

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.

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The Heritage Hike Set for November 7

By Dorothea Malsbary, on behalf of the Program Committee



Devil's Eyebrow
Anticline

The Association's annual Heritage Hike is set for Saturday, November 7, from Hancock to Pearre in the vicinity of Sideling Hill. Featured are three hiking options along the towpath, a dinner, and an evening presentation. The hikes will begin and end in Hancock, Maryland, easily accessed from I-70 at exit 3, a left hand exit, or from Rte. 522 coming from Berkeley Springs, W.Va.. The three hike lengths are approximately 12, 6 and 4 miles. 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 Little Tonoloway parking area, near mile marker 124.5, just east of the Rte. 522 bridge. Please note that the meeting place is NOT the park service visitor center. Ample, free parking is available as well as Porta-Johns. Snacks for purchase and restrooms are available at the C&O Bicycle shop nearby at 9 S. Pennsylvania Avenue. All walkers must sign the association waiver form before boarding the bus or starting the hike. The bus fee will be \$8 (if prepaid with the reservation) or \$10 (collected onsite). Please bring exact change. You are encouraged to bring a bag lunch and a drink for the lunchtime meal on the hike.



Round Top Cement
Mill Kilns

Bus transportation will be provided to the starting points of the medium and long hikes, Cohill Station and Pearre Station respectively. The short hike does not

involve bus transportation but rather is a loop walk, heading outbound on the Western Maryland Rail Trail (WMRT) to Locher Road. and returning along the towpath. All hikers will walk back to their vehicles at their own pace.

The approximate hike lengths back to the parking lot at Little Tonoloway in Hancock (mile 124.5), the mileposts and amenities at the starting points are:

1) Pearre and lock 56, 12 miles, milepost 136.21, Porta-Johns at WMRT parking.

Pearre is the current terminus of the 23-mile Western Maryland Rail Trail. Hikers are encouraged to walk upstream first to explore the Sideling Hill Aqueduct at mile 136.56, and then turn around and return to Hancock. Porta Johns are available at Cacapon Junction mile 133.6. Look for the four-arched railroad bridge over the mouth of the Cacapon River on the W Va. side.

2) Cohill Station, 6 miles, milepost 130.72, (a former whistle stop of the WMRR).

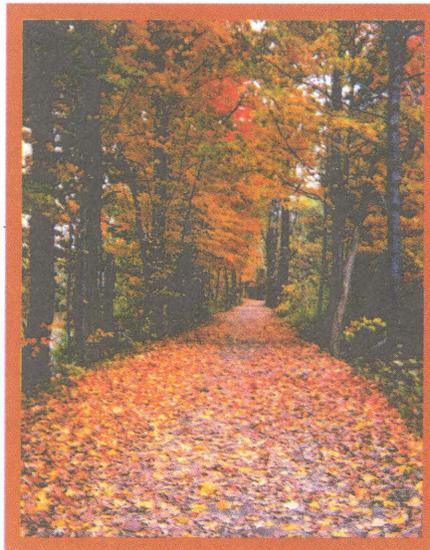
At 127.40 you will see the ruins of the Round Top Cement Mill and at 127.24 you will see "Devil's Eyebrow," a large fold in the strata on the berm. Restrooms available at Leopards Mill m. 129.9 and White Rock m. 126.4.

3) Hancock to Locher Road. and back, 4 miles, no bus drop off.

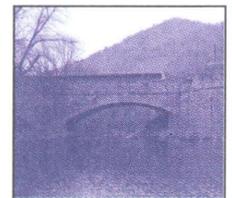
Hikers will proceed



Round Top Cement
Mill Ruins



Fallen Leaves on the Towpath
Photo by Steve Delaney



Sideling Hill Creek
Aqueduct

upstream from Hancock on the rail trail to where the trail crosses the berm road, also known as Locher Road, and Canal Road, then walk a short distance through abandoned orchards to the towpath and return to Hancock. You can walk beyond mile 126 to view cliffs across the river, Roundtop Hill and Round Top Cement Mill from above. This would add a mile to this hike.

Buses will depart at intervals to accommodate the travel time from metropolitan areas, the increased cost of bus transportation, and the varied hiking times. There will be one bus making multiple trips. Participants in the longest hike (Pearre) should arrive and park by 9:45 a.m. The first bus, for the long hike, will depart at 10 a.m. or as soon as possible thereafter. Participants for the medium length hike (Cohill Station) should arrive and park by 11 a.m. and the departure will be at approximately 11 a.m. or soon thereafter.

If you have time before or after the hike, consider crossing the river on Rte. 522 and exploring the historic spa town of Bath (now Berkeley Springs, West Virginia) just a couple of miles south. There is much to see and do in this attractive town, where George Washington spent time.

At 4:30 p.m. we gather at the American Legion in Clear Spring for Happy Hour (cash bar), followed at 5:30 p.m. by a deluxe dinner buffet and evening presentation. The American Legion is at 12335 Big Spring Rd., Clear Spring, Md. Clear Spring is east of Hancock, at exit 18 of I-70. Go into Clear Spring, on to the main street (Rte 40 & 144) go a block and turn left onto Big Spring Rd.

The cost of the dinner is \$18. The buffet includes fried chicken, meatballs, corn, lima beans, salad, rolls and dessert. Also included for Happy Hour are pretzels, chips, and raw vegetable and dip platters.

The evening program features our Association member, Roy Sewall, a leading photographer of the Potomac River and C&O Canal in the Washington, D.C., area. Roy will give a slide show and discuss the Great Falls and Mather Gorge. His recent book provides an in-depth look at the spectacular scenery in the area on both sides of the river. Roy's interest in photography resulted from extensive travel on five continents. He always found the Washington area to be one of the most photogenic locations in the world. Signed copies of his book will be on hand for purchase at 20% off. (Dave Johnson's review of the book is in the March 2009 issue of *Along the Towpath*.)

Inserted in this issue of *Along the Towpath* is a reservation form for both dinner and bus. Forms must be received by Friday noon, October 23. No cancellations or additions will be honored. There are no refunds for prepaid dinners or bus reservations. Check the Association website at www.candocanal.org for any updates on the Heritage Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org.

President's Report – Autumn 2009

By Rachel Stewart

As I write, this is August — the dog days of summer. All very lazy and hot and slow... so I wonder why those towpath cyclists seem in such a hurry. There will come time later to bustle and rush when another summer has gone, when we are all back at work and in school and thinking about the next thing that has to get done.

Right now, the next thing that I must do is prepare for a conference in Roubaix, France, on "Canals and Urban Regeneration." I'll talk briefly about the Park's plan to fully restore canal operations at Williamsport — restoring the canal prism and Lock 44 to a watertight condition, rehabbing the storage yard next to the Cushwa Basin, repairing and restoring the railroad lift bridge, and rebuilding the Conococheague Aqueduct — all with the goal of providing a much enhanced visitor experience: to see a functioning canal in a historic setting. By the time this newsletter is published, that conference has ended. Also ended is the public scoping period required for the Williamsport restoration project's Environmental Assessment (September 5). Public comments that were submitted are being reviewed; the proposed Environmental Assessment is expected in the fall/winter 2009-2010.

While this proposed project is interesting, and exciting, it cannot diminish the importance of continuing to focus on the restoration of the historic towpath at Big Slackwater. The public comment period for Big Slack ended in early July. The Environmental Assessment (for which cost we have contributed \$65,000) is expected in the next few months.

Let's keep our eyes wide open for these two projects. See the National Park Service website for information about them and 68 other C&O Canal NHP projects is: <http://parkplanning.nps.gov/parkHome.cfm?parkId=177>

Go to page 6 for Karen Gray's article detailing points of interest and what is worthy of special attention on the hike route between Hancock and Sideling Hill.

Photo credits for corner photos on p.1

Upper left & right: www.pollythetravelfrog.com (thanks to Candee Schneider)

Lower left: Gage Linden

Lower right: J.E. Boucher, photographer, 1960. (HABS)

JETHRO-THE MIRACLE DOG

By Ron Rehm

Jethro is a black labrador retriever. My wife and I adopted him from the Lab Rescue League when he was two years old. This was about ten years ago. We chose Jethro because the volunteers for the Rescue League said that he was excellent with children. We have five grown children and now have nine grandchildren ranging in age from eighteen to two and a half. Jethro has lived up to his reputation: he loves children and has always been terrific with them. He is big and strong, being about 90 pounds, and is certainly the strongest dog our family has ever had. He is a "wide body" and occasionally knocks the little ones down as he brushes past them, but there is not a mean bone in his body when it comes to children. At twelve he is still strong and energetic.

On July 14, 2009, my wife and I took two of our grandchildren, Patrick and Claire, who were spending the week with us, plus Jethro, to the Maryland side of the Great Falls, one of our favorite local places for walking. The weather was beautiful, sunny and not too hot, perfect for our outdoor activities. We parked, observed several artists who were painting the scenery and walked down the towpath to the walkway to Olmsted Island. Since dogs are not allowed on the walkway, we decided that Jethro and I would wait while Grandma, Patrick, and Claire walked to the Olmsted Island overlook and back. I sat on a fallen tree, which made a good seat. Jethro rested on the ground right next to me. In Grandma's bag, which she left with me to watch, was a bag of popcorn that I took out so Jethro and I could have a little treat.

While having the treat, Jethro suddenly pulled his leash from my hand and quickly descended to the water, leash dangling behind him. As much as I tried, I could not catch him (four legs on the rocks are better than two), nor did any of my coaxing him with the promise of "cookies" (a term that he really understands and generally responds to) or screaming frantically to stop. It was all to no avail. He must just have felt very warm and a dip in the water must have seemed very appealing. All I know is that I had a terrible sinking feeling as I helplessly watched him enter the water and to be swept rapidly away down the river. In that moment, he looked back at me with a very sad look, clearly realizing that he too was helpless. I felt I would never see him alive again!

The next thirty or so minutes were a blur of activities. I ran out the Olmsted Island board walk shouting "Marcia" to locate my wife and tell her what had happened. Along the way, I first saw a man returning whom I had earlier seen with two-year-old twin girls, one holding each hand, walking toward the Olmsted overlook. The girls had earlier been excited to see a "doggie," and Jethro had responded by wanting to greet them. However, they

had continued to walk toward Olmstead while Jethro and I continued to sit. The father looked sadly at me and said, "I saw your dog go to the left down the falls; that is better than to the right. I'm sorry."

Then I saw Carl Linden, a Bike Patrol volunteer on the Olmsted walkway. He wore a uniform, a bright orange vest and had a cell phone handy. He called the dispatcher at park headquarters for help and had me tell the dispatcher the details. I gave him Jethro's name and mine, my and my wife's cell-phone numbers and told him all the details. The dispatcher, in turn, notified the water-rescue volunteers with the Fairfax Fire Department. I then found my wife and grandchildren. Very distraught, we went back to the towpath and continued downstream, shouting for Jethro and asking everyone whom we saw if they had seen the dog.

Then, my wife received a phone call from the dispatcher on the Virginia side of Great Falls who gave her the wonderful news that the Fairfax boat patrol volunteers had pulled Jethro from the water on the Virginia side of the river. They told her that the rescue team, while patrolling in their Zodiac boat, had tried to avoid what was thought to be a black "log," only to have it hit the side of the boat anyhow. Upon contact, a head popped up and they realized they had found a black dog and quickly pulled him from the water. They called their dispatcher, took him to shore, gave him some oxygen, and waited for us to drive over to the Virginia side of the river to pick Jethro up. While waiting, they checked him over, finding a laceration above the left eye and a small cut on his leg. He was one exhausted and bruised dog. We took Jethro to the vet to have him stitch Jethro's eye and examine him carefully.

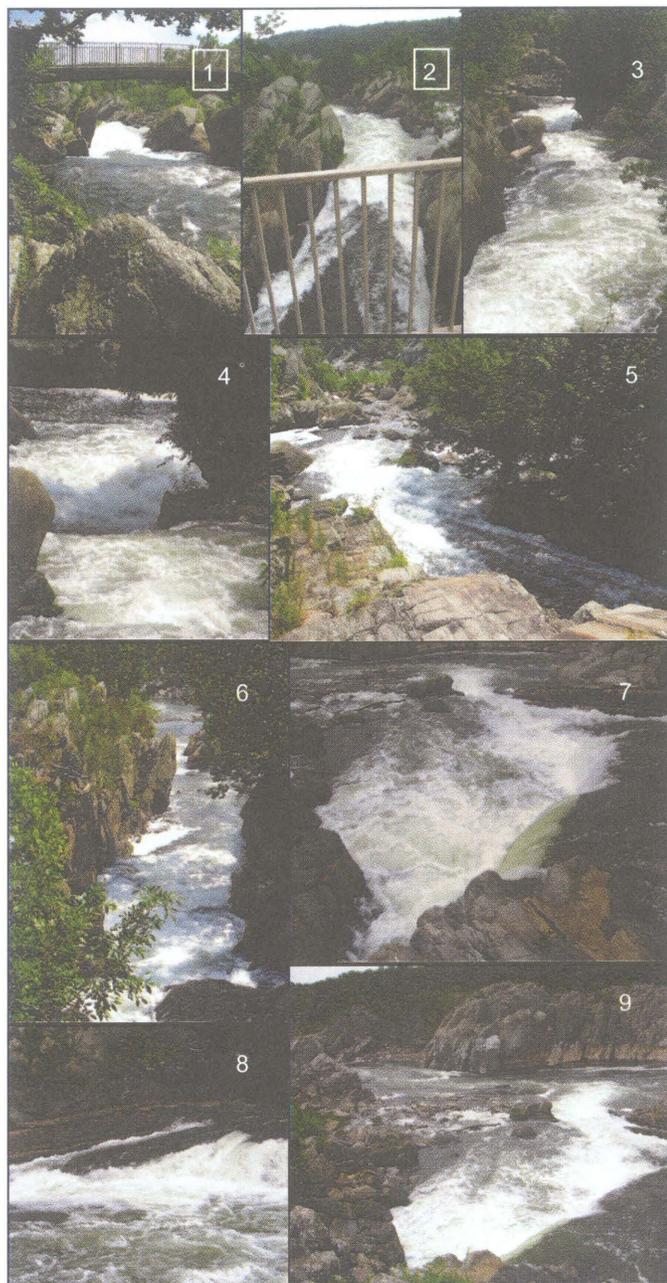
A few days later, Jethro was well on the road to recovery. He was still a little tired and sore from the ordeal, but he soon returned to his old lively self. We wish to thank all of the people involved with saving his life. Each time my wife, the grandchildren or I look at him, we think that he must be Jethro, the Miracle Dog.



"A moment later the stevedore appeared on deck leading by a leash one of the most handsome dogs ever seen in Maryland. He was jet-black, sturdy in his front quarters, sleek and powerful in his hind, with a face so intelligent that it seemed he might speak at any moment. His movements were quick, his dark eyes following every development nearby, yet his disposition appeared so equable he seemed always about to smile."

From James Michener's *Chesapeake*

Jethro's Wild Ride

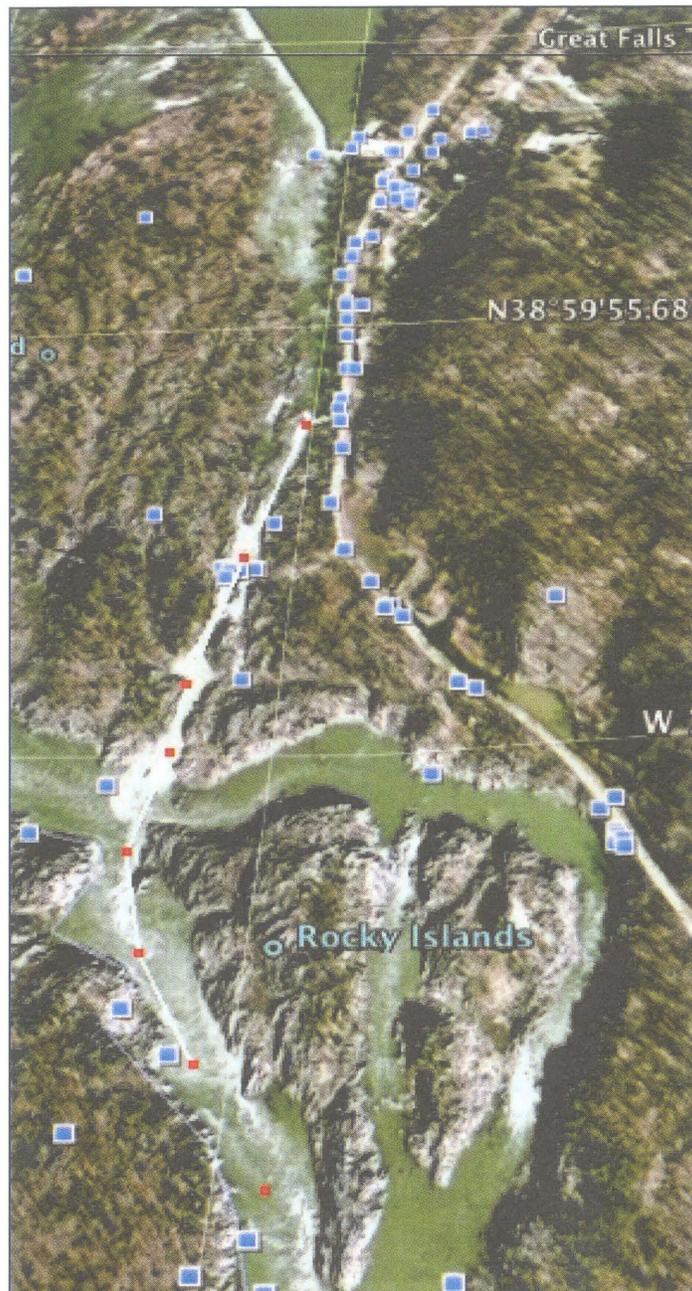


The Itinerary

1. Jethro steps into the flume's left channel for a dip just above the Olmsted Bridge. 2. He shoots under the bridge and down the "V" of the fish ladder. 3 Down the flume he goes. 4. A whopper of a rapid is just ahead! He has to go right through it! 5. Further on he has to take a sharp right and drop down to the other flume channel. 6. He proceeds down this swirling channel... 7. and arrives at plunging falls that empty into the main Potomac. The falls could have held him under in their rolling hydraulic. 8. Did he skirt the falls and go down the smooth-flowing fish ladder to the side? 9. If so, the ladder's stream carried him safely into the main Potomac where the rescue team picked him up in their Zodiac. Not to brag, he was mum on just how he did it. We do know that Labradors are great swimmers. Jethro showed us.

Google Earth Image of the Fish Ladder Flume

The Google Earth/US Geological Survey Image shows the area from the Great Falls Tavern to the Rocky Islands. The red dots trace Jethro's route from the Olmsted Bridge down to the main Potomac channel where the "C Shift" rescue team picked him up.



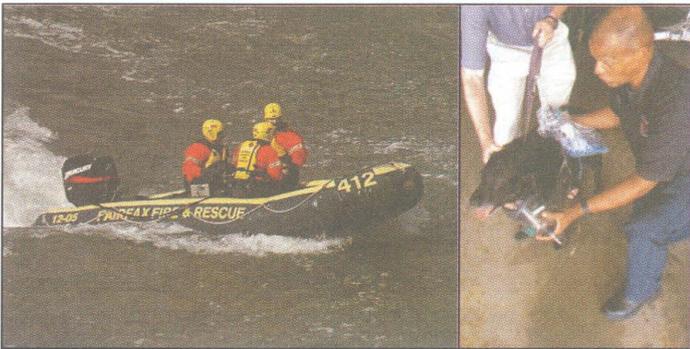
Ron Rehm's grandson, Patrick, was with his grandfather on the day of Jethro's "swim." On the left is his "artist's conception" of Jethro with all his legs and webbed paws stroking away through the rapids. His purple leash is streaming behind him.

The Fairfax Fire and Rescue Team



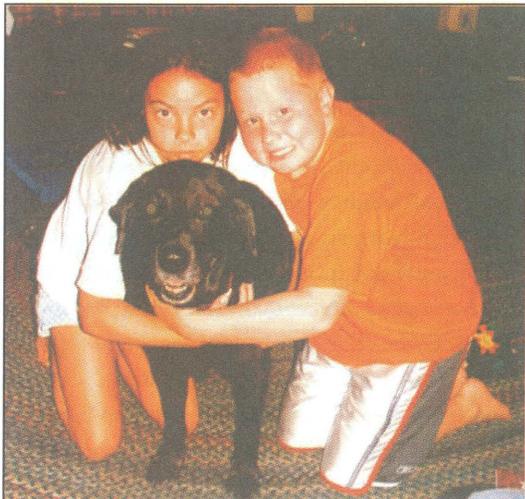
Front & center on leash: Jethro, left to right: Master Technician William Hedrick, Technician Rony Avalos, Technician Lamont Payne, and Ron Rehm.

Ron Rehm & Lamont Payne (petting his new found friend, Jethro)



The Fairfax Fire & Rescue Boat. This boat is well designed for rescue work in the rough waters of the Potomac's Mather Gorge.

Lamont shows how he perked Jethro up with a whiff of Oxygen.



Claire and Patrick with Guess Who?
Photo by Grandfather Ron Rehm

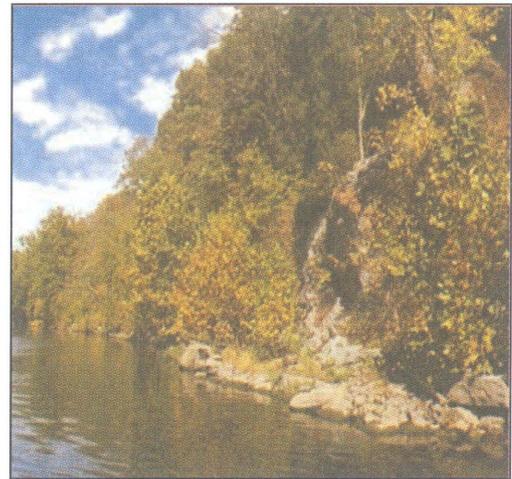
Along the Towpath, September 2009

NEWS AND REPORTS

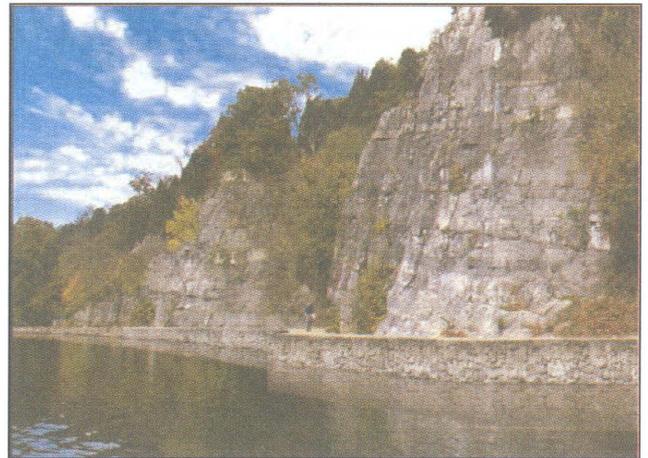
Big Slackwater Towpath Design Unveiled

C&O Canal NHP Engineer, Dan Copenhaver, unveiled the “conceptual design of restored towpath along Big Slackwater” at the public scoping meeting at Williamsport last June 30th. The first photo below shows a typical section of the Big Slackwater shoreline where the old towpath has been totally washed away by floods and erosion. The second photo is a mock-up of the reconstructed towpath. The design entails the installation of pre-cast units either set in place on (1) precast piers or (2) panels forming a retaining wall secured to the bedrock with stainless steel anchors. In both variants the towpath structure is anchored to solid bedrock. The old towpath was unanchored. The new towpath structure will be highly erosion-resistant and long-lasting. Testing of the geological substructure through geo-technical drilling and digging test pits precedes construction and a barge with a drilling platform is to be employed for this purpose.

News and Reports continues on p. 7



Where the old towpath once was but was washed away
-NPS photo



Conceptual Design of Restored Towpath at -NPS mock-up image

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*

Highlights along the 2009 Heritage Hike Route

The Railroad and the Canal

Whatever version of this year's hike walkers choose to undertake, they will be on or, if on the towpath, parallel to the section of the Western Maryland Railway known as the West Subdivision or Cumberland Extension. For 29.4 miles from Big Pool (about 10.4 miles downstream from the Little Tonoloway) to 2.7 miles above Little Orleans, the Western Maryland runs near the canal. Not until C&O mile 143.4 does the Western Maryland leave the canal to begin making its way through the Great Bends of the Potomac, crossing the river six times and passing through parts of West Virginia between crossings. The Cumberland Extension was built between 1904 and 1906, although the station in Cumberland was not completed until 1913.

Little Tonoloway

The name "Little Tonoloway" is used for this stream in Maryland, while "Tonoloway Creek" is used in Pennsylvania. It should be noted that where the hike begins at the west end of Hancock, the Pennsylvania border is but 1.7 miles north of the West Virginia shore of the Potomac. To confuse matters, however, Pennsylvania has given a tributary 5.5 miles up from the Potomac the name of "Little Tonoloway." East of Hancock is the Great Tonoloway — so-named to distinguish it from this smaller stream. In the early and mid-18th century, the name sometimes appeared as Conoloway. This area saw a number of Indian attacks during the French and Indian War, and in 1755, at the direction of Governor Horatio Sharpe, Lt. Thomas Stoddert and his men built Fort Tonoloway (also known as Stoddert's Fort).

The structure that carries the canal over the Little Tonoloway at the west end of Hancock has been described to me by a park engineer as "the culvert that wanted to be an aqueduct." Located at mile 124.38, it has a 36 foot-span and it was built between 1835 and 1837 of Tonoloway limestone from Hart's Quarry located 1.6 miles up the Little Tonoloway.[Davies, 399–400] An active quarry still exists in that area, currently owned and worked by the HBMellott Company. Tonoloway limestone was laid down in the Silurian Period and is a formation found in the central Appalachians. Hart's Quarry was important to the C&O Canal, as it provided most of the stone for structures in the Han-

cock area, including Locks 51 and 52, and the Great Tonoloway Aqueduct (No. 7, at the east end of Hancock). In addition, stone from there was used in limited quantities as far up the canal as Lock 66.

In the mid-1830s when there was controversy among the canal engineers over whether good stone could be found in the mountain stretches above Dam 6, engineer Charles B. Fisk believed this was one of the quarries that could meet the company's masonry needs if necessary. [Sanderlin, 124 n47] Ultimately, however, the company could not afford to transport large amounts of the stone from Hart's Quarry to structures so many miles away, and this contributed to the decision to build Locks 58 through 71 as composite locks with lock walls of rubble stone lined with wood. Nevertheless, Hart's Quarry stone was used in the wing walls for some of these locks.[See both Unrau and Davies]

Roundtop Mountain & Round Top Cement Mill

Roundtop is a small mountain that rises 1,358 ft. above sea level. At its base on the berm side of the canal at mile 127.24 is an often-photographed anticline fold in the Bloomsberg sandstone formation known as the Devil's Eyebrow. It is not visible from the WMR Trail, above it, nor are the ruins of the Round Top Cement Mill just upstream from the Eyebrow.

In 1837 a good grade of clay-containing limestone from which natural cement could be made was located on Roundtop Mountain. Natural cement, also known as hydraulic or Roman cement, was critical to the canal because it does not slake away when exposed to water, as do lime mortars. While the Boteler Mill near Shepherdstown was a reliable source, finding another good source nearer to where construction was taking place at the time was a significant benefit.

Since 1835 there had been another mill in the area — the Leopards Mill about 3 miles up the river. However, once the stone at Roundtop had been discovered, the canal company signed a contract with George Shafer to process it at Hooks Mill south of Hancock, and in 1838 they authorized Shafer to build a new mill near the Roundtop deposits. [Unrau, 168–169] That mill then became a primary supplier to the canal company. Initially Shafer likely opened one or more quarries in the six outcroppings of the desirable stone, but eventually mine shafts were worked.

At a cement mill, the limestone is broken into pieces appropriate for burning in kilns. The kilns at Round Top are built against the side of the mountain and constitute the primary ruins still visible today. This process of burning the stone, known as calcining, removes impurities, and the resultant stone is then ground into a powder. At Round Top this was done with four

pairs of French buhrstones using a technology essentially the same as that used for grinding grain. [Hahn & Kemp, 70]

The powder produced at the mill was put into barrels or bags for transport to where it would be used. However, once water was added to the powder, the cement would rapidly set, making it difficult to work with and necessitating dry environments for shipping and storage. Later (c. 1850), hydraulic cement with properties that could be more precisely controlled and that set more slowly was perfected in Portland, England, introducing the term Portland Cement.

In 1838, the C&O Canal Company contracted with Shafer to provide cement to the line of the canal between Dam 6 and the upper end of the Paw Paw Tunnel. At the same time the company contracted with James C. Lynn, who had a cement mill near Cumberland, to provide cement for the line from Cumberland down to the tunnel. Michael Byrne, whose company worked on many of the structures during most of the construction years of the canal, was given a contract to build five cement houses to safely store the cement until it was needed.

Although Shafer's mill burned in 1846, he quickly rebuilt it and operated the plant until he sold it to Robert Bridges and Charles W. Henderson in 1863. These early mills had the grinding building — and likely the company offices as well — located on the strip of land between the towpath and river. An overshot waterwheel turned by the force of water flowing from the canal and falling into the river drove the grinding mechanism.

In 1897 the mill burned again and its replacement burned in 1903, after which Bridges and Henderson rebuilt a final time. It appears it was this last mill where all the buildings were placed on the canal's berm, leaving the towpath side open. However, within four years the company was insolvent and no concrete was produced at Roundtop after 1909. [Unrau, 169–170; Hahn and Kemp, 77; Davies 405–406]

Locks 53, 54, and 55, and Dam 6

Lock 53 was located 7.1 miles above Lock 52 at the east end of Hancock — one of the longer levels on the canal. On April 17, 1839, the board of the C&O Canal Company was notified that water had been let into the canal at Dam 6, adding 27.26 miles to the canal and bringing its total operating length to 134 miles. It also brought nine lift locks (45 through 53) and three aqueducts (Licking Creek, Great Tonoloway, and Sideling Hill Creek) into service. James Neal was appointed as the first lockkeeper at Guard Lock No. 6. An inlet channel joins the main canal .08 mile below the guard lock. [Unrau, 218] This was the western terminus of the canal until October 1850.

Continued on page 10

The Liberty Tree Dedication Ceremony

A Liberty Tree ceremony was held on Saturday, June 27, at the annual Oldtown Summerfest in Oldtown, Maryland. The ceremony introduced to the public a Liberty Tree and its accompanying wayside exhibit. Francis Zumbrun, a member of our Board of Directors planted the seed for the event. He is fondly known to Oldtowners as “Champ,” a nickname his parents gave him.



Maryland's Liberty Tree, the last of its kind, that stood in Annapolis until 1999. This is the photo on the wayside exhibit panel.

The Liberty Tree is a symbol that reaches back to the American Revolution. The original Liberty Tree was an elm that stood near Boston's Common. In 1765 the “Sons of Liberty,” a secret organization, gathered around the elm to protest the British Stamp Act. Each of the thirteen colonies followed suit with their own Liberty Trees as rallying points for opposition to oppressive British policies. The Liberty Tree meetings in the colonies ignited the resistance movement that grew into the American Revolution.

The last surviving Liberty Tree was a large yellow poplar located in Annapolis on the campus of St. John's College. The yellow poplar is also called a tulip poplar because of its tulip-like flower. It stood straight, tall and sturdy for 400 years before it finally met its demise under the onslaught of hurricane Floyd in 1999. The American Forests organization saved some seeds and the wood from that tree and was able to germinate thirteen of these seeds. Once the seedlings were established, one was planted in each state that was originally among the thirteen colonies. Today a Liberty Tree once again grows in each of those states, standing for the American ideals of freedom and resistance to tyranny.

The Liberty Tree now at Oldtown was planted in May 2007 on a slope above the C&O Canal where Colonel Thomas Cresap's frontier home and fort once stood. The tree is a yellow poplar. This site is a fitting location for the tree. Cresap's vocal and visible leadership of the Sons of Liberty in western Maryland helped bring about the defeat of the Stamp Act in the autumn of 1765.

At the dedication ceremony, a replica of the Liberty Bell was brought from Philadelphia for the occasion. Young descendants of Col. Cresap rang the bell very loudly. The bell hangs from a stout yoke made from a piece of the original Maryland Liberty Tree. A guitar, also made using wood from that same tree was at hand. Francis Zumbrun played the guitar as he sang “The Liberty Tree,” a song Thomas Paine wrote in 1775. Francis is not only a talented singer and strummer but an distinguished forester to boot. Until his retirement in August he was for many years Forest Manager of the Green Ridge State Forest. He likes trees a lot and Liberty Trees in particular.

The C&O Canal Association covered the cost of transporting the bell from Philadelphia, where it is housed, to Oldtown for the occasion and also donated the funds for the wayside exhibit. The bell has a “bell keeper” who goes with it in its travels.

Why was a tree chosen as a symbol of liberty? A tree with its roots reaching deep into the ground represents strength and sturdiness. The broad, leafy crown above provided a shelter below for the gatherings of the "Sons of Liberty." In any case, this is the explanation offered on the wayside exhibit panel.

- Jim Heins

"The Liberty Tree"

Song by Thomas Paine

In a chariot of light from the regions of day
The Goddess of Liberty came;
Ten thousand celestials directed the way
And thither conducted the Dame.
A fair budding branch, from the garden above,
Where millions with millions agree,
She brought in her hand, as a pledge of her love
The plant she called Liberty Tree.

This celestial exotic struck deep in the ground
Like a native it flourished and bore.
The fame of its fruit drew the nations around
To seek out its peaceable shore.
Unmindful of names or distinction they came
For freemen like brothers agree,
With one spirit endued, they one friendship pursued
And their temple was Liberty Tree.

Beneath this fair branch, like the patriarchs of old
Their bread, in contentment, they eat.
Unwearing with trouble, of silver and gold,
Or the cares of the grand and the great.
With timber and tar they old England supplied
Supported her power on the sea;
Her battles they fought, without getting a goat
For the honor of Liberty Tree.

But hear, O ye swains ('tis a tale most profane)
How all the tyrannical powers,
King, Commons and Lords are uniting amain
To cut down this guardian of ours.
From the east to the west, blow the trumpet to arms
Through the land let the sound of it flee;
Let the far and the near, all unite with a cheer
In defense of our Liberty Tree.

From The American Patriotic Songbook, 1813. First published in 1775. tune: Once the Gods of the Greeks



The Liberty Tree Wayside Exhibit
The Oldtown Liberty Tree is the young yellow poplar to the left of the panel.



The Liberty Bell

Left: Association President Rachel Stewart points out that this Liberty Bell hangs from a yoke hewn from Maryland's original Liberty Tree. So, "Let freedom ring!"



"Champ" Zumbrun (above) displayed the guitar made from Maryland's original "Liberty Tree." He then (left) played and sang on the guitar a stirring rendition of Thomas Paine's song, "The Liberty Tree."

A Case of Mistaken Identity

The wild flower (lower left) was misidentified in the June issue, p. 20, photo no. 2, as phlox. The flower is dame's rocket, an escapee from colonial gardens. Often confused with phlox and called "wild phlox," it is not phlox. It has four petals, phlox, five. An "invasive," it spreads rapidly and shades out native plants in woodlands and moist areas. Often found in gardens, dame's rocket (*Hesperis matronalis*) is especially fragrant at night.



Dame's rocket (four petals).

Photo by Gage Linden



Phlox (five petals).

Photo by Frank Wodarczyk

C&O Canal Worth the Investment — and Interest

by Tim Rowland

When President John Quincy Adams attempted to turn the ceremonial first spade of earth for the C&O Canal on July 4, 1828, he hit a rock, leaving the shovel reverberating ineffectively in his hands. In retrospect, some have taken this misfortune as an omen that canal builders should have stopped then and there.

On the same day, 40 miles to the north, Charles Carroll, the last surviving signer of the Declaration of Independence, was having better luck breaking ground for the Baltimore and Ohio railroad, and that venture would beat the canal at almost every turn.

Yet as interest and funding grow for the old "Great National Project," it is the C&O, or the memory of it, anyway, that may have the last laugh.

With close to two centuries of perspective, it's popular to say that the canal could never compete with the railroad, and that by the time the digging reached Cumberland in 1850 the watercourse was already obsolete (the railroad had beaten it there by eight years). So the whole venture was a waste of time and money, just as some believe that the same could be said of today's talk of refurbishing the canal.

But in 1828, the two projects were not necessarily thought of in terms of direct competition. No one at the time knew how powerful locomotives would one day become, so the idea was that the trains would convey people and light freight, while the canal did the heavy lifting, its barges filled with coal, corn, plaster, lumber, cement and flour.

From aqueducts to tunnels to locks, the project was marvelously engineered. The current was graded so that the loaded boats headed downstream and the empty boats headed back would provide about the same effort for the mules. Canal boats easily slipped into the locks, with three inches to spare on each side, and a \$5 fine for any captain unskilled enough to dink the walls.

Immigrant construction crews had lasting impacts on our county — some credit, or blame, South County's [Southern Washington County, ed.] reputation in the 1920s for the finest moonshine on the East Coast to the descendants of the Irish who occasionally worked on the canal in between fistfights.

And in the 1870s, no one would have dreamed of calling the canal a failure, as traffic was heavy and shipping rose to a million tons of freight a year. Strolling along the lonely, tree-studded depression today does little justice to what was once a

frantic, swashbuckling world of crowded ports, crafty merchants, ornery mules, well-stocked taverns and impatient canal captains. At 184 miles, the C&O Canal was very likely the longest continuous string of profanity in the world.

There has always been some talk, usually muted and without much hope, of restoring some of these scenes and impressing upon the public that the canal was at one time a dog that did indeed have its day.

Curiously, it was once mules that were the canal's economic engine, and today it might be bicycles. Several groups, as reported in a series by *The Herald-Mail's* Dave McMillion this week, are correctly recognizing the potentially tremendous impact of the new Great Allegheny Passage, which joins the canal towpath to provide a bike path from downtown Washington, D.C., to near downtown Pittsburgh.

With little question, this will become the mid-Atlantic's Holy Grail of rail trails, the impact of which can hardly be overstated. The Passage has also prompted people to think of the route as a unit, whereas in the past, efforts to capitalize on what is now the C&O National Park have been, commercially speaking, fragmented. But what's good for Hancock is good for Williamsport, and what's good for Williamsport is good for Shepherds-town, Harpers Ferry, Brunswick and on down the line.

As fascinating as history can be, it also has its warnings, and potential improvements to the canal must always be tempered by the thought of what those improvements might look like under 12 feet of raging floodwaters, and how they might stand up to the inevitable inundation. But Harpers Ferry has shown us that history and flood plains need not be mutually exclusive.

There also will be many divergent opinions of what the canal should be, ranging from commercial, tourist hotspot to tranquil bird-chirping wilderness. But an advantage of a park nearly 200 miles in length is that it literally can be all things to all people — commercial, historical or natural.

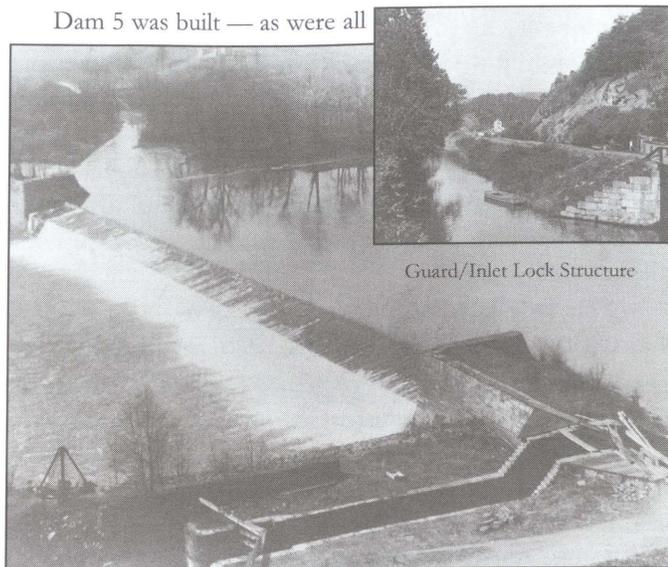
Awakening this slumbering giant will be no small project, but the C&O Canal is likely the greatest public works, engineering, economic and social feat this county has ever seen, and with Antietam National Battlefield, is our greatest historical asset. And even 85 years after the last barge plied its waters, its best days might yet lie ahead.

The Herald Mail of Hagerstown, Maryland, July 26, 2009.-reprinted with the permission of *The Herald Mail*.

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(continued from p. 7) Lock 54 and Lock 55 parallel to but higher than the Guard Lock, were not brought into service until the last 50 miles to Cumberland were finished. Lock 54 itself was not finished until 1849. These locks and the abutments of Dam 6 were built largely with sandstone from the Devonian Ridgley formation (Oriskany group) quarried on the Tonoloway ridge, three miles southwest of the dam.

Dam 5 was built — as were all



Dam 6

the C&O dams initially—with wooden cribs filled with rubble stones and then covered with heavy planks. These dams were highly vulnerable to damage from floods, which is why Dams 4 and 5 were rebuilt as masonry dams in the 1850s and 1860s. Little remains of Dam 6 today, not just because of the toll floods have taken on it, but also because of devastation done to the remains when a fire that fishermen had built on the dam ignited its wooden components on August 31, 1936. [Hahn, 182]

It is important to note that wherever the canal was at river level, one or more locks would be built at or above that point to raise the level of the canal and thereby protect it from the typical high water events. Such locations on the C&O include wherever water is brought in from the pools behind the dams (i.e., at the guard/inlet locks), as well as at the upper ends of the two slack-water navigation sections where boats came and went from the river (Locks 41 and 42 above Big Slackwater, and Locks 45 and 46 above Little Slackwater).

At Dam 6, Locks 54 and 55 serve this purpose of getting the canal quickly above the typical high water levels. Other structures at the dams that are part of the system to protect the main channel from the typical freshet, include (a) dam abutments that are much higher than the top of the actual dam, (b) guard walls that

extend the high abutment level into the adjacent hillside, and (c) upstream gates in the guard locks that are located in the guard walls and are therefore necessarily as high as the guard walls themselves and much higher than the top of the lock. (See the picture of Dam 6 and its guard/inlet Lock).

Lock 56 and the Sideling Hill Creek Aqueduct (No. 8)

At one time the tiny village of Pearre existed at this location, including a hotel and a train station as well as store over the bypass flume. [Hahn, 184] This lock languished in a half-built state from 1839, when John Cameron abandoned the contract, until 1847, when work resumed under a Hunter, Harris and Co. contract and was finally completed in 1849. Overton G. Lowe was the first lockkeeper assigned here in 1850. [Unrau, 803]

A third of a mile upstream from the lock is the Sideling Hill Creek Aqueduct. This is a single arch aqueduct — as is the case for all the aqueducts above the Conococheague. It has an interesting asymmetrical elliptical arch of 60 feet 9 inches. The Aqueduct was essentially finished by John Cameron in 1837, thirteen years before it was brought into use. [Unrau, 240]

RESOURCES

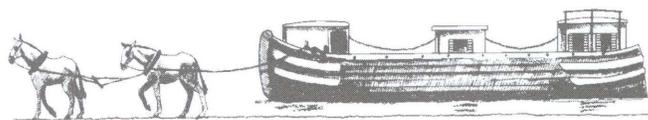
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We level walkers have long played an important part in maintaining and monitoring the canal park, helping to keep it free of debris and reporting problems to the National Park Service. In the several years that I have chaired the Level Walker Committee I have heard some oral history about the program, but have seen no written history. At the last board meeting Carl Linden mentioned that the level walker program predates the establishment of the park. Orville Crowder initiated the program. He measured the entire towpath with a measuring wheel noting inaccuracies in the placement of mile posts along the way. He was a level walker's level walker! A renowned birder, he took birding groups all over the world seeking out rare species. So we carry on a long tradition of level walking.

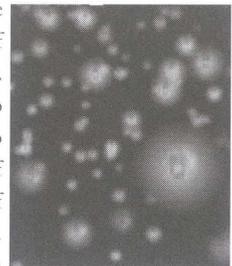
In the early days of the program, each level was assigned to one person or a couple. New applicants waited until a level became available. These early level walkers were often very protective of "their" level even though they may not have walked it in over a year. Today we assign multiple level walkers to a level when a specific level is requested by an applicant. Also I do encourage walkers when their requested level is near home to consider another level farther from home so that they can enjoy more of the park. An "active" level walker needs to walk the level at least once a year.

I urge members to consider level walking. It is a great way to volunteer, get familiar with a segment of the park and enjoy a day on the C&O once a year or as many times as you desire. As one of our walkers says, a bad day on the towpath beats even a good day at home!

- Bill McAllister

Rebecca Jameson (NPS staff in Georgetown) tells me that a cleanup at Tidelock is scheduled for Fall. I told her that I'm enthused about the prospect and will pitch in to make the cleanup a success.

Level #4 Cabin John Creek to Lock #14 **Larry Heflin reports April/2009** A local goose, unseen for the last weeks, returned with goslings in tow. Carbon odor filtration buildings along the line in Maryland, the District and Virginia have run into delays. WASA says this largely a result of the time it takes to get required approvals from multiple jurisdictions and agencies with a say in the process. The Potomac Conservancy and other groups filed suit against WASA in 2004 to speed up odor abatement plans but were unsuccessful. Three of the units are planned for Montgomery — one at Clara Barton Parkway and the Capital Beltway, one at the Little Falls Pumping Station and one at Old Angler's Inn. WASA has also been working with National Park Service on parkland sites for the units, including the C&O Canal National Historical Park. May 2009 canal nearly waterless from Lock 8 to Lock 14 (end of my section). Canal w/low water downstream of Lock 8 through Cabin John Creek culvert (end of my section). Evening chorus of frogs. Section awash with flowers. June 2009 Swarms of gnats encountered (the de facto Maryland state bird). Buck deer with velvet antlers are common. Bull frogs are more numerous this year and begin their deep croaking at sunset. While canoeing with a group June 24, we found in the river opposite Lock 14 the body of a swimmer, who had drowned three days earlier. Cell phoned Cabin John Rescue Squad who arrived by boat. July 2009 canal w/little to no water upstream of Lock 8 through upstream of Lock 14. Canal w/low water downstream of Lock 8 and beyond Cabin John Creek culvert. Fireflies are in greater abundance than previous years, probably a consequence of the wet spring.

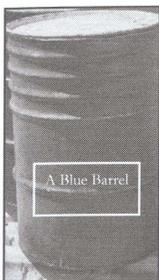


A lot of Fireflies

Carolyn Reeder reports 7/8/2009 Prolific plant growth in waterless canal between Locks 8 and 14; some plants are almost six feet high. Nothing much in bloom—just a few specimens of chickory, sorrel, and trumpet vine. Lush poison ivy. A few wineberry bushes are producing. Abundant fauna: tiny fish in puddle in lock chamber; dragonflies. In watered section below Lock 8, turtles at spots. A couple of tiger swallow-tails and cabbage butterflies. Carolina wren, goldfinch, chickadee, downy woodpecker, cardinal, flicker. One squirrel.

Level #5 Seven Locks to Bridge at Cropley **Bobbie Thorberg reports 5/30/2009** Bike Patrol volunteer, orange vested, on bicycle. A park policeman in a cruiser said two pipes carrying canal water near the Carderock overpass block the way for boats. Washouts on the towpath from Billy Goat Trail B east end to Marsden tract, and on to Cropley. Much NPS maintenance being done in this area. **Jim & Jan Heins report 6/25/2009** Many hikers and bikers. Very busy. Six fishermen. Four dogs off leash. (leash law!) Severe damage to canal near road culvert to Carderock Pavilion. Culvert that drains the canal has collapsed in that area. NPS is in the process of building a dam on either side of the collapse and will run water through large pipes to rewater the canal in that area. Without water the canal looks terrible.

Level #1 Tidelock to Incline Plane, **John Barnett reports 5/8/2009** Quite a few joggers, bikers and dog walkers. Boat made three trips and was well occupied. Much greenery and some flowers. More ducks. Two damsels in string-bikinis lying in the sun on Tidelock wall. Almost fell into the lock trying to act nonchalant. **5/17/2009** Large piece of heavy plastic on Tidelock beach. Looked like it was a box of some sort. Will saw it up and carry it out piecemeal. **5/24/2009** Quite a few joggers, bikers and dog walkers. Canal boat made three trips and was well occupied. **5/31/2009** The Saturday Post showed me cleaning up Tidelock. I took one look at it and a voice said, "That's me!!" **6/8/2009** Found nine keys with a Gold's Gym tag, Hollywood, California, guaranteeing postage. Found them in the 'homeless nest' under the 30th Street bridge which I cleaned out. I called the gym. They said postage was covered. I will mail them. **6/21/2009** The characters who party at the aqueduct leave all their trash behind. I filled one large bag of mixed trash. **6/28/2009** A lot of bikers and runners. **7/8/2009** I found a blue barrel in Tidelock. I moved it onto the beach where the tide might take it away. If it is still there after a time, I might roll it to the trash bin in the parking area for pick up. **7/15/2009 7/22/2009** Usual mix of trash except for huge number of bottles which, along with other refuse, filled one whole bag at aqueduct. **7/29/2009**



A Blue Barrel

Level #6 Bridge at Cropley to Great Falls Tavern **Lisa Lewis reports 7/4/2009** A fair number of bikers, kayakers, but not heavy except in the Great Falls area. Three fishermen at milepost 12 and three at Widewater. Just north of Lock 15 a large vine growing onto the towpath and smothering a tree, needs pruning. A deer grazed on the grassy knoll next to the entrance to the Billy Goat trail at Widewater.

Level #7 Great Falls Tavern to Swains Lock **Susan Van Haften reports 7/5/2009** Counted 247 hikers (mostly close to Great Falls Tavern), 55 bikers, none going fishing, five strollers, one kayaker, ten dogs, and about 25 passengers on the canal boat. Numbers were lower today than one would expect on a fine, not-too-hot Sunday. Few wildflowers, some turtles, one fine great blue heron at Great Falls, mules pulling the Charles F. Mercer, some squirrels, a black swallowtail, some cattails at Great Falls, a couple of places where skunk odor was present—but the



best of the fauna was about 25 Canada geese, including three goslings, splashing, playing and diving in the canal, taking baths.

Level #10 Seneca Aqueduct to Milepost 25 **Mason White reports 5/1/2009** All garbage collected was at the fishing hole on the west end of the aqueduct. No trash found on or along towpath. The towpath was as muddy as I can remember. The only relatively dry stretches were the ones packed with sufficient gravel or stone. The plant life was lush, making it more difficult to spot trash. **Carol Purcell reports 7/14/2009** On the trail: four bikers up and back, four hikers up and back, seven runners, one birder with scope, four fishermen on the river, plus one jet skier walking his ski and passenger back down the river to the creek (I tried not to laugh), and one park service vehicle with two men inside. Lizard's tail or dragon's tongue blooming in prism, Rose of Sharon, blue phlox, summer aster, Queen Anne's lace, button bush, thoroughwort, white clover, common plantain, pink clover, and red trumpet vine, all in bloom. Small snake near Widewater (possibly a copperhead, but didn't have my reptile book along), several large red-ear turtles, four young pintails. At Widewater, tree frog singing, variety of dragon flies, gray squirrel, adult green heron, black vulture, and two great blue herons. I was grateful that the jet skier was disabled! Made for a peaceful walk. Reminded one walker with her dog off-leash that it was a national park and dogs should be leashed. She complied. (It was a cute and well-behaved beagle). Also reminded two young bikers that they should ring a bell to warn walkers—the older man (father?) they were with did call out “on your left” as he passed going up and back. A great day for a hike in mid-summer!

Level #11 Tenfoot Island to Sycamore Landing **Mason White reports 5/23/2009** I counted 42 bikers, three equestrians, three walkers, and two fishermen. No runners seen. Two NPS rangers in a pickup truck were seen patrolling west of Milepost 25. The NPS patrol truck was only the second one I recall seeing during my many walks. **7/25/2009** NPS maintenance was out in force repairing muddy stretches on both sides of Mile 26. I spoke with one of the workers and he said the towpath had become terribly muddy during heavy rain two nights earlier. The maintenance crews were using a heavy roller, a front-end loader and two dump trucks. **Sandy and Marv Kahn report 6/28/2009** We met no hikers, four joggers, and 28 bikers (including a bike-patroller whom we met up and back). When we arrived, we met a man at the parking lot with a large

truck with supplies for a canoeing group. When we left, the group of about 35 had arrived and held a de-briefing meeting. It appeared that they would continue down river.

Level #12 Sycamore Landing to Edwards Ferry **Pat Hopson reports 5/24/2009** assisted by fellow Sierra Club members: **Ray Abercrombie, Harry Kidd, and Frank Wodarczyk.** The purpose of this trip was to remove all the remaining fence between the road at Edwards Ferry and the stream at Goose Creek lock inlet. We still have about 12-15 yards of fence to remove, but we'll probably wait until November to attack it when the vegetation is gone. We four worked steadily and took out about 50 yards of fence. This involved cutting away shrubs and brush, clipping the wire, and pulling or clipping the wire out of the ground. Whew!

Level #16 Woods Lock to Monocacy Aqueduct **Michael Cianciosi reports 5/24/2009** Much less trash than I normally get (for the second time in a row). Not sure if people are picking up their trash better than they used to or if I'm just getting worse at finding trash. I saw 43 bicyclists and 14 walkers, including four people walking their dogs and four fishing. Last time I reported standing water in the aqueduct prism. It appears the drain has been unclogged, and the water is gone. The grass has been mowed recently along my section. The grass around Lock 26 was well manicured.

Level #19 Point of Rocks to Catoclin Aqueduct **Jack and Pat Cook report 5/12/2009** One hiker with dog. Five bikers. Lilacs in bloom. **Marlow and Nancy Madeoy report 4/29/2009** I joined in for the 55th anniversary C&OCA thru-hike at my level. About 40 thru-hikers came by. Besides the C&OCA thru-hikers, I saw four walkers, one bicyclist, one jogger, and two dogs on leash. The understory was lush green with clusters of wildflowers and other plants. The leaves from the trees had just sprouted in full bloom as a result of recent above normal temperature. **7/18/2009** Counted 19 walkers along with three dogs (all on leashes); and 90 bicyclists. Small nine-inch black snake with an orange band near head slithering on the towpath. Numerous duck weeds in the watered canal basin. Black turtles were basking on the logs. Nancy saw only one butterfly. On our way from Point of Rocks to Catoclin Aqueduct, we met Richard Goodwin who works for the National Trust for Historic Preservation. We had a good conversation as we walked along. I told him about C&OCA and suggested that he with his knowledge would be a valuable member to our Association. He may join us.

Level #21 Brunswick Lock #30 to Lock #31 **Ron Howard reports 6/10/2009** There were many water puddles and several muddy spots along the towpath. Most of the level, however, was in good condition. I cleared away quite a few fallen tree branches, probably from yesterday's storm. I saw a number of flowering bushes, most of which I could not identify! Turtles were on logs sunning themselves. I was treated to woodpeckers' tapping and several bird calls and songs. The gnats were annoying! On the whole, it was a good day. The humidity was high and I perspired profusely! I made an excellent find for lunch in Brunswick — Beans in the Belfry Café.

Level #22 Weverton Lock #31 to Lock #33 **Lisa Angstadt reports 5/10/2009** Bikers — approximately 15, 13 walkers/hikers, three joggers.

Several kayakers on river, even though the Potomac was very high. Really very quiet on towpath in this section. Usually is very busy with

bikers, et cetera, but not this time. Towpath in very good condition, except for some minor puddles. Canal itself had the usual duckweed covering it in the watered sections. Everything starting to come into bloom and blossom! Lots of green! Not much wildlife activity, except for the usual large turtle population sunning themselves and a snake in Lock 32. Also noticed two different birds we could not identify! Migrating through, maybe? Also, a park ranger was parked along the river where the fishing cabins used to be, around Mile 58.5. My 72-year old mother accompanied me on this trip (first time on the level!). Thought she would enjoy Mother's Day gathering garbage with me. Actually, she did enjoy the walk and our ice-cream stop in Harper's Ferry when we were done!!!

Level #24: Dam 3 to Dargan Bend **Ron Howard reports 6/8/2009** I was treated to many bird calls. Ones I could identify were: cardinal, hermit thrush, wood thrush, and red-bellied woodpecker. I heard lots of woodpeckers tapping away. I also saw large fish (carp, I think) in parts of the canal where the sun was shining on the water, as well as large turtles. It was gorgeous weather to be outside, and it appears that many other people thought this too! It seemed like a lot of people for a Monday. Most people were in a happy mood, and some called out comments such as: "Gorgeous day", "Hi, there", and "Thanks for what you're doing." I had the opportunity to put in a plug for the Association. The orange vest stimulates questions.

Level #26 Mountain Lock to Antietam Aqueduct **Jack and Karen Forster report 5/30/2009** Counted 35 bikers, one with dog, two towing trailers, one recumbent bicycle. Walkers none, first time that has happened. Four kayakers paddled under Antietam aqueduct. Wooden guard rail north end of Mt. Lock parking lot still down. Water level was very high, though there were few puddles despite recent very hard rains. Purple and tall white wild flowers, and wild raspberries which Karen said were tasteless.

Level # 29 Lock #39 to Snyders Landing **Elliot and Helen Krafur reports 4/25/2009** Sinkhole into culvert number 111 at Snyders Landing grows bigger. Seepage from overhanging cliffs forms a small stream that exits prism about 500 yards downstream from culvert. Another hole in the prism further south but here it is now dry. Many fallen trees that lost their anchor on the sheer cliffs overlooking bermside. Other trees on the towpath side of prism have recently been cut down – mostly box elder but also sycamore. Curves in river expose bermside strata over a 180-degree arc. Prism is filled in around Snyders Landing but rapidly deepens to the south of culvert 111. Much of the towpath is built of stone from Lock 39 to Snyders Landing, with 'riprap' underfoot. The stone availability is a consequence of the steep and high rock formation and there is much fallen stone in the prism. Some boulders are about 4 x 4 x 4. Only one walker, with two dogs. About three large clumps of multiflora rose. **7/20/2009** The walls of lock 39 are closing in and will need buttressing. The towpath is in good condition but the exotic invasive multiflora rose is spreading north and south of Snyder's. There's a marked decline in numbers of swallowtail butterflies this year, a trend first observed last year. Tiger, spicebush, and zebra swallowtails are scarce. Natural fluctuation in population densities or human environmental interference? Level #32 Middlekauff's Basin to Marsh Run Cul

vert **Dave and Kathy Peterson report 5/25/2009** We covered the section from Marsh Run Culvert to Big Woods campsite. The towpath



itself is mostly in fine shape. We examined the previously-reported pair of sinkholes in the canal. These are about 0.1 mile upstream from Marsh Run Culvert, and each appears deeper and wider than before. The NPS should evaluate these features to assess risk of undermining the towpath. We discovered that someone had made a campfire on the towpath about 75 yards or so downstream from the pump. Not a good sign. The pump produced water after nine strokes.

Level #34 McMahon's Mill to Opequon Junction Hiker Biker **Tom and Linda Perry report: 4/4/2009** Something I have never seen before: a fisherman with his rod on a bicycle. Two hikers, a lady pulling an attachment on her bike to hold a child, which I could not see. **Tom Perry with Gary Naugle report 6/3&10/2009** In the hiker/biker we talked to a cyclist who had come all the way across the U.S. and was nearing the end on his journey, laying over one day because of impending rain which started that afternoon.

Level #36 Lock 43 to Falling Waters **Dick Ebersole reports 7/14/2009** The towpath is in good condition. Some plants growing between the lock's mortar joints need to be removed, otherwise the lock and lock house are in good condition. The trees have full foliage, and there is a nice overhead canopy on much of this level.

Level #38 Williamsport Lock #44 to High Rock Quarry **George Kennett and Mary Wheeler report 5/17/2009** We toured Lockhouse 44 for the first time thanks to an NPS staffer who also had artifacts for viewing. Towpath in very good shape. Graffiti on Route 11 bridge trestle (always an issue). **6/23/2009** We encountered a group of 14 (including adults) from Havre de Grace, Maryland, at mile 101 on a thru ride. They left Cumberland on Sunday aiming to arrive in Georgetown on Saturday. They were to camp overnight in Williamsport. Overall we thought it was a lot of usage for a Tuesday afternoon/evening - which is a good thing!

Level #41 Dam 5 to Four Locks **B.K. Lunde reports 5/24/2009** Thirty single bicyclists, one tandem, four hikers and a baby, one sunbather, a jogger, and lots of boats with noisy people. The day was beautiful. The towpath had been mowed about a week ago. Fishers near the dam. Pink and white phlox, foxglove?, multiflora rose, columbine, aster, honey suckle, white violet. Flat shell turtle about four inches in diameter near Four Locks. Geese on the river near the dam. Duck weed on the canal upstream from Two Locks. New signs of falling rocks by the palisades and some on the towpath.

Level #42 and #43 Four Locks to Fort Frederick **Carl Pedersen reports 6/2/2009** Three maintenance men were cutting the grass at Four Locks all morning. Halfway between Four Locks and McCoys Ferry a mink crossed the trail. It moved quickly, but I got a good look at it. When I visited Four Locks and McCoy's Ferry yesterday, NPS maintenance workers were there installing foundations for the new "concrete toilets". According to the archeologist who was supervising the digging, the toilets are financed by an unexpected contribution from the state of Maryland.

Level #46 Licking Creek to Little Pool **Margie Knott reports 5/30/2009** Bikers, bikers and more bikers. Two different groups: one Boy Scout group of 14; one adult group of 7 out for leisurely ride; 2 thru bikers started from Cumberland heading to Harpers Ferry; one older

gentleman with very tired old dog who needed assistance — gave the dog my water. They had four miles to walk to return to his car...hope the dog made it. Towpath was in good shape. Rangers had recently mowed the center and one side. Turtles out sunning themselves on the logs. Smell in air from wild rose bushes lining towpath and the colorful phlox (purples, pinks, and whites) was sweet and delightful...made walk very enjoyable. 7/18/2009 Met three bikers and a couple walking. Where is everyone? Muddy in spots; rained hard on Friday night; park service recently mowed/cut down the overgrown shrubbery along sides of towpath, and left the cut branches on the ground...made it messy. Hope they return to pick up the branches. Was hoping to find some ripe paw paws...but too early, and not many fruits on the trees. The few blackberries I spotted were not ripe either. Between Mile 117 - 118, the canal is overgrown with some type of tall grass-like plants with pretty white drooping flowers...made quite a showing. Numerous turtles sunning themselves on logs as always, wherever there was water in canal.

Level #54 Stickpile Hill Lock #59 to Lock #60 **Dennis Kubicki reports 8/2/2009** Lush vegetation abounds all along the towpath. Deer and squirrels were out in limited numbers. I also saw quite a large number of turtles in the canal and (surprisingly) on the towpath. (Two giant turtles that I encountered seemed quite unfazed by my appearance and didn't hunker down in their shells.) Many varieties of birds could be seen and heard. The areas around both Locks 59 and 60 were very clean. I encountered about a dozen people on bicycles and a group preparing for a day of tubing on the Potomac.

Level #62 Lock 68 to Oldtown **Bob and Joan Mischler report 5/19/09** four bikers, one walker, two fishermen, two (from England, no less) sitting at a picnic table. When we returned there were 22 bikers on a high school field trip preparing to leave for the campsite near Paw Paw. Two Canada geese and innumerable turtles in canal, many birds, a butterfly, and one dead fish. Dames rocket blooming in profusion, dandelions, buttercups, ground ivy, cinquefoil, daisy fleabane, blue flag iris, and the yellow pods of water lily made for a very colorful ride.

Level #68 Evitts Creek to Wiley Ford Bridge **Bob and Joan Mischler report 5/10/2009** The towpath is in rather good shape. A few puddles but not as many as might be expected after the heavy rains last week. I cleared a few branches and limbs. Many turtles, one young groundhog, one black rat snake. In bloom — dame's rocket, dandelion, daisy fleabane, garlic mustard, buttercup, ground ivy. Narrowing of path at mile 181.25 is worsening. I hope repair is on the current agenda and on its way soon — stimulus money? Heavy rains breached the dam on the level 67 side of the Evitts Creek Aqueduct. Some erosion of the dam has occurred. **5/31/2009** Path is in good shape. Narrowing of path at mile 181.25 has been repaired with bridge and path back to normal width. A few puddles from the sports complex to the aqueduct were easily avoided. In bloom - multiflora rose, crown vetch, honeysuckle, yellow hawkweed, dame's rocket, dandelion, daisy fleabane.



See the owl?
Photo by the Fergusons

Note: Below is a letter to the editor of The Herald-Mail of Hagerstown, from past Association President Tom Perry published Friday, July 24th. It deals with a key issue of interest to our membership. Now that funds for Big Slackwater towpath repair may be forthcoming there is a basis for hope that the issue will be resolved in the near future.

Break in the Towpath is *the* Issue

To the Editor:

I have been reading with appreciation the articles promoting the C&O Canal and its towpath. We read there about structures and areas needing attention and the considerable cost of such improvements. Mentioned is the break in the towpath above Dam No. 4 as one concern. However, as the chair of the C&O Canal Association committee pushing for restoration of the integrity of the towpath, I want to point out that, for us, that is not one issue among many, but *is* the issue.

As a resident of Williamsport, of course, I would love to see the Aqueduct restored. But its present condition does not force anyone to find a way around it. The break in the Big Slackwater area above Dam No. 4 forces hikers and bikers onto a five-mile detour on a road with no shoulders, heavily traveled by cars, trucks and boats being towed to or from the boat launch area.

There are economic issues here, since many groups will not allow their participants to go near the detour. There are persons who point out the desirability of having the historic towpath in place. But, to my mind above all, there is the issue of public safety. Numerous accidents have taken place over the years. Are we going to wait until someone is maimed or killed before we do something about the situation?

Recently our Boy Scout troop (which we will not allow to ride on the detour) suffered an accident involving the vehicle which we use to transport our bikes around the detour. At a narrow point, our vehicle was struck and damaged by out-of-state bikers. I attribute this to the conditions along the road rather than to any negligence on their part. Will they want to come back here again?

Please, let's keep focus on what ought to be a priority. Big Slackwater needs to be restored or let's petition our County Commissioners to close the road to bikes, or maybe, to traffic!

Thomas L. Perry,
Williamsport

(reprinted with permission of *The Herald Mail*)

A Case of Lockjaw

by Dave Johnson

(This article first appeared in the June 2000 issue of *Along the Towpath*. Enough time has elapsed for it to be fresh information to many readers— G.M.P.)

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

In late February 1862, the army engineers quickly laid a light bateau (pontoon) bridge over the river, which allowed infantry to cross. It was next planned to build a heavier bridge for artillery, cavalry and supply wagons. This would use canal boats moored abreast as platforms to support the bridge deck. A number of boats were acquired and brought up the canal to the Shenandoah River lock, and all seemed in readiness to construct the wagon bridge. General McClellan related what happened next in his subsequent report to the War Department:¹

“Next morning the attempt was made to pass the canal boats through the lift-lock, in order to commence at once the construction of a permanent bridge. It was then found for the first time that the lock was too small to permit the passage of the boats, it having been built for a class of boats running on the Shenandoah canal, and too narrow by some four to six inches for the canal boats. The lift-locks, above and below are all large enough for the ordinary boats. I had seen them at Edwards Ferry thus used. It had always been represented to the engineers by the railroad employees, and others, that the lock was large enough, and, the difference being too small to be detected by the eye, no one had thought of measuring it, or suspecting any difficulty. I thus suddenly found myself unable to build the permanent bridge.”

President Lincoln, already disenchanted with his general, was not amused. He vented his anger to McClellan’s chief of staff, General Marcy. “I am no engineer,” he stormed, “but . . . if I wished to know whether a boat would go through a hole or a lock, common sense would teach me to go and measure it.”³

A popular joke in Washington that winter, recorded by the dour Treasury Secretary, Salmon P. Chase, was that McClellan’s Winchester expedition died of lockjaw.⁴

In the end, this incident was more humorous than disastrous. The railroad bridge was eventually repaired, the Union

troops occupied Winchester, and McClellan led his maligned and ill-fated army to the real disaster known as the Peninsula Campaign.

It is hard to believe that the C&O Canal Company, so grand in the design and construction of its structures, would have built as potentially important a work as the river lock opposite Harpers Ferry a half-foot narrower than the standard width for all other locks. A more logical explanation may be that the walls of the lock chamber had pressed inwardly (a common occurrence), and that, as the lock had been little used during the nearly thirty years since it was built, it had not been properly maintained.⁵

It was originally planned to build Dam #3 downstream of the Shenandoah Falls, below Lock 35, to form a pool for boats to cross to Harpers Ferry as well as to be the feeder to the canal. The government objected, because the pool would raise the river level dangerously close to the arsenal. Construction of the dam was abandoned and the Government Dam at the head of Harpers Ferry Falls, near Lock 33, was used for the feeder. The original inlet lock was converted to an outlet to provide access to the Shenandoah. However, the B&O Railroad blocked use of their bridge to carry the towing path across the river, and the outlet lock fell into disrepair. When the canal was rebuilt after the 1889 flood, the Shenandoah outlet lock was filled in.⁶

Notes:

1. *Report of General George B. McClellan*, (Washington: Government Printing Office, 1854), 52.
2. Although Gen. McClellan uses the term “lift-lock”, he is referring to the outlet (river) locks.
3. Catton, Bruce, *Terrible Swift Sword*, (Garden City, N.Y.: Doubleday & Co., 1963), 194-195 ; also, Sears, Stephen W., *George B. McClellan, the Young Napoleon*, (New York: Ticknor & Fields, 1988), 157-158.
4. Leech, Margeret, *Reveille in Washington*, (New York: Harper Brothers, 1941), 129.
5. For more information on the pressing in of lock walls, see Karen Gray’s article “Those Incredible Shrinking Locks,” *Along the Towpath*, Vol. XXXII, No. 4 (Dec. 2000), pp. 18-19.
6. Davies, William E., *The Geology and Engineering of the Chesapeake & Ohio Canal*, (Glen Echo, Md.: C&O Canal Association, 1999), 196-197.



Maj. Gen. George B. McClellan
Photo: National Archives

C&OCA 2009 CALENDAR OF UPCOMING EVENTS

Sep. 13	Sun.	Happy Birthday Montgomery County, Beall Dawson House, Rockville, MD
Sep. 19 chgd. to Sep. 26	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Sep. 21-27	Mon.-Sun.	World Canals Conference, Novi Sad, Serbia. For more information, see www.worldcanalconference.org
Oct. 4	Sun.	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct. 7-12	Wed - Mon.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301 223 7010) Reservations required.
Oct. 17	Sat.	"Life and Death on the Canal." Contact Great Falls Tavern Visitors Center (301 767 3714).
Oct. 24 chgd. to Oct. 31	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Oct. 24	Sat.	Continuing Hike Series, 10:30 a.m. Spring Gap downstream (mi. 173). Meet at Spring Gap. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
Nov. 7	Sat.	Annual Heritage Hike and evening dinner & program, Hancock & Sideling Hill vicinity. Hikes of varying lengths will be available. Details on page 1 and reservation form enclosed in this issue.
Nov. 13	Fri.	Chesapeake and Ohio National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. , Hancock. Exact location TBD (Previously the meeting date was Oct. 16. It has been rescheduled for Nov.13)
Nov. 14	Sat.	Geology Hike. Details TBD. Contact Marlow Madeoy (703 723 6884 or nancymadeoy@aol.com).
Nov. 22	Sun.	Continuing Hike Series, 10:30 a.m. McMahon's Mill (mile 88) upstream. Meet at McMahon's Mill. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
Dec. 5	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern. Visit five vistas along the canal. Contact Carl Linden at clinden@gwu.edu or (301 229 2398). (Note this changes the hike itinerary indicated in the March issue.)
Dec. 6	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec. 31	Thurs.	New Year's Eve Hike. Details TBD
Jan. 1	Fri..	New Year's Day Hike. Details TBD

Note: A signed Waiver & Release form is required for many of these events that are organized by C&OCA. The event leaders will provide the forms to participants at the time of the activity. Hikes require proper footwear.

How About Joining the Association Today?

If you are among those who enjoy the C&O Canal and want to see it preserved and protected, you might be interested in joining your fellow canallers in the C&O Canal Association. You can go to www.candocanal.org and find all you would like to know about the Association's activities and programs and how to apply for membership. Or, you can simply send us your name and address, phone number, and e-mail address (optional) and a check for annual dues: Individual - \$15, Family - \$20, Patron, \$25. Also, indicate the name you want on your membership badge and on a second

badge for a family or patron membership. Please make your check payable to the C&O Canal Association and mail it along with the above information to:

The C&O Canal Association

P.O. Box 366

Glen Echo, MD 20812-0366



ON THE BOOKSHELF

Narrow Dog to Indian River

By Terry Darlington

Delta Trade Paperbacks, 339 pp. \$15.00

Reviewed by Carl Linden

Narrow Dog to Indian River is sequel to *Narrow Dog to Carcassonne* (reviewed in the Sept. 2007 *Along the Towpath*). “Jim” is the reluctant narrow dog, an English whippet, who again goes with his masters, Terry and Monica Darlington, on a second perilous voyage on their English narrowboat, the *Phyllis May*. The Darlington took up narrowboating as a retirement “activity” or, better, “fling.” They took this peculiar vessel where it was **not**, repeat, **not** meant to go.

The original narrowboats were horse-drawn freighters that plied the narrow canals that served the transport needs of the early English industrial revolution. By contrast today’s narrowboats are diesel-powered, steel-hulled, floating RVs.

The *Phyllis May* is a typical narrowboat (62 feet long, 6 foot 10 inches wide). Like its workhorse predecessor, it is tailored for travel on the English canals, which were rescued from destruction after WW II, mainly for recreational use. In any case, this slim, shallow draft boat was not designed for sea adventures. Jim, the “narrow dog,” is likewise slim (54 inches by 6 inches) and an inland sprinter. His element is *terra firma*, not the shifty sea. While on the *Phyllis May*, he shivered, shook and feared the worst. Jim is thus the foil of the story. A water-loving labrador retriever would not have fit the bill.

In any case, *Narrow Dog to Indian River* tells the story of the Darlington’s eleven-hundred-mile trip down the Intracoastal Waterway of the American east coast from Chesapeake Bay to the Florida Gulf Coast. This voyage was about as bold as their earlier sixteen-hundred-mile trip from Stone, England, to Carcassonne in the south of France. The English Channel was the biggest challenge of the journey. The Darlington took the *Phyllis May* across that turbulent strait without sinking her. No kidding! This was an unheard-of feat for a narrowboat.

Both voyages, the author freely allows, were taken against informed advice. On the Intracoastal there are the great sounds, the Albemarle and the Pamlico, to transit. They can turn as turbulent and dangerous for a craft ill-adapted for open water. The waves, winds and currents of this seaway made the *Phyllis May*’s voyage a chancy affair. There were but few canals met along the

way. Lake Okeechobee, though inland, was also potentially dangerous for the narrowboat. A sudden storm on this great expanse of water can produce battering waves, gale-force winds and lightning strikes.

The question arises: What made the Darlington do all this? Our author says: “Our feelings surprised us both.— this longing to sail out into the dawn, this ache to try our courage, to extend our range, to know what we did not know, to be who we were meant to be.” Perhaps, it was the English sea-faring spirit that stirred within them.

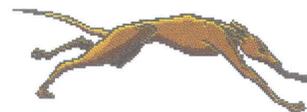
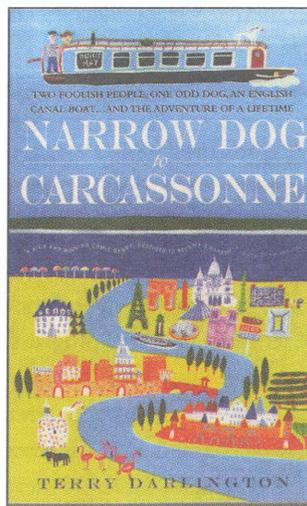
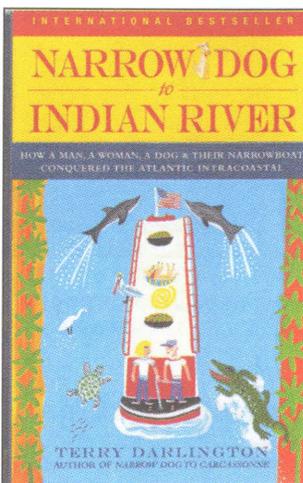
The seafarers in question, however, were not as foolhardy as they might seem. They did not rush. They waited out bad weather and rough seas. They set out on days when the auspices were favorable. They engaged sea-wise “captains” to accompany them on the Intracoastal’s most challenging stretches. They did take real risks, but were cautious in the way they went about it. Prudence and luck well-used was the secret of their success.

Terry is witty and observant. He tells the story of his American adventure with a keen sense of humor and imagination, but does not stray from the main thread of the voyage’s challenges and dramas, both nautical and personal. At the outset the author faced an unexpected crisis. His heart’s functioning went awry and he found himself reflecting on mortality. Happily, an American medical team came to his rescue and the trip was back on track.

Darlington is conversant with a wide range of literature both classical and contemporary. The many literary references and allusions that appear in each chapter are recorded in an appendix under the heading: “Quotations, References, Echoes.” He uses his poetic talent to illuminate various turns in the narrative. The maps of the intracoastal route inside the front and back covers are a help to the reader in following the journey’s course.

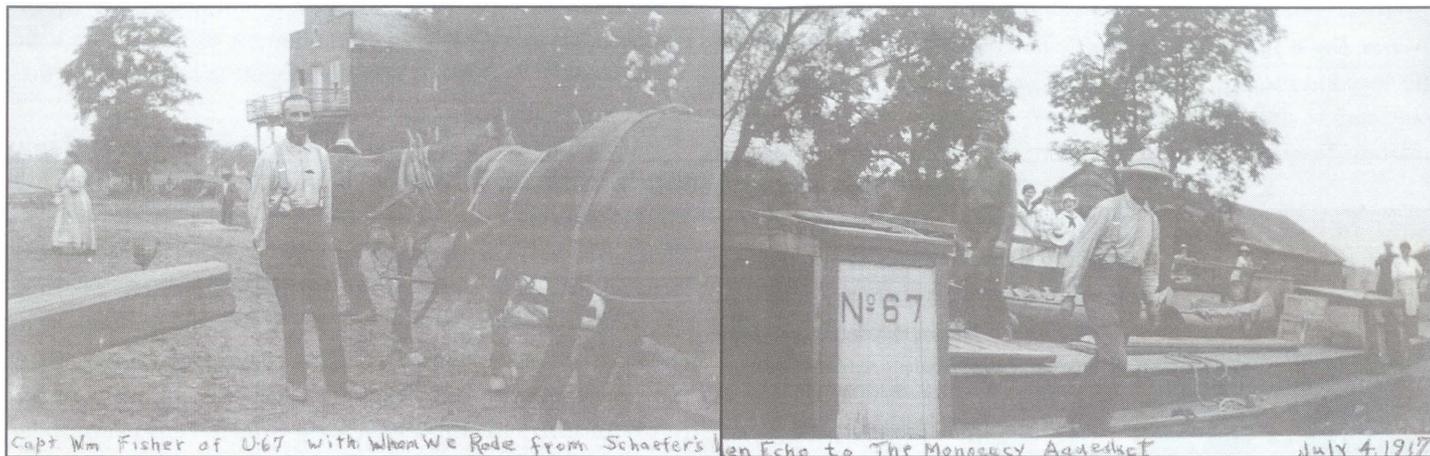
Our author finds plumbing American culture a challenge. In the trip to Carcassonne he found the French distinct but definable — “Europeans like us.” The author concludes: “However much you like the U.S., their people are not our people and their gods are not our gods.” At one point, Monica calms him when he exclaims Americans are “very excitable, and they all have guns.” She answers: “The Yanks won’t shoot us — they will look after us, and Jim too.”

Canallers who enjoyed *Narrow Dog to Carcassonne* should enjoy *Narrow Dog to Indian River* equally well.

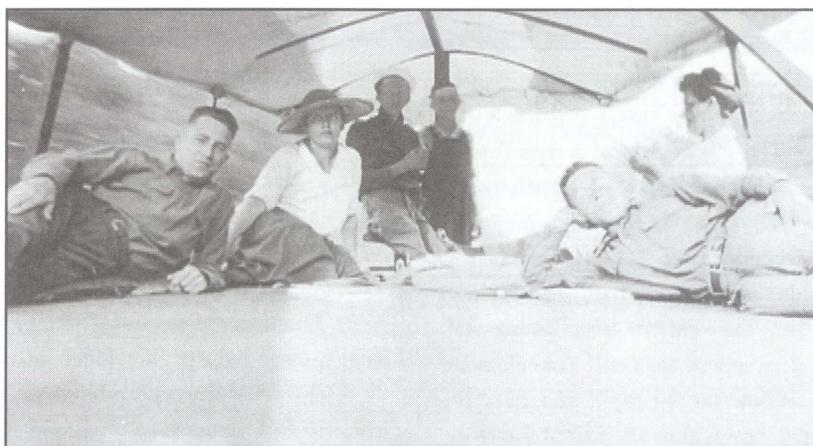


On the C&O Canal 92 Years Ago - Fourth of July Excursion to the Monocacy Aqueduct

From Schaefer's Lock to the Monocacy Aqueduct Under Mule Power, 1917

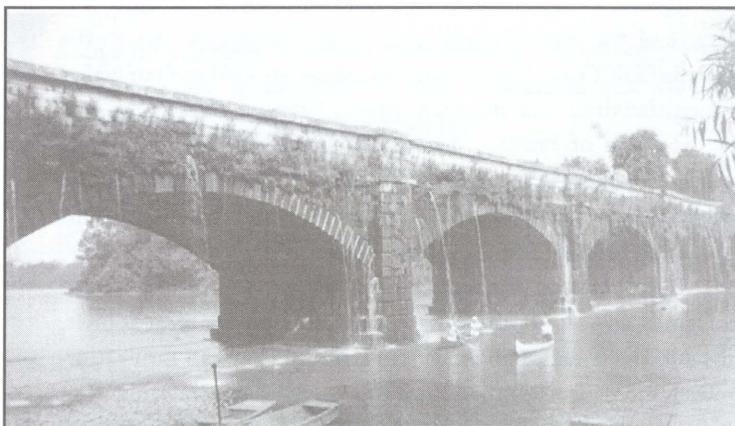


Caption in script reads: Capt. Wm Fisher of U-67 with whom we rode from Schaefer's Lock, Glen Echo to the Monocacy Aqueduct, July 4, 1917.



Passengers lounge on the canopied cabin-roof.

These holiday travelers evidently celebrated Independence Day with a cruise on the C&O Canal. On the Fourth of July, 1917, they set off on canal boat No. 67 from Schaefer's Lock (Lock 7) just below Glen Echo and headed upstream. The destination was the Monocacy Aqueduct thirty seven miles distant. Travel in the fast lane it was not. The mules would have pulled the boat at a four-mile-an-hour clip at best. Most likely, no turbulence was encountered on the canal's gently flowing stream. No blow-outs, no sputtering motors, no smoke or exhaust fumes would have disturbed the passengers' peaceful progress. To allude to today's concerns (if we must), this mode of transport was in the "green" category. Mule power, let us take note, is non-polluting. What the mules leave behind is biodegradable and strictly organic. No basis for complaint there. Is there?



The Monocacy Aqueduct in 1917 and Very Leaky
Above photos: Courtesy of John Thompson Collection

Is it OK to pick mushrooms in the C&O Canal National Historical Park?

Yes, BUT only in small amounts under park regulations. You may collect up to one-half gallon of edible mushrooms of all varieties per day for personal consumption. Mushroom picking is a long-time and popular tradition in Europe, but less so in America. Searching out the good ones can be fun and gastronomically rewarding but there is always some danger in this hobby. Some mushrooms can be safely eaten, others are toxic or even lethal. The bad ones *usually* smell and taste bad. But, this is not guaranteed. The picker needs to know the difference between the good and the bad or have someone along who does. You can consult a good guidebook on mushroom collecting and teach yourself, but finding an experienced and savvy picker to go along is not a bad idea.

You can join mushroom expert Buddy Kilpatrick on a Potomac Conservancy walk along the canal on October 4th starting at Lockhouse 8 at 1:00 pm. (RSVP Bridget Chapin at chapin@potomac.org or call (301) 608-1188, ext. 206.)

Regulations on collecting mushrooms in the park are found in the Superintendents' Compendium and Title 36 Code of Federal Regulations. You can also get information from the park's Resource Management Division at (301) 714-2224.



A Warm Welcome to Our New Members

Kenny & Cathy Burcham	Harpers Ferry, West Virginia
Hal Cole	Chevy Chase, Maryland
James C. Flannigan	Washington, D.C.
Bill & Catherine Jacobs	Raleigh, North Carolina
Scott & Cindy La Rochelle	Manassas, Virginia
James & Betsy Norton	Sharpsburg, Maryland
Hugh & Mardy O'Neil	Potomac, Maryland
Paul Petkus	Laurel, Maryland
Jilla Smith	Oldtown, Maryland
Tonya & Eric Somson	Hancock, Maryland



Canal Journeys Worth Taking

Note: Lou and Phyllis LaBorvit are long-time members of the Association and biked the 184.5 miles of the Douglas Thru-Hike this Spring.

The Crinan Canal

Scotland's Most Beautiful Shortcut

By Lou LaBorvit

Over the past decade and more Phyllis and I have had the good fortune to participate in "The Great Outdoors Challenge," a unique hiking and hill walking program in Scotland. TGO Challenge is an annual self-supported walking event across the Highlands of Scotland, west coast to east coast, approximately 200 miles. "Challengers" select a starting point from any one of thirteen locations on the west coast and work out their own route. They can finish anywhere on the east coast within the Highlands. It is not a tour, but a self-sustained backpacking/camping trek which may be interspersed with B&B stops in villages which happen to be on their route.

On our most recent Challenge (2009) we started our walk at Ardrishaig. Before commencing our Challenge hike, we decided to walk the nine miles of the Crinan Canal. This waterway gem is on the Kintyre Peninsula, linking Loch Fyne at Ardrishaig with the village of Crinan, Loch Crinan, and thence to the Sound of Jura, the Hebrides, and the Atlantic Ocean. This working canal is a beautiful example of 18th and 19th century craftsmanship.

History and Salient Facts:

A canal across the Kintyre Peninsula was considered as early as 1771 when James Watt surveyed two routes, but it was not until 1794 when British enthusiasm for canal construction grew to the point that the plan began to be realized. Sir John Rennie designed and built the canal and it opened in 1801. However, redesign was required in 1816 and this was done with the necessary assistance of the famous architect Thomas Telford, who also engineered the much longer Caledonian Canal. Over the years there have been other reconstructions and major repairs. In 1962 the canal came under the direction of British Waterways.

The Crinan has 15 locks and seven bridges and rises to a height of 65 feet above sea level. Passage through the canal takes about five to six hours. Initially, traffic was comprised of steamers ("puffers"), cargo vessels, and fishing boats, but with ships becoming bigger and more powerful, commercial use declined. By mid-twentieth century, most of the traffic gradually came to consist of yachts, cruisers, and other recreational vessels.

Our walk took us through the Moine Mhor National Reserve, which supports a varied ecosystem. Near the south bank of the canal at Lock 5, trails and walks lead to the remains of an Iron Age hill fort; ancient, mysterious cup-and-ring marked rocks; and a Bronze Age burial monument, Carn Ban (white cairn).

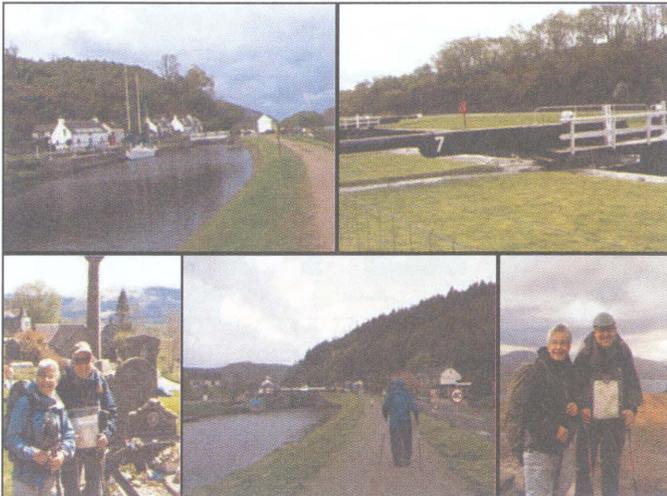
Of the 15 locks, only the sea lock and Lock 14 are mechanized and operated for the crafts. The inland locks are self-service and require at least one crew member to go ashore to operate them.

At Crinan you come to the Crinan Hotel, which is considered one of the finest hotels and restaurants on the west coast. From the hotel, there are magnificent views of the Sound of Jura and

islands of Jura and Scarba. The Highland hospitality at the hotel and the grand views it affords make a fine finish to a delightful walk. We highly recommend it.

Acknowledgments:

1. Many thanks to Alec Howe, Harbor Master of the Crinan Canal, who contributed much of the information on the canal and its operation.
2. Visitors Guide: Enjoying the Crinan Canal.
3. *The Crinan Canal: Puffers and Paddle Steamers*, author: Guthrie Hutton, Stenlake Publishing, Ltd, Latest pub. 2007.
4. Crinan Canal: Skipper's Guide, www.scottishcanals.co.uk.
5. Various internet articles of interest



Phyllis & Lou at Rob Roy's Bier

Scenes along the Crinan Canal Above photos by Lou LaBorwit

On the heath by a loch

Other Canal and River Journeys Worth Taking Nearby

Brunswick to Monocacy Aqueduct



Left to right: Pat White, Laura Gilliam, Neil Gilliam, Linda Lightfoot, Tom Lightfoot, Sonny DeForge, Bill Burton, Sandi Roberts, Craig Roberts, and Vicki Dodson. Photographer Marion Robertson is represented by the light blue kayak.

This day's paddle (July 18th) down the Potomac to the Monocacy Aqueduct was a convivial affair and, as ever, scenic. We had our picnic lunch and some took a dip on the way. We go mid-July. Check the calendar in *Along the Towpath* for the next trip.

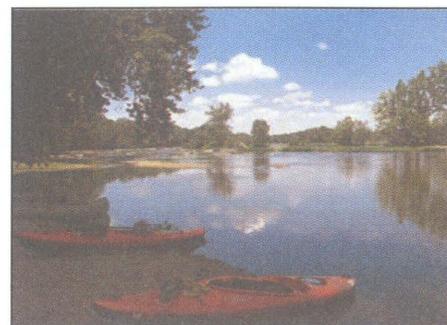
The Virginia Canal Loop



Left to right: Sonny Deforge, Gage Linden, Carl Linden, Neil Gilliam, Meghan Abell, Ed Evange, Vicki Dodson, Sylvia Diss and Bill Burton
Photos: Above & below by Merrily Pierce



Ed & Carl find a lunch spot. Seneca Falls drops seven feet, Great Falls 77 feet, but the 1 mile of swift water that tumbles over boulders through the remnants of George Washington's Patowmack Canal skirting Seneca Falls gave paddlers a great white water run on a fine Saturday (Aug. 15). Expert paddler Ed Evange told us about the ruins of the by-pass canal, while he deftly stroked around rocks where at least one of us was dumped into the rapids. Lunch was on an island beach in the shade of Sycamore and Paw Paw and the blue of the sky mirrored in the still waters below the falls. Paddling back, we crossed the river, put our boats in the smooth waters of the C&O Canal, made our way upstream past high cliffs on the right and friendly hikers and bikers on the towpath on the left, and completed our loop at the Violettes Lock starting point.



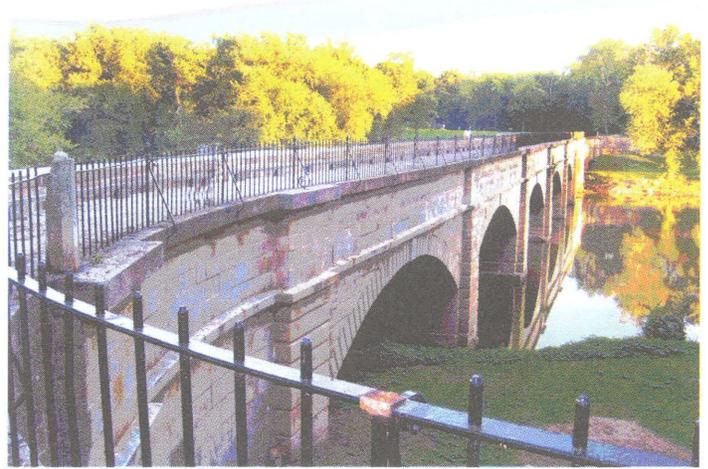
Still waters mirroring the sky's blue

Along the Towpath, September 2009

Impressions of the C&O Canal in Autumn by Tom Kozar



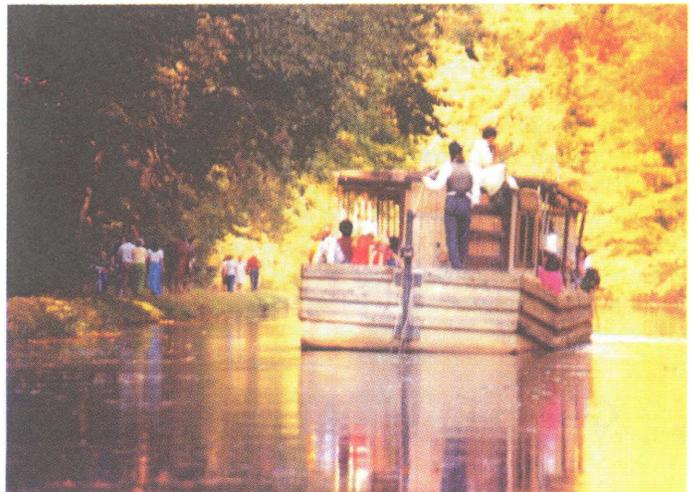
Name this Lock & Win a Prize



The Monocacy Aqueduct



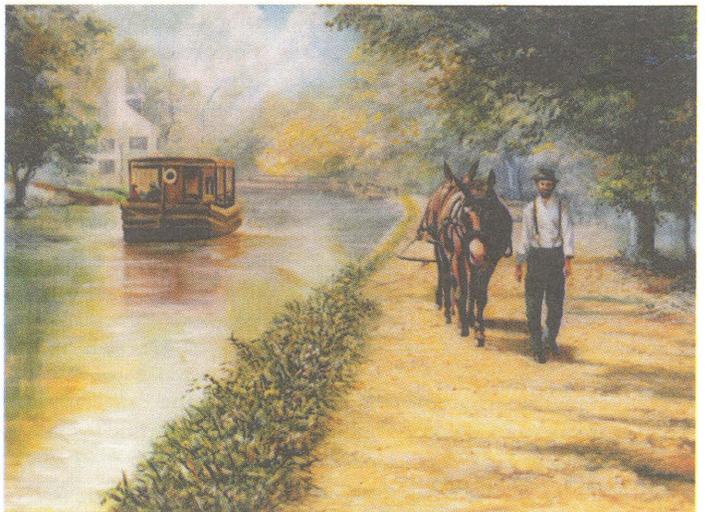
The Charles F. Mercer in Lock 20



Cruising on the Canal Clipper



Two Friends at the Paw Paw Tunnel



“John Boy”

Nature Committee Charts Program

by Marion Robertson

The newly constituted Nature Committee last July discussed a number of projects, among them institutionalizing the spring wildflower walk and the geology walks (see article on geology hikes), adding butterfly/dragonfly events, a bird ID walk, a bat program, and a tree/leaf ID program. The committee considered whether some of these special walks could be incorporated into existing hikes. The committee further considered ways to facilitate walks/field trips without having to find an expert, i.e. promote a gathering of people interested in butterflies, ask the experts where the best places along the towpath might be to find butterflies, collect our research books, schedule a time and just go looking for butterflies/dragonflies to identify. The committee also talked about finding experts (for free) such as a bat expert or a tree expert, who would be willing to come talk to members and/or lead field trips. Watch for events in the 2010 calendar!

Members of the committee who were on the Douglas Thru Hike in the spring are interested in posting pictures of wildflowers, with the dates seen and locations, on our web. If you have pictures that you would like us to include, email them to Marion Robertson (marobertson@verizon.net). If you want to help, say so in your email.

The committee would like to hear from other members of the Association as to what else might be of interest and who out there has expertise that could be tapped. Contact Co-Chairmen Marlow Madeoy (703 723-6884) or Marion Robertson (301 657-8992). Members are Margie Knott, Lisa Lewis, Nancy Madeoy, Marjorie Richman, John Wheeler, and Steve Williams. Please contact us with your ideas and interests — and if you would like to volunteer for the committee!

Geology Hikes and More to Come

by Marlow Madeoy

For the past two years, I have led Association-sponsored geology walks on the C&O Canal towpath to Paw Paw Tunnel, Devils Eyebrow at Roundtop, Point-of-Rocks and Great Falls. I scheduled these hikes during March and November when the weather is generally good and the temperatures comfortable for walking. Leaves are off the trees and shrubs so they aren't obstructing views of geological formations. I am presently surveying other sites of geologic interest which I have not explored so far.

Our next geology hike will be Saturday, November 14, 2009. We will walk to the Devils Eyebrow anticline at Roundtop, three miles west of Hancock at mile 127.24 on the towpath. Further details will be posted on the Association website a month before the event. Before the hike, check the forecast at www.weather.com.

Note: A good source for geology along the canal was recently published by the US Geological Survey. The title is *Geology of the Chesapeake and Ohio Canal National Historical Park and Potomac River Corridor*. It is available at <http://pubs.usgs.gov/of/2001/of01-188b/OFR-01-188B.pdf> and for sale at the C&O Canal NHP visitor centers.

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Thanks for your generosity! (5-22-09 to 8-17-09)

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Across the Berm

Richard S. Black

Richard S. Black crossed the berm last July 22nd at age 64 unexpectedly and too soon for all who loved and knew him. This was just three days before he and brother Phil were to cycle up the canal and on to the Allegheny Passage to Pittsburgh. Richard joined the Association in 2003, but his abiding love for the C&O Canal reached back to his student days at Shepherd College in Shepherdstown. He and his wife, Lou, enjoyed crossing over the river and down to the canal for walks or to find a quiet spot to study. Over the years Richard hiked and biked the towpath, took trips from one end of the canal to the other, and one time even did the 50-miler on the towpath. For Richard the C&O was at the top of the list of his favorite places to go.

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

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Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
Assistant Superintendent	301-714-2203	Sharon Cleary
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
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Cultural Resources Program Mgr	301-714-2211	Sam Tamburro
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Park Ranger Law Enforcement (LE) 301-491-6279 Joshua Cunningham
Supervisory Visitor Use Assistant 301-767-3703 Paul Johnson

Georgetown Visitor Ctr 202-653-5190
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Supervisory Park Ranger Alyssa Baltrus

Great Falls Tavern Visitor Ctr 301-767-3714
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Western Maryland District
Park Ranger Law Enforcement 301-722-0543 Matt Huelskamp
Cumberland Subdistrict 301-722-0543
Hancock Subdistrict 301-678-5463
Ferry Hill Subdistrict 301-714-2206

Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, Md. 21795
Supervisory Park Ranger Curt Gaul
Hancock Visitor Center 301-678-5463
326 East Main St., Hancock, Md. 21750
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OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation 202-653-5190
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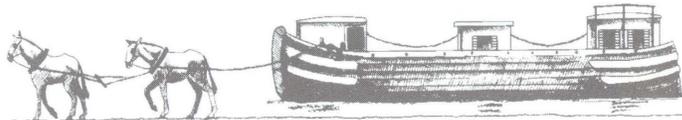
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C&O CANAL ASSOCIATION

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.

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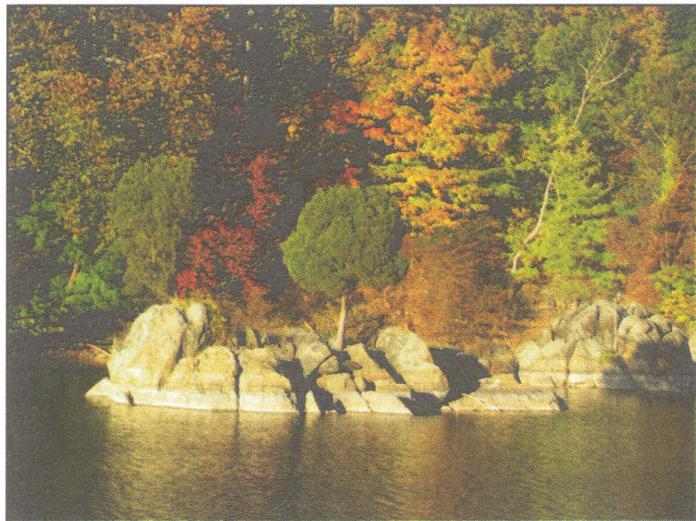
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Chesapeake & Ohio Canal Association



**Widewater in Autumn
A View from the Towpath**

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