



ALONG THE TOWPATH

A quarterly publication of the

Chesapeake & Ohio Canal Association

An independent, non-profit, all-volunteer citizens association established in 1954 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 Annual Heritage Hike Big Pool (Ft. Frederick) to Hancock

by Dorothea Malsbary

The Association's yearly Heritage Hike is set for Saturday, October 29, in the area from the downstream end of Big Pool (below Ft. Frederick) to Hancock. Hikers may choose one of four hike lengths each ending in Hancock. Happy hour, dinner and the evening program will be held at St. Peter's Catholic Church.

Hikers will board the shuttle bus in the Western Maryland Rail Trail parking lot in Hancock. Take exit 3 from I-70 into Hancock and travel west on MD 144 for 1.4 miles. Turn left into the Western Maryland Rail Trail parking lot just east of Park n' Dine and across the street from the American Legion (a 20-foot long rocket stands in its front lawn). The shuttle bus will go to four hike starting points: #1 Big Pool, 10.5 miles, #2 Ernstville, 8.5 miles, #3 Licking Creek Aqueduct, 6.3 miles, #4 Little Pool, 3.2 miles.

Hikers will walk back to Hancock and are invited to stop at the Bowles House, Hancock's new NPS Visitor Center. Curt Gaul, NPS Ranger, will lead tours of the facility. After touring the Bowles House, hikers can then walk a short distance, along the rail trail, back to their cars.

The shuttle bus will make several trips from the rail trail parking lot. Hikers taking the two longest hikes should arrive in time to take the shuttle leaving at 10 a.m.; those taking the two shorter hikes take the shuttle leaving at 11 a.m. If needed, the shuttle will depart at noon to take any remaining hikers to



View from Lookout Point west of Little Orleans. The C&O Canal hugs the Potomac River below along the scenic Paw Paw Bends. Protected under the General Plan the natural beauty of the area remains unmarred by unwanted intrusions. See the lead article by James Gilford (upper right) on the deliberative process that produced the plan.

Photo by Steve Dean

(Continued on page 15)

The Canal Park's 40th Anniversary Drawing Up the General Plan (1971-76)

by James H. Gilford

The General Plan for the Chesapeake and Ohio National Historical Park is a grand example of adaptive reuse, a favored technique for saving obsolete historic structures. Never has it been practiced on such a large scale or more successfully as that which was planned and implemented for the C&O canal.¹

Legislation that established the Chesapeake and Ohio National Historical Park contained a mandate for the National Park Service to provide for the enjoyment of the park's resources in such a manner as to leave them unimpaired for future generations. It also provided for a 19 member advisory commission with which the Park Service could consult on general policies and specific matters related to the administration and development of the park.²

The Advisory Commission was sworn in on December 20, 1971 by Interior Secretary Rogers Morton. Immediately following the swearing-in ceremony, Russell Dickensen, Director, National Capital Parks, asked the Commission to advise the Park Service on two pressing issues related to the canal: one was land acquisition procedures and techniques, and development of a master plan for the park. "Those are the two most pressing items we need your advice on as quickly as we can get it," he told the Commission.³

Creating a master plan for the park as quickly as possible was indeed a pressing matter. An approved master plan was needed

(Continued next page)

to assure protection as well as appropriate and orderly development of the canal's resources. And when asking Congress to approve funds for developing the resources of the canal, a plan was needed to show how the Park Service would use the requested funds.

The use of a commission to advise on developing and managing a national park was not a new idea at the time the park was established. Although some NPS managers still were not comfortable with the notion of involving "outsiders" in their decision-making process, the Advisory Commission was viewed as a suitable forum for involving the public in developing a master plan for the park.

By the time the Advisory Commission was sworn in, Park Service planner John M. Kauffmann had already prepared an ambitious master plan for developing the long and narrow park and its many fragile resources. That plan was presented to the Advisory Commission at its initial meeting on December 20, 1971. In making the presentation, Kauffmann advised the Commission that it was going to be a very difficult task to develop and administer the park wisely and properly for the type of uses that could be expected of this urbanized region in the future.⁴

Although his plan was conceptual, it was not well received. The plan provided for restoration of several aqueducts, locks and lock houses. But it was also heavily weighted in favor of amenities to accommodate an expected increase in visitation and demand for recreational use. Among other features, the plan called for 25 boat-launching facilities, 31 group camps with a total capacity of 6,000 and nearly 3,000 picnic sites. These and other developments, some accessible by car, were designed for a day-use visitor capacity of 53,000.⁵

The Commission was critical of the plan, particularly the heavy recreational use, boating activity, vegetation removal and re-watering envisioned for the Park. Commission members also wanted more attention given to protecting the canal's historical resources. In keeping with that concern, the Commission adopted a motion to give priority to aqueduct restoration; that motion was made by Justice Douglas who attended the meeting as a special advisor to the Commission.

Also present at that meeting was Assistant Secretary of the Interior Nathaniel Reed. Afterwards, he shared his reaction with Kauffmann: "My reading of the Advisory Board meeting was that the priority is to protect the canal and the locks. Repair the damage and last and least construct visitor facilities . . . Unless I am wrong, the canal should not be developed for heavy-use recreation. Bicycling, walking, canoeing, limited low development, low density camping are the features the Advisory Board wants. Unless your Master Plan reflects this objective, there will be years of strife ahead."⁶ For its part, the Advisory Commission urged the Park Service to encourage greater public

involvement and input in developing a plan for the park that would be more in keeping with the desires of the public and more in line with regional planning efforts and the resources of the canal.

Faced with the need to rethink how the canal and its resources should be developed and managed, the Park Service turned to John G. Parsons, a landscape architect and planner at National Park Service Regional Headquarters, to devise a plan for the canal that would be acceptable to the Park Service, the public and the Advisory Commission. The Advisory Commission's chairman, Nancy Long, immediately appointed a Resource Planning and Study Committee to work with Parsons by offering advice and providing input as he developed a new master plan. At least one commission member from each of the four Maryland counties along the canal served on that committee, providing a sounding board for the concerns and desires of the general public, local residents and the Commission.⁷

Early in the planning process, the Advisory Commission had reason to recall Secretary Morton's remarks during the swearing-in ceremony. He told the Commission, "The thing we are most anxious to do is to preserve the natural beauty, the assets of the park, a job which will become increasingly difficult as user pressure becomes greater, as more people not only visit the park but expect more from the park. What I want to preserve is the whole spectrum, the experience of the park visitation itself. I hope you will feel yourselves trustees of the visitation experience."⁸

In May and June 1972, the Park Service held five meetings, with many of the Advisory Commission members in attendance, to discuss the ongoing planning effort with local officials and the public; one of the those meetings was held in Washington D.C. and one in each of the four Maryland counties bordering the park. At the same time, a draft "study plan" for the park was made available for public review and comment.

Opposing views regarding planning of the park surfaced at those public information meetings and again at the Advisory Commission meeting in July.

Alan Franklin and Carl Linden, speaking for the C&O Canal Association, opposed recreational activities not directly related to the canal such as drive-in campgrounds and picnic areas accessible from parking lots. "It should be a park developed for those who are willing to walk into it," Franklin said. On the other side, Harry Rinker, then president of the Pennsylvania Canal Society, favored development that would cater to visitors from other parts of the country; he wanted more vehicle access for visitors who might lack the time or ability to hike long distances.⁹

Recognizing the limitations of the park's narrow configuration, the uneven distribution of the canal's natural and structural resources, and the social and cultural differences in the urbanized and rural areas bordering different sections of the canal, Parsons devised a plan for the park based on a

unique zoning concept to accommodate the concerns of area residents, the different interests of park visitors and the expected increase in park visitation. He saw the canal as lending itself to a sectional delineation to satisfy the interests of the various user groups.¹⁰

With the support of the planning committee, the zoning concept gained favor with the Advisory Commission in September, 1972. And in January, 1973, the Commission endorsed a draft master plan for the canal, based on the zoning concept. Copies of the draft plan were widely distributed. Special briefings and open meetings again were held to give local officials and the public time to review and an opportunity to comment on the draft plan.

Guided by comments received through the extensive review of the draft plan and with the advice and input from the planning committee, Parsons crafted a General Plan for developing and managing the resources of the canal. That plan was endorsed by the Advisory Commission in July of 1975 and officially approved in January 1976 by National Capital Parks Director Jack Fish.

The General Plan calls for stabilizing and partially restoring the canal and its structures, preserving its natural setting and interpreting the many historical and natural values of the canal. It also provides for outdoor recreation, but only as much as can be made available without intruding on or impairing the resources which the park was established to protect. In the context of the General Plan, the role of the park is to offer visitors a natural and historic environment in which to enjoy such pursuits as hiking, biking, canoeing, camping, horseback riding, fishing and boating.¹¹

The zoning in the plan divides the park into 32 sections, each assigned depending upon its character resources and make-up, to one of the following five zoning categories: National Interpretive Zone, Cultural Interpretive Zone, Short Term Recreation Zone, Short Term Remote Zone and Long-Term Remote Zone. Parsons created those zones based on an analysis of their respective visitation patterns and visitor interests relative to the canal's resources.

Implementing that particular provision of the General Plan, along with the requirement for section specific Development Concept Plans, made it possible for the Park Service to carry on the task of developing and managing the park and maintaining the continuity of the towpath in a timely and orderly manner. The Advisory Commission recommended inclusion of the priority provision early in the planning deliberations and, with a few exceptions, was able to use it effectively in advising the Park Service to reject special-interest proposals to develop new facilities or amenities for the park before completing efforts to stabilize and restore the canal's historic resources.¹²

For the past 35 years, the needs of the Park Service have been well served by the General Plan in meeting the mandate to provide for the enjoyment of the park's resources in a manner that leaves them unimpaired for future

generations. The management philosophy and priorities established by the plan assured that preservation and protection of the canal's historic structures would be attended to first. In spite of development limitations imposed by the long, narrow configuration of the park, the zoning concept devised by John Parsons made it possible for the plan to accommodate diverse uses of the park and the expected volume of visitation. The decision by Commission chairman Nancy Long to actively engage the Commission in planning the park by appointing a committee to advise Parsons during the planning and approval process assured fair and balanced input from the public.

A number of planning efforts, prior to and following the legislation that created the park, preceded and contributed in some degree to the development of the Chesapeake and Ohio National Historical Park General Plan. An historical review of those early planning activities is contained in "C&O Canal: The Making of a Park", by Barry Mackintosh. pp. v, 5 – 21, 31-80, 119-132.

Notes

¹ Mackintosh, Barry. C&O Canal: The Making of a Park. History Division, National Park Service, Department of the Interior, Washington, DC. 1991. p. v. (This publication is available as a PDF file and in html format at www.nps.gov/history/history/C&O_Canal_National_Historical_Park.)

² Chesapeake and Ohio Canal National Historical Park General Plan, District of Columbia/Maryland. January 30, 1976. p. 1

³ Minutes of the C&O Canal Advisory Commission meeting, December 20, 1971.

⁴ Mackintosh, p 122. John Kauffmann moved on to other assignments, eventually serving effectively as chief planner for two other national parks during his 20- year tenure with the Park Service.

⁵ Ibid., p. 121

⁶ Ibid., p. 123

⁷ Ibid., p. 123

⁸ Minutes of the C&O Canal Advisory Commission meeting, December 20, 1971.

⁹ Transcript of C&O Canal Commission meeting, July 8, 1972, pp. 50-50

¹⁰ General Plan, p. 21

¹¹ Ibid., p. 2

¹² Ibid., p. 24 The General Plan requires that Development Concept Plans (DCP) be devised for each section of the canal prior to development of that section. Those plans are to determine the number and location of visitor facilities in a given section.

Editor's note: Jim Gilford is a long-time member of the canal advisory commission and member of the C&O Canal Association. Dr. Gilford took an active part in the deliberations on the general plan.

From the President

The following letter was sent to support legislation to reestablish the canal advisory commission, which Congress failed to pass. Members of the Maryland delegation are introducing legislation to correct the oversight.

The Chesapeake and Ohio Canal Association

P.O. Box 366, Glen Echo, Maryland 20812-0366

July 25, 2011

Honorable Benjamin Cardin
United States Senate
Washington, DC 20510

Dear Senator Cardin:

The C&O Canal Association wishes to register its strong support for legislation being introduced in Congress renewing the C&O Canal National Historical Park Advisory Commission. For good reason this federal citizens advisory commission was made part and parcel of the legislation that established the C&O Canal National Historical Park. For the same reason its charter eminently deserves to be renewed for another ten-year term as has been done each decade since the park's establishment in 1971. The commission has played a key role in making the C&O Canal NHP the successful and popular national historical park that it is today.

The commission faithfully mirrors the special character of this park. This 185-mile canal park links Washington and Cumberland. It makes its way through the District of Columbia and Maryland and borders Virginia, West Virginia and Pennsylvania. It transits the western edge of four counties (Montgomery, Frederick, Washington and Allegheny) and passes through or next to numerous towns and cities including Washington, Bethesda, Point of Rocks, Brunswick, Harpers Ferry, Shepherdstown, Williamsport, Hancock, Little Orleans, Paw Paw, and Cumberland, the terminus.

In the spirit of our democracy all of these jurisdictions want to have their say about what happens in the canal park. The commission provides a forum where this can be done, where issues pertinent to the canal park are discussed and examined. The commission's members represent the principal jurisdictions along the canal and citizens can attend its meetings to listen and to speak. Here the commissioners and interested citizens can learn first hand about NPS plans and projects for the park, raise questions, offer suggestions and make proposals.

The commission eases the park service's task of maintaining good rapport with the communities and entities bordering the canal, each with its particular interests, concerns and circumstances. The dialogue that takes place is helpful to the park service in formulating policy and gaining public acceptance of its undertakings. The give-and-take and the exchange of information that takes place assists the

NPS in striking a balance between local interests and concerns and its basic task of protecting the integrity of the canal park as a single entity.

The C&O Canal Association lends its strongest backing to the renewal of the charter of the C&O Canal National Historical Park Advisory Commission. The Association speaks from its own long experience and involvement with the C&O canal and its park, reaching back more than a half century to the public initiative that led to its creation. Our members regularly attend the commission's meetings and have closely followed its proceedings since the establishment of the park forty years ago. The interactions of the park superintendents, their staffs and the members of the commission have been mutually informative and effective in addressing the challenge of making this unique linear national historical park a well-managed and successful public enterprise. The commission's renewal is essential so that it can, as before, continue to contribute to this good result.

Sincerely yours,

Rachel L. Stewart, President

OUR CANAL STEWARDS AT SWAIN'S LOCK

The C&O Canal Association has adopted the picnic area and campground at Swain's Lock. John Wheeler and I are the primary contacts for this project, and our Park coordinator is Geordie Newman. The Stewardship Agreement with the Park was signed in May, 2011, and scheduled the first monthly cleanup for June 11, 2011.

In late March Geordie and I checked the site; we found two day-use areas and five campsites. The day-use areas should have had a grill and a picnic table, but there were no tables (one was in the creek, broken, and is still there). Each campsite should have a grill, picnic table, and fire ring. Only one had all three. Three sites lacked at least one of these items. One campsite had only a sign.

Nineteen of Jim Heins's VIPs showed up for the first cleanup. Skip Magee came early and mowed all the areas where we would be working. He also weed-whacked around tree trunks, signposts, and grill posts. He works harder than anyone else I know and always with a smile. We hauled, spread and tamped four tons of stone dust as pads for the picnic tables. We cleaned, wire-brushed and painted the fire rings and grills. We sanded and painted the tables, locking them down to prevent vandals or the river



*Signs at Swains Lock
Left-Picnic area sign
Right-Campsite sign*

Note: The signs were given fresh paint. Some were repaired and firmly re-set in the appropriate locations.



Along the Towpath, September 2011

from carrying them off. Some grills and signs were dug up and reset in better places. We installed new fire rings and/or grills where they were missing. Lastly, we painted the signs. One campsite has a very shabby table. Geordie Newman is trying his best to get a new one for us. On July 15 nine of us cleaned tables, shoveled ash and debris from fire rings and grills, picked up trash, mowed the grass and, alas, disturbed the occupants of several tents. We cut away

a swath of kudzu invading the access to the site. We appreciate the help of all members who can assist with this continuing stewardship. Thanks go to Geordie Newman for the photos below.

- Rachel Stewart
President



SHOVELING



INSTALLING A POST BASE



NOW IT'S SHAPES

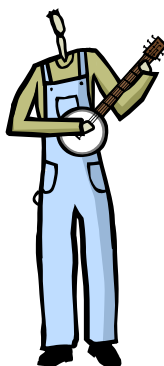


WHEELBARROWING

BLUE GRASS AND FAREWELL FEST AT THE BOWLES HOUSE



Banjo Bill Adams (in cowboy hat) pickin' with some 14 musicians, who participated in this blue grass festival. Association member and musician Dr. Jim Moen and Bill Justice, Chief of Interpretation, C&O Canal NHP, joined in.



Later in the day, cakes were presented to Bill Justice and Bill Adams by Rangers Hollie Lynch and Emily Hewitt. Bill Justice is going to a new post as Superintendent of Abraham Lincoln's Birthplace NHP in Kentucky. Bill Adams was celebrating his birthday. Charlie Morton took these photos.

A Lockhouse Marriage by Grant Reynolds

(Second Installment)

*Editor's note: This is the final installment of this article. The first was in the June 2011 issue of **Along the Towpath**. Frank Swan, a stalwart soldier of the 10th Vermont Infantry married Mary Gaster at Lockhouse 26 where she was residing near White's Ford. Frank's unit was camped nearby along the canal. Swan later fell in battle and Mary Gaster later re-married. The soldier's mother, Mrs. Mary Swan applied for and received a pension. The question arose whether the mother was entitled to the pension in view of Frank's marriage. A Pension Bureau investigator looked into the matter.*

A few months later the Baltimore examiner made a trip to Montgomery County. He apparently knew a lot more about C&O Canal geography by then, and knew how to find White's Ford. Even better, he found a key to the puzzle: Mr. J. P. Natters, a farmer and postmaster at the tiny village of Martinsburg, Md..

[Natters] has lived within 2 ½ miles of White's Ford all his life. Number of the lock nearest White's Ford is 26. In 1863 the lock was kept by Herman Lapold. He had a housekeeper whose name he can't remember. She had a daughter 16 years old and this daughter married a soldier from Vermont. He got his license and was married by the Chaplain. They continued to live in the lock house with her mother. Her father was dead. She never had been married to deponent's knowledge. She only was here a short time when she married the soldier. This woman's name now is Harris and her husband is Peter Harris. They live in Virginia just above Georgetown, DC. Can't remember when she married Harris. He never heard she had been married before. She was, in deponent's opinion, young. Deponent at this time was running on a packet and had known the girl but a short time prior to her marriage. Can't tell where she came from. Lapold the lock keeper is dead. Can't tell how long she lived about here after the soldier went away. He lived with her as her husband up to the time he went to the front.¹⁵

Here was the key to the mystery: the current name and rough address for Mary Gaster Swan, probably now Mrs. Harris. The examiner must have mounted his horse and ridden hard for Washington. The next day he met a housekeeper in Georgetown, Mrs. Mary Harrison. (Mr. Natters didn't have the name quite right, but he was close.) Here is her account of her relationship with Franklin Swan and his family.

My name is Mary Harrison, Age 40. Occupation, housekeeper, p.o. Georgetown, DC. I married Franklin Swan, a soldier in a Vermont regiment... at the lock house at White's Ford. The Chaplain of the regiment married us. I was only 14 years old.... I was not previously married. We got no marriage certificate. My maiden name was Mary A. Gaster and myself and mother came from Hancock, Maryland and was only at the lock house one month when we married. My mother was then a widow and was living with her uncle at the lock house. His name was Lapold. He the soldier only stayed with her 2 weeks when he went to Virginia with his regt and after

he was gone about two or three months he came home and stayed five days. He then went away again and she saw his death in the paper. Two years or so after the soldier's death I married Peter Harrison and have been living with him ever since.... Don't know that his mother ever tried to get a pension. I never attempted to get one. After I was married to him I tried to induce him to get a certificate from the Preacher but he never did. I never lived with any man prior to her marriage to soldier and can't tell why anyone should think so.

A little census research shows that in 1860, Peter Harrison, age 23, was the son of John Harrison, a lockkeeper in the Rockville District of Montgomery County, and his younger brother was the lockkeeper on the next lock. The census lists a whole group of young men living together in the house next to the younger lockkeeper, with no occupation listed. I suspect they were the crew that helped keep the two locks operational 24 hours a day. Most likely they were at "Six Locks" near Great Falls, which was in the Rockville District, since there are no locks close together above there in Montgomery County. In 1880, Peter Harrison, age 46, carpenter, with a wife Mary, 33, a son Peter, age 4, and his mother-in-law were living in the "Washington District" of Alexandria, Virginia, now Arlington County. A farm in the very hilly northern part of Arlington County would be "above Georgetown," as Mr. Natters said. The mother-in-law's name: Ann Gaster! So Mary Gaster of Lock 26 found a little marital permanence.

The Baltimore examiner announced triumphantly,

The mother evidently knew of the marriage but excuses herself on the ground that she heard the woman had another husband living when she married the soldier. I don't know how that story could have been started as there appears to be no foundation for it. The woman Harrison says she was only about 14 years of age at the time of her marriage to Swan but according to her age now she was nearer 17. [The pensioner] might have been impressed with the idea that the soldier's marriage was illegal, but she studiously avoided giving any information to the Office about any kind of marriage. I recommend that an effort be made to get this woman to disgorge.¹⁶

Then the examiner in Vermont confronted Mary Swan with the unquestionable evidence. He learned some interesting things.

Her son-in-law Orvis Blossom drew the money for her when the pension was granted and gave her \$1600. [The file shows she received about \$1900 in a lump sum¹⁷] Gave son Gus, who was sick, \$900 to pay off the mortgage on his farm.... Gave Blossom \$400 and got a deed of one half of his home place. Have no accounts. Hasn't a penny in the world. "I don't even have a good dress." Paid off her employer Jefferson Baldwin's \$300 mortgage Knew Franklin had been married in the Army but I thought I was his nearest heir. People kept urging me to make application and I did thinking I was perfectly honest. I haven't anything to make restitution about. If I had to, I couldn't. I don't think it's right. I will write the

President of the United States and I will get my pension yet. They can do what they wish with me. They won't have me long.

[examiner]"You are informed that measures will be taken at once to bring the matter to court."

[Mary] I don't care what they do. I don't believe I have got a guilty conscience. Everybody says it is a shame to stop this pension on me. Everybody thinks I ought to have something for my son. I am satisfied he was married. I told one of the lawyers about it. I supposed if the widow were dead or remarried I would be the next heir.¹⁸

What happened next? Did she "disgorge"? Of course not; she had nothing to make repayment with, not even "a good dress." She seems to have been overwhelmed with generosity when, for the first time in her life, she had a large sum of money and no pressing need for it. There are no later documents in the pension file, only some handwritten notes on envelopes that may once have had documents in them. One says "Mrs. Swan was paid \$2274 by April 3, 1886." The last handwritten note says "Sept 6, 89 - 2 vouchers and 2 checks returned to Secretary." Does this mean that Mary's pension continued until she died in the late summer of 1889? Why else should checks and vouchers be returned? The file, so voluminous to this point, does not say. But perhaps Chaplain Haynes' obvious annoyance with her in the passage that opened his book resulted in no small part from his failure to have her pension stopped.

Now, as to those four questions at the beginning.

- Why would a local girl in a Confederate neighborhood marry a Union soldier?

She wasn't local; she was from Hancock, in western Maryland. That area was Union, not Confederate, in sympathy, like the rest of northern and western Maryland. She had only been at the isolated Lockhouse 26 a month when she married Swan. The local politics may never have taken hold with her.

- What happened to Corporal Swan's wife after he was killed at Cedar Creek? Did she seek a widow's pension?

We don't know much about Mary Gaster Swan Harrison's biography post-Swan. Probably she started cleaning houses in Georgetown both before her marriage to Peter Harrison in 1871 and afterwards. She didn't seek a pension.

- Did Franklin Swan's mother know about the marriage? Did she conceal that knowledge in order to get the pension?

Mary Swan knew about Franklin's marriage. Her thinking about what it meant to her was muddled and influenced by others who hoped to benefit from a successful pension application. Did she tell "the lawyers," as she said she did? Maybe. Did they rationalize that Mary Gaster Swan was previously married, or remarried, hence ineligible? Perhaps. Was this a knowing fraud by Mrs. Swan or by her pension agent or lawyer? At this distance, we can't really tell who, if anyone, intentionally defrauded the Pension Bureau. We can only agree that Mrs. Swan was apparently not legally entitled to a pension. The Pension Bureau itself, with a clear set of facts in front of it showing she was ineligible, may not have cut her off. It seems likely that they stalled on making an unpleasant decision until she died in 1889.

- Why were the 10th Vermont officers so hard on Mrs. Mary Swan?

"The officers" seem to boil down to Chaplain Haynes. The pension file doesn't show any outrage or "prosecution" by Captain Sheldon or Colonel Henry, who had only hazy memories of the incident. It obviously rankled Haynes, though his description of the incident is not very accurate. Mary Gaster probably never went near Seneca Lock! It all happened at Lockhouse 26, now called Woods Lock, almost 17 canal miles north of Seneca. The lock is near White's Ford, where Company C of the 10th spent much of the winter of 1863.

Haynes may have had no idea what happened to the widow, and most likely he knew nothing of Mrs. Swan's finances. He probably was simply annoyed at what he regarded as Mrs. Swan's immorality in seeking a pension that he felt she wasn't legally entitled to. But her entitlement was a near thing. Montgomery County had no record of a marriage license or a marriage certificate. Haynes was from another state; and Maryland was not in rebellion, so its civil laws applied even though it was under martial law. Was a marriage license essential to a valid marriage under Maryland law? Was Haynes licensed to perform a marriage in Maryland? Perhaps the marriage was never legal after all, and Mrs. Swan really was, as she said in anguish, "the next heir."

Notes:

¹⁵ Affidavit of J.P. Natters, Postmaster at Martinsburg, Maryland, from Pension File.

¹⁶ J.F. Fitzpatrick, Special Examiner's Report, dated March 19, 1886, from pension file.

¹⁷ She received \$2274 by April 8, 1886; pension was awarded on March 17, 1882 – 48 months earlier. At \$8 a month she was paid \$384 in those four years. Someone took a large cut of Mrs. Swan's money. The most likely candidates are the Washington lawyer and the Rutland pension agent, who deserved some compensation for their efforts, though \$300 seems a little extreme.

¹⁸ Deposition of Mary Swan, given to Special Examiner C.R. Bowman April 21, 1886. Bowman included his own remarks in writing up the "deposition." From pension file.



*Lockhouse 26 at Woods Lock at mile 39.37 near White's Ford.
The frame lockhouse burned in 1969. Only foundation stones remain.
Photo by Jack E. Boucher, 1959 in Canals, by Robert J. Kapsch, p. 256.*

Editor's note - While Frank Swan found romance on the canal, his comrades of the 10th Vermont found where they could get a drink in snowless Maryland. Long time Association member Ed Wesehy, strumming his guitar, used to sing the regimental song for us. The song's verses came back to him as he read Grant Reynolds's article. It is printed below:

THE 10TH VERMONT IN DIXIE The Regimental Ballad

*There is a gallant regiment
Which is called the 10th Vermont
Composed of men who are as good
As anyone might want;
'nd coming from a State where
snow*

*In depth, comes several feet,
It is not strange they drink down
here
Where there's no snow to eat!*

*The regiment is divided in three
parts,
You'll understand;
In "Battle Line"--with center,
And a "wing" on either hand,
Along the old Potomac--and you
Need not think it strange
If they would, instead of eating
snow,
Just take a drink, for change.*

*The "right" is at Monocacy
In command of Captain Frost,
Whitesford is where the "center" is,
And where old Stuart crossed,
And, of course, he riled the water
So those here and those below
Sent to Monocacy for their drink--
All for the want of snow.*

*The "left" at Conrad's Ferry,
Major Chandler is the Peer.
Colonel Henry at the "center"
Colonel Jewett, Brigadier;
Now officers and men I know
Would rather stand retreat,
Then say they would refuse a drink,
Where there's no snow to eat.*

*But this I'll say in candor
Of those Green Mountain Boys,
There are none who can excel them
much
Whom Uncle Sam employs;
And 'tis natural for a man to drink
To keep out cold or heat
Especially in a country
Where there's no snow to eat.*



Work at Big Slackwater Progresses



Barges enable operators to take their heavy construction equipment into the constricted work area along the narrow and rocky shoreline.



(Left and Below)

The 2x4 fencing and handrails are for workers' safety, providing hand holds and fall protection while they do excavation work in building the towpath. The yellow "turbidity curtain" is a device preventing construction debris from entering the river's water-course.



(Right and below)

Cast-in-place reinforced concrete footings (piers) are set into bed-rock and will undergird the reconstructed towpath, making it resistant to damage from periodic flooding along Big Slackwater.



As can be seen, rock and soil have been cleared away and the massive concrete footings firmly anchored into the bed-rock.

Photos from The C&O Canal Trust.

Along the Towpath, September 2011

On The Level

By Level Walker Chair Steve Dean

Our Level Walkers have their challenges this summer. Intense heat in the 90s and 100s, and more than our fair share of pop-up storms and downed trees make it challenging. Despite all of that, Level Walkers have gotten out there and walked their levels; 59 reports covering 37 levels were submitted.

Level Walkers have always shown they are willing to help any way they can. A recent Association request for assistance with improved navigation data for those hard-to-find spots on the Canal yielded nearly twenty responses within the first few days. A Level Walker Chair request for assistance to cover some of the Western Maryland Levels yielded a quick "show of hands." The spirit of Level Walkers volunteerism and the tremendous support they provide is very admirable.

Please welcome new Level Walkers Tom Dulz, Peggy Eyster, Jude & Mary Fran Franklin, Laura Gilliam, Lisa Hendrick, Rita Marth, Marion Robertson and Jim Waite.

See you on the towpath!

Steve Dean, 301-904-9068, Levelwalker@candocanal.org.

Level 1 Tidelock to Incline Plane John Barnett reports 13 May I led a level walk of a group of students from Georgetown Day School. Val Wheeler and I met a group of approximately 20 students and their two chaperones. Val was extremely helpful and described our Association and programs. An NPS ranger gave a talk on the Park System as a whole. We led the group to Tidelock and started our tour there, describing the operation of the canal at the various points. We then proceeded to the Aqueduct. The students brought gloves and bags and picked up all the trash. They did fine work and seemed to enjoy the session by thanking us several times. We had hoped to show them how the canal boat cleared Lock 4, but their bus showed up early and they had to leave. **4 June** There was a large amount of trash waiting for me, especially at Tidelock, the Aqueduct and Key Bridge. The grass has not been mowed and the park looks really sloppy. The aqueduct is a disaster with hay growing throughout and trash hidden in it. I think I got most of it but probably not all. What this east end needs is a couple of guys with weed eaters to zap both sides of the canal from Aqueduct to Lock 1. Tidelock was mown. I spent two hours pulling weeds and using a "JB" powered hand whacker to spruce up the north bank of the lock, as well as raking off the detritus on the surface of the lock prism. The beach has much wood on it but that's another problem. **17 June** Since my last report, the Aqueduct and tow path have been mowed all the way down to Lock 1 where the Rock Creek crews take over. Looks much nicer than last report. The Key Bridge denizens are stashing more and more flattened boxes (bedding) behind the chain fence above the landing under the bridge. They've broken thru that fence on both sides of the canal. This has happened before and I've reported it. Never a dull moment. **13 July** I suppose due to the intense heat and humidity there were very few visitors in the park. In fact, the only reason I was out there is because I haven't been for two weeks, except to do extra work at Tidelock. The humidity was a bit lower today so I wheezed thru ok. Much trash at the Tidelock beach and the Aqueduct was a shambles. The *Georgetown* canal boat was being dry docked while I passed thru the Visitor's Center area. An employee told me a crack

had appeared in the hull and was going to have to be inspected and repaired. I raked off more clippings, etc., from Tidelock surface. So now, one can see bottom. I mowed the east end of the lock just to keep my hand in. Haven't wielded a power mower in years (apartment dweller). It's sad to see the *The Georgetown's* season cut so short. They were getting some good business. A situation like that can't do much good for morale of the employees and volun-

The Georgetown in dry dock.

Photo by

Lisa Hendrick



teers involved either. **3 August** I didn't think I'd get nearly as much trash as I did but much of it came from a collection under the Key Bridge. I picked up an almost full bag and left them a fresh one. Very light canal use on a very hot day.

Level 2 Incline Plane to Lock 5 Susan VanHaften and Rod Mackler report 25 and 30 June. Our long handled pole with the net on the end continues to be the best way to get trash out of the canal. We also carry a stick with a nail on it to spear trash. This time, there was relatively little trash in the canal or next to and on the towpath. This was true for both June 25 and June 30. However, on Saturday, June 25, the porta-potties in the upper parking lot of Fletcher's were an absolute disaster. Someone clearly cleaned up the porta-potties later, because when we went back to Fletcher's on June 30, all the ones on the upper level were much cleaner. Someone needs to monitor them more closely. The towpath and canal itself were in good shape, with no problems noted. There are wash-outs in the tow path at Chain Bridge -- the Park Service is doing well at repairing them. We saw lots of turtles on June 25, and about 2 dozen geese with a handful of goslings. I encountered the same geese on June 30 when I had almost reached the Incline Plane. Because the geese were hostile and in attack mode (charging me) -- I chickened out and turned around and returned to Fletcher's! So I did not quite make it to the Incline Plane. **Jude and Mary Franklin report 3 July** Generally the level was very clean. Between mile 3 and 4, there was a partial blockage by a large log, a large dangerous washout under Chain Bridge, and many truck tire track ruts filled with water. Noted over 200 bikers, plus hikers and canoes/kayaks.

Level 3 Lock 5 to Cabin John Creek Marcus Boorstin reports 23 June The water level above lock 5 was extremely low, and covered with algae. Just before lock 6 all water completely disappeared and was replaced with lots of tall unidentified weeds. Above lock 6 the water level was fine, but was solid algae up to lock 7. There was a lot of debris near Sycamore island in the canal, and the water was reduced to a trickle. There was also a very strong smell of sewage. Besides that, I appreciatively noted that the dam warning sign is now fixed and is visible as a result of the removal of greenery. **Caroline and Bill Triplett report 4 July** Towpath was very clean and clear. Observed a beautiful blue heron fishing at dusk as well as kingfishers.

Level 4 Cabin John Creek to Lock 14 Larry Heflin reports May The

breach in the towpath still exists, but the park plans to work around it to restore water temporarily. Before that can be done, the leaks in



Leaner Tree near Milepost 8 - Photo by Carolyn Reeder

all the locks must be fixed. Once the locks are water tight, they'll re-water the canal. At Lock 9 the lift-lock turn wheel was disconnected and still lying next to the lock mechanism, ready for thievery. Ken of the Bike Patrol bravely crossed the lock and rolled the wheel to a

less obvious location next to the lock mechanism. **Carolyn Reeder reports 12 March** Graffiti on bridges supports along access trail from MacArthur Boulevard have been painted out, with the exception of the last one. River was higher than usual, after recent rains. Fallen tree, branches, etc., in canal at start of level. A bit downstream from Milepost 8, a dead tree leans precariously across towpath. Towpath bank slumps into canal about 0.1 mile below Lock 8. Balance beams of several lock gates are missing or seriously damaged. Work continues on Lock House 10. **Larry Heflin reports June** Sand and gravel placed on trail alongside canal leading to Lockhouse 8. Nearby brush has been removed. HUGE snapping Turtle rules shallow canal between Milepost 8 and Lock 8 and creates pathways in the muddy canal bottom. **Carolyn Reeder reports 9 July** Graffiti started to reappear on the overpasses. Extensive rot on Lock 11 balance beam. Erosion on trouble spot at Lock 12 mule rise. Few flowers left in bloom, and birds were quiet.

Level 7 Great Falls Tavern to Swains Lock Ray Mushal and Barbara Cantay report 5 June and 4 July (two part walk) Very little trash noted on towpath; large amount of trash collected on river trail in Great Falls area. Noted one of the blue barrels on the river trail. Water fountain inoperable at Swains. (NOTE: Water fountains are subject to cut-off due to water condition.) Extensive kudzu growth at waste weir by Swains.. Extensive garlic mustard at mile 15.8. Light towpath use on both dates.

Level 10 Seneca Aqueduct to Milepost 25 John and Valerie Wheeler report 13 February, 13 April and 23 April Collected large amounts of garlic mustard on the April dates. Lots of people on the towpath, even in the February snow. Poole's Store had a sign, "open only on weekends" in February. By April it was obviously closed for good. Montgomery County owns the Poole's Store and house property. Hopefully it will be able to reopen. **Carol Purcell reports 15 June** Very little trash, a Bike Patrolter picked it up. The exit side of the parking lot by the lock house still has a huge pothole that makes using that side almost impossible. I was invisible to animals, and observed numerous red-eared turtles, another type of pond slider turtle, and heard bull frogs. A belted kingfisher was flying the widewater area, and two green herons were fishing. Another surprise was a barred owl that flew up out of the prism and landed on a tree beside the canal. It ignored me as I stood and watched for 20 minutes. A red fox crossed the towpath and lay in the sun along the towpath.

Level 11 Milepost 25 to Sycamore Landing Sandy and Brenda Kahn report 10 May Very light trash. Only one biker, and two men in

a Conservation Corps truck on the towpath. Noted phlox and spring beauty on a beautiful sunny day around 65. **Pat Hopson reports 18 May** The towpath was in very good condition; quite wet and with lots of puddles. The vegetation was much more enveloping since my mid-April visit. The very regular border of the towpath made it clear that it has been mowed or edged regularly. I heard a lot of birds but recognized only one call – the unmistakable "who cooks for you?" of a barred owl. **Kevin Shaner and daughter report 21 July** towpath was in very good shape; mostly dry and well packed. No wildlife to speak of – too hot for man and beast! There were an abundance of hickory nuts on the towpath and only two patches of wildflowers left.

Level 12 Sycamore Landing to Edwards Ferry Pat Hopson and Carol Ivory (assisted by fellow Sierra Club members Ray Abercrombie, Larry Broadwell, Janet Kegg, and Frank Wodarczyk) report 29 May Some trash at Sycamore Landing; very little trash along the entire level; moderate trash at Edwards Ferry; and lots of trash along the riverbank between Milepost 30 and Edwards. The towpath was muddy but in mainly good shape except for a few washouts. However, the bicyclists are creating many ruts and mud holes in this continuing wet weather. The abandoned picnic table is still there at mile 30.4. A big THANK YOU to the Park Service for taking out the post on the left side of the Jarboe store ruins. **Bravo! 31 July Frank Wodarczyk** reported vandalism of the toilet door and trash at the Edwards Ferry boat ramp area. It was reported to NPS and Frank noted on 7 August that the door was repaired. Trash and vandalism are often significant problems at boat ramps and fishing access areas on the canal.



Purple-Headed Sneezeweed
Photo by Marion Robertson

Level 13 Edwards Ferry to Harrison Island and Level 14 Harrison Island to Whites Ferry Bob Robinson reports 5 August Towpath was largely trash-free but I picked up a large quantity at the Edward's Ferry landing area and parking lot. At Edward's Ferry landing, had a very enjoyable chat with a kayaker from Australia doing international police and fire organization fundraising by kayaking rivers and streams in the area. He was very impressed that the C&O Canal had an organized group of volunteers doing patrols, providing information to visitors, doing trash pickup, etc. and was going to talk about our effort in Australia, where he was unaware of anything similar.

Level 16 Woods Lock to Monocacy Aqueduct Mike Cianciosi reports 2 July There's a large area on the bank of the Monocacy River where heavy equipment had been used to clear the logjam. That area has been smoothed out, but it's still bare dirt. It looks like it could use some grass seed. The aqueduct has a small tree growing out of it on the downstream side. It was not in a place where it could be easily clipped off. I saw 33 turtles sunning themselves on logs, and one large turtle swimming. I think the large turtle was an alligator snapping turtle – it had a very ornate shell with an intimidating look to it. I heard a lot of squawking down by the Potomac, then saw a great blue heron flying away with another large bird, possibly an eagle, flying above it. Apparently the two birds were having a disagreement.

Level 17 Monocacy Aqueduct to Nolands Ferry George Kennett and Mary Wheeler report 12 June Noted seven individuals fishing

from aqueduct.. Encountered NPS Park Police at aqueduct. Large amount of trash, especially at Nolands Ferry; trash can was overflowing. Noted several deer on towpath. **Marion Robertson & Laura Gilliam report 30 July** Very hot day around 100°. Moderate amount of trash. A fisherman told us that a car had rolled off Nolands Ferry boat ramp and was lodged along river bank south of shoreline road which is south of boat ramp. Park Police were ticketing four campers at Hiker/Biker. We noticed at least 30 aluminum cans beautifully lined up at campsite. Noted several butterflies: dusky wing; skipper; black swallow tail; zebra; cabbage white; tiger swallowtail; American lady; silvery checkerspot. Also a sycamore tussock moth caterpillar. Purple-headed sneezewood and wild bergamot were in bloom.

Level 19 Point of Rocks to Catoctin Aqueduct Kevin Shaner and daughter report 20 July No available parking at canal due to work being done at Point of Rocks. Work at the aqueduct seems to be going well. Workers were working on the masonry along the sides of the aqueduct. The high temperatures and humidity seemed to negatively affect the number of trail users. The level seemed to be in great shape.

Level 21 Lock 30 to Lock 31 Ed Rhodes reports 11 July Collected a large amount of trash around mile 57. A large propane tank was in the canal and reported to NPS. Lots of bikes on the canal — there must have been a race. Large groups with numbers on their backs, probably 40+ in all.

Level 22 Lock 31 to Lock 33 Ed Rhodes reports 14 June Large amount of trash, including tires and a baby seat, above Milepost 58. Trash washes into canal from creek that runs along Keep Tryst Road and into canal. **Karlen Keto reports 25 June** Towpath was in great shape, with light trash. Many cyclists, around mile 90.35 walkers/hikers. One canine with human.

Level 24 Dam 3 to Dargan Bend Ron Howard reports 6 June The area was free of trash, at least in the areas I could see. (There could have been some hidden by foliage.) The towpath was clear of debris and in top condition except for evidence of horses recently. Bullfrogs and ducks were observed.

Level 25 Dargan Bend to Lock 37 Don Juran reports 10 July Usual energy food/drink detritus. Unlike most level walks, this one found most of the trash on the towpath, not the boat ramp or parking lot -- usually it's the reverse. About 40 bicyclists, one runner, eight walkers plus one fortyish fellow going at quite a clip. As he passed me, I said, "You are fast! I'm not used to being overtaken." He replied, "I don't know where it's coming from. I'm on my 15th mile." Impressive. Most bicyclists in helmets, but one family, including two kids, not. Towpath, with one glaring exception, in excellent shape, no puddles and minimal mud despite recent downpour. Twenty meters downriver from Milepost 65, where a stream flows through a metal culvert to the Potomac, the bank on the river side has collapsed. The break comes close to the towpath, and the protective orange plastic fencing juts into the towpath. Signs warning cyclists to dismount have been installed in both directions. For now, the towpath is not compromised, but another heavy rain could cause major damage.

Level 27 Antietam Aqueduct to Lock 38 Steve Dean reports 16 July Moderate trash on level. Several bike patrollers on the towpath. Antietam campground was half full. Camp volunteer said use of the campground by homeless required periodic action from Park Police. Water level in Antietam Creek was low, allowing the rare treat of

walking under the aqueduct. Large colony of cliff swallows under aqueduct arches.

Level 28 Lock 38 to Lock 39 Bill Warren reports 30 May The level was very clean. Even the banks of the river looked pretty clean (scoured perhaps) after the recent high water. Generally in good shape, but at about mile 73.7 (a western bend in the river), there are four small washes on the canal side of the towpath. The only thing I can figure is that the river slightly topped the towpath during the high water and spilled over into the canal bed -- there are signs of muddy water most of the way along mile 73. A couple of the washes are 15-18 inches out into the towpath, and 3-4 inches deep. **3**

July The level remains very clean, even under the Rumsey Bridge, which seems to be a favorite of fishermen. The washes I reported on Memorial Day weekend at mile 73.7 have been repaired. On my way back I noticed a folding sign pointing out that Ferry Hill plantation was open from 12-4. I went by and looked in, and met one of the last private residents, Mr. Jack Beckenbaugh, who is now a volunteer guide at the plantation house when it is open. What a view from up there!

Level 31 Lock 40 to Marsh Run Culvert Bill Warren reports 3 July There is a huge amount of garbage on the level, mostly flotsam from the recent high water episodes, mostly between Mileposts 80 and 81. But the area is pretty formidable now, prime snake, tick and poison ivy terrain, and not a place I would like to go alone. In addition, around mile 80.3 to 80.4, there are a couple of huge mounds



Lock 44 — Photo by Jim Tomlin

of debris washed up at Horseshoe Bend that will probably require more than individual volunteers to clean out. Surprisingly few canal users for a holiday long weekend. At some point down around Milepost 80, my cell phone fell off my belt, while I was fumbling with a water bottle or trash bag. I didn't notice and only when I had started back from Lock 40 did a biker stop and ask if I'd lost a cell phone. I checked and of course I had. He handed it over and went on down the trail with my deepest thanks. I love biker folks!

Level 36 Lock 43 to Falling Waters Dick Ebersole reports 13 June It had rained the night before so there were some puddles on the towpath, but other than that was in good condition. Lock 43 and its lock house are in stable condition. The grass needs to be cut around the lock house as soon as it dries off some. A few wildflowers, some raspberries, and wild strawberries. **4 August** The towpath in good condition, with very little trash. I saw lots of wild life, deer, rabbits, squirrels, butterflies and numerous birds.

Level 37 Falling Waters to Lock 44 Jim Tomlin reports 9 May Very little litter present along towpath; Cumberland Valley HBO had a lot of trash. Towpath condition very good — mostly dry with just a few scattered puddles; structures fine. Picnic table and latrine in good shape. Handle on water pump has been put in place and pump is working. Birds encountered: red-bellied woodpecker, pileated woodpecker, Canada goose, Carolina wren, red-winged blackbird, oriole, cardinal, red-eyed vireo, wood thrush, grackle, cowbird, wood duck. Lots of warbler songs. Blooming:

phlox, garlic mustard. **16 July** Towpath condition very good; a few short muddy stretches that are avoidable by bike. NPS had chain-sawed two blowdowns on towpath very recently to keep level clear, perhaps after recent severe thunderstorms in Williamsport area. Thanks to Williamsport area residents for keeping this Level so litter-free. Many saw my C&O Canal Association name badge and greeted me warmly.

Level 38 Lock 44 to High Rock Quarry **George Kennett and Mary Wheeler report 11 July** 100° - mostly sunny & humid when we began. However,

it began raining hard just after returning to Cushwa Basin. Temperature dropped from 100 to 75 in about 30 minutes! Level was VERY clean. 43 geese and several painted turtles sunning themselves near Lockhouse 44. Two



Butterflies at Devil's Eyebrow Photo by Paul Petkus

mallards near the lift bridge and one beautiful lonely swan in the basin. Towpath had several muddy spots from heavy rains three days earlier causing visitors to pass along the edges. Evidence of several trees/limbs being felled from storms was apparent along the level but had been removed. Being a Level Walker is a GREAT thing! **16 July** Towpath was very busy, especially between Mileposts 99 and 100. About 20 persons were fishing in the basin and toward Lock 44; Walkers and bicyclists along the level were numerous. Most of the trash was related to fishing.

Level 41 Dam 5 to Four Locks. **B. K. Lunde reports 31 July** Level was pretty clean. Lots of boats in the river, including an Md. patrol boat. No water in the pump place at 4 locks. Nice new toilets at Four Locks. Quite a bit of water upstream of Two Locks in the canal. It was dribbling into the lock area. The steps to the house at Two Locks were gone. Water hyacinths at the lower end of Two Locks. Lots of paw paw trees, but did not see paw paws.

Level 43 McCoy's Ferry to Fort Frederick **Karen Gray reports 28 May** McCoy's Ferry campground was full, but there were only a couple of vehicles in the boat ramp area and one other car beside mine when I returned to the picnic area. The river is very high and the boat ramp largely flooded, so I suspect most people are not trying to launch a boat while the river is still near flood stage. I've been walking this level since 1977 and have never seen the entire stretch of canal here with significant water in the prism. I believe it was one to two or more feet deep the entire distance from McCoy's Ferry to Big Pool. Big Pool extended almost down to the stop gate, just above which the water narrowed to canal width. Normally the four large culverts along this part of the canal will have had the growth on top of them cut, leaving grass over them that is kept mowed. However, with so much water in the prism, it is not possible for the staff to do so now, and the result is significant intrusion of bushes and grasses, etc. on top of them. Two of the culverts have serious, chronic holes that the staff have not been able to close permanently and that allow water in the prism—when there is water there—to fall down through the bottom of the canal and culvert arch into the stream flowing through the culvert. Surprisingly with so

much water in the canal, I did not see evidence that much of this water is flowing down into the culverts as I expected. I did not, however, go down to the stream below the culvert to look through the culvert to see if I could see water falling into it. That's something I do when I walk the canal between late fall and early spring when there is not much growth and one doesn't have to deal with poison ivy, snakes, etc.

Level 48 Hancock to Round Top Cement Mill **Phillip Michael Clemons reports 8 May** Picked up a large amount of plastic trash that appeared to wash up from somewhere else. Wide mix of canal users including seven on horseback.. Noted several types of birds including woodpeckers and many gnatcatchers just past the US 522 bridge. Numerous cars in Hancock canal lot, majority with boat trailers or bike racks. Canal users were still coming in as I ate ice cream at the remodeled bait and ice cream shop straddling the canal and rail trail.

Level 49 Round Top Cement Mill to Lock 53 **Paul Petkus reports 20 May** Judging by the boat ramp at Little Tolonoway, the level of the Potomac River had been very high recently, but it had abated some. I biked from Hancock to Level 49 to check the condition of the towpath. Most, if not all, of the canal in Level 49 was watered. The towpath showed evidence of just how high the river had been and how much rain had fallen recently. At about mile 129.8, the river rose high enough to top the towpath and flow into the canal. There are flattened plants that lean from the Potomac toward the canal on both sides of the towpath. The towpath was understandably a bit muddy in areas, but not bad overall. The muddiest areas were shallow and easily bypassed. Wildflowers observed included dames rocket, violets, wild columbine, daisy fleabane, buttercups and, of course, dandelions. Butterflies were in abundance, including a large group congregated at Devil's Eyebrow anticline, just below the level. **2 July** Much more garbage was picked up on this trip than any other previous trip that I've made through the level. Almost all of it was at the Leopards Mill campground. The campgrounds in this area of the park received lot of use on the holiday weekend. The towpath is in good condition at this time. The only spot that appeared to be a little overgrown was at the cement mill. I met a family of five at the Leopards Mill campground and chatted with them. They started at mile 184.5 on the previous day and planned to bike the entire length of the canal over the next few days. They were planning on camping around mile 120 so they asked for advice about which might be the best campground to choose in that area. They also inquired about the towns that they would encounter along the rest of their journey. **16 July** The towpath is in good condition at this time. The only spot that was overgrown was in front of the cement mill. The number of sticks that I moved off the towpath were minimal. Not many have accumulated since I cleared them on

July 2nd. The towpath was dry. Wildflowers were far more abundant than I expected. The biggest concentration of them was in mile 129. I photographed a dozen types including phlox and a type of sunflower. I've posted photos of them to the Flickr



Bat Gate at Indigo Tunnel Photo by Tom Airken

Along the Towpath, September 2011



Above - Storm Damage near Mile 141 Photos by Candee Schneider
Below - Towpath near Mile 141 after Clean-up Photo by Steve Dean



good job of leaving the site clean. We left the towpath briefly to check out the Indigo Tunnel. The Indigo Tunnel is Maryland's largest bat hibernaculum and is home to endangered bat species. As of this date, bat gates have been placed at either end of the tunnel, and doors are scheduled to be put up sometime before August. The area along the towpath is lush and green, and the gnats are making their presence known. We managed to see a deer and two squirrels, but the marshy area around Milepost 139 held the most signs of life. The ducks and ducklings were too numerous to count, and adult and young bullfrogs appear to be in no short supply. As usual, the water is dropping with the coming of the warm season, and the water in the canal bed has become black and stagnant. We saw approximately fifteen bikers on the towpath. A group of four appeared to be doing the through ride to Cumberland, while two others were heading to Georgetown. There were numerous people in canoes and kayaks in the river, and a group of fishermen near the Sideling Hill Creek Aqueduct left with a nice stringer of catfish..

Level 53 Fifteen Mile Creek Aqueduct to Lock 59 Tom Aitken and Candee Schneider report 12 June We assessed the condition of this level on an at-large basis. We encountered the aftermath of a destructive storm. Trees were downed across the towpath and into the canal bed itself for approximately .5 miles. Many of them were of a significant size--several feet in diameter--and one particularly large one was snapped off at about forty feet above ground level. Due to storm debris and countless fallen trees, it took approximately 45 minutes to traverse a relatively short distance and much of the time we had to travel down the middle of the canal bed in order to avoid the trees. We met a group of riders who had stayed at a B&B in the vicinity of Little Orleans a few days earlier. From the information we gathered, the storm--described as a tornado--touched down briefly on Friday, June 10th.. The before and after

web site.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct Tom Aitken and Candee Schneider report 4 July Trash was a bit more prevalent at the Fifteen Mile Creek Campground, but overall, the level was as clean as we've seen it in a while. The towpath is in excellent condition. We did do a good bit of pruning and stick removal from the trail. The fire pit at Indigo Neck was well-used recently, but the campers did a

pictures show the great job that the NPS maintenance team does to keep the canal clear and safe for us.

Level 54 Lock 59 to Lock 60 Dennis Kubicki reports 30 May Normally, my level is very clean. This day was no exception. I encountered about two dozen people. This is unusual for me on the level: but it can be explained, I'm sure, by the fact that it was the Memorial Day holiday and also due to the relatively good weather. The biggest group was a scout troop from Tuscaloosa, Alabama which was biking the towpath to Georgetown. The towpath was very muddy in places; reflecting all the rain we have had. Such was not the case on those sections that had recently been resurfaced with packed gravel (noted in my previous reports). The conditions at Locks 59 and 60 and at the Stickpile Hill hiker / biker camp were very good.

Level 58 Lock 63 1/3 to Tunnel Parking Area Skip Magee reports 1 July Noted several scout groups. Level was quite clean. Towpath through the tunnel showed the usual signs of erosion under the dripping filled vertical shafts. Level is well marked and maintained. **Level 60 Opposite Little Cacapon to Town Creek Aqueduct John and Judith Lilga report 30 June** For the first time ever, the entire entrance and towpath was clean. Culvert 215 continues to be partially silted. Lock 67 sign is extremely damaged.. An uneventful, pleasurable time on the towpath.

Level 61 Town Creek Aqueduct to Lock 68 Steve Johnson reports 26 May Not a bit of garbage on the level! Surprisingly good considering the amount of rain and wind. A few trees toppled into the canal itself but none blocking the path. One mean snapping turtle with no fear of anyone or anything and four wild turkeys were sighted. Lockhouse 68 porch could use some attention. The wood decking is rotting away.

Level 62 Lock 68 to Oldtown Bob and Joan Mischler report 26 June Path is full of potholes -- some with puddles, some dry -- and very bumpy for a bike. Noted tiger lilies, small Queen Anne's lace, few remaining dames rocket, garden phlox, daisies, yellow hop clover; water lily pods are yellow but no flowers yet. There was also a hill full of flowering rhododendron on the berm side about mile 165.5. Cut back some vegetation and cleared limbs from trail. Lockhouse 70 at Oldtown was open, but with no sign, it was very hard to observe while walking or riding by.

Level 65 Spring Gap Recreational Area to Lock 74 Bill and Marsh Romano report 6 August No trash noted. Towpath muddy with lots of puddles. Plant life was flourishing and provided a lush scenic view. I did not observe any wildlife although gnats and mosquitoes



Culvert 234 Photo by Steve Dean

were abundant. No users noted.

Level 66 Lock 74 to Mexico Farms **Jim Lyons reports 25 and 30 July** Numerous bikers and three fishermen, very busy. At approximately mile 175.8 is a very large, deep mud hole --in my opinion, a hazard to bikers. In general, this level is quite rutted, shows a great deal of wear by bikes. I spotted a doe and her fawn, as well as a pair of herons. No trash was collected.

Level 67 Mexico Farms to Evitts Creek Aqueduct **Steve Dean reports 22 June** (At-large report of Levels 65 through 67) Towpath was wet from recent rains with much water in ruts. Sighted numerous wood ducks with ducklings. Culvert 234 towpath arch was accessible and in good condition. All three levels were well trimmed, especially around lock houses. Collected 18 beer cans and four cigarette boxes on Levels 66 and 67; all of the same brands. Met one through hiker, but there were not very many more canal users on a hot day.

Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge **Bob Mischler reports 26 July** Path is dry and in good condition. Joe-pye weed, Jerusalem artichoke in bloom. I cut back some vegetation but most had been done earlier.

Level 69 Wiley Ford Bridge to Cumberland Terminus **Bob Mischler reports 26 July** All the trash was on the last mile before Cumberland, rest of path totally trash free. Edible blackberries were out. I cut back a great deal of thorny vegetation. There is a new interesting side trip available: the railroad bridge at about mile 184 (Western MD 9th Potomac Crossing) has had a walkway installed and there is a fantastic view of Cumberland from the bridge. There is a steep incline from the towpath to the old track level, but some kind soul has attached a rope to a tree, which makes it much easier to climb up and down. There is a tunnel (Knobley Tunnel) further along on the W.Va. side, but I didn't get to pursue it. It might also be a neat bike ride if one can figure out how to drag the bike to the old track level from the towpath.



View toward Cumberland from Western Maryland Railway 9th Crossing Bridge
Photo by Steve Dean

The Park after Dark!

On September 24th at twilight the Canal Trust is sponsoring a special fund-raiser for the C&O Canal National Historical Park at Great Falls (6:00 to 9:00 p.m.). There'll be music and campfires, seasonal food and desserts, as well as an auction. Tickets are \$150 (\$115 tax deductible). For more information, visit <http://www.canaltrust.org/trust/>.

Calendar of Events - 2011

DATE	DATE	EVENT (updates at www.candocanal.org)
Sep. 17	Sat.	Sharpsburg Festival, Sharpsburg, Md. Contact William Bauman. wdbauman@visuallink.com
Sep. 17 & 18	Sat. & Sun.	Canal Apple Days at Hancock, Md. Contact Rita Bauman. wdbauman@visuallink.com
Sep. 19 - 24	Mon.-Sat.	World Canals Conference, The Netherlands. For more information, see www.worldcanalsconference.org
Sept 24	Sat.	A Day at the Point, Point of Rocks, Md. Community Park. Contact Rita Bauman (info. below)
Sep. 24 & 25	Sat. & Sun.	Canal/Rail Fest, Cumberland, Md. Contact Rita Bauman. wdbauman@visuallink.com
Oct. 2	Sun.	Fall bird walk with Kurt Schwarz. Meet at 8:00 a.m. at Cushwa Basin. Contact Marion Robertson (301-657-8992) or marobertson@verizon.net
Oct. 2	Sun.	Board Meeting at the home of Tom & Linda Perry in Williamsport, Md.
Oct 15	Sat	<i>Rededication of the restored Catoctin Aqueduct.</i> Celebration and ceremony begins at 10:00 a.m.. Updates at www.candocanal.org .
Oct. 10-15	Mon. - Sat.	Through Bike Ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
Oct. 16	Sun.	Canal stewards work day at Swains Lock, from 9 a. m. to about noon. Contact Steve Dean at levelwalker@candocanal.org or 301-904-9068.
Oct. 29	Sat.	Annual Heritage Hike & evening dinner & program, Hancock vicinity. Hikes of varying lengths. Details in this newsletter. See page 1
Nov. 20	Sun.	Continuing Hike Series, 10:30 a.m. Mile 10.4. Carderock & Billy Goat Trails B & C. Meet in first parking lot on right. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 3	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern. Visit five vistas along the canal. Contact Carl Linden (301-461-2071) or Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 4	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Jan. 1	Sun.	New Year's Hike. Details TBD. Mary Huebner

Waivers are required for many of these Association activities. The event leader will provide the forms. Hikes require proper footwear.

Great Falls Wildflower Photos Needed

The Park Service has asked the C&OCA Nature Committee to prepare a one-page list of wildflowers found in the Great Falls area. We will sort them by color, location, flowering times and habitat. Our *Guide to Spring Wildflowers* on our website will be a start. We will expand the list to include more flowers and times of blooming in other seasons of the year. We plan to cover the whole towpath later, so all pictures are welcome. We invite you to send us your flower photos to marobertson@verizon.net. Include your name, the flower's identity (if you know it - otherwise we will try to ID it), the date, habitat and location.

- Marion Robertson

(**Heritage Hike** from page 1) the drop-offs at Little Pool and the Licking Creek Aqueduct. The shuttle will go to the farthest drop-off first.

Hikers sign a waiver before boarding the bus. The bus fee is \$5, if prepaid with the reservation, \$7, if collected on site. Please have exact change. Bring a bag lunch and a drink. **See below Karen Gray's historical highlights along this section of the towpath.**

Those not hiking but coming to dinner might stop at the C&O Bicycle shop on S. Penn Ave in Hancock and rent a bike for a ride on the towpath or rail trail. The ice cream shop across from the bike shop will be open as well.

Happy hour (at 4:30), dinner (at 5:30), and the evening presentation will be at St. Peter's Catholic Church, 16 East High Street, up the hill from Hardee's. The church's renowned spaghetti dinner, and all that goes with it, costs but \$15 and that includes happy hour libations.

After dinner, William Bauman will tell us the story of the enterprising Bowles family, who operated a farm and a feed-and-produce store on the canal during its peak years (1875-1905).

The reservation form for happy-hour/dinner (\$15) and bus fare (5\$) is inserted in this issue. Forms must be received by Friday noon, October 14. After this date no cancellations, or additions are accepted, or refunds given. Check the C&OCA website at www.candocanal.org for any updates on the Heritage Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org

Accompanied by the Past by Karen Gray

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

Heritage Hike: Fort Frederick to Hancock

The road that passes Fort Frederick and continues down to the river, crosses the canal on a bridge over one of four stop gates in the canal's longest level: the fourteen-mile level between Lock 50 at Four Locks (mile 109.32) and lock 51 near Hancock (mile 122.6). These stop gates are small structures compared to the great stop gates that provide passage of the canal and towpath through a guard wall at Dam 4 and just above Lock 16 at Great Falls. Those gates are designed not only to hold water in the canal behind the gates, but also to close the gap in important guard walls that protect the canal downstream from flood waters.

On the other hand, the four stop gates on this level are built only to hold back water in the canal. They are at McCoys Ferry (mile 110.29), at the lower end of Big Pool where the hike starts (mile 112.4), at the upper end of Big Pool (at mile 114.21), and at the lower end of Little Pool (mile 119.71). The walls of the stop gates are 18 ft. apart,

thus only 3 ft. wider than the locks, and required boatmen to steer carefully in passing through them. A high pedestrian bridge with steep steps on both sides once existed at this point (when there was no road requiring a road bridge).

These gates were closed by placing large planks into the slots on both sides. This would be necessary if something caused the canal to lose water or, if the water level below the gate were being deliberately lowered for some reason, such as effecting repairs. Being able to retain water at various points along this level was critical in such circumstances not only because of its great length, but also because of the unusual construction methods used in the Big Pool and Little Pool sections.

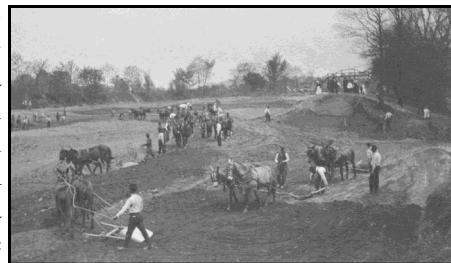
At Big Pool the engineers built the towpath berm on a low natural ridge, but did not build a berm on the land side. Instead, they allowed canal water to form a small lake between the towpath and where the land began to rise across a low-lying flat area. Originally, Big Pool was a mile and a half long (mile 112.5 to 113.94), but the pool has been shrinking and is smaller now.

Similar construction occurred at Little Pool (119.84 to 120.75), where some of the towpath berm utilized a long, narrow island near the Maryland shore. Again, canal water filled the area between it and the rising land a short distance away, creating a sizable pool that is, like Big Pool, a popular fishing site today.

In the winter when most of the canal was drained, Big and Little Pools were not drained, as filling them again in the spring would have required a great deal of water and time. Thus the stop gates at their lower ends were important to holding water in the pools during the winter closure.

Another factor made the stop gates on this level crucial: this is an area notoriously prone to sinkholes created when pockets in the underlying limestone collapse. If walkers watch carefully, they will see signs of several such sinkholes in the prism of the canal along this section. In the operating days of the canal such holes could collapse a berm or drain large amounts of water into the hole, making closure of the nearest gate upstream critical, in order that as little water as possible would be lost above the breach.

In the great flood of 1889 that put the C&O Canal Company into bankruptcy, long sections of the towpath in the Big Pool and Little Pool stretches washed out. The restoration of the Big Pool towpath berm and the channel for the boats beside it was especially a major project, and one that resulted in an important legacy: a series of photographs showing horses, men, wagons, scoops, and many details of



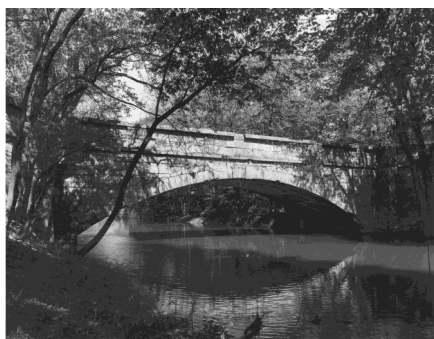
*Big Pool Construction 1889
Photo courtesy of NPS*

laborers' dress and tools, etc. These images are often used today in exhibits and waysides to illustrate canal construction and repairs.

At mile 113.5 a masonry spillway is located just above an earlier masonry waste weir—both structures needed to control water levels in Big Pool.

Above Big Pool (mile 114.02) the towpath passes under a trestle that connected the Western Maryland Railroad with the Baltimore & Ohio Railroad mainline across the river. The current trestle was built after the canal closed and therefore has a lower clearance (only 9 ft.) than would have been allowed when boats needed to pass underneath. This line is now part of the CSX system.

Walkers cross the Licking Creek Aqueduct at mile 116.04. This is the first of the six single-arch aqueducts along the remaining 68.5 miles to Cumberland. The five aqueducts below it all have three-arches except for the



Licking Creek Aqueduct
Photo courtesy of NPS

Monocacy, which has seven. The Licking Creek aqueduct was built of Tonoloway gray limestone obtained from a quarry one-half mile north on the banks of Licking Creek. Stone for the sheeting was boated up the Potomac River some seven and a half miles

from the limestone quarry at Prathers Neck.

Begun in July 1835 by contractor Richard Holdsworth, it was reassigned in February 1837 to Enos Childs who then had to abandon his first contract in late October. Within two weeks Childs entered into a new contract under which the aqueduct was completed in May 1838.

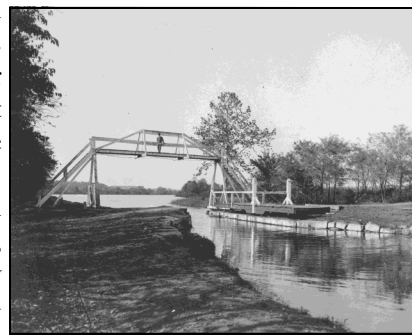
Holdsworth was a major contractor on the canal, working on locks and lockhouses near Seneca between 1829 and 1832, often in partnership with a Mr. Isherwood. The Holdsworth-Isherwood partnership built the Seneca Aqueduct. Enos Childs also had other aqueduct connections, as he held the contract for the Fifteen Mile Creek Aqueduct for about 16 months in 1838–1839 before abandoning it.

Thomas Hahn reports that the NPS Milepost 117 above Licking Creek Aqueduct is misplaced, and that the error in the NPS mileage continues to near lock 51. Mileages in Hahn's *Towpath Guide* (which even the Park Service came to use), are, in fact, those arrived at by Orville Crowder, who measured the entire towpath in 1959 with a surveyors wheel. Crowder's notes on the canal became the basis for the *Towpath Guide*, and Crowder was a main force behind the creation of the Level Walker program that was so important to monitoring towpath conditions and intrusions before the national park legislation was finally passed.

This program still provides the Association with its most complete independent picture of conditions up and down the canal.

About a mile below Lock 51 in 1836, Dutch and “country born” (i.e. native American) laborers hired by contractors G. M. and R. W. Watkins were attacked by a group of Irish and beaten with such ferocity that even ten months later the contractors were having difficulty finding men willing to work for them.

At mile 122.59 and 122.89, walkers pass Locks 51 and 52 for which, in 1835, Robert Brown was awarded the construction contract. In 1837, however, both contracts were reissued, with William Storey taking over and completing the work on Lock 51 while Brown completed Lock 52.



Big Pool Bridge and Stop Gate
Photo courtesy of NPS

Brown also built the Tonoloway Aqueduct 1835–39. It is just above Lock 52 and is connected to it by a continuous stone wall.

In 1865, A. B. Tancey was given permission to establish a grocery and feed store at Lock 52 and a year later. Theophiles Barnett was given permission to build a grocery and feed store at Lock 51. It isn't clear that both stores actually operated so close to each other then or later, but Harlan Unrau found a record for some 27 such stores being located along the canal at various times and places. They would have served both boat people and locals.

The lockkeeper at Lock 51 was likely often hired to take care of both Locks 51 and 52, being paid more for the double task. He could have hired additional help with the extra money, or kept it if he and his family were able to handle both locks. In 1839, when these locks first opened with the completion of the canal to Dam 6, Henry Rowland was the lockkeeper and was paid \$200 a year, while keepers assigned to only one lock earned \$150. After Henry, an Upton Rowland was lockkeeper on these two locks until 1848.

On the berm near Lock 52 is the Bowles House, now Hancock's C&O Canal Visitors Center. Walkers should stop to visit the house, learn its history and enjoy the view from its porch before walking the last mile into Hancock.

At mile 122.96, above Lock 52, walkers cross the Tonoloway Creek Aqueduct, locally called the Bowles Aqueduct. This aqueduct is notable for the use made of the natural rock outcroppings on both sides of the creek. On the upstream side these serve for the aqueduct's abutment, resulting in an irregular arch. On the lower berm, where there is a waste weir, the spillway is on the natural rock.

(Continued on p. 19)

Across the Berm

Minny Pohlmann

by George Lewis

Minny Pohlmann crossed the berm June 8th of this year; her heart, mind, and soul were 92 years young. I am fortunate to have had many good mentors in my lifetime and Minny was one of the very best. Months after her death I still find myself reaching out to catch her hand and pull her back into our prism; pull her back to tell her that her work is not done in the Potomac River Valley; to tell her that there are still important conservation issues for her to champion, several levels to traverse, numerous locks to negotiate, hundreds of historical structures to save, new folks to mentor, and many more mile posts to tally before she snubs up at the Watergate and leaves the center of our world — the C&O Canal.

Minny was polite, unassuming, and like a pit bull, and once she got her teeth into an environmental issue she would not let go; yet, she had the tact and charm to make her voice heard, to win her battles through reason, quiet persuasion, and personal persistence. Her fellow C&O Canal National Historical Park Commissioner, Dr. Jim Gilford, remembers her as a knowledgeable, dedicated and effective community activist, thoughtful, informed and fair — but uncompromising when dealing with the many issues and concerns that threatened our world. Jim reminds us that Minny was truly a friend of everyone serving on the many work groups and commissions in which she regularly served; he emphasizes that she was loved and respected in return.

None other than the former President of the United States, Bill Clinton, former Maryland Governor Parris Glendening, and a plethora of us canal and river-loving types remember our Minny as the “little old lady in tennis shoes” — a moniker

Minny loved the Potomac and the C&O Canal and was an ardent proponent of conserving the lands and waters of the river basin and its rural landscapes. Below we see Minny at her favorite spots — (left) rock hopping on the Potomac near Harpers Ferry, (right), Minny talking with Jim & Barbara Gilford at the Catoctin Aqueduct ground-breaking, and Minny chatting with Navy divers, who were checking the Monocacy Aqueduct's piers. Roy Sewall took the photo at the Catoctin Aqueduct ground breaking and the others were provided by Blanca Poteat, Minny's daughter.



Along the Towpath, September 2011

publicly bestowed on her by President Clinton – a handle of which Minny was very proud, a nickname that often invoked the Minny Pohlmann signature giggle.

The short list of organizations Minny influenced and to which she gave much of her time and effort includes the C&O Canal National Historical Park, the C&O Canal Association, restoration of the Monocacy and Catoctin Aqueducts, Frederick County Planning and Zoning, C&O Canal National Historical Park Advisory Commission, Interstate Commission on the Potomac River, efforts to preserve the Sugarloaf Mountain area, Nature Conservancy, Audubon Society, Potomac Valley and River Rights Council, and many other civic organizations.

Minny spent several of her final years maneuvering her motorized wheelchair (and most often exceeding the speed limit) through the nursing care community halls and gardens of Homewood at Cruiland Farms in Frederick County. I visited her there every few months (but, not often enough); on behalf of C&OCA I would take her for a stroll, and always sit at her side for a lecture and some sage guidance on how best to keep the Potomac River Valley, the C&O Canal Association, and her beloved C&O Canal, between the towpath and the berm -- without running out of water and busting our keel. Minny, the First Lady of the Canal, (as did the then First Lady of the USA) graced ceremonies for the restoration of the Monocacy Aqueduct. And, she (Minny that is) constantly asked about the progress of our efforts to restore the “Most Beautiful Aqueduct on the Line,” in fact her last appearance in public was at the 2010 ground breaking for the restoration of this aqueduct.

So, be sure this fall to keep a sharp eye out for tennis shoe tracks (size small and indicating a fast pace) at the 51.5 mile mark of the old ditch. I have no doubt that one of the Potomac Valley’s most steadfast activists and dearest friends will sneak back over the berm, if only for the short time it takes to open the wickets, to celebrate (and yes, to do a bit of unfinished mentoring) at the dedication of the restored Catoctin Aqueduct.

Minny, we love you and we miss you.

C&OCA

P.S. to Minny: Please leave the gates open.



Association Funds

Thanks to Our Generous Donors

(from 5-26-2011 to 8-22-2011)

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A Warm Welcome to Our New Members



Philip A. Bangert, Washington D.C.

Stefanie Goss, Hagerstown Md.

*Kathleen Kibler, Mahoney &
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Jeff Mansbach, Bethesda Md.

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Donna Printz, Martinsburg W. Va.

Cristine Romano, Washington D.C.

*Geoffrey Thulin &
Julie Aha, Cashtown Pa.*

Sheila Weidenfeld, Washington D.C.

(Continued from p. 16) In 1865 the Division Superintendent reported a bad break in the aqueduct requiring major repair. In 1870 Chief Engineer William R. Hutton warned that the aqueduct was “cracked in every direction, and in places has come to pieces, and fallen out.” Also, the walls had bulged requiring iron rods to be placed through the work to strengthen it. During the winter of 1873–74 a wooden trunk was installed so that the berm parapet spandrels and arch could be repaired without affecting navigation when it resumed in the spring.

The berm wall was rebuilt in 1874, but in 1887 Superintendent E. S. Mulvany saw the need for repair of the wooden trunks that had been put in the Tonoloway and Sideling Hill Aqueducts because of the previous collapse of their berm parapets. An engineer visiting the site in 1950 reported that the spandrels had fallen, and stones in the arrel of the arch showed “considerable disintegration.” Now a footbridge takes the towpath across the aqueduct.

At mile 125.26, (the Hancock town line), Canal Towage Company boat No. 57, built in 1909 and captained by Ab Davis, lay derelict after the closure of the canal in the spring of 1924. Although all signs of the boat are now gone, it has been immortalized in its documentation by National Park Service staff in 1939. Those formal drawings are now widely published and represent our best record of the standard C&O Canal freighter so familiar from photographs of the canal during its last decades.

At mile 123.84 in the heart of Hancock, is the P.T. Little Warehouse, an important remnant from the canal days. At 123.92, a basin on the berm 150 ft. long and 40 ft. wide, was cut off in 1903 by the construction of the Western Maryland Railway extension from Big Pool to Cumberland.



Service-Learning on the C&O Canal

by Val Wheeler, Chair of the Youth Committee

In May, Rachel Stewart and I represented the C&O Canal Association at a local high school's annual service fair, where students can sign up for summertime activities. At Maret students engage in a various service-learning activities including a service-learning trip to the C&O Canal NHP with Association members providing guidance. If you are interested in contacting schools in your area to see if service-learning activities are part of the curriculum, let me know so we can share more stories and expand C&OCA's outreach. We need to expand our connections to educational institutions and offer opportunities that open students' minds to the world around them and give them a chance to learn about the great work of the Association. If you have questions or suggestions, just email valthepotter@att.net.

The Story of our Trip to the C&O Canal

First and third graders from Ms Tomasi-Carr's and Mr. Stone's classes at Maret School went to the C&O Canal to explore what was around the Great Falls Tavern. In collaboration with their teachers, the students summed up what they did during their visit to Great Falls and the canal:

We learned about plants and animals living along the river now, also what life was like on the C&O Canal from 150 to 75 years ago for the families who cared for the mules and ran the boats up and down the canal.

We saw lots of pretty wildflowers. We saw violets that were small, purple, and unlike any of the other flowers. We saw beautiful spring beauties that were light pink and shaped like stars. We saw paw paw blossoms on the trees that looked like maroon bells. Zebra swallow tail butterflies were laying their eggs on them. The gill-over-the-ground was an amazing, tiny flower growing close to the ground with spiky green leaves. We saw a lot of invasive garlic mustard plants which are not good for the other plants, but we knew we weren't supposed to remove it ourselves. We also saw golden ragwort, poison ivy, and blue bells, too.

We saw lots of living animals on the trip. We saw a spider on the trail. We saw a great blue heron catch a fish in the water, pick it up, and eat it whole. A caterpillar was black and curled into a “c”. We saw two salamanders sunbathing and we thought a snake was trying to eat one. We also found a shed snake skin along with it. We saw lots of tiny little flies and a shiny jewel beetle.

When we came back to the tavern headquarters, we experimented with games and clothes that kids used 150 years ago. It was really hard being a kid 100 years ago because you had a lot of jobs to do starting when you turned five. Before you were five, there was no one to watch you, so you were tied to a harness so you wouldn't fall off the boat. Sometimes the kids had to walk the mule along the canal, but they could play games along the way. Some of the games were a little wooden figure that could do flips, a challenge getting a ball on a string into a cup, and a buck-saw that was a spinning wheel. It was really fun playing with the games that they used a hundred years ago. The kids only went to school for three months of the year in the winter when the Canal was frozen. Usually the girls would wear a simple dress, but since most people weren't rich, they just wore work clothes to walk along the canal. We also got to try on some of the clothes

We also met a mule named “Lil,” short for Lillian. We fed her lots of grass and she liked dandelion leaves the best. We learned that you can only make a mule by having a donkey as a father and a horse as a mother. If you were to switch it around, it would make a hinny, which is a much weaker animal. The mule is actually stronger than a horse, gets injured less, and eats less, although Lil is an exception to the rule there because she loves to eat!

We appreciate that Valerie Wheeler and Marion Robertson of the Chesapeake and Ohio Canal Association took the time to help us learn about the wildlife. We really

(continued from p. 19) liked the C&O Canal and we think everyone should go visit!



Marion Robertson talks about the canal with 1st and 3d graders from Maret School

Note: Val Wheeler and Marion Robertson served as guides for the Maret School field trip to the C&O Canal. Val Wheeler, who chairs our youth committee, planned the day's activities with the 1st and 3d grade teachers and the service-learning coordinator at Maret. She also briefed students, teachers, and parents before visiting the park. Val looks toward expanding the Association's partnerships with local schools and stimulating student interest in the park.

Entries Head to Hancock's Barge Bash

Nate Bickford, architect and builder of the Bike Patrol barge, is pictured with Ranger Emily Hewitt and Superintendent Kevin Brandt's three children, Delaney, Carson and Parker.



Ranger Curt Gaul, Dave Engstrom, Nate Bickford and Luis Viteri carrying the barge entry to the launch site. Their entry won the Acorn Prize, which is awarded to the 'most festive' barge.

NATURE NOTES by Marjorie Richman

The True Color of Leaves

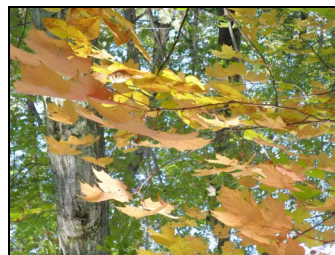
After a long winter, it's a relief to see the trees leaf out in shades of green, a sign that warm weather has arrived and spring flowers will follow. In spring's grand awakening, we tend to think that the true color of leaves is green and that autumn colors are the last burst of brilliance as dying leaves fall to the ground. Actually, it is the opposite. Only in autumn are the true colors of leaves revealed. Invading chlorophyll greens the spring leaves, a pigment that develops in response to increased sunlight, longer days and warm temperatures. It masks resident pigmentation for as long as conditions remain favorable. When the weather changes, chlorophyll disappears and the resident pigments appear. Although the seasonal retreat of chlorophyll allows other colors to appear, it does not guarantee a colorful autumn season. Two other factors are of prime importance: a variety of different tree species and weather conditions that bring out the full color of resident pigments.



Pigments that govern color are specific to particular tree types. We are very fortunate to live between the northern forests and the southern Appalachians. Here, many types of trees flourish. The yellow, orange and brown colors that we see in the leaves of such common towpath trees as paw paw and sycamore are produced by carotenoid pigments that come forth when they are no longer masked by chlorophyll. The red and purple colors, the star attractions of autumn, are produced by anthocyanin pigments in the leaves of red maples and dogwoods. As fall progresses, each tree type adds its own special color to the seasonal display.

The variety gives us a multi-colored autumn, but it is the intensity of the colors that determines the brilliance of the season. Intensity depends upon weather conditions rather than tree type. The most important are bright sunlight early in the fall, sunny warm days with chilly evenings, and enough but not too much rain. If there is drought or little variation in temperature between day and night, the result is a pastel autumn rather than a dazzling array of colors.

By the time you read this, the annual "weather watch" will be in full swing with experts predicting the intensity of the coming fall colors. Soon we can judge for ourselves as we walk along the Towpath viewing the red, purple, gold and yellow displays, the true colors of leaves.



Along the Towpath, September 2011

Nature Walks

Dragonflies Rally Along the Towpath

On June 24 Steve Dean and Marjorie Richman led a walk along the towpath from Oldtown to Town Creek to view the summer gathering of dragonflies. The group identified seven species of dragonflies as well as several birds, including a little blue heron. Particularly impressive were the muskrats that were seen, one large enough to be mistaken for a beaver at first glance. Steve took the photos below.

We Come in Different Shapes, Colors and Decorative Styles

1. Damsel fly (Royal purple)
2. Semetrum (Stylish tail stripes)
3. Semetrum (and nice eyes)



4. Halloween pennant (Classy wings)
5. Halloween pennant (Look closer)
6. Blue Dasher (Blue is cool)



7



Little blue heron

Widow skimmer (black is chic)



Muskrat

Hustle and Bustle on the C&O Canal - 1877

by William Bauman

This is the eighth in a series of canal reports taken from newspapers of the time.

On Jan. 5, 1877, a newspaper reported: "Mr. John Gorman during the past season made twenty-one round trips on the canal with his steamer, the *Arthur Lovell*, taking a tow. This, Mr. Gorman tells us, is the best record made by any steamer during the year."¹ Then we read, "The steamer *Arthur Lovell*, Capt. Thomas Gorman, is now being used as a tug to tow the mule boats loaded at the Potomac Wharf to the lock at the terminus of the canal. The *Lovell* is a strong steamer and will be of great assistance to the boats."² Apparently that duty was short-lived, as we read the next day: "The *New Era*, Capt. McCardell, with the boat *Julia Borden* in tow leaves this morning freighted with Borden coal; also, the *Arthur Lovell*, with boat *Capt. Masters* in tow, will leave this morning. The boats carry the first shipments this season of the Borden Mining Company."³ Following through the newspaper we see that Capt. Gorman departed with his two boats on: 4/6; 4/18; 5/11; 5/19; 5/29; 6/8; and 6/17, averaging 11 days per round trip. Capt. McCardell departed with his two boats on: 4/2; 4/21; 5/1; 5/12; 5/21; 5/30; 6/8; and 6/18, also averaging 11 days per round trip. And the next day we read: "The 'twin boats' *George S. Young* and *W. H. Lowe* arrived up yesterday and will freight with Maryland coal. When on the canal they are closely hung together, and are separated only when going through the locks."⁴ Capt. Renner departed with his "twin boats" on: 4/6; 5/1; 5/30 and 6/21, averaging 25 days per round trip. So, can we ascribe the doubling in trip time to the necessity to separate the "twin boats" when going through the locks, descending and ascending? For further information, go to http://www.candocanal.org/histdocs/Double_Boat_Report.

We also notice that from mid-June to mid-August boating virtually ceased. This was the period of the boatman's strike. The boat captains were paid between 60¢ to 90¢ per ton to Georgetown and wanted \$1 per ton. The American Coal Company owned 62 boats and thus could pay 60¢ per ton because the captain did not have to make installment payments. Consolidation Coal Company had built 39 boats and thus controlled the "trippage" or installment payments as well as the freight payments to the boat captains who bought the boats. Naturally the coal companies gave preference to boats in their line; outside boats had to pick up a load wherever they could at whatever the coal company would pay. On Friday, June 22, 1877, about 40 boats rendezvoused at a place called Horse Bend Culvert and also at "Rogue Harbor."⁵ Canal President A. P. Gorman met with the boatmen; there were some 300 boats along a space of two miles, tied up four abreast, in the Point of Rocks to Berlin area. Sheriff Mayberry, of Washington County, with his *posse comitatis*, informed the boatmen that they could not block the public highway (i.e., the canal). They did not have to freight for less than \$1 per ton, but they could not stop others. On July 30, 1877, the steamer *Star No. 3* was burned to the waterline by masked men.⁶ President Gorman appealed to Governor Carroll who sent in the Seventh Regiment, M.N.G., Col. James Howard, to Col. H. Kyd Douglas, aide-de-camp to the governor at Hancock, and with the sheriff began arresting trouble-makers and the canal was opened.⁷

While the steamer *Arthur Lovell* went back to work towing *Capt. Masters* for some 11 additional trips that season, Captain Cowden had to take over. The steamer *New Era* resumed towing *Julia Borden* for nine more trips that season, another Capt. Cowden had to take over. The "twin boats" made five more trips that season, also with different captains. On Nov. 24, 1877, another **freshet** ended the boating season. What a year!

¹ *Alleghenian and Times*, Cumberland, Md., newspaper, Friday, 1/5/1877, p. 3.

² *Ibid.*, Monday, 4/2/1877, p. 4.

³ *Ibid.*, Tuesday, 4/3/1877, p. 3.

⁴ *Ibid.*, Wednesday, 4/4/1877, p. 4.

⁵ *Ibid.*, Monday, 6/25/1877, p. 4.

⁶ *Ibid.*, Saturday, 8/4/1877, p. 2.

⁷ *The Shepherdstown Register*, Shepherdstown, Va., newspaper, Saturday, 8/18/1877, p. 2.

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

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

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
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Palisades District Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)
11710 MacArthur Blvd., Potomac, Md. 20854
Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham
Supervisory Visitor Use Assistant 301-767-3703 Paul Johnson

Georgetown Visitor Ctr 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supervisory Park Ranger 301-491-2452 Alyssa Baltrus

Great Falls Tavern Visitor Ctr 301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854
Supervisory Park Ranger 301-767-3702 Alyssa Baltrus

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

Western Maryland District
District Ranger 301-722-0543 Todd Stanton
Cumberland Subdistrict 301-722-0543
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Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, Md. 21795
Supervisory Park Ranger Curt Gaul

Hancock Visitor Center 301-745-5877
439 East Main St., Hancock, Md. 21750
Supervisory Park Ranger Hollie Lynch

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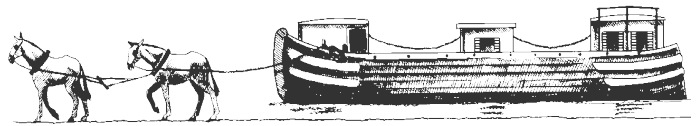


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Editor: Carl Linden

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



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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.

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2011 Association Officers

President: Rachel Stewart, 5914 N. Washington Blvd., Arlington, VA 22205-2910, 703-237-4727, rachelstewa@gmail.com.

First Vice President: Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20646-4402, 301-752-5436, bsheridan411@gmail.com.

Second Vice President & Level Walker Chairman: Steve Dean, P.O. Box 132, Saint Leonard, MD 20685, 410-586-0329, deansm@comcast.net.

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

Treasurer: William Bauman, 1086 Adams Rd., Winchester, VA 22603-1909, 540-888-1425, wdbaum@visuallink.com.

Information Officer: John Wheeler, 4304 Yuma St. NW, Washington DC 20016-2028, 202-362-6009, compostman@att.net.

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CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.
P.O. Box 366
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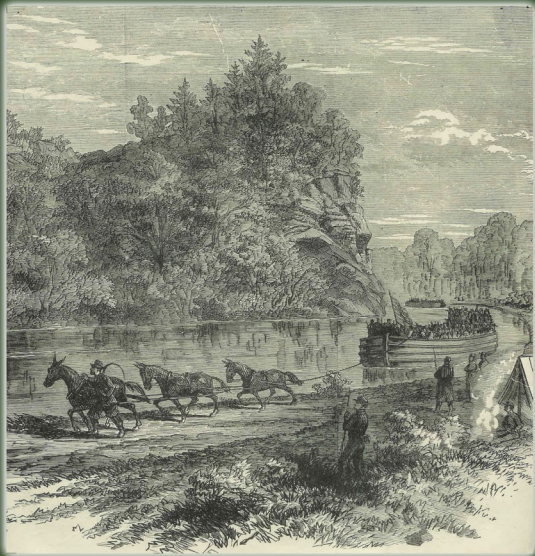
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Trembling in the Balance

**The Chesapeake and Ohio
Canal During the Civil War**



by Timothy R. Snyder

Tim Snyder is an historian and a member of the C&O Canal Association. His just-released book, Trembling in the Balance, published by Blue Mustang Press, will become the definitive work on the C&O Canal in the Civil War by a leading authority on the subject. Tim writes columns for Along the Towpath on the C&O Canal and the Civil War. He has also written on the Secession Crisis in Maryland and the early Civil War period.

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