



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.

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Annual Heritage Hike and Dinner Shepherdstown to Harpers Ferry By Marjorie Richman for the Program Committee

The Association's annual Heritage Hike will take place on Saturday, October 26. It will feature three hiking options along the towpath, a dinner, and an evening speaker. The hikes will begin and end in Harpers Ferry. The hikes pass through a fascinating part of the park that abounds with canal and Civil War history as well as a wonderful wildlife experience. This is a great section of the canal to enjoy a fall day, reacquaint with old friends and meet new friends. The evening event will be held at the Jefferson Ruritan Center in Jefferson, Md. and promises a relaxing evening of fellowship.

Hike participants will meet the hiker transport bus at the Harpers Ferry Visitor Center shuttle bus area. There is an entrance fee of \$10 per car, or you can use your National Park or Harpers Ferry pass, if you have one. Hikers will be dropped off at one of three starting points and will walk back along the towpath to downtown Harpers Ferry. From there, they can take the shuttle bus back to the Visitor Center. If you have time, be sure to tour Harpers Ferry. There are many exhibits, an excellent book store, good restaurants and great views of the Potomac. See the article by Karen Gray in this issue (page 18) for the story of the C&O Canal at Harpers Ferry.

Continued on page 2

Possible Jeopardy for 60th Anniversary Thru-Hike By Barbara Sheridan

The C&O Canal Association recently learned that the planned 2014 Thru-Hike may be in jeopardy due to the possible closure of the Hiker-Biker Overnight campsites along the canal. These campsites are where the hikers stay during the Association's traditional quinquennial celebration of Supreme Court Justice William O. Douglas' 1954 hike to save the canal.

Park Superintendent Kevin Brandt indicated that sequestration and other budgetary constraints may result in the cessation of water testing for the pumps and removal of the portable toilets at the campsites along the canal. If this happens, nightly camping accommodations for the Thru-Hikers would have to be found outside the park. The increased costs to stay outside the park, coupled with the logistical difficulty and further costs of transporting the hikers into and out of the park every day for two weeks, would definitely put the hike in danger of cancellation.

The tentative dates for the Thru-Hike are April 27 through May 10, 2014. Hopefully, a solution will be found and the tradition will continue. The Association will keep members informed about the hike on our web site and with our periodic member email updates. If the hike does take place, volunteer help will be needed and opportunities to assist with the hike will be announced.



Long and medium hikers will cross the beautiful Antietam Creek Aqueduct during the Heritage Hike – Photo by Steve Dean

Heritage Hike - Continued from page 1

The hiker transport bus will make two departures from the Harpers Ferry Visitors Center, at 10:00 a.m. and at 11:00 a.m. Long and medium hikers should arrive and park before 10:00 a.m. The long hikers will start at Lock 38 near Shepherdstown (Mile 72.8) for a 12.3-mile hike back to downtown Harpers Ferry. The medium hikers will start at the Antietam Aqueduct (Mile 69.4) for an 8.9-mile hike. Short hikers should plan to arrive and park before 11:00 a.m. The short hikers will start at the Dargan Bend recreation area (Mile 64.9) for a 4.4-mile hike.

As hikers approach Harpers Ferry, the present-day towpath trail makes a sharp turn to the right at Lock 36, while a spur extends straight ahead. Those wishing to continue directly to Harpers Ferry should take the right turn. The straight path offers a short side trip along the original towpath to Lock 35, near which is the drydock shown in the photo below. The path then reaches a dead end where a bridge once allowed mules to cross the Dam 3 inlet, so side-trip hikers must retrace their steps and then turn left near Lock 36.

At approximately mile 60.7, an iron flight of steps provides access to a walkway along the Harpers Ferry railroad bridge. From the bridge it is approximately one-fifth of a mile to the downtown area and the shuttle bus back to the Harpers Ferry Visitors Center.

All walkers must complete the Association waiver before boarding the bus. The bus fee will be \$5 if paid in advance or \$7 if paid on-site. Please bring exact change. Hikers are encouraged to bring a bag lunch and a drink for the hike.

At 4:30 p.m., we will gather at the Jefferson Ruritan Center for happy hour, followed at 5:30 p.m. by a dinner buffet and evening

presentation. The cost of the dinner and happy hour is an all-inclusive \$20. The Ruritan Center will be available for entry after 4:00 p.m. Please do not arrive earlier. The evening program features a talk by Tim Snyder, who will talk about a series of paintings by Garnet Jex entitled *The Upper Potomac in the Civil War*. The series was painted in the 1960s during the Civil War Centennial. The paintings depict scenes of the Potomac River, many of them with the C&O Canal either in the foreground or the background. Of particular interest is the artist's use of color and light. Tim will describe the role of the canal during the Civil War.

The hiker transport bus will depart from the Harpers Ferry Visitors Center at 171 Shoreline Drive, Harpers Ferry, W. Va. From I-70, take exit 52, US-340, towards Charles Town/Leesburg. Stay on US-340 for about 20 miles. After crossing the Shenandoah River, watch for the sign for the left turn into the Harpers Ferry National Historical Park. Turn left onto Shoreline Drive, stop at the entrance station and pay the fee or show your pass. The bus will meet hikers at the shuttle bus stop in front of the Visitor's Center. NOTE: Do not get on the National Park Service shuttle bus.

The happy hour and dinner are at the Jefferson Ruritan Center located at 4603 B Lander Road, Jefferson, Md. From the Harpers Ferry Visitors Center, turn right onto US-340. Stay on US-340 for 13 miles; take the Lander Road exit towards Jefferson. Turn left onto Lander Road. Immediately after crossing US-340, and before the BP Station, is a sign for the Jefferson Ruritan Center. Turn right onto the access road and go about 1/10 mile to the center, which is beside the fire house.

A dinner and bus reservation form is included in this issue of *Along the Towpath*. The form must be received by noon, Wednesday, October 16, after which no cancellations or additions will be honored for the dinner. Note there are no refunds for prepaid dinners or prepaid bus reservations. Also please be sure to check the Association website calendar at www.candocanal.org for any updates regarding the Heritage Hike. If you have questions, contact Marjorie Richman at programs@candocanal.org.



Above – Heritage hikers will cross over to Harpers Ferry at the end of their hikes on the railroad bridge below Lock 33. Trains frequently cross the towpath at that point.

Below – A canal boat drydock is on the berm side of Lock 35. Photos by Steve Dean



Opportunity to Serve the Association

Key positions on the C&O Canal Association Board of Directors will be vacated in 2014 and any member is eligible to serve. Serving on the board is a rewarding way to support the Association and the C&O Canal National Historical Park.

Open officer positions in 2014 are the Treasurer and the Information Officer. Additionally, several director positions are due for assignment in 2014. Officers are elected for one-year terms and directors are elected for three-year terms. Please visit www.candocanal.org/Leadership-Directory-2012-11-12.pdf for descriptions of the duties and qualification requirements for officer and director positions. Members who would like further information or are interested in joining the board may contact Pat White at patricia.white48@verizon.net; please also info Linda Perry at perrywinklehaus@verizon.net.

Take advantage of this opportunity to make a difference to the C&O Canal NHP and consider joining the board!

Improvements in the Palisades District

By Ned Preston

During the summer of 2013, two projects that are enhancing visitor enjoyment and safety were completed in the downriver section of the C&O Canal NHP.

On June 4, DC Water and the National Park Service held a ribbon-cutting at Fletcher's Cove to open the first of six odor-scrubbing facilities that will reduce unpleasant smells caused by venting from the Potomac Interceptor, a major sewer line that runs through the park downstream from Great Falls. The five other facilities not yet operational include: one in the canal park at Angler's; two at sites just outside of the park's borders in Maryland; and two across the river in Virginia.

On June 18, NPS announced steps to upgrade the area in Georgetown where the canal park and Capital Crescent Trail are accessed from Water Street through the archway of the Alexandria Aqueduct.

The work has included a gate at the archway that allows pedestrians and bicycles to pass easily, but excludes the many unauthorized vehicles that had posed a hazard to park visitors. Just upstream from the aqueduct, NPS has graded and restored a pleasant open space along the river shoreline that had been damaged by illegal parking.



An eastbound biker leaves the canal park through the new gate at the archway of the Alexandria Aqueduct. Photos by Ned Preston

The improvements to this historic area reflect its value if used in accordance with the Low Density Scenario that was presented as one of the development options in NPS' recently-completed Georgetown Boathouse Zone Feasibility Study. NPS continues to consider what steps it may take as a follow-on to the study. Meanwhile, letters submitted during the now-closed public comment period will soon be posted for review at the NPS park planning site <http://parkplanning.nps.gov/projectHome.cfm?projectID=39727>.



The recently-restored open space just upriver from the aqueduct.

Along the Towpath, September 2013

Dear Park Ranger John

Washington County 4th Grade students visit the C&O Canal in Williamsport every year to meet a park ranger and to learn about the C&O Canal. The C&O Canal Association furnishes bus transportation for the students. Education Coordinator Ranger Hollie Lynch shared a few of the thank-you notes provided by students to Park Ranger John.

Thank you for showing us the park and exhibit. I really liked going in the exhibit and dressing up in old-time clothes. I also liked finding the osage orange. Thank you again.

Thank you for showing us the aqueduct and the lock that lifted and lowered canal boats to a different level of water. I also liked the old-time clothing and the tri-corner hat. Thank you!!!

Thank you for showing us around the canal. It was really fun to dress up and I thought it was pretty fun to pull out and in the lock. I enjoyed learning about the lock too. Thank you again.

Thank you for helping me know all the things I know now about the C&O Canal. The thing I like the best is talking to you. Thank you again.

Thank you for showing us the C&O Canal and showing us the video about the C&O. Also thank you for letting us dress up. I really enjoyed when we went in the lock house and pushing the gate. Thank you again.

Thank you for showing us the canal. I enjoyed walking around the canal and learning how a lock works. I also liked when we went in the old house. Thank you again.

Thank you for showing us around the canal. I loved learning about how the canal was built and how John Quincy Adams and his crew dug the canal by hand. Thank you again!!!

Arrivals, Departures, and Staying Put

Although bird migration has been studied for years, many of us cannot help wondering why these small creatures are willing to risk a long journey with so many inherent dangers. Until birds reach their destinations, the possibilities of predation, exhaustion and mortality are always present.

According to the most prevalent theory, birds migrate in order to find secure food sources. The explosion of insect life, in places such as the northern tundra in summer and the temperate latitudes in winter, guarantees plenty of food and longer days for foraging. For this reward, birds are willing to brave the long distances.

The timing of migration appears to be triggered by a change in the length of the day. That's the clue all creatures recognize as the onset of habitat change. Even trees, for example, have the same response: once days become shorter, they begin shedding leaves and preparing for survival in colder weather.

Once migration begins, birds seem to know where to go to find their seasonal homes. There have been many studies as to how birds navigate. Current theories include cues from the sun and stars, an ability to sense the earth's magnetic field, and probably the ability to memorize terrain and landmarks on the migration route. In other words, successful migration involves a variety of senses: visual,

need for a safe environment and plenty of food. Considering the trials of migration, we have to give them credit for being smart enough to know a good deal when they see it.

Autumn is a good time to see new arrivals as well as to catch the last sightings of departing birds while walking along the towpath. By November you still may be able to see late-departing migrants, most notably the yellow-rumped warbler or gray catbirds. By that time, new arrivals should be in our area to over-winter, such as gadwalls and ruddy ducks, and flocks of white-throated sparrows and dark-eyed juncos. These species, plus many others, will soon be prominent on the Potomac and on the watered part of the canal.

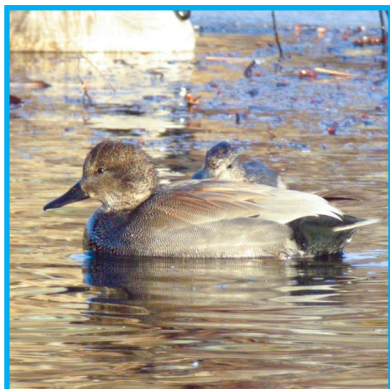


Blue heron. Photo by Kurt Schwarz

To observe these birds with an expert, plan on joining the walks led by Kurt Schwarz along sections of the towpath. Check the calendar and the Association's Meetup site (see p. 6) for dates and locations.

On Kurt's walks, besides the birds you expect to see, there could be some surprises. Migrating birds can lose their way for a variety of reasons. They may fly past their destinations by mistake. This is called "spring overshoot." Some years ago a Townsend's warbler was present on the canal, and in 2005 a neotropical cormorant, a resident of the southwest, was seen at Violette's Lock.

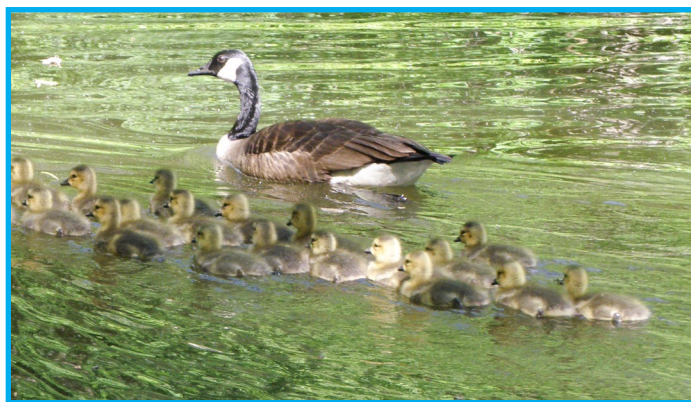
According to Kurt, "One of the great joys of birding is encountering the unexpected."



Left - Palm warbler, Right - Gadwall (m). Photos by Kurt Schwarz

sensory, cognitive, and perhaps even olfactory. Since the magnetic field has different strengths at different latitudes, it is possible the feedback from the magnetic field gives the birds clues as to when the end has been reached. I'm sure we will hear more about bird navigation as research continues.

In the coming months we can expect the arrival of our winter migrants and the departure of our spring and summer birds. We can also expect no movement from our famous resident Canada geese. There are several possible explanations why our resident birds, the same species as wild geese that migrate annually, abandoned migrating. The most prevalent theories include the abundance of food choices throughout the year, the absence of predators, and a variety of urban, man-made water sources. Golf courses are a special favorite. We have provided our geese with everything they



Canada geese. Photo by Marjorie Richman

Paddling the Paw Paw Bends

by Barbara Sheridan

The weather forecast for the fourth weekend in August sounded fantastic but it had already been raining for a while as the 12 registered participants began arriving at the Paw Paw boat ramp at 9 a.m. By 10 a.m., six kayaks, two canoes and a small mountain of gear had been off-loaded but we were still missing two people. Panic set in as we realized there is NO cell service in Paw Paw, W.Va. Fortunately, Richard Radhe and Bob Hibbert showed up soon. Their GPS took them on a nice tour of Green Ridge State Forest before leading them to us.



Paw Paw Bends Paddlers (left to right): Vicki Dodson, Barbara Sheridan, Richard Radhe, Neil Gilliam, Pat Sainsott, Pat White, Diane Combclay, Bill Burton, John Betting, Tony Laing, Bob Hibbert and Wayne Anderson. Photo courtesy of Vicki Dodson

The rain continued for the next two hours as five of us waited in Paw Paw for the drivers to take their vehicles to Hancock, Md. and be shuttled back. The boats had to be bailed out several times due to the rain. We finally shoved off on the first 13.5 mile leg of our three-day trip just before 1 p.m. The rain continued for the first four or five miles and then things started to improve. The clouds were intermittent when we took a break at Sorrel Ridge hiker/biker and the sun was shining when we arrived at Stickpile hiker/biker, which was our planned destination for the night.

Hiker/biker camp sites are allocated on a first-come/first-served basis so we were a little concerned when we realized that someone was already camping there. It was a very nice gentleman who was hiking the American Discovery Trail (which uses a portion of the C&O Canal towpath) and he agreed to share the campsite for the night. The hill between the river and the campsite was very muddy and slick so hauling our gear up was tricky but accomplished by using a "bucket brigade" scenario.

There was no handle on the water pump so we were very conservative with our water supplies. We pooled our resources so we could make coffee in the morning then packed our dirty dishes to haul out in an empty cooler.

Saturday dawned with the promise of a sunny day. The previous day's rain had raised the water level some and the current was running faster. This was seen as a good sign since our next camp site was almost 16 miles downriver. We took a break at Devil's Alley and refilled our bottles and jugs with good clear water.

Lunch was at Bill's Place in Little Orleans, which gave us a chance to check out the new boat ramp and parking area. Both had been much needed and are very nice. After lunch, it was back on the river with over seven miles to go. The breach in Dam 6 can be a little tricky but all managed it with no mishaps.

Everyone was getting tired and ready to stop for the night so we were once again concerned when we arrived at Cacapon Junction Hiker/Biker and saw two canoes already tied up. With the river up, there was very little landing area but we managed to beach the canoes and kayaks somewhat. The other group was a very nice family of four who graciously shared the campsite with us and even gave us the picnic table for our use.

It had been a very long day and most were in their tents for the night by 9 p.m. I don't think that even the constant passing of trains on the West Virginia side of the river bothered many of us that night. Fortunately for us, Bob Hibbert got up around 2 a.m. and climbed down the bank to the river to check out the night sky. It seemed to him that two of the canoes and one of the kayaks were in a different place than he remembered. He woke up Richard Radhe and the two of them went down for a closer look. Sure enough, those three had not been tied up and the still-rising river was on the verge of carrying them away. Bob and Richard made sure that everything was secure before heading back to their tent.

In the morning the story was relayed to the rest and everyone rushed down the slope to see. The river was still rising and now there was no beach at all. We counted boats and could only see five kayaks when there should have been six! We all breathed a sigh of relief when someone pointed out that the missing kayak was tied up out of sight on the other side of the other group's canoes.

About that time, Vicki Dodson returned from a hike on the towpath. She told us she had encountered a young black bear that decided to follow her back to camp. After repeatedly saying "shoo bear...go away" and banging on her water bottle, the creature decided to pursue other interests. It's a good thing that Vicki is studying zoology because she was soon called upon to retrieve and relocate an eastern red-spotted newt that was in danger of being packed up with someone's tent.

Sunday was another bright, sunny day. The 9.5 mile trip to Hancock went very quickly with the increased current. It was, without a doubt, the best paddle trip I have ever led on this section of the river. I have never seen more bald eagles or ospreys in a three-day period in my life. Good times should be shared and we enjoyed one fantastic voyage.



The paddlers approach Hancock at the end of their adventure. Photo courtesy of Vicki Dodson

PRESIDENT'S REPORT

The C&O Canal Association continues to promote knowledge, information, and comradeship in its activities. The Association began with that famous long hike in 1954, and walking continues. The traditional methods of walk announcements are now supplemented by notices posted on Meetup, a popular social network website. Visit <http://www.meetup.com/c-o-canal-assoc/> for further details. We began the summer with a tree identification walk at Violettes Lock, led by Carol Ivory. (That same walk will be repeated in November when we see the same trees in their autumnal denuded state.) Then in late June, we did another walk at Oldtown discover dragonflies and damselflies. And many were discovered, as you will see on page 21 of this issue.

The Association has assumed a role of transportation provider for various entities involved with the C&O Canal. The Board approved payment of school bus transportation to John Humbird School for three visits to the canal park. The Association also reimbursed the Sharpsburg Historical Society for bus transportation costs from Sharpsburg to the canal during their July 7, 2013, 250th anniversary celebration. Most interesting to me was the hiring of two school buses to return walkers from Falling Waters following the annual "Retreat from Williamsport" Civil War commemorative event. I attended that walk, held on the 150th anniversary of the Confederate army's retreat after the battle of Gettysburg. It was an amazing and enlightening event. The level of information was so personal – filled with quotes from soldiers' letters – and dramatic, with descriptions by several officers taken from military histories.

Once again the Board of Directors has been requested by Washington County Public Schools to provide funds for the 4th-grade student visits to Williamsport for one day each academic year. This year the request is for \$5,000, which we were happy to approve. Some thank-you letters from students are shown on page 3 of this issue.

The Association has been asked to support the park and the Canal Trust in a very interesting education program. Building on the existing program that includes the C&O Canal in the Washington County Public Schools (WCPS) social studies curriculum for 4th-grade students, a "Canal Classroom Teacher Program" (the name is probably temporary) has its inaugural season this year. Six retired teachers were hired on a part-time, seasonal basis and were given detailed on-site training program at the end of July. They will begin working alongside existing staff in September. The program will continue until the weather turns too cold to be outside, and will resume in the spring. I attended one training workshop and was very impressed with both the park staff (Holly Lynch, Kelly Fox, and Cheri Yost) and the six teachers, at least three of whom are Association members. [Disclosure: one teacher is my brother John]. The Association has pledged \$30,000 for various transportation costs arising from education programs.

This year the World Canals Conference will be held in the City of Toulouse, in southern France. Toulouse is the western terminus of the Canal du Midi, which I toured with five other Association members back in 2009. This year I know of eight members, includ-

ing myself, who will attend. It's in a beautiful part of France, and the Canal du Midi is an amazing canal, built in the time of King Louis XIV in the 17th century. We will all have many photographs to share with you next issue.

The C&O Canal National Historical Park's volunteer program has released a new volunteer webpage. This portal was designed in partnership with dedicated volunteers and the C&O Canal Trust. The website offers up-to-date information regarding news and events in the park's volunteer program, provides links to our social networks, has photos of our volunteer projects, and much more! Visit www.chohvip.org. In these dire days of federal budget cuts, sequestration, and continuing resolutions, the park staff is ever grateful for the aid of committed and hard-working volunteers. So visit that website and find something that makes your pulse race.

– Rachel Stewart

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Many Thanks to Our Generous Donors

From May 18 to August 15, 2013

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Across the Berm

Michael Schuchat

Michael Schuchat, a member of the Association for more than twenty years, passed away at his home in Washington on July 5, 2013. He was 88 years old. A Navy veteran of World War II, Mike graduated from Georgetown University Law School and practiced in Washington beginning in the early 1950s. In addition, he was legal editor of the *Daily Washington Law Reporter* for 51 years, retiring in 2007. Mike joined the C&O Canal Association in 1991. He was a level walker and a member of the Legal Advisory and Special Projects committees. He also participated in three through-hikes. He is survived by his wife Molly (who chaired the Association's Archives Committee), five children and several grand- and great-grand children.

Don Juran recalls hiking with Mike Schuchat. "We were rookie Thru-Hikers in 1994. He was 69, which I then thought was pretty ancient. On the fourth or fifth day, Mike staggered into camp, one of the last to arrive. He had shed his day pack, and from shoulder to waist was listing noticeably to starboard. Someone went back up-trail to retrieve the pack, and it appeared likely Mike would miss at least a day of hiking or even drop out altogether. But he made it through the next day, and the next, his back improving each day. He was proud to call himself the Comeback Kid. No one worked harder than Mike for the Thru-Hike patch that year."

– Dave Johnson and Don Juran

C&O Canal NHP Commission

Proposed legislation was introduced in March 2013 by Senators Ben Cardin and Barbara Mikulski to reestablish the C&O Canal National Historical Park (NHP) Commission. In June, Congressmen John Delaney (Md-6), Chris Van Hollen (Md-8) and Frank Wolf (Va-10) introduced a similar bill in the House of Representatives. The Commission was established by the 1971 Chesapeake and Ohio Canal Development Act (Public Law 91-664). Originally authorized for a 10-year period, it was reauthorized on three occasions for additional 10-year terms. The last authorization for the commission expired on January 8, 2011.

The commission facilitates public involvement and engagement with the C&O Canal NHP, including advice related to planning for park activities and operations. The commission serves purely in an advisory role. The 19 commission members are nominated by the park's neighboring jurisdictions and are formally appointed by the Secretary of the Interior. It is the official channel through which park management could seek input and receive advice on matters related to park policy.

Commission members have continued to meet on an informal basis since the current authority expired in 2011. Reauthorization of the commission would be a great benefit to the park.

Marguerite Peet "Margo" Foster

Margo Foster, a former member of the Association's board of directors, died in July. She was the widow of Rockwood H. "Adam" Foster, a long-time member of the C&O Canal Advisory Commission and also on the board. Margo served as secretary of the Association for several years during the 1980s and participated in through-hikes.

Rachel Stewart recalls meeting Margo Foster: "If I'd never met Margo Foster, I might never have known of the C&O Canal Association. I shudder to think how confined my life might have been. She was the proud alumna of a women's college. My daughter had applied for admission to that same college. Margo held a tea party one spring afternoon to persuade such young women that they were special and that they should be in that very special college. I think they wanted to be sure that some competitor college didn't snatch up these very bright youngsters. During conversation at that tea party, Margo mentioned regretfully that she'd had to interrupt the Thru-Hike in order to host the party. When I asked what the Thru-Hike was, I got a concise but intriguing answer. The Thru-Hike is, of course, the two-week-long springtime hike sponsored by the C&O Canal Association to commemorate the 1954 challenge by Supreme Court Justice Douglas to *The Washington Post* editors and other opinion-shapers regarding the future of the C&O Canal. Margo's description of the hike was intriguing, and I thought that if she was typical of members of the Association, I'd like to learn more. So I joined and went on the Heritage Hike that fall. Margo was not there, but two women whom I'd known only through business were. We walked together and dined together, and I never looked back."

– Dave Johnson and Rachel Stewart

C&OCA Welcomes New Members

Steven & Joni Bittner, Williamsport, Md.

Andy Harbert, Kensington, Md.

William M. James, Potomac, Md.

Roxanne & Rafi Krigman, Arnold, Md.

Kathryn Powers, Washington, D.C.

Jack Schrodell, Frederick, Md.

Saul Schwartz, Germantown, Md.

John & Sharon Sterling, Williamsport, Md.

Ingrid M. Sunzenauer, Bethesda, Md.

Carolyn Walker, Meyersdale, Pa.

Sylvia Williams, Cumberland, Md.

The VIP Program in Transition

As the needs of the park rely more and more on volunteers and the C&O Canal Trust gets more involved in volunteer work, the demands on the C&O Canal Association's Volunteers in Parks (VIP) are changing with the focus on our knowledge of specific procedures that require careful and precise work.

Much of our effort is now directed to installation of such items as wayside exhibits, signs, bike racks, fire grills, fence posts and benches. We provide services that include repair and maintenance of picnic tables, fencing and other related jobs as they come up. We will be helping to spruce up the outside of the Swains Lockhouse this fall in support of Rachel Stewart and her stewardship of Swains Lock.

In the past year, we have installed many wayside exhibits at various sites from Cumberland to Georgetown, including the waysides at Big Slackwater that were donated by the Association. Last fall, we installed around 30 large and heavy trail posts in the Great Falls area. We have refurbished almost 40 bulletin boards throughout the entire length of the towpath.

We replaced 53 feet of board fencing in the mule paddock at Great Falls in August. In addition, we are in the process of putting five bike racks in place between Williamsport and Georgetown. By October we plan to install seven more waysides for the Potomac



Jim Heins gives a fence post a once over with his trusty level. Mike Bucci and Tom Lightfoot await Jim's final decision. Photos by Steve Dean



Jim Biasco, Skip Magee, Tom Lightfoot and Jim Heins install the last rail while Linda Lightfoot and Ron Howard paint. Ron did find out he was fenced out but he found his way back in.



From left - Phil Travers, Jim Heins and Ranger Curt Gaul work in the rain to install a wayside at Lock 33. Photo by Emily Hewitt

Heritage Scenic Trail along the canal between Great Falls and Cumberland. Hopefully, in the near future, we will also be the group responsible for the actual installation of new benches. The park is actively working on development of an implementation procedure for the long awaited benches.

Due to the current demand for our expertise and exceptionally good work, we are trying to hold some work sessions during the week, usually on Fridays, along with the normal Saturday times. We can always use volunteers who can handle posthole diggers, shovels, rakes, and other implements. We can also use volunteers who can paint and perform lighter tasks.

Please consider joining us as we move further into our evolving role as specialist volunteers in the park. You can contact Skip Magee or Jim Heins at vip@candocanal.org.

— Jim Heins, VIP Coordinator

Continuing Hikes 2013

We're 2/3 of the way through this year's hikes. The first four were very different and each was special.

In January we were treated to a lecture on wood duck nesting habits by an Isaac Walton League expert. In February we visited a colonial era iron mine and a Civil War fort. March was a pleasant stroll along the towpath while storm clouds threatened. In May we were introduced to a rock carving at Carderock that most of us never knew existed.

On Sunday, September 29, we'll meet at Snyders Landing near Sharpsburg. This area has a lot of Civil War History including some caves that are said to have sheltered civilians during the Battle of Antietam. The culverts are unusual. We'll meet at Cohill Station, west of Hancock, on Sunday, November 24, for a walk to Dam 6. Cohill Station is a spot now used to access both the towpath and the rail trail. We'll probably do a round trip using both. Bring water, lunch or a snack and dress for the weather for both of these walks.

— Pat White

The Murder on the C&O Canal That Didn't Happen by James Rada, Jr.

One of the oft-told stories of the C&O Canal is that of Lockkeeper Joe Davis. "Lock tender Joe Davis and his wife were murdered here by shooting in 1934," Thomas Hahn wrote in his *Towpath Guide to the C&O Canal*. He expanded on the story in *The Chesapeake & Ohio Canal Lock-Houses & Lock-Keepers*, writing that Davis took care of Lock 61 in the last decades of the canal's operation. Hahn wrote that the bodies of Davis and his wife were burned to try and cover up the murder.

George "Hooper" Wolfe told a similar story in *I Drove Mules on the C and O Canal*. He did not name the lockkeeper and made no mention of his wife. He also wrote that the lockkeeper was murdered to steal his rare coin collection and that the murderer was later caught in Shantytown when he tried to pay for drinks with some of the coins. Most people discount Wolfe's story because he was prone to exaggeration, but it turns out that neither story is true...at least not entirely. Trying to verify Wolfe's story is hard because it was vague. No names were given and only a decade is mentioned as a time frame for the murders. So I looked at Hahn's story, which has many more points that I was able to research.

The headline in the August 5, 1930, *Hagerstown Morning Herald* announced, "Two Believed Burned in Allegany Co. Home - FOUL PLAY IS HINTED AFTER SKULLS FOUND - Mystery Marks Home Burning And Disappearance At Kifer." This headline set the narrative that became the urban legend. However, the facts told a different story. Joseph Davis and his wife were killed in a fire on August 4. "They were found on the springs of a bed in the ruins of the house. Two skulls crumbled when touched," the *Morning Herald* reported. According to the newspaper the fire was so hot it burned the wood as well as the locks and hardware.

Newspaper reports said that Mrs. Davis' name was Allie, but the 1930 census reported it as Ella. Newspaper reports also vary on both of the Davises' ages. According to the 1930 census, Joseph was 59 and Ella was 53. The Davises' bones were found in the basement where they had fallen once the floor had collapsed. Ella Davis was identified by her wedding ring. A neighbor, drawn by the smoke, had found the ruins of the house the day after the fire and reported it to the authorities. The bones that were found were initially taken to Paw Paw, W. Va., which was the nearest town of any size. State's Attorney William Huster, Allegany County Sheriff W. H. Harvey and Coroner Joseph Finan came from Cumberland to investigate the case and determine what happened. The newspaper also reported that casings from a small-caliber gun were found near the bodies.

Davis had been a lockkeeper at Lock 61 on the canal, but since the canal had shut down six years previously, he reported to the census that he was a farmer. It is not mentioned in the article whether he and Ella were still living in the lockhouse, but it is possible. Though the murder story spread quickly through the community, the authorities quickly abandoned the idea.

"It had been rumored that the couple had met with foul play and their bodies burned in their home to conceal the crime. This was based on a report that old coins which Davis collected and had under glass in a frame was missing. The officers, however, found a five-dollar gold piece and the metal of twelve silver coins, which had melted," the *Hagerstown Daily Mail* reported on the afternoon of August 5. The story of the missing coins corresponds with Wolfe's story.

Finan announced on August 6 that Joseph Davis had been smoking, probably a pipe, and may have fallen asleep. A spark from the pipe caught the house on fire. No foul play was suspected.

From this one case of accidental death, two urban legends of the canal's infamous murders sprang.

Washington City Canal Walk

This year's Frostbite Hike will have an urban feel as we follow the route of the Washington City Canal on December 8.

Washington City Canal connected the Anacostia River near the Navy Yard with the Potomac River near the Washington Monument. The canal was part of Pierre L'Enfant's original design for the city. The canal opened in 1815. The route headed north from the Anacostia to the base of Capitol Hill. Then the canal cut northwest across the Mall to head west using channelized Tiber Creek (now Constitution Avenue). When the C&O Canal opened a Washington extension was built to connect with the city canal near 17th Street. The city canal was never very successful. By the time of the Civil War, it had fallen into disuse and become an open sewer.

We will meet at 10:30 a.m. at the Half Street entrance to the Navy Yard-Ballpark Metro station. Driving to the rendezvous point is a viable option. Most parking restrictions in the neighborhood don't apply on Sunday. We will walk 5.7 miles to the Georgetown Visitor Center. Along the way we will pass Nationals Park, briefly use the new Anacostia Riverwalk Trail, and visit the newly opened Canal Park. At 17th Street, we will see the lockhouse built at the eastern end of the C&O Canal's Washington extension. We will need to use our imaginations to envision these 19th century canals in this 21st century urban landscape. Hikers can either bring a lunch or take advantage of one of the many eateries in Georgetown afterwards. We plan to use Metro to return to the starting point.

— Bill Holdsworth

The C&O Canal in the Civil War

The Boatmen and the Civil War - Part 2

by Timothy R. Snyder

Since the closure of the C&O Canal it has been assumed that until the early twentieth century most boatmen were independent, the equivalent of a modern-day owner-operator of a tractor-trailer rig, and that they exhibited a great deal of freedom and individuality in how and for whom they boated. That assumption has recently come under question, however, and a more diverse pattern of nineteenth century boat ownership has come to light. Generally, at the time of the Civil War, four types of persons or entities owned boats that operated on the canal: 1) individuals, 2) transportation companies (forwarding merchants), 3) small business owners, and 4) large companies.

Historian Walter S. Sanderlin wrote in his 1946 book, *The Great National Project*, that the formation of Canal Towage Company in 1902, which gave the canal company control over the boats, boatmen and boat schedules, ended the romantic era of the canal. The creation of this company, wrote Sanderlin, "improved the service and the efficiency of the canal navigation, but in so doing it destroyed the last shred of independence for the canallers." He described the boatmen as a "rough and ready lot," but failed to make any distinction between types of boatmen, in what manner they were independent, or the extent to which an individual or a company owned their boats.¹

Until the formation of the Canal Towage Company, an individual would most likely take a mortgage to acquire a boat, much as someone would do today to buy a house. With a boat in his possession, an independent boatman would enter into an agreement with a merchant to transport goods from one point to another. During the Civil War, because so many boats were burned or otherwise removed from service, some of the coal companies also began providing mortgages to boat buyers—sometimes sharing the risk with the boat builder—to offset the reduction in canal boats and allow them to send more coal to market during a period of high demand and high prices.² The terms of 19th century canal boat mortgages, which included those of the Civil War period, were quite specific and restrictive. The mortgages required boatmen to make regular runs, to take coal at the direction of the mortgage holder, and usually to operate their boats continuously, twenty-four hours a day.³ In such circumstances the "independent" boatman was not truly independent until after his mortgage was paid.

Although it is now uncertain what percentage of canal boats were owned by individuals at

the time of the Civil War, anecdotal evidence suggests that they still comprised a sizable proportion of boatmen. In August and September 1863, when a company director reported that boatmen arriving in Cumberland were refusing to take freight because of raids by Confederate guerrillas, he explained that the boatmen were not willing to risk the loss of "in many cases" everything they own, which suggests that many owners were individuals who would be financially ruined if Confederate raiders burned their boats. B. Weller of the First Virginia Cavalry, who was part of Confederate officer J.E.B. Stuart's cavalry division that crossed the river and canal near Seneca Creek in June 1863, wrote that Stuart had ordered him to burn over forty boats that had accumulated after the horsemen had stopped canal traffic. He was reluctant to carry out the order, however: "I found that all of the boats were private property, and the men had their families living there. They had their mules to draw the boats, their milch cows, pigs, geese, and chickens with them." Weller's account suggests that many of the boats that backed up at Seneca may have been owned by individuals, not companies.⁴

A transportation company, or forwarding merchant, was a second type of boat owner. It provided a freight carrying, or "forwarding," service for farmers and merchants. A transportation company owned its own fleet of boats and provided experienced boatmen to take goods to market for a fee or "commission." At the time of the Civil War, two such companies existed at Williamsport, the approximate mid-point of the canal: Charles Embrey & Son and Jacob B. Masters & Co. Although the size of these companies' boat fleets is unknown, they dealt primarily in agricultural products for which Washington County was renowned in the mid-19th century, and related products like whiskey, which is produced from grain.

Jacob B. Masters initially formed his business in 1854 in partnership with Lewis G. Stanhope, with five agents in Georgetown, Williamsport and Clear Spring. Three of its agents were members of the Charles family that owned Charles' Mill near Four Locks, including the mill proprietor, Joel Charles. Its first published ad noted: "Having BOATS of their own, persons entrusting anything to their care can depend upon prompt attention." Within the next several years Stanhope left the partnership.

In 1859, an ad for Jacob B. Masters & Co. offered to transport "flour, whiskey, corn, &c." to markets in Georgetown and Baltimore, and to return with "salt, plaster, groceries, &c."⁵ On February 12, 1862 the president and directors of the C&O Canal Company appointed Masters superintendent of the Williamsport Division of the canal (consisting of twenty-one miles between Dam Nos. 4 and 5) and he would serve in that capacity throughout the war. It is unclear when he left the freight carrying business, although as late as March 24, 1864, in partnership with Joseph H. Farrow, he took a mortgage on the canal boat *Col. Alfred Spates*.⁶ Embrey advertisements published


Jacob B. Masters & Lewis G. Stanhope,



Receiving & Forwarding Merchants,
WILLIAMSPORT, Md.
HAYING taken the Warehouse in Williamsport, lately occupied by Hetzer & Charlton, will receive and forward with dispatch—
Flour, Whiskey, Corn, &c.—ALSO—
Return Freight of all kinds!
Having BOATS of their own, persons entrusting anything to their care can depend upon prompt attention.
REFER TO
J. A. MAGRUDER, Georgetown, D. C.
J. J. CHARLES & Co., Williamsport, Md.
JOHN S. BOWLES, } Clearspring, Md.
JOEL CHARLES, }
JOSEPH M. SMITH, }
MASTERS & STANHOPE.
Williamsport, Aug. 9, 1854.

1854 Masters & Stanhope Advertisement

Commission and Transportation



By CHARLES EMBREY & Son.
ALL persons having produce or merchandise to be shipped to or from Baltimore or the District cities will find the Chesapeake and Ohio Canal the cheapest route of conveyance. Being supplied with first class Boats and experienced Boatmen, we are well prepared to serve the public and solicit their patronage.
Plaster, Salt and Stone Coal
constantly kept on hand for sale, at the Brick Warehouse, Canal Basin, Williamsport, Md.
August 10, 1859—6m.

1859 Embrey & Son Advertisement

JACOB B. MASTERS & CO.,



FORWARDING MERCHANTS,
WILLIAMSPORT, MD.
WILL forward with dispatch FLOUR, WHEAT, CORN, &c., to the Baltimore and Georgetown markets. Also, SALT, PLASTER, GROCERIES, &c., in return, at the lowest rates. Orders for SALT, PLASTER and STONE COAL, filled at the LOWEST PRICES.
July 20, 1859. JACOB B. MASTERS & CO.
Mail copy 6 months.

1859 Jacob B Masters & Co. Advertisement

in 1859 noted that it provided “first class Boats and experienced Boatmen” to ship “produce or merchandise” over the canal. Both Embrey and Masters were also “receiving merchants” that dealt in goods received via canal (whether on their boats or someone else’s boats is unknown), such as plaster, salt, stone and coal.⁷ It is important to note that the boatmen who worked for Embrey, Masters and other freight carriers were employees of their respective companies, not independent boatmen.

Charles F. Wenner of Berlin (modern-day Brunswick) represents the third type of boat owner. He was a small business owner and also a “forwarding merchant.” Because Confederate cavalry seized the contents of one of Wenner’s boats on April 24, 1861 and his cause was taken up by the Maryland General Assembly, some facts of his business are documented. In a letter to Maryland Governor Thomas H. Hicks, Wenner explained that he was “engaged in the business of forwarding grain and other produce over said canal to the terminus thereof at Georgetown,” and that he owned “two canal boats, to each of which are attached three hands for the management of the boats and four mules.”⁸

Numerous other small businesses owned canal boats. In February and March 1862 the U.S. Army seized about 160 canal boats for a number of purposes. In the case of the first lot of 59 boats, the Quartermaster’s Department of the Army recorded the names of the boats, their owners, and other pertinent facts. In this sample of 59 boats, at least six persons owned two or three boats. Since an individual could not operate more than one boat at a time, it suggests that these men were small business owners. A. J. Boose, for example, owned three boats, and, interestingly, Charles F. Wenner, whose grain had been seized by the Confederates earlier in the war, had his only two boats seized by the Union army just 10 months later.⁹

Small company ownership of canal boats is probably that category of all boat owners that has been most overlooked through the years. Because of the nineteenth century practice of many small companies to operate under the name of the owner, (“Charles F. Wenner” for example, rather than an obvious company name, such as “Charles F. Wenner & Co.”) many small businesses have likely been mistaken for individual boat owners. When the list of 59 boats seized by the Union army is compared to the canal company’s registry of boats from 1851–1861, more small businesses come to light. For example, R. B. Carlisle is recorded by the Army as owning the boat *Jas. Buchanan*. The Registry, however, indicates that the boat *James Buchanan* was owned by Carlisle & Garrett, a business partnership. At least six other individual boat owners recorded by the Army are shown in the Registry as having owned one or more additional boats. Again, it should be noted that the boatmen who worked on Wenner’s boat, and the boats of other small businesses, were not independent boatmen, but “hands,” or employees of the companies that owned the boats.¹⁰

Lastly, large companies also owned canal boats during the Civil War period. Most often the coal and iron mining companies of western Maryland comprised this portion of boat ownership. Of the 59 boats that were taken by the U.S. Army, four were identified as owned by the American Coal Company and two by the Consolidation Coal and Transportation Company. In addition, in the decade prior to the Civil War, the C&O Canal Company registered dozens of boats whose owner was recorded as a coal company, including 68 registered to the Cumberland Coal and Iron Company. It is unclear, however, how many remained in

service when the war began. Certainly in the case of these boats, the boatmen were not independent, but again employees of the coal companies.¹¹

It seems clear that our conception of an “independent boatman” needs to be reconsidered. Although during the nineteenth century the boatmen were not employees of the canal company, many were neither truly independent nor free to operate a boat for whom, and in any manner, they chose. It appears likely that a significant but undetermined proportion of boatmen were employees of those who owned the boats, subject to the owners’ or mortgage holders’ directions. Records also suggest that the canal provided entrepreneurial opportunities for many, and that boating on the canal was an intensely competitive business in which a boatman may have had to be assertive to gain the maximum return from his investment, or to meet the demands of his boss, which may help explain the brawling and legendary confrontations that took place among boatmen and between boatmen and canal company officials.

I would like to thank Karen Gray, William Bauman and Christina Jarvis for reading earlier drafts of this article and providing useful suggestions.

Notes:

1. Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal*, (Baltimore: The Johns Hopkins Press, 1946), 269; *ibid.*, 186.
2. See *Compilation of Hampshire & Baltimore Coal Company Canal Boat Mortgages, 1864-1867, Allegany County, MD*, compiled by William Bauman, July 2012 (<http://www.candocanal.org/histdocs/Mortgages-Hampshire-Baltimore-Coal.pdf>), and *Compilation of Miscellaneous Allegany County Canal Boat Mortgages, 1832-1878, Allegany County, MD*, compiled by William Bauman, revised, September 2012 (<http://www.candocanal.org/histdocs/A%20COMPILATION%20-%20Misc%20Allegany%20Deeds.pdf>).
3. *Ibid.*
4. Greene to Ringgold, Sept. 2, 1863, *Letters Received, C&O Canal Papers*, Record Group 79, National Archives and Records Administration, College Park, Md.; B. Weller, *Last Orders of Great Generals, Confederate Veteran*, 23, No. 4 (April 1915): 175.
5. *Hagerstown Herald of Freedom and Torch Light*, Aug. 9, 1854; Email correspondence between the author and Christina Jarvis (Charles family descendant) who resides near Four Locks, Md., Aug. 4 and Aug. 8, 2013; *Hagerstown Herald of Freedom and Torch Light*, Nov. 23, 1859.
6. *Proceedings of the President & Directors of the C&O Canal Co.*, Feb. 12, 1862, K, 272-273; *Compilation of Frederick Mertens Canal Boat Mortgages, 1858-1875, Washington County, MD*, compiled by William Bauman, Feb. 2010, 7, 37-38 (<http://www.candocanal.org/histdocs/A%20COMPILATION%20-%20MERTENS.pdf>).
7. *Hagerstown Herald of Freedom and Torch Light*, Sept. 14, 1859; *ibid.*, Nov. 23, 1859.
8. Wenner to Hicks, April 30, 1861, *Maryland House of Delegates, Journal of the Proceedings of the House of Delegates. In Extra Session* (Frederick: Elihu S. Riley, 1861), 179. For more on Wenner’s confrontation with the Confederates, see *The C&O Canal and the U.S. Civil War: Canalling on the Border between North and South, Along the Towpath*, 43, no 2 (June 2011), 1-2 (<http://www.candocanal.org/articles/civwr16.html>).
9. 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), 779-780 (http://www.nps.gov/history/history/online_books/choh/unrau_hrs.pdf).
10. *Ibid.*, 780; *Registers Issued to Boats to Navigate the Chesapeake and Ohio Canal, 1851-1861*, transcribed by William Bauman, April 2011, (<http://www.candocanal.org/histdocs/Boat%20Registry%201851%20-%202061.pdf>).
11. Unrau, *Historic Resource Study*, 779–780; *Registers Issued to Boats, 1851-1861*, 4-5, 7-14.

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 the articles from the C.&O. Canaller over the next several issues of *Along the Towpath*. Below is the second installment of these articles. - Dward Moore*

CITY OF CUMBERLAND TO HONOR ORIGINAL 1954 HIKERS OCTOBER 18

On behalf of the City of Cumberland, Maryland, Mayor Thomas F. Conlon has announced that a Civic Testimonial Dinner will be held Saturday evening, October 18 [1969], 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.

Tentative plans 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 testimonial banquet will be held at the beautiful new Bishop 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.

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-1859 (Potomac River) Senator Charles McC. Mathias, Jr., (R-Md.)
- HR-658 (C&O Canal) & HR-10353 (Potomac River) Congressman John P. Saylor (R-Pa.)
- HR-11988 (C&O Canal) & HR-11943 (Potomac River) Congressman Gilbert Gude (R-[Md.])
- HR-10316 (Corps of Engineers to engage in public works for waste water purification and reuse) Congressman Henry S. Reuss (D-Wis.)

News and Notes from the Park Library

Currently, researcher Andrew Clemens is investigating the story of the Potomac Refining Company that existed briefly along the canal above Dargan Bend, c. 1910. In the course of his research, he has called on the library volunteers for assistance at times, but recently he completed a major project on our behalf — that of getting a copy of Orville Crowder's original notes on the towpath. Those notes were among Tom Hahn's archives given to George Washington University's Gelman Library.

In the late 1950s (likely 1959) Crowder walked the towpath with a surveyor's wheel, keeping notes and mileages of structures and points of interest along the way. These were the basis of Tom Hahn's *Towpath Guide*. Library volunteer Dward Moore is transcribing them into a Microsoft Word file, after which we convert them into a pdf copy for ready reference. Orville's mileages became the mileages we use in the park for locating structures, etc. and his notes represent an invaluable record of the state of the towpath and canal at that time.

There are many things in the Association and Hahn archives at the Gelman Library that would be of value to us. If anyone ever wants an interesting volunteer project to aid the park in improving its resources, spending time transcribing material at the Gelman would be an important project to take on.

—Karen Gray, Library Volunteer

On The Level

By Level Walker Chair Steve Dean

This report includes the activities of our level walkers for May, June and July. They have been busy; they covered 59 of the 69 levels. That's a lot of level walking! Stop and talk to one some time; their enthusiasm is infectious. Better yet, join us. We can always use help. Please join me in welcoming new level walkers Steve and Joni Bittner, Sandy Doveikis, Andy Harbert, Carrie Sauer and Bill Snoke, Kathryn Powers, and Lisa Hartman.

Level Walkers take pride in the structures on their levels and closely monitor their conditions. An example of that is the culvert crawlers project – over 80 culverts have been “adopted” so far and will be monitored on a periodic basis. Another concern frequently noted by level walkers is the condition of the multiple-arch aqueducts. Seneca, Monocacy, Conococheague, Antietam and even the newly restored Catoctin Creek aqueduct are all affected by the build-up of debris that can block one or more arches and put the aqueduct at risk for collapse during a flood. Seneca is a great concern as it has already lost an arch and further damage could result in another break in the towpath as well as the loss of what remains of a beautiful structure. The Association keeps the NPS informed of our findings and concerns.

I hope to see you on the towpath someday soon!

Level 1 Tidelock to Incline Plane John Barnett reports 15 May I walked the upper part of the level up to the incline plane. As usual trash was light up there. Things looked good although the towpath had not been mowed recently between the aqueduct and the incline plane. **John Barnett and Judy Wyantt report 31 May** It was a hot, humid and exhausting day. The grass was tall at the aqueduct but we found what trash we could. *The Georgetown* appears to be sinking noticeably. **21 June** The Key Bridge area is as clean as I've ever seen it. I have my fingers crossed for what will happen when warm weather returns. The grass and weeds are growing quickly now that summer has started. **27 July** I covered the level below the aqueduct. There was quite a bit more trash than I expected. **30 July** We covered the level from the aqueduct to the Incline Plane. It was much cleaner than expected.

Level 2 Incline Plane to Lock 5 Jude and Mary Fran Franklin report 26 July The erosion at Chain Bridge and Crescent Trail Bridge was filled in. There was a light amount of trash.

Level 4 Cabin John Creek to Lock 14 Larry Heflin reports May through July Towpath is monitored over numerous walks. Conditions were good and no issues were reported. The return of water to this level was very welcome.

Level 7 Lock 20 to Lock 21 Nancy Benco and Iris Garrelfs report 1 May Overall the towpath was in very good condition. There were mule hoof prints along edge of canal for about a half mile north of Lock 20 as a result of canal boat trips. Most trash was cans and bottles floating in the watered canal. **Bill James reports 23 May** The canal is well watered with visibility to five feet. The towpath and structures were in good condition. **9 June** It was a very busy June Sunday on the towpath. There is a large abandoned inflatable raft on the berm near the Washington Suburban Sanitation Commission water uptake site. **17 June** This walk was conducted to assess for damage after the June 13 storm. The towpath was clear. There were some trees and branches down in the canal, including a large one just above mile post 15. **Nancy Benco reports 16 July** I encountered 50 to 60 riders in the San Mar Children's Home Great C&O Canal Towpath Ride. All were very respectful of walkers on the towpath. An NPS mower was mowing along the towpath. I inspected Culverts 21 and 22 and water was flowing without restriction.

Level 8 Lock 21 to Lock 22 Jack and Karen Forster report 2 May A fantastic day to be on the C&O Canal. The towpath was in good condition but there were more dog leavings than normal. **Joe D'Amico and Amy Profit report 26 May** The Swains area was quite congested. We could not see any further erosion of the site above Swains. The warning fence and sign are still present. **Karen and Steve Appleton report 1 June** The towpath was in excellent condition and the lock house at Lock 22 looked great. A moderate amount of trash was found, mostly at the Swains picnic area. **Jack and**

Karen Forster report 13 July It was a very warm and humid day on the canal. The Potomac Watersports Co. had 30 people, students, instructors, and crew, learning kayaking in the prism and along the bank at Pennyfield.

Level 9 Lock 22 to Seneca Aqueduct Patricia Vucich reports 12 May It was a beautiful sparkly Mother's Day on the canal. The erosion repairs at Pennyfield look good and are returning to normal. The water was low enough in canal at Violettes Lock that crossing on foot was possible. **Sylvia Diss reports 6 July** The grass at Violettes Lock was very tall. The potholes at Pennyfield are deep and require filling in. A group of 20 kayakers was out.

Level 10 Seneca Aqueduct to Milepost 25 Carol Purcell reports 3 May There is still a modest debris field blocking the center arch of the aqueduct. As usual, the same two huge trees are lodged in the creek across the two pipes that span the torn out section of the aqueduct. The towpath was in good shape. There wasn't a lot of trash, and most was at the picnic area. **25 July** The level was fairly clean; perhaps the trash-free park policy is working. There were a number of bad spots in the towpath where bikers had pulled wide onto the berm to get around very muddy areas. These probably could all stand to have a layer of surfacing material added to them to fill in the low spots. Debris is building up in the middle arch of the Seneca Aqueduct. Two logs remain in the damaged span with a debris field building there. Only one arch is open to the river. Both the lock and aqueduct have a lot of vegetation growing in the stone walls that needs to be removed before it damages the stone.

Levels 11 and 12 Milepost 25 to Edwards Ferry Pat Hopson, Ray Abercrombie and Frank Wodarczyk report 13 July The towpath was in good condition despite the abundant recent rains. There seems to have been very recent removal of big downed trees; thanks much to the Park Service! As usual in the summer, the thick vegetation made it next to impossible to venture off the towpath; also as usual, most of the trash was at the two parking lots, with minimal trash along the towpath.

Levels 13 and 14 Edwards Ferry to Whites Ferry Bob Robinson reports 21 June The area was clean with the exception of Edwards Ferry. The area between mile posts 32 and 33 had the usual three or four trail-wide mud bogs that are resulting in some trail braiding as bikers seek to avoid them.

Level 14 Harrison Island to White's Ferry Bill Holdsworth reports 20 June No trash was found; of course we know more is hiding in the vegetation along the towpath. I removed a couple of large vines dangling over the towpath. There was much more water than usual in the canal prism.

Level 15 White's Ferry to Lock 26 Bill James reports 29 May There were some muddy spots but overall the towpath was in good condition. The two miles above Whites Ferry were quite overgrown.

Level 16 Lock 26 to Monocacy Aqueduct Mike Ciansiosi reports 22 June I found the least amount of trash I've ever gathered in the 13 years I've been walking this level. This has been a banner year for grass and plant growth, so I'm wondering if the plants were hiding a lot of the trash from me, or if there really was less trash. There is still a small logjam behind the Monocacy aqueduct, only about 20 feet in diameter. It doesn't look as if it's grown since my last level walk three months ago. I checked out the four culverts in my section as part of the Culvert Crawler program and they were all in good condition. **Liz and Bill Albershardt report 30 June** The towpath, Lock 27 and Monocacy Aqueduct were in good condition. Grass was mowed at the aqueduct. A fallen tree at mile 39.5 was obstructing the towpath and only one person could pass. The tree was reported to the NPS.

Level 17 Monocacy Aqueduct to Noland's Ferry Marion Robertson and Laura Gilliam report 6 May The level was relatively clean except at Noland's Ferry and Monocacy boat ramp areas. We encountered about 60 kids (6th graders) from Frederick County Public Schools and six teachers who were spending two days studying water quality in Frederick County. Go to www.fcps.org for more information and click "schools," then "outdoor school." **Earl Porter reports 27 June** There were many blow-down branches to remove. Most trash was at the Monocacy area and Noland's Ferry. Someone dumped an entire box of tomatoes at Noland's Ferry. The fifth arch of the Monocacy Aqueduct is still blocked. There were numerous park users and many thanked me for my efforts.

Level 19 Point of Rocks to Catoctin Aqueduct Lynn and Jim Walker report 11 May The Catoctin Aqueduct is in good condition. The log-jams on the upstream side were less visible, possibly because of the high muddy water. The trash found included many bicycle parts. The Lander boat ramp was under water and the parking lot had been partly under water as evidenced by the thick cover of mud. The river was high, fast, and muddy. **17 June** The towpath was wet but firm. Large downed limbs and trees from a recent storm have been pushed to the sides of the towpath. A large hanging branch was noted near the aqueduct and was reported to the park service. **Stefanie Boss reports 16 July** A low-hanging vine was noted near Mile 50 and reported to the NPS. Most trash was at Point of Rocks. **Lynn Walker reports 29 July** Towpath mostly in good condition with puddles in ruts primarily near the Lander lock house. Vegetation at the sides of the towpath was recently mowed. Near Mile Marker 50 a large tree had been recently cut up and pushed to the sides of the towpath, clearing the towpath.

Level 20 Catoctin Aqueduct to Lock 30 Don Peterson reports 6 May I cleaned up the Brunswick boat ramp area and the nearby fishing and picnic area/party site on the Potomac River. Garlic mustard is extensive on this level. **25 June** No problems were noted. Most trash was at the Brunswick boat ramp. **Michael and Judi Bucci and Joshua Hoffman report 11 May** The towpath was fairly clean. There was some puddling on the towpath and more water in prism than our usual level walks. The graffiti on the Potomac River bridge has been painted over. **Don Peterson reports 29 July** I cleaned the Brunswick boat ramp area on a beautiful sunny day.

Level 21 Lock 30 to Lock 31 Karlen Keto reports 6 May I encountered two separate Appalachian trail through hikers. I only found light trash for a change, and no "doggie bags."



Level walker-in-training Joshua Hoffman discovers the joys of the wet towpath. Photo by Michael Bucci

Level 22 Lock 31 to Lock 33 Ed Rhodes reports 15 and 17 June There was very little trash on the towpath; most was at Weverton. Most of the time was spent pruning vines and briars from the towpath.

Level 23 Lock 33 to Dam 3 Karlen Keto reports 28 May It was a gorgeous day to be on the towpath. There were a lot of puddles due to recent rains. They did not hinder walkers or cyclists. The bench and the irises next to Lock 34 are very attractive. **Fred Seitz reports 21 June** The towpath was relatively clean and in pretty good condition, with no ruts from the rain. The prism held water in a few places and was in good condition. English ivy is still prevalent on this level and it appeared that at least one tree may have been sprayed. Encountered numerous bikers and several appeared to be through riders.

Level 24 Dam 3 to Dargan Bend Karlen Keto reports 3 June I moved numerous small blow-downs off the path. A large blown down tree had evidence of professional help to get it off the path. I encountered a long distance cyclist, making a trip from Pittsburgh to D.C. and back, who was very impressed with the C&O Canal NHP. He is bringing his wife next time. Trash was left in camp fire circle and grills, not a lot but aggravating!

Level 25 Dargan Bend to Lock 37 Karlen Keto reports 17 June It was a great day to be out on the towpath. The erosion around Culvert 97 and the nearby cave is still an issue. Leaves are composting against the side of the lock house. I removed some but need a rake to remove all of them.

Level 26 Lock 37 to Antietam Aqueduct Jack and Karen Forster report 29 June The water level was high due to rain on the previous day. The towpath was in good condition through the entire level. No additional degradation was noted at Culvert 100. **Pat and Ken Heck report 4 July** The level was very clean. Though the weather was quite warm, usage was high, especially towards Antietam Aqueduct, probably due to the holiday.

Level 27 Antietam Aqueduct to Lock 38 Pat and Ken Heck report 4 July Conditions of the structures and towpath were good. Most trash was found around Lock 38.

Level 28 Lock 38 to Lock 39 Bill Warren reports 1 June Good conditions on the level. Several walkers were out. Among the walkers was a blind person who was being guided by another person. The two of them were keeping up a pretty good cardiac pace that was faster than I was.

Level 29 Lock 39 to Snyders Landing Steve and Joni Bittner report 15 July The San Mar Children's Home fund raiser bike tour was ongoing during our visit. We saw at least 30 bikers. There was occasional puddling as is normal for this stretch of the canal. A tree was down across the towpath below Snyders Landing.

Level 30 Snyders Landing to Lock 40 Margie Knott reports 15 June Towpath was in fairly good shape considering all the recent heavy downpours. I encountered seven separate through-riders. **29 July** The towpath was in good shape and recently mowed. There were a few muddy spots after the heavy rain the night before

Level 32 Marsh Run Culvert to Dam 4 Catherine Fenselau Cotter, with Andrew, Suzanne, Nicholas, Rebecca and Sam Fenselau report 16 July The towpath surface was in good shape, with only a few soft places from recent rains. Most of the trash we picked up was fishing-related, between the cave and Dam 4. The cave itself was free of trash. Many people were cooling off in the river below the dam.

Level 33 Dam 4 to McMabons Mill Dick Stoner reports 6 June The burn areas on the concrete towpath scaled back about two inches on one spot and less on another. There will be some concrete skimming needed.

Levels 33 and 34 Dam 4 to Opequon Junction HBO Nan Johnson reports 21 June Towpath was in great shape above McMabons Mill in the three low spots. Repairs on the concrete towpath from fire damage look good. "NO FIRE" signs in several places near mill. There were indications of

recent fires in two other places on the dirt towpath just above the mill. I found quite a lot of trash on these levels. **6 July** Mile Marker 88 appears to have been removed. A fallen tree was over the towpath on Mile 88. Just below Mile 88 a large tree had slid down the rock face into the water, littering concrete path. It was passable and I removed many small stones and branches from this area.

Level 35 Opequon Junction HBO to Lock 43 **Stephen Williams reports 28 July** The towpath was in good condition. The water pump at the hiker-biker camp was not operating. This was reported to NPS and later resolved.

Level 36 Lock 43 to Falling Waters **Dick Ebersole reports 27 June** The towpath is in good condition with a few pot holes and a few branches which I removed. Lock 43 and its lock house seem to be in stable condition, and the grass was freshly mowed.

Level 38 Lock 44 to High Rock Quarry **Nick Russo reports 17 June** The towpath was in good condition. Most visible construction work is complete at Lock 44. The floor of the lock is nearly complete and the area around the lock and house is clean. **George Kennett and Mary Wheeler report 27 July** The towpath and structures were in good condition.

Level 39 High Rock Quarry to Nettle RR Bridge Piers **Jean Swank and Bill Hibbard report 22 May** The towpath was in very good condition. One biker had a basket on the back, in which a German shepherd dog was sitting, looking about. **Stefanie Boss reports 18 June** the towpath was clean and in good condition. There were some puddles from rain on the previous day.

Level 40 Nettle RR Bridge Piers to Dam 5 **Mercedes and Paul Tibbits report 17 May** The towpath was in great condition. There was some trash, mostly around the Dam 5 area. **Bill Hibbard and Jean Swank report 22 May** It was a quiet day on the level. There was not much trash and no problems were reported.

Levels 40 through 42 Nettle RR Bridge Piers to McCoy's Ferry **Earl Porter reports 2 July** the towpath was clear and in good condition. The river at McCoy's Ferry appears to be a popular swimming spot for teenagers.

Level 42 Four Locks to McCoy's Ferry **Carl Pederson reports May through July** Towpath is monitored over numerous walks. Conditions were good and no issues were reported.

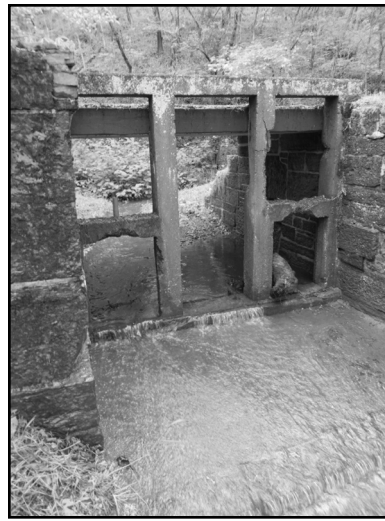
Level 44 Fort Frederick to Ernstville **Jim Biasco reports 26 May** The towpath was very clean. I observed a raccoon curled up on the grass beside towpath near mile post 114. He wasn't aggressive but didn't look good and just lay there. He remained there for at least an hour with people and bikes going by. I called the C&O Canal emergency number.

Levels 45 through 47 Ernstville to Hancock **George Kennett and Mary Wheeler report 27 July** The towpath and structures were in good condition.

Level 47 Little Pool to Hancock **Lisa Hendrick reports 1 June** The towpath was in excellent shape having recently been mowed on both sides and with full greenery from the trees and plants. I found a small amount of trash and very few sticks on the towpath.

Level 48 Hancock to Round Top Cement Mill **Phillip Michael Clemans reports 6 May** The towpath has never looked better. The NPS was out mowing and doing other work. The holes over Culvert 185 appear unchanged, but there appear to be new holes developing near the berm at Culvert 183. The White Rock camp site was in good condition.

Level 49 Round Top Cement Mill to Lock 53 **Kristin Zimet reports 10 May** The towpath had occasional mud puddles in dips with less gravel. The path was unusually clear of branches with one exception: between markers 128 and 129, where a trail goes inland, a major branch of a huge box elder had fallen onto the path, with leaves and samaras. Someone had pushed two thirds of it off the trail and I pushed the rest of it. **Paul Petkus reports 11 May** The towpath was very clean. Evidence of the wet week was every-



Lock 53 waste weir. Photo by Paul Petkus

where. The Potomac River was running swiftly. The rushing water could be heard at various points along the towpath. Puddles dotted the towpath. **29 June** The towpath was well maintained and in good condition as always. Despite the recent rains, none of the areas on the level are in need of mowing. Water flow to the Lock 53 waste weir was low. It bypassed the structure by flowing underneath it, as it has in the past. No change in any of the other structures was detected.

Levels 51 to 58 Dam 6 to the Tunnel Parking Area **Stefanie Boss reports 6 July** The towpath was firm with some pud-

dling along this section. There was a tree down across the towpath at mile 153.25, which was reported to the NPS.

Level 51 Dam 6 to Sideling Hill Aqueduct **Bill Holdsworth reports 17 June** The towpath was clean and in good condition despite the storm of the previous week. I encountered one group of 13 bikers who looked as if they were doing a through ride.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct **Tom Aitken and Tyler Stark report 22 May** The towpath is in great condition, as are the aqueducts and Indigo Neck hiker/biker. It was very busy at Fifteen Mile Creek, with mowing and work on the boat ramp in progress. The most unusual sight was a pair of through-riders on a tandem bike. **Tom Aitken and Candee Schneider report 9 June** The towpath was as clean as we have seen it in a while. The most unique item was an old baseball cap hanging from a tree branch. There were a few obstructions on the towpath today, including a partial blockage just below Indigo Neck. For the most part, the towpath was in decent shape. We saw several through bikers, including two on recumbent bikes. This is rare because they usually stick to the Western Maryland Rail Trail. **7 July** The towpath was pretty clean, with the exception of some trash in the Indigo Neck fire pit. A large tree fall that I encountered below Indigo Neck last month has been cleaned up and is lying on both sides of the towpath. I give the maintenance crew kudos for handling it. The facilities at Fifteen Mile Creek Campground are finished, and it looks like quite the showplace.

Level 53 Fifteen Mile Creek to Lock 59 **Tom and Marsha Dulz report 5 May** The towpath was in good condition with no obstructions or erosion. There were several canoeists and kayakers on the river.

Levels 53 and 54 Fifteen Mile Creek to Lock 60 **Dennis Kubicki reports 25 July** Almost no trash was found on my entire hike from Little Orleans to Lock 60. This may be because the towpath area was significantly overgrown and trash might not have been visible. Brush and branches extend into the plane of the towpath making for a potential hazard to bikers. The conditions at Locks 59 and 60 and at the Stickpile Hill camp were very good.

Level 55 Lock 60 to Culvert 208 **Paul Petkus reports 29 June** There were quite a few more vehicles on Kasekamp Road and at Bonds Landing than normal. This was probably related to the activity on the river. The towpath was in good condition and there were only a few branches that needed to be moved off the trail. Water in the prism upstream from Bonds Landing access road reaches the road, as it did in the spring. The pond/swampy area on the Potomac side of the towpath at the Bond's Landing access

road remains filled with water. A toppled tree is located just a few feet downstream from Mile Marker 151. It stretches over the towpath, leaning on a tree on the other side.

Level 56 and 57 Culvert 208 to Lock 63 1/3 Barbara Sheridan and Pat White report 31 May Level 56 is watered below Mile Marker 152. Level 57 is watered sporadically. It looks like high clearance vehicles are fording the stream at Twigg Hollow because both banks are worn down. The area is easily crossed on foot. Culverts 208 and 210 were clear with water flowing through.

Levels 57 and 58 Lock 61 to Tunnel Parking Area Tom Aitken reports 21 July Everything was in good condition. In fact, the area has gone through a mini-drought, and there was less dripping water in the tunnel than usual. Hence, the stream that usually flows over the towpath in Tunnel Hollow was completely dry. The fence at the bottom of the landslide has stopped some rocks from reaching the towpath, but the mass of rock next to the slide looms large. It was a great day for a hike, and I wasn't surprised to see campers at Sorrel Ridge. The oddest sighting of the day was a wandering cow that came from the towpath and stopped at the Paw Paw Tunnel Campground to graze on the lush, green grass.



Cow at the Paw Paw Tunnel Campground. Photo courtesy of www.cocanal.com.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct Jonnie Lefebure reports 23 June The towpath was in great shape, mowed on each side. The level is watered from Lock 67 almost to the end of the level, and covered with duckweed and other plants. Sediment from the railroad bed has been washed into the prism in places where box culverts under the RR bed have been stopped up.

Level 61 Town Creek Aqueduct to Lock 68 Hilary Walsh and Fiona Coxon report 6 July The aqueduct and the watered canal section were in good condition. The poor condition of the porch at the Lock 68 house is unchanged. Most of the trash we found was in the lock.

Level 62 Lock 68 to Oldtown Ian Volner reports 18 May The towpath was clean and in excellent condition, a few "bald spots" where rain had puddled and dried out, but nothing to impede either the bikers or hikers. The porch of the Lock 68 house has a number of broken floorboards and has deteriorated in the past 12 months. Otherwise the lock house and the camp site were clean and in good condition. **Jim Lyons reports 4 July** Good conditions with a moderate amount of trash. It was a busy day on this popular level.

Levels 62 and 63 Lock 68 to Kellys Road Culvert Bob Mischler reports 23 June I cut back some multiflora rose, removed one hanging tree limb and cleared many downed limbs from the path. A young lady was tending Lockhouse 62 for the Oldtown summerfest.

Level 66 Lock 74 to Mexico Farms Jim Lyons reports 27 May The towpath was quite overgrown in places. There was a downed tree blocking most of the towpath at mile 176.5.

Levels 67 and 68 Mexico Farms to Wiley Ford Bridge Bob Mischler reports 29 May The towpath was in good condition and mostly dry with minor puddling on Level 67. There was only light trash and most was around the Wiley Ford Bridge. **Jim Lyons reports 22 June** Towpath is in good condition. The canal is completely overgrown from Candoc to Evitts Creek Aqueduct. **Bob Mischler reports 26 July** The towpath is in good condition and mostly dry. The prism is mostly un-watered except a few spots of a slimy green liquid that I would call "ick."

Level 69 Wiley Ford Bridge to Cumberland Terminus Bob Mischler reports 21 July Vegetation was sprayed and mowed so that at least a three-foot "shoulder" is on both sides of the path. It looked very nice and open that way. Much of the spraying was on a rather long stretch of Japanese knotweed. That was nice, because I spent a lot of time in the past trimming that stuff back.

Level Walker Nature Findings

Level Walkers were out enjoying the summer wildlife. Butterflies and dragonflies are frequently reported. Swallowtails of numerous types are the most commonly reported butterflies.

Wildflowers were widely reported in May, less so in June. Tom and Marsha Dulz noted an impressive assortment on Level 53 in May, including columbine, ragwort, white violets, purple violets, dandelions, cinquefoil, Virginia bluebells, spring beauties, fleabane, honeysuckle and mayapple just coming into bloom. Dogwood blooms were of course present in May. One frequent comment noted in the late-June and July reports was that the dreaded garlic mustard was no longer visible. Unfortunately it's still there, just hidden for the present time.

Reptile and amphibian life was only reported a few times. Snake sightings were rare. Not many frogs were reported but Bob Robinson noted a relatively healthy population of bullfrogs around Mile 34. Five-lined skinks were frequently observed. Turtles were in plentiful supply, which is always a good sign.



Five-lined Skink - Photo by Nancy Benco

Bird activity was enjoyed by all. Fred Seitz noted northern orioles near Lock 34; they are frequently reported in that area. Carol Purcell noted a white heron on Level 10. Owls were frequently seen, often in pairs. Kristin Zimet is an avid bird watcher and reported a fine day viewing birds on Level 49. She saw a variety of wood warblers, including: black-throated green, American redstart, northern parula, worm-eating, yellow, hooded, prothonotary warbler, and Louisiana waterthrush. Vireos, red-eyed and blue-headed, abounded. Her favorite bird of the day, though, was the yellow-billed cuckoo.

All along the canal the next generation was evident. Fawns were frequently sighted, often in pairs with their mother. Ducklings and goslings were reported over the full length of the canal.



Wood Duck Ducklings - Photo by Paul Petkus

Sharpsburg 250th Anniversary

Visitors at Sharpsburg's 250th anniversary commemoration participated in a tour of the canal in the area. The tour included stops at Lock 38 and Snyder's Landing. The C&O Canal Association was among the sponsors of the event and furnished the bus transportation for the tour.

Right: Dr. Paula Reed speaks at Lock 38 opposite Shepherdstown, talking about the canal, nearby Ferry Hill and the community of Bridgeport. Below: Guests arrive at Lock 38.

Photos by Rita Bauman.



Doubleday Hill Rededication

Three refurbished cannons were rededicated at Doubleday Hill in Williamsport Md. on July 4. Tom Perry and the C&O Canal Association bikers contributed to this project.

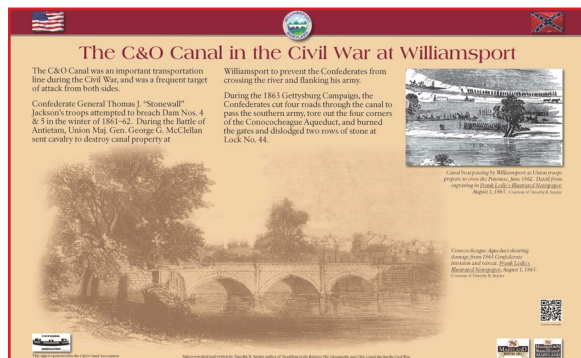


Above - The rededication ceremony and the view from Doubleday Hill overlooking the Potomac.

Below - Scott Bragunier, Doubleday Project Director, shows off one of the refurbished cannons.

Photos by Tim Snyder

Williamsport Self-Guided Civil War Tour



This wayside is part of a ten-stop self-guided Civil War history tour of Williamsport. It is located above the Bollman Bridge. It was installed in July 2013 and was funded by a grant and donations from groups, including the C&OCA. Courtesy of Town of Williamsport



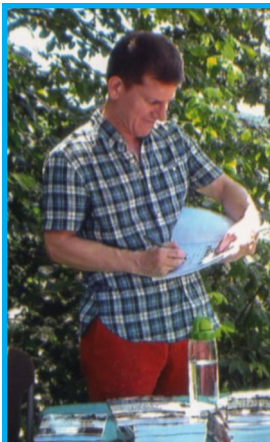
Montgomery County Heritage Days

Rita Bauman, Ron Howard and Karen Gray hosted a C&O Canal Association booth along the towpath at Seneca for the 16th Montgomery County Heritage Days on June 29 and 30. Garrett Peck led a tour of the area and discussed his book *The Smithsonian Castle and the Seneca Quarry*.

Left - Garrett Peck signs copies of his book.

Right - Ron Howard and Kerry Gruber listen as Karen Gray discusses the history of the Seneca area with park visitors.

Photos by Rita Bauman



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 C&O Canal at Harpers Ferry

In 1751, builder and millwright Robert Harper bought 125 acres at the junction of the Shenandoah and Potomac River and operated ferries across the Shenandoah and Potomac. When he died in 1782, he left his holdings to a niece, Sarah Ann Harper, who married John Wager, Sr., with the result that the Harpers Ferry lands passed into the Wager family. From 1796 to 1836 the Wager family owned all the private land in Harpers Ferry except for that on Virginius Island (along the Shenandoah shore) and that along the Potomac that they sold in 1796 to the federal government for one of two national armories (the other in Springfield, Massachusetts).

When the Wagers sold the land for the Armory, they retained a “six acre reservation” at the heart of the town and the “ferry lot reservation” at “The Point” where the Potomac and Shenandoah meet.¹ The family’s consistent policy was to lease some lots at a high rent and, by restrictions on the use that a renter could make of his lot, to preserve for themselves an absolute monopoly of the town’s enterprise – a monopoly that would not begin to be broken up until 1837 but that would remain important even in 1860 when they still owned a third of the lots in the two reservations.²

Across the Potomac, along the river on the Maryland side, the Brien family (who also owned the Antietam Iron Works) held a large part of an early patent known as the Keep Trieste Tract. Sometime before 1824, the Briens sold one small strip to the Wagers for a toll bridge across the Potomac, which was built in 1825.

At the time that the C&O Canal was being constructed across from Harpers Ferry, the Wager lands were held by three members of the Wager family, the spokesman for which was Gerard B. Wager – and thereon hangs a major chapter in the story of the C&O Canal. Gerard Wager in particular proved to be a powerful obstruction to the canal’s economic hopes for this location. This began when Wager contested the price for some of his land on the Maryland side that was condemned for a canal right-of-way. The much higher payment that he won from the court set a precedent that would add significantly to the cost of subsequent land acquisitions, and thus to the final cost of the canal.³

Between September 1832 and June 1833, the canal company had a river lock constructed opposite the mouth of the Shenandoah River. The company had assumed – as likely everyone had – that there would be significant shipping on the canal to and from the Shenandoah Valley. After all, the Shenandoah River boats were already using the locks and bypass canals around mills and rapids on the Shenandoah, as well as the Potomac Company’s improvements and works on the Potomac.

However, having a wharf and warehouse at the Point where cargoes could be transhipped to and from the much larger boats that would be built specifically for the C&O Canal was an essential component of a significant C&O connection with Harpers Ferry. But immediately the canal company found itself in a standoff with Wager in its effort to acquire the necessary land.

The need for a warehouse and wharf in Harpers Ferry became more important in March 1836 when the Winchester & Potomac Railroad began operation along 32 miles of the valley between Winchester and Harpers Ferry. The possibility of transshipment between the W&P and the canal appeared likely, as well as some transshipment to and from the B&O Railroad, which lacked direct access to the waterfront of the District of Colum-

bia. To facilitate their access to an anticipated transshipment facility at The Point, the C&O was able to extract an agreement from the B&O to include a “tracking path” as part of its new bridge across the Potomac. Canal mules would use the tracking path to pull canal boats back and forth across the Potomac between The Point and the river lock would use the tracking path.

As it turned out, the B&O also ran into trouble with the Wagers. Their toll bridge across the Potomac had to be removed for the B&O’s new bridge and realignment of the road. As a consequence, the Wagers delayed signing the contract with the railroad for land it needed “and wrested every possible concession before coming to terms.”⁴ Among these concessions was an agreement that the Wagers could collect tolls on the vehicular roadway portion of the new bridge that ran alongside the railroad tracks.

In 1837, the Wagers’ land was finally divided between the three heirs and much was sold by those living elsewhere. But Gerard B. Wager, who was a resident of Harpers Ferry, built a warehouse on land he retained at The Point, blocking the canal’s tracking path. This effectively prevented moving boats between the river lock and the Harpers Ferry shore. The canal company responded with an attempt to condemn a right-of-way through that property, but was ultimately unsuccessful.

Over the next couple years, Wager gained control of all storage facilities in Harpers Ferry and in 1839 he tried to lease land from the canal company for a warehouse on the Maryland side of the river beside the canal. The canal company indicated that they would agree to such a lease only if he would make a satisfactory arrangement with them for access to The Point. Wager, however, claimed that he was no longer the sole owner of the obstructing warehouse and managed to prolong the discussion for some time, during which the canal company delayed leasing the land to a competitor. Eventually the company gave up and did grant the site to another applicant.⁵

In 1841 the railroad dismantled the tracking path,⁶ and the C&O found itself permanently confined to the Maryland shore across from a town that was booming. Subsequent developments in Harpers Ferry only further precluded the C&O from developing a significant transshipment arrangement in the town or a substantive connection there with Shenandoah Valley trade.

Nevertheless, the Lock 33 area across from Harpers Ferry did attract various enterprises. The first was likely a small warehouse on land leased to one Patrick O’Byrne as early as 1834. In 1839 James H. Elgin was permitted to erect another warehouse over the lock’s bypass flume. Elgin later claimed that in the winter of 1840–41, he also erected the structure that is now in ruins beside the lock and that is properly known as “the stone house”.⁷

In addition to his activity at Lock 33, James Elgin had the contract to build the lock house at Lock 38 and, in partnership with Franklin Blackford at Ferry Hill, he owned and operated some packet boats. His brother, William Elgin, became superintendent of the Harpers Ferry division in 1838 while also serving as keeper of Lock 33 and the river lock, and collector of tolls at Harpers Ferry. By 1840 the two brothers were partners in operating a warehouse on the Loudon side of the Shenandoah across from Harpers Ferry and a retail store somewhere in the Harpers Ferry area.⁸

James Elgin’s claim to having built the stone house at that still stands at Lock 33 can’t be documented. In 1873, in a letter to the canal company, he stated that his brother William, when he was division superintendent, and Chief Engineer Charles B. Fisk, had given him permission to build the house in 1840–41 and a promise that he would eventually be given a deed for it. Elgin also stated in the letter that he leased the house to others until near the end of the Civil War when, in April 1865, the Union commander at Harpers Ferry ordered Elgin’s tenant to vacate the house and turned it over to a canal employee, John H. Reed, who subsequently occupied the house rent-free.⁹

Elgin complained to the canal company that Reed – who in 1873 was claiming a right to the house – had allowed the building to become dilapidated and so disreputable that respectable citizens feared to pass. He assured the company that, if they gave him his deed, he would remove Reed and end the nuisance to the community that the house had become during Reed's occupancy.

Interestingly, in that 1873 letter, Elgin said that he had blasted away a rock to create the space for the house “on the edge of the county road” (i.e. the Harpers Ferry Road that still passes in front of it) and that, prior to his doing so, the site was so rocky as to be “of no value to the canal” in the eyes of his brother and Fisk.¹⁰

When the canal company rejected Elgin's claim to the house, Washington County attorney Henry Kyd Douglas wrote a letter to the board supporting Elgin's position on the basis of Elgin's character as “a man of responsibility and character.” Interestingly, Douglas also mentions that the house had been used as a Union hospital before being given to Reed. A year later Douglas wrote a second letter, including with it a letter from a local surveyor, James C. Clarke, stating that the house was within the canal company's boundaries and thus Reed had no claim to it.¹¹

There is no indication that the canal board responded to Douglas's letters. Edward Smith, in his *Historic Resource Study* on the stone house, hypothesizes that the reason Douglas attempted to document the canal company's ownership of the house was to limit the issue of its ownership to Elgin and the company, making Reed's claim irrelevant. For its part, the company regarded the house as not on canal property (it was, after all, across the road from the lock and on land of no clear value) and intended to stay out of the struggle between Reed and Elgin. In any case, Reed and his family continued to possess the house.¹²

Elgin did not need the house. He had become a prosperous farmer in the Sandy Hook and Pleasant Valley area and owned a number of slaves at the outbreak of the Civil War, as well as a tract of timber east of Maryland Heights. After the war Elgin would complain that Union troops were encamped on his lands “more or less from the time the war commenced until June or July 1865,” confiscated produce and animals, destroyed fences, and cut down his timber.¹³

Reed had been appointed lockkeeper for Lock 33 in 1858 and likely left that lock when he was appointed to keep Locks 35 and 36 in 1862. However, he was removed from that position in 1863 and there is no documentation supporting the report that the canal company subsequently employed him. He became established in Sandy Hook and was appointed justice of the peace there in 1869, replacing (interestingly) James Elgin, who had been appointed but then disqualified, likely because of questions concerning his loyalty during the war.¹⁴

Records document that in 1877 Reed was using the stone house as a store and probably also as a drinking establishment, and had been doing so for some time—which would explain Elgin's 1873 description of the place. As alcohol could not be sold on canal lands, this, along with the general history of the house, supports the fact that it was, indeed, NOT on canal property.¹⁵

When Reed died in 1889, he left the stone house tract to his son Winfield S. Reed. Winfield first sold a part of the stone house tract to Albertus Spenser and subsequently lost the rest of tract to him when he was unable to pay a substantial debt that he owed Spenser.¹⁶

For some years prior to the 1889 flood, a store selling groceries and feed on the river side of Lock 33 had been operated either by Reed or Spenser—and perhaps both at different times. That store was swept away in the flood and in 1893 Spencer acquired the stone house deed and apparently set up a combination store and saloon in it.¹⁷

For two decades under “Bert” Spenser, the stone house was once again a scandal for the neighborhood, becoming associated with drunkenness and rowdy behavior. Only after a fight in the vicinity of the tavern resulted in the death of one man and injuries to several others, was an ultimately-successful campaign mounted to have the tavern closed.¹⁸

About the time that prohibition became law, Spenser built a two-story frame house beside the stone house and established a museum exhibiting guns, swords, flags and miscellaneous other interesting items. Among them was an old stove known as “John Brown's Cook Stove.”¹⁹ In 1927, the museum artifacts were moved to Frederick.

Ownership of the stone house passed in 1923 to the sister of Spenser's wife and to members of her family, the Weavers. The stone house was sometimes inhabited, sometimes vacant, for many years. It was in the period between 1933–1943 that the adjacent two-story frame house was used by various individuals as a tavern that acquired the nickname “Salty Dog” because a song by that name was so popular with the tavern's patrons that they were said to have “played it to death.”²⁰

The Weavers sold the tract with the stone and frame houses in 1947 to one Patrick John O'Brien who sold it to a D.C. family named Torres in 1953. In 1958 the Torreses sold it to the Maryland Department of Forests and Parks and in 1963 it was deeded to the United States and became part of the Harpers Ferry National Monument. By 1963 the frame house—the true “Salty Dog”—had almost collapsed and all sign of it is now gone. The stone house was badly damaged by fire in the mid-1960s and remains as a mere shell.²¹

Notes:

1. Gilbert, Dave *Where Industry Failed: Water Power Mills at Harpers Ferry, West Virginia*. (Pictorial Histories Publishing Company, 1984), p. 27.
2. Ibid.
3. Unrau, Harlan D. *Historic Resource Study: Chesapeake and Ohio Canal*. (National Park Service, 2007 electronic edition) p. 71. See: www.nps.gov/history/history/online_books/choh/unrau_hrs.pdf
4. Diltz, James D. *The Great Road: The Building of the Baltimore & Ohio, the Nation's First Railroad, 1828–1855*. (Stanford U. Press, 1993) p. 188.
5. Sanderlin, Walter S. *The Great National Project: A History of the Chesapeake and Ohio Canal*. (Johns Hopkins Press, 1946) p.195.
6. Gilbert, p. 41.
7. Smith, Edward D. *Historic Structure Report: The Stone House (Mis named the Salty Dog Saloon) Opposite C&O Canal Lock 33*. National Park Service, Denver, Colorado, 1980. p. 6.
8. Ibid., p. 7.
9. Ibid., pp. 8–9.
10. Ibid., p. 9.
11. Ibid., pp. 10–11.
12. Ibid., p. 14.
13. Ibid., pp. 14–15.
14. Ibid. p. 18.
15. Ibid., p. 20.
16. Ibid., p. 21.
17. Ibid., pp. 22–23.
18. Ibid., pp 24–25.
19. Ibid., p. 26. Smith reports that there is no evidence to connect the stove with John Brown.
20. Ibid., pp. 29–30.
21. Ibid., p. 32.

1875 on the C&O Canal

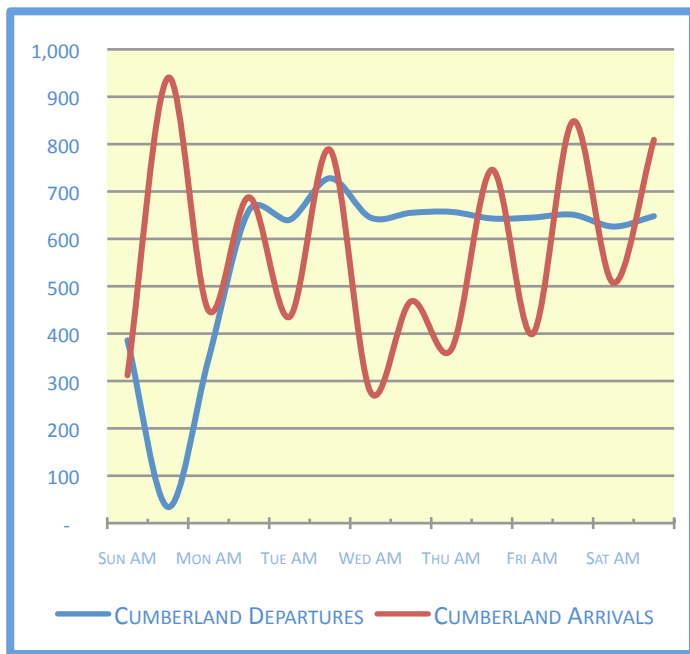
By Bill Holdsworth

1875 was the busiest year on the canal. This series of articles will analyze the documentation available for that year.

Did canal boats operate twenty-four hours a day/seven days a week? Maybe not, but records from 1875 indicate that the canaller's work week was much closer to that twenty-four/seven standard than the modern nine-to-five, Monday-thru-Friday model.

Lock 75 was the Waybill Lock. The lockkeeper kept a registry of boats passing. This record allowed auditors to check the tolls assessed by the official collector in Cumberland. Unlike at other locks, literacy was a requirement of the lockkeeper's job at Lock 75.

We have a detailed log listing all the canals boat passing Lock 75, the first lock downstream from Cumberland, nine miles from the city. Boats would have taken about three hours to travel between Cumberland and Lock 75. If we adjust the times at Lock 75 by three hours, we get a glimpse into the pattern of canal boats departing from and arriving at Cumberland. (My analysis assumes boats didn't stop overnight between Cumberland and Lock 75.)



1875 Cumberland Arrivals and Departures by Day of Week

A six-day work week was common in 19th century America—but not for canallers. Harlan Unrau writes, “Some boatmen took Sunday off to attend church services in the small towns along the canal, but most of the ‘canallers,’ who generally appeared to be an irreverent and irreligious lot, boated seven days a week if loads were available.”¹

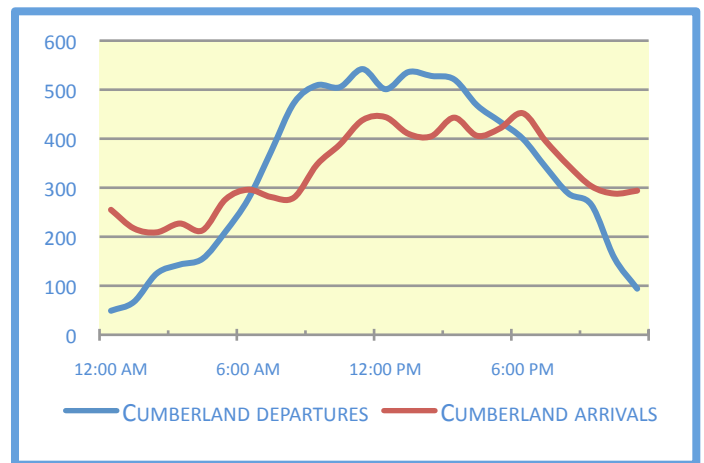
For descending boats, Sunday was the quietest day of the week. I suspect the coal companies didn't load boats on Sunday. Almost all of Sunday's departures occurred in the morning. Probably these

boats loaded with coal Saturday afternoon or evening and left Sunday morning. In the same vein, Monday is the quietest morning of the week, presumably because no boats were loaded on Sunday.

About 2/3 of ascending boats arrived in the p.m. hours. Interestingly, Sunday p.m. was the busiest time of the week. Perhaps because coal companies didn't load boats on Sunday, the boatman would figure, “No reason to hurry and get there Sunday morning. We can take our time and get there late in the day.” Or maybe a few canallers took advantage of the opportunity to attend church on Sunday morning.

Most puzzling is that fact that Wednesday is the quietest day of the week for ascending boats. Maybe more research will yield an explanation.

Boatmen and lockkeepers clearly worked long days. Traffic through Lock 75 slowed in the wee hours of the morning, but never stopped. Mortgages frequently required that boats run “in regular trips as a day and night boat.” Unrau writes, “Although some boats ran all night, most tied up in groups of six or seven between 10 p.m. and 4 a.m.”²



1875 Cumberland Arrivals and Departures by Time of Day

The traffic pattern for boats departing Cumberland appears to have been influenced by the work day of the coal companies. The pattern suggests boats left shortly after loading was complete. The busy time of day was 8 a.m. to 4 p.m., while 10 p.m. to 4 a.m. was the quiet time. For ascending boats, the traffic flow was more even. Traffic peaked between 11 a.m. and 7 p.m. The quietest time was midnight through 5 a.m.

Notes:

1. 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), 818.
2. *Ibid.*

Oldtown Dragonfly Walk

Dragonfly fans made the trip to Oldtown for the third year to view the abundant variety of dragonflies and damselflies (odonata) in the watered section of the canal. As expected, the dragonflies didn't fail to impress. The day was made even more special by the attendance of Dr. Richard Orr, a noted insect field biologist who has studied odonata around the world. Dr. Orr has a study permit and was able to net dragonflies for close examination. Catch and release, of course!

During the walk 26 species were identified, including two species that were not previously recorded in Allegany County. The two new species were unicorn clubtail and slaty skimmer. A list of the day's findings, compiled by Dr. Orr, is printed in the boxes below.

Dragonflies and damselflies are amazing creatures and are fascinating to study. Join us for a walk next year. Learn more about odonata at: <http://www.marylandinsects.com/DragonfliesDamselflies.html>.

– Steve Dean

Damselfly Identifications:

Ebony jewelwing
Powdered dancer
Blue-fronted dancer
Blue-tipped dancer
Violet dancer *or* Variable dancer
Azure bluet
Familiar bluet
Stream bluet
Skimming bluet
Lilypad forktail
Fragile forktail
Eastern forktail



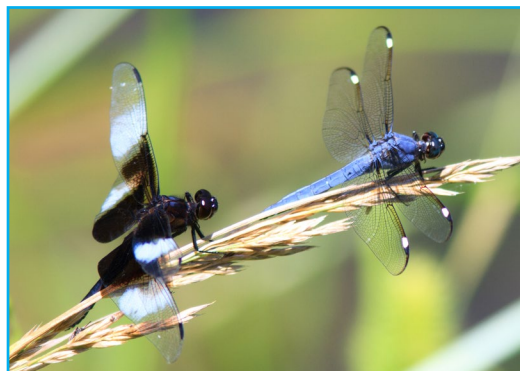
Eastern Amberwing



Slaty Skimmer - Photos by Steve Dean



Blue Fronted Dancer



Spangled Skimmer (front) and Widow Skimmer



Violet Dancer or Variable Dancer



Dot-tailed Whiteface Obelisking

Dragonfly Identifications:

Unicorn clubtail *
Common green darter
Prince baskettail
Common baskettail
Halloween pennant
Eastern pondhawk
Dot-tailed whiteface
Spangled skimmer
Slaty skimmer *
Widow skimmer
Common whitetail
Blue dasher
Eastern amberwing
Black saddlebag

* First for Allegany County

Nature Walk Double Header in September

The Association will host two nature walks at McMaho's Mill on September 28. At 8:00 a.m., Kurt Schwarz will lead a bird ID walk featuring the fall migrants. Then at 10 a.m. Carol Purcell will lead a wildflower walk downstream along the newly restored Big Slackwater towpath. Join either or both but come dressed for the weather. If you are staying for the flower walk bring a snack or lunch. Water is a good idea, especially if it is warm. The wildflower walk will mostly be in the sun but the towpath is level. Parking is limited at McMaho's Mill, so carpool if you can. For more information, contact Marion Robertson (marobertson@verizon.net or 301-657-8992).

Calendar of Events - 2013

Sep. 28, Sat., Two Nature Walks at McMahon's Mill. At 8:00 a.m. Kurt Schwarz will lead a bird ID walk featuring the fall migrants. Then at 10 a.m. Carol Purcell will lead a wildflower walk along the Big Slackwater towpath. See notice on page 21. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Sep. 28, Sat., Park After Dark, 6 p.m., Historic Great Falls Tavern. The C&O Canal Trust fund-raising event features chili, libations, and tunes. For more information see ParkAfterDark.org

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. See page 1 and enclosed reservation form. 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. 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 hike 5.7 miles from the Anacostia River to the Georgetown Visitor Center. See the article on page 9 for further information. 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."

C&OCA Apparel Back by Popular Demand

Special sweatshirts and jackets displaying the Association's name and logo are once again available. Please see the order form enclosed in this issue for further info or visit www.candocanal.org.

Making On-line Donations to Association Funds

The C&O Canal Association now accepts donations on-line. Go to <http://www.candocanal.org/contributions.html> to make a contribution. 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. 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.



C&OCA Past-President Gary Petrichick missed the porch pickin' at the Bowles House in the canal park in Hancock but found some bluegrass at the Delfest in Cumberland over Memorial Day weekend. l-r: J. D. Crowe, Jerry McCoury, Bobby Osborne, Gary Petrichick, Bobby Hicks, Del McCoury, Kirsten Salyer (Gary's daughter). Photo by Jim Moen

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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

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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 Copenhaver
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

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

Georgetown Visitor Center 202-653-5190
 1057 Thomas Jefferson St, NW, Washington 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

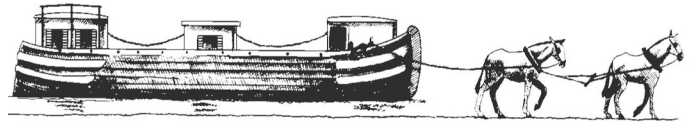
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Associate Editors: Dave Johnson, Don Juran, Nancy Long, Ned Preston, Marjorie Richman and Helen Shaw



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.

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Molly patiently waits in her paddock while VIP volunteers led by Jim Heins build a new mule fence. Photo by Steve Dean



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