



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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Ceremony at Ferry Hill Place Commemorates Civil War Heritage by Ned Preston

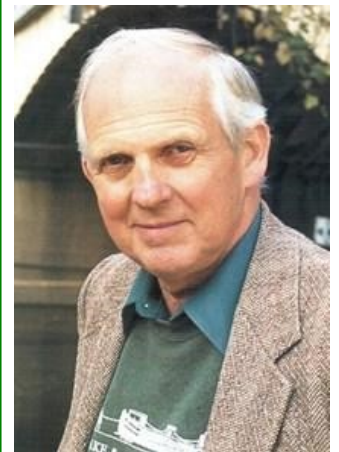
Under brilliant skies on May 19, the C&O Canal National Historical Park made a significant contribution to the 150th anniversary of the Civil War era by unveiling new exhibits at Ferry Hill Place. The event also recognized the bicentennial of the house itself, built in the early 19th Century and later the scene of numerous incidents in the struggle between north and south.

Superintendent Kevin Brandt opened the proceedings from the mansion's front porch, which commands a striking view across the Potomac River and C&O Canal near mile 73. He explained that the opening of the exhibits and related improvements at Ferry Hill were made possible by grants from the National Park Service and from benefactors Jim Norton and the Carlson Family Foundation, as well as the efforts of organizations such as the Canal Trust and Pebble Project Volunteers. Kevin noted that the porch

itself remains temporarily unrestored because of plans to return it to its original appearance.

A series of speakers, including local mayors as well as representatives of state and federal officials, underlined the value of preserving the region's Civil War heritage. The canal park's contributions were recognized by a resolution from Maryland state Senator Christopher Shank and by a certificate from Governor Martin O'Malley. Among the NPS speakers was Civil War Sesquicentennial Director Cathy Beeler, who directed attention to a new website, www.nps.gov/civilwar/maryland-campaign-events.htm, that provides historical information on the Maryland campaign of 1862 and a calendar of commemorative events.

A highlight of program was the "reappearance" of Enoch, a coachman and field hand at Ferry Hill. As portrayed by Jerome Bridges, a ranger from a national park in Virginia, Enoch gave a vivid account of his life under slavery from the 1830s until his escape during the Civil War. Among his experiences was assisting in freeing the mud-bound wagon of a passing "Isaac Smith." The traveler was later identified as abolitionist John Brown, hauling a load of



C&OCA mourns three-time president Carl A. Linden: see p. 8.



Jerome Bridges in the role of Enoch, enslaved coachman at Ferry Hill.

(Continued on page 17)

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 Battles over the Eastern Terminus and the Naming of the Canal¹ — Part I

On July 4, 1828 when ground was broken for the C&O Canal by President John Quincy Adams, the ceremony was held where construction would begin, heading upstream, just outside the District of Columbia boundary. The official terminus at the lower end of the canal was undetermined — aside from the fact that it would be at tidewater. This should have occasioned no dismay as starting midway along a proposed canal was by no means unheard of. Indeed, the first section of the Erie to be constructed was between Rome and Utica, far from either end of the proposed canal.

As a matter of general practice, the final line of the C&O Canal was determined by surveys done just prior to the company preparing and letting contracts for a new construction section. The surveys from earlier in the 1820s served to show that a Potomac Valley canal was feasible, and to provide a cost estimate for building it. None of those specifically included a terminus at river level in the District, although one went as far as the western boundary of Georgetown and another stopped at the market house a short distance farther into the city.²

Complex political and financial issues lay behind the decision to begin construction outside the Federal District boundary. These had already played a role in the naming of the proposed canal earlier in the decade at a great canal convention that took place in the U.S. Capitol in Washington on November 6–8, 1823. Its stated purpose was “to take into consideration the practicability and expediency of uniting, by canal navigation, the waters of the Chesapeake Bay with those of the River Ohio.”³

Already the General Assembly of Virginia had passed an act on February 22, 1823 to incorporate a “Potomac Canal” (distinguished from the Potomac Company by the addition of “canal” to the name). The November convention quickly approved the Virginia act but “with the following modifications, viz: That, in reference to its enlarged purpose, the name be changed to the ‘Union Canal.’”⁴ But that option was discarded when it was drawn to the attention of convention participants that the name was already in use by other companies, especially the Union Canal Company in Pennsylvania constructing a canal between the Schuylkill and Susquehanna Rivers. Next, the canal promoters sought a geographically meaningful name, an option that was embedded in the already-simmering controversy

over the canal’s eastern terminus.

From the first, it was realized that the most critical factor to the success of a canal linking the Chesapeake Bay and the Ohio River would be financing. At the same time it was understood that only with the broadest appeal in the Mid-Atlantic states would funding be likely to be obtained. That meant that Maryland, Virginia, Pennsylvania, and Ohio all needed to be drawn in, and the cities and regions along the line of the proposed canal would need to be convinced of its benefit to their individual economies. At the eastern end of the proposed waterway, that meant that strong support was needed from the port city of Baltimore in Maryland, and from the cities within the District, which then included Alexandria as well as Washington and Georgetown.

Congressman Charles Fenton Mercer, who was leading the effort to build a continuous canal to the Ohio River, recognized the importance of keeping all four cities “on the hook.” Clearly, the best way to do that was to keep open the possibilities for each to become the major terminus and transshipment port. While the assumption from the first was that the canal would serve one or more ports in the Federal District, a Maryland connection was more complicated. It would require building a canal over the high land dividing the Potomac watershed from that of a river that drained into the upper Chesapeake Bay: the Patapsco, Patuxent, or Severn.

While a canal from tidewater in the Federal District to the Chesapeake at Baltimore made sense topographically, given that there was very little elevation to overcome, the Baltimore interests preferred an “all Maryland” canal that would turn away from the Potomac above the District to reach Baltimore and the Bay. They feared that most cargo down the canal would transship in a District port rather than continue on east if their connection was an extension from the District.

However, Parris Spring Ridge, which stretched north from the District toward Pennsylvania, was a formidable barrier. Not only was the elevation that a canal would have to overcome in crossing it substantial, but also there was no obvious water source near the summit level for such a canal.

The terminus issue aside, however, the canal’s name needed to serve a much more ambitious vision than the “Potomac Canal” in Virginia’s act, which necessarily had been limited to that state’s boundary. Now the goal was to cross the mountains to “the head of the Steam Boat navigation of the Monongahela or Ohio river.” Mercer and others wanted a name reflecting that vision.

Although canal supporters in Ohio were speaking informally of a “Potomac and Ohio” canal, the first geographic name put forward was “Chesapeake and Ohio”. In proposing this name, Mercer stated:

Though the Ohio ultimately falls into the Gulf of Mexico, yet as it is the great stream to which we propose to go, there seems a propriety in retaining its name. In adopting the term Chesapeake we wished to avoid all local feelings, and assume a broad distinctive epithet, which would not interfere with the prejudices of any section of the country.⁵

James Forrest, a convention delegate from Maryland's St. Mary's County, promptly questioned the reason for the name change and expressed a concern that "Chesapeake and Ohio" might result in confusion with the Chesapeake and Delaware Canal. After Mr. McLean spoke for the Ohio interests, using their "Potomac and Ohio" terminology, Forrest proposed that "Potomac" be substituted for "Chesapeake."⁶ To this John C. Herbert from Prince George's County responded:

There have already been given reasons for the name of the change. In this case the interests of Baltimore ought never to be lost sight of. We ought, as far as possible, to remove the prejudices and ignorance existing on this subject. They cannot be strangers to the provision which has been made for a lateral canal—the grand object of which is to afford an opportunity of a canal being cut from the Great Trunk to Baltimore. We wish that the intercourse between Baltimore and the West be retained by this means.⁷

At that point, Forrest withdrew his proposal, although not without emphasizing that: "I feel more inclined to consider that I was in the right" and that anyway, he preferred the "Union Canal" name.⁸

But resolving the politically-sensitive name issue only brought to the forefront the issue of which city would be the primary eastern anchor of the great waterway. Clearly, the District cities could not be left out, and the majority at the convention envisioned a canal terminating in the District. Branch canals, especially one to Baltimore, were expected outgrowths of the main canal, but they could come with potential problems. If, for example, water for all or part of them had to come from the main stem, the primary canal would need more water and might find it difficult to maintain its full depth in dry periods. In fact, this did become a major problem with the Alexandria canal decades later.

But at this stage a major concern of many with an interest in a canal to the Ohio was getting and keeping as much of the business on the canal as possible. And it could not be denied that there was considerable foot-dragging on the part of many of the District delegates with regard to a Maryland crosscut canal.

In response to overt and implicit concerns over branch canals, Athanasius Fenwick of St. Mary's County urged the convention to approve a resolution that "this meeting and the friends of the Ohio and Chesapeake Canal [*sic*] general-

ly, disclaim and disavow all opposition to any lateral Canal which it is practicable to make, leading to or from the said Canal, or to any future extension through any of the states adjacent thereto." Ultimately a clear provision for lateral canals was included in the final resolutions to come out of the convention.⁹

After the 1823 convention, the issue of Baltimore's connection to the proposed Chesapeake and Ohio Canal simmered on even as the surveys of 1825 and 1827 reinforced the understanding that the main stem of the canal would go down into the Federal District.

But nothing changed the fact that Washington wanted the canal to end at the Eastern Branch (Anacostia River). Alexandria wanted it to cross the Potomac and terminate there—or if a Potomac crossing was not possible, to end at the Potomac Company's Locks Cove terminus above Georgetown (the location of present-day Fletcher's Cove). Georgetown supporters were divided, with some wanting it to end on their waterfront, but others preferring that it terminate up the river at Locks Cove in order to keep what they believed would be an unhealthy canal with noisy traffic from coming into their town. Among the latter was Francis Scott Key whose home and property on the bank of the Potomac would be in the path of any canal built through the town.

Georgetown's situation was problematic in another way: it was no longer a deep-water port due to siltation and it could serve only the more shallow draft ships that plied the Atlantic coast and the tidewater bays and rivers—not the larger trans-Atlantic vessels. And at the east end of the town, the mouth of Rock Creek formed a wide tidal flat.

So the ceremony on July 4, 1828, made it glaringly obvious that neither Georgetown, Washington, nor Alexandria could presume the great canal would terminate on their shoreline or at a place favorable to them. Nor could they even see construction bringing the canal in their direction, and this was not acceptable.

[The final part of this article will appear in the Fall issue.]

Notes:

1. This article draws heavily from William M. Franklin's "The Tidewater End of the Chesapeake and Ohio Canal", printed in the *Maryland Historical Magazine*, Winter 1986, Vol. 81, #4, 289–304. Dr. Franklin was the retired Director of the Historical Office, U.S. Department of State.

2. *Ibid.*, p. 298.

3. This description appears in multiple documents of the time concerning the convention.

4. Proceedings of the Canal Convention are available on the Internet at: <http://archive.org/details/proceedingsatgen00ches>. p. 6

5. *Ibid.*, p. 20.

6. *Ibid.*, p. 20 and 21.

7. *Ibid.*, p. 22.

8. *Ibid.*, p. 23.

9. *Ibid.*, p. 33.



Scenes from the 2012 Justice William O. Douglas Hike

The images on this page capture moments from a highly enjoyable day's activities on April 21: (1.) The earliest group of hikers pose at White's Ferry. (2.) Gage and Laila Linden prepare to hit the trail. (3.) The five-mile hikers gather in front of the partially-restored Jarboe's store at Edwards Ferry. (4.) Rod Mackler receives a serving of the Beallsville fire chief's famed barbecue. (5.) Historian Susan Soderberg describes the difficult life of the inhabitants of Maryland's Montgomery County during the Civil War. Photo credits: 1., a helpful bus driver; 2., Lisa Hendrick; 3. and 4., Pat Hopson; and 5., Ned Preston

Nature Notes by Marjorie Richman

New Wildflower List Available

After the 2009 Douglas Memorial Hike, the Nature Committee organized the "Guide to Spring Wildflowers on the Towpath" and placed it in the Articles section of the C&OCA website, www.candocanal.org. The Guide, with pictures and commentary, documents the flowers seen on the towpath from April 19 - May 2. Kelly Fox, a park ranger at Great Falls Tavern, saw the Guide and asked for a paper copy to help her answer questions from visitors.

Last year, Kelly asked us to give her a list of the flowers shown in the Guide for one specific section of the towpath,



from Swain's Lock to Carderock. She asked that the list be organized by color and include, for each flower, the blooming period and habitat. We were

pleased to provide the list, which is now available at Great Falls Tavern and also in the Articles section of www.candocanal.org.

The compilation of the list was a joint effort of Pat Hopson, Marjorie Richman and Marion Robertson. We consider this list a work in progress and plan to update it as we find new flowers along the towpath during different seasons of the year. Marjorie's photo above shows a bluebell from the list.

Spring Wildflower Walk by Marion Robertson

A small group of wildflower enthusiasts collected on April 14 at Carderock. The usual meeting place, established by Peter Whitney in other years, was at the lot across from the Old Anglers Inn, but construction prevented gathering there. There were ten of us, including three members of the nature committee. We had decided to go ahead with the walk even though we were missing Peter, his many books and his big hat, as well as his expertise (see p. 11).



*Violet wood sorrel (oxalis).
Note its clover-like leaves.*

It was a perfect day and we found some different flowers than we had seen previous years on Bear Island. Granted, we were off the towpath in the Carderock area!

We identified about 40 species of wildflowers, including some unusual ones: violet wood sorrel; rattlesnake weed; a few flowered valerian; red as well as yellow sessile trillium; and behind the restroom we found and identified wild lettuce!

Join us next year!



This may LOOK like a dandelion, but it is actually the flower of the rattlesnake weed.

Sessile trillium, known as toadshade, by Pat Hopson. The other two botanical photos in this article are by Marion Robertson, and the group portrait by a helpful bystander.



Wildflower walkers, l. to r.: front row: Olya Duzey, Marion Robertson, Linda Lightfoot, Pat Hopson, Laura Gilliam; back row: John Wheeler, Val Wheeler, Tom Lightfoot, Bob Whalen, David Hoover

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Across the Berm



Images of Carl Linden above show him: (1) with Senator and Mrs. Paul Sarbanes at the restored Monocacy Aqueduct in 2009; (1) with Congressman Gilbert Gude at the aqueduct prior to its restoration, c. 2001; (3) traveling with Dave Johnson at Pennsylvania's Starrucca Viaduct; (4) with Pat Hopson, studying a GPS navigation device as part of a Special Projects Committee program; (5) with Superintendent Kevin Brandt at the Catoclin Aqueduct restoration groundbreaking; (6) approaching Georgetown during the 2009 Douglas Thru-Hike; and (7) at Milepost 0 at the hike's end. Photographers include: 1., Ned Preston; 2., William Geiger; 3. Leif Linden; 4., Steve Dean; 5., [?]; 6., John Wheeler; and 7. [?].

Across the Berm, continued

Carl A. Linden, 1929-2012

The sudden passing of Carl Linden on April 2 marks the closing of a major era of the C&O Canal Association. Carl was a member of the Association for more than half a century, and served as president on three separate occasions. Throughout his long membership he was committed to the preservation and enjoyment of the canal and exercised strong leadership in establishing and carrying out the Association's goals. One of his proudest accomplishments was chairing the Association's efforts leading to the restoration and preservation of the Monocacy Aqueduct.

Carl's first term as president was 1972-1974, the years immediately following the passage of the legislation establishing the C&O Canal National Historical Park. The Association's focus turned from advocating for the park bill to determining how the National Park Service would develop the canal. The government's original draft master plan called for intensive recreational facilities in the park. The Association's basic philosophy was that the canal park should be intended for the enjoyment of the citizen who is willing to explore its historic structures and river environment, and the organization strongly opposed development that would artificially create visitor and recreational demands not in harmony with that philosophy. Carl's strong leadership during this period helped to influence the Park Service to adopt many of the Association's recommendations when it adopted the General Plan in 1976.

Carl's second tour in the presidency was 20 years later, 1994-1995, celebrating the 40th anniversary of the original hike led by Justice William O. Douglas and the founding of the Association. During this term, the Monocacy Aqueduct fund-raising drive was initiated, and Carl chaired the Monocacy Committee after his term ended. The committee's efforts generated over a half-million dollars, which stimulate congressional action to appropriate funds for the complete restoration of the historic aqueduct. The committee then was renamed the Special Projects Committee, which met regularly (at least once a month) in Carl's sunroom to discuss major and minor issues facing the park, Association and canal, up until the day before he left for the hospital in March.

Carl was elected president for a third time in 2007. Among the many issues addressed during that term were funding the restoration of the Catoctin Aqueduct and Big Slackwater, and opposition to the Georgetown University boathouse proposal. Following completion of his third presidency, Carl took over the editorship of *Along The Towpath*, which he continued in for the past four years.

When not holding one of the Association's officer positions, Carl served many terms as a director. He was re-elected to a new term at the annual meeting this past March. He also was a member of the Association's delegation to a dozen World Canals Conferences.

At the 2006 annual meeting, the Association presented Carl with its highest honor, the William O. Douglas Award, in recognition of his fifty years of service, including his leadership in the Monocacy Aqueduct restoration. In 2005, he received the Potomac Heritage Trail Association's Volunteer of the Year award for his role in the Monocacy Aqueduct project.

In addition to his leadership contributions, Carl was an avid hiker, camper and canoeist. He participated in all of the Association's quinquennial thru-hikes, and led many popular canoe trips down the river.

Born in Greenwich, Connecticut, Carl grew up in New York State. He graduated from Syracuse University and received a master's degree from Harvard. After service in the Air Force as an intelligence officer, he was a political analyst with the Central Intelligence Agency. Earning his Ph.D. at George Washington University, he changed his career to education. He taught first at St. John's College in Annapolis, and then at George Washington, from which he retired as full professor. His primary interest was the Soviet Union and he was a member of GWU's Institute for Sino-Soviet Studies, but the courses he taught ranged from political science and philosophy to classical studies. He was the author of nine books. Carl and his wife, Marcia, who passed away in 1988, had six children and three grandchildren.

Carl became a friend of everyone who knew him. His smile, courtesy, and facility for putting people at ease made him universally popular. In the September 2007 issue of *Along The Towpath*, Carl noted the passing of several prominent persons important to the park and the Association. He wrote: "We canallers like to speak of death as 'crossing the berm,' a kind of gentle and poetic allusion to our common mortality. An image comes to mind of a companion walking with us down the towpath who at a certain point turns away and crosses over to the canal's other side Although these, our companions, have now left us, we have not been left rudderless. They have set the direction for us in the example of the salutary care they bestowed upon the great river and the historic canal they so loved."

What better legacy can we have from our departed friend than to remember this?

--- Dave Johnson

Across the Berm, continued

Remembering Carl Linden

Kevin Brandt, Superintendent, C&O Canal National Historical Park

I was truly saddened when I received word of Carl Linden's passing. In my 16 years at the C&O Canal National Historical Park I have learned quite a bit. I've learned from scholars, craftsmen, politicians, park neighbors and visitors. Most folks are quite free with their advice. Carl had a quiet passion that cut through the cacophony that thunders through the superintendent's office. Carl was both a scholar and a gentleman in an old-school kind-of-way. He was also persuasive and persistent in keeping with the Canal Company's motto of *Perseverando*. As a public servant I quickly noted that Carl's perspective represented more voices than his alone. Over time I came to see the wisdom of his perspective. Carl's passion continues to inspire me as I lead the National Park Service's management of the national park, not just for today's visitors but for future generations.

When I've been on the towpath in the weeks since Carl's passing, I can't help but sense him walking beside me. Last week I stopped by the Monocacy Aqueduct, near my home in Frederick County. I walked beneath the first downstream arch and looked back at this amazing structure. I paused, smiled and pondered the vision that led to the restoration of this icon of the C&O Canal. And, I gave thanks to Carl, like Justice Douglas before him, for his passion and leadership in the preservation of this great national resource.

For all of us in the gray and green it has been an honor to have known Carl. We continue to be inspired by him and we will endeavor to carry on the vision he shared for the preservation of the C&O Canal.

Don Juran

Carl did so much in so many ways for C&OCA, but I knew him best as the editor of *Along the Towpath*. I always looked forward to the editing sessions at his house, his co-editors seated around the table in his back room, the walls and shelves laden with canal memorabilia. Carl was always ready with a joke, and had a way of making all of us feel especially appreciated.

George Lewis

In my mind's eye, Carl Linden's infectious smile, the C&O Canal, and electronic messages (yes, email and text messages) are forever inseparable; how say ye can this apparent abomination be? Simple.

Every time I cross any of the eleven C&O Canal aqueducts, especially the Monocacy and the Catocin aqueducts, I pause to glance over the berm side and at the water's reflection of the aqueduct arches. I see sad quivering reflections of inverse stone smiley faces, sad faces that remind me of the C&O Canal's loss of a beloved champion – Carl Linden. However, when I lean further over the copingstones to directly view the objects of these sad reflections -- I am always greeted by a series of strong stone arch smiley faces looking up at me; then I break out all over in smiles.

Yes, once again I have contracted Carl's infectious smile (to which there is no immunity), a rush of wonderful memories, and I am reminded of how very special he was and how very fortunate the C&O Canal is to have had him as a patron; and dare I suggest as a saint.

Go ahead, I dare you – stand on an aqueduct, any aqueduct, look over the side and down at the smiley face arches looking up at you; and try not to remember Carl Linden. Fear not the infection you contract, for our universe has no quarantine facility for those smitten by Carl's smile (an incurable lifelong condition☺ for which no one seeks a cure).

Nancy Long

There were several days in May of near perfect weather — warm sun, cool breezes — days when Carl would have been out on the towpath walking or biking; or marveling at the view of the C&O Canal and Potomac River from the heights of Berma Road; or maybe canoeing in canal or river; or just plain reveling in nature's beauty that surrounded him. He derived inspiration from these activities, which were often in the company of friends. He sought and worked to protect the C&O Canal National Historical Park for its intended purpose: the use and enjoyment of the park by the public.

Carl will be remembered for his strength of character; his extensive knowledge of diverse subjects; his avid interest in learning new things and explaining and testing new ideas; his wisdom and acuteness of mental discernment and soundness of judgment; his enjoyment of life in the company of family and friends. And of course, he will be remembered for his advice to persevere (i.e., to persist in anything undertaken; to maintain a purpose in spite of difficulty of obstacles; to continue steadfastly).

Carl's home was a venue for countless parties, gatherings and meetings. Christmas Eve was for smorgasbord; Christmas Day for a grand feast, all in the presence of family and friends. There were parties for no particular reason, except sheer enjoyment. Meetings of several Association committees were energized by spirited and significant discussions at Carl's extendable dining table in a room overlooking the Canal and River. Carl enlivened these discussions with thoughts or quotes from his extensive knowledge of philosophers — to illustrate a point, expand an idea, or generate further conversation.

Carl was a man of both strength and gentleness; of wisdom enhanced by education; with an unquenchable thirst for knowledge; with a desire to share knowledge with others. Carl was a man who persevered.

Carl was my dear and cherished friend. Perseverance in perpetuity, my friend.

Fred and Judy Mopsik

Carl Linden was our inspiration not only for the Canal, but also for showing how it could affect other aspects of our lives. His presence enriched us in many ways, some outside of the Canal.

When we first moved to Cabin John, 27 years ago, we were aware of the nearness of the park and that helped us decide to move here. A colleague of mine said that we should join the association, in time that led us to our first through hike, a goal that Judie and I shared. It was then, in 1994, that we got to know Carl. We shared many interests, including subscriptions to the Emerson String Quartet where we met him that last time, weeks before he died. There was no pretense, and we considered Carl a good friend.

It was Carl who talked me (Fred) into editing the newsletter and who was a coconspirator in plotting the strategy in protecting the Canal from incursions, especially from the Georgetown University Boat-house. The goal was not just for our personal desires, nor even the memory of William O. Douglas, a political hero of ours, but for the public good so that others could come to experience what we had. It is always too early to claim victory, but that to have protected the towpath until now is a major victory.

Carl was kind and generous to everybody and became for us the personification of the Canal and he always had the best interests of the Canal before him. The Canal will be fortunate to find another protector in the future.

Across the Berm, continued

Gary Petrichick

I met Carl on my first expedition with the C&O Canal Association - a Paw Paw Bends Canoe trip in September 1991. We quickly became friends and Carl was instrumental to my involvement with the Association, with he and Bob Perry ultimately getting me to agree to fill an opening on the Board of Directors in 1994, and to run for President in 1996 (the non-resident President). Of course, my living in upstate New York meant I'd need a base of operations in the Potomac Basin and through Carl's friendship and generosity, that base was his home. Over the years, particularly during the 1996 floods in January and September, I spent many, many days and nights as guest of the Lindens as the Association and Park grappled with the devastation. In fact, Carl stepped in as our liaison with the Park, coordinating our efforts in the rebuilding process which eased my load tremendously.

Unfortunately, circumstances changed and in later years I wasn't able to spend time on Ridge Drive with Carl and his boys, but I will always treasure those early days when, with Carl as my mentor, the Potomac River Valley and the Chesapeake & Ohio Canal became my second home. The nights spent swapping stories with Carl and Ken Rollins were priceless! Sadly, they can never be repeated, but they'll never be forgotten. It was and is, a major part of my life!

Rachel Stewart

Carl was the most down-to-earth person, yet at the same time learned and erudite. Example: walking with me on the towpath near Four Locks, he began to discuss 17th Century English philosopher John Locke's essay on civil government and liberty. That left me bemused at this different image from the hiker/biker/paddler I knew. His passing leaves a hole in our lives, but we have great memories.

Peter Whitney

Peter Whitney's obituary in *The Washington Post* did not say he loved wildflowers. But he did.

It did say he was a 1965 history graduate of Princeton University and that he had a master's degree in economics from Vanderbilt, as well as one from Harvard in public administration. He was an economist for thirty years with the State Department, where he was an expert on South American affairs. After retiring from the State Department in 1997, he was an economist in residence at American University until his death on February 9, 2012.

His real love was wildflowers, and he was an expert in identifying them.

In 1999, he went on the thru hike with the C&O Canal Association and made a list of all the

wildflowers he encountered, the date, and where on the towpath he found and photographed them.



In 2003, he wrote an article for *Along The Towpath* that is still on our website. Not only did he talk about the lovely wildflowers of the towpath, but he had a lot to say about the invasive species, such as garlic mustard and Japanese stilt grass.

Peter served on the board of the C&O Canal Association, chairing the nature committee. He also led wonderful wildflower walks for the Association, and his favorite place to explore was on Bear Island, just off the towpath near the Old Angler's Inn.

He had agreed to lead a walk on April 14, 2012. In his honor, the walk went ahead, led by members of the nature committee and reported on in this issue (see page 5).

— Marion Robertson

Ray Mushal

Raymond Mushal, who died in March, was a strong supporter of the canal park. He had been a member of the board of the Friends of Historic Great Falls Tavern since 2004, and was also an active member of the C&O Canal Association. Ray served as a Level Walker, and frequently participated in such volunteer activities as the annual Potomac River Watershed Cleanup and painting the canal boat at Great Falls.



After graduating from the University of Pennsylvania Law School in 1973, Ray began a distinguished career with the U.S. Department of Justice. His specialty was environmental law, and helped to shape legislation and policy in that field. A leader in the criminal prosecution of environmental violations, Ray developed guidelines, a manual, and training programs to make such enforcement effective nationwide. From 1992 to 2010, he taught an environmental crimes course at George Washington University Law School.

Ray's personal interests included woodworking, studying Civil War history, and such outdoor activities such as gardening, softball, tennis, and hiking. The photo above shows him as Blockhouse Point with

On The Level

By Level Walker Chair Steve Dean

The mild winter and early spring provided numerous fine days for level walks, and our Level Walkers took advantage of those opportunities. A total of 67 reports on 39 levels were received for February through April.

I also want to note that March marked my first full year as the Level Walker Chair. It has been a great experience. I've had the pleasure of working with a great group of volunteers and meeting some wonderful people in the Association. I've also found working with the National Park Service and providing a valuable service to be a rewarding experience. All of this while we team up to support the Park we love!

Our Level Walkers are enthusiastic nature watchers and provide some great details and pictures of their sightings on the canal. A summary of their findings is included at the end of On The Level. Be sure to take a look!

Sadly, we recently lost two Level Walkers. Carl Linden, in addition to his numerous other contributions, was a long-time Level Walker who recently rejoined us on Level 4. Ray Mushal started level walking on Level 7 in 2011, and was a very enthused and observant Level Walker.

Please join me in welcoming new Level Walkers Lynn and Jim Walker (Level 19), John and Elin Haaga (Level 24) and Mary Ann Moen (Level TBD).

See you on the towpath! - Steve Dean, 301-904-9068 Levelwalker@candocanal.org

Level 1 Tidlock to Incline Plane John Barnett reports 7 February Trash included a pillow case filled with ladies "unmentionables" which I found in the Aqueduct. I accidentally picked it up by the wrong end and the contents spilled out. It was a very colorful array! **7 March** The homeless situation under Key Bridge is worse than ever. I have reported this to NPS. The apparel and other items build-up behind the breached fence on the upper landing under the bridge continues to fill up. **9 March** I covered the west end of my level. As usual, I found just about nothing to pick up until I got to the Aqueduct, where I managed to fill a user bag chock full. **1 April** The area under the Key Bridge is still a horror and I'm doing what I can to try to maintain at least a semblance of good housekeeping. I had a very pleasant conversation with a young lady who is a student at GU. She's a French citizen and was doing some photography for a course in that subject. I offered to stand next to a tree across the canal and look the other way just to add life to a photo she was taking of Lock 4. **21 April** I was told a police officer recently visited and told the residents to clean up around the Key Bridge. Now it's piled up next to the landing just out from the bridge and looks just as bad. I told them I was sure the Park Service would still be unhappy with the results. A volunteer party from Rock Creek moved all the wood I'd stacked on the beach to a better location to make it easier for pick up. Some creep rolled one of the large stumps down the hill into the lock. I can't move it out by myself.

Level 3 Lock 5 to Cabin John Creek Marcus Boorstin reports 1 April Almost no water between Lock 5 and Lock 6, revealing quite a number of fallen trees/branches in the canal bed. At Sycamore Island the canal is choked with silt and many fallen trees and there is almost no flow of water. The graffiti on the highway overpasses which cross the path to the canal at mile 7.5 has been covered up. **Caroline and Bill Triplett report 1 April** Towpath was very clean and clear. There were many energy or power containers discarded on the trail from bikers or runners. Some are very small and appear to be consumed and then discarded.

Level 4 Cabin John Creek to Lock 14 Larry Heflin reports January through April Towpath is monitored over numerous walks. The towpath surface between miles 7.5 and 9.5 is heavily eroded in places with exposed rocks and deep gaps. It appears to need leveling and the application of a smooth top surface. Numerous fallen runners, tripped walkers and near bike accidents were observed during level walks in the area. This concern was reported to NPS.

Level 5 Lock 14 to Bridge at Cropley John N Maclean reports 24 and 27 February There were several couples out bird watching: one of the men held my ankles while I slithered headfirst down the bank to retrieve a bottle from the canal. I chatted with a fisherman and he recalled how good the fishing used to be, especially farther west at Widewater, until the breach in the canal reduced the water level. "I've caught catfish as long as your arm using a chunk of liver," he said. Being a fly fisher myself I couldn't entirely sympathize. But the fishing indeed used to be very fine, and hopefully will be again.

Level 8 Lock 21 to Lock 22 Jack and Karen Forster report 26 February Second highest count of visitors we've noted as Level Walkers. Towpath repairs complete in three places. **31 March** Water medium level. Three windows very well boarded over on Swain's lock house, but screen door torn and flapping and shutter on second floor east side of building nearly falling away. **Joe D'Amico and Amy Proft report 14 April** This was our first walk of 2012 along this level. The river along this section was relatively calm and appeared low given the scarcity of rain the past few weeks. The river-side erosion site just above Swain's near Mile 17 didn't show much change, although the plastic warning fencing around the site seemed to have been disturbed a bit since our last report.

Level 9 Lock 22 to Seneca Aqueduct Paul and Rita Marth report 22 February At first the towpath area seemed relatively clean, so we started going over to the river and cleaning up there in several places. Needless to say, we found a vast quantity of trash. The area next to the Pennyfield Lockhouse was severely eroded in last summer's storms; the orange plastic fencing put up is still in place there, though one of the posts used to secure it has fallen out, as the towpath edge has eroded a little more (maybe 6 inches).

Level 10 Seneca Aqueduct to Milepost 25 John and Valerie Wheeler report 17 January Very pleasant January day. Most of the trash was at the picnic area at Seneca Creek **Carol Purcell reports 23 February** HURRAH! The parking lot pot holes have been filled in and smoothed over. It looks 100% better now. Seneca Creek was flowing well, but the huge pile of debris and trash has now blocked the up-stream side of two arches of the aqueduct. Now one can see three huge trees lodged in the creek across the two pipes that span the torn out section. It will become more difficult for boats to navigate from the creek into the Potomac. **23 March** Same song, second (or third) verse: The Seneca aqueduct remains partially blocked. All this debris could affect the Aqueduct if we have more flooding. However, the fishermen seem to like casting into or near the mess—I guess they think the big ones are hiding under it. (NOTE: The NPS is aware of this problem and advised that the debris will be cleared in the near future.)

Level 11 Milepost 25 to Sycamore Landing Pat Hopson reports 15 February I walked the entire Level 11 round-trip; most of the trash was near the parking lot and at Culvert 38. The very large ruts at the upper end of Sycamore Landing Road have been smoothed out.. **14 April** There was very little trash. I was concerned to see a father and two young daughters fishing at the big hole in the canal prism over Culvert 38. I gently suggested that it

might be unsafe, but the dad said they'd be careful. I clearly wasn't going to be able to dissuade them.

Level 12 Sycamore Landing to Edwards Ferry **Pat Hopson and Frank Wodarczyk report 14 March** This visit was to pick up trash on the towpath and to scout for an upcoming group Level Walk. There was occasional small trash on the towpath. **17 March Pat Hopson and Carol Ivory with fellow Sierra Club members Ray Abercrombie, Janet Kegg, and Margaret Neuse** We spent most of our time between the towpath and the river banks, downstream from Edwards Ferry to MP 30 removing the river-borne debris. We also removed trash from the Goose Creek River Lock, but couldn't get to it all. We are concerned about the condition of the Goose Creek Lock. It could benefit from a good inspection and viewing from the upriver side. **31 March Pat Hopson** I did a clean-up around Edwards Ferry and also inspected the Goose Creek Lock more closely. It needs major maintenance. It looks like the worst problem is that some of the inside wall has worn away. I don't know whether it was placed there or just ended up there, but a large log seems to be keeping the wall intact. I'm afraid if the stones aren't replaced sometime soon, much more extensive damage will result. There are at least three big maple trees growing in the prism. The prism is filled with all kinds of logs and trash. We've cleaned out the trash there several times, but the footing seems unstable. **21 April Pat Hopson and Carol Ivory** This was primarily a trip to pull invasive garlic mustard at Edwards Ferry, but the trash was so noticeable at the entry that we also spent time cleaning. It looked like someone had accidentally or intentionally dumped out a trash bag on the road.



Downed tree and stone damage at Goose Creek River Lock.
Photo by Pat Hopson

Level 13 Edwards Ferry to Harrison Island and Level 14 Harrison Island to White's Ferry **Bob Robinson reports 23 March** Towpath was largely trash free. Almost all the trash removed was debris left by fishermen at Edwards Ferry. Towpath in very good condition—probably the best I have seen since beginning monitoring. Kudos to NPS for substantially addressing the rutting and washout problems.

Level 14 Harrison Island to White's Ferry **Bill Holdsworth reports 19 March** The towpath is relatively free of trash. I collected trash on the river side of the towpath. More remains for future visits. There is also some trash in the prism near Whites Ferry.

Level 16 Woods Lock to Monocacy Aqueduct **Mike Cianciosi reports 3 March** There was less trash than usual – maybe because recent rains washed away a lot of smaller stuff. The small (6 inch diameter) sink hole on the canal side of towpath at about mile 41.3.

Level 17 Monocacy Aqueduct to Noland's Ferry **Marion Robertson and Laura Gilliam report 15 February** Large amount of trash reported. Most was fishing related trash collected near river.

Level 19 Point of Rocks to Catoclin Aqueduct **Kevin Shaner reports 3 April** Towpath in very good shape.; dry with no noticeable problems. Towpath near Aqueduct is in much better shape than last time there in July. **Lynn Walker reports 15 April** The towpath was well attended with courteous bicyclists and people with dogs on leash. The towpath and visible berm was neat (minimal trash, no trimming needed).

Level 21 Lock 30 to Lock 31 **Ron Howard reports 23 February** Most of the trash was in the canal between mile 57 and mile 58. In addition to the bags of trash, I pulled four tires from the canal. Most of the trash was in the canal between mile 57 and mile 58. In addition to the bags of trash, I pulled four tires from the canal. The towpath was mostly smooth, hard and clear. In all of my years of serving as a level walker, I have not met a fellow level walker. But today I met two different ones! **Ed Rhodes reports 13 March** Large amount of trash collected. Most came from culverts 88 and 91. Culvert 88 is at mile 55.45 and culvert 91 is at mile 57. Towpath is in good shape; dry and smooth. **29 March** Much trash on the level even though it was recently cleaned.

Level 22 Lock 31 to Lock 33 **Karlen Keto reports 18 February** 56 walkers! The beautiful day was too hard to resist. Half of these were within 1/3 mile of Harpers Ferry and I assume they made the towpath a part of their Harpers Ferry visit. The usual bits of food wrappers, disposable drink containers—water, soda, alcoholic, sports drinks. **Ed Rhodes reports 6 March** Typical large amount of trash for this part of the canal. There were five park workers repairing the towpath between 58 and 59.

Level 23 Lock 33 to Dam 3 **Karlen Keto reports 21 February** The canal at Harpers Ferry had no trash in it! I have never seen it so litter free. For once, there were no alcoholic beverage containers to pick up. Towpath is in fairly good shape. Between the foot bridge over the canal near Maryland Heights and Harpers Ferry, the paths to the river continue to erode on to the canal. I am concerned over one large one that could cause a walker or cyclist to fall. It is about 5 feet wide at the edge of the towpath. **Pat and Ken Heck report 1 March.** It's clear that several people keep this area clean; very little trash, most accumulated near crossbridge to Harpers Ferry. I misjudged "dry" land and stepped into 2 feet of water attempting to get trash accumulated on the berm side of Lock 33.

Level 24 Dam 3 to Dargan Bend **Karlen Keto reports 2 March** I saw recent evidence that NPS maintenance was at work cutting trees that probably fell on to 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! **John and Elin Haaga report 7 April** Towpath in good condition. The Huckleberry Hill camp and Dargan Bend Recreation Area were clean and in good condition. Most trash was at Dam 3.

Level 25 Dargan Bend to Lock 37 **Karlen Keto with daughter Megan Goerner reports 8 March** Light trash with a couple of large objects left for NPS. Park facilities in good condition. **Pat and Ken Heck report 10 March.** Little trash was seen beyond the first 100 yards or so at Dargan Bend. About 1/10th of a mile S. of Lock 37, found almost half a bag of

trash on what was either a fishing or camping area. The towpath is in bad shape not far from Dargan Bend. The Park Service has a sign requiring bikers to walk their bikes. **Sandi and Craig Roberts report 12 March** No trash. Towpath in good shape, lots of tree trimming has recently been done so there are no branches reaching out into the pathway



Chessie the Level Walker dog helps Karlen Keto on Levels 21—25
Photo by Karlen Keto

Level 26 Lock 37 to Antietam Aqueduct Jack and Karen Forster report 4 February Light trash. Near the lowest usage we've ever recorded. **14 April** Light trash again. Several large groups on bikes, making the highest bike usage we've recorded. Water level at Culvert 100 was low, and made the extent of the previously reported damage even more apparent

Level 28 Lock 38 to Lock 39 Bill Warren reports 18 March Very light trash and all was in the parking lot by the Rumsey Bridge. The towpath was in pretty good shape, probably due to lack of heavy rains. There were a few small mud puddles that are easily avoided. The two portable toilets under the bridge need servicing. Unfortunately it seems that some dog walkers are cleaning up after their dogs and throwing waste in plastic bags into the toilets.

Level 30 Snyders Landing to Lock 40 Margie Knott reports 12 April The towpath is in good shape. Very light amount of trash found.

Level 31 Lock 40 to Marsh Run Culvert Bill Warren reports 23 February This level walk was strictly to collect trash one spot around Horseshoe Bend. Several large bags of trash and many large objects were collected, but much more remains. **1 April** There was a light amount of trash on the towpath and a discarded lawn chair. One visitor on horseback saw me lugging the lawn chair back up the towpath and told me she'd seen it there all winter long and was glad somebody was finally picking it up. One couple with a dog on a leash commented that there were lots of loose dogs around that came out along the towpath around Taylor's Landing. Towpath in that area in excellent condition; previous water damage has been corrected.

Level 34 MaMabon's Mill to Opequon Junction HBO Tom Perry and Gary Naugle report 18 March Towpath in good condition with light trash. Found cut firewood at both HBOs. Access is still difficult due to ongoing Big Slackwater construction.

Level 36 Lock 43 to Falling Waters Dick Ebersole reports 13 March The towpath is in good condition with a few pot holes. I removed some trash and a few branches.

Level 37 Falling Waters to Lock 44 Jim Tomlin and Cindy Walczak report 22 March Level is clear and is in good shape. Fireplace grate still bent at Cumberland Valley Hiker-Biker site. Towpath condition very good.

Level 38 Lock 44 to High Rock Quarry Diane Summerhill reports 7 February Basin area was quite clean. Recently cut trees were along the towpath. Occasional mud puddles in towpath. **Charles Holden & Regina Podolskis with Margaret and Jeremy Hayes report 2 March** Moderate amount of trash. Towpath in good condition. It was a good day for a walk. **Nick Russo reports 27 March** There is a significant log dead tree log jam near the visitor center at the Conococheague Creek aqueduct abutments. Condition of towpath very good. Removed several small branches.

Level 39 High Rock Quarry to Nettle RR Bridge Piers Stefanie Boss reports 15 March No towpath deterioration noted from the winter. A potentially hazardous leaner tree was noted. **3 April** Very little trash but there was an old (I'd say 1950's) spaghetti strainer out there. I wondered why.... Towpath still in good condition. There were some small puddles in several places but nothing to worry about.

Level 41 Dam 5 to Four Locks B. K. Lunde reports 18 February Light trash on level. Nice new toilets at Four locks. One was open and in good condition. Quite a bit of water up stream of Two Locks in the canal. It was flowing into the lock area. The steps to the house at Two Locks were gone.

Level 44 Fort Frederick to Ernstville and Level 45 Ernstville to Licking Creek Aqueduct James Biasco reports 6 April Towpath very clean and in good condition. Only about a dozen generally smaller pieces of trash were collected and some small branches were moved.

Level 48 Hancock to Round Top Cement Mill Phillip Michael Clemans reports 13 March I stopped in Hancock for my winter hike on the canal. Noticed a few low spots on the towpath above Mile 126 and sink holes in the prism near the White Rock Hiker-Biker. I found quite a bit of trash, including many beer containers and a soccer ball. Much of trash was under the US Route 522 bridge. **Michael and Judi Bucci report 14 April** Sink-hole over culvert at White Rock hiker-biker unchanged from earlier report. Large amount of trash that collects in area before road leaves canal. Encountered a large scout troop from Arlington VA who said they were biking to Cumberland. Rope swing below Round Top cement mill into Potomac looked inviting for a warmer day.

Level 49 Round Top Cement Mill to Lock 53 Paul Petkus reports 31 March Trash was light as usual. No changes to the structures were detected since my last walk. Culvert 188 at mile 128.5 has debris obstructing the entrance, although it wasn't any worse than on previous visits. The towpath is in good condition. I removed the normal assortment of small branches from the towpath. Nothing was noteworthy in their sizes or numbers.

Level 52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct Tom Aitken and Candee Schneider report 15 April The level was actually very clean aside from a few sticks and branches on the towpath. The towpath is in very good condition. Also, work is being done at the Fifteen Mile Creek Campground. The area being worked on will be the future campsite and the present camp will be used as parking.

Level 53 15 Mile Creek Aqueduct to Lock 59 Tom and Marsha Dulz report 18 March Towpath clear and in good condition with only light trash. A big tree was recently cleared between mile markers 141 and 142.

Level 54 Lock 59 to Lock 60 Dennis Kubicki reports 16 April Normally, my level is very clean. This day was typical. I usually encounter quite a bit of dead-fall. But there were only a few fallen branches on the towpath this day. The

conditions at Locks 59 and 60 and at the Stickpile Hill Hiker-Biker camp were very good; almost pristine. As we haven't had much rain lately, the towpath was dry and free of ruts.

Level 55 Lock 60 to Culvert 208 Paul Petkus reports 18 February The surface of the towpath is in good condition. As usual, I moved a variety of branches off of the towpath. They were a little more numerous and a little larger than those encountered in October, but nothing particularly noteworthy. The gates to the towpath where the Bond's Landing access road crosses it have been replaced since October with a different type of gate that might be easier for horseback riders and bicyclists to get through is now in place. **15 April** The surface of the towpath is in good condition. No trash was found. Lock 60 and Culvert 208 are both in good condition, with not changes noted from past walks.

Level 59 Tunnel Parking Area to Opposite Little Cacapon Bob Mischler reports 14 March Towpath in good condition with minor puddling that was easily avoided. Trash was light. Lot of limbs were down. I removed most of the larger ones; the rest are no problem. Water along the entire section although it is not usually that wet. Noted two bikers on a weird-looking recumbent bicycle where the one in back faces rear..

Level 64 Kelly's Road Culvert to Spring Gap Recreational Area Nasra Sakran, Jim Lyons, Mary Ann Moen, and Mary Huebner report 11 March Towpath was in very good shape except for 3 small 'potholes' between milepost 173 and 172. The hillside down from Maryland Route 51 (across from the east side of Spring Gap Recreation Park has a lot of trash on it, just waiting to blow into the canal.



*Turtle crossing towpath on Level 48
Photo by Michael and Judi Bucci*

Level Walker Nature Sightings

Turtles are always the first welcome sign of spring on the towpath. Many Level Walkers noted turtles on their walks, but the earliest turtles this year were reported on February 22 on Level 9 by Paul & Rita Marth. Early frogs reports have been mostly heard and not seen. Snake sightings are so far limited to the occasional black rat snake. Paul Petkus noted an interesting salamander on Level 55 in February on a warm day.

Several Level Walkers noted that wildflowers were about two weeks early this year. That didn't make them any less glorious! Bluebells were widely reported from the last week of March through mid-April. Pat Hopson and Frank Wodarczyk reported bluebells on Level 12 as early as March 14. Carol Purcell spent an afternoon with her flower guide on Level 10 in late March and identified 25 wildflowers and spring plants. Common sightings along the towpath were phlox in various hues, buttercups, sweet cicely, sessile trillium, gill-over-the-ground, mayapples, and violets of many colors. Garlic Mustard was reported on twelve levels in March, but there is

much more. Many Level Walkers also participated in the Garlic Mustard Challenge as well as level walked.

There weren't many tree reports, though a few Level Walkers reported beautiful Redbud trees in bloom, Dogwoods and Paw Paws.



Salamander on Level 55 — Photo by Paul Petkus

Bird sightings were plentiful. Canada Geese and Mallard Ducks were frequently sighted along the canal. Great Blue Herons were reported often and are always a welcome sight. Active Pileated Woodpeckers entertained many level walkers and Red Bellied Woodpeckers frequently made their presence known as well. Several Level Walkers were treated to a view of Red Tailed Hawks, including a sighting of a pair by Bill Warren on Level 28 near Shepherdstown. Pat Hopson frequently heard owls along Level 12. Paul Petkus observed five turkeys running down the towpath on Level 55. Michael and Judi Bucci noted ten cormorants on Level 48. Kingfishers were observed by many Level Walkers. Other bird sightings included cardinals, chickadees, red-wing blackbirds, finches, and Carolina wrens.



Pileated Woodpecker — Photo by Steve Dean

Butterflies were noted in many reports. The predominant type seemed to be swallowtails. Dragonflies are not out in force yet. Gnats were plentiful!

Mammal sightings were mostly limited to white tail deer, squirrels (fox and gray), and rabbits. Several Level Walkers observed signs of beavers in or near the canal.

We can't wait to see what the summer brings!

Around the Park

A variety of important projects are underway or in planning stage will restore or enhance the C&O Canal National Historical Park. A major focus is Williamsport, site of an ambitious program of multiple restorations that has received a favorable Environmental Assessment. In May, the Maryland legislature approved a bond bill providing \$175,000, that could be applied to restoring historic canal structures in the area, but priorities and additional funding sources have not yet been determined.

On May 26, meanwhile, the National Park Service began free interpretive boat rides in Williamsport between the lift bridge and Lock 44, using electric-powered launches (*photo 1*), from roughly the era of 1900, shows the type of craft used as the model for the new launch in (*photo 2*.) The rides will be offered on weekends throughout the summer, and similar rides are expected to begin in Georgetown in mid-June. Although afloat, the canal boat *Georgetown* is unfit for service due to structural problems (*photo 3*). For details on the launch rides, visit www.nps.gov/choh/planyourvisit/publicboatrides.htm.

In work to repair the towpath breach near Angler's Bridge, the contractor has completed steel-reinforced concrete footing to support a restoration of the historic stone wall, for which masons have begun selecting stones. The contractor also has also undertaken preparations for a new land bridge over the historic Washington Aqueduct. Parking at Angler's remains limited and subject to periodic closures, but alternative parking is available at Carderock (2 miles east) and Great Falls (2.2 miles west). A section of the towpath upstream from Angler's is closed, and hikers must use Berma Road, from which the breach repair work may be observed (*photo 4*). The expected completion date for the project remains fall 2012.



Complicating the parking at Angler's is construction of an odor control facility (*photo 5*). This and a similar structure at Fletcher's Cove are part of a series of installations intended to abate the unpleasant smell caused by gases vented from a sewer line that runs from Virginia and though the canal park below Great Falls. Completion of these structures is also expected in autumn 2012.

At Big Slackwater, the park's largest ongoing project remains on track to restore towpath continuity by year's end. The proposed extension of the Western Maryland Rail Trail is the subject of a current Environmental Assessment. During a period that closed on June 1, the public was invited to comment on three options. Under Alternative C, the NPS preferred option, the extension would begin at Pearre, bypass the Indigo Tunnel, go through the Kessler Tunnel, and end at Kasecamp Road near the east (downriver) end of the Stickpile Tunnel. The complete Environmental Assessment document can be found on the NPS public comment website, parkplanning.nps.gov/choh.

— Marjorie Richman, John Wheeler, & Ned Preston

Georgetown Boathouse Issue Status by John Wheeler

For more than 10 years, the C&O Canal Association, with many other groups, has been battling a proposal to locate a massive boathouse for Georgetown University in the C&O NHP upriver from all development in Georgetown. After conducting an Environmental Assessment, and then an Environmental Impact Statement (never finalized) a few years ago, the NPS has placed that process on hold.

Now the NPS is conducting a feasibility study for the implementation of a non-motorized boathouse zone that would extend from 34th Street in Georgetown, up-river to about 1,100 above Key Bridge (this includes the contested site for the Georgetown University boathouse.). This zone was originally proposed as part of a 1987 Georgetown Waterfront Plan, the thrust of which, according to NPS, "emphasizes preservation, restoration, and enhancement of the historic resources of the area. The plan also maximizes the unique physical geography of the waterfront."

In December 2011, NPS held a meeting where it explained its plan to conduct the feasibility study. Over the next several months it held meeting with stakeholders (including C&OCA) and accepted public comments on the proposed feasibility study, which is expected to be published and opened for public comment by this autumn. C&OCA hopes that the boathouse zone feasibility study will aid in a satisfactory resolution of the long boathouse controversy and that boating access in Georgetown can be enhanced in appropriate ways. Our overriding mission is to protect the historic, scenic, and natural value of the C&O Canal NHP.

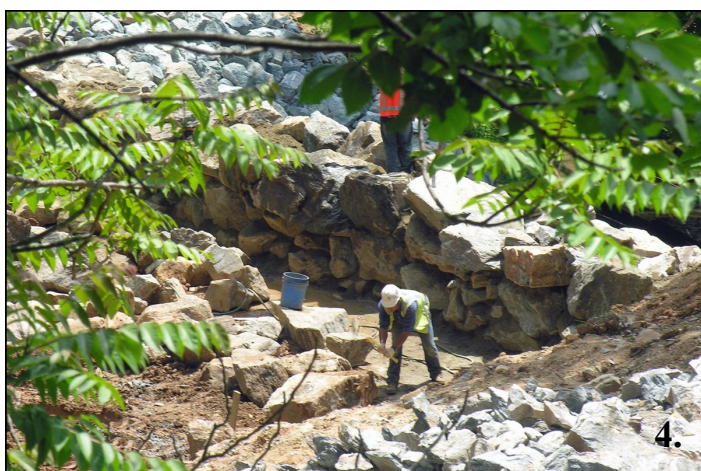


Photo credits: 1 & 2: National Park Service; 3-5, Ned Preston

Ferry Hill, continued from p. 1

pikes in preparation for his fateful 1859 raid on Harpers Ferry. Other costumed re-enactors at the celebration represented Union troops and local civilians, including two



Superintendent Kevin Brandt watches as the ribbon is severed.

who drove a covered wagon, and appropriate music was provided by the Hancock Civil War String Band.

The climax of the ceremony was a ribbon-cutting at the rear entrance through which visitors enter the mansion, which will be open daily throughout this summer from 9:00 a.m. to 4:30 p.m. The interior holds maps, models and enlarged photographs that interpret the story of the house, which formerly served as the headquarters of the C&O Canal National Historical Park. Built by John Blackford between 1812 and 1820, Ferry Hill was later the home of Henry Kyd Davis, author of the memoir *I Rode with Stonewall* (for an overview, see Gary Petrichick's account in the June 2009 issue of *Along The Towpath*, posted as part of the Civil War series in the Articles section of www.candocanal.com).



At left, a model displayed inside Ferry Hill shows an earlier historical appearance of the mansion's façade.

At right, the façade on May 19. (Photo by Steve Dean, others in this article by Ned Preston.)



Canal Haikus

Throughout the school year, second graders at Georgetown Day School visit and study the C&O Canal. Students learn about the history of the canal, from its role as an industrial thoroughfare to William O. Douglas' preservation efforts and its existence today as a park. Students hiked the canal several times, picked up trash to help preserve the towpath, spent time appreciating it as a natural space, and reflected on their experience. Inspired by a trip to the canal in May, these poems were written by second grade students and provided to our newsletter by their teachers, Elsa Newmyer and Todd Carter.

Beautiful water
It glistens when the sun shines
Lightish bluish dark!
Isaac

Ducks floating in the water
The water reflects the sun
Rocks in the water
Kira

Blue and red flowers
Scattered over the canal
Oh! Purple flowers
Harold

All types of flowers
Ducks and wild strawberries
You run fast and free
Emma G.

Ducks swim together
Duckling quacking happily
Splash splash as they go
Emma B.

Yellow buttercups
Yellow all over the place
Blankets of yellow
Celina

Trees blossoming in spring
Everybody together
Under an oak tree
Brody

Long kayaks
Poison ivy
Rocky towpath
Protective barbed-wire
Man-made canal
Joey

I'm not looking where I'm
going
Oh Look!
A turtle and some ducks
And a
Splash!
Elana

Beautiful canal
Second graders running wild
A day in the sun
Julian

Yellow buttercups
Wild, red strawberries on
bush
Water on canal
Halle

Long dirty, fun paths
Kids jumping in mud puddles
Mud on their t-shirts
Ethan

The water is clear
The plants are growing
The clouds are forming
The animals are spreading
The snakes are growing
The sun is shining
And the sand is hot
That is why
You should take a walk
Cannoy

There's the undertow
On the Potomac River
Wow that's amazing!!
Risher

ANNOUNCEMENTS

From the Nominating Committee

Have you ever considered becoming more active with the C&O Canal Association? Would you like to help in guiding our organization as we move forward to assist in the protection and promotion of the C&O Canal National Historical Park? If you answered "yes" to those questions, you may be just the person we are looking for! If you are interested in a position as an Officer or a member of the Board of Directors, or if you know of someone who would make a good candidate, please contact any one the members of this year's nominating committee, listed below:

John Anderson, Chair, 703-678-6933,
ol-canada@msn.com
Bill Burton, billburton@earthlink.com
Pat Heck, pheck@sewanee.edu
Dorothea Malsbury, dmmalsbary@gmail.com
Mary Ann Moen, mamoen@atlanticbb.net
Pat White, 301-977-5628, patri-
cia.white48@verizon.net

The Nominating Committee meets early in the fall to determine the candidates for the elections that will be held at the Annual Meeting in March 2013. Meanwhile, we look forward to hearing from you!

The Value of Membership

If you're not a member of the C&O Canal Association, we cordially invite you to join. You will become one of a congenial company of fellow citizens that reaches back to 1954, when a group of hikers led by a Supreme Court Justice began the march toward the creation of the C&O Canal National Historical Park. Among your benefits will be: participation in enjoyable recreational and social events; volunteer programs; opportunities to support the canal park and protect its future; and a subscription to this quarterly newsletter.

To join (or to provide a gift membership) please print the form on the Membership page at www.candocanal.org. If that's not convenient, simply send a letter to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812, with the following information: your name (and that of the gift recipient, if applicable); address and phone number; the membership category selected (Individual, \$15 per year; Family \$20 per year; Patron, \$25 per year); a check for the selected amount; and the name to appear on your badge, plus a second name in the case of Family or Patron memberships.

ANNOUNCEMENTS, continued

C&OCA Bikers Ponder Big Slackwater

Will this year's Through Bike Ride be the occasion when at last we get to ride through the Big Slackwater area behind Dam #4? We can't be sure, but it could happen if work does not fall too far behind schedule (and we understand that the appropriated money is to be used by the end of September.)

Many of our riders have never been through that section. I can tell them what it was like in the "old days" before the storms of 1996 made it impassable, with high grass, drop-off spots, and rough terrain. Now they will have the joy of a restored trail overhanging the cliffs — and we will say "goodbye" to that dangerous highway detour.

We still have some openings for riders who are prepared to do 30 to 35 miles a day, either camping or staying in motels at night. You might want to join us. See p. 15 of the March issue of this newsletter for information, or call me at 301-223-7010. We begin in Cumberland on Wednesday, October 3, to be able to finish on Monday, October 8 (Columbus Day observed).

Send your non-refundable registration of \$25 to me at 116 S. Conococheague Street, Williamsport, MD 21795, indicating whether you will camp or motel, and I will send you additional material.

— Tom Perry

SAVE THE DATE: October 20, 2012

The annual Heritage Hike will take place on Saturday, October 20. Hikes of varying lengths will be offered between Big Pool and Hancock, followed by dinner and an evening speaker. Details will be published in the September newsletter.

Online Donations to C&OCA Funds

The C&O Canal Association now accepts donations online. To make a contribution, go to www.candocanal.org/contributions.html. You can select either the Kenneth Rollins C&O Canal Fund or the Davies Legal Defense Fund. Use either a credit card or a PayPal account. (PayPal charges the association a fee of 2.1% plus 30¢ for online donations.) There is a \$50 minimum for online donations. During the process, you will be able to indicate whether this is a memorial donation.

2014 Thru-Hike News

Preparations are underway to begin planning for the 2014 Thru-Hike of the C&O Canal. This hike will mark the 60th anniversary of Supreme Court Justice William O. Douglas' 1954 trek to save the Canal. The Thru-Hike is a tradition that began on the 20th anniversary of Douglas's famous hike and has been repeated every five years since.

The 2014 hike is being planned for the last two weeks of April. We will be hiking the entire length of the Canal from Cumberland, Maryland, to Georgetown. It is expected that the average daily hiking distance will be between 12 and 15 miles. We plan on camping each night, with the exception of the mid-hike weekend. It is anticipated that some participants will elect to make their own arrangements to stay in motels along the way (instead of camping out with the group) and that is fine. All meals will be provided, either in camp or by various organizations in local communities along the way, for the entire trip. Participants' gear (tents, sleeping bags and clothing) will be transported between campsites for them.

We are hoping to offer the same flexible arrangements as the 2009 Thru-Hike. This would allow members to sign up for the full two weeks or just the first or second week, if preferred. Overall participation will be limited to 50 hikers.

As you can imagine, there is a lot of planning and work involved in organizing an event of this scope and size. Although formal registration will not begin until early next year, priority will be given to those members who participate in the planning process from the beginning. Additionally, all hikers are expected to share in the work details and chores during the actual hike. Hikers will be assigned to help out in such areas as meal preparation, camp set-up and tear-down, loading/unloading the gear van, or whatever else is necessary in support of this event.

If you are interested in participating in the 2014 hike, and/or willing to be a part of the planning process, please send your name and contact information to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. Your response should be received no later than August 11, 2012. If you prefer, you may email your information to Barbara Sheridan at bsheridan411@gmail.com. Your name will then be placed on a preliminary list of interested individuals. All members who are on the list will be invited to a planning meeting sometime in the fall.

If you have any questions, you may contact Barbara Sheridan at the email address above or by phone at 301-752-5436.

The VIP Program Is Alive and Well

This spring has been relatively busy for some and extremely busy for a few of the members of the Volunteers In Park (VIP) program.

In early March, a few VIPs helped with and coordinated a massive cleanup in Georgetown with huge support from the local Ritz-Carlton Hotel staff. Later that month, a small group of volunteers spent two days painting the *Mercer* canal boat. Although the job was not finished, what was left was easily handled by park rangers.



Barbara Sheridan applies a careful brush to the stern of the Charles E. Mercer. Photo by Jim Heins

During April, 15 members helped to supervise or assist the Annual Potomac River Watershed Cleanup, which also involved close to 200 volunteers from

local communities. On another Saturday, five stalwart VIPs (Skip Magee, Dan Mick, Steve Dean, Craig Roberts and Phil Travers) assisted me and did a fantastic job of both supervising and working to refurbish the campground at the Marsden Tract. Two Boy Scout troops also provided significant labor. It was a job well done, with a huge effort on the part of all present. At the annual Garlic Mustard Pull at Carderock, 10 volunteers removed 34 bags of the weed (see article directly below this one).



Skip Magee and Phil Travers relocate a stubbornly resistant bulletin board at Nolands Ferry. Photo by Steve Dean

Before press time for this article, the subgroup of sign installers

will have installed bulletin boards at Brunswick, Lander, Nolands Ferry and the Monocacy Aqueduct.

The park is a better place as a result of the organizational skills, energy, efforts and wonderful cooperation put forth by members of the VIPs. Many thanks to all who helped with these projects.

— Jim Heins, coordinator



Quite a haul! Ron Howard displays color-coded bags of recyclable debris and pure trash at Angler's Bridge during the Potomac Watershed Cleanup on April 15. Photo by Steve Dean.

Garlic Mustard is Here — So Are C&OCA Challengers

The Garlic Mustard Challenge (GMC) started in earnest this spring. Although it is a short season and our efforts perhaps began slowly as we got organized, momentum has gained rapidly.

Some may see our attempt to eradicate garlic mustard in the park as akin to Don Quixote's fighting windmills. However, we seem to be making inroads. After a couple of years working the same sites, the results to date show that we have a chance. That is contingent on filling the ranks with additional volunteers ready to help pull this invasive plant, and in particular those willing to adopt a site and work it for the next few years.

We are nearing the end of this season. In another month or so, the plants will have gone to seed and further efforts will be wasted this year. To date, collectively, we have contributed over 300 hours pulling garlic mustard. Well over 200 large trash bags have been filled and disposed of properly (by putting them in a landfill or incinerator). The following sites have been adopted this year. There

Along the Towpath, June 2012

are many other members who participated in helping the folks listed below:

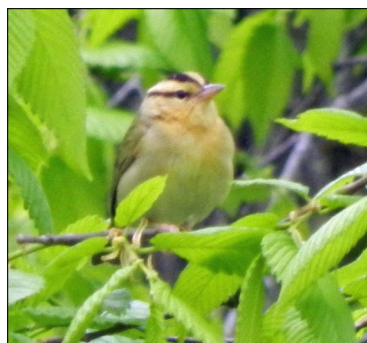
Antietam – Pat and Ken Heck
Carderock – VIPs
Edwards Ferry – Pat Hopson and Carol Ivory
Great Falls – Diane Seward
Lock 10 – Ranger Kelly Fox
Marsden Tract – VIPs
Millers Sawmill – Kathy Bilton
Nolands Ferry – Marion Robertson
Point of Rocks, N – Kevin and Rebekeh Shaner
Point of Rocks, S – Bill Alkire
Rumsey Bridge – Bill Warren
Spring Gap – Nasra Sakran
Swains Lock – Rachel Stewart
Weverton – Karlen Keto
Williamsport – Tom and Linda Perry

With many thanks for dedication and a job well done – SO FAR!

— Jim Heins, coordinator of the GMC
— Steve Dean, assistant and stats.

April Bird Outing by Kurt Schwarz

The Nature Committee's 2012 Bird Walk series opened on April 28. A threatening weather forecast did not deter three hearty souls, who arrived at Violette's Lock prior to the 8:00 a.m. start. The rain held off, though the poor lighting and the profuse leaf-out often prevented optimum viewing. Nevertheless, we recorded 47 species on the walk, not counting an additional four noted by the leader before the rendezvous.



Highlights were: an adult bald eagle; a female common merganser, which just kept circling in the air; very good views of a pair of the relatively uncommon blue-winged teal; an eastern phoebe attending a nest; and good looks at a worm-eating warbler (see photo). While several Baltimore orioles were heard, we found it puzzling that such a vocal and brightly colored bird could remain so invisible. We did have looks at one very backlit orchard oriole. We recorded both a Louisiana and a northern waterthrush, but neither would show itself. Fortunately, the songs are diagnostic.

The next trip will in October be at Point of Rocks, where we hope to find common ravens. See you there!

Girl Scouts at Riley's Lockhouse

On Sunday, April 29, I visited the lockhouse at Riley's Lock (No. 24) while a Girl Scout Troop was providing interpretation to visitors. Before doing my level walk, I enjoyed taking some time to tour with these Scouts, who were dressed in period costumes.

The Girl Scouts C&O Canal 1870 History Program gives these young girls a chance to spend some Sunday afternoons this summer from 1:00 to 4:00 p.m. at Riley's, where they share their knowledge with visitors. The Scouts highlight period pieces, including a beautiful album of the Riley family. They do a great job explaining how the family lived, and are adept at demonstrating toys that children used. The Scouts offer an impressive understanding of what life may have been like along the canal in the late 19th Century.

Be sure to stop by to visit if you are at Riley's some Sunday. The program will pause in mid-June, then resume in September through the first week of December.

— Val Wheeler, Chair, Youth Committee



Girl Scouts pose in period costume at the lockhouse door. Photo by Val Wheeler

Calendar of Events - 2012

Date	Day	Event
Jun 16	Sat	Paddle trip, Violette's Lock (Lock 23) to Great Falls. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.
Jun 23	Sat	Walk along the towpath from Old Town to Town Creek to view dragonflies. Shuttle for one way 4.4 mi. walk or walk round trip 8.8 mi. Meet at 10 a.m. in Oldtown. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.
Jun 23	Sat	Hancock Barge Bash. Contact Lisa Hendrick, at lisa.hendrick@frontier.com
Jun 23-24	Sat-Sun	Heritage Montgomery Tour, Seneca Aqueduct and Lock 24. Interpretative talks by Karen Gray. Contact: for Sat., Ron Howard at ronhoward@comcast.net ; for Sun., Rita Bauman at wdbauman@visuallink.com .
Jul 13-15	Fri-Sun	<i>Retreat Through Williamsport</i> , presented by the Town of Williamsport and the C&O Canal National Historical Park, commemorates the Confederate Army's retreat through the town following the Battle of Gettysburg in July 1863. Friday features a bus tour. Other events include lectures, re-enactors, and a five-mile hike on Sunday. For more information, go to www.williamsportretreat.com
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 for information at canoemaster@candocanal.org or 703-801-0963.
Aug 4	Sat	Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton for information at canoemaster@candocanal.org 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 for information at canoemaster@candocanal.org or 301-752-5436.
Aug 25-26	Sat-Sun	Williamsport Days. Contact: Tom Perry, 301-223-7010.
Sep	Sat	Big Slackwater Towpath Restoration Celebration - Date TBD
Sep 15-16	Sat-Sun	Sharpsburg Festival/Battle of Antietam event. Contact: William Bauman, wdbauman@visuallink.com .
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 for information at 301-977-5628 or hikemaster@candocanal.org .
Sep 23-27	Sun-Thur	World Canals Conference, Yangzhou, China. For information see www.worldcanalsconference.org .
Sep 29	Sat	<i>Art at the Point</i> , Point of Rocks Community Park, 10:00 a.m. to 5:00 p.m., an outdoor juried fine arts and crafts festival. Contact: Rita Bauman for information at wdbauman@visuallink.com .
Sep 29-30	Sat-Sun	Canal/Apple Days at Hancock. Contact: Rita Bauman, wdbauman@visuallink.com .
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	Nature Walk focusing on birds, 8 a.m., Point of Rocks, led by Kurt Schwarz of the Maryland Ornithological Society. Contact Marion Robertson (marobertson@verizon.net or 301-657-8992).
Oct 7	Sun	Board Meeting at the Williamsport Town Hall, 1 p.m.

Date	Day	Event
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.
Oct 27	Sat	Nature Walk - tree identification, 10 a.m., Great Falls. Contact: Carol Ivory at carolivory@verizon.net or 703-869-1538.
Nov 10	Sat	<i>Frederick Historic Transportation Forum: By Road, Rail, and Water</i> , 9:30 a.m. to 5:15 p.m., Delaplane Visual Arts Education Center, 40 S. Carroll St., Frederick, Md. Reservations required. See details at www.candocanal.org/2012forum.html
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 for information (301-977-5628 or hikemaster@candocanal.org).
Dec 1	Sat	Frostbite Hike: meet at Great Falls Tavern, 10:30 a.m. Visit five vistas along the canal. Contact Pat White (301-977-5628) or hikemaster@candocanal.org
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. For updates on any of the above events visit www.candocanal.org.



Representing the Association

As chair of the Festivals Committee, Rita Bauman sees to it that C&OCA has a table at many canal-related events, such as the recent Ferry Hill celebration shown above. Brochures, displays, and friendly conversations explain the Association's activities and attract new members. Check the Calendar on this page and contact Rita if you're interested in helping with this important program.

Along the Towpath, June 2012

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

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

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Brad Clawson
Administrative Officer	301-714-2204	Connie Hufford
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Mike Seibert
Chief of Interpretation, Education & Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-714-2218	Daniel Filer
Chief of Preservation & Project Management	301-745-5818	Daniel Copenhaver
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

Palisades District Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)
11710 MacArthur Blvd., Potomac, Md. 20854
Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham
Supervisory Visitor Use Assistant 301-767-3703 Betsy Buchanan

Georgetown Visitor Center 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supervisory Park Ranger 202-767-3711 Mark Myers

Great Falls Tavern Visitor Ctr. 301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854
Supervisory Park Ranger 202-767-3711 Mark Myers

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

Western Maryland District
District Ranger 301-722-0543 Todd Stanton
Cumberland Subdistrict 301-722-0543
Hancock Subdistrict 301-678-5463
Ferry Hill Subdistrict 301-714-2206

Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, Md. 21795
Supervisory Park Ranger Curt Gaul

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

Cumberland Visitor Center 301-722-8226
Western Maryland station, Cumberland, Md. 21502
Park Ranger Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Great Falls Boat Operation	301-767-3714
Boathouse at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731
Canal Quarters Program	301-714-2233

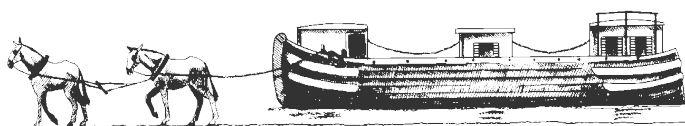
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Acting Editor: Ned Preston

Associate Editors: Steve Dean, Dave Johnson, Don Juran, Nancy Long, Marjorie Richman and Helen Shaw



C&O CANAL ASSOCIATION

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

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

2012 Association Officers

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

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

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

Secretary: Susan Van Haften, 944 N. Potomac St., Arlington, VA 22205, 703-536-1737, susan.vanhaften@gmail.com.

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

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

Board of Directors: (terms expire in 2015): Nancy Long, Pat Hopson, Bill Holdsworth, Alan Shane; (terms expire in 2014): Chris Cerniglia, Skip Magee, Dan Mick, Marjorie Richman, Francis "Champ" Zumbun; (terms expire in 2013): David M. Johnson, Tom Perry, Craig Roberts, Marion Robertson, Rod Mackler.

Committees (contact at C&OCA address/tel. no. above): Archives, Molly Schuchat; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Ned Preston (acting); Festivals, Rita Bauman; Finance, William Bauman; Legal Advisory, Helen Shaw; Level Walkers, Steve Dean; Membership, Barbara Sheridan; Nature, Marion Robertson; Nominating, John Anderson; Programs, Marjorie Richman; Sales, Bill Hibbard; Special Projects, vacant; Volunteers In the Park (VIP), Jim Heins; Youth, Val Wheeler.

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Keep up to date by regularly checking our website, www.candocanal.org, and by visiting our Facebook page. 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 and register (there is no cost), and then look for us. C&OCA members may also receive updates by email. If you haven't been receiving these update messages and would like to do so, please send your request to communicator@candocanal.org.



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