



ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

An independent, non-profit, all-volunteer citizens association established in 1954 supporting the conservation of the natural and historical environment of the C&O Canal and the Potomac River basin

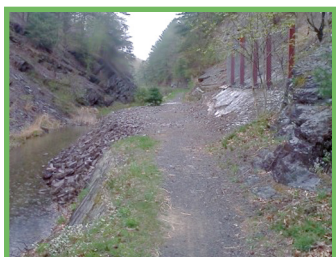
VOLUME XLV

June 2013

Number 2

Towpath Below Paw Paw Tunnel Reopens after Rockslide

The C&O Canal National Historical Park reopened the towpath at mile 155 on April 17, 2013. It had been closed since a rockslide on January 20. A geotechnical analysis was conducted immediately after the slide to ensure park staff could clear the debris safely and to determine if any further stabilization work was needed. The repairs closed a break in the towpath that impeded through-travel on the C&O Canal towpath and the Great Allegany Passage. Rock fall protection fencing was also installed. The geotechnical analysis was made possible by a donation from the Allegany Trail Alliance.



Left - The reopened towpath near mile marker 155. Right - The rock fall protection fencing that was installed to impede future rock slides. Photos courtesy of www.cocanal.com

Spring Rains Bring High Water at Big Slackwater

Low points of the restored Big Slackwater towpath are often covered by the high river water after heavy rains. This happened in early May. The restored towpath is designed to allow water to flow over and under it during floods to prevent water from building up behind it and washing it out. Hikers and bikers should always check on conditions before planning a trip through the area.



Bike patrol volunteers inspect a low point of the restored Big Slackwater towpath in early May. Photo courtesy of the National Park Service

2013 Douglas Hike

Hikers prepare to depart Taylors Landing for the trek to Falling Waters.

Left to right: Gage Linden, Bill Burton, Linda Lightfoot, Tom Lightfoot, Pat White, Nancy Hafkin, Neil Gilliam, Barbara Sheridan and Mark Stover. Photo by Steve Dean.

See more Douglas Hike and program details on p 5.



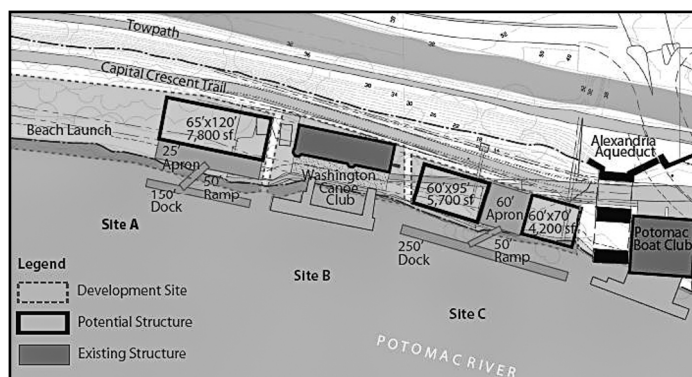
Boathouse Zone Study Issued

by Ned Preston

On April 19, the National Park Service released its feasibility study on implementing a boathouse zone for non-motorized boats in Georgetown. The study examines the potential for boating-related development along the shoreline from the western edge of Georgetown Waterfront Park to about a quarter mile upriver from Key Bridge. Roughly half of the zone is within a popular area of the C&O Canal National Historical Park where visitors may view the historic Alexandria Aqueduct and walk or bicycle along the towpath or the wooded Capital Crescent Trail.

The study is available online at <http://parkplanning.nps.gov/projectHome.cfm?projectID=39727>. It outlines High, Medium and Low Density Scenarios for development at five sites designated A through E. All three scenarios would increase boating facilities downriver from the canal park at Sites D and E, including two major boathouses under the High and Medium Density plans, and one such boathouse under Low Density.

The map below, a detail of the study's Figure 21, shows development in the C&OCNHP portion of the zone under the High Density Scenario. This would involve two major new buildings: at Site A, a boathouse for personal craft; and at Site C, a structure described as a storage facility that could have space for up to 85 racing shells, locker rooms on its upper level, and an adjacent dock. The Medium Density Scenario would include the Site A boathouse but not the Site C building. The Low Density Scenario would involve no major construction within the canal park, but would include a walkway to the river at Site A and a dock at Site C. All three scenarios envision renovation of Site B, the venerable Washington Canoe Club.



At an open house on May 22, NPS representatives noted that individual elements of the three scenarios may be combined in whatever approach is eventually adopted. The agency's next steps will likely be development planning and an Environmental Impact Study (EIS), although the scope and focus of these efforts have not been determined. The possibility remains of reopening an EIS, which is currently on hold, that examines a proposal for a private Georgetown University boathouse at a Site A within the C&O Canal NHP.

C&OCA members' submissions during the now-closed public comment period are appreciated. Let's hope that boating access in the study zone will be enhanced without inappropriate development in the canal park.

Join Us On Meetup

The C&O Canal Association has joined Meetup, a website that advertises our events beyond our membership to those who share our interests. The goal is to make the outdoors-oriented public aware of our organization and the variety of ways in which the C&O Canal can be explored.

Our Meetup site has been successful in attracting new people to our events this year. We list our events on the site and people RSVP on-line. The number of people attending and their names are shown for each event, giving us a convenient mechanism for helping new and old friends get together for a day on the towpath. Meetup members also will always be reminded about an event, since notices are automatically emailed to members in advance of upcoming events.

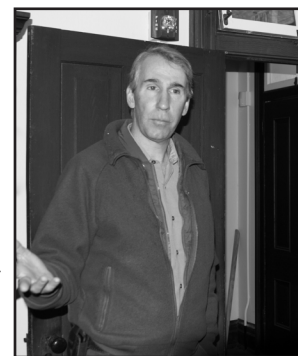
If you are a frequent participant on our events we urge you to take advantage of this service. It is easy to join, and you will help the Association if you do so. For most of our events, registration or an RSVP is not required. This will not change. However, a non-member planning to sign up for an event may be discouraged if he or she sees no one else on the list. People aren't on Meetup to hike alone! We had 25 people recently on a hike, but only four were listed on Meetup. Joining Meetup and registering for events will help us meet our goals for the Meetup site.

You can see the Association Meetup page at the following address: <http://www.meetup.com/C-O-CANAL-ASSOC/> In the upper right-hand corner, you will see a button labeled "Join Us". There is no cost to become a member.

— Marjorie Richman

Curt Gaul Departs C&O Canal Park

Ranger Curt Gaul is departing the C&O Canal National Historical Park after nearly six years. He is moving on to the Harpers Ferry Design Center to serve as the project manager for the Northeast Region Design Team. Curt achieved many major accomplishments at the C&OC NHP. These include: bringing the National Canal Museum exhibit to the Williamsport Trolley Barn; developing the Williamsport fourth grade education program to link to the Trolley Barn exhibits; developing the Historic Bowles House exhibits and opening the site as the Hancock Visitor Center; developing and leading the Retreat Through Williamsport interpretive march to Falling Waters; and developing and installing Ferry Hill Place Civil War 150th exhibits. He also participated in the formation of Canal Towns and oversaw the development and installation of interpretive waysides along Big Slackwater.



*Curt Gaul discusses the Bowles House with Association members
- Photo by Steve Dean*

2013 C&OCA Presidents' Day Breakfast and Hike

A group of Association members met at Bill's Place in Little Orleans on June 1 for the traditional celebration of C&O Canal Association presidents. A delightful June day was enjoyed by all. Several members went for three short hikes led by Pat White in the area after breakfast. Here are a few scenes of the day's events by Steve Dean.



Left - Hikers snuck a peek inside the Indigo Tunnel through the protective gate. Center - Jack Schoenadel continues to make Bill's Place a welcome destination for friends, food and fun. Right - Hikers visited the Doe Gully railroad trestle and considered the great views that will be enjoyed from the bridge when the rail trail extension opens.



Left - Tom Perry led a group of bikers from Williamsport to Little Orleans on the day before Presidents' Day. From left: Fred Slick, Matthew Wilson, Jon Wilson, Tom Perry and Doug Zveare.

Right - Hikers stop at the Doe Gully trestle access barrier. From left: Sue McAllister, Bill McAllister, Lisa Hendrick, Bill Burton, Pat White, Nancy Hafkin and Barbara Sheridan.



Retired Teachers Wanted

The C&O Canal National Historical Park's Canal Classroom Corps (CCC) is a unique opportunity for seasoned educators. You'll provide opportunities for students to explore natural and historical resources in an outdoor classroom setting that provokes thought, inspires wonder, and ignites understanding.

The CCC program recruits retired educators to work during the Fall and Spring, presenting educational materials and programs to K-12 student audiences. You'll incorporate your knowledge and skills to connect student audiences to the park, educating them through meaningful and relevant curriculum based education programs. All content areas are applicable. Minimum qualifications are experience in teaching, substitute teaching or working with K-12 students in a school environment; and certification in elementary or secondary education.

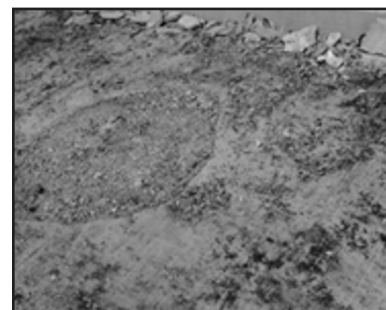
Flexible scheduling is available. Classes are eight to ten weeks in the fall (August to November) and spring (March to June) sessions. A daily stipend is administered by C&O Canal Trust, Inc. This is a non-uniformed position; polo shirt and hat are provided. Duties are performed in indoor and outdoor work stations, and include preparing and providing education programs. Work will be centered in the C&O Canal NHP Visitor Center in Williamsport, Md.

Interested persons should contact Hollie Lynch at Hollie_lynch@nps.gov or 301-491-0149. The application deadline is June 30, 2013.

Along the Towpath, June 2013

Illegal Fires Cause Damage at Big Slackwater

The National Park Service is seeking the public's help in reporting illegal campfires in the C&O Canal National Historical Park. Recently, there were several illegal campfires ignited and maintained on the newly constructed concrete towpath in the McMahon's Mill area of the park, located in Washington County, Maryland. The heat from these fires caused damage to the concrete surface of the structure. Park regulations stipulate that campfires can only be maintained in designated areas of the park which consist of established fire rings at developed campground sites.



*Towpath damage at Big Slackwater
Photo courtesy of NPS*

Anyone with information on this crime is encouraged to call the Chesapeake and Ohio Canal National Historical Park at 866-677-6677.

– NPS

VIP Spring Activities

It has been an interesting spring for the Volunteers in Parks so far this year! The Potomac River Watershed Cleanup took place on April 6 and a stalwart group of VIPs became site leaders. These VIPs provided guidance for almost 200 volunteers who joined this huge effort to help clean the areas adjacent to the Potomac River from trash and other debris. Other members of the Association were among those volunteers.

VIPs were also prepared to help with the Canal Pride Day activities at Great Falls on April 20. Our group's primary goal was to install fencing. Due to some glitches within the park's procedural ranks, the installation could not be done that day, but the fencing materials were painted. In addition, other VIPs found jobs by becoming garlic mustard experts and ridding some of the area of that nasty invasive.

We were called upon to correct a problem with one of the wayside exhibits at Dam 4, as the exhibit found itself mired in an underground spring and slowly descended into the ground. The VIP team of Craig Roberts, Phil Travers and Jim Heins removed the sign and relocated it in a more stable location. A surprising number of visitors noted and commented on the predicament of that wayside.

A wayside exhibit was installed near the mill at Fletchers by another VIP team, including Joe D'Amico and Tom Lightfoot, who allowed me to take pictures and enjoy the scenery.

Nine VIPs showed up on a poor weather day and removed 20 bags of garlic mustard from the Carderock area. This is the fifth year for that area and the results are very satisfying. They expanded their work area due to a significant reduction of that nasty weed in the originally selected site area.

There are more events being considered for the VIPs in the upcoming months. One big one will be the repainting of a number of metal bulletin boards in the Williamsport and Cumberland areas. We receive comments occasionally about having projects "upstream" away from the Palisades District for those who live too far from Great Falls. Now will be their chance to help out. Stay tuned.

– Jim Heins, VIP coordinator



*Joe D'Amico and Tom Lightfoot install a wayside at Fletchers Landing
Photo by Jim Heins*

Garlic Mustard Challenge

We have around 35 volunteers out there pulling garlic mustard like crazy. Unfortunately, we need many more warm bodies to help. These 35 cannot eradicate garlic mustard from the park by themselves.

We need more help. You don't have to adopt a site but your willingness to assist one of those who have adopted a site would improve the odds and the score.

At Carderock, the VIPs have tackled garlic mustard for five years now and are very clearly having success, but it takes a lot of hands to have this kind of result.

Come out and help. Let us know of your interest and we can steer you in the direction of one of the adopters hopefully convenient to where you live or are willing to go.

Contact Steve Dean at levelwalker@candocanal.org or Jim Heins at vip@candocanal.org.

– Jim Heins, VIP Coordinator



Above - Barbara Sheridan, Ruth Dudgeon, Jim Heins, Rachel Stewart, Phil Travers and Tina Von Schweinitz at Swains Lock –Photo courtesy of Jim Heins



Left - Dward Moore and Jean Tolman at Brunswick - Photo by Jim Heins

Lower Left - Sylvia Diss and Paul Petkus at Carderock - Photo Courtesy of Paul Petkus



Below - Hands on at Spring Gap by Allegany County Community Service - Photo by Nasra Sakran



Along the Towpath, June 2013

Justice William O. Douglas Hike - April 27, 2013

Perfect weather and excellent fellowship made for a great day on the towpath. Hikers enjoyed fine views of Big Slackwater and emerging spring. Afterwards they enjoyed dinner and a presentation at the Potomac Fish and Game Club.

Clockwise from upper left are photos of the day by Steve Dean showing:

Hikers discuss the day's adventures. Left to right: Bill Burton, Neil Gilliam, Barbara Sheridan, Charlotte Loveless, Rod Mackler and Susan VanHaften.

Jim Heins provided an excellent presentation in character as George Washington Carmarck, who discovered gold in the Klondike Gold Rush of 1897-1898. Jim's fascinating narrative described the various ways prospectors tried to reach the Klondike. Most ended up trying to reach the area via the Chilkoot Trail. Their trek was even tougher because they were required by law to carry a year's supply of provisions! Very few made it, and even fewer ever found gold.

Bluebells were still in evidence along the route taken by Douglas hikers.

Wildflowers were in fine form at Big Slackwater. Here Barbara Sheridan and Nancy Hafkin admire the profuse growth along the cliff.

One hiker entered the Dam 4 cave and reported that a cave full of Boy Scouts is NOT a quiet place!



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 Canal Prism: Variable and Dangerous

On September 10, 1828, C&O Canal Company president Charles Fenton Mercer reported to stockholders that the board had decided that:

The breadth of the Canal, where practicable, without a very enlarged expenditure, they have fixed at sixty feet, for the surface of the water, its depth, for the present, at never less than five, but, ultimately, at six feet. Its narrowest breadth at the surface, (and this will but seldom occur,) will be fifty feet. Its breadth, at bottom, (generally forty-two feet) will depend upon the quality of the earth through which the canal passes, and the facilities afforded for the inner pavement of its slopes, as it progresses.¹

However, at the beginning of construction the typical contract for a section of the prism specified that:

The Canal will be sixty feet wide at the water-line and six feet deep below it, with such slope as an Engineer of the Company, or the President and Directors shall order with a towing path, at least twelve feet wide at top, on an embankment of such height as the Engineer may direct, the cost of the embankment not to be estimated, unless the earth therefore has been necessarily transported farther than 120 feet. The surface of the bank opposite the towing-path may be required to be eight feet wide, or wider, if deemed necessary; and all slopes near the side of the canal shall have their inclination determined by the Engineer, who shall also point out the place from which materials for embankment may be taken.

It should be noted immediately that the canal prism is not a simple “ditch” but a major structure that frequently is above the surrounding terrain through which it passes because of the necessity for the prism to be level between locks. Consequently, as the land it traverses rose and fell, the prism was built on top of the surface (sometimes a considerable height above), or excavated through it as necessary. In some places a ledge was built on which the canal was then constructed—as on Marys Wall and the Log Wall below Great Falls or through the narrows between Point of Rocks and Harpers Ferry. Often the canal is carried on a high embankment across the mouth of a small valley visible on the canal’s land (versus river) side. Such situations necessitate a canal culvert to carry water from the valley’s watershed through the embankment to the Potomac River.

As construction progressed, increasingly complex instructions for building the prism were developed to cover such details as disposing of the spoil and the distance it would be transported before a special payment would be made to the contractor for carrying it further. Given that specifications always stated that adjustments to the contracts could be made with the permission of the engineers or the canal company president and/or directors as necessary — and such agreements seem not to have been put in writing (or if they

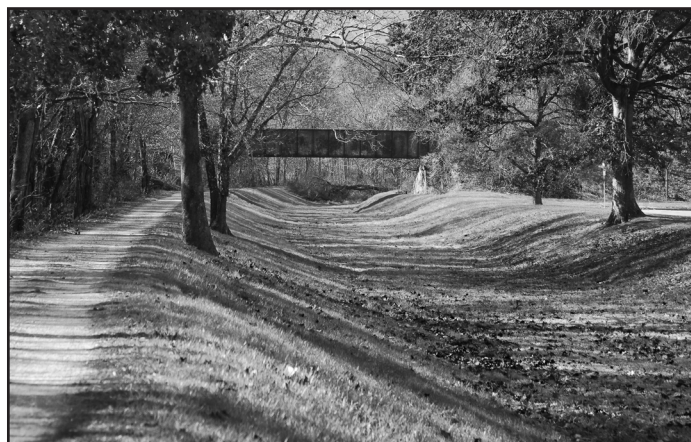
were, to have been kept), there is no way to know when deviations from the standard specifications were allowed.

An example of an adjustment to the basic specifications was noted by Colonels John J. Abert and James Kearney in their report on the initial construction of the canal. They indicated that:

The width of the canal up to Frederick street [now 34th Street in Georgetown] is forty-six feet, and its depth six; from this street it gradually widens to eighty feet, and increases in its depth to seven, which it maintains through the remaining part of this level up to Lock No. 5 The great dimensions of the canal heretofore stated, terminate at this lock, beyond which the width at the water surface is sixty feet, and the depth six.²

Above Harpers Ferry and up to Dam 5, the width of the canal was reduced to 50 feet as an economy measure and in response to the increasingly rugged nature of the land.³

In reality, the width and depth of the prism appears to have varied not only with the nature of the terrain when it was constructed, but also with the changes that occurred over time. Contributing to those changes were siltation, slumping of the berms or falling of material from berm-side cliffs or steep slopes, and reconstruction of some sections to different specifications from those that had governed their original construction.



Typical canal prism construction at Candoc - Photo by Steve Dean

Also, the canal company often was not able to maintain a six-foot depth. Records in the mid-1870s, reveal that boats rarely traveled at full capacity (130 tons) and instead usually carried about 110–120 tons a fact that suggests that the canal may have had a depth less than the ideal six feet. It is true that, the 1908 *Inland Waterways Preliminary Report* on the canal states:

The canal varies in width at the surface from 55 to 65 feet, and from 30 to 42 feet at the bottom, and is constructed for a depth of 6 feet throughout.⁴

This should not be regarded as invariable fact, however, as the report contains some errors and likely represents the most general and positive terms used by the Chesapeake and Ohio Canal Transportation Company (which managed the canal under contract with the receivers after January 1, 1896). Ultimately however, whatever compromises to the width and depth of the prism were made ini-

tially and over time, the bottom could not be less than 30 feet wide if two boats of the maximum size, as determined by the usable space in the locks, were to pass each other.

Although the prism may seem shallow and narrow by comparison with larger bodies of water, it was extremely dangerous for those who could not swim. Newspaper reports frequently documented drownings in the canal as the selected accounts below indicate.

In the August 20, 1846, Hagerstown *Torchlight*: “We understand that Mr. James Hannah, of the Clearspring District, on Tuesday last, while crossing one of the “Four Locks” of the Canal, above Clearspring, fell into the Canal and was drowned before anyone could come to his assistance. John G. Stone, Esq. hurried to his assistance as soon as possible, but was too late to save him.”

In the January 16, 1850, Hagerstown *Herald of Freedom*: “A Correspondent of the Mail, writing from Hancock, states, that the body of William Watkins, who had been working at Shafer’s Cement Mill some time back, was found in the Chesapeake and Ohio Canal, on the 6th inst[ant] — Watkins had been missing ever since the evening of the 8th ult[imate]; and he frequently said before his death that he came from Frederick county in this State, where, as he stated, he has a mother, brothers and sisters residing. A Coroner’s Inquest was held, which returned a verdict of ‘Accidental Drowning.’”

In the August 15, 1861, Cumberland *Alleganian*: “A Fight and two Men Drowned. — On Sunday last, as a boat was passing through the Four Locks below the Tunnel, a fight sprang up on board between a white man named Snyder, attached to one of the boats, and George a negro belonging to the estate of Henry Bevans, dec[ease]d. The origin of the difficulty is of no importance, but the fight was commenced with such hearty good will, that in a short time the two combatants found themselves in the lock. Upon rising to the surface, they renewed the struggle in the water, and carried it on so fiercely that in a short time both sunk to rise no more in life. Their bodies were afterwards found in the lock.”

In the June 26, 1867, Cumberland *Alleganian*: “A youth named Keogel, aged about fifteen years, and who resided with his father in this city, was accidentally drowned in the Canal, near Georgetown, on Friday last. He was employed on the boat of Mr. George Ross-worm. His remains were brought hither and interred on Monday.”

In the September 25, 1874, Hagerstown *Weekly Mail*: “Child Drowned — A distressing incident. — Early on Friday morning of last week, Wm. Sherman Benner, about 9 years old, the son of Mr. Frank Benner, of Sharpsburg, fell from his father’s boat into the canal near Weverton, and was drowned. Mr. Benner had told the little boy to go in to the feed room of the boat for something, and on running in he struck his head against the top of the door with such force as knocked him overboard. The poor father’s feelings on this occasion can be better imagined than described. He was within a few yards of his little son, and listening to his frantic and agonizing cries for help, and after seeing him rise to the surface several times, finally sink forever into his watery grave, and he, through his inability to swim, unable to extend a hand to save him, or give the assistance so pitifully cried for. The body was afterwards recovered by Mr. Jno. Barnhart, of Sandy Hook, and it was brought up to Sharpsburg on the afternoon train on Friday.”

In the June 29, 1878, Cumberland *Alleganian*: “Mrs. Weston, the wife of a lock-tender of Middle Lock at the tunnel [i.e. Lock 64] on the line of the Chesapeake and Ohio Canal, is reported to have gone out on Tuesday night about dusk to attend to her husband’s duties, he being indisposed at the time. Her protracted absence created some alarm, and about 11 o’clock a suspicion arose that she may have fallen into the lock and drowned. The water was searched that night, but failed to develop anything concerning her whereabouts, and on Wednesday morning the water was drawn off, when her lifeless body was discovered in the canal upon the short level below the lock.”

In the November 14, 1878, Cumberland *Alleganian*: “Thursday last Miss Ann Shanks, aged about seventeen years, residing at McCoy’s Ferry, left her home to make a visit to her sister, residing at the “Four Locks,” about 110 miles above Georgetown. After making her visit she started to return home, and while walking along the edge of the tow-path she missed her footing, fell into the canal, and was drowned. The young lady was missed from her home and diligent search was made for her, but without avail, until yesterday morning when Captain Lindsey, of one of the canal boats, while passing, raised the body with his tow line. *Wash. Rep.*”

In the July 12, 1912, Keyser *Tribune*: Dewey Kelbaugh, 14 years old, son of John Kelbaugh, inspector of the B&O freight yard at Brunswick, was drowned in the Chesapeake and Ohio Canal at Knoxville Md, Fri while bathing. With several companions the lad got into a leaky boat and jumped into the water beyond his depth. His companions made an effort to save him. The boat swamped and the youths swam to shore. Later the body was found on the bottom standing erect.”

Resources:

Unrau, Harlan D. *Historic Structure Report: The Canal Prism, Including Towpath with Canal Berm and River Retenements*. National Park Service, Denver Service Center, 1974. (A digital pdf version is available on request from the C&O Canal NHP headquarters library.)

Unrau, Harlan D. *Historic Structure Report: The Chesapeake and Ohio Canal National Historical Park*. Use online or download from: www.nps.gov/history/history/online_books/choh/unrau_hrs.pdf

Notes:

1. *Proceedings of the President and Board of Directors, A*, p. 70–71.
2. *Report of Col. John J. Abert and Col. James Kearney of the United States Topographical Engineers, upon an Examination of the Chesapeake and Ohio Canal from Washington City to “Point of Rocks”* (Washington, 1831, reprinted in House Report 414, pp. 91, 93)
3. *Proceedings of the President and Board of Directors, A*, p. 80
4. *Preliminary Report of the Inland Waterways Commission*, Feb. 26, 1908. (Available on Google books.) An example of a clear error is the report’s statement that 78 locks overcome an elevation change of 609.7 feet. In reality, of course, only 74 of the canal locks are lift locks constructed to overcome the elevation change from tidewater to Cumberland. In addition to those, the canal has one tidelock, seven inlet locks, and four river locks (counting the Edwards Ferry staircase locks as two locks) for a total of 86 locks.

Dragonfly Migration

On June 22, Steve Dean will once again lead his annual walk along the C&O Canal Towpath near Oldtown to view the many species of dragonflies that congregate in that area. Steve has found a perfect habitat for dragonflies: a permanent yet shallow water source with plenty of plants available for them to rest and look for prey. In the warm weather, hundreds of these tiny, colorful creatures can be seen performing their various rituals.

It is little known that these small insects are one of the most adventurous of the migratory species. Although the dragonflies in our area tend to be resident, there are some species that migrate huge distances to find food and perfect conditions for reproduction. As soon as the weather turns cold, they are off to warmer climates. They fly from Canada to Mexico and even as far as the West Indies, further than migratory monarch butterflies. This phenomenon was noticed as far back as the early 1800s, when there were reports of sightings of thousands to millions of insects streaming south during the late summer and early fall. Although there have been studies since then, dragonfly migration remains the least understood of all migrations. It is known that in the spring adult dragonflies return to the northern breeding grounds, but for some reason the return migration is seldom seen. It is a mystery.

One noteworthy migratory dragonfly is the common green darter (*Anax junius*). It is known to fly from the northern U.S. to Texas, Mexico, and the Caribbean. This is a tremendous journey considering the insect is about 3 inches long with a wing span of about 4 inches. It is thought that they follow topographical land features, such as ridges, valleys, and shorelines, which means dragonflies must have amazing eyesight.

Regardless of whether they migrate, dragonflies have a reputation of being the super bugs of the insect world. Their bodies are built for speed. Their four wings can move independently of each other, which allows for rapid turning and the ability to stop almost instantaneously in flight. They can fly backward and sideways, hover, and change direction faster than a victim can maneuver. They are opportunistic eaters, feeding on any insect unfortunate enough to get in their way. In fact, green darners have been seen successfully hunting hummingbirds!

We will not see migrating dragonflies along the C&O Canal towpath. The closest place to the D.C. area where they may be sighted is the eastern shore of Maryland, particularly Assateague Island National Seashore. Swarms of migrating dragonflies have also been noted in the New York City area, at Long Island, Coney Island and even from the Verrazano Bridge.

Although the C&O Canal towpath is not a migration path, there are plenty of beautiful, colorful dragonflies to see. For a close up view join Steve Dean on June 22. Guaranteed sightings include the Blue Dasher, Eastern Pondhawk, and Halloween pennant, to name just a few.

A good, lightweight, inexpensive guide to take with you is *Beginner's Guide to Dragonflies* by Blair Nikula, Jackie Sones, Donald and Lillian Stokes. It is published by Little, Brown and Company.



*Past dragonfly sightings at Oldtown:
(Clockwise, from above:)*

*Halloween pennant
Spangled skimmer
Eastern Pondhawk (f)
Eastern Pondhawk (m)
Blue Dasher*

Photos by Steve Dean



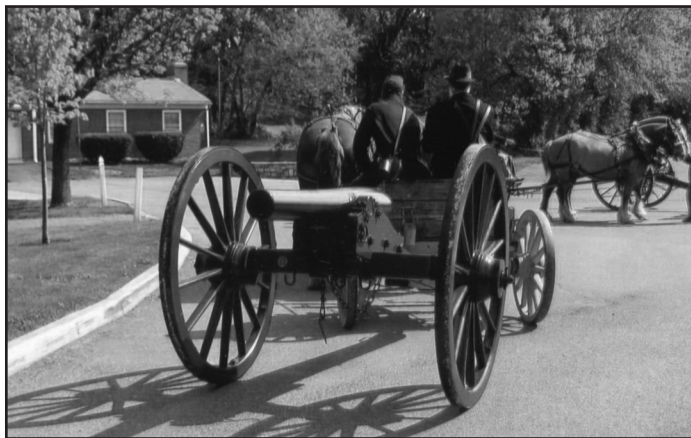
Rededication of Doubleday Hill

The Doubleday Project included refurbishment of three cannons to serve as a monument to General Abner Doubleday, who commanded the artillery on the hill that bears his name. Our C&O Canal Association bikers contributed over \$1,000 last year toward this project, and the Association logo will appear on it. Major funding was provided by Maryland Heritage Areas and the town of Williamsport.

On May 4, 2013, the recently refurbished cannons were paraded through the streets of Williamsport to Doubleday Hill, accompanied by Civil War reenactors and a crowd of citizens. Six draft horses were engaged to pull the carriages back to their historic locations.

On July 4, 2013, at 10:00 a.m. the cannons will be rededicated at a ceremony honoring the service of General Doubleday and inaugurating the new signage highlighting Williamsport's involvement in the Civil War. Please come and participate in the festivities on July 4. Steps to the location are provided at the foot of Salisbury Street, just before the Bollman bridge entrance into the River Bottom Park.

– Tom Perry



Left - Draft horses move a cannon to Doubleday Hill. Right - Scott Bragunier (left), Doubleday Project director, helps set a cannon in place.

– Photos by Linda Perry

Williamsport C&O Canal Days

The Association is once again funding transportation during C&O Canal Days on August 24 and 25, 2013. A bus will transport visitors from the center of town to the Cushwa Basin and Lock 44. Volunteers will accompany the riders and provide interpretive information promoting the canal and the Association's role in supporting it. We welcome any C&OCA members who are willing to help for an hour or two on either day. If interested, please call Tom Perry at 301-223-7010.

– Tom Perry

Paw Paw Bends Paddle Trip

The Paw Paw Bends Paddle Trip is scheduled for August 23 to 25, 2013. At the request of many regular participants, we are extending the length of the 3-day/2-night paddle/camp-out. This year we will be paddling almost 39 miles to Hancock instead of our usual 22 miles to Little Orleans. Participants are expected to have their own canoe or kayak and camping gear. Reservations and a signed waiver are required. If interested, please contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

– Barbara Sheridan

Great Falls Phenology Study

Kelly Fox, a ranger with the C&O Canal NHP at Great Falls Tavern, is working on a project that coordinates citizen science efforts to collect phenology data along the canal and compare current and historical data about seasonal biological changes in plants. She is searching for any previously collected data (blooming dates, fruiting dates, leaves changing colors and dropping leaves) for six particular species: spring beauty (*Claytonia virginica*), blue violet (*Viola sororia*), red maple (*Acer rubrum*), paw paw (*Asimina triloba*), northern spicebush (*Lindera benzoin*) and Virginia bluebells (*Mertensia virginica*). The areas she is focusing on are mile 13.7 to mile marker 15 along the towpath, including River Trail, and Ford Mine Trail. If you or any naturalists you know have collected this information over the decades, Kelly would appreciate anything you could share. She also welcomes any questions you may have. Please contact Kelly at kelly_fox@nps.gov.

– Steve Dean

From the "C.&O. CANALLER"

The first issue of the C&O Canal Association newsletter was published in August 1969. It was called the *C.&O. Canaller*. Volume 1 Number 1 was four pages in length, containing articles on the continuing effort to have the C&O Canal declared a national historical park and stopping dams from being built on the Potomac River. As we approach the 60th anniversary of the founding of the C&O Canal Association (1954-2014), we will be republishing articles from the *C.&O. Canaller* in the next several issues of *Along the Towpath*. Below is the first of these. - Dward Moore

DOUGLAS URGES C & O CANAL PARK

HANCOCK, Md. April 25-26 – Supreme Court Justice William O. Douglas, at the 15th annual meeting of the C&O Canal Association, urged its members to concentrate on making the Chesapeake and Ohio Canal a national park – “something,” he said, “which is politically feasible.”

“The time has come,” Justice Douglas said, “to zero in on this one thing. Then we can go on to something else. But if the something else is mixed in with the immediate objective,” he warned, “nothing will be accomplished, and the C&O Canal Association will still be passing the same resolutions 10 years from now.”

Resolutions at the Friday night business meeting urged:

1. Prompt establishment of a C&O Canal National Historical Park, no Army-type dams on the Potomac River, and supply of water to the District of Columbia through an intake at the fresh-water estuary.
2. Enactment of a bill recently introduced by U.S. Senator Charles McC. Mathias which would make the C&O Canal National Monument a national park, and expand its 5,250 acres to a maximum of 15,000 acres. (Mathias had earlier commented that establishment of a national historical park could be the first step in the comprehensive development of the Potomac River basin by Federal, State and local agencies.)
3. Support of a Potomac National River in principle.

On Saturday morning Justice and Mrs. Douglas led some 500 hikers on a 13-mile walk along the towpath from Fort Frederick to Hancock. Under the watchful eye of Mrs. Cathy Douglas, the Justice was faithful to the caveat of his doctors to rest for 10 minutes after each hour's walk. For veteran C&O Canal hikers this was a noticeable – somewhat welcome – change from the grueling pace set by the Justice during the previous 16 years.

Each spring, the Association covers a token distance along the old C&O towpath in honor of the hike made by Justice Douglas in 1954. At that time, he challenged the editors of Washington Post to hike the entire 184-mile distance with him from Cumberland to Georgetown – to call attention to the scenic and historic values of the old canal and to protest against a proposed parkway that would have destroyed portions of the canal.

At the traditional Saturday night banquet, Justice Douglas said: “Conservationists are for the Potomac National River, in principle, but first, let us proceed with establishment of the C&O Canal Park.”

He then renewed his criticism of the Corps of Engineers for their insistence on building dams on the Potomac and its tributaries – dams that would flood out much of the area proposed to be encompassed by the park.

“There is plenty of water in the fresh-water estuary below Washington to take care of the water needs indefinitely,” Justice Douglas declared. “All that is needed is to clean up the Potomac.”

With reference to the policy of the Agriculture Department of paying farmers not to plant crops, he asked: “Why don't we pay the Engineers not to build dams?”

“Let's put them to work building sewage treatment plants instead,” he challenged. “If they should show the same enthusiasm in building purification facilities as they have shown in building dams, they would become useful and commendable members of our society. Let's give the Engineers the needed authority to perform this worthy service.”

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Justice and Mrs. William O. Douglas, at the 15th Annual Session of the C&O Canal Association.

See DOUGLAS, Page 2

C.&O. CANALLER

VOL. 1, No. 1

PUBLISHED BY THE CHESAPEAKE & OHIO CANAL ASSOCIATION

AUGUST 1969

Key Bills Introduced In 91st Congress

EVERY MEMBER of the C&O Canal Association should become familiar with provisions of the following bills presently before the 91st Congress:

- S-1889 (Potomac River) Senator Charles McC. Mathias, Jr. (D-Md.)
- H.R. 4648 (C&O Canal) & H.R. 10203 (Potomac River) Congressman John P. Taylor (D-Pa.)
- H.R. 1198 (C&O Canal) & H.R. 1194 (Potomac River) Congressman Gilbert Gade (R-Pa.)
- H.R. 10316 (Corps of Engineers to engage in public works for waste water purification and reuse) Congressman Henry H. Reuss (D-Wis.)

Write for copies of these bills. Then let each Congressional sponsor have the benefit of your constructive suggestions and an indication of your support. U.S. Senate, Washington, D.C. 20510; U.S. House of Representatives, Washington, D.C. 20515. Or TELEPHONE: Area Code 202-224-3121 (U.S. Capitol).

C&O Canal Association
532 Fifth Street, S.E.
Washington, D.C. 20003
Address Correction Requested

CITY OF CUMBERLAND TO HONOR-ORIGINAL 1954 HIKERS OCTOBER 18

On behalf of the City of Cumberland, Maryland, Mayor Thomas F. Conley has announced that a Civic Centennial Dinner will be held Saturday evening, October 18, in honor of the original hikers of the “Justice Douglas Washington Post Hike” along the C&O Canal from Cumberland to Washington in April 1954.

All conservationists, outdoorsmen, and friends of the C&O Canal are urged to attend. Principal hosts for the occasion will be the Chamber of Commerce for the City of Cumberland, the Western Maryland Central Labor Council, Operation Gateway, the Allegany County Economic Development Corporation, and the local chapter of the Chesapeake and Ohio Canal Association.

Timetables call for a special railroad car leaving early Saturday morning from Union Station in Washington, with an additional pickup stop at Silver Spring. Ample time has been set aside Saturday afternoon and Sunday morning for various local hikes and tours featuring the natural historical, recreational and

industrial features of the Cumberland Valley. And don't forget the “Fall colors” which should be at their best this time of year.

It is fairly certain that Saturday night's autumnal banquet will be held at the beautiful new Hatop Walsh High School, strategically located on a high hill overlooking the City of Cumberland and the surrounding Maryland countryside. Plans also call for return to Washington by train with departure from Cumberland late Sunday afternoon.

Final details, including a complete itinerary, cost of the banquet, bus tickets, railroad fares, and other items of interest will be announced by letter to all C&O Canallers. Do we have your correct address?

We were to read our NO-DAM PLAN, page 3. Significantly, pumping water from the Potomac Estuary to augment municipal supply during droughts was belatedly declared feasible & approved by Metropolitan Washington Council of Govts., July 15, 1969.

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Front page of the original issue of the “C.&O. Canaller”

The C&O Canal in the Civil War

The Boatmen and the Civil War by Timothy R. Snyder

Boatmen on the C&O Canal were not employees of the canal company before 1902. Instead, farmers, millers, coal companies and other merchants hired individual boatmen and transportation companies to take goods to market on the canal; or a merchant or company owned its own canal boat or fleet of boats.

With the onset of the Civil War the boatmen were placed in a difficult position. The income they received was entirely contingent upon boating. Piloting a canal boat during the war was risky, however, since the canal extended along the boundary between the North and South. For those who owned their own boats, the war threatened to take away a captain's means to support his family. It also placed a boat crew in harm's way, sometimes with little or no warning. As a result, boatmen were often reluctant to navigate the canal when the opposing armies were near, and neither the canal company nor boat owners could compel them to resume boating.

At various times during the war the boatmen refused to operate boats, in order to protect their lives and livelihoods. Between April and June of 1861, the Confederates stationed at Harpers Ferry seized at least two boats and required boat captains to obtain passes to navigate by Harpers Ferry. Such interference, as well as uncertainty about conditions at the Port of Alexandria—under Confederate control for the first six weeks of the war—caused the coal companies to suspend shipments and the boatmen to simply refuse to boat while the Confederates occupied Harpers Ferry. In late summer and autumn of 1863 the Confederates conducted a number of cavalry raids across the Potomac. On September 2, company director Albert C. Greene explained how the boatmen responded to the incursions: "The few boats which arrive at Cumberland decline to load and tie up their boats, being unwilling and, in fact, unable to risk the loss of, in many cases, everything they have." In 1864, following a major Confederate invasion and a number of cavalry raids, a similar situation occurred. The October 14 *Washington Evening Star* noted that "the stealing of a team or two, or the destruction of a boat, is sufficient to alarm the boatmen, who before lost heavily by the raids of Mosby and the invasion of Early, and induce them to refuse freight and stay at home." During the same time period in 1864, the boatmen learned that Union pickets had withdrawn from a 25-mile stretch of the river, leaving that portion of the border undefended. Again, the boatmen simply tied up their boats and refused to proceed until they were provided with a military escort.¹

Because of the proximity of the canal to the armies, the lives of the boatmen were sometimes at risk when rifle fire broke out across the river. Confederate officer Harry Gilmore wrote that after canal navigation was restored in the late summer of 1861, he was often among parties of riflemen who were ordered to the Potomac to take shots at passing canal boats in an effort to inhibit canal traffic. In September 1861 a "tow boy" was shot and killed near Shepherdstown when the canal boat upon which he was working was passing when a skirmish broke out across the river.²

Because of the shortcomings of 19th century communications, the boatmen were often ignorant of Confederate raids until they came upon southern soldiers crossing the river. In September 1862, when most of the Confederate Army of Northern Virginia crossed the river in Montgomery County, soldiers intercepted boats carrying melons, flour and bacon, and seized the contents. In most cases the boats were burned as well to prevent them from being returned to service, since they could be, and often were, used to supply the Union army and navy with coal and provisions. During the major 1864 Confederate invasion and related screening operations along the border, the southerners burned about 80 canal boats, which significantly reduced the carrying capacity of the canal. In cases when boat crews did learn of an invasion in advance, they returned to the port from which they came, or, concerned about their personal safety, tied up their boats and "skedaddled" out of harm's way.³

Southern chivalry and respect for women saved at least one company boat from certain destruction. During Jubal Early's 1864 invasion of Maryland, the Monocacy Division superintendent reported that the Confederates had approached a company houseboat—likely used to provide room and board to a work crew boss or superintendent overseeing work in a remote area—but were chased away by a female cook in charge of the boat.⁴

The Union army seized canal boats too, which usually was just as harmful to the boatmen as when the Confederates did so. In the late winter of 1862 the army seized about 160 boats for a variety of purposes, such as to be used in bridges, to potentially sink in the Potomac to block the channel, to be used to transfer the Army of the Potomac to the York-James Peninsula. Some were simply held in the event they were needed, but were not used at all. In April the government issued orders to release 50 boats to their owners. The Union army had towed 40 boats down the Potomac and up the Rappahannock River for a boat bridge across the latter river, and it is likely that a number of canal boats were abandoned and burned when the Union army evacuated the Peninsula. It is unclear what happened to the remainder.⁵

When their boats were seized, destroyed, or returned to port after they learned that an invasion was in progress, the boatmen and boat owners later often protested against being assessed tolls on those boats affected. Following the Confederate invasion of 1862, the toll collector at Georgetown wrote: "There has been a great confusion on the canal by the belligerent operations of the two armies, also by the seizure of canal boats by [the] Government before their tolls were settled. In some instances the captains have skedaddled into Pa. with all their papers." Ultimately, the company agreed to refund tolls on those boats that had returned to port, but not on those that had been burned by the Confederates since the company was not responsible for their destruction. It further stated that it could not guarantee the safe delivery of coal during the war

(continued on p. 12)

(Continued from p. 11)

and would only return tolls if the owner of the boat and/or cargo could show that company officers were negligent.⁶

By 1864 wartime inflation had eroded the value of workers' wages, including those of the boatmen. In order to have their voices heard, the boatmen simply refused to take freight until the coal companies would agree to discuss an adjustment in the rate paid to the boatmen. After striking and being rebuffed in their demands for a raise from \$1.75 per ton of coal to \$2.00 in 1863, the following spring the boatmen were reluctant to resume navigation until the coal companies agreed to meet their demand for \$2.00, which was granted in March 1864. After the Confederate invasion of that summer, which closed the canal for nearly three months, the boatmen demanded an additional increase, and the coal companies agree to pay \$3.00 per ton. This increase would be the last the boatmen would see during the war.⁷

Working on a canal boat during the Civil War was a dangerous occupation. Using caution and good judgment was not always enough to ensure that a boat and its cargo arrived safely at port. Good fortune was important as well. Sometimes economic necessity required that a boatman ignore his better judgment. Whereas about 250 boats plied the canal at the beginning of the war, by 1873–1874 a total of 539 boats operated on the waterway.⁸ Because the canal survived the war, it experienced its most profitable period in the decade that followed; so too for the boatmen.

Author's Note: I would like to thank Karen Gray for her suggestions concerning this article.

NOTES:

1. *Spates to Ringgold*, May 13, 1861, *Letters Received by the President and Directors, C&O Canal Papers*, Record Group 79, National Archives and Records Administration, College Park, Md.; *Greene to Ringgold*, Sept. 2, 1863, *Letters Received, C&O Canal Papers*; *Washington Evening Star*, October 14, 1864; *G. Spates to Pres. & Dirs.*, Oct. 16 & 17, 1864, *Letters Received, C&O Canal Papers*.
2. *Harry Gilmore*, *Four Years in the Saddle* (New York: Harper & Brothers, 1866), 18; *Hagerstown Herald of Freedom and Torch Light*, Sept. 18, 1861.
3. *Hotchkiss to wife*, Sept. 8, 1862, reel 4, *Hotchkiss Papers*, Manuscripts Division, Library of Congress, Washington, D.C.; *C&O Canal Company, Thirty-Seventh Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company to the Stockholders* (Washington: R. A. Waters, 1865), 3.
4. *G. Spates to President & Directors*, July 25, 1864, *Letters Received, C&O Canal Papers*.
5. *Boats & Names of Owners Held by the U.S. Government*, April 17, 1861 [sic; 1862], *Alfred Spates Papers Concerning the Chesapeake and Ohio Canal*, Albert and Shirley Small Special Collections Library, University of Virginia, Charlottesville, Va.; *Wolfe to Ringgold*, March 10, 1862 *Letters Received, C&O Canal Papers*; *Green to Ringgold*, April 21, 1862, *Letters Received, C&O Canal Papers*.
6. *Collingsworth to President & Directors*, Jan. 14, 1863 and April 9, 1863, *Letters Received, C&O Canal Papers*; *Proceedings of the President and Directors*, April 9, 1863, *C&O Canal Papers*; *Ringgold to Detmold*, March 13, 1863 and April 13, 1863, *Letters Sent by the President and Directors, C&O Canal Papers*.
7. *Cumberland Civilian and Telegraph*, Aug. 13, 1863; *Greene to Ringgold*, March 18, 1864, *Letters Received, C&O Canal Papers*; *Cumberland Alleganian*, Sept. 21, 1864.
8. *Harlan D. Unrau*, *Historic Resource Study: Chesapeake & Ohio Canal* (Hagerstown, Md.: U.S. Department of the Interior, National Park Service, Chesapeake and Ohio Canal National Historical Park, 2007), 353.

News and Notes from the Park Library

William Bauman continues to provide the park with transcriptions of original records. Due to his efforts we now have registries of the boats on the canal for 1851–61, 1873–75, 1878, and 1880. In addition we have the registers of both ascending and descending boats passing Lock 75 for 1874 and 1875.

William's compilations of boat deeds and mortgages provide information on the boats sold by builders such as Bareis and Rossworm, as well as more important boat builders such as Mertens. William's documents (in searchable pdf) include introductions that provide information and comments concerning his sources from the archives of the Allegany Courthouse, and important insights that emerged as he worked with the material.

A further category of William's transcriptions concerns shipping on the canal and news about happenings along it as reported in local newspapers. The most extensive reports of this nature are from the Cumberland paper for 1845–48, 1849–50, 1851, 1864, 1867, 1871, and 1878. Similar information was gleaned from the Leesburg, Sharpsburg, and Williamsport papers.

Currently William is in the process of transcribing C&O Canal Company payroll records, and has completed those for October 1849–June 1850 and for some months in 1873. Dward Moore has also added to this kind of information by transcribing a document he

recently found in the park archives that contained the payroll for the canal in the receivership years of 1913–1938. This information had been prepared by George T. Nicholson, who was the Superintendent and General Manager of the canal during these years. It raises many questions about the management of the canal by the Chesapeake and Ohio Transportation Company (that took over under contract with the receivers on January 1, 1896) and up to the purchase of the canal lands by the federal government in 1938.

Bill Holdsworth is now engaged in data mining these sources, looking for patterns and querying the information in Excel files to select specific data and isolate them from the extensive tables and textual parent sources so that it can be more easily studied and analyzed.

Anyone interested in reviewing the findings of this research may first check at www.nps.gov/history/history/parkhistories_NEW.htm, and if they don't find what they want there they can contact the library via email to either karen_gray@partner.nps.gov or dward_moore@partner.nps.gov. Future "News and Notes from the Library" columns will focus on some of the things we are learning from these vast new data sources. Additionally some of my "Accompanied by the Past" columns will also reflect new understandings and historical facts emerging from these efforts by C&O Canal NHP volunteers.

—Karen M. Gray, Library Volunteer

Culvert Crawlers

A culvert crawler is a level walker – or anyone – who is willing to keep an eye on one of the numerous historic culverts on the C&O Canal. This is an important function! The Park Service needs to know if culverts are damaged or blocked. Culvert crawlers will be their eyes out there, keeping tabs on the conditions of culverts.

Culverts are important for a number of reasons. They are, of course, beautiful examples of early 19th century stone work. We can't afford to lose them; once they're gone, they're gone. They are also important because many of them are still doing the job they've done for over 170 years – allowing streams and creeks to pass under the canal so the integrity of the canal towpath and prism is maintained. We don't want to lose our towpath, and avoiding towpath repairs is a huge savings for the Park Service.

Culvert crawlers sign up for a culvert and agree to visit it at least once a year. They'll be provided a summary of their culvert, including baseline photos, specific details and known problems. Guidelines about culvert inspection will be provided and a short

report format will be used. Photographs are encouraged – they are the best way to assess the condition of a culvert from year to year. The report will be sent to the Level Walker Chair and compiled into a summary report.

One thing culverts crawlers DON'T do is crawl through culverts! Safety is of the utmost importance around culverts and culvert crawlers are well aware of that.



Culvert 83, Israel Creek - Photo by Steve Dean

Over 20 volunteers have signed up as culvert crawlers. You can join us if you are interested. The first step is to talk to the Level Walker Chair and find a culvert you would like to monitor. It could be one on your level or somewhere else. There are around 160 existing culverts! If you're not a level walker, that's fine, you can still monitor a culvert.

Contact Steve Dean at level-walker@candocanal.org, cando.culverts@comcast.net or 301-904-9068 for further information or to sign up as a culvert crawler.

View a selection of culvert photographs at: www.flickr.com/photos/steve-1828/sets/72157625684662553/

– Steve Dean

On The Level

By Level Walker Chair Steve Dean

Level walkers are an active group of volunteers who monitor their levels on a regular basis. The canal is divided into 69 levels and the levels range from 1.20 to 5.66 miles. Level walkers provide valuable support to the park and are eyes and ears for the Park Service. As the summer season approaches, with increased visitation and the threat of storms, level walkers assistance and knowledge will be as valuable as ever. This report includes the efforts of level walkers during February through April 2013. Over 70 walks covered 51 of the 69 levels. An impressive 52 bags of trash were collected during those walks, though level walkers do much more than pick up trash.

We are very fortunate to add several new level walkers to our ranks recently. These include Liz & Bill Albershardt (Level 16), Beans in the Belfry (Level 21), Bill James (Levels 7 and 15), Chad Norris (Level TBD), Earl Porter (Level 17), Leia and Leanne Till (Level 5), and Ian Volner (Level 62). Working with all of the great level walker volunteers makes this a very rewarding job for me as Level Walker Chair, and I am always delighted with the contributions the group makes.

Have a safe and fun summer out there on the level!

Level 1 Tidlock to Incline Plane John Barnett reports 10 March Area was in good shape. It's generally too cold for the litterers. Key Bridge area was in surprisingly good shape. Tidlock was in fine shape as were the Visitor Center grounds. **John Barnett and Judy Wyant report 15 March** We walked the level between the aqueduct and the incline plane. It was in good condition. **John Barnett reports 6 April** The canal was watered and flowing nicely. The whole Key Bridge area was as clean as I've ever seen it. I encountered a large group from the Alice Ferguson Watershed clean-up. They were doing a great job. **14 April** I attacked the brush on the aqueduct and conducted a targeted clean-up in the area. **30 April** The aqueduct and watered prism looked good. The folks at Key Bridge are back and there was much litter which I cleaned up.

Level 2 Incline Plane to Lock 5 Rod Mackler reports 27 February I assessed the three historic culverts at the Fletchers Cove area for the Culvert Crawler program. This was a first assessment and no major issues were noted. **Jude and Mary Fran Franklin report 10 March** The towpath was pretty clean. The usual sort of trash was present. Erosion is present on both sides of the Crescent Trail Bridge. **26 April** The towpath was fairly clean. The erosion noted before was in the same condition.

Level 3 Lock 5 to Cabin John Creek Caroline and Bill Triplett report 27 and 28 April Delightful spring days to be on the towpath. The towpath was relatively clean and clear.

Level 4 Cabin John Creek to Lock 14 Larry Heflin reports February through April Towpath is monitored over numerous walks. Conditions were good and no issues were reported.

Level 5 Lock 14 to Bridge at Cropley **John N Maclean reports 27 February** The towpath was fairly clean. Most of the garbage I picked up was bottles in the canal itself. There was very light usage, including one gentleman far from any access point who was wearing a business suit, shirt and tie, no coat. It's great to play hooky once in a while. **Leia Till (with Leanne Till) reports April** I have been walking along the canal from Marsden Tract, past the overpass of I-495 beltway. There are some overhanging branches just before the beltway that should be looked at. The towpath is fine but we found a lot of trash in the water such as water bottles, plastic bags and recyclable containers. I have collected about one whole garbage bag. There is still a lot of trash in the water that I cannot reach.

Level 9 Lock 22 to Seneca Aqueduct **Patricia Vucich reports 2 March** The fencing at approximately mile 21.5 at a low dip on the river side of the path has been secured and is easily visible to path users; the erosion is substantial, and has eaten into the edge of the path. I walked one way and joined the guided tour of the Seneca quarry that was led by Garrett Peck. The tour was a delight, and I saw things I didn't know existed. **John McGraw reports 3 April** The level was relatively clean, though I wish "trashers" wouldn't throw trash in the canal where it was out of reach. The canal was watered, and there appeared to be enough water for canoes below Violettes Lock. **Paul & Rita Marth report 15 April** The Pennyfield area looks great. Most trash was found around the picnic area near the Seneca Aqueduct. The aqueduct is still partially blocked, with one arch clear.

Level 10 Seneca Aqueduct to Milepost 25 **Carol Purcell reports 30 January** I visited the level to inspect the condition of the Seneca Aqueduct after the recent winter weather. I could not get there during an attempt on January 28th because the road was flooded. The aqueduct was still intact although the middle arch was nearly completely blocked. One of the trees that had been lodged across the pipes in the damaged arch had floated out and was probably menacing someone down river. The first arch was clear and water was freely flowing through. **17 March** The towpath was in reasonable shape after a somewhat wet winter. The parking lot entry and exit remains a total mess. The potholes have grown larger and people are now driving onto the small patch of grass by the lock house to avoid the enormous pothole on the exit side. It still could swallow a small car! The aqueduct was relatively clear, with some debris in the middle arch and two large trees again on the third arch support pipes. NOTE: The NPS indicated that funds were available for aqueduct clean-ups this season.

Level 11 Milepost 25 to Sycamore Landing **Pat Hopson reports 15 February** There was more garbage than usual for this level, and a lot of it seemed to be trash discarded by hunters – beer cans, spent shells, ammunition boxes. The towpath is in good shape along this level. There are a fair number of mud holes from Sycamore Landing downstream to about mile 26.4, but nothing that was too deep.

Levels 11 and 12 Milepost 25 to Edwards Ferry **Pat Hopson, Ray Abercrombie and Frank Wodarczyk report 4 April** The towpath was in good condition. There are some puddles, but nothing serious. No obstructions were noted. There is an area near Culvert 39, mile 28.46, where the Park Service re-graded the towpath with gravel a year ago. That graveled area is now eroding again. We cleaned up the riverfront area around Culvert 38, mile 26.77; it had a lot of river-borne debris. We conducted culvert crawler inspections for culverts 38, 39, 41, 42, and 43.

Levels 13 and 14 Edwards Ferry to Whites Ferry **Bob Robinson reports 6 April** Towpath is in generally good condition on both levels. The previous towpath repairs are holding up well. I encountered volunteers supporting the annual Alice Ferguson Watershed clean-up.

Level 14 Harrison Island to White's Ferry **Bill Holdsworth reports 19 March** It was a quiet winter weekday on the canal. The towpath was in good condition. Debris is blocking the berm side of Culvert 48.

Level 16 Lock 26 to Monocacy Aqueduct **Mike Cianciosi reports 2 March** There is still a small logjam behind the Monocacy aqueduct, only about 20

feet in diameter. It doesn't look like it's grown any since my last level walk, which was about five months ago. There were a few people kayaking at the kayak area by the Dickerson power plant.

Level 17 Monocacy Aqueduct to Noland's Ferry **George Kennett and Mary Wheeler report 9 March** Noland's Ferry was fairly clean for a change. The towpath itself was in pretty good shape with only a few muddy spots and puddles. We had a large bag of trash and recyclables, and a person from a local recycling firm took them for us. **Earl Porter reports 4 April** There was a large amount of trash in the Monocacy Aqueduct parking area. The fifth arch of the aqueduct is still blocked.

Level 18 Noland's Ferry to Point of Rocks **George Kennett and Mary Wheeler report 30 March** Towpath was very clean and in good condition with only a few branches on the towpath. A family was picnicking at Noland's Ferry. We also noted a law enforcement ranger at Noland's Ferry, as we often do on our visits.

Level 19 Point of Rocks to Catoctin Aqueduct **Lynn and Jim Walker report 14 February** There was a downed tree across half the towpath at mile 51.3. The towpath was in great condition from Mile 51 to the Catoctin Aqueduct. **5 and 7 March** The towpath was in good condition, with a little mud from recent rains. We inspected culverts 75, 76 and 78. They were all in their normal condition, which is silted in and passing some water. **28 March** Noted evidence that someone apparently attempted to remove mile marker 51. **11 and 19 April** Point of Rocks to the Catoctin Aqueduct is beautiful this time of year. The towpath, culverts and prism were all in good condition.

Level 20 Catoctin Aqueduct to Lock 30 **Don Peterson reports 13 February** Quiet day on the canal with a small amount of trash and a tire found near the Brunswick boat ramp area. **Doug Zveare reports 3 March** Few people were encountered due to the wind chill. With the exception of the dangerous erosion at culvert 86 (mile 54.57), I encountered no unsafe areas of note. The erosion at culvert 86 is gradually worsening. The collapsed area next to the culvert is gradually expanding into the towpath/roadway. I spent quite a bit of time photographing and assessing the seven culverts on the level for the culvert crawler project. **Don Peterson reports 6 April** It was finally a sunny spring day. A group of 4-H kids were cleaning up the old Brunswick dump area for Alice Ferguson Day. The towpath and Brunswick boat ramp were in good condition. **19 April** The level was clean; I only found one bottle. It was perhaps because a number of groups have recently scoured the canal path.



Culvert 42 (Note degraded downstream wing wall) – Photo by Pat Hopson

Level 21 Lock 30 to Lock 31 **Doug Zveare reports 20 January** I decided to walk Level 21 for a change of scenery. There are two or three trails on this level leading into the woods between the river and the towpath that are used to access popular fishing holes and alcohol drinking areas. The trash is unbelievable. **Karlen Keto reports 8 March** The towpath was in good condition with the usual amount of food and drink related trash. Two trees have naturally fallen near mile 55.5, and their root holes are near the towpath and may cause an erosion issue.

Level 22 Lock 31 to Lock 33 **Karlen Keto reports 9 March** There were quite a few Saturday canal users out. I collected a medium amount of trash. The trash included several bags of dog waste, which seems to be a trend in this area. A kind walker carried some of my trash off for me. **22 April** Conditions are as good as my last level walk. I found an odd-shaped rusted 40-inch rod. I am going to try to find out what it is.

Level 24 Dam 3 to Dargan Bend **John and Elin Haaga report 27 April** The C&O Canal 100 was going on. They started above Dargan Bend, ran up to the Antietam battlefield, doubled back and went down to Nolands Ferry, then back, for a total 50 miles and then went out again. A tent was set up in the Dargan Bend parking lot with water and snacks. The volunteers seemed to be doing a good job cleaning up after themselves.

Level 25 Dargan Bend to Lock 37 **Karlen Keto reports 14 February** Lock 37 house gutters have been cleaned. They look great! Extension hoses at the end of downspouts are clear. There wasn't a lot of trash, but most of it was at the lock house.

Level 26 Lock 37 to Antietam Aqueduct **Pat and Ken Heck report 31 March** The towpath was dry and in good condition. There were quite a few canal users and it was evident a horseback rider used the towpath recently. No problems were apparent at the lock house, Culvert 100 or the waste weir.

Level 27 Antietam Aqueduct to Lock 38 **Pat and Ken Heck report 31 March** There was light trash on this level and, since it was later in the day than our Level 26 walk, fewer users. The culverts and Lock 38 are in good condition.

Level 28 Lock 38 to Lock 39 **Bill Warren reports 9 March** Towpath is mostly in good shape and shows signs of recent additions of new gravel in places. Wet spots and deep muddy tire ruts are still present around mile 73.8. Some mud holes even appear to have been previously patched with gravel, but vehicles keep churning them up.

Level 30 Snyders Landing to Lock 40 **Margie Knott reports 21 February** Bright sunny blue skies, but a little windy and cold which made for brisk walking; great day to be out in nature before the weather turns nasty again. I only found one water bottle.

Level 31 Lock 40 to Marsh Run Culvert **Bill Warren reports 10 March** I picked up a lot of trash around mile marker 81. High water, probably during Sandy, has relocated some of the accumulated debris around Horse-shoe Bend during previous years. The towpath does not have ruts like the ones noted on Level 28.

Level 32 Marsh Run Culvert to Dam 4 **Catherine Fenselau Cotter, with Andrew, Nick, Rebecca and Sam Fenselau report 11 April** The towpath was in excellent condition. The canal structures and facilities were in good condition. There is a muddy area near the Dam 4 wall and trail up to the dam where the ground was bulldozed. We went into the Dam 4 cave and removed several beer cans.

Level 33 Dam 4 to McMahon's Mill **Dick Stoner reports 5 February** A large log and some brush partially blocked the towpath at Berksons Run, mile 87.6. NOTE: The log was reported and later removed. The new concrete walkway makes for some interesting observation points along the cliffs. It's especially amazing, for me, to go each way in less than one hour, when I can remember crawling past Bass Rock as a child and taking two to three hours to get to the dam from our farm at MP 87.

Levels 33 and 34 Dam 4 to Opequon Junction HBO **Nan Johnson reports 16 March** Graffiti appear to be worse than reported in January, defacing the bluffs along towpath just west of McMahon's Mill 88.2. High water has damaged the towpath in two of the three low areas just west of McMahon's Mill. Posted signs tell users to dismount and be careful. There was a lot of trash, including a dozen clear plastic water bottles, between Big Slackwater parking area and start of the restored towpath.

Level 34 McMahon's Mill to Opequon Junction HBO **Tom Perry reports 9 March** There was very little trash on the level. There are three projections of the towpath around the cliffs, with warning signs posted. The first of

these is really torn up and I am afraid that a biker who ignored the warning could be in for an accident. At times of high water these areas are completely covered. **29 April** The river was high after a recent storm, almost over the towpath at the low places. Most trash was in the McMahon's Mill area. Garlic mustard is heavy on this level.

Level 35 Opequon Junction HBO to Lock 43 **Stephen Williams reports 27 April** The towpath was in good condition. There were several moderately shallow depressions just up from the 91 mile marker. I met one hiker wearing a 15-year-old Pendleton hat.

Level 37 Falling Waters to Lock 44 **Jim Tomlin reports 4 March** Towpath was clear, with a lot of easily removed sticks from recent winds. Lock 44 was undergoing renovation with dump truck, crane, and utility vehicles. Temporary roof built over lock; workers at bottom of drained lock, scooping out mud. Canal is drained below Lock 44. There was an above average amount of trash, with lots of cigarette butts at mile marker 98. It must be habitual turnaround point for a smoker.

Level 38 Lock 44 to High Rock Quarry **Nick Russo reports 29 March** The towpath was in good condition. I moved several light branches and picked up a bag full of trash that included a basketball. **George Kennett and Mary Wheeler report 30 March** Level was very clean. Only a couple of bottles and pieces of paper collected. No graffiti noted on the Route 11 bridge this time! Maybe a first. Towpath was in good shape with only a few puddles near mile marker 101.

Level 39 High Rock Quarry to Nettle RR Bridge Piers **Stefanie Boss reports 10 April** There was not much trash on the level. The towpath surface was in good condition. Improvements have been made to the Gift Road access.

Level 41 Dam 5 to Four Locks **B. K. Lunde and Bill Hibbard report 9 March** The level was pretty clean. There are nice new toilets at Four Locks. There was erosion in the bank under the downspout of the lock house at Dam 5. We looked at culverts 138 and 139 and they appeared normal.

Level 42 Four Locks to McCoy's Ferry **Carl Pederson reports February through April** Towpath is monitored over weekly walks. Conditions were typically good and no issues were reported. On March 11 noted that NPS Maintenance had removed stumps from trees downed by Sandy. Most trash is fishing related trash left on the banks near the Four Locks parking area.



Downstream view of Big Pool lower stop gate – Photo by Karen Gray

Level 43 McCoy's Ferry to Fort Frederick **Karen Gray reports 10 March** The McCoy's Ferry stop gate was largely free of growth and had some standing water in it. The Fort Frederick stop gate was visible, with some water in it. The canal prism on this level was holding water (no obvious current) almost the entire length. I don't think I've seen that much water in the prism since the 1980s—if then. Also, more trees and large branches are down across the prism than ever before. My last walk was before the big windstorms of the past year and I'm sure much of this fallen material is from them. The towpath itself was in good condition with only a few potholes holding water or being a little bit muddy. This is a good stretch of towpath generally.

Level 44 Fort Frederick to Ernstville **Jim Biasco reports 12 February** Towpath was clean and in good condition. Smaller pieces were collected that generally don't show up in the underbrush except during the winter. A tire was found on the edge of Big Pool and moved so the NPS could pick it up.

Level 47 Little Pool to Hancock **Lisa Hendrick and Charles Connolly report 24 February** There was very little debris on the towpath itself, but because it was wintertime, the canal revealed a lot of trash. We concentrated on picking up some very old trash--long hidden by foliage in the summertime or brought in by flooding of the Potomac River.



Water flowing into Culvert 185 – Photo by Paul Petkus

Level 49 Round Top Cement Mill to Lock 53 **Paul Petkus reports 9 March** More trash was picked up than usual. There were a lot of beer cans, all the same brand, apparently left by the same person. The towpath was in good condition with many nuisance branches. Water flowed into culvert 185 through a couple of large holes in the prism.

Level 50 Lock 53 to Dam 6 **Steve Dean reports 26 April** The towpath was in excellent condition, with numerous sticks and branches down. This is a very quiet level with limited access. Bikers seem to stick to the Western Maryland Rail Trail in this area. A large tree fell recently away from the towpath and a clear swath nearly down to the river could be seen.

Level 51 Dam 6 to Sideling Hill Aqueduct **Bill Holdsworth reports 20 March** Towpath was a little bit muddy, but otherwise in good condition. Trees are growing in Lock 55. There is a discarded tire in Lock 55. I love hiking here when the leaves are off the trees.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct **Tom Aitken and Candee Schneider report 14 April** Other than the usual "stick kicking," the towpath is in great shape. Work is currently being done at Fifteen Mile Creek Campground. We encountered two people on horseback. In all of our times on the level, this is the first time we've seen horses. There was a pretty significant amount of trash at Indigo Neck, mostly beer/party related stuff.

Levels 53 and 54 Fifteen Mile Creek to Lock 60 **Dennis Kubicki reports 28 March** Level 54 was clean, as it normally is. I also found very little trash on my walk up from Little Orleans on Level 53. It was apparent that the NPS has been dealing with deadfall recently, as I noted tree trunks and branches that had been cut and pushed aside from the towpath. I also encountered no one on the two levels. Perhaps there is less travel due to the Paw Paw rock slide.

Level 55 Lock 60 to Culvert 208 **Paul Petkus reports 6 April** Spring has arrived! The sun was out. The midday temperature was in the mid-50's. Water was in the prism for the entire length of the level. The pond and swampy area on the Potomac side of the towpath at the Bond's Landing

access road was filled with water. The towpath was in good condition and only a few branches littered the towpath. No changes were apparent in Culvert 208.

Level 57 Lock 61 to Lock 63 1/3 **Tom Aitken and Candee Schneider report 28 April** The towpath was clean and in excellent condition, in spite of the rain. A decent-sized stream of water is passing through the locks as well. The sign for Sorrel Ridge Hiker/Biker is at the bottom of Lock 63 1/3, which is--perhaps--a half-mile from the campground.

Level 59 Tunnel Parking Area to Opposite Little Cacapon **Bob Mischler reports 9 April** The towpath was in very good condition. Most trash was under the MD51 bridge or around the tunnel parking area. Inspected culvert 211 and it is in good condition.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct **Jonnie Lefebure reports 13 March** There were a couple of holes at towpath's edge caused by fallen tree root balls were filled in recently with gravel. Very little trash was noted. The prism is watered from mile 159.6 to lock 67, with many downed trees in the prism.

Level 61 Town Creek Aqueduct to Lock 68 **Steve Johnson reports 15 April** For my fourth visit in a row, I found the canal spotless. The towpath is clear of ruts and downed limbs, the grass had recently been cut. Great shape all around. The porch on the Lock 68 house is still rotting badly.

Level 64 Kellys Road Culvert to Spring Gap **Jim Lyons reports 9 March** Towpath is in good shape. The Lock 74 sign is missing. There was quite a bit of trash. **Nasra Sakran reports 22 March** Not much trash on the towpath. There were very few park visitors. **13 April** I combined a level walk with a group garlic mustard clean-up. Our group of six picked up quite a bit of garlic mustard and also some trash. There is still a large amount of trash on the steep bank along MD Route 51. We encountered a scout group from Massachusetts that was biking the canal. **Nasra Sakran and Laffy Buckler report 27 and 28 April** We combined a level walk with another garlic mustard clean-up.



Large fallen tree near Cohill Station – Photo by Steve Dean

Level 65 Spring Gap Recreational Area to Lock 74 **Jim Lyons reports 10 March** The towpath is in good condition. There were a few visitors out on a somewhat cloudy day.

Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge **Bob Mischler reports 4 April** I cleaned up the prism near the RR bridge. The rest of the prism, as usual, was under water and has a lot of trash in it. A lot of plastic bags apparently blow into the wooded area between the towpath and the sports complex and get stuck in the small bushes and trees, and are very unsightly. The towpath was dry and in good condition.

Level 69 Wiley Ford Bridge to Cumberland Terminus **Bob Mischler reports 26 April** The towpath was relatively clean and in good condition. It was freshly mowed.

Level Walker Nature Findings

Many Level Walkers prefer to walk their levels in the spring, and why not? The weather is often perfect, and there is something for everyone. Bird watchers, flower fans, turtle admirers and other nature lovers find a multitude of treasures during their walks.

Turtles are always a sure sign of spring on the canal and they appear to be having a good year. Many walkers noted numerous turtles on “standing room only” logs in the canal. Paul Petkus noted an especially crowded log on Level 55. Snapping turtles were frequently reported. Catherine Fenselau Cotter and her family observed one on the towpath near Dam 4 during a level walk.

Bird watchers had much to report. Carol Purcell reported cardinal, chickadee, tufted titmouse, chipping sparrow, red-bellied woodpecker, both ruby-crowned and golden-crowned kinglets, little brown creeper, white-throated sparrow, flicker, hermit thrush, and Carolina wren sightings on one short level walk. She also heard barred owls and pileated woodpeckers. John N. Maclean reported that the best sighting of his trip on Level 5 was a sky dart falling at great speed above Carderock, followed by a splash: kingfisher! Tom Aitken and Candee Schneider noted cormorants in the river near Little Orleans. Lynn Walker reported that ravens are back near the nest on the rocks near the northwest Catoctin railroad tunnel entrance near MP 50.



Barred Owl - Photo by Steve Dean



Red Spotted Newts - Photo by Paul Petkus

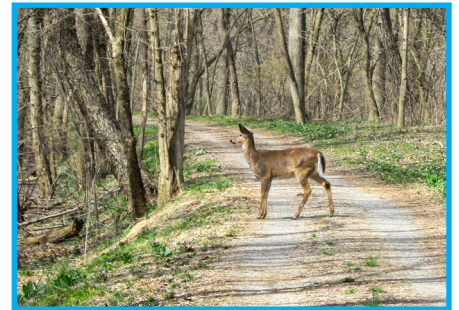
Wildflower watchers delighted in the Virginia bluebells and columbine. Rita and Paul Marth reported on a fantastic April day for wildflowers on Level 9. They saw Virginia bluebells, spring beauty and May apples in bloom, masses of them in some areas. They also saw star of Bethlehem, trout lily, trillium, Dutchman's breeches, bloodroot, cut-



Rebecca Fenselau observes a Snapping Turtle near Dam 4 - Photo by Andy Fenselau

leaved toothwort, Solomon's seal starting to grow, purple dead nettle, gill-over-the-ground, violets, and grape hyacinths that had probably escaped from a lockhouse garden. There is also lesser celandine in the canal bed at Seneca, and it has spread to the area between the towpath and river in that area. Tom Aitken and Candee Schneider reported bloodroot, Virginia cowslip, trout lily, spring beauty, dandelion, Dutchman's breeches, common blue violet, and shepherd's purse during their April walk on Level 52. NOTE: On page 17 of the March *Along the Towpath* we identified a flower as Gill over the ground; it was actually a Speedwell.

Other interesting observations were made by Level Walkers. Steve Johnson reported that wild raspberries appeared to be plentiful on Level 61; it should be a good summer for the bears. Paul Petkus observed numerous red spotted newts on his walk along Level 55. Many deer sightings were reported. Rat snakes and garter snakes were frequently noted. Copperheads haven't been reported yet but probably will be; they are especially common in the Seneca area. Watch out for them on the towpath!



Above - Deer on Towpath - Photo by Stefanie Boss

Below - Copperhead on Towpath - Photo by Steve Dean



How many turtles can you count on this log? - Photo by Paul Petkus

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*The C&O Canal Association now accepts donations on-line. To make a contribution, go to <http://www.candocanal.org/contributions.html>. You can click on buttons for the Kenneth Rollins C&O Canal Fund or the Davies Legal Defense Fund. If you don't have a PayPal account, you can use your credit or debit card. If you have a PayPal account, you can use funds from that account for your donation. The donation will appear on your credit card statement as PAYPAL*COCANALASSN. There is a \$50 minimum for on-line donations. During the process, you will be able to indicate whether this is a memorial donation. PayPal charges the Association a fee of 2.1% plus 30¢ for on-line donations. So, a \$100 donation nets \$97.60 for the Association and its work. The board feels the convenience of on-line donations is a benefit that outweighs the transaction cost.*

Sharpsburg 250th Commemoration

Often a one-day battle in September 1862 is the only association people have with Sharpsburg, Md. But the Chesapeake and Ohio Canal played a major role in the town's history for nearly 100 years. Many canal boat captains called Sharpsburg home, and their family members worked on the boats or drove mules on the towpath.

During the July 7 commemoration of the 250th anniversary of the founding of the town, special attention will be given to the connection of Sharpsburg and the C&O Canal. Thanks to the support of the C&O Canal Association, a guided bus tour will take 44 visitors to Snyder's (Sharpsburg) Landing and to Lock 38. Dr. Paula Reed will provide information and stories about this section of the canal as the bus goes between these two points and at the sites themselves. Visitors will need to sign up for the bus at the information tent on the town square. The bus will leave town at 2:30 and return by 4:00 so that tour participants will be able to attend the ice cream social and Rohrersville Band concert at St. Paul's Episcopal Church on West Main Street.

Commemoration activities will begin at 11:30 at Mountain View Cemetery with descendants of the town's founder, Joseph Chapline, laying a wreath at the Chapline family grave site. The unveiling of a wayside sign at the Big Spring will be followed by a book launch and exhibits in the library, where the Sharpsburg Historical Society will conduct a Sharpsburg family registry. Starting at 1:00, St. Paul's Episcopal Church will offer a free lunch, which will feature C&O Canal bean soup provided by Captain Bender's Tavern – the business begun in 1936 by Raleigh Bender, captain of Canal Boat #1. Three walking tours of the town and a special music and churches' history program, as well as open house at Tolson's Chapel and the Train Station complete the day's schedule.

Sponsors in addition to the C&O Canal Association include: the Sharpsburg Historical Society; the Town of Sharpsburg, the Hagerstown/Washington County Convention and Visitors Bureau; and more than 100 businesses and individuals who have donated items for a raffle to help defray costs. The raffle drawing will take place at the ice cream social. Raffle tickets are available at Bender's, Nutter's, the Sharpsburg Pharmacy, Town Hall, and David Peter's CPA office at the square. A special custom-made Big Spring bird house has been donated as a silent auction item. Written bids will be taken until 4:30.

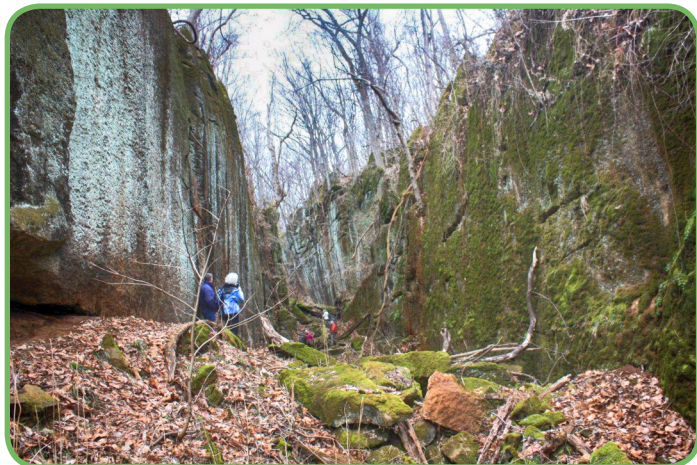
We hope to see many C&O Canal Association members in Sharpsburg on Sunday, July 7, to help celebrate 250 years of life in Washington County's oldest town. Call (301) 992-9767 for further information.

– Vernell Doyle

Continuing Hike Series

The February continuing series hike explored two interesting sites. Neither are canal related, but both are in the C&O Canal National Historical Park. Fort Duncan is a well preserved Civil War fort. Later we visited a colonial era iron mine.

Weather did not cooperate in March, a threat of a late winter storm reduced attendance to five hardy souls at Spring Gap.



Above - The group enters Fort Duncan by the main gate. Note that the original earthworks require turning immediately inside the gate.

Left - Hikers examine a colonial era iron mine.

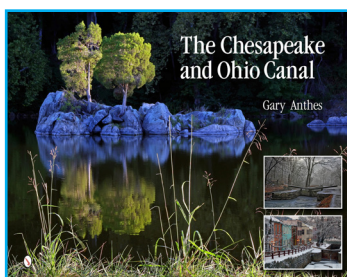
Photos by Pat White

ON THE BOOKSHELF

The Chesapeake and Ohio Canal By Gary Anthes

Schiffer Publishing, Ltd. 112 pages \$45.00

The Chesapeake and Ohio Canal is a beautiful book. The full-color photographs of the C&O Canal are stunning. The choice of subjects is also very good. There is a broad selection of wildlife, water, canal structures, and buildings. The Pennyfield House presents a particularly poignant picture – the author says he could not bring himself to photograph the machine that tore down the historic building, a feeling I heartily endorse. The charm of canal towns is well documented: Georgetown, Shepherdstown, Williamsport, Hancock, and Cumberland.



Make no mistake, this is a coffee-table book, not one to stick in the daypack for a walk on the towpath. It checks in at 3.6 pounds and 12 by 15 ¼ inches. Though it is primarily a picture book, the text is well chosen, neither restating the obvious nor going for cute. Some of the prose just lets us know where the site is or gives the historical context, but there are also restrained first-person accounts of the photographer's thoughts as he composed a certain picture.

In summary, Gary Anthes captures the color and the solitude, the pleasures and nostalgia, and especially the sadness of the history of a canal that was a commercial failure, but is now a recreational treasure.

– Rod Mackler

The subjects are also selected to show off the potential of color along the canal – the red of the bricks at the Paw Paw Tunnel or the sandstone lock house at Riley's, the purple evening light on rocks at Widewater, reds and yellows of autumn leaves, the multi-hued row houses on the towpath in Georgetown, a yellow swallowtail and blue herons. The author also has a good eye for some of the more unusual structures along the canal, such as the drop gates at Locks 9 and 10 or the "wait house" and mule barn at Four Locks.

There are relatively few human subjects, a choice that seems appropriate given the photographer's strengths. The people who do appear are anonymous: a biker or a jogger to illustrate the ability to find solitude on the canal, a canoeist on the river, a group of equestrians, children feeding the birds at Williamsport, or a mason repairing Culvert 182 at Hancock.



Gary Anthes captures the now-gone Pennyfield House

Spring Wildflower Walk by Marion Robertson

On April 20, 2013, a group of 13 wildflower enthusiasts set off to seek blossoming plants at Carderock. Last year, by the end of April, many spring ephemerals had blossomed and were done. This year, April was cool and many of them weren't even out yet by April 20! We make up the calendar six months to a year in advance and set dates for nature walks - never being sure what we're going to find. We did find some of the early bloomers such as spring beauty, jack in the pulpit and, of course, bluebells. Gone already were the really early bloomers such as Dutchman's breeches and squirrel corn.

This wildflower "walk" at Carderock is somewhat strenuous with a little bit of climbing over rocks and some switchbacks up and down. Next year we will try to offer a wildflower walk staying on the towpath, which is much easier to navigate. There may not be as many varieties of flowers but still there should be plenty. At the end of this particular walk there is a patch of sessile trilliums: most are this burgundy color but some are pale green and yellowish. Look for them next year!



Sessile trillium in burgundy
Photo by Marion Robertson



Sessile trillium in yellow
Photo by Pat Hopson



And now just to tantalize you, here's a lovely columbine clinging to the rocks at Big Slackwater. This picture was taken on the annual Douglas Memorial Hike, which this year was along the renovated Big Slackwater area. The flowers clinging to the rocks were wonderful, as this columbine will attest. And there is a little spleenwort peeking out of the crack. Park at McMahon's Mill and walk downriver on the level. In the fall, we will have a nature walk in that area led by Carol Purcell. We won't see the columbine but we will see fall blooming plants clinging to the rocks! Join us!

Left - Columbine at Big Slackwater - Photo by Marion Robertson

Tree Walks Continue Along the Towpath by Carol Ivory

Last year three seasonal tree walks were held beginning at the Visitor's Center at Great Falls. This year we are exploring another section of the towpath beginning at Violet's Lock. Tree ID is a matter of practice, practice, practice. We observe how trees appear in spring, summer and fall and where different types of trees tend to occur. This year we started early enough in the spring that we were not deterred by undergrowth in the remains of the stone cutting quarry just west of Seneca Creek. A large sycamore tree had fallen and had been cut up by the Park Service creating some beautiful logs.

The June 8 walk explored the trees and other flora downstream from Violets Lock in their late spring foliage. The fall walk will be held on November 2 and will begin at Violets Lock at 10 a.m.

These walks tend to attract a very collegial group of people ranging from tree novices to the very knowledgeable. Winter tree ID is always the most challenging. With the addition of leaves, the late spring and fall hikes will be a bit easier!



Left - Carol Ivory discusses tree identification along the Potomac River - Photo by Ned Preston

Right - Large sycamore tree logs by the Seneca Quarry - Photo by Carol Ivory



Calendar of Events - 2013

Jun. 22, Sat., Nature Walk on towpath to view dragonflies, about 4 mi. total round trip between Oldtown and Lock 68, meeting at 10 a.m. at the Lock 70 parking area. Contact Steve Dean (levelwalker@candocanal.org or 301-904-9068).

Jun. 29, Sat., Heritage Montgomery Tour, Seneca Aqueduct and Lock 24. Interpretive talks by Karen Gray. Contact Ron Howard (ronhoward@comcast.net). Part of Montgomery County Heritage Days Celebration.

Jul. 7, Sun., Sharpsburg 250th anniversary celebration, 11:30 a.m. to 6 pm. Sharpsburg Historical Society will offer a guided bus tour to Snyders Landing and Lock 38. Contact: Rita Bauman, wdbauman@visuallink.com.

Jul. 10-14, Wed.-Sun., Retreat Through Williamsport commemorates the 150th anniversary of the Confederate Army's retreat through the town following the Battle of Gettysburg. Events include a day-long bus tour following the route from Gettysburg, lectures, reenactments, and a five-mile hike on Sunday. For more information about the events go to www.williamsportretreat.com.

Jul. 20, Sat., Paddle trip, Brunswick to Monocacy. Reservations are required. Contact Bill Burton (703-801-0963 or canoemaster@candocanal.org).

Aug. 3, Sat., Paddle trip, Old Patowmack Canal, Va. Reservations are required. Contact Bill Burton (703-801-0963 or canoemaster@candocanal.org).

Aug. 4, Sun., Board Mtg., 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 23-25, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan (301-752-5436 or canoemaster@candocanal.org).

Aug 24-25, Sat.-Sun., Williamsport C&O Canal Days, events in various areas of town. Contact Tom Perry (301-223-7010).

Sep. 16-19, Mon.-Thu., World Canals Conference, Toulouse, France. For more information visit www.worldcanalsconference.org.

Sep. 28, Sat., Nature Walk focusing on wildflowers at McMahon's Mill, 10 a.m. Carol Purcell will lead the group downstream along Big Slackwater. Contact Marion Robertson (marobertson@verizon.net or 301-657-8992).

Sep. 29, Sun., Continuing Hike Series, 10:30 a.m., Snyders Landing (mile 76.65). In Sharpsburg, turn north on N. Mechanic Street, west/left on Snyders Landing Rd., follow to end. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Oct. 6, Sun., Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conochcheague St.

Oct. 9-14, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon. Contact Pat Hopson (703-379-1795). NOTE: The ride is now full.

Oct. 26, Sat., Annual Heritage Hike. Evening dinner and program to follow. Details will be in the September *Along the Towpath*. Contact Marjorie Richman for further info (programs@candocanal.org).

Nov. 2, Sat., Nature Walk focusing on tree identification at Violette's Lock, 10 a.m. to 1 p.m. Third in a series of three walks in the same location to observe seasonal differences. Bring water and a snack. Binoculars and your tree ID book optional. Contact Carol Ivory (carolivory@verizon.net or 703-689-1538).

Nov. 2, Sat., Nature Walk focusing on birds, location TBD. Kurt Schwarz of the Md. Ornithological Society will lead the walk. Contact Marion Robertson (marobertson@verizon.net or 301-657-8992).

Nov. 24, Sun., Continuing Hike Series, 10:30 a.m., Cohill Station (mile 130.7) upstream. Route 144 west from Hancock, left on Willow Rd., pass through RR culvert, park where road turns right along canal. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Dec. 1, Sun., Board Mtg., 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 8, Sun., Frostbite Hike: 10:30 a.m., Half Street entrance to the Navy Yard-Ballpark Metro station. The group will follow the path of the Washington City Canal, which connected to the C&O Canal in the 19th century. The group will hike 5.7 miles from the Anacostia River to the Georgetown Visitor Center. Afterwards you can take advantage of the many eateries in Georgetown for lunch. Contact Bill Holdsworth (301-762-9376 or website@candocanal.org).

Liability 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, or visit www.meetup.com and search for "C&O Canal Association."

Stay Connected!

Our website, www.candocanal.org – Visit it regularly and add it to your favorites or bookmarks. Also check out our access guide with your computer or smart phone at www.candocanal.org/access.html.

Facebook –If you have a Facebook account, look for "C&O Canal Association" and "Like" us. If you are not on Facebook, go to www.facebook.com and register (there is no cost), and then look for us.

Meetup – Visit www.meetup.com, search for "C&O Canal Association" and select "Join Us." Meetup will keep you informed of upcoming hikes and other events.

Email – C&OCA members may receive out periodic updates by mail. If you haven't been getting those and would like to, please send your request to communicator@candocanal.org.

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	Vacant
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	John Adams, Acting
Chief of Interpretation,		
Education and Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-714-2218	Daniel Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Chief of Preservation &		
Project Management	301-714-2239	Daniel Copenhagen
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

Palisades District Milepost 0 (Tidlock) to Mile 42.19 (Monocacy River)
 11710 MacArthur Blvd, Potomac MD 20854
 Park Ranger Law Enforcement MD 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 DC 20007
 Supervisory Park Ranger 301-767-3711 Mark Myers

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

Western Maryland District, mile 42.19 (Monocacy River) to mile 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 Vacant
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
 Supervisory Park Ranger Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

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

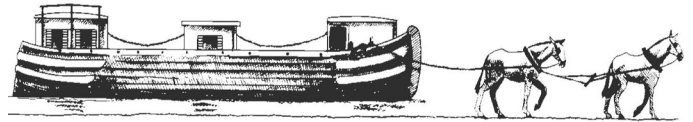
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Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th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

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Associate Editors: Dave Johnson, Don Juran, Nancy Long, Ned Preston, 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 in 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.

2013 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 20685-0132, 410-586-0329, deansm@comcast.net.

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Board of Directors: (terms expire in 2016): David M. Johnson, Tom Lightfoot, Rod Mackler, Craig Roberts, Marion Robertson, (terms expire in 2015): Nancy Long, Pat Hopson, Bill Holdsworth, Alan Shane, Ron Howard; (terms expire in 2014): Chris Cerniglia, Skip Magee, Dan Mick, Marjorie Richman, Francis "Champ" Zumbrun.

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

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Along The Towpath

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They're back!

Only a few members Brood II of the 17-Year Cicadas are likely to be seen along the canal through June. The really big invasion on the canal will be Brood X in 2021 – Photo by Steve Dean



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