



# 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 Challenge of Garlic Mustard along the C&O Canal

The invasive garlic mustard plant is advancing rapidly into the C&O Canal National Historical Park, as it is elsewhere in this region. The growing banks of garlic mustard visible along the towpath and throughout the park are endangering the ecology of native plants and animals. The canal park staff is asking for help from volunteers to meet the **Garlic Mustard Challenge** and join the effort to stem the influx of the plant into the park (no pun intended).

The C&O Canal Association formally accepted the challenge at its board meeting last June and calls upon our members to join a long battle against the plant's spread. ***It will require a commitment of at least five years to be effective in eradicating this plant from any identified area.*** What exactly is the challenge and what should we do to meet it?

Garlic mustard (*alliaria petiolata*) is a classic alien, non-native invasive plant. It is not easy to eradicate and can overwhelm the habitats upon which plants, and even animal life, native to an area depend.

What are the plant's distinguishing characteristics?

- Fast growth is its hallmark. It grows in shade or sun and can cross-pollinate or self-pollinate. It is a biennial and in its second year each plant sends out hundreds of seeds. It can soon take over a site and produce seed banks generating thousands upon thousands of seeds.
- The second-year plant generally appears in early April and goes to seed beginning in late May and June. Once seeds are sown, they may lay dormant for 2-3 years before sprouting.
- The plants can quickly monopolize a site and, remarkably, produce chemicals curbing the growth of

other plants and even native fungi that help the growth of tree seedlings.

Ridding the park of garlic mustard is no easy task. In order to develop an effective action plan:

- We will be working very closely with the park staff.
- We will provide necessary training for dealing with garlic mustard and its surroundings.
- We need to identify specific areas of the park where garlic mustard has taken hold.
- We then need to get our members to either adopt one of these areas or be ready to help others who have adopted an area.

The garlic mustard must be removed each year for at least five years to produce good results. It is envisioned that over the next few years responsibility for a site or area can change hands. The most important thing is consistent removal of all second year growth each year. ***We encourage all of our members to get involved.***

If you know of an area that has been invaded by garlic mustard, let us know the location. The park service ***MUST*** approve each site/area. If there are endangered native plants in that area, special procedures need to be put into place to protect them.

***It is of utmost importance that the general public realize this is not an activity that anyone can do without training AND approval from the C&O Canal park staff. We want to advance the quality of our park, not to do damage to it through limited understanding.***

To get more information about garlic mustard, check internet websites for **garlic mustard**. A number of sites contain information on how to control its spread. Some of the sites pre-



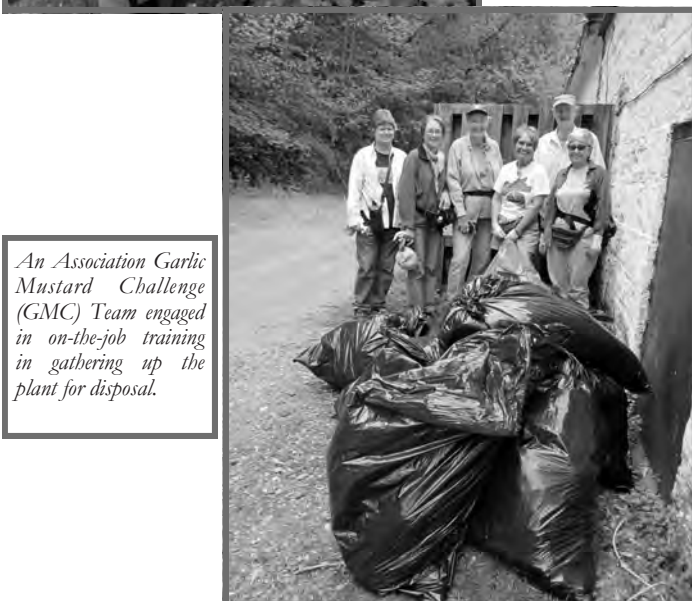
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sent a variety of garlic mustard recipes for this edible plant. Although removing garlic mustard is not difficult, perseverance in the task is the key to success.

Stay tuned! You will be hearing more about the **Garlic Mustard Challenge (GMC)** as spring approaches and we move ahead with our campaign. We hope to hear from you. Jim Heins, VIP coordinator, and Steve Dean, Level Walker chairman, will be coordinating this program. You can contact Jim at [vip@candocanal.org](mailto:vip@candocanal.org) or 301-949-3518 and Steve at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) or 301-904-9068.



*Association president, Rachel Stewart, examines a big bank of garlic mustard along the towpath.*



*An Association Garlic Mustard Challenge (GMC) Team engaged in on-the-job training in gathering up the plant for disposal.*

## From Pest to Pesto

### Garlic Mustard Pesto

3 packed cups of garlic mustard  
 ½ to 1 cup walnuts (or other nut of your choice)

1 cup olive oil

2 cloves garlic

1 cup Parmesan cheese or Romano cheese, grated

Salt and pepper, to taste

#### Directions:

Combine garlic mustard, garlic, and walnuts in a food processor.

Slowly add olive oil until desired consistency is reached.

Add cheese and process briefly.

Taste and add salt or pepper if desired.

Serve over pasta or spread on crackers or sandwiches.

(Recipe by Terra Borckman)

## Annual Meeting — March 3, 2012

by Dorothea Malsbary for the Program Committee

The annual meeting of the Chesapeake and Ohio Canal Association is set for Saturday, March 3, 2012, at the American Legion Hall in Williamsport, Maryland, at 400 South Conococheague Street. This will be the Association's fifty-sixth annual meeting. "Meet the Candidates" hour begins at 1:00 p.m. to give members an opportunity to get acquainted with the nominees for officer and director positions. Their statements are found on pages six and seven. The meeting begins at 2:00 p.m.

Arrive in the morning and explore the town and the canal around Cushwa Basin. The NPS Visitor Center in the Cushwa Warehouse will be open and the canal structures of the nineteenth century can be seen within easy walking distance of the warehouse: the Conococheague Creek Aqueduct (see photo below); the Cushwa turning basin; Lock 44 and its lockhouse. Also of interest is the railroad lift bridge (see photo below) and the iron bridge built in 1879 by the company of noted engineer Wendel Bollman.

To make dinner reservations, please use the form inserted in this newsletter. The reservation deadline is February 24; no refunds are made after that date. The dinner, which costs \$20 per person, will start at 5:30 p.m., following a cash bar happy hour. We look forward to seeing you!



*Here stately pilasters stand between the aqueduct's graceful arches. The pilasters are piers presented in the form of columns and project outward for a third or less of their width from the wall. Only the pilasters on the downstream side of the aqueduct remain intact.*

*The Conococheague Aqueduct*

*This lift bridge spanning the canal was built in 1923. The lift was in use on the canal only for a year. After the canal's closure in 1924, it remained in use as a stationary bridge. It is the only such bridge still existing.*

*Photos courtesy of Lawrence Biemiller*



*The Western Maryland Railway Lift Bridge*

*Along the Towpath, December 2011*

# WORLD CANALS CONFERENCE IN GRONINGEN

by Dave Johnson

*The 2011 World Canals Conference (WCC) was held in September at Groningen, The Netherlands. During the week, delegates visited canals throughout the northern provinces of Drenthe, Friesland and Groningen. The conference was very well organized, the speakers were interesting, and support — from field trips to meals — was smoothly and efficiently managed. The host, WCC2011, is a consortium created to organize the Groningen conference and to stimulate and maintain the interest in the many canals in the Netherlands. The main sponsors included the Dutch Cultural Heritage Agency, the Agenda of the Fen Communities, provincial authorities of the three provinces, and regional canal projects and water boards.*

*The extensive canal network was the lifeline of the northern Netherlands. Initially, this infrastructure was built for the reclamation of land from the sea, and subsequently for transportation. It was particularly related to the large-scale peat extraction that had taken place since the Middle Ages. As the peat bogs were exhausted, the underlying land was converted to agriculture. The evolution of road traffic, bridges and the increasing bulk of vessels made many of those canals obsolete. However, beginning in the 1970s, recreational boating became a significant economic factor in revitalizing old waterways. In addition, the canals remain essential to draining excess water from the low-lying lands known as polders.*

*At the opening plenary session on Monday morning, Professor Frans Schouten, conference chairman, and Dave Ballinger, president of Inland Waterways International, welcomed the delegates. Additional welcoming remarks were made by the mayor of Groningen, the director of the Dutch Cultural Heritage Agency, and the chairman of the Dutch Recreational Waterways Foundation.*

*The title of this year's conference was Waterways — Ways of Value. The Tuesday, Wednesday and Thursday sessions offered panel presentations on many subjects. These were organized by tracks: economy and tourism; ecology, water management and conservation; heritage protection and redevelopment; planning and revitalization; and technology, infrastructure and water quality. About fifty speakers were on the program. Because the tracks ran concurrently, delegates sometimes had to make difficult choices of which presentations to attend.*

*The closing plenary session on Thursday morning was the occasion for the promulgation by Prof. Schouten and IWI President Ballinger of the Groningen Declaration. The document was written by the boards of WCC2011 and Inland Waterways International. The purpose is to broaden the interest in canals worldwide, by establishing guidelines of integrated care for canals that have ceased to provide economically viable transportation but still have potential value. These may be controlled by custodians whose interest may be limited to a single use, e.g., water storage, transport, quality management, or recreation. The objective of the declaration is to stimulate those with such fragmented interests to coordinate their efforts to integrated development of inland waterways.*

*For most delegates, the highlights of the annual conferences are the field trips to visit historic or working canal sites in the region. On Monday afternoon, delegates traveled by coach to the province of Drenthe, where canals originally built for peat transportation have been redeveloped for recreational use. Visits included the village of Ter Apel and the Stads Compascuum Canal. At Bargercompascuum, the delegates traveled by boat to the*

*Veenpark (Fen Park), a 395-acre outdoor museum featuring an historical village and peat moor. The tour continued to a new canal, which is expected to open in 2013, that will connect the Veenpark to the Bladderswijk canal. The visit included construction sites for a double-staircase lock with a five-meter lift and a new lock with water-saving basins.*

*Continued on next page.*



*The 1952 Princess Beatrix Locks on the Lek Canal*

On Wednesday the delegates were divided into three groups for tours in the province of Friesland. One group visited the Polderhoofdcanal; the second went to the new Galamadammen Aqueduct and Stavoren locks; and the third to see the aqueducts in Sneek. (Dutch aqueducts usually carry the waterway over highways, not rivers.) All three groups came together in the town of Grou for dinner, which was served on a boat cruising the Friesian lakes.

Following the closing plenary session on Thursday morning and luncheon at the conference center, the delegates were again divided for visits to sites in the province of Groningen. Among the sites visited by one of the groups was the Nieuwe Statenzijl sluices, built in 1991, located at the northeastern tip of the Netherlands, on the border with Germany. The drainage sluice discharges excess water from large parts of the provinces of Groningen and Drenthe into the Dollard. Drainage can only take place at low tide. Approximately nine million cubic meters of water can be discharged daily. Operation of the process is completely automated; the computer calculates how much water is to be discharged and regulates the opening and closure of four sluice boxes. The complex also includes a lock to pass ships up to 8.5 meters wide by 70 meters long.

A two-day post-conference tour was held on Friday and Saturday. About fifty delegates traveled by coach along the Drentse Hoofdvaart and Apeldoorn canals. After luncheon hosted by the Apeldoorn Canal Foundation and city council, the tour continued to the province of Utrecht. The afternoon highlight was the visit to the Princess Beatrixsluizen at Vreeswijk, on the Lekkanaal, the shipping route between the Amsterdam-Rijnkanaal and



Boatman taking his craft (above) through the lock on the Apeldoorn Canal

the River Lek. These locks, with vertical lift gates, were built in 1952. The day's tour ended with a visit to the office of Rijkswaterstaat for a talk on management of the main waterways network for commercial navigation, and a reception beside the canal.

On Saturday, the tour visited the historic steam-driven De Cruquius pumping engine, built in 1849, to drain the Haarlemmermeer. It remained in operation until 1932, when the boilers were removed. The building was preserved as a museum. The pumps were reactivated this year, but, alas, are now electrically powered. At Zaandam, the group boarded a waterbus to enjoy lunch while cruising along the Zaan River, past historic windmills and industrial sites to the Zaanse Schans Museum. The tour ended at Schiphol Airport, where some of the tourists took flights for home, and others the train to Amsterdam, where further adventures awaited.

Over 160 people attended the conference. While approximately half of them were Dutch, there were delegates from sixteen

other countries including Belgium, Canada, China, Croatia, France, Germany, Ireland, Italy, New Zealand, Norway, Russia, Serbia & Montenegro, South Africa, Sri Lanka, and the United Kingdom. About twenty-six delegates represented the United States, and the C&O Canal Association accounted for nearly half of these, including President Rachel Stewart, Vice President Barbara Sheridan, Laura Gilliam, Dave Johnson, Pat White, Thomas and Linda Lightfoot, Rod Mackler and Susan van Haften, and John and Val Wheeler.

The World Canals Conference provides an opportunity for volunteers and members of historical societies to meet and network with their counterparts in similar organiza-

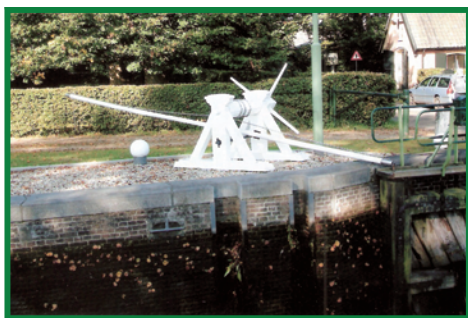
tions and with professional park and waterway managers. It has grown from a small symposium for U. S. and Canadian historic canal park managers into a forum for advocates, historians and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education and increased public awareness of their value. This was the twenty-fourth annual event in the series, which began in 1988.



*Windmill at Zaanse Schans Museum*

Next year, the World Canals Conference will be in Asia for the first time, when it will be held in Yangzhou, China. The 2013 conference is scheduled for Toulouse, France. The C&O Canal Association and the National Park Service co-hosted the fifth conference in 1992.

The WCC Steering Committee, composed of chairpersons of past conferences, was formally organized in 1997 to select hosts and sites for future WCCs. In 2008, oversight of the conference was assumed by Inland Waterways International. IWI was founded in 1996 and has grown to include waterway authorities, societies, museums and individuals in seventeen countries. Its aims include encouraging the proper management, protection, improvement and creation of water-



*Winch for operating lock gates.*

ways, cooperation between nations and organizations, and education on their economic, recreational and environmental importance. The current president of IWI is Dave Ballinger, retired director of operations of the Rideau Canal and active in the WCC since 1990. The immediate past-president is Tom Grasso, president of the Canal Society of New York State and chair of the 2000 and 2010 WCCs held in Rochester.



*C & O Canal Assn. members: Tom Lightfoot, Linda Lightfoot, Val Wheeler, Rachel Stewart, Laura Gilliam, John Wheeler, Pat White, and Barbara Sheridan - dinner in the Veenpark restaurant.*  
Photo by Rachel Stewart

*Photos of canal scenes in the preceding article on the World Canals Conference in Groningen by Dave Johnson were taken by the author.*

## C&OCA Delivers Trailer Title to the NPS



*Association President Rachel Stewart delivering the title of a much-needed new mule trailer to Ranger Mark Meyers last October 16<sup>th</sup>. The trailer was the shared purchase of the Association and The Friends of the Historic Great Falls Tavern. C&OCA Board Member Dan Mick attended to all the details of arranging the purchase and obtaining a Maine tax-free title for the vehicle.*

*Don Harrison and Barbara Sheridan paste C&OCA & The Friends of the Historic Tavern decals to the trailer's doors.*



## C&OCA 2012 Annual Meeting

### Notice of 2012 Annual Meeting

The annual meeting of members of the Chesapeake & Ohio Canal Association will be held at 2:00 p.m. on Saturday, March 3, 2012, at the American Legion Hall, 400 South Conococheague Street, Williamsport, Maryland. The meeting will be for the purpose of electing officers for 2012, electing a nominating committee for 2013, considering an amendment to the bylaws, receiving reports of officers and committees, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to Articles II.2, III.1, and IX of the bylaws.

### Nominations For Officers and Directors

Officers (except directors) are elected at each annual meeting to serve a term of one year. In addition, five directors are elected at each annual meeting to serve a term of three years. The nominating committee, chosen at the preceding annual meeting, will submit a slate of candidates. Additional nominations may be made from the floor at the annual meeting.

Members assembled at the 2011 annual meeting elected Don Harrison, John Anderson, Dward Moore, Tom Perry, John Wheeler, and Ron Howard to the 2012 nominating committee. The committee has recommended the following candidates for 2012:

#### **Rachel Stewart – President, Arlington, Va.**

My direct experience with the C&O Canal Association began in 1984 when I met a woman who had participated in the Thru-Hike that year. I knew of the canal from visits to Great Falls with my father and brothers but had never heard of the Association. And so I joined. At first I joined the annual Douglas and Heritage Hikes and volunteered with monthly work parties. In the early 1990s I was elected to the Board and have been a Director, Secretary, First Vice President and am the current President. I look forward to continuing to work to preserve, protect, and enhance the canal's structures and resources, and am honored to be asked once again to serve as President of this important organization.

#### **Barbara Sheridan – 1st VP, La Plata, Md.**

I have been a member of the C&O Canal Association for the past 15 years and have served previously on the Board as both a Director and as 1<sup>st</sup> Vice President. I have chaired two Thru-Hikes (2004 and 2009) and have been Membership Chair for the past 12 years. I am also currently serving on the Programs Committee and the Special Projects Committee.

I was born in Washington, D.C., and have lived in the area all my life. My first awareness of the canal was an ae-

rial view of it from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy!

If elected, I will work with the Association to help preserve and protect this valuable resource for future generations.

#### **Steve Dean – 2d VP/Level Walker Chairman, Prince Frederick, Md.**

I am completing my first year as the Level Walker Chair. During the past year I have worked with a great group of volunteers in the Level Walker program and I am impressed with the depth and capabilities of the group. I combine my duties in the Association with my great interest in the canal and spend as much time as possible walking and photographing the canal. I believe the Level Walker program provides valuable support to the NPS with the maintenance and operation of the canal, especially in these times of increasingly limited Federal funding. I understand the responsibilities of the Level Walker chair and welcome the opportunity to support the C&O Canal Association in that role if I am re-elected.

#### **John Wheeler – Information Officer, Washington, D.C.**

I have been a member of the C&O Canal Association since the mid-1980's and have served on the Board of Directors since 2005. I was elected Information Officer in 2010. My wife, Val, and I are level walkers for levels # 10 (Seneca Creek to Tenfoot Island) and #53 & 54 (15 Mile Creek to Lock 60). I participated in the 50th Anniversary Douglas Hike (2004) and the 2009 Douglas Hike. I retired from the Environmental Protection Agency in 2004 and am now devoting much more time to volunteer activities. I look forward to continue serving the Association whether or not elected as Information Officer.

#### **Susan VanHaften – Secretary, Arlington, Va.**

Over the years I have enjoyed walking on the C&O Canal towpath, visiting its aqueducts, riding on the canal boats in Georgetown and Great Falls, introducing friends and family to the canal, and taking pleasure in knowing that there was such a great natural and historical treasure practically in my own back yard. I also realized there was a way not only to enjoy the canal, but also to help out with protecting and promoting it. In 2005, I joined the C&O Canal Association. In 2007, I became a Level Walker. And since 2010, I have been on the Association's Board of Directors. I would be pleased to serve as the secretary for the C&O Canal Association.

#### **William D Bauman – Treasurer, Winchester, Va.**

I have been a member of the Association for over 25 years and have served on the Board of Directors. I am the Volunteer Coordinator, for the C&O Canal's, Lockhouse 75, which is open every weekend from Memorial Day through September 30 and for special events when requested.

*Along the Towpath, December 2011*

I have also transcribed many documents for the C&O Canal NHP, several of which were recently edited and included in the *History of the C&O Canal*, by Harlan D. Unrau. Recently I have been documenting canal family histories and relevant historical documents which may be found on the Association web-site.

For the past five years I have maintained the Association's accounts in a clear and accurate manner. I will be happy to serve another year, if elected.

**Carl Linden – Director, Bethesda, Md.**

I have served as president three times over the years, as a board member a number of times, and currently as editor of *Along the Towpath*. Our Association walked the walk in bringing our unique national historical park into existence. We continue to walk and talk for the canal in the perennial task of seeing this great but vulnerable national treasure preserved and protected. We have come to know the canal and river intimately in the Association's nearly three score years as an independent, all-volunteer citizens organization. The Association speaks from its long and informed experience. We need to make sure our voice is well heard on issues that bear critically on the present and future of the C&O Canal National Historical Park.

**Nancy Long – Director, Glen Echo, Md.**

I joined the all-volunteer C&O Canal Association in 1969. Positions I have held include: president, secretary, board member, newsletter editor, and hike chairman. Currently I am a member of the Special Projects Committee and the Editorial Review Committee. A very special honor was accorded me when I received the Association's William O. Douglas Award.

My goals for the Association's future include to: revitalize C&OCA's watch-dog efforts; work with NPS to ensure continuity of the towpath; protect park values as expressed in the general plan; establish closer contacts with national and local officials; be aware of activities and interests of the C&O Canal Trust by attending their board meetings; provide liaison with other organizations such as the National Parks Conservation Association and Canal Towns Partnership; be aware of proposed attempts to exploit the C&O Canal NHP for commercial activities within park boundaries; attend public meetings concerning the canal and its environs, including local zoning hearings on proposals for properties near canal boundary lines; continue strong support for legislation to reauthorize the C&O Canal NHP Federal Advisory Commission; and use hikes as a means to bring attention to canal issues, as Justice Douglas and others did for 17 years, a strategy that became the backbone for establishing the park.

**Pat Hopson, Director, Alexandria, Va.**

I have been a member of the C&OCA since 2002 and have become increasingly fond of the canal and towpath during that time. I participated in the 2004 and 2009 through-hikes as a "motel muffin." I've also gone on five of Tom Perry's wonderful through-bike-rides. In 2006 I became a Level

Walker, taking over Level 12 with Carol Ivory, and frequently assisted by other friends. We have enjoyed improving our level over the years and watching the transition of the old Jarboe store ruins at Edwards Ferry from a deteriorating eyesore to a beautiful stabilized structure; we've contributed to its improvement by removing obsolete and ugly fencing and taking out invasive bushes and flowers. This past spring I also took on Level 11. I've also participated in a few VIP work projects and have contributed photos to the Nature Committee's album of wildflowers seen during the 2009 through-hike. I hope to find new ways to serve the Association and the canal park as a board member.

**Bill Holdsworth – Director, Rockville, Md.**

I welcome the opportunity to serve as a director of the Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I have served as secretary for the past six years. I recently assumed webmaster responsibilities for the association web site. I have been a member of the association for over 10 years. I look forward to serving the organization in a different capacity. I am a retired federal employee.

**Jim Tomlin – Director, Olney, Md.**

A resident of Maryland since his birth in 1956, Jim currently spends his spare time in outdoor recreation and volunteer work. He is a computer scientist and database administrator by profession, but would consider himself a canal enthusiast, hiker, and trail maintainer first. His first (of five) thru-bike-ride of the towpath was in April 1971 at age 14, which began a fascination with the Canal that has strengthened over time. He is most interested in the human and natural history of the Potomac region and the C&O Canal in particular, and is a voracious reader.

Jim is a volunteer officer on the Executive Committee of the Potomac Appalachian Trail Club (term 2010-2012), and is also a trail maintainer (2000-present). Jim is the Level Walker for Level 37 of the C&O, Williamsport to Falling Waters. He donates his time to teach GPS classes for volunteers of PATC and the Association and is available for consultation with volunteers on GPS projects. He is chainsaw certified by NPS/USFS.

For the last forty years, Jim has been visiting the Canal on a regular basis. He has seen first-hand the beauty and the importance of preserving the Canal for all to enjoy recreation, history, nature, and learning.

**Rod Mackler – Director (to fill the unexpired term of Susan VanHaften), Arlington, Va.**

I've spent my life around water. Born in Davenport, Iowa, on the Mississippi River, I grew up in Louisville, on the Ohio. Since then, I have lived on the Atlantic and Pacific coasts in the U.S., the Red Cedar, Isar, Danube, Sava, and Rhine Rivers, and on the Atlantic in West Africa. I have had careers in academics and in the diplomatic corps. I enjoy traveling, photography, hiking, and reading.

I have been an active member of the Chesapeake & Ohio Canal Association since 2005. I have served as a Vol-

unteer in the C&O Canal National Historical Park and as a level walker. My chief interest in the canal is the history, but the canal has also introduced me to birding and wild-flowers. Through my interest in the C&O, I have gotten more deeply involved in canals and inland navigation generally, and have participated in the last four World Canals Conferences. I am married to Susan VanHaften and have a grown son.

### Notice of Proposed Bylaws Amendment

The bylaws may be amended at any meeting of the membership of the Association by a two-thirds vote, provided the text of the amendment has been published in the call to the meeting. The following proposed amendment to the Bylaws of the C&O Canal Association will be presented to the membership for adoption at the annual meeting on March 3, 2012. This notice constitutes the required publication. The word in the current bylaw that is proposed to be deleted is bracketed. Proposed additions are underlined in bold.

John Wheeler, an officer of the Association and chair of the Auditing Committee, has indicated his intention to introduce a motion to amend Article VI, Section 2 of the bylaws to change the appointment date and expand the purposes of the Auditing Committee, as follows:

*"An Auditing Committee of two members shall be appointed by the President annually at the [December] April Board meeting. It shall be the duty of this committee, after the close of the fiscal year, to audit the financial books and records of the Association as maintained by the Treasurer and report its findings and recommendations at the Annual Meeting for approval, and to perform such other reviews and studies that the President or Board of Directors may from time to time deem necessary."*

Article VI specifies that all standing committees appointed by the president shall be named at the April board meeting (i.e., the first meeting after the annual elections) except for the Auditing Committee, which is to be appointed at the December meeting. The reason for this is that the books are audited in January/February. When the bylaw was written, it was felt that the committee should be appointed shortly before the audit, rather than ten months previously. However, in recent years the Auditing Committee has undertaken additional reviews throughout the year. Therefore, it is proposed to appoint the committee at the same time as the other standing committees and to expand the statement of duties to include additional reviews.

Your Board of Directors recommends that the members of the Association vote FOR this proposal.

**Not getting the "Blast?"** The "Blast" is an e-mail information bulletin that C&OCA sends out periodically to our members, updating them on events and issues concerning the organization. The "Blast" is sent approximately once a month, but not on a regular schedule. If you are not getting it and want to be included, please send an e-mail to [communicator@candocanal.org](mailto:communicator@candocanal.org) with your name and e-mail address.

## Above and Beyond the Call of Duty

Early on Saturday, October 1, a group of eight VIP volunteers from the C&O Canal Association gathered at the Lander Lockhouse to install a number of wayside exhibits and a huge ID sign in preparation for the Catoclin Aqueduct Dedication on October 15.

This was anticipated to be a fairly busy but typical project earlier in the week. The weather for Saturday was forecast to be cooler but sunny. However, it began to deteriorate and by 9:00 on Saturday morning, it was around 42 degrees and pouring down rain.

The volunteers all showed up, even though some drove as much as 180 miles to get to Lander, and were still eager to get on with it. The temperature never rose but the water level certainly did. The mud got deeper and everything they were wearing and anything they touched got soaked. There was never a gripe. They were the best group I have ever seen working under such adverse conditions.

The only bright spot in their morning was George Lewis showing up with coffee and donuts for all, which was consumed – in the rain.

What might have taken a little over two hours to do, became a four hour project because of the temperature and the soaking wet, muddy conditions. When the job was done, everyone cheerfully put away the tools, cleaned the area as best they could and left for drier and warmer conditions. As coordinator, I was amazed at the demeanor and the results.

This fantastic group of C&OCA volunteers included:

Steve Dean, Linda and Tom Lightfoot, Skip Magee (the best assistant anyone could possibly have), Dan Mick, Craig Roberts, Denny Sloppy and Phil Travers. In addition, John Betting and Larry Grylack were waiting in the wings, in case they would be needed.

**Thank you one and all. Indeed this was above and beyond the call of duty.**

Jim Heins, coordinator, VIPs



Craig Roberts putting finishing touches on Lander ID sign.

Photo by Dan Mick

Along the Towpath, December 2011

# On The Level

By Level Walker Chair Steve Dean

*The late summer and early fall brought several challenges for the canal. An earthquake, a hurricane and a tropical storm all posed potential threats of historic proportions. All of that was topped with a record breaking late October snow over much of the canal. Fortunately the canal survived them all relatively unscathed. Through all of those events, Level Walkers continued their jobs as they have since 1959.*

*Level Walkers are eyes and ears for the National Park Service during both good and bad times. The Level Walker program enjoys a close relationship with the NPS Maintenance team and, possibly more than anyone, Level Walkers appreciate the great job Maintenance does. Strong public support and teamwork is what keeps the park alive. Please consider joining us and becoming part of the team!*

*See you on the towpath! - Steve Dean, 301-904-9068 [Levelwalker@candocanal.org](mailto:Levelwalker@candocanal.org)*

**Level 1 Tidelock to Incline Plane John Barnett reports 17 August** I encountered at least 10 bikers at Milepost Zero, some of whom were winding up cross country trips of 4,000+ miles!! Much time spent at Tidelock helping pick up trash as result of heavy rains and high tides. Boathouse staff helps a lot with mowing and trimming. Aqueduct looked better than usual. I may be getting some help from the summer maintenance personnel. Sure is lonely here without the canal boat. **14 October** Very light use. Removed wood from Tidelock; Aqueduct in good shape. Much debris scattered along the towpath. **25 October** Very light use. I noticed today the signs posted on the fence at the Aqueduct which prohibit going beyond them due to 'Emergency' situations. This is a huge help to me and the Park Service in that since their posting the amount of trash has diminished dramatically!! A party of four folks stopped me near the aqueduct and presented me with a bag of trash they collected between Fletchers Landing and where we met. Wish we had more like that. It shouldn't be beneath one's dignity to pick up trash and the area sure looks better as a result.

**Level 2 Incline Plane to Lock 5 Larry Grylack reports 4 and 5 October.** Light use and light trash. Bridge over canal at lock #5 has wood that is deteriorating at the ends of the walkways. Water level in canal appears slightly high; level is of particular note adjacent to concrete section of towpath between Chain Bridge and Fletchers. Some low-lying branches over towpath, rarely down to walkers' level. Some branches in canal at several points. **Jude and Mary Fran Franklin report 16 October** Heavy weekend use. The Wounded Warrior 4 Mile Race was being run on the adjacent Crescent Trail. Canal was in remarkably good shape, considering the heavy rains three days before.

**Level 3 Lock 5 to Cabin John Creek Marcus Boorstin reports 2 September** Overall, the only damage received from Hurricane Irene was a few downed trees in the canal. There were some algae above Lock 5, and quite a lot of tall bushes growing in the canal right below Lock 6. The canal above Lock 6 was an unbroken carpet of algae all the way to the end of my level, with a strong smell of sewage in places. Underneath the bridge to the Little Falls pumping station there was a rather large island in the canal, which seems to have materialized over July and August. The dam warning sign has some graffiti on it, which should probably be removed. I noted gratefully that the Sycamore Island bridge was finally being repaired, as it is really in bad shape. The timbers reinforcing Lock 7 are deteriorating. **10 October** Lock 5's walls are covered in greenery. For about a mile above Lock 6, the canal was totally covered in fluorescent green algae studded with fallen red and yellow leaves. It was actually quite pretty. At Sycamore Island, the algae disappeared, but the canal looks rather more like a swamp. The bridge is being repaired and certainly

looks better. The water level above Lock 7 was very low, leaving the upstream entrance to the lock encrusted with algae.

**Level 4 Cabin John Creek to Lock 14 Larry Heflin reports July** Power vent structure for Potomac Interceptor Sewer remains under construction near Lock 10. On July 10 removal of invasive plants by Mid-Atlantic Hiking Group was in progress. Although the people consistently leaving doggie-do by the side of the towpath in a blue Wall-Street Journal bag may be commended by some for their obvious financial interest, they apparently misunderstand the Park's no-trash policy and the degree of admiration for their success elicited from those of us who clean up after them. **Carolyn and Jack Reeder report 8 October** New graffiti appeared along the overpasses along the access trail. Debris in the canal above the footbridge; much more between there and Lock 8, including a tree that has been there for years. Chatted with several walkers, most of whom expressed dismay about the amount of tree debris in the watered section. Some wondered why there was no water above Lock 8 and were elated to know that work would soon begin on the breach repairs.

**Level 8 Lock 21 to Lock 22 Joe D'Amico and Amy Profit report 29 August** This was our post-Hurricane Irene look at the Canal and we didn't see any significant impact from the wind and rain. Small twigs and leaves were evident along stretches of the towpath but no large branches, limbs or fallen trees were seen. The river along this section was mirror-like at times and even appeared to be relatively low. **Jack and Karen Forster report 18 September** Two rough patches are at 17.7 and 19.1 marked for walking bikes. Water was generally high but only slight muddy spots on the towpath. High water marks from hurricane rains were evident on both sides of the trail. Noted tent campers at Swain's lock; apparently a scout troop breaking camp.

**Level 9 Lock 22 to Seneca Aqueduct John McGraw reports 23 and 24 August** Towpath was in good condition and well mowed. Light trash was present. The rewards of the job are having 4 people thank me for picking up trash, and seeing 4 blue herons, and multiple turtles. Always a thrill to see those herons. **Paul and Rita Marth report 13 September** There was a good deal of erosion from the recent storms. Most of the worst eroded areas have been closed off by orange plastic fencing. In some cases the riverside edge of the towpath seems to have been sort of "nibbled away" by the river water. The largest areas of erosion were probably the boating access to the Potomac via Muddy Branch Creek (at the north end of the Pennyfield parking lot), which has been closed off. The walkway to the canal obviously had a lot of water pouring through. The area next to the culvert near the Pennyfield Lockhouse has been significantly washed away. Other eroded areas were at mile 21, the canoe/kayak takeout and another occasional takeout area at about 21.3, also quite damaged. Two of the outhouses at Riley's Lock were in the canal. One outhouse was still in place.

**Level 10 Seneca Aqueduct to Milepost 25 Carol Purcell reports 23 August** Everything looked good. The exit side of the parking lot by the lock house still has a good sized pothole that makes using that side almost impossible, although it was passable on this trip. Several great blue herons in various places along the river and at the mouth of Seneca Creek. Heard pileated woodpecker and one great blue heron was squawking his way down the river. An osprey flew overhead. On my return trip I stopped to look up at a very loud plane taking off from Dulles when the earth wiggled under my feet. At that time the great blue heron flew by squawking and a few seconds later waves began slapping the shore when no boat had gone by. It was strange and I couldn't quite put my finger on it, even though it felt like an earthquake! When I got back to the aqueduct where two men were fishing, they asked if I had felt the earthquake—then it all made sense!

**Level 11 Milepost 25 to Sycamore Landing Pat Hopson reports 16 August**

Sycamore Landing parking lot was cleaner than usual. There was a fair amount of garbage at the SL riverbank, including a heavy blanket. The Horsepen Hiker-Biker looked good, but I couldn't get to some bottles and other items that had been thrown down the slope (boo) because the vegetation is too thick; that's a job for the winter. There are some mud holes, especially in m. 26/27, but nothing serious. The big hole in the canal prism there is unchanged.

*Level 12 Sycamore Landing to Edwards Ferry* **Pat Hopson and Carol Ivory report 24 September** The major purpose of this trip was to plant some native wildflowers around the Edwards Ferry area. Pat picked up 1 large bag of garbage from the parking lot and surrounding area and left it pretty clean; most of it was beer cans and cigarette butts. But, alas, it also appears that the new picnic table near the lockhouse is attracting users who don't take their trash with them.

*Level 15 Whites Ferry to Lock 26* **George Wyeth reports 9 October** Beautiful day with a lot of people using the towpath. Very light trash. Everything appeared to be in good condition. More water in canal bed than usual. Surprised a big hawk which flew up from the side of the towpath and briefly rested in a small tree before taking off.

*Level 16 Woods Lock to Monocacy Aqueduct* **Mike Cianciosi reports 5 September** The whole section appears to have been recently mowed. No signs of damage from last month's earthquake or hurricane. My guess is that the park service had already cleaned up all the fallen branches from Hurricane Irene. Large bare spot on the Monocacy shore where heavy equipment was used to clear out last year's logjam had some grass seed planted, but it still looks pretty bare. 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 15 August** Level rather muddy following a thunderstorm the day before. Many limbs/branches were scattered about. It was evident that NPS Maintenance had come through earlier in the day and cleared many downed trees and larger limbs. We moved MANY smaller twigs and branches from the towpath. The trash barrels that we reported on in our June 12 report had been removed from the Level.

*Level 18 Nolands Ferry to Point of Rocks* **George Kennett and Mary Wheeler report 15 August** Point of Rocks parking lot is undergoing construction and closed to the public at this time. Parking lot has been repaved and lined, landscaping in progress. Area fenced off. Limbs & twigs removed from towpath. Level was a bit muddy from the thunderstorm the day before. NPS Maintenance had apparently come through earlier in the day and cleared many downed trees and larger limbs. Also, Milepost 48 has been broken off and is leaning against a tree. This milepost has been like this since at least July 17.

*Level 19 Point of Rocks to Catoctin Aqueduct* **Jack and Pat Cook report 5 September** Very light litter. Bridge at mile 48 still closed due to boat ramp construction; should reopen soon.

*Level 20 Catoctin Aqueduct to Lock 30* **Michael and Judi Bucci report 15 October** We level walked on the day of the Catoctin Ribbon Cutting. Numerous canal users, not counting the 250 who were at the Catoctin Aqueduct ceremony. Very little garbage on towpath from Lock 30 to Brunswick Campground-pleasant surprise. Wheel rim in culvert at mile 54.

*Level 21 Lock 30 to Lock 31* **Karlen Keto reports 13 August** I thought the towpath was the best I have ever seen! Absolutely no holes or wash outs or downed trees. And, then came the big rains of Irene. Many were out this day, including many family groups out on wheels. They were well behaved! **Ron Howard reports 31 August** The towpath was in very good condition. A few places had recently been re-graveled. There were just a

few damp places from recent rain; however there were no deep ruts, and water still in only one or two. I found no damage from the recent storm (Irene). I walked levels 21 and 24 on the same day because I wanted to check conditions after the recent storm. I was quite tired as I returned to my car, so I sat down at Milepost 56 and leaned against it. A jogger came past and said to me, "Your vest says level walker, not post sitter!"

*Level 22 Lock 31 to Lock 33* **Bill Warren reports 24 October** I collected 2 large black bags of trash from the area at and downstream of the mouth of Israel Creek. I left them at the information signs at the entrance to the towpath just up from mile 58/Lock 31. Approximately 90-95% of that trash came from one gathering. Additionally, there were several pre-filled bags that had been just tossed in the woods around Israel Creek. It appears to have been from a large mixed gathering, including toddlers. There were numerous beer cans. There were no signs that the party took anything out of the park. The situation was reported to the NPS for further monitoring.

*Level 24 Dam 3 to Dargan Bend* **Ron Howard reports 31 August** The towpath was in top condition and clear of debris except for evidence of horses recently. The area was trash free, at least where I could see!

*Level 26 Lock 37 to Antietam Aqueduct* **Jack and Karen Forster report 3 September** Great day for hiking but low number of users. Water level was very low. Slightly muddy trail conditions. Lock 37 is quite clean. Towpath from mile 67 to 68.5 appears to have been leveled and a little gravel applied as no ruts remain.

*Level 27 Antietam Aqueduct to Lock 38* **Steve Dean reports 20 October** Moderate trash on level. Few users on brisk autumn day. Culvert 104 towpath arch output was cleaned to remove a partial restriction and trash build-up from a downed tree.

*Level 28 Lock 38 to Lock 39* **Bill Warren reports 12 September** The level continues to be almost without trash. Lots of signs of work on the canal towpath, with apparently freshly laid pea gravel near the Rumsey Bridge, and almost no puddles. Further upriver toward Lock 40, there were lots of standing water, mud and puddles from a recent thunderstorm. **17 October** Once again, the level was pristine. No trash visible anywhere. Even those with dogs were cleaning up after them. Many users out and enjoying the day.

*Level 29 Lock 39 to Snyders Landing* **Elliot and Helen Krafur report 19 September** The sinkhole over culvert 111 has now been filled and the prism smoothed and graded in what looks like first class work. Another sinkhole about a fifth of a mile downstream from Snyder's continues to grow and will require attention as it begins to eat into the towpath and undermine it. High water from the heavy rains of September did not enter the canal prism this time because rain west of the Blue Ridge was generally less than four inches.

*Level 30 Snyders Landing to Lock 40* **Hilary Walsh reports 13 August** Not much trash at all. The towpath was uneven in some places – they are clearly working to fix this.

*Level 31 Lock 40 to Marsh Run Culvert* **Bill Warren reports 3 July** Very clean towpath all the way to lock 40. The trash at Horseshoe Bend, noted in my last report, remains there. It will have to be picked up after the first frost. The towpath is in good shape, if muddy in places after all the recent rain. There are signs that fresh gravel has been used to smooth the towpath, and evidence of tracked vehicle usage along the level shows some serious efforts have been made. Many of the rough and scoured spots have been repaired.

*Level 32 Marsh Run Culvert to Dam 4* **Woody Hurr and Edda Brenneman report 23 October** Light litter. A tree was down across towpath near MP 82; reported to NPS and removed. Moderate number of canal users.

*Level 33 Dam 4 to McMahon's Mill* **Nan Johnson reports 18 September** No sign was evident of the construction that is active west of Dam 4. Signage is in place to deter walkers from heading west. Towpath is in good shape, clean

and clear with resurfacing east of Dam 4. The resurfacing limits the number of puddles and mud even following a month of above average rain.

**Level 34 McMahon's Mill to Opequon Junction HBO Tom Perry and Gary Naugle report 12 August** Owing to difficulty of parking and finding access on foot we rode a 20 mile loop, from mile 99 down to 89 and then detoured on roads. We found the towpath in good shape and the two HBOs seemingly little used, because evidently during Big Slackwater reconstruction people are taking a long way around the area. Near mile 91 part of a large fallen limb protruding, too big for us to move, and we reported this to a NPS maintenance crew which came along.



*Turtle on Level 49, photo by Paul Petkus.*

**Level 35 Opequon Junction HBO to Lock 43 Stephen Williams reports 31 August** Light towpath use and one camper. Light trash and two fist-sized rocks were the only debris on towpath. Noted deer and wildflowers.

**Level 37 Falling Waters to Lock 44 Jim Tomlin and Cindy Walczak report 11 September** Towpath condition very good; a few short muddy stretches that are avoidable by bike. Obvious remnants of flooding between towpath and river; does not appear that floodwaters reached the towpath.

**Level 38 Lock 44 to High Rock Quarry George Kennett and Mary Wheeler report 11 September** Very light trash; best ever! Some parts of the Towpath had standing waterholes and muddy spots after Tropical Storm Lee the previous week. Most limbs and branches had been removed from the towpath. We removed some twigs/small branches. Tree limb hanging down on towpath near Milepost 101 and blocks a portion of the towpath.

**Level 39 High Rock Quarry to Nettle RR Bridge Piers Stefanie Boss reports 20 September** The rain finally held off long enough to level walk! Large amount of trash; much of which actually came from around the parking lot at the end of Gift Road. There was less trash than I thought would be out there. I did have to leave a 55 gallon drum that was between Mileposts 104 and 105. I only had to remove 2 or 3 branches from the towpath.

**Level 42 Four Locks to McCoy's Ferry and Level 43 McCoy's Ferry to Fort Frederick Carl Pederson reports 22 August** Light trash. Due to recent storms about a dozen trees were down in the area. Maintenance workers were sawing and chipping the branches. I visit this site weekly; there are many seasonal workers maintaining the park.

**Level 44 Fort Frederick to Ernsville and Level 45 Ernsville to Licking Creek Aqueduct James Biasco reports 19 August** Towpath very clean only several small pieces of trash collected. Very few people out, three fishermen in boats on Big Pool and one bicyclist. Towpath in good shape, still a bit muddy in spots from recent rains.

**Level 45 Ernsville to Licking Creek Aqueduct George Kennett and Mary Wheeler report 16 August** No trash was noted. An NPS ecological research contractor was working in the area. Noted one hiker with two unleashed dogs.

**Level 46 Licking Creek Aqueduct to Little Pool George Kennett and Mary Wheeler report 16 August** Very light trash. Many limbs & twigs removed from towpath. Several low-hanging limbs/branches between MPs 119-120.

**Level 47 Little Pool to Hancock George Kennett and Mary Wheeler report 16 August** Moderate trash under Tonoloway Aqueduct. Level rather muddy following a thunderstorm. Many limbs and branches were scattered about. It was evident that NPS Maintenance had come through earlier in the day and cleared many downed trees and larger limbs. We moved many smaller twigs and branches from the towpath which took most of the time

that we spent on the level. **Lisa Hendrick and Anthony Kajencki report 9 October** Unseasonably hot day. The mosquitoes also were present and they were nearly unbearable. Some trash was present; most of it seemed to be trash that had been around awhile and had washed in from the river during prior floods. **Lisa Hendrick reports 22 October** An NPS Pickin' on the Porch Blue Grass Event was in progress at the Bowles House. I did not find one piece of trash, but I did remove many small branches from the towpath. A group of very polite Boy Scouts passed me on bikes.

**Level 48 Hancock to Round Top Cement Mill Michael and Judi Bucci report 21 October** Large amount of trash that appeared to be flood borne near White Rock Hiker-Biker. Standing water in canal first mile. Towpath in good condition. Sinkhole in culvert below White Rock is still there; can't tell if it is larger than last visit. Two other users on entire level walk—isn't the potential for solitude one of the reasons the canal is special to us?

**Level 49 Round Top Cement Mill to Lock 53 Kristin Zimet and Sally Anderson report 2 September** Concentration of bottles, cans, and an oil container below rail trail near the Mill, as if thrown from above; big concentration of debris, esp. bottles and Styrofoam, along terrace between river and towpath, probably from flooding; bicycle pedal on towpath! INVASIVE PLANTS are a concern on this stretch. There is a LOT of Japanese knotweed, some in bloom. Ailanthus, another invasive, is especially prevalent around the Cement Mill area and even on the rock faces below the Mill and at the Eyebrow. We found one patch of the highly invasive mile-a-minute vine above mile marker 128. We saw that invasive oriental bittersweet had been cut down in one spot—thank you to whoever did it. **Paul Petkus reports 15 October** Trash was light. The towpath was in good condition. Water was observed in areas where it is not normally seen outside of the spring months, such as at Lock 53, trickling through the waste weir at mile 129.9 and in the prism at



*Candee Schneider, wearing her Level Walker cap, at a downed sycamore, Level 52. Photo: Tom Aitken.*

approximately mile 128.3. A downed tree blocked the towpath at mile 129.1. It was reported to park maintenance and removed by October 17. Many thanks for the quick response from the Maintenance Department.

**Level 50 Lock 53 to Dam 6 Steve Dean reports 21 October** Very light trash, much of which was old trash in the prism. Towpath is in good condition one year after resurfacing.

**Level 51 Dam 6 to Sideling Hill Aqueduct Bill Holdsworth reports 11 August** Light trash. I saw only four bikers on the towpath. By contrast, I saw about two

dozen bicyclists on the parallel Western Maryland Rail Trail.

**Level 52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct Tom Aitken and Candee Schneider report 28 August** We came out to check our level because of the recent hurricane and earthquake. Everything is in top shape. There were a few fallen limbs, but the total amount of debris wasn't noteworthy. The bat gate project at the Indigo Tunnel appears completed. Since our last walk, doors have been added. Several propane canisters and a plastic grate were left

behind at Indigo Neck Campground. **16 October** The towpath is in good condition after the recent three day rain. Strong winds that followed the rain scattered limbs all over the towpath. There were two considerable falls--each blocking at least half of the towpath--but we were able to clear them with our hand saw. All of the canal structures seem to be in good condition. An old hollow Sycamore tree near mile marker 139 fell since our last level walk. Candee always referred to it as her favorite tree, so it was a sad occasion.

**Level 54 Lock 59 to Lock 60 Dennis Kubicki reports 11 August** Mostly light trash. At the Stickpile Hill hiker/biker campsite there was a plastic chair and fiberglass tarp that were too bulky for me to remove. The towpath was very muddy in places; reflecting recent rains. Such was not the case on those sections that had recently been resurfaced with packed gravel. Conditions at Locks 59 and 60 and at the Stickpile Hill hiker/biker camp were fine. The canal between the Western Maryland RR Bridge and Lock 58 is always filled with water. It seems to be developing into an interesting wildlife habitat. **18 October** Normally, my level is very clean. This day was typical. The debris at the Stickpile Hill Hiker/Biker has been removed.

**Level 55 Lock 60 to Culvert 208 Paul Petkus reports 24 July** Light trash, mostly food wrappers. The surface of the towpath is in good condition. The towpath area is well maintained. I found nothing encroaching on the towpath that needed attention. I moved the usual collection of branches off of the towpath. **22 October** Towpath is good condition. Numerous cyclists and three horseback riders were out. Lock 60 and Culvert 208 were in good condition.

**Level 57 Lock 61 to Lock 63 1/3 Tom Aitken and Candee Schneider report 21 August** The towpath is in top condition. The signs are missing at Lock 62 and Sorrel Ridge Campground. Also, one of the lower rails is broken on the footbridge at Lock 61. Makeshift repair has been done on the boards. Twigg Hollow is a beautiful and secluded section of the canal. It's overshadowed a bit by its proximity to the Paw Paw Tunnel, but we encourage anyone visiting the tunnel to walk a little further, especially in the spring.

**Level 59 Tunnel Parking Area to Opposite Little Cacapon Bob Mischler reports 11 August** Conditions are very dry -- the canal and the streams crossing under through the culverts are now all dry. Towpath in good condition and light trash.

**Level 61 Town Creek Aqueduct to Lock 68 Hilary Walsh reports 20 August** As usual, there is very little trash on this level. The occasional energy bar wrapper or sports drink bottle, but the area is often frequented by local fisherman and they seem to keep it clean. The Lockhouse 68 porch is in need of some repair (the wood decking is rotting away) as well as some pest control -- many wasp nests dangling above. A large empty snapper turtle shell awaited me on the porch -- a bit eerie looking in the foggy morning! Everything else in good order -- hiker-biker, bridges, lock. Snapping turtle with no fear of anyone or anything and four wild turkeys were sighted.

**Level 62 Lock 68 to Oldtown Jim Waite reports 10 September** Towpath is in good shape with some puddles from storms. Creek through Culvert 217 was quite high from storm. Structures in good condition.

**Level 63 Oldtown to Kelly's Road Culvert Jim Waite reports 10 September** A tree was in the canal at about mile 170.2. Its uprooted root ball just reached the towpath, possibly posing a long-term risk of undermining the towpath. In the Alum Hill Deep Cut, rain had washed a small blowout of sharp shale blades into the towpath.

**Level 64 Kelly's Road Culvert to Spring Gap Recreational Area Jim Lyons reports 18 September** Deep puddles and muddy near Spring Gap. Light trash. This is a nice, wide and clear section of the towpath, no "median strip" of grass,

easy to hike and bike, really a lovely section. **Nasra Sakran reports 5 October** Some 3" diameter fallen limbs, but nothing much, nothing unusual. The canal was full of water (and logs) the entire distance. The garlic mustard is gathering strength for the spring!

**Level 65 Spring Gap Recreational Area to Lock 74 Jim Lyons reports 13 August** Towpath in generally good condition, more heavily rutted toward North Branch. "Lock 74" sign missing. At approx. mile 173.8 automobile tires are in canal.

**Level 67 Mexico Farms to Evitts Creek Aqueduct Mary Huebner reports 18 September** Towpath was wet and very rutted in spots. Conducted Fall bird count for Allegany/Garrett County Bird Club.

**Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge Bob and Joan Mischler reports 5 October** Towpath was very wet. Large amount of trash. Noted multiflora rose invasive.

**Level 69 Wiley Ford Bridge to Cumberland Terminus Bob and Joan Mischler reports 5 October** Light trash. There is some Japanese knotweed blooming about a mile from Cumberland and it appears to be spreading rapidly.

## Donors to Association Funds from August 23 to November 13, 2011

### Ken Rollins C&O Canal Fund

Michael and Linda Marmer  
Friends of the Historic Great Falls Tavern  
James K. Heins  
Raphael and Katherine Semmes  
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### Ken Rollins C&O Canal Fund in memory of Thomas W. Stevenson

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## C&OCA Welcomes New Members



Michael E. Bowen, Williamsport, Md.  
Harold Garrett, Greencastle, Pa.  
Julie Gibson, Germantown, Md.  
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Ruth Sweet, Verona, Wisc.  
Patricia Vucich, Takoma Park, Md.

### Card of Thanks for Lockhouse 75 Volunteers

This past summer, the following Association members staffed the lock house and shared their knowledge of the canal with many visitors. Thank you.

Woodward, Emmie	Holdsworth, Bill & Chris
White, Pat	Himmler, Charles & Suzy
Shaner, Kevin	Hendrick, Lisa
Schuyler, Kathy	Gray, Karen
Romano, Bill & Marsha	Ehlman, Tom & Michele
Perry, Tom & Linda	Ebersole, Dick
Mischler, Bob & Joan	Downs, Ray & Jean
McGinnis, Gary	Cotter, Robert & Catherine
Lilga, John & Judith	Cole, Hal
Kubicki, Dennis	Bury, Ed
Huebner, Mary	Bernat, Edwinna

### Rita Bauman and Dward Moore Selected for Volunteer of the Year Awards

NPS has given well-deserved recognition to the important contributions of two leading members of C&OCA. Rita Bauman was selected as the Western District Volunteer of the Year for her valuable support to C&O Canal NHP. She was instrumental in conducting research about the history of the Bowles House and surrounding area, resulting in detailed information to help visitors, staff and other volunteers understand the importance of this structure. Rita is a weekly volunteer at the Bowles House, and also supports numerous park festivals and events throughout the year. Most recently, she made a highly effective contribution to the first-ever Bluegrass at the Bowles House. The event's great success was due, in no small part, to Rita's planning, media assistance, and public outreach.

Dward Moore was selected as the Middle District Volunteer of the Year. He has devoted a tremendous amount of his time at the headquarters library/archives, doing an exceptional job at organizing library materials. His work benefits all divisions of the park by providing access to resources for field staff. Recently, Dward scanned the majority of the park's more than 1,000 newspaper articles dating from 1924 to present. The files were scanned and saved in such a manner that they were fully searchable, which is no small feat. Dward also worked many long hours to reorganize the park's aerial photography collection, which includes flyovers from 1927 to 1997. He matched the photographs to U.S. Geological Survey maps so that they now correspond to towpath mile posts rather than to flight lines.

Congratulations on both of these awards!

### Book Review by Dave Johnson

**Trembling in the Balance: The Chesapeake and Ohio Canal During the Civil War** by Timothy R. Snyder.  
Blue Mustang Press, xvii+345 pp., \$22.95

Lying as it does on the north bank of the Potomac River, the C&O Canal was certain to be deeply impacted by the outbreak of the Civil War and to play a significant part in military and commercial activities during the conflict. The vast body of Civil War literature that has appeared during the last 150 years has paid scant attention to the canal. In 1939, Festus Summers, a history professor at West Virginia University, published *The Baltimore and Ohio In the Civil War*. In his entire 300-page book on transportation in the Potomac Valley during the war, Professor Summers mentioned the canal only five times. Walter Sanderlin's *The Great National Project* remains the definitive history of the C&O Canal Company, but he summarized the war years in a mere fourteen pages. Mainstream historians such as Catton, Foote, McPherson and Sears usually mention the canal only as an inconvenient obstacle to armies crossing the river.

It is very exciting, then, as we enter the sesquicentennial of the war, to have a new work covering the full story of the canal in that period. Timothy R. Snyder's *Trembling in the Balance* is the result of research that he began in graduate school and continued for more than ten years. The canal was only sporadically the scene of actual combat, and this is not a traditional military chronicle of battles. As the only direct transportation link between Washington and the upper Potomac, the canal was the primary means for delivering vital coal supplies to the capital. However, service was regularly interrupted not only by Confederate raids and recurring floods, but by interference by Union field commanders despite government policies to keep the canal open. The book focuses on the complex political relationships and conflicts between the canal company and the army, federal and state governments, their impact on canal trade, and the physical and economic struggle to keep the waterway open.

The book is thoroughly documented, citing primary sources including company records and reports, correspondence, contemporary newspapers, and memoirs. The bibliography provides a list of books and articles that would fill a library, and will surely steer interested readers to sources they have not previously discovered, but *Trembling in the Balance* deserves a central place on the bookshelf of every Civil War buff and C&O canaller.

Tim Snyder grew up in Williamsport, Maryland, and lives in Hagerstown. He is a member of the C&O Canal Association and has contributed several articles to *Along the Towpath*. Among the many people that he thanks in the acknowledgments for encouragement and advice are John Frye, Bob Kapsch, Karen Gray, Gary Petrichick and Curt Gaul.

# Calendar of Events - 2012

DATE	DAY	EVENT (updates at <a href="http://www.candocanal.org">www.candocanal.org</a> )
Jan 1	Sun	New Year's Day Hike, 10:30 a.m. Cumberland, meet at the NPS Visitor Center, by the mule statue. Contact Mary Huebner (301-777-0545)
Jan 7	Sat	Civil War Weekend. The Bowles House C&O Canal Visitor Center, located between Locks 51 and 52 in Hancock, will be open.
Jan 20		Unofficial C&O Canal NHP Federal Advisory Commission meeting. Time and location will be posted on C&OCA website one week prior.
Jan 29	Sun	Continuing Hike Series: Fletchers Boathouse (mi. 3.14) to Georgetown. Potomac Heritage, American Discovery, and Glover-Archibald Trails. Meet at bridge over canal, 10:30 a.m. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Feb 5	Sun	Board Meeting at Williamsport Town Hall, 1 p.m.
Feb 18	Sat	Tree Walk on Berma Rd./towpath loop with Carol Ivory. Start 10 a.m. at Great Falls parking lot. Compare trees at higher elevations with those along the towpath and river. Contact: Carol Ivory at <a href="mailto:carolivory@verizon.net">carolivory@verizon.net</a> or 703-869-1538.
Feb 18	Sat	Be Fit McLean! Outdoor Adventure Expo 2012, McLean (Va.) Community Center, 10 a.m. - 4 p.m. Contact Rita Bauman at 540-888-1425 or <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a> .
Feb 25	Sat	Continuing Hike Series: Meet at Pennyfield Lock parking lot (mi. 19.63), 10:30 a.m., hike to Violettes Lock via Blockhouse Point Conservation Park, Muddy Branch Greenway, South Old River Rd., Blockhouse, and Calithea Trails. Warning: moderate hike with uphill sections. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> )
Mar 3	Sat	Annual Meeting at Williamsport American Legion. (article and reservation form in this issue).
Mar 24	Sat	VIP Work Party, 9 a.m. to 12 p.m. Painting the canal boat at Great Falls. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> )
late Mar	TBD	Nature walk to find twinleaf and early spring wildflowers along Widewater. Contact Marion Robertson ( <a href="mailto:marobertson@verizon.net">marobertson@verizon.net</a> ; 301-657-8992) or Marjorie Richman ( <a href="mailto:marjrichman@verizon.net">marjrichman@verizon.net</a> ; 301-770-3608).
Mar 25	Sun	Continuing Hike Series, 10:30 a.m. Mi. 156.2. Paw Paw Tunnel Hill Trail. Strenuous! Contact Pat White ( <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> or 301-977-5628)
Apr 1	Sun	Board Meeting at Glen Echo Town Hall, 1 p.m.
Apr 6	Fri	Unofficial C&O Canal NHP Federal Advisory Commission meeting. Time and location will be posted on C&OCA website one week prior.
Apr 14	Sat	Potomac Watershed Cleanup, 9 a.m. to 12 noon. Contact Jim Heins (301-949-3518 or <a href="mailto:vip@candocanal.org">vip@candocanal.org</a> )
Apr 14	Sat	Wildflower walk on towpath and Bear Island led by Peter Whitney. Meet at 9 a.m. across from the Old Anglers Inn. Bring lunch and sturdy shoes. Contact Marion Robertson ( <a href="mailto:marobertson@verizon.net">marobertson@verizon.net</a> or 301-657-8992).
Apr 21	Sat	Annual Douglas Memorial Hike, featuring the Seneca to White's Ferry area. Contact Dorothea Malsbary at <a href="mailto:programs@candocanal.org">programs@candocanal.org</a>
May 12	Sat	Wildflower walk with Marjorie Richman ( <a href="mailto:marjrichman@verizon.net">marjrichman@verizon.net</a> ; 301-770-3608) to view species found at higher elevations than the towpath. Location TBD.
May 19 & 20	Sat & Sun	Two one-day paddle trips on the Monocacy River. Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun). Reservations required. Contact Barbara Sheridan ( <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 301-752-5436).

May 27	Sun	Continuing Hike Series: 10:30 a.m., mi. 60.7. Harpers Ferry to Weverton on the Appalachian Trail. Park at Visitors Center (NPS fee area) off U.S. 340, take shuttle, meet at stop in the lower town. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> )
Jun ?	Sat	Big Slackwater rededication. See C&OCA website.
Jun 2	Sat	Presidents' Day at Little Orleans. Breakfast at 9 a.m. plus a six-mile loop hike. Details in Mar. ATP. Contact: Dorothea Malsbary at <a href="mailto:programs@candocanal.org">programs@candocanal.org</a>
Jun 3	Sun	Board Meeting, the Perrys' home, Williamsport, 1 p.m.
Jun 16	Sat	Paddle trip, Violette's Lock (Lock 23) to Great Falls. Reservations required. Contact Bill Burton ( <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 703-801-0963).
Jun 23	Sat	Dragonfly walk with Steve Dean, Oldtown, Md.
Jun 23-24	Sat-Sun	Heritage Montgomery Tour, Seneca Aqueduct and Lock 24. Interpretative talks by Karen Gray. Contact: for Sat., Ron Howard ( <a href="mailto:ronhoward@comcast.net">ronhoward@comcast.net</a> ); for Sun., Rita Bauman ( <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a> ).
Jul 20	Fri.	Unofficial C&O Canal NHP Federal Advisory Commission meeting. Time and location TBD.
Jul 21	Sat	Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 703-801-0963.
Aug 4	Sat	Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton at <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 703-801-0963.
Aug 5	Sun	Board Meeting at Glen Echo Town Hall, 1 p.m.
Aug 24-26	Fri - Sun	Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 301-752-5436.
Aug 25-26	Sat-Sun	Williamsport Days. Contact: Tom Perry, 301-223-7010.
Sep 15-16	Sat-Sun	Sharpsburg Festival/Battle of Antietam event. Contact: William Bauman, <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a> .
Sep 23	Sun	Continuing Hike Series:, 10:30 a.m., mi. 119.8. Little Pool to Licking Creek Access. Great Eastern Trail. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Sep 23-27	Sun-Thu	World Canals Conference, Yangzhou, China. For more information see <a href="http://www.worldcanalsconference.org">www.worldcanalsconference.org</a>
Sep 29-30	Sat-Sun	Canal/Apple Days at Hancock. Contact: Rita Bauman, <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a> .
Oct 3 -8	Wed - Mon	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required. Contact: Tom Perry, 301-223-7010.
Oct 6	Sat	Bird walk with Kurt Schwarz, 8 a.m. start; loc.TBD.
Oct 7	Sun	Board Meeting at the Williamsport Town Hall, 1 p.m.
Oct 8	Mon	Tree walk, location TBD.
Oct 19	Fri	Unofficial Chesapeake and Ohio Canal NHP Federal Advisory Commission meeting. Time, location TBD.
Oct 20	Sat	Annual Heritage Hike, Big Pool (Ft. Frederick) to Hancock. Details to be in Sept. newsletter.
Nov 18	Sun	Continuing Hike Series: Oldtown downstream to Lock 68. Potomac Heritage and American Discovery Trails. Meet at Lock 71 parking lot (mi. 166.7), 10:30 a.m. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Dec 1	Sat	Frostbite Hike: meet at Great Falls Tavern, 10:30 a.m. Visit five vistas along the canal. Contact Carl Linden (301-461-2071) or Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> )
Dec 2	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Jan 1	Tue	New Year's Day Hike 2013, Cumberland. Details TBD

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

## 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*

### The Battle to Save the Canal, Part V Summarizing the Three-Decade Journey, 1938 to 1968

Our story began here in the June 2009 issue — but the struggle over the old C&O Canal lands began in the 1930s as a result of the B&O Railroad's near-bankruptcy during the Great Depression and the canal's purchase by the federal government.

First floated in 1935 and then resurrected in 1946, the idea of a Potomac Parkway was developed in considerable detail by the National Park Service in a 1950 report to congress that recommended canal lands for such a project. It was an idea appealing to Maryland's 6<sup>th</sup> district Congressman, J. Glenn Beall, who saw it as a better road between Hancock and Cumberland than old U.S. Route 40.

Initial objections came from the Izaak Walton League and, in 1953, from a tough labor lawyer named Anthony Wayne Smith, as well as Irston R. Barnes, a nature writer for the *Washington Post* and president of the Audubon Society of D.C. On January 11, 1953, an article by Barnes appeared in the *Post* that called for making the C&O lands a "recreation park" with the canal "a highway for canoes" and the towpath "a country lane for hikers and bikers."

A year later, in January 1954, a *Washington Post* editorial in favor of the parkway idea brought a letter from Supreme Court Justice William O. Douglas to the *Post*'s editors, calling for the preservation of the canal and inviting the editors to join him on a towpath hike. That hike took place March 20–27, with locally- and nationally-known environmental leaders joining in. It attracted significant media coverage and triggered much discussion by participants and regional interests of various compromises and possibilities that the canal lands offered.

The hike was followed on March 31 by a new editorial supporting the idea of a parkway route that would save as much of the canal as possible for recreational and scenic purposes. When Douglas and the C&O Canal Committee (formed by local supporters at the end of the hike) weighed in on the parkway idea in subsequent months, they "did not differ greatly" from those recommendations.

In 1956, however, the thinking of many canal supporters crystalized around the idea of a "National Historical Park" that would protect and utilize as much of the canal as possible. Perhaps one of the most important things about this vision was that it brought the engineering, social, and economic history of the canal into the picture that had previously focused predominantly on the canal's natural resources and recreational potential.

Subsequent efforts to get legislation through Congress were unsuccessful in the 85<sup>th</sup>, 86<sup>th</sup>, and 87<sup>th</sup> Congresses.

Eisenhower's 1961 executive decision to declare the full length of the canal a National Monument under the Antiquities Act had the unfortunate effect of hardening opposition—especially that of Wayne Aspinall, chair of the House Interior and Insular Affairs Committee, who was not consulted before the National Monument proclamation was made.

In the mid-1960s canal park legislation efforts remained stalled, and dams emerged as a primary threat with a new Corps of Engineers study for controlling floods in the Potomac basins. However, President Johnson's Secretary of the Interior, Stewart Udall, opposed the Corps of Engineers' plan and recommended instead a more diverse study. That study culminated in a legislative effort to create a "Potomac National River" involving 67,000 acres on both sides of the river.

Ultimately, neither Rep. Charles "Mac" Mathias of Maryland nor any member of Congress from Virginia or West Virginia supported the national river idea, and by the end of the 90th Congress in late 1968, the Potomac National River scheme was dead.

### 1969 and 1970: The Road Opens Up

When the 91<sup>st</sup> Congress began in 1969, much had changed. Udall, who had opposed the park bill in favor of the national river plan, was out of office, and Walter J. Hickel, President Nixon's Interior Secretary, was associated with neither proposal. Charles "Mac" Mathias, now a senator, and Maryland Congressmen Rogers C. B. Morton, Gilbert M. Gude, and J. Glenn Beall, Jr. — as well as John Saylor and Samuel S. Stratton of New York — supported the canal park idea and introduced park bills in the first session.

However the Senate Interior committee would not act on the park bill until its House counterpart was ready to do so — and the House committee was waiting to see what the administration's position would be. So, in the spring of 1970, whether Hickel would re-invigorate the national river plan, or that of a canal park, became a critical issue.

Canal park supporters focused on Hickel: Anthony Wayne Smith, in an April 6 letter to Hickel, declared that the national river project "will never get anywhere," and linked the canal park to the administration's urban initiative (that focused on the growing woes of American cities) by describing the canal park as "primarily for the benefit of the city people of the Washington Metropolitan Area." (A perspective that earned no points for the park in western Maryland.) More importantly, a group of park proponents led by Mathias and Gude met with Hickel to convince him of the importance and viability of the park proposal as contrasted with the impolitic nature of the National River scheme.

On May 27, 1970, Hickel communicated to Wayne Aspinall — the canal park's bitter enemy who was still chair of the House Interior and Insular Affairs Committee—that that administration was supporting the legislation for a C&O Canal National Historical Park.

Surprisingly, when Gude and Saylor met with Aspinall concerning the park bill, they found he accepted that the

*Continued on next page.*

national river plan was moribund and the park was a reasonable alternative. He even agreed to hold hearings on the new bill.

The National Park Service was now also on board insofar as its current director, George B. Hartzog, Jr., had decided to follow Hickel's lead on the matter. However Hartzog saw a canal park as a necessary first step toward a national river project. Perhaps in an effort to have his cake and eat it too, Hartzog directed Park Service planner John M. Kauffmann to rework the NPS park plan in a manner consistent with that larger vision.

As envisioned in the 1970 bill, the proposed new park would encompass 20,239 acres and include the entire canal from Georgetown to Cumberland. It would also encompass the land between the canal and the river from Great Falls upriver, and add considerable land in some areas on the berm side of the canal. The land costs were estimated to be between approximately \$19.5 million and \$20.9 million, and development expenses around \$47 million. Although the total could well have reached upwards of \$68 million, it was pointed out that this was about one half of the national river plan's projected cost.

On August 11 — late in the 91<sup>st</sup> Congress — hearings began with Aspinall reminding everyone that Eisenhower's national monument proclamation "was not done in accordance with the wishes of Congress." He further portrayed the bitter battles over the park as having pitted land, recreation, and water conservationists against each other—but conceded that there now seemed to be uniform support for the canal park proposal. The hearings resumed on August 13.

There was disagreement over a provision for a comprehensive title search and survey of relevant boundaries, included in response to numerous disputes over private land claims. Speaking for the Interior Department, Hickel felt that provision would encourage disputes and prove to be very costly. Provisions in the bill for access to land between the canal and river also concerned him, and he asked for their removal in light of Interior's intention to acquire such land. He also wanted language for "public nonpark uses" deleted.

But changes would have taken time and, so late in the session, meant the death of the bill. Senator Mathias urged quick action, testifying that "this is the last blow of the trumpet as far as the C. & O. Canal is concerned." He held the park up as "the vertebrae upon which the State and local and private effort can build so that we can preserve the river." He also stressed the value of sportsmen's clubs, their past role in protecting the river, and the need to leave them undisturbed.

In his testimony, NPS Director Hartzog spoke of restoring the entire canal to varying degrees that would include rewatering half of it.

Others who testified included: Spencer Smith of the Citizens Committee on Natural Resources, who urged giving priority to canal restoration over parking and other facilities; Anthony Wayne Smith for the National Parks and

Conservation Association, who expressed its objection to plans for sizable parking lots and large motorboat areas; Colin Ritter, C&O Canal Association president; and Grant Conway for the Potomac Appalachian Trail Club, who minimized the need for intrusive developments. Speaking for the Audubon Naturalist Society and Rachel Carson Trust, Shirley A. Briggs urged that the legislation give natural values equal weight with historic and recreational ones.

Maryland's Department of Forest and Parks now favored the park, but did not want it to include the river; its director, Spencer P. Ellis, noted the state's intention to acquire riverfront lands in Green Ridge State Forest, Fort Frederick State Park, and the McKee Beshers Wildlife Management Area. He also noted that they wanted the right to lease portions of the park between the canal and river for hunting areas. To this latter suggestion, Aspinall stated emphatically that he was "not about to support legislation which permits hunting in any national park."

Barry Mackintosh, in his history of the making of the park, stated that "the most noteworthy aspect of the 1970 park hearings was the virtual disappearance of opposition." Nothing supports this state of things so clearly as the fact of the bill's passage in the house on October 5, without amendment and with only one vote against it. On December 15 the Senate's Interior Committee held a pro forma hearing and reported it favorably on December 21. For those with certain concerns, assurances were given that the southern boundary would not incorporate the river and that a 1953 easements law would apply to the park. The Senate approved it without dissent on December 22, 1970.

On January 8, 1971, while in residence at San Clemente, California, and without ceremony or — apparently — even a photograph being made, President Nixon signed Public Law 91-664 titled "Chesapeake and Ohio Canal Development Act."

It is appropriate to end this history with another quote from Mackintosh: "The national river proposal may have helped the cause of the park by making it appear innocuous by comparison." I believe that Barry hit the nail on the head as well in that this quirk in the process was characteristic of many similar quirks in the more-than-three-decade battle over the line of the C&O Canal and the lands proximate to the Potomac River. The many competing interests in this story slowed the progress toward agreement and eliminated numerous proposals. But they also created a setting in which many other options could be explored, and, ultimately, for a broadly-supported action to conserve both canal and much of Maryland's Potomac shore.

No single person or organization won this battle or even defined what was eventually created by the park legislation. Instead, the making of the C&O Canal National Historical Park is testimony to the democratic process and its ability to allow multiple and often-competing constituencies to arrive at compromises that ultimately win near-unanimous agreement. As such, the history of the making of our park — like all histories — may hold valuable lessons for our present contentious age.

# Across the Berm

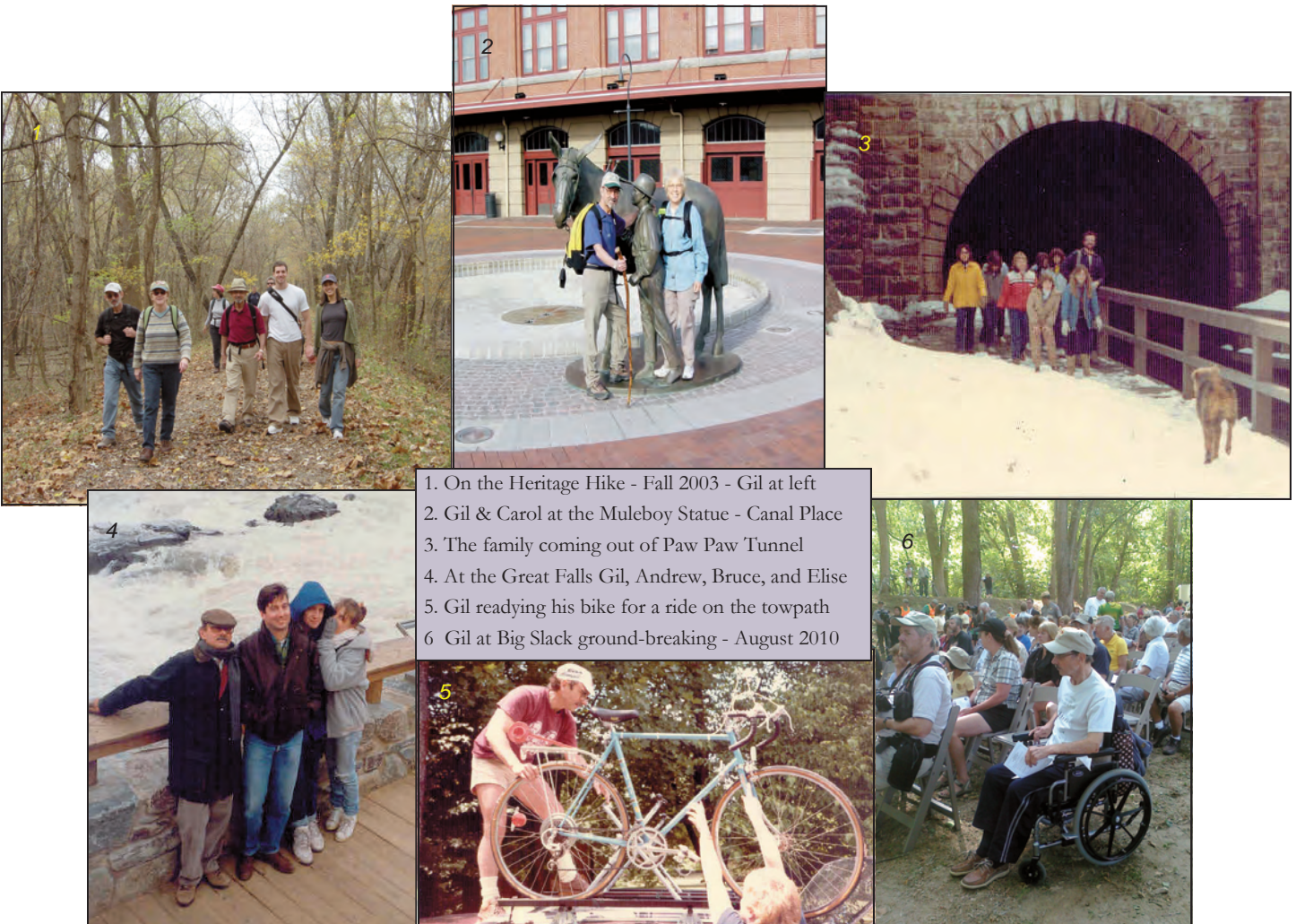
## James Gilmour Hill



Association members might not recognize the name above right off. But, if you said, "You know 'Gil,' don't you?," they'd say: "Sure, we know Gil, that's Gil Hill." Hikers on our April 2004 Douglas Thru-Hike will remember Gil as one of the fastest hikers and on the 2009 Thru-Hike as his wife Carol Galaty's assistant, making sure that our rain-weary hikers were well-fed. Everyone's spirits were lifted and morale restored by the superb catered meals and virtual banquets that were set before us. We who were on the hike still talk about it.

Tragically, just two months after the Thru-Hike, Gil suffered severe brain damage from a sudden fall down a stairway. Despite Carol's long and persevering struggle to restore Gil to health, his decline proved irreversible. We lost our friend in May of this year, 2011.

Gil lived an active and rewarding life. He attended Syracuse University and did his graduate work at Princeton. He was always full of energy and pursued distinguished careers, first serving as an officer in the Navy, then a long tenure at a number of different institutes of the National Institutes of Health, and finally retiring from the American Psychological Association in 2002. From the time of his marriage to Carol in 1978, as the pictures below show, Gil took every opportunity in his busy life to get out on the C&O Canal with Carol, their combined family of four children, and friends to hike, bike, walk their dog and, as a dedicated marathon runner, to build his running endurance with friends on the towpath. He was an active member of the C&O Canal Association, serving as Level Walker and a term chairing the Membership Committee as well as staffing Association booths at numerous events. The canal was a continuing source of enjoyment for Gil.



## The Annual C&O Canal Through-Ride

by Donna Sloppy

The 2011 Thru Bike ride began at the mule statue at the Visitor Center in Cumberland, where we greeted old friends and got to know some new ones. We had 19 riders, including four who were new this year: Katrina Craddock, Levi Gardner, Mary Ann McNamar and Matt Wilson. Katrina and Matt rode the whole distance, while Mary Ann left us just short of the end, and Levi rode from Whites Ferry to Great Falls. Our leaders were Tom Perry, Norman Liebow and Art Wise. While not riding, Bill Trippel came along to support his wife, Barb, and to help many of the rest of us as well.

After posing for the usual group picture at mile marker 184.5, we set off, making our first food stop in Oldtown, Md. Just before Paw Paw, the Muffins (motel people) said goodbye to the Campers and were shuttled to Hancock by the C&O Bike Shop of that town. At the Purslane Run campsite, the Campers were greeted by swarms of mosquitoes and other bugs, and immediately began swatting and dousing themselves with bug spray. Tents were put up in a hurry; we were lucky to escape with most of our blood! Excitement broke out, however, when Deb Poole unpacked the Jiffy Pop Popcorn and John Betting fired up his trusty camp stove. After much shaking, we all had a serving of yummy popcorn. Exhausted campers retired to their tents by 8:15 p.m.

Our second day began with the Campers and Muffins meeting at the Md. Route 51 bridge near Paw Paw. We set off walking through the Paw Paw Tunnel, where we found many puddles and got our shoes soaked. Conversation turned to the good food at Bill's Place, but we were disappointed to find that Bill's wasn't open. We shared what we had with us, however, and no one went hungry. We split up when we reached the western end of the Western Maryland Rail Trail and met again in Hancock for dinner before heading for our campsite or motel.

After breakfast on day three, we rode off into rain -- which would continue for the next three days. Due to the muddy conditions, we made the unanimous decision to ride the paved WMRT as far as we could, switching to the towpath just before Big Pool. We arrived in Williamsport wet, muddy, and looking forward to a shower and clean clothes. That evening after dinner, we were all invited to "Das Perry-winkle Haus" (Tom and Linda Perry's) where Linda served hot apple cider and gingerbread. And Tom played a few tunes for us on his amazing pipe organ before our business meeting.

Days four and five included stops at: the Western Maryland Sportsman Club, where Paul and Evelyne Schlot-

terbeck served us lunch; Harpers Ferry; Point of Rocks; and Whites Ferry. The campers were treated to dinner at Jim and Shirl Grattan's house in Knoxville, Md., for the second year in a row. What a feast they gave us! A highlight of the trip this year was seeing the beautiful, newly rebuilt Catoclin Aqueduct! Our group has been watching the restoration's progress and doing what we could to help it along over the past several years; we noted coping stones numbers 47 and 48 on the downstream side, which were adopted by "Pastor Perry's Pedalers." At Whites Ferry, Heidi and David Gardner and their sons Levi and Sammy brought us dinner of chili and salad, and Pat Hopson also joined us. Levi is Tom's grandson and would like to someday follow in "Opa's" footsteps to lead the bikers down the towpath. He was excited to be camping with us and anxious to get riding the next day. The Campers turned in rather early due to cold wind. At 1:00 a.m., Tom heard a racket outside his tent and found that Levi had taken down his tent and was ready to start the day! Tom convinced him it was too early.

After three days of riding in the rain, we were finally seeing the sun again on our final day, Saturday. Things were jumping at Great Falls as folks realized that this might be the last nice day of the fall. The high point of the day for us was the presentation to Matt Wilson by his dad, Jon, of the Boy Scout patch "C. & O. CANAL HISTORICAL TRAIL - B.S.A." Matt, having done the whole length of the canal, will qualify for all five of the patch segments, which will surround the beautiful gold, blue and red central patch.

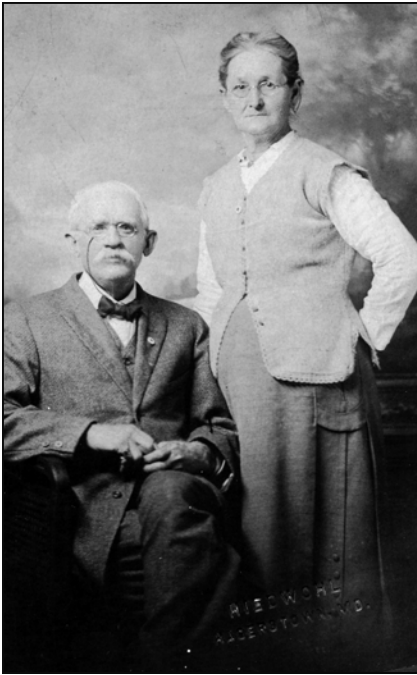
We said our goodbyes around mile marker zero in Georgetown at the water gate.

### Bikers' Gift to the WMRT Group

Each year our C&OCA bikers do an October through-ride and make a contribution to some worthy project up or down the length of the C&O Canal. My assistant leader of the through bikers, Pat Hopson, has compiled a list of recipients since 2005 and reports that a total of \$8,250 has been given in support of a new packet boat at Great Falls, the repair of the canal boat replica at Cumberland's Canal Place, the Catoclin Aqueduct Restoration, a bike rack at Fort Frederick, the Good Samaritan House in Hancock and this year, The Western Maryland Rail Trail support group.

The bikers chose The Western Maryland Rail Trail support group as a deserving recipient of our annual gift. We are enthusiastic about an extension of the rail trail from Pearre and contemplate the joy of crossing over those high rail bridges in the Paw Paw Bends of the Potomac. We have invited that group to come and speak to us about their work's progress when we ride again next October.

- Tom Perry



*Samuel and Ellen Sterling*

## The Canal, the War, and the Sterling Family

by Dick Ebersole

Daniel Sterling, who was the lockkeeper for the guard lock at Dam #5 from 1894 until 1919, was a witness to the 1861 Confederate attack on the dam. As a boy of ten, he was living with his family on the Reitzell farm below the dam when, in December of 1861, the forces of Stonewall Jackson decided to try to shut down the C&O Canal by destroying the dam.<sup>1</sup>

In the afternoon hours of December 7, 1861, a small force of Rebels under the command of Col. Turner Ashby opened fire on the dam, using four or five ten-pound rifled cannons and one Parrott gun. Their mission was to destroy this rubble-filled structure, which diverted river water into the canal. The Union side had no cannon to return their fire, but the Rebels' shells seemed to be ineffective in damaging the dam. However, they did hit the Stanhope House, and it was burned to the ground.

The next day, according to historian S. Roger Keller:

"Confederate canister and shells continued their routine from the day before, but this time the Federal reply was a bit livelier. The Rebels second shell crashed into a large barn owned by farmer John Sterling, at [T]wo [L]ocks [Locks 45 and 46] . . . It immediately caught fire and burned to the ground, scattering the troops using it as shelter.

This occurred moments after several of the Massachusetts troops had awakened from a nap in the Sterling barn's hay bin. Shaken, they assisted farmer Sterling in getting his livestock out of the flaming building, but could not save the entire crop of grain."<sup>2</sup>

Census data, however, make it appear that the barn was owned by Samuel Sterling, rather than his oldest son John.<sup>3</sup>

According to a newspaper article in the *Hagerstown Herald of Freedom and Torch Light*, dated December 11, 1861, the barn on the farm occupied by the Samuel Sterling family, was entirely

consumed by the fire that was started when a shell from one of the confederate cannons struck the building. Destroyed were the barn, a thousand bushels of corn, a quantity of wheat, hay, and other property, inflicting a heavy loss upon both the owner of the barn and the tenant.<sup>4</sup>

On December 17 of the same year, another attempt was made to destroy the dam. A force led by Stonewall Jackson, which included the Stonewall Brigade, Turner Ashby's cavalry, the Rockbridge Artillery, Chew's Battery, and a Virginia militia force commanded by Brig. Gen. James Carson attacked the dam. Although the Confederates did manage to breach the dam, it was quickly repaired, and by December 22 boat traffic on the canal resumed in both directions.<sup>5</sup>

After this event, four of Dan Sterling's brothers, John, Samuel, George, and Henry all joined the Union Army. They joined at different times and in different units, two in the infantry and two in the cavalry, and none would come home before the war ended.

In December 1864, the elder Samuel Sterling died, creating a real hardship for his wife Ellen. They had lost all of their crops in the barn fire in 1861, and the four sons had joined the Army, leaving Ellen with only two young boys to run the farm. Doctor Perry, in Clear Spring, wrote a letter to the Adjutant General of the Army asking him to release Ellen's son Samuel so he could come home and look after the family. The request was not granted and Samuel didn't come home until August of 1865.<sup>6</sup>

After the war, most of the Sterling boys worked on the C&O Canal. George, Benjamin and Daniel would at one time or another list their occupation as boatman on the canal. Daniel was the lockkeeper at Dam #5 and Samuel was a supervisor. In Samuel's request for a government pension in 1896, he said he had been employed by the canal for 35 years.<sup>7</sup> His son, Harry F. Sterling, was also a lock tender and supervisor. He worked on the canal until 1938, when it was turned over to the U.S. Government, making him one of the last employees of the canal.<sup>8</sup>

As you can see, the Sterling family had a long involvement with the Chesapeake and Ohio Canal and made a major commitment to the preservation of the Union. For a more detailed account of the action at Dam #5, see Tim Snyder's new book, *Trembling in the Balance: The Chesapeake and Ohio Canal During the Civil War*.

<sup>1</sup> *Hagerstown Herald of Freedom and Torch Light*, December 11, 1861, <http://www.whilbr.org/itemdetail.aspx?idEntry=5829&dtPointer=3>.

<sup>2</sup> S. Roger Keller, *Events of the Civil War in Washington County, Maryland* (1995), 40.

<sup>3</sup> 1860 census, Maryland, Washington County, Clear Spring District, enumerated on 8/31/1860, p. 104.

<sup>4</sup> *Hagerstown Herald of Freedom and Torch Light*, December 11, 1861.

<sup>5</sup> Keller, *Events of the Civil War*, 43-47

<sup>6</sup> Military Service Record for Samuel B. Sterling, National Archives and Records Administration, Washington, D.C.<sup>7</sup> "Census Data for Canal Workers, 1850-1920," <http://www.whilbr.org/assets/uploads/Census-WashCoMd1850-1920.pdf>; Declaration for a Pension in the name of Samuel B. Sterling, July 9, 1925, National Archives.

<sup>7</sup> "Census Data for Canal Workers, 1850-1920," <http://www.whilbr.org/assets/uploads/Census-WashCoMd1850-1920.pdf>; Declaration for a Pension in the name of Samuel B. Sterling, July 9, 1925, National Archives.

<sup>8</sup> Thomas Swiftwater Hahn, *The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers* (1996), 88; "List of Canal Company Employees, 1938," <http://www.whilbr.org/itemdetail.aspx?idEntry=6138&dtPointer=14>; *Frederick Post*, Oct. 27, 1970.

### News from the Pleistocene

If you happened to be living in the Pleistocene era (about 2.5 million years ago), and you were lucky enough to get reception on your IPAD in your cave, you might see the following news flash: “Glaciers in retreat again – melt water coming – big city will follow.”

Of course we recognize the area about to be formed in the news flash – it must be Great Falls.

Winter is a great time to look at geologic formations and think about how they got to be where they are. The leaves no longer obstruct our view and the water is typically low, guaranteeing good views of Great Falls from both sides of the Potomac. It is also a good time to speculate where Washington, D.C., might be if we did not have Great Falls exactly where it is today.

Great Falls marks the “fall line,” the furthest point above the mouth of a river that can be navigated without portaging. Although Great Falls has moved upstream over time, geologists believe it is the original marker for the fall line of the Potomac. A fall line forms where hard, resistant rock meets softer, unconsolidated rock. Historically, population settlements and eventually large cities developed at the fall lines of significant rivers. Think of Philadelphia, Boston, and of course, Washington, D.C. Settlements along fall lines have advantages such as transportation access to the ocean and water power that can be used to generate electricity. The location of Great Falls guaranteed the elements necessary to the survival of a large settlement, and it became Washington.

It was the nature of the rocks at Great Falls that determined where the fall line, and therefore Washington, D.C., would be located. The falls were created as a result of glacial action. Although glaciers did not advance as far south as Maryland, their presence had great effect on sea levels. During the Pleistocene period, geologists believe, there were at least four different episodes of glacial advance/retreat. When glaciers retreated, glacial melt brought large amounts of sediment to the mouths of major rivers. Conversely, as glaciers advanced, water was withdrawn from the oceans exposing land masses previously under water. During such periods, major rivers such as the Potomac cut valleys and gorges into the soft sediment, which eroded quickly while harder, thicker rock layers remained resistant. Alternating cycles of retreat and advance resulted in an uneven river bed with numerous rapids and falls. As Mather Gorge was being excavated, the harder, resistant rocks slowly became the geologic formation we call Great Falls.

In a way, we owe our location to those hardy rocks that became Great Falls. As you stroll along the towpath this winter near Great Falls, you might think about where we might be living if the fall line of the Potomac were in a different place.



Lock at Dam #5 - Samuel & Ellen Sterling are standing on the right.

## Nature Walk by Kurt Schwarz

The Association’s Nature Committee held its fourth bird walk October 2 at the Cushwa Basin, Williamsport. Eight of us, including our leader Kurt, met at 8:00 a.m., unfazed by a light rain. Two early arrivals caught sight of an immature bald eagle and heard a common raven. An adult mute swan graced the basin. Several hundred tree swallows were gathered. We spotted three northern rough-winged swallows and a lone barn swallow (it was getting late in the season for those two species). We were a bit surprised by two shorebird species, one killdeer and two spotted sandpipers. Downstream just shy of the I-81 bridge we saw two bald eagles flying over the West Virginia shoreline. We also had a good look at a scarlet tanager (which, counter-intuitively, was yellow). We spotted two rose-breasted grosbeaks and one brown thrasher. Other species noted (also a bit late in the season) were 16 chimney swifts, and one eastern woodpeewee. We recorded a total of 38 species in our two and a half hour walk. The sun did appear, rather wanly, at the point where we turned around.



Bald eagles are now a common sight along the river and canal. Photo by George Lewis



*The Catoctin Aqueduct Restored*

*Editor's note: George Lewis led the charge that made the Catoctin Aqueduct's reconstruction possible. George was the last to speak at the gala ceremony October 15<sup>th</sup> celebrating the aqueduct's restoration. Below is the gist of George's remarks taken from his pre-talk notes. The canal staff under Kevin Brandt's deft direction made the occasion most memorable and enjoyable for the many people who attended.*

## Ready Hands

by George Lewis

Taking the perspective of my profession as a veterinarian, Kevin put me at the rear end of the program, hands at the ready at the back of the mule. ["Lil" - the mule of honor stands nearby.] In any case, it took many "ready hands" to make this day and this rededication ceremony come to pass. So show me your hands. [Everyone raises their hands; an eagle circles above.] Take a look at your hands. Your hand prints are all over this aqueduct. History was in your hands and look what has been done! The interlocking hands of the Catoctin Aqueduct Restoration Fund logo were crafted to reflect without words what was done in 1832-34 and, what needed to be done, what could be done in 2010-2011, and what has now been done, namely, the restoration of the "most beautiful aqueduct on the line."

Hands have done it. The hands of the early Irish and German laborers, Scottish engineers, Mary Markett's fundraiser yard sales, Rick Weldon and the state bond bill, three fishermen adopting a coping stone, Pepper and Frank Scotto organizing 5K runs, the Norton and Carlson foundations, the C&OCA and Carl Linden, Jim Heines and VIPs, the Bike Patrol and many, many more — thousands more hands joined together and made this happen. Thank you all for getting your hands dirty, for getting your hands into history.

Look at what you have done [pointing to the aqueduct]. Before you leave today be sure to touch it, feel it, rub it, stand back and look at it — see what you and your hands have accomplished — and feel really good about it!

Look at your hands and hold them high — and look for the next opportunity to join with the C&OCA, the

Trust, or with the NPS to help, assist, lead, follow or even push the park — to envision and accomplish future restorations. Our park service guardians of our precious heritage cannot achieve all of this alone. Again, show me your hands. Remember history is still in your grasp and remember that you too are stewards of our lands and heritage.

## Come and Paddle on the Canal with Us

by Neil Gilliam

The Association sponsors a range of activities that give us many opportunities to enjoy the C&O Canal. I'd like to share why canoe trips are among my favorites in hopes that you might consider canoeing with us.

Since 2003, I have taken 19 canoe trips. During my first trip of the year in June, four of us shared two canoes. We put in at Violette's Lock (Lock 23) at mile 22 and finished at Great Falls at mile 14. It took five hours.

Canoeing gives me a chance to relax in a beautiful setting on a sunny, warm and not-too-humid June day. Thoughts come to mind as I paddle along. *Imagine* immigrant workers building the Canal almost two centuries ago (1828-1850); *envision* people living in the lock houses along the way; *remember* the walk Justice Douglas took down the canal in 1954 to save it from highway builders; *realize* that saving the towpath made possible the trail that now goes from Georgetown to Pittsburgh; and *contemplate* the canal's beauty — its flowers, trees, wildlife, and vegetation.

On that June day, it was partly sunny and warm (85°-93°). We enjoyed an easy paddle meandering the eight miles in the canal next to the towpath. Our first stop was at Pennyfield Lock (Lock 22) at mile 19.63. Approaching the lock, we maneuvered around a tree, passing only a few feet from people walking on the towpath. We then swung to the left side of the lock, hopped ashore, tied a rope to the bow and stern of the canoe, pushed the canoe under the low pedestrian bridge, and then, with the line in hand, guided the canoe down the "waste weir" channel that passes around the lock and back into the canal. This was a lot easier than portaging the canoes around the lock. (It should be noted that Pennyfield lock is not in usable condition to make the passage between the canal levels.)

We next paddled the 2.99 miles to Swains Lock (Lock 21) at mile 16.64 in Potomac, Md. Here we had to portage around the lock. The weir was covered over and not usable. We tied our canoes to a tree and ate lunch at the campground. Here we met Association volunteers who had just finished upgrading the Swains recreational/camping/picnic area. They cleaned and painted the grills, fire-rings, picnic tables and the park signs. Grass was mowed and invasive plants removed. After lunch we paddled the last 2.44 miles to Great Falls (Lock 20). The only wildlife I saw that day were two blue herons and many turtles, sliding from logs into the water as we came close.

The annual canoe trip on the canal is fun and a bit easier than trips on the Potomac, where some rocks and rapids are encountered. Check C&OCA's calendar and come out and join me on a future canoe trip.

## Hustle and Bustle on the C&O Canal - 1878 by William Bauman

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

The *U.S.S. Huron* (1875-1877) left Hampton Roads, Va. on Friday, Nov. 23, 1877, bound for Havana, Cuba. On her first night out she encountered a heavy storm and ran aground off Nags Head, N.C. at 1:30 a.m. Even though she was but 200 yards from the beach, the heavy surf, strong currents and cold temperatures took their toll on the crew. Ninety-eight men lost their lives that night. Today the site has a marker at Nags Head, N.C.

The following spring, a Cumberland newspaper reported: "Our readers will remember that some months since the *Huron*, a United States war vessel, was lost off the coast of Hatteras, and over one hundred of her crew drowned. A large number of the bodies were washed ashore and were temporarily buried upon the Currituck beach, awaiting such action as the Government should be disposed to take.

"It was determined by the authorities to take up the bodies and have them re-interred at Annapolis, and arrangements were made with a contractor to execute the wishes of the Government.

"The contractor had seen the steamer *Wagner*, owned by Mr. H. G. Wagner, upon the waters of the Chesapeake Bay, and he immediately made arrangements with Mr. W. to secure his vessel for the purpose of carrying the dead bodies to Annapolis. Our readers will remember the *Wagner* as a swift coal-carrying steamer on the canal, with the *Ludlow Patton* patent apparatus for lowering and hoisting her propeller, which will keep her on an even keel in blustery weather. Her speed on the open bay last summer was 8 or 9 miles an hour; and she weathered a gale quite handsomely on the bay.

"The steamer left Norfolk yesterday morning for the scene of the *Huron* disaster, and was expected to arrive the same day, and a large number of men were put to work today digging up the bodies and placing them in the boat. The *Wagner* will reach Annapolis tomorrow with her sorrowful cargo."

The next day the newspaper reported: "The steamer *Wagner* has recovered the *Huron's* dead on Currituck beach, and they will be buried at Annapolis today. There were 63 bodies." The next day a similar report: "The *Huron's* dead were deposited in their last resting place at Annapolis on Wednesday. They were buried with the honors of war."

A week later we read: "The *Washington Republican* says: The canal steamer *H. G. Wagner*, of Georgetown, which was chartered some time since to transport the bodies of those lost on the *Huron*, off Currituck beach, returned laden with 27,000 shingles to Joseph J. E. Libbey. In crossing the bay the *Wagner* experienced heavy weather, and at one time, when twelve miles from shore, it was doubtful whether she would weather the gale or not, with care and superior seamanship, the staunch little craft was brought through all right."

The steamer *Wagner* was built by Doerner & Bender, Cumberland, Md. in 1875 for Henry G. Wagner.

Who knew canal boats were capable of such open-water performance? Perhaps a member from Annapolis will share a photograph of the *Huron* sailors' final resting place and memorial stone with us.

Sources: <http://www.archaeology.ncdcr.gov/ncarch/underwater/huron.htm>; *Daily Alleganian and Times*, Cumberland, Md., newspaper: Wednesday, 3/27/1878, p. 3.; Thursday, 3/28/1878, p. 2; Friday, 3/29/1878, p. 2.; and Thursday, 4/4/1878, p. 3.



# C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

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Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
Administrative Technician	301-714-2215	Tom Houdersheldt
Chief of Resource Mgmt. & Acting Chief of Interpretation	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Mike Seibert
Partnerships	301-714-2238	John Noel
Volunteer Coordinator	301-714-2218	Daniel Filer
Preservation & Projects	301-745-5818	Daniel Copenhaver
Cultural Resources Program	301-714-2211	Sam Tamburro
Historian	301-714-2236	Ahna Wilson
VIP Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams
Lands Coordinator	301-714-2221	Bill Spinrad

**Palisades District** Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)  
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Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham  
Supervisory Visitor Use Assistant 301-767-3703 Paul Johnson

**Georgetown Visitor Ctr** 202-653-5190  
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Western Maryland District, Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

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Cumberland Subdistrict 301-722-0543  
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**Williamsport Visitor Center** 301-582-0813  
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**Hancock Visitor Center** 301-745-5877  
439 East Main St., Hancock, Md. 21750  
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## OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation 202-653-5190  
Great Falls Boat Operation 301-767-3714  
Boat House at Fletcher's Cove (concessionaire) 202-244-0461  
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## C&O CANAL ASSOCIATION

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

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

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## FIRST CLASS MAIL



*Lil takes a snack break at the Catoctin Aqueduct restoration and rededication celebration (Oct. 15). Lil was Mule of Honor on the occasion and led the assembled throng on a ceremonial first crossing of the rededicated aqueduct. Go to page 21 for a summary of George Lewis's remarks at the event on the significance of the aqueduct's restoration.*

**We Are Now On Facebook!** Our Association now has a spot on the popular social networking site. It's another way to let people know about us and our dedication to the C&O Canal. If you have a Facebook account, look for "C&O Canal Association" and select the "Like" button. Or, if you are not on Facebook, go to [www.Facebook.com](http://www.Facebook.com) and register (there is no cost), and then look for us. On our Facebook page we will be posting updates, photos, newspaper articles and other information. It will also have the link to our website, [www.candocanal.org](http://www.candocanal.org), which is also full of information and photos about us and the canal.

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