception Desk	301-739-4200	Vacant
Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Vacant
Chief Ranger	301-714-2222	Bradley Clawson
Admin Officer	301-714-2204	Jeannie Denk
Chief, Natural and Cultural Resource Management	301-714-2210	Brian Carlstrom
Chief, Interpretation	301-714-2214	Bill Justice
Natural Resource Program Mgr	301-714-2224	P. Scott Bell
Public Affairs Assistant	301-745-5804	Vacant
Special Use Permits	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Bradley Hofe
Partnerships Coordinator	301-714-2238	John Noel
Volunteer Coordinator	301-714-2233	Daniel Filer
Engineer	301-745-5818	Dan Copenhaver
Historian	301-714-2211	Sam Tamburro

Palisades District, Milepost 0 (Tidelock) to Milepost 42.19 (Monocacy River)

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854
District Ranger 301-767-3720 Joshua Cunningham
Fee Collection Supervisor 301-299-3603 Paul Johnson

Georgetown Visitor Center

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

Great Falls Tavern Visitor Ctr.

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

Western Maryland District, 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 Sub district 301-678-5463
Ferry Hill Subdistrict 301-714-2206

Williamsport Visitor Center

301-582-0813
205 West Potomac St., Williamsport, Md. 21795
Supv. Park Ranger, Interpretation Curt Gaul

Hancock Visitor Center

301-678-5463
326 East Main St., Hancock, Md. 21750
Supv. Park Ranger, Interpretation Curt Gaul

Cumberland Visitor Center

301-722-8226
Western Maryland station, Cumberland, Md. 21502
Park Ranger, Interpretation Curt Gaul

* = Acting

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation 202-653-5190
Great Falls Boat Operation 301-767-3714
Boat House at Fletcher's Cove (concessionaire) 202-244-0461
Carderock and Marsden Reservations 301-767-3731

24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677
HAZARDS CHOH_Hazards@nps.gov

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

Editor: Carl Linden

Associate Editors: Dave Johnson, Don Juran, Ned Preston, Nancy Long, and Helen Shaw



C&O CANAL ASSOCIATION

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

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

2008 Association Officers

President: Rachel L. Stewart, 5914 Washington Blvd., Arlington, VA 22205, 703/237-4727, president@candocanal.org

First Vice President: Dward Moore, 403 Walnut St., Brunswick, MD 21716, 301/834-6007, firstvp@candocanal.org

Second Vice President & Level Walker Chairman: Bill McAllister, 5500 Cordona St., Lanham, MD 20706, 301/577-4757, levelwalker@candocanal.org

Secretary: Bill Holdsworth, 10 Radburn Ct., Rockville, MD 20850-2740, 301/762-9376, w.holdsworth@att.net

Treasurer: William Bauman, 1086 Adams Rd., Winchester, VA 22603, 540/888-1425, treasurer@candocanal.org

Information Officer: Position vacant.

Board of Directors: (terms expire in 2011): Jim Heins, George Lewis, Merritt "Skip" Magee, John Wheeler, Francis Zumbun; (terms expire in 2010): Bill Burton, Ron Howard, David M. Johnson, Thomas L. Perry, Marion Robertson; (terms expire in 2009): Stephen Eastham, Bill Hibbard, Nancy Long, Marlow Madeoy, Dorothea Malsbary.

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, Carl Linden; Programs, Dorothea Malsbary; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins; Youth, Val Wheeler.

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Along The Towpath

Chesapeake & Ohio Canal Association



Please Note

Inserted into this issue is a Form for making your Heritage Hike reservations for bus transportation to hike starting points and for happy hour and dinner at the American Legion in Clear Spring, MD.

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