



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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2014 Thru-Hike Canceled Douglas Hike Planned for April 25 through 27 By Barbara Sheridan

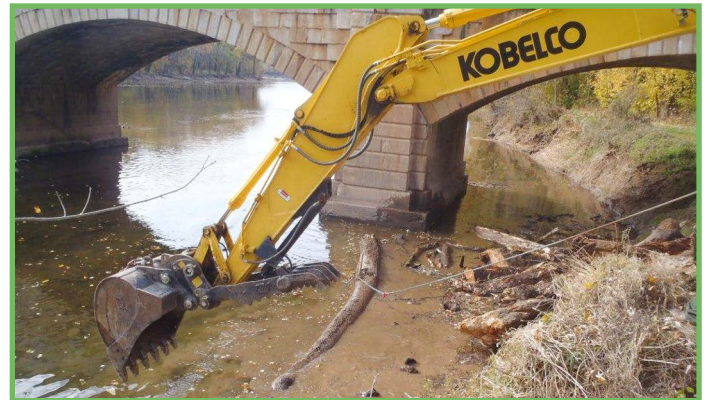
The Board of Directors of the C&O Canal Association voted to cancel the 2014 Thru-Hike at their December 1st meeting. This decision was not made lightly. There were just too many unresolved issues and potential obstacles to assure a successful event. Some of the issues contributing to this decision were:

- The very real possibility that the Hiker/Biker campsites would be closed with no potable water or porta-johns available due to the greatly reduced budget of the canal park.
- Little or no support from the Park Service due to limited staffing.
- Not enough C&O Canal Association volunteer personnel to support the hike under these difficult circumstances.

The Board felt that something special should still be planned to celebrate the 60th anniversary of Justice William O. Douglas' 1954 hike that saved the canal from development as a highway and led to its protection as a National Historical Park. A committee was formed and is now working to plan a shorter hiking/camping event. The 2014 Douglas Hike is scheduled for April 25 through 27. See page 12 for further details.

C&O Canal Aqueduct Clean-up

For some time, our Association's volunteer level walkers have been monitoring the build-up of debris against the multi-arch aqueducts in the park. The debris formed small islands in some cases and, in addition to marring the beauty of the historic structures, presented a high risk of damage in the event of flooding. The National Park Service has been able to set aside some funds to address the problem. The Seneca Aqueduct was cleaned in October, the Monocacy Aqueduct in November, and the Catoctin Aqueduct is scheduled for December.



*Left – The NPS uses heavy equipment to loosen and pull logs away from the 5th and 6th arches of the Monocacy Aqueduct.
Right – one of the logs is dragged to the river edge. Photos courtesy of the NPS, C&O Canal NHP.*

Annual Meeting and Dinner Scheduled for March 1, 2014

by Marjorie Richman on behalf of the Programs Committee

As indicated in the official notice below, Association members will gather for their Annual Meeting in Williamsport's American Legion Hall, at 400 South Conococheague Street, opposite the Fire Hall.

At 1:00 p.m., a "Meet the Candidates" hour will allow an opportunity to become acquainted with the nominees for officer and director positions. Candidate statements start on this page. The meeting will follow at 2:00 p.m. After the meeting, Happy Hour will begin at approximately 4:30 p.m. followed by dinner at 5:30.

To make reservations for the dinner, please use the form inserted in this newsletter, and mail it to be received by Friday, February 21. The price for the dinner is \$20, and a cash bar will be available.

The annual meeting is always a good opportunity to renew acquaintances, hear what's going on in the park, and add your voice to the direction of the Association. We look forward to seeing you at the meeting!

Notice of 2014 Annual Meeting

The annual meeting of members of the Chesapeake and Ohio Canal Association will be held at 2:00 p.m. on Saturday March 1, 2014, at the American Legion Hall, 400 South Conococheague St., Williamsport, Md. The meeting will be for the purpose of electing officers for 2014, electing a nominating committee for 2015, receiving reports of officers and committees, and any other business that may properly come before it. All members of the Association in good standing are invited to attend. This notice constitutes the call for the meeting, pursuant to Articles II.2, III.1, and IX of the bylaws.

Nominations For Officers and Directors

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

Members assembled at the 2013 annual meeting elected Charlotte Loveless, Rod Mackler, Linda Perry, Richard Radhe, Al Shane, and Pat White to the 2014 nominating committee. The committee has recommended the following candidates for 2014.

Rachel Stewart - President, Arlington, Va.

I have been a longtime member of the Association Board of Directors, of its Monocacy Aqueduct Committee, and Special Projects Committee as well as its Secretary in the 1990s. For the past three years I have served as its President. The Chesapeake & Ohio Canal National Historical Park has been hit by a steady shrinkage of funding and is in danger of running aground. The Superintendent and his staff are and have for some years been under the gun to cut park activities down to the bare minimum for survival. Maintenance of key canal structures – aqueducts, culverts, the towpath, the locks, and so on – are at the core of canal operations. The Association has helped. Monocacy, Widewater, the Great Falls canal boat, Catoc-tin, and Big Slackwater have been accomplished. The momentum we gained on those canal projects must be developed. But a larger problem looms. The Superintendent has told us that he might have

to close the hiker-biker campsites – the cost of weekly servicing of latrines and of monitoring water quality from the pumps is too expensive. The Association must concentrate on maintaining the vision of a park continuously available for all – hikers, dog walkers, bikers, day use picnickers, fishermen, campers, backpackers – from Cumberland to Washington.

We must also let our representatives and the public at large know of the park's pressing needs. Additional resources are required to prevent the park from gradually slipping into decay. With the Association's guidance and assistance, our park came into being nearly 43 years ago. Thus we are guardians of this unique national resource. We cannot shy away from our historical responsibility to maintain and care for it.

Barbara Sheridan - 1st Vice President, La Plata Md.

I have been a member of the C&O Canal Association for the past 17 years and have served previously on the board as both a director and as 1st Vice President. I have chaired two Thru-Hikes (2004 and 2009) and have been Membership Chair for the past 14 years. I am also currently serving on the Programs Committee and acting as assistant treasurer.

I was born in Washington, DC and have lived in the area all my life. My first awareness of the canal was an aerial view of it from a streetcar while on the way to Glen Echo Amusement Park as a child. The streetcars are long gone, as is the amusement park, but the canal lives on for all to enjoy!

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

Steve Dean - 2nd Vice President/Level Walker Chair, Prince Frederick, Md.

I am completing my third year as the Level Walker Chair. The level walker program provides a valuable service to the National Park Service and I am pleased to make a contribution to that effort. I combine my duties in the Association with my great interest in the canal and spend as much time as possible walking and photographing the canal. I am especially interested in monitoring the conditions of the culverts throughout the canal and documenting them

with high-resolution photographs. This effort includes reporting to the National Park Service on culvert conditions. I understand the responsibilities of the level walker chair and welcome the opportunity to support the C&O Canal Association in that role if I am re-elected.

Susan VanHaften - Secretary, Arlington Va.

I have enjoyed walking along the C&O towpath for many years, taking in the history and nature to be found along the C&O Canal. In 2005, I joined the C&O Canal Association, became a level walker in 2007, joined the Board of Directors in 2010, and have served as secretary for the Association for the past two years. I understand the value of volunteer organizations such as the C&O Canal Association, and believe it is important to support the Association through committed volunteer efforts. I have enjoyed serving as Secretary these past two years, and would be pleased to continue volunteering my services as secretary of the Association.

Richard Radhe - Treasurer, Columbia Md.

I have been a member of the C&O Canal Association for eight years participating in hikes and attending meetings. When I participated in the Paw Paw Bends canoe trip with Barbara Sheridan, Pat White and Bill Burton, I saw their dedication to the Association. The Treasurer position gives me an opportunity to step up my involvement with the C&O Canal Association. I am a mid-life career changer and went back to school to take accounting and tax. Instead of taking the CPA test, I took the IRS Enrolled Agent exams. I now stay busy keeping books with QuickBooks and doing taxes for several non profits, small businesses and individuals in Columbia, Maryland. I look forward to serving the C&O Canal Association.

Pat White - Information Officer, Gaithersburg, Md.

I've been an Association member for over 30 years and a level walker for more than 20 years. My primary activity with the Association is as the leader of the Continuing Hike Series. I've served on the Board of Directors as both a director and as secretary. I'm fairly knowledgeable about the canal and Park and think I can fulfill the duties of Information Officer.

Christine Cerniglia - Director, Rockville, Md.

Growing up along the C&O Canal next to Lockhouse 8 in Cabin John gave me a love of nature, the river and the mysterious old canal. Serving on many committees, the Board of Directors and as president of our association has solved many of the mysteries. It also increased my interest and gives me a desire to continue to support the C&O Canal. I would be honored to serve as a director.

William D. Bauman - Director, Winchester, Va.

I have been a member of the Association for over 27 years and have served on the Board of Directors before. I am the volunteer coordinator for the C&O Canal's Lockhouse 75, which is open every weekend from Memorial Day through Sept. 30.

I have compiled canal articles from several newspapers of the era 1850 - 1890, written canal family histories and transcribed relevant canal historical documents, which may be found on the Association website.

For the past seven years, as Treasurer, I have maintained the Association's accounts in a clear and accurate manner. The Annual Reports and IRS 990-EZ forms are also available on the Association web-site. Now it is time to pass those responsibilities to someone else and rejoin the Board of Directors.

Doug Zveare - Director, Brunswick, Md.

I was born in Washington, D.C., was raised in Falls Church, Virginia, and currently work for the FDA and live in Brunswick, Maryland. I have been a member of the C&O Canal Association for 10 years. Currently I am a C&O Canal level walker and a "Culvert Crawler" for the various culverts along Level 20. I have been an active member of the C&O Canal Volunteer Bike Patrol for over 10 years and have hiked many sections of the towpath. I am an amateur photographer with an extensive collection of pictures and videos of the C&O Canal National Historical Park and have conducted many PowerPoint presentations at park events, including those held at the Brunswick and Williamsport visitor centers. Some of my pictures have been published in *Along the Towpath* and one was selected for the 2012 C&O Canal calendar. I have also conducted presentations to other volunteer organizations and clubs. I have conducted hikes along the C&O Canal as a tour guide for the Elderhostel and other organizations. I have participated in several through-rides of the C&O Canal Towpath and the Great Allegany Passage, including most of the large rail trails in the Mid-Atlantic region. I am a past president of the Brunswick Lions Club and currently serve on the Board of Directors and various committees. I am also a past president of the Oxon Hill Lions Club and Maryland Tire Dealers Association.

Jill Craig - Director (one-year term), Keedysville, Md.

I joined the association several years ago, let the membership lapse when I went overseas and was impressed when I was welcomed back on my return. My interest in the canal began as a place to walk the dog along the river and in the shade. But it was more than a great walk, and its history became increasingly significant to me. I've been the digitization librarian at the Western Maryland Regional Library (WMRL) for more than ten years, making available online the history of Allegany, Garrett and Washington counties. When the C&O Canal National Park, the Washington County Free Library, and WMRL collaborated to create a website focused on the economic impact of the canal on Washington County, I was hooked. William Bauman allowed us to add some of his transcriptions of registers to the website, and I added Lesley Carter's photographs of culverts in Washington County. Most recently I worked with Rita Bauman to scan John Frye's collection of *Along the Towpath* issues, which Bill Holdsworth has now made available on the Association's website. I am both encouraged and challenged by the depth and breadth of the Association and its members' interest in the preservation of the canal.

Unslated - Director Positions

The Nominating Committee is still seeking two candidates for three-year terms as this newsletter goes to press. Members who are interested in the positions, or have suggestions for potential candidates, should contact the committee chair, Pat White, at patricia.white48@verizon.net.

2013 World Canals Conference – Toulouse, France

by Rod Mackler

Ten members of the C&O Canal Association attended the World Canals Conference in Toulouse, France, September 16 - 19. Toulouse is near the mid-point of the Canal des Deux Mers (Canal of the Two Seas), from the Mediterranean to the Atlantic. We all combined the meeting with other canal-related travels in this beautiful corner of France. Of the other sites, easily the most spectacular was the Pont du Gard, an aqueduct built by the Romans in the 1st century A.D. to supply water to Nîmes.

The key section of the canal system, and the most scenic, is the Canal du Midi, from Toulouse to the Mediterranean port of Sète. The Canal du Midi is almost exclusively the product of the genius of one man, Pierre-Paul Riquet. The idea of a canal across this relatively narrow neck of southwestern France had been kicking around since the time of the Romans. Augustus, Charlemagne, and François I had all dreamed of such a project, to avoid the long, dangerous, and expensive trip around Spain and through the Strait of Gibraltar.

The most vexing problem for a canal from the Mediterranean to the Atlantic was not digging a ditch, but rather assuring a regular flow of water for it, in the relatively dry south of France. Riquet was a wealthy salt tax collector who traveled widely throughout the region. He solved the water supply question in the 1660s by harnessing the waters of the Montagne Noir (Black Mountain) in a series of reservoirs and feeder canals. The canal opened in May 1683, just a few months after his death.

Before the conference began, we traveled the length of the Canal du Midi, visiting most of the key sites along the way: the Malpas tunnel, the only tunnel on the canal; the Fonserannes staircase of nine locks; Riquet's aqueduct over the Répudre River (plus others added by later engineers); and the feeders for the summit. We traveled by bus, on foot, by bicycles, and, most pleasantly, by boat. The Canal was blessed (and financed in part) by Louis XIV. Because they were built to glorify the Sun King, the structures are built to last, and are beautiful works of art in themselves -- the locks and aqueducts are built of stone, with arches as graceful as they are functional.

Not all is idyllic on the Canal du Midi, however. In most places, the Canal is lined with a double row of plane trees (a relative of the American sycamore), which form an arch over the canal. They are

not only beautiful, but also help preserve the earthen banks of the canal. Here, however, the trees have fallen victim to a fungus, a so-called canker. The trees have to be removed and burned. The picture of the ten of us on the canal shows such a break in the tree cover. A replanting program has been launched, but it will take years for the new trees to reach the size, the attractiveness, and the bank-holding power of the dying plane trees.



Statue of Pierre-Paul Riquet on the banks of the Canal du Midi in central Toulouse. - Photo by Rod Mackler.

Toulouse itself is a lovely city, about 1.2 million people in the metropolitan area, a bustling university town, and the headquarters of Airbus. It is called the "Pink City," because the major buildings are made of red brick. At Toulouse, the Canal du Midi meets the Garonne River, which flows west to the Atlantic at Bordeaux. This unreliable river was tamed in the mid-1800s, with the opening of the Canal de Garonne. The two canals together constitute the Canal des Deux Mers (Canal of the Two Seas).

The general format for the World Canals Conferences is a morning of PowerPoint lectures, then lunch, and an afternoon trip by bus or boat to see local canal-related sights. This worked extremely well in France, since the food (not to mention wine) was excellent and the sights were spectacular. The high point was touring Riquet's chateau, seeing the experimental model of the canal he built in his garden, and enjoying the gala dinner in the orangerie (greenhouse) on his estate.

During the conference itself, we visited a number of sites along the Canal du Midi. We took two cruises along the canal within the city limits of Toulouse. The conference opened with an expo of canal boats at the Port Saint-Saveur, a city canal port. Another memorable field trip took us the Saint-Ferréol reservoir. At the time Riquet built the artificial lake, the reservoir -- and the dam that created it -- were the largest in the world. (And we saw his model for them in the garden of his estate at Bonrepos.) From the reservoir we bused down the Montagne Noir to the summit level, at Naurouze, to see where the feeders flow into the highest part of the canal. At 190 meters above sea level, the level is over 620 feet, about the same altitude as the Cumberland terminus of the C&O Canal. The lock at the eastern end of the summit level is called the Méditerranée, the one at the western end of the level, the Océan. As with the Erie Canal, the summit is called the "meeting of the waters."

There were over 200 participants at the conference, from Europe, North America, and a handful from Asia. As with other such conferences, the largest number was from the host country, France. We heard papers – presented in English or French – on a wide range of subjects, including: how British canal buffs used the London Olympics to renovate the city's waterways; turning Leipzig's open-pit coal mines into recreational lakes; and the waterways of Kolkata, India. C&O Canal Association member Dan Van Haften gave a talk on Thomas Jefferson, who traveled nine days on the Canal du Midi in 1787, when it was already over 100 years old.

After the conference, several of us joined the post-conference tour. While the pre-conference tour focused on the Canal du Midi, the leg from Toulouse to Bordeaux devoted more attention to the navigable rivers that feed into the Garonne. We visited the Tarn, the Lot (in three discontinuous places), the Baïse, the Célé, and the Dordogne. The challenge for these rivers is to get around the dams – and the hydroelectric plants that harness those waters – to make the rivers navigable again. In addition, we visited some spectacular sights that had little to do with canals -- the Toulouse-Lautrec museum at Albi and the medieval abbey at Moissac.

It was a great experience, a chance to see these historic waterways, eat and drink well, and mix with other canal buffs from around the world. The next two conferences are in Milan (Leonardo de Vinci's canal system) in 2014, and Ghent in 2015.



Left – C&O Canal Association members (front row) Dan Van Haften and Kerry Gruber, (second row) Barbara Sheridan and Rod Mackler, (third row) Pat White, Susan VanHaften, and Laura Gilliam, and (rear, standing) Chris Holdsworth, Bill Holdsworth, and Rachel Stewart, cruising on the Canal du Midi, near Béziers. Right – Transiting the Malpas Tunnel, excavated in 1679, showing wind-eroded live rock, with Laura Gilliam (front, with camera), Rachel Stewart (just behind Laura, with white hat), and Bill Holdsworth (red shirt). Photos by Rod Mackler.

Dedication of The John Clinton Frye Western Maryland Room

The Western Maryland Library in the new Alice Virginia & David W. Fletcher Branch of the Washington County Free Library (WCFL) was dedicated as the John Clinton Frye Western Maryland Room on Saturday, October 5, 2013. This room was originally established in 1968 to provide and preserve historical information. Since then it has grown to be a major source of information about Washington, Allegany, Garrett, Frederick and Carroll Counties, plus Cumberland and the Shenandoah Valley. Also included is information pertaining to areas of Pennsylvania, Virginia and West Virginia adjacent to the five Maryland counties mentioned. There are collections on the Civil War and family research as well as substantial holdings of information on canals, railroads, local culture and industry.

Mr. Frye, an Association member since 1958, is a widely recognized expert on the C&O Canal who, along with other members of the library staff, gladly assists those who want to further their knowledge of the C&O Canal and our park. Other participants in the dedication included Doug Base, a Boonsboro historian and collector who has donated much material to the John C. Frye Western Maryland Room; Mary Baykan, library director; and Chris Henry, a member of the WCFL.

The library is located at 100 South Potomac Street, Hagerstown, Md. Further information is available by emailing westmdroom@washcolibrary.org or calling 301-739-3250 x350.



John and Janice Frye are pictured next to a painting of George Washington done by Jane Stuart. The original portrait was by her father, Gilbert Stuart. Photo by William Bauman

– Rita Bauman

President's Report

Volunteers make it work

Many of our members are volunteers in the Park. We may spend our time at Park Headquarters, in a visitor center, at Lockhouse 75 or doing costumed interpretation aboard *Charles F. Mercer*. We may organize or staff the Association's booth at the many summer Canal Town festivals. We may be one of the hundreds of bike patrollers and level walkers along the towpath. We may get our hands dirty by working on one of Jim Heins' Volunteers in Parks (VIP) projects or through the Canal Steward program or by participating in the Association's Garlic Mustard Challenge each Spring. We may serve on the C&O Canal Association's various committees. We may write for and edit and proofread this quarterly newsletter. We may plan and organize our programs and hikes and notify the public via Meetup, an email Blast, or publication in the calendar. We may monitor and forward interesting and important press releases from the park to the membership via an email Blast or a post on the C&O Canal Association's Facebook page.

The Park recognizes its volunteers with dinners every autumn, in Cumberland, Williamsport, and the Palisades. It's wonderful to see how many volunteers show up for the one I attend in the Palisades region - nearly 150 this year (not including NPS or Canal Trust staff). It was not so wonderful to realize that I don't know all their names. This year's dinners were postponed from mid-October to mid-November because of what NPS Director Jonathan A. Jarvis, in his written statement to a House committee on October 16, 2013, referred to as "the lapse in appropriations" which caused him to order closure of all national parks.

There are so many ways that we can express our affection for this strip of near-wilderness that slips along next to the Potomac. Our Association's website (www.candocanal.org) has a section on volunteer opportunities. The Park's volunteer program also has a web page maintained by the C&O Canal Trust. Visit www.chohvip.org and look under "Get Involved." 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, as I urged in the September issue, go to the web and find something that makes your pulse race.

— Rachel Stewart

VIPs Skip Magee and Phil Travers relocate a wayside at Nolands Ferry. Photo by Steve Dean.



News and Notes from the Park Library

The National Park Service is creating a new and much improved internet site for its historical documents. The URL for the new site will be npshistory.gov. The former site containing the historic structure reports and historic resource studies, etc., such as the major work on the C&O Canal by Harlan Unrau, eventually will all be migrated to that new site using the "NPS IRMA Portal Searchable e-Library" button down at the bottom. Also, as they are transcribed, formatted, and made a pdf document for general use, more such documents will become available in the future. Those with an interest in the history and engineering of the C&O Canal NHP and other NPS sites should definitely become familiar with this website.

The transcription projects by canal park volunteers continue. Dward Moore put 50 hours this fall into transcribing the notes of Orville Crowder from his walks on the towpath with a surveyor's wheel in the late 1950s. Crowder's notes are the basis for the Hahn Towpath Guide and now provide a unique picture of the canal towpath and other structures at that time. We have Andrew Clemens to thank for obtaining hard copies of the Crowder notes from the Gelman Library for us (collection MS2152).

Karen Gray is currently working on annotating and formatting the park's interviews with people associated with the canal during its operating days. Dward and Jeannine Moore, and William and Rita Bauman worked on transcribing these interviews, working from tapes that were often difficult if not impossible to interpret. This issue's "Accompanied by the Past" column provides an example of the kinds of information gleaned from such sources. Ultimately these should be available on the npshistory.gov website.

— Karen Gray

C&OCA Welcomes New Members

Jean M Bray, Tahuya, Wash.

Mark & Julia Brugh, Hagertown, Md.

John H. Frantz, Mercersburg, Pa.

Curt & Peggy Gaul, Williamsport, Md.

Lisa Hartman, Cumberland, Md.

Melissa Moyer, Silver Spring, Md.

Mr. & Mrs. John D. Shulz, Bethesda Md.

Bridget Sisson, Arlington, Va.

William R. Stewart &

Peter Laugesen, Arlington, Va.

David & JoAnn Wahl, East Aurora, N.Y.

1875 on the C&O Canal by Bill Holdsworth

Georgetown to Cumberland in 3 ½ Days

Historical records indicate that canal boats normally traveled the 184 ½ miles from Georgetown to Cumberland in just 3 ½ days during 1875. To those of us who are proud of our two-week-long through hikes, the speed of these boats is breathtaking. These empty boats averaged over 50 miles a day and passed through 20 or more locks a day.

The boats loaded with coal heading downstream were a little bit slower. A typical journey took about 4 ¾ days, almost 40 miles a day. Pity those hard-working mules.

For 1875 we have a detailed log listing all the canal boats passing Lock 75, the first lock downstream from Cumberland. For the month of May 1875 we have records from Tidelock, at the mouth of Rock Creek.

I tried to match entries for the Tidelock against the Lock 75 register. Where I was able to link entries for the same boat at the two locks, I calculated the journey time.

- 3 days, 5 hours was the median journey time for the boats ascending from the Tidelock to Lock 75.
- 4 days, 14 hours was the median journey time for boats descending from Lock 75 to the Tidelock.

Lock 75 is nine miles downstream from Cumberland. If you assume that boats took about three hours to cover that distance, you get median journey times of 3 ½ days for ascending boats and 4 ¾ days for descending boats.

About 20 percent of the boats descending through Lock 75 passed through the Tidelock, presumably heading to Washington city wharves, as opposed to wharves along the canal in Georgetown or to Alexandria via the Aqueduct Bridge.

We should exercise some caution when looking at these journey times:

- These calculations are based on data from only one month, May 1875. The round trips times are consistent with the Lock 75 records throughout 1875, but we don't know whether other years had similar traffic patterns.
- Lock 75 entries have date and time. Tidelock entries have only the date. For the journey time calculations, I assumed noon was the time at the Tidelock.
- Data for the Tidelock aren't as reliable as I would like. In a few cases, I felt confident correcting the date. In other cases, I found duplicate entries.

I found 125 boats that made trips between the two locks. The table below includes records for a few of the busier boats.

	<i>George Hutton</i>	<i>Belle Resley</i>	<i>V. L. Sprigg</i>	<i>M. Fannon</i>
Lock 75 descent:	Wed, Apr 28, 4:40 p.m.	Thu, Apr 29, 5:00 a.m.	Wed, Apr 28, 8:40 p.m.	Fri, Apr 30, 7:25 p.m.
Outlet descent:	Mon, May 3	Mon, May 3	Mon, May 3	Tue, May 4
Descent time:	4.75 days	4.25 days	4.75 days	3.75 days
Outlet ascent:	Wed, May 5	Mon, May 3	Wed, May 5	Fri, May 7
Lock 75 ascent:	Sat, May 8, 2:10 a.m.	Thu, May 6, 3:40 p.m.	Sat, May 8, 11:00 a.m.	Tue, May 11, 4:00 a.m.
Ascent time:	2.50 days	3.25 days	3.00 days	3.75 days
Lock 75 descent:	Mon, May 10, 1:50 p.m.	Fri, May 7, 7:45 p.m.	Mon, May 10, 9:30 p.m.	Wed, May 12, 11:00 p.m.
Outlet descent:	Fri, May 14	Wed, May 12	Fri, May 14	Sat, May 15
Descent time:	4.00 days	4.75 days	3.50 days	2.50 days
Outlet ascent:	Fri, May 14	Thu, May 14	Fri, May 14	Tue, May 18
Lock 75 ascent:	Mon, May 17, 7:45 p.m.	Sun, May 16, 8:00 a.m.	Tue, May 18, 3:10 a.m.	Fri, May 21, 2:40 p.m.
Ascent time:	3.25 days	2.75 days	3.75 days	3.00 days
Lock 75 descent:	Thu, May 20, 10:30 a.m.	Mon, May 17 4:20 p.m.	Fri, May 22, 10:10 a.m.	Mon, May 24, 7:25 p.m.
Outlet descent:	Mon, May 24	Sat, May 22	Tue, May 25	Sat, May 29
Descent time:	4.00 days	4.75 days	4.00 days	4.75 days
Outlet ascent:	Wed, May 26	Sat, May 22	Thu, May 27	Sat, May 29
Lock 75 ascent:	Sat, May 29, 8:20 a.m.	Wed, May 26 10:00 a.m.	Sun, May 30, 1:00 p.m.	Tue, Jun 1, 11:20 p.m.
Ascent time:	2.75 days	4.00 days	3.00 days	3.50 days

Ascent and descent travel times of selected boats in spring of 1875 - Compiled by Bill Holdsworth

Heritage Hike

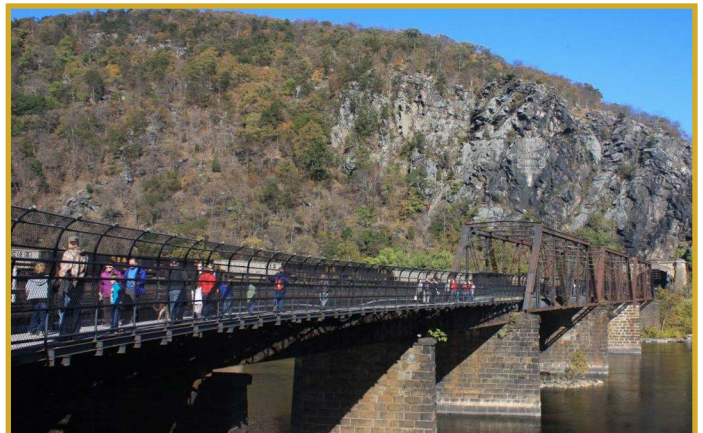
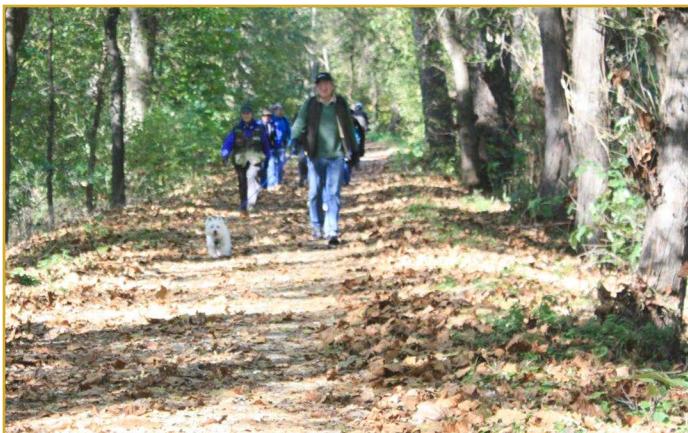
Over 40 participants enjoyed a brisk fall day on October 26, hiking from three separate starting points upriver from Harpers Ferry. The canal park was particularly lively during the last few miles of the hike, where sights included a procession of equestrians and a pair of kayakers battling rapids. More than one daring individual could be seen posing to be photographed on the very edge of the cliffs above the towpath. Distant booms came from the direction of Bolivar Heights, where a demonstration of Civil War artillery fire was in progress. The view from the footbridge crossing the Potomac to Harpers Ferry was outstanding, and for some hikers the rumble of a freight train on the adjacent trestle added excitement. Inside the restored lower town, crowds were happily satisfying their pent-up demand for national park visits denied during the recent government closure.

In the evening, the hikers and other Association members enjoyed a country dinner at the Jefferson Ruritan Center followed by a fascinating talk by Tim Snyder about the Garnet Jex series of paintings included in the book *The Upper Potomac in the Civil War*.



Photos from the Heritage Hike. Clockwise starting above: 1. Short hikers near Lock 36 (left to right): Rachel Stewart, Doug Zveare, Ann Schuster, Marion Robertson, Susan Van Haften, Rod Mackler, and Karen Gray. 2. Equestrians on the rerouted "towpath" near Lock 36. 3. Karlen Keto (left) and Linda Lightfoot, shown here above Lock 34, were in the vanguard of the short hikers. 4. Maryland Heights rises above the towpath near Harpers Ferry as walkers cross from Maryland into West Virginia. 5. Angus (Plas-kett) insisted on leading the way for the long hikers over the entire distance.

Photo Credits: 1 - 3 Ned Preston, 4 - 5 Pat White



Continuing Hikes for 2014

These are our intimate discovery hikes. Usually we have eight to twelve people, but sometimes we have a large group, particularly when the weather is dry and sunny in the winter months. We investigate the canal, enjoy the scenery, and learn from one another. Bring water and lunch or snack and dress for the weather. These hikes go rain or shine, but we do cancel when winter driving conditions are bad or the snow is more than a foot deep. Check the website or contact me if doubtful. All hikes begin at 10:30 and locations with brief directions are posted on the C&O Canal Association calendar. Contact me for more detailed directions.

January - Walk upstream from Edwards Ferry (mile 30.8) and investigate the Broad Branch Trunk. Unlike the masonry aqueducts, the Broad Branch crossing used a wooden trough to carry the water.

February – Investigate Williamsport, the Cushwa Basin, the lift bridge and other artifacts in this town that almost became the capital city of the United States.

March – Enjoy a leisurely stroll from Brunswick upstream to Weverton.

May – Walk off the Presidents' Breakfast by walking downstream from Pearre (four miles from Little Orleans) to the dam that burned, and return on the Western Maryland Rail-Trail.

September – Investigate Little Slackwater, the other slackwater section upstream from Dam 5.

November – Visit the last numbered lock on the canal and a Civil War grave just nine miles from Cumberland.

Pat White (301-977-5628, hikemaster@candocanal.org)



The Continuing Hikes always provide opportunities for learning. Karlen Keto explains how to determine the sex of a turtle to Tom and Linda Lightfoot. (It was a boy turtle) Photo by Pat White

Seneca Quarry Tour

Garret Peck is again leading his Seneca Quarry tours. These tours were enjoyed by many members in the past. Winter is the ideal time to visit the Montgomery County quarry that gave us the red sandstone for the Smithsonian Castle, as the leaves are off the trees and you can see what an incredible site it is.

Upcoming dates include:

- December 21, 2013
- January 4, 2014
- January 25
- February 15
- March 8

Tours are on Saturdays and commence at 1:00 p.m., lasting about two hours. The tours meet at the C&O Canal's Seneca Aqueduct at the very end of Riley's Lock Road in Seneca, Maryland.

The tour starts at Seneca Aqueduct, with an overview of the quarry's history, then continues on to the stonecutting mill and Lafayette Square fence piers. Participants venture through the quarry and up to the restored quarry master's house, then over to Bull Run, the source of the stone for the Smithsonian Castle. The tour will cover two miles round trip (including a steep climb up the quarry walls). A fee is charged for the tour.

Further information is available at www.garrettpeck.com.

Odor Abatement

After several delays (and cost overruns), the two sites for the odor abatement project along the C&O towpath are finally open. Besides the reduction of odor in the C&O National Historical Park, the most significant features for our members are the new rest rooms at Old Angler's Inn and Fletcher's Boathouse. They even include drinking fountains for adults, children, and dogs.

The point of the project, funded by DC Water at \$14 million, was to reduce the smell from the sanitary sewer line that carries raw sewage through the park. Besides the facilities at Angler's and Fletcher's, there are two additional sites in Maryland at the Little Falls pumping station and near Lock 12, as well as two more in Virginia. There have been media reports that the project does not achieve its main objective, to eliminate sewage odors. Members who notice continuing problems should report them to Environmental Committee chair Rod Mackler.

– Rod Mackler

New rest rooms and water fountains near Old Angler's Inn. A similar facility is now available at Fletcher's Cove. Photo by Rod Mackler



From the “C.&O. CANALLER”

The first issue of the C&O Canal Association newsletter, the C.&O. Canaller, was published in August, 1969. Volume 1 Number 1 was four pages in length. As we approach the 60th anniversary of the founding of the C&O Canal Association (1954-2014), we have been republishing articles from the first issue of the C&O Canaller. Below is the third installment of articles. – Dward Moore

FOSDICK PROPOSES NO-DAM PLAN

WELL, another dry spell for Washington. And wouldn't you know it? Time to dust off those big dam and reservoir plans again, and point to public apathy that stands in the way of this panacea for all the water woes of the Potomac Valley. Can't really blame 'em for trying. But – before we take those plans too seriously – let's look at the less costly alternative that promises:

- No damage to the ecology of the Potomac basin.
- No destruction of its historic values.
- No desecration of its natural beauty.
- No lengthy construction delays – four to six years for a large reservoir.
- No massive inroads on the public purse.
- No more water shortage, once the alternative has been adopted and construction has been completed – a matter of a few months.

THE ESTUARY PLAN

Last year, Ellery Fosdick, a highly respected international consulting engineer, completed for the National Parks Association, a preliminary study on “The Potomac River Estuary as a Supplemental Source of Municipal Water for the Washington Metropolitan Region” (WMR). The idea was originally suggested at one of the annual reunions of the C&O Canal Association, following which the NPA agreed to finance the study. It is by far the most feasible, the least complicated and has the lowest price tag of any of the water resource plans for the WMR that we have seen to date.

For the fifteen years of its existence, your C&O Canal Association has consistently and successfully opposed numerous proposals to construct large dams and reservoirs in the Potomac River Basin. Primarily, we have been concerned about the adverse effects such massive structures would have on the ecology of the basin – factors which we consider to be of equal or greater importance than the economics of such proposals.

But what about the need of the WMR for a continuing adequate supply of municipal water? True, this might be obtained by construction of the 16 major dams and reservoirs proposed by the U.S. Army Corps of Engineers – but at what a tragic loss of natural and historical resources, and at what an exorbitant and unnecessary expense.

Significantly, such proposals were not planned primarily to provide the supplemental water needs of the WMR during occasional low-flow periods. On the contrary, these proposals are primarily concerned with augmenting the low-flow of the Potomac River in order to dilute pollutants in the stream and estuary.

But, why build dams and reservoirs for this purpose when, under the provisions of the Federal Water Pollution Control Act, the need for pollution abatement by such low-flow augmentation will be reduced or perhaps eliminated in both the river and its tributaries? (In this frame of reference, the Association heartily endorses HR-10316 (Reuss), which would authorize the Corps of Engineers to engage in public works for waste water purification and reuse.)

In essence, Fosdick's plan explores the technical and economic feasibility of utilizing fresh water found in natural storage in the upper estuary of the Potomac to supply the emergency requirements of the WMR during occasional low-flow periods of the river. It proposes construction of a pumping station just below Little Falls.

CONCLUSIONS

Of the many significant conclusions drawn in this report, space permits us to mention only the following highlights:

- The 100 billion gallons of fresh water in the estuary is more than adequate to meet the maximum forecast net requirement of 38.7 billion gallons for supplemental water during the low-flow months of July and August for the year 2010.
- A major portion of the municipal water requirement of the WMR must continue to be supplied from the Potomac River, as no other major source is available.
- The discharge of the Potomac River near Washington, D.C. which now supplies a major part of the municipal water for the region will continue to be more than adequate for the municipal water requirements at all times for many years into the future under the worst drought recorded to date – except for a period of about three months during the summer, in occasional years, when additional water will be needed.

- The feasibility of augmenting the water supply in this way is indicated by the fact that, during the 1966 drought, plans were actually made by the Washington Aqueduct to install such facilities – although these plans were dropped as soon as the drought subsided.
- Fresh water in natural storage in the estuary is largely composed of the same kind of water which is now used for a major part of the municipal water supply in the WMR. The discharge of the Potomac River into the estuary is sufficiently large during every year so that the upper estuary is thoroughly flushed several times.
- Many people have the idea that brackish water in the upper estuary will move upstream when water is pumped for municipal use. However, this is not the case, because the volume of waste water returned will actually be greater. This is so because the waste water includes a major portion of the water pumped from the estuary, together with water imported into the Potomac River basin and a relatively small amount of water from other sources.
- It is likely that no supplemental water at all will be needed in 27 out of the 40 years from 1970 to 2010. This makes it difficult to justify the construction of massive dams and reservoirs for this purpose when a less expensive estuary pumping system will suffice.
- Construction costs: Phase I of the proposed pumping plants for the Washington Aqueduct with a capacity of 400 million gallons a day would cost an estimated \$4.7 million. The cost of Phase 2, with an additional 400 million gallons a day capacity would be approximately \$4 million. This is only a fraction of the \$393.3 million (1962 price index) required to construct 16 major dams and reservoirs that have been proposed to regulate the flow of the Potomac River – not to mention their adverse effect upon the ecology of the entire river basin.
- Cost of operations: Total annual cost for the pumping plant of the Washington Aqueduct in low-water years would rise from \$379 thousand in 1970-80 to \$544 thousand by 2010 as the amount of electric power used for pumping increases. Again, this is only a fraction of the \$20.8 million average annual cost estimated for the 16 major dams and reservoirs proposed.
- Capacity: The initial capacity of the proposed Washington Aqueduct Pumping Plant should be 400 million gallons a day to take advantage of lower costs with large size, although this capacity will not be fully used for over 20 years. At that time, an additional 400 million gallons a day of capacity should be installed. This capacity allows for a minimum flow from Great Falls to the estuary of 100 million gallons a day, the all-time minimum flow that occurred over Little Falls in 1966. (This flow down the river channel is considered necessary to avoid an adverse effect upon the ecology of the area.)

The practical simplicity of the Potomac Estuary Plan is clearly demonstrated in this schematic profile by Ellery Fosdick which shows existing and proposed facilities for supplying municipal water to the Washington Aqueduct – the major supplier of water in the Washington Metropolitan Region (WMR).

During occasional periods of low flow, the use of water held in natural storage in the upper estuary – rather than resorting to regulation of the Potomac River flow by manmade reservoirs – would avoid the adverse effects of large dams and reservoirs upon the environment of the Potomac River Basin, and do so at a fraction of their cost.

DONORS TO ASSOCIATION FUNDS

Many Thanks to Our Generous Donors

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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.

Canal Society of New York State Visits C&O Canal

Dave Johnson and Rod Mackler guided a "scouting party" from the Canal Society of New York State (CSNYS) through the sights of the central part of the C&O Canal, November 8 and 9. They toured significant landmarks from the Monocacy Aqueduct to Fort Frederick/Big Pool. Members of the scouting party will select from among the sites they saw for a bus tour by CSNYS members on a field trip next May.

The itinerary included the Point of Rocks railroad station, Lander Lock and the Catoctin Aqueduct, Brunswick, Sandy Hook, the Antietam Aqueduct, Shepherdstown river lock, Ferry Hill, Dam 4 and Big Slackwater, McMahon's Mill, Williamsport, Dam 5, and Four Locks. The group enjoyed lunch at the Bavarian Inn in Shepherdstown and Rose's Desert Café in Williamsport.



Above right photo - Dave Johnson (far right) explaining the Big Pool basin to (from left) Dave Wahl, Rob Mangold, Wendy Mangold, JoAnn Wahl, Michele Beilman (CSNYS executive director), Dave Kipp, and Dave Beebe.

Right photo - Members of the CSNYS lunching at Rose's Desert Café, clock-wise from lower left: Rob Mangold, Wendy Mangold, Michele Beilman (CSNYS executive director), Dave Johnson, Dave Wahl, Dave Kipp, Dave Beebe, and JoAnn Wahl.



Photos by Rod Mackler

2014 Douglas Hike and Dinner

By Marjorie Richman for the Program Committee

Undaunted by the cancellation of the 2014 Thru-Hike, we now have turned our attention to sponsoring a special weekend event to mark the occasion of the 60th anniversary of the Justice Douglas hike.

Mark your calendars for the weekend of April 25-27, Friday night to Sunday, for two days of hiking and camping at a well-appointed campground near Williamsport. We will have campsites situated along the banks of Conococheague Creek as well as a shelter for evening gatherings. For those who prefer beds to tents, there are motels in Williamsport as well as cabins in the campground.

The weekend will begin Friday evening with a happy hour and dinner at the campground. On Saturday, all Douglas hike participants, those in Williamsport as well as those joining us for only one day, will meet at Cushwa Basin. We'll follow the usual Douglas hike format, offering three choices of hikes followed by happy hour, dinner and a program at a location near Williamsport. On Sunday, there will be other options for those who want to enjoy another day of hiking on the Towpath.

We will offer a complete package price for tent camping, all meals, and the Douglas dinner as well as separate fees for those who will not be camping.

More information will be sent to members via the blast email messages as plans progress. A complete description of weekend activities and a registration form will appear in the March issue of *Along the Towpath*. Friends and family are welcome. Please plan on joining us for an active weekend of camaraderie and hiking.

On The Level

By Level Walker Chair Steve Dean

This report includes Level Walker activity for August, September and October. A 16-day park closure in October idled the level walkers, but many returned to their levels as soon as the park reopened. Fall is one of the best times to walk, and level walkers covered 49 of the 69 locks during the late summer and early fall.

Level Walkers are frequently asked to take on extra projects for the National Park Service (NPS). One project that was recently started is an endeavour to locate all signage within the canal park, and photograph and collect information about the signs. This effort is being performed by a small group of walkers and requires use of a special GPS device. A lower-technology project is in response an NPS request to locate and identify locks within the park. Both projects help the NPS out as it faces increasingly more work for fewer employees. One thing level walkers can say for certain – there are a lot of signs and locks in the park!

Level walkers Rod and Sara Putman, Carl Pederson, and B.K. Lunde recently left the ranks of level walkers. Thanks to all of them for their past service to the Park and the Association. I am happy to welcome new level walkers Mark Brugh, Roxanne and Rafi Krigman, and Bridget Sisson.

Winter is a special time to enjoy the canal. Perhaps I will run into you out there – I'll be the person hanging around the culverts.

Level 1 Tidlock to Incline Plane John Barnett and Judy Wyantt report

14 August Key Bridge was a mess as was the path up to Canal Road. There is slight erosion on north side of the canal, just east of Key Bridge. There's a high wall there and it looks as if water leaks through and/or under it and washes the surface of the trail. It's not serious -- yet. **John and Valerie Wheeler, with John Barnett, report 31 August** John and Val joined John Barnett on August 31 for a great introduction to Level 1. John Barnett shared what he has done over the last 14 years and it is impressive. The park and anyone enjoying this portion of the towpath have been fortunate to have John's dedication and care. **John Barnett and Kathryn Powers report 6 September** I never cease to wonder at the amount of stuff that can accumulate in less than a week since our last coverage. Kathryn was kind enough to brave the jungle at the north end of the Aqueduct and pick up two small bags of junk from that completely overgrown area. We are fortunate to be able to add Kathryn to our little group. **John Barnett reports 7 September** The weather's so good today I decided to hit the Incline Plane up-to-Aqueduct section. As usual, I only filled a user bag with debris from Incline Plane to Aqueduct. **John Wheeler reports 13 September** Even though we'd been on the towpath two weeks before and John Barnett and Kathryn Powell had walked the previous Friday, there was still lots of trash at hidden locations, which are probably favorite sites for homeless people. **John Barnett reports 26 October** I picked seven (count 'em) small bags worth of trash inside Aqueduct - most of it in the jungle formed at the north end. One of these days, I'm going take hedge clippers and a sturdy rake over there and wipe out that stinkin' jungle. It looks like Hades and is an irritant to those of us concerned with the appearance of the place.



New Odor Abatement Facility on Level 2. See story on Page 9 for further details. - Photo by Rod Mackler

Level 2 Incline Plane to Lock 5 Jude and Mary Fran Franklin report 25 September The towpath was not very clean. We encountered some through-bikers from Pittsburgh who were near the end of their journey. We reported an injured deer to the park service. **Rod Mackler and Susan VanHaften report 22 October.** It was as much a reconnoiter as a true level walk, checking to see what had changed since our last walk, especially with the closure. Conditions were good. The cleaned-up odor abatement area looks good. Thanks to NPS for the efforts in the area.

Level 3 Lock 5 to Cabin John Creek Caroline and Bill Triplett report 11 August There were some significant muddy potholes between Locks 5 and 6 that narrowed the towpath. They were perhaps caused by the heavy rain and vehicle traffic. The towpath was freshly mowed, which made the path very inviting.

Level 4 Cabin John Creek to Lock 14 Larry Hefflin reports August through October Towpath was monitored over numerous walks. Conditions were good and no issues were reported. The towpath has been re-paved from Lock 11 to above Lock 14. This excellent topping of compacted clay, sand and gravel is much appreciated by all. **George Kennett and Mary Wheeler report 28 September** We noted good conditions on the level.

Level 5 Lock 14 to Bridge at Cropley John N Maclean reports 8 August I hadn't done the walk in several months and was pleased to see that the canal now has water in it for the first time since the breach. There is still heavy algae growth in the canal and many fallen trees in the water. The canal in this stretch is still a long way from being restored as a fishery, canoe path, and sight for sore eyes. There was almost no one on the towpath, partly because it was a weekday but also because of threatening rain, which in fact materialized. **Jim and Jan Heins report 24 August** We noted the resurfacing of the towpath. Equipment is parked near Carderock, apparently to be continually used. The towpath was quite clean, though doggie waste continues to be an issue on this level. We noted half a dozen paddle boards on canal around Angler's Inn. **John N Maclean reports 30 October** The water is flowing through this previously unwatered section, thanks to the repair of the breach above the Cropley Bridge, and the general water conditions seem much improved in the weeks since the flow started. There is less algae and the water is clear. Water levels appear sufficient to once again support a vibrant fishery, though I saw only a scattering of blue gills and no bass. The fish will have to get busy next spring and make a comeback. The fall colors were at their height. Absolutely gorgeous.

Level 6 Bridge at Cropley to Lock 20 John N Maclean reports 8 September It was a busy Sunday on the towpath. The heaviest use was by walkers, with perhaps 20 or more in sight nearly all the time. The big event was the

appearance of a black snake on the towpath just above the Copley Bridge. The snake drew a crowd as it slithered across the path and into the canal water, disappearing into the foliage on the far bank.



Bridge at Marsden Tract. Photo by John N. Maclean

Level 7 Lock 20 to Lock 21 Bill James reports 21 August The canal is not navigable by kayak/canoe, due to a heavy mat of water weeds above Swain's lock due to a very low water level. A deflated black plastic raft lies near the water pumping station just below Milepost 16, on the far side of the canal. **Nancy Benco reports 12 September** Towpath is in good condition; leaves are starting to fall, covering the edges of the woods and canal. Water was relatively high – about one foot below towpath. **Bill James reports 25 October** The level is watered but the water level is low. The black raft is still on the edge of the canal.

Level 8 Lock 21 to Lock 22 Karen and Steve Appleton report 31 August The towpath was clean and in excellent condition. Both the Swains and Pennyfield areas appeared to be well maintained. **Joe D'Amico and Amy Proft report 5 September** Large areas of the canal were covered in algae blooms, most notably closer to Swain's, but visible almost all along the route. The area seemed dry from recent lack of rain and some tree leaves were already starting to turn color and drop off branches. **Jack and Karen Forster report 19 October** Water level was medium from recent rains with some small puddles on the towpath, which was slightly damp everywhere. Swain's lock house has had major work on windows and paint, and looks much better. Many folks commented that they were glad to be back on the canal after the government shutdown.

Level 9 Lock 22 to Seneca Aqueduct Rita and Paul Marth report 14 August The towpath was not bad at all. We found quite a lot of trash in an area where a grassy field led to the riverbank just below Seneca. There we found a partly deflated raft, a container of oil, and many, many beer cans. We hauled all this stuff up to Seneca, intending to leave it and bring the car up to collect it. But just as we got there, someone from the Park Service came up in a truck, thanked us for collecting it, and took it away. **Patricia Vucich reports 1 September** Dierssen was mostly mud and weeds. McKee-Besher had water and lots of duck grass, which looked from a distance like a well-groomed golf green. All in all, a good day to be on the Canal path, although I was unable to complete the level due to heat fatigue. **13 September** A gorgeous day for hiking. The canal was watered! There was about 12 to 18 inches near Lock 22. **John McGraw reports 20 and 23 September** The area was very clean. I observed several large trucks bringing in towpath surface materials to the Violettes Lock area. I talked to one through rider who said he was spending five days to ride from Pittsburgh to Washington.

Levels 12 Sycamore Landing to Edwards Ferry Carol Ivory reports 7 September I started at Sycamore Landing. There was a lot of hunter-related activity along the road. I collected a large amount of fishing-related trash and beer

containers right at the gate from the parking lot to the towpath and across the towpath along the river. Edwards Ferry looked pristine at first, but there was quite a lot of trash around the boat launch area.

Level 14 Harrison Island to White's Ferry Bill Holdsworth reports 29 August I walked the level with my loyal dog Myrna. The towpath was muddy in spots, but nothing unusual was noted.

Level 15 White's Ferry to Lock 26 Bill James reports 25 September Pieces of fallen tree branches were removed from the path in many places. Mowing is up to date, no larger obstacles on towpath. This level has a large amount of re-growth and fallen trees in the canal and on the banks. I assume it is the NPS policy not to attempt to keep it clear.

Level 16 Lock 26 to Monocacy Aqueduct Mike Cianciosi reports 21 September There was so little trash this time and last that I might have to start bringing smaller bags. There is still a small logjam behind the Monocacy Aqueduct. This logjam formed over a year ago, and has some green plant life growing on it; it is turning into an island.

Levels 16 through 18 Lock 26 to Point of Rocks George Kennett and Mary Wheeler report 28 September It was quite an active day on the towpath. The towpath was in good condition, though Level 17 was in need of mowing. Nolands Ferry was cleaner than usual.



Charles F. Mercer laid up for the season. Photo by Nancy Benco

Level 17 Monocacy Aqueduct to Nolands Ferry Earl Porter reports 1 August The towpath was pristine, but the parking lots were trashy. NPS mowers were working in the area. **24 September** The towpath was in perfect condition. I met some NPS workers who were making preparations to shut down the park if it became necessary. They advised that the Monocacy Aqueduct arches would be cleared in the next month. **Marion Robertson and Laura Gilliam report 6 August** The Monocacy area and the towpath were recently mowed. There were the most puddles we have ever seen, which made slow going as many were entire width of towpath. We encountered 16 middle school age boys who were going fly fishing in the Monocacy. The most unusual find was a sack of potatoes at Nolands Ferry.

Level 19 Point of Rocks to Catoctin Aqueduct Lynn and Jim Walker report 15 August Vegetation at the sides of the towpath had been recently mowed. Interpretive signs and other park facilities were in good condition. **5 and 8 September** The towpath is in good condition between mile 51 and the Catoctin Aqueduct, and between Point of Rocks and Lock 29. In contrast, there are mud puddles in ruts/potholes between Lock 29 and Mile 51, and between Catoctin Aqueduct and Mile 52. The canal is dry throughout, with a mud bottom, many fallen trees, and trees growing in the canal prism. **28 September** There is a great deal of trash strewn back into the tall weeds adjacent to the boat ramp parking lot, some of which is very smelly (plastic bags of unknown trash and multiple strewn chicken liver containers). I will pick up

more of the recyclable cans and bottles as the weeds die back. There is a new road entrance gate at the Lander Lockhouse, possibly in preparation for the park closure. **Kevin and Elizabeth Shaner report 17 August** The level was in great condition. Many people were out enjoying a Saturday on the canal.

Level 20 Catocin Aqueduct to Lock 30 Doug Zveare reports 4 August The entire Catocin Creek Aqueduct was free of trash, with the exception of one bottle of soda sitting on the berm parapet. I made sure to walk down the berm parapet to retrieve it, wondering what the mindset is of a person who would do such a thing to a structure of such beauty. Due to an abundance of precipitation this year the entire level is completely covered with all forms of growth. Culvert 86 erosion was repaired with clay filler and gravel, though some cracking was evident at towpath level. I will continue to monitor the culvert. **20 September with Ann Schuster** It was a pleasant day to walk and there was only minor debris on the towpath. **29 September** There were many bicyclists on the towpath today. They appeared to be in an organized ride and set up camp at the Brunswick campground. The towpath from the Lock 30 area to the campground is shared by a roadway to the camp facility. There are towpath users of all age groups. While many drivers use their heads and drive slowly, many others are traveling at 40 or more MPH – way too fast for a hiking/biking trail. The speed limit, whatever it is, is largely ignored. **Don Peterson reports 16 August and 20 September** I walked the level twice and focused my effort on cleaning up the Brunswick boat ramp area and the nearby fishing and picnic area/party site on the Potomac River. **Mike and Judi Bucci report 19 October** There were very few puddles despite heavy a downpour 24 hours ago. The aqueduct still has log debris. We noted the repairs to Culvert 86 and they appeared to be holding up. **Don Peterson reports 20 October** Trash was minimal at the Brunswick boat ramp, probably because of the 16-day shutdown.

Level 21 Lock 30 to Lock 31 Karlen Keto reports 4 September I clipped numerous thorny branches that could harm towpath users. Most trash was at the Brunswick boat ramp.

Levels 21 and 22 Lock 30 to Lock 33 Ed Rhodes reports 9 and 10 September There was very little trash on the towpath. However, I did big clean-ups at Sandy Hook and Weverton.

Levels 22 Lock 31 to Lock 33 Karlen Keto reports 24 August I am glad that the area was so popular on this Saturday! However, I do prefer to walk during the week when I can actually stop to converse with the users. Everything looked well and there was new gravel on the towpath at Harpers Ferry. The level was recently mowed. **Doug Zveare and Ann Schuster report 28 September** Towpath conditions were good on this quiet weekday walk.

Level 23 Lock 33 to Dam 3 Karlen Keto reports 16 September The railing on the east side of the foot bridge from Sandy Hook Road over the canal just upstream from Harpers Ferry is continuing to deteriorate. The towpath had minimal puddling from a morning rain. Recent mowing and trimming were evident.

Level 24 Dam 3 to Dargan Bend John and Elin Haaga report 14 September It was a lovely morning, just starting to feel like fall. The towpath was in excellent condition. Several kayakers were getting ready to put in at Dargan Bend. **Karlen Keto reports 15 September** The towpath was in great shape. As always, faithful dog Chessie helped with this walk.

Level 25 Dargan Bend to Lock 37 Karlen Keto reports 3 September No towpath issues were noted, except that the erosion at Culvert 97 is still an issue. I noticed that the downspout on the SE corner of the Lockhouse 37 is directed to the foundation. An extender should be attached, perhaps. There is what looks like an old splashboard very near the spout.

Level 26 Lock 37 to Antietam Aqueduct Jack and Karen Forster report 22 September The towpath was clean. Leaves are starting to fall but there is no color yet. The towpath arch of Culvert 100 is still slowly falling.

Level 28 Lock 38 to Lock 39 Bill Warren reports 26 August I collected no trash on the towpath, but when I got back to the parking lot, I found two small bags filled with beer cans and left near the port-a-toilets. Interestingly, all 23 beer cans were one brand – Miller Lite – and probably indicate a single

fishing or college get-together where the participants could bring a full case of beer, but not take the empties home.

Level 29 Lock 39 to Snyders Landing Elliot Krafur reports 30 August The towpath is in remarkably good condition, with the verges mowed and no rubbish evident. Recent rains have left the Potomac cloudy and well above the usual late summer levels. **Steve and Joni Bittner report 30 August** There was minimal use on such a pretty day. A downed tree limb was blocking over half of the towpath at Mile 74.6. We were able to remove most of it so the entire towpath was passable.

Level 30 Snyders Landing to Lock 40 Margie Knott reports 23 September It was a gorgeous afternoon to be out on towpath; a little cool, but lots of welcome sunshine. No problems or trash were found.

Level 31 Lock 40 to Marsh Run Culvert Bill Warren reports 25 August The towpath was generally in good condition because of all the repair work that has gone on, but the repeated heavy rains of this summer have left several sizable mud holes along the trail, some so expansive that walkers and bikers have to take to the grassy verges to get around the mud.

Level 32 Marsh Run Culvert to Dam 4 Catherine Fenselau Cotter reports 20 October The towpath surface was in good shape despite heavy rains the preceding week. At least one very large tree was down across the canal, and two had recently been cut down and into pieces near the towpath.

Level 33 Dam 4 to McMaho's Mill Dick Stoner reports 28 September The river is low and the water appears still, like a lake in the Slackwater. Downed limbs and dead wood are the only items that could use attention, but there are still piles from when Big Slackwater project was done, so it may take a while.

Levels 33 and 34 Dam 4 to Opequon Junction HBO Nan Johnson reports 22 September The towpath was clear of debris. No puddles even after yesterday's rain. The steep hill at Dam 4 has a six-inch deep rut from erosion. The parking areas were very full with a fishing tournament going on in the river.

Level 34 McMahon's Mill to Opequon Junction HBO Tom and Bob Perry report 15 August We were both amazed how clean our level was. Each time I go into that area I am pleased with the stabilized condition of the towpath and only hope that it holds in face of floods that will surely come.

Level 36 Lock 43 to Falling Waters Dick Ebersole reports 22 August The towpath is in good condition and the grass has recently been mowed. Lock 43 and its lock house seem to be in stable condition.

Level 37 Falling Waters to Lock 44 Jim Tomlin and Andy Harbert report 31 August The towpath was cleaner than usual. Perhaps there was a clean-up before Williamsport Days. It was a little muddy at downstream end of the level from recent rains, but there was no erosion evident. Level 37 is clear, litter-free, and is in good shape for walking and cycling.

Level 39 High Rock Quarry to Nettle RR Bridge Piers Jean Swank and Bill Hibbard report 14 September The towpath was in very nice condition. There was very little trash, and we picked some up on Level 38 on the way home.

Level 40 Nettle RR Bridge Piers to Dam 5 Bill Hibbard and Jean Swank report 14 September We encountered two hikers from New Mexico who were hiking from Washington to Cumberland. They mentioned not finding water at some places. We photographed some of the park signage in the area.

Level 44 Fort Frederick to Ernstville James Biasco reports 28 October Towpath in good shape with some muddy spots. The level was quite clean.

Level 47 Little Pool to Hancock Lisa Hendrick reports 7 September Early September felt a bit like fall when I walked my level on a mid-Saturday morning beginning at Little Pool. It was a delightful sunny day to be out enjoying the towpath in the mild weather and there were even some late summer wildflowers blooming. The towpath was in excellent shape, having been mowed on both sides, and there were only a few sticks to remove.

Level 48 Hancock to Round Top Cement Mill Michael and Judi Bucci report 10 August The towpath was in good condition with minimal trash. Culvert 185, just below the White Rock camp, continues to have two sink

holes. One is 82 inches across and 36 inches deep, the other is 120 inches across. **Tom and Marsha Dulz report 18 September** The towpath was relatively clean. One camper was at White Rock. We passed him later, pushing his bike with a loaded trailer. He looked as if he could be living on the trail.

Level 49 Round Top Cement Mill to Lock 53 Kristin Zimet reports 27 August The towpath was clear. I moved many small branches and middle-size branches off the trail. I met a young couple from Baltimore on loaded bicycles; they had been camping and fishing for two days and were heading home. They said this is their "special place" and they fear the sequester might affect the park. **Paul Petkus reports 28 September** Walking the level was my very small contribution to National Public Lands Day. Leaves are beginning to litter the towpath in areas. Although still predominantly green, patches of red, orange, brown, and yellow are seen on Round Top and other hills in the area. The towpath is well maintained overall. The lock, campground, waste weir, culvert, and cement mill areas are all in good condition and have been mowed.

Level 51 Dam 6 to Sideling Hill Aqueduct Bill Holdsworth reports 5 September Level 51 was all mine on this beautiful, late summer weekday. I didn't encounter anybody on the towpath. I only saw two bicyclists on Western Maryland Rail Trail. The level was in good condition.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Tom Aitken and Candee Schneider report 20 October It was a great day to be back on the trail. The closure may have only been 16 days, but it seemed a lot longer. There were several downed limbs that we tossed aside. The towpath is in good shape but is covered with a smattering of dead leaves.

Level 53 Fifteen Mile Creek to Lock 59 Tom and Marsha Dulz report 15 September The towpath was in good condition and the edges were mowed. We noted a couple of paulownia trees, which are invasive. These trees were reported to the NPS. **24 September** The towpath was in good condition. There was light activity and two support vehicles for bicycle tours were noted. The river level was low and the water was clear.

Level 55 Lock 60 to Culvert 208 Paul Petkus reports 24 August The towpath was well maintained, as always. The brush lining the towpath has been trimmed. The areas around the structures have been recently mowed. Lock 60 was in good condition, and Culvert 208 shows no further sign of degradation. The toppled tree near Mile Marker 151 that was reported in June has been removed. **Paul Petkus reports 26 October** The towpath is in great condition. A few sticks needed to be moved off of the towpath, but nothing noteworthy. Conditions are drier than they have been at other times of this year, but are essentially the same as they were one year ago. There were numerous hikers and bikers out on this typically quiet section of the canal.

Level 59 Tunnel Parking Area to Opposite Little Cacapon Bob Mischler reports 30 August The towpath was in very good condition. There were a lot of limbs down due to the recent thunderstorms – I cleared all of the large ones and most of the smaller debris that was in the way. The level is in need of mowing.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct Jonnie Lefebure reports 6 September The grass was mowed and brush trimmed back on the level. I noted 35 bicyclists going south. All but a few were with camping equipment. It looks as if they had started at Cumberland that morning and were making a three-day thru-ride to Georgetown. Weather was perfect.

Level 61 Town Creek Aqueduct to Lock 68 Steve Johnson reports 7 September This is five visits in a row where the canal is spotless. The towpath is clean, well graded and the brush was recently cut. The lock house porch at Lock 68 could use some attention. The wood decking is rotting away.

Level 62 Lock 68 to Oldtown Tom and Marsha Dulz report 17 September The towpath was in good condition with light trash. The canal is watered but clogged with weeds. It is clearer downstream from Mile 165.5.

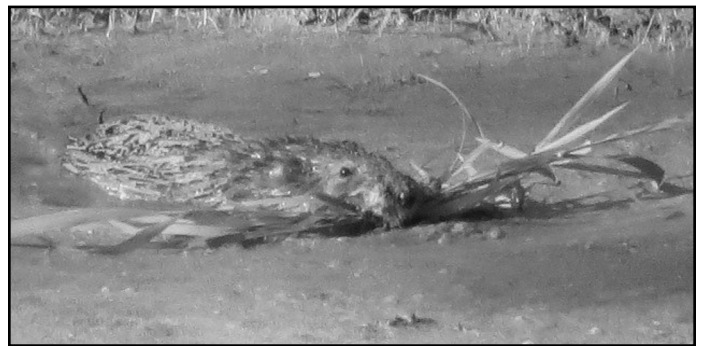
Level 64 Kellys Road Culvert to Spring Gap Nasra Sakran reports 4 August There was not much trash at all. An uprooted tree is between the towpath and the canal between mile markers 71 and 72. It is not in the way; it is leaning against another tree.

Level 66 Lock 74 to Mexico Farms Bob Mischler reports 20 September The towpath is dry and in excellent shape the entire distance. I cut back some thorny rose. There were only a few wrappers along the towpath with most of the trash coming from the North Branch parking and picnic area.

Lisa Hartman reports 27 October There were several downed trees and/or large branches in the canal around mile 177. No problems were noted with the towpath or structures.

Level 68 Evitts Creek Aqueduct to Wiley Ford Bridge Bob Mischler reports 16 August The level must have been recently cleaned as I only picked up a few pieces. It is mostly un-watered except a few spots of a slimy green liquid which I would call "ick", not water.

Level 69 Wiley Ford Bridge to Cumberland Terminus Bob Mischler reports 2 August The towpath was in excellent condition. The mowing appeared to be fairly recent. **16 August** The level was in good condition. I gathered data for the NPS padlock inventory project.



Mallards, beavers and turtles are still much in evidence in the fall. Duck by John N. Maclean, beaver by Paul Petkus, and turtle by Doug Zveare.

Volunteers in Parks

Garlic Mustard

We had a good turnout this past spring to help with the initial efforts to remove garlic mustard from the C&O Canal NHP. However, that is precisely what it is – an initial effort.

In 2013, we had 38 volunteers who spent over 220 hours pulling and disposing of more than 250 large bags of garlic mustard. That is great, but only a small segment of the problem. Pulling the plant one time does not eradicate it. We have to come back for three to five years, every year, to hopefully remove it from that specific area. If we miss a year, we basically have to start over again.

We will be making another push for getting you involved in 2014. The efforts start in March so one way or another, you will hear more about this as “Uncle Sam Needs YOU” or, in our case, the park and the Association need YOU - (to help us).

This is also a big Thank You to those who have been diligently helping us to date.

Volunteers in Parks (VIP) Activity

Due to volunteer involvement by other groups, the VIPs have lately been asked to provide a more narrow scope of support requiring a higher level of skill and difficulty for the most part. As a result, the main efforts this year have dealt with: some painting; fence replacement; the installation of a number of wayside and other signs; and some bike racks

An interesting aspect of these installations is how fast these signs and racks are used once installed. Almost without exception, visitors will stop to read a sign we have put in before we even leave the scene. The bike racks end up with bikes parked in them just as

quickly. Our efforts are very much appreciated and there is obviously a need for these items.

Hopefully, in 2014 we will once again expand our variety of opportunity for members of our association to help us to maintain the beauty and improve the desirability of our park.

Notice to all VIPs

I am in the process of updating my contact list. I ask all VIPs who have not responded to my notice about confirming their desire to continue to receive VIP emails to please contact me by December 31. I will assume that anyone I don't hear from by then will prefer to be removed from that mailing list.

–Jim Heins



NPS' Heidi Carbaugh with Association VIPs Jim Biasco and Craig Roberts install bike racks at the Williamsport Visitor Center - Photo by Jim Heins

Fall Tree Walk at Violettes Lock By Carol Ivory

A group of 23 tree lovers enjoyed perfect weather and brilliantly colored leaves on November 2. The group, led by Carol Ivory, walked from Violettes Lock down to Blockhouse Point. They noted the variety of color in the leaves and puzzled over vines and some invasive plants. It was warm enough that some turtles were out sunning themselves. They also observed bladdernut trees close to Violettes Lock. These are small trees with an attractive seed pod. They also learned that ash trees are male and female – it's the female trees with the seeds! As an added treat the group observed a bald eagle flyover and enjoyed a blue heron fishing in the canal.

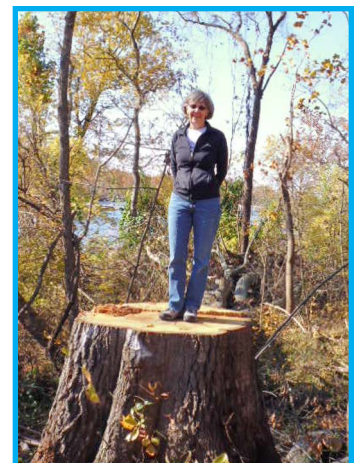
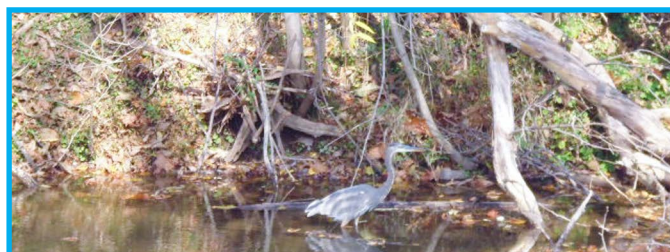


Left – Autumn colors along the canal.

Below – Blue heron fishing in the canal

Right – Tree walker Karen Harrison on a fresh stump near Violettes Lock

Photos by Carol Ivory



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***

Lessons from Those Boating on the Canal

Over the years a large number of interviews with people who lived near or worked on the canal were done by volunteers and C&O Canal National Historical Park staff. In addition, there are a number of reports made by people making recreational trips on the canal. These resources are now being transcribed, annotated, and imported into pdf files for future release to the public.

Working in this material reveals its value, despite the incorrect information and misunderstandings about the canal that proliferated in every era, and the unreliability of human memory. What follows are some examples of the lessons to be learned from people who once boated on the canal.

The Trip of the New “Rudder Grange”

On August 23, 24, and 25, 1894, a group of thirty-four young adults, accompanied by an older man and woman (serving as chaperones) journeyed from McCoy's Ferry and Hancock (where some boarded and left on the return) to and through the Paw Paw Tunnel and back. They named the freight boat on which they made the trip the *New “Rudder Grange”* after the boat in a popular fiction story of the time.¹ One of their numbers, William Frantz, kept a journal of the trip.

Most interesting is Frantz's description of the boat and its transit of the canal. He refers to their having use of “two cabins: One divided into two rooms was a general utility cabin while the other was used for store room and kitchen.” In what follows it is clear that one is the hay house in the middle of the boat and the other the crew's cabin at the stern. Significantly, other sources also speak of the hay house as divided into two rooms—one for hay and one for other storage or sleeping space.

Frantz also describes the mules crossing the drop board in these terms: “When the mules go down, one of the men catches hold of their tails to steady them and keep them from breaking their necks.” He describes their crew as: “the captain, first mate or steersman, and Slicky, the tow-boy”.

The Log of the Good Ship *Joruva*

Between August 23 and September 1, 1923, three men made a trip in a 20-ft. long canoe, largely on the canal but sometimes in the river, from the Virginia shore opposite Seneca, to Cumberland and back. A “log” was kept by R (“Eddie”) Wagstaff, who states that they named the canoe the *Joruva* after three girls: Josephine, Ruth, and Virginia. Given the fact that a major preoccupation of the men is “pretty girls” encountered along the way, one is inclined to assume they are young and still “footloose and fancy free.”

Of interest is their situation with regard to canal way bills that every boat was required to have to determine the toll they paid for the use of the canal that was based on the parts of the canal traversed and what cargo, if any, it carried. Their way bill (apparently purchased before the trip began) was from Point of Rocks, some 25 miles up the canal from where they started. Lacking a way bill for the canal below Point of Rocks, they used the river for a ways above Seneca before abandoning it due to rocks and shallow water. They

portaged to the canal, entering it somewhere between Lock 25 and Whites Ferry. Their first lock, therefore, was Lock 26, where they “successfully bluffed [their way through it] by paying fifteen cents for two quarts of milk and a ten cent tip.”

In his *Towpath Guide*, Thomas Hahn² noted that Lock 26 “was once known as Milk Lock.” Significantly, the *Joruva* document is in the Hahn collection at the Gelman Library, indicating that he had possessed it and was almost certainly familiar with it. As the men on the *Joruva* give other locks whimsical names based on their experiences at them, it is very possible that Hahn's *Towpath Guide* note about the lock's name reflects only the name given it by the men on the *Joruva* as recorded in Wagstaff's log and not a local name for the lock derived from some keeper, as was usual when locks were known by a name rather than a number. This possibility is supported by the fact that Hahn commonly collected and casually used information from anecdotal sources that are often problematic; as well as by the fact that no record has been found of a keeper named “Milk” serving at this lock or any other association between milk and the lock.

From the *Joruva* journey we also learn that the current in the canal was very strong as they approached Inlet Lock 4. This is not surprising, given that this lock begins a new stretch of canal below Big Slackwater and that sufficient water to fill the canal must be taken in here as well as at Inlet Locks 5 and 8. It is interesting, therefore, that they do not mention a strong current at those locations.

Wagstaff mentions the grass that grows in the canal and describes the mower used by canal maintenance crews to cut it and leave it floating down the canal. He notes that the worst grass—so that it was difficult to get through—was encountered at Four Locks.

One of the accounts in the log is an excellent example of how humans often experience not reality, but what they have come to believe their experience will be. The lockkeeper at the Shepherdstown Lock (No. 38) informed the men that they would pass through a lock 19 ½ feet deep, leading Wagstaff to comment: “The *Joruva* had not locked thru any lock more than 12 feet high, so the 19½ foot lock promised a thrill.” In reality the typical lock on the C&O canal had 6 ft. of water when set for the downstream level, another 8 ft. when filled for the upper level, and 1–2 ft. between the surface of the water when the lock was full and the top of the lock wall—thus a total wall height from the bottom of the lock to the top, of 15–16 ft.

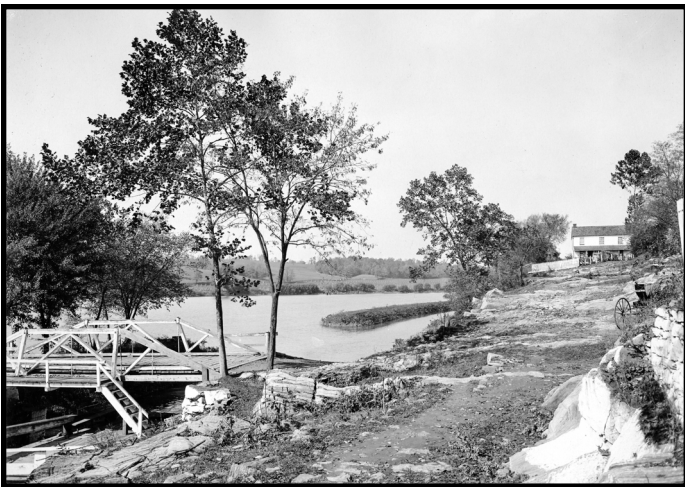
When at last the *Joruva* reached Tunnel Hollow (below the Paw Paw Tunnel) the crew learned that they had arrived at “the 19½ ft. lock, the highest on the canal”. When the lockkeeper and an assistant open two of the paddle gates at the bottom of the upper gates of the lock to fill it, we are told that: “The roar of the water in that lock was awe inspiring. The swell that came down that lock was a swell swell, but the *Joruva* road it without mishap.” In reality Locks 62, 63 1/3, 64 2/3, and 66 all have a 10 ft. lift to compensate for the fact that Lock 65 had been eliminated during the construction period and not built. These four locks therefore make up for a missing 8 ft. lift that Lock 65 would have provided, and result in locks that were 17–19 feet deep instead of 15–16 ft.

This is amusing, as they seem unaware that they had passed through a series of four locks—not just one—higher than most, and that the additional height was only a couple feet. Additionally, neither the paddles nor the lock gates were larger than those in other locks and thus the water admitted when the paddles were open was no more than usual. It simply would take longer to fill the deeper locks. It can be noted also that Davies³ measured Guard Lock 4 and Lift Lock 44 (the Williamsport Lock) and found they also had a 10 ft. lift and locks 19, 43, 72, and 73, all had a 9 ft. lift.

The Most Dangerous Place on the Canal

An NPS oral history recording was made in May 1974 with Clara Manning. Clara is particularly interesting as she was born on the boat that was captained for many years by her father, Harry Brown. When she was eight, her family left boating and her father worked in Cumberland for several years until assigned to Lock 62 at the bottom of Tunnel Hollow. Clara also boated for most of the boating season one year when she was about 16 or 17. Her maternal grandfather, Charles Fox, who was captain of Canal Towage Co. boats, had injured a leg and she assisted him and the crew while he was somewhat limited in his mobility. After marrying the son of the Mannings, who were the keepers at Lock 66 at the upper end of Tunnel Hollow, she and her husband left the canal.

When Clara was asked about dangerous places along the canal, she immediately mentioned the slackwater navigation areas and especially Little Slackwater. Unlike Big Slackwater where Inlet Lock 4 (at the lower end of the 3.28 mi. river navigation section) is 1.22 mi. upriver from its dam, Inlet Lock 5 at Little Slackwater, is located beside the dam, and therefore subject to the strong currents caused by the surface water flowing over the dam. To protect light boats that were less controllable in the strong currents and winds on the broad pool behind the dam, a long narrow strip of land had been built, creating a calm channel between it and the river bank where the towpath was. Heavy boats would come down on the outside of the strip of land.



Dam 5 area, with protective pier - Photo courtesy of the NPS, C&O Canal NHP.

Additionally, a "pier" extended from the river-side abutment of the upstream end of the Inlet Lock. Its purpose was to create a calm, protected entrance channel to the lock proper. Without such a wall, the entrance to the lock would be subject to the currents caused by the flow over the dam.

These efforts to protect boats coming downstream to the inlet lock resulted in a uniquely dangerous situation, requiring some complex maneuvering with the great, unwieldy C&O freighters. As Clara Manning describes it:

When the loaded boats would go down, when they'd get up to the edge of that pier, they'd have to swing out and go in like that, cut right into the lock.... Little Slackwater was a dangerous place, because the current was so swift there going over that dam, and if you'd get in too close to this pier and your boat would happen to hit that soft place, that would bounce you further out in the river, and that current would get against your boat — you'd pull the mules in off the towpath and all.

In effect, the boats coming downstream had to execute an S turn, first turning to the left to pass through the opening between pier and island, and then turning to the right to get lined up to enter the lock. When there was neither strong winds nor much current, this maneuver was apparently managed well by the boatmen. But the stronger the currents and the winds, the greater the risk of damaging the boat and/or the pier, or being pushed against the dam and possibly carried over it.

For the light boats headed upstream, a significant change had occurred by the time Clara Manning was boating with her grandfather. The channel between the strip of land and the river shore had silted up and had plants growing in it. In that situation even light boats had to pass between pier and strip of land to be pulled on the far side of it in the main pool of the river. That may have been the case as early as 1903, when the Kime boat went over the dam.

The Kime tragedy at Dam 5 took place on May 1, 1903, when a light boat under Captain Kime was caught in strong winds and currents as it headed out into Little Slackwater from the Inlet lock. It is unclear exactly what happened, but the boy with the mules may have released them from the tow rope because he believed that the boat was being swept toward the dam and would pull the mules into the river. The boat was indeed carried over the dam, with the result that Captain Kime died of injuries several days later, one of his daughters drowned, and another daughter, his wife, and a friend survived, but with injuries.

Clara tells us about this dangerous stretch of water:

The man that tended Little Slackwater Lock above [i.e. Lock 45], why, he always knew when it [presumably the river] was too high. He wouldn't let boats go around, you know, or anything. Of course, we never went around there in high water or anything like that, but I used to hear the old ones talk about how danger[ous] it was and everything.

Mrs. Mary Schroeder who, as a young girl, boated with her father, remembered her fear of the Little Slackwater. She mentioned one occasion in particular when her father wanted her to steer the boat through Little Slackwater and she refused:

Well, when I got to the lock, I got off the boat, I said I ain't steering around Little Slackwater and I didn't. We got the lock tender to take that one around. I was on the boat, but I didn't steer.

Today the strip of land is no longer recognizable except by a depression a little ways from the towpath along the lower section of Little Slackwater between the Inlet Lock and the cliffs where the towpath is on a ledge directly above the river. Also, the pier is either gone, or remnants of it are covered by the earthen berm at the upper end of the Inlet Lock, and a cement wall now fills the space where the gate would have been. Both the berm and the cement wall protect the lock from flood waters but make it almost impossible to imagine its appearance in the operating era.

Notes:

1. Frank Stockton, "Rudder Grange"
2. Thomas S. Hahn. *Towpath Guide to the C&O Canal*. (Multiple editions were published between 1982 and 1999.)
3. Davies, William. *The Geology and Engineering of the Chesapeake and Ohio Canal*. (Published in 1999 and sold through the C&O Canal Association.)

The Curious Tale of Marcescence

Did you ever wonder why some deciduous trees retain their leaves in winter? Evergreen trees retain their leaves, but deciduous trees normally shed their leaves entirely. Yet there are some varieties of deciduous trees that seem to be somewhere in between – neither fully deciduous nor of the evergreen variety.

The word for this phenomenon is “marcescence,” a botanical term meaning “withering but not falling off.” In other words, a plant part dies but is not shed. Leaves that remain on trees in winter are called “marcescent” (pronounced marCESSent).

As cold weather approaches, evergreen and deciduous trees react with different survival strategies. Retaining leaves, botanists believe, increases the amount of time a tree can absorb nutrients. Discarding leaves, on the other hand, may be better adapted to survival in areas with dramatic weather changes. During the growing season, through photosynthesis, valuable nutrients are accumulated and stored in the leaves, nutrients that might be in short supply in the soil. Deciduous trees prepare for winter by reabsorbing the nutrients in the leaves, thereby retaining some of last year’s nutrition for use in the next growing season.

As days get shorter, deciduous trees develop a layer of cells at the point where the leaf stalk meets the branch. When this layer, called the abscission layer, is fully formed, the transport of water and nutrients from the root of the tree to its leaves is blocked, and the leaves fall off. Marcescent leaves remain on a tree if the abscission layer is not fully formed. The most prominent examples of trees in our area that display marcescence are oak trees, particularly red oak (*Quercus rubra*), white oak (*Quercus alba*), and pin oak (*Quercus*

palustris); American beech (*Fagus grandifolia*), and American hornbeam (*Carpinus caroliniana*).

Although there is no definitive answer as to why there is marcescence, there is speculation as to the possible benefits for this type of survival strategy.



Marcescent beech leaves. Photo by Steve Dean.

Marcescent leaves occur primarily on the lower branches of big trees. One hypothesis is that leaves help retain snow and moisture, therefore leading to more moisture accumulation at the base of the tree in the spring. The leaves may also provide frost protection for twigs and buds during cold weather. Another study suggests that leaves on lower branches may deter browsing animals since buds and twigs are hidden by dead foliage.

An intriguing theory has to do with evolution. Marcescent leaves occur primarily on young trees. As the tree matures, it often becomes fully deciduous. Perhaps marcescence is an evolutionary phase, somewhere between evergreen and deciduous survival strategies.

Carol Ivory, a leader of nature walks for the Association, related to me a charming Native American explanation for marcescence: “The oak and the beech wanted to be like the evergreens and keep their leaves year round.

God said no, but granted a compromise – hence marcescence.” Whatever the reason, marcescence offers us many Kodak moments. Leaves with a dusting of snow or a thin layer of frost are a marvelous addition to the winter landscape.

To learn more, be sure to go with Carol Ivory on her next winter tree walk. Check the Association website or Meetup site for time and place.

Williamsport Canal Days

The C&O Canal Association provided transportation for visitors during Williamsport Canal Days Festival on August 24 and 25. Shown at left is one of the two antique farm tractors that took visitors on a tour of the city. The tractors stopped at several locations, including the Cushwa Basin, Lock 44, the City Park and the Springfield Barn. Association members, including Tom Perry, served as announcers on the wagons. The festival was well-attended on both days.

– William Bauman



Double Nature Walks at McMahons Mill

Bird Identification Walk

by Kurt Schwarz

September 28 dawned cloudy and cool in the 50s at McMahon's Mill. The Association held its annual fall bird walk that morning. The leader, Kurt Schwarz of the Maryland Ornithological Society, arrived at 6:30 a.m. and called up a barred owl, but the owl did not show itself during the walk. Other walkers arrived by the 8:00 start time, and the group set off. A total of 33 species were seen during the leader's scouting, the walk, and during the subsequent wildflower walk, though only 23 were encountered during the official bird walk. Warblers were present but elusive; however, a blackpoll warbler did give fair to middling looks. Highlights were a great egret, and two northern ravens.



Big Slackwater Wildflower Walk

by Carol Purcell

The day was cool and gray for our small group of wildflower watchers. One might say the same of the flowers, since the Park's mowers had been at work the previous week or so, eliminating all flowers along both sides of the towpath. Four of us had joined Kurt on his earlier bird walk and two more joined this group for the wildflower walk. We walked upstream from McMahon's Mill along the Big Slackwater stretch of the Potomac. Everyone chimed in on flower identification, while Kurt continued to point out various birds, making it a good naturalist's walk.

We indulged in lively discussions of which purple aster we saw, and decided to simply call them all purple aster, probably New England or smooth, since *Peterson's Field Guide to Wildflowers* shows eight pages of purple asters. There was a second variety, but again we left it without an exact identification. Other asters included the toothed white-topped aster, panicled aster, and calico aster. White asters seemed easier to identify.

Lamb's quarter (pigweed), garden phlox, and white snake root were scattered among the rocks and on the hill above the towpath. Wingstem and pale smart weed were added to the list along with tickseed sunflower (two kinds), poor-man's pepper, beggar's ticks, and mist flower, which looks like the tame lavender-blue ageratum we have in our gardens. Common nightshade and white vervain were also identified, as was clammy ground cherry. Another lively discussion was held with each goldenrod we passed, until the group agreed on elm leaved and zigzag for two of them, with a nod to a generic "goldenrod" for the rest. In this category Peterson's book shows 14 pages of goldenrods. There were low-growing pink sedums in clumps high on the rock walls, along with the leafy remnants of spring flowers, like columbine and coral bells.



Above left: A great egret seems to be ready for a boat ride. Photo by Kurt Schwarz.

Above: A variety of purple asters was observed by wildflower walkers. Photo by Paul Petkus.

Below right: Clammy ground cherry (sometimes called Chinese lantern) Photo by Paul Petkus.

Below: Sedum. Photo by Paul Petkus.

Below left: Tickseed sunflower. Photo by Paul Petkus.

Left: Northern raven. Photo by Kurt Schwarz.



Calendar of Events - 2014

Jan. 25, Sat., Continuing Hike Series, 10:30 a.m. Edwards Ferry (mile 30.8) upstream. MD route 28 west through Darnestown, left on MD 107, Whites Ferry Road, through Poolesville, left onto Edwards Ferry Road, follow Edwards Ferry Road to dead end and parking area at the boat ramp. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Feb. 2, Sun., Board Meeting, 1 p.m., Williamsport Town Hall, 2 North Conococheague St.

Feb. 21, Fri., Reservation deadline for March 1 banquet.

Feb. 23, Sun., Continuing Hike Series: 10:30 a.m., Williamsport Visitors Center at Cushwa Basin (mile 99.8) Exit 2 from Interstate 81 in Maryland onto US 11 west toward Williamsport. Stay straight where US 11 jogs left, right into parking area. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Mar. 1, Sat., Annual Meeting at Williamsport American Legion, 400 South Conococheague Street, opposite the Fire Hall. A "meet the candidates" hour begins at 1 p.m. Meeting starts at 2 p.m. with banquet to follow. Reservation form is enclosed in this newsletter.

Mar. 22, Sat., Nature Walk focusing on tree identification at Carderock recreation area, 10 a.m. First of three walks in the same location to observe seasonal differences. Bring water and a snack. Upon entering the recreation area, turn right and park in the third parking lot on the left. Walk will be off the towpath with some non-level walking. Bring a walking stick and wear sturdy shoes. Optional equipment: binoculars and your favorite tree ID book. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Mar. 29, Sat., Continuing Hike Series, 10:30 a.m., Brunswick boat ramp (Mile 55) upstream. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Apr. 5, Sat., Potomac Watershed Cleanup, 9 a.m. to noon. The Association will be operating or coordinating various sites

Apr. 6, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Apr. 19, Sat., Nature Walk focusing on wildflowers at Carderock. Meet at 10 a.m. at the Carderock Recreation Area. Contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

Apr. 25-27, Fri.-Sun, Douglas Hike 60th Anniversary. Two days of hiking and camping near Williamsport, with annual Douglas Hike and Dinner on Saturday. See article on page 12. Further details will be published in March newsletter. Contact Marjorie Richman at programs@candocanal.org.

Apr. 27, Sun., Nature Walk focusing on birds, Rileys Lock, 8 a.m. to about 11 a.m. Kurt Schwarz of the Maryland Ornithological Society will lead the group upstream. For more information, contact Marion Robertson (morobertson@verizon.net or 301-657-8992).

May 23, Fri., Deadline for Presidents' Day Breakfast reservations. Reservation form will be in the March *Along the Towpath*.

May 25, Sun., Joint Picnic, C&OCA and Friends of the Historic Great Falls Tavern, 5:30 p.m., aboard the *Charles F. Mercer* at Great Falls. Contact Don Harrison (donh811@verizon.net).

May 31, Sat., Presidents' Day Breakfast at 9 a.m. at Bill's Place in Little Orleans, Md., celebrating Association presidents and enjoying general fellowship. Contact: Marjorie Richman (programs@candocanal.org).

May 31, Sat., Continuing Hike Series in conjunction with the Presidents Breakfast: 10:30 a.m., Pearre Western Maryland Rail Trail Parking area (mile 136.2) downstream. Contact Pat White (hikemaster@candocanal.org or 301-977-5628).

Jun. 1, Sun., Board Meeting, 1 p.m., Williamsport Town Hall, 2 North Conococheague St.

Jun. 7, Sat., Nature Walk focusing on tree identification at Carderock recreation area, 10 a.m. Second in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

June 14-15, Sat.-Sun., Two one-day paddle trips on the Monocacy River. Frederick to Lily Pons (Sat.), Lily Pons to Potomac (Sun). Reservations required. Contact Barbara Sheridan (canoemaster@candocanal.org or 301-752-5436).

Jun. 21, Sat., Nature Walk along the towpath to view dragonflies, 4 miles total between Oldtown and Lock 68, meeting at 10 a.m. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.

Jul. 19, Sat., Paddle trip, Old Patowmack Canal, Va. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Aug. 3, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 9, Sat., Nature Walk along the towpath to view dragonflies, upstream from Pennyfield, meeting at 10 a.m. Contact Steve Dean for directions and details at levelwalker@candocanal.org or 301-904-9068.

Aug. 15-17, Fri.-Sun., Paddle trip in Paw Paw Bends area. Reservations required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug. 23-24, Sat.-Sun., Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

Sep. 1-4, Mon.-Thu., World Canals Conference, Milan, Italy. For more information see www.worldcanalsconference.org

Sep. 20, Sat., Paddle trip, Brunswick to Monocacy. Reservations required. Contact Bill Burton at canoemaster@candocanal.org or 703-801-0963.

Sep. 28, Sun., Continuing Hike Series: 10:30 a.m., Dam 5 (mile 106.8) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Oct. 5, Sun., Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct. 8-13, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

Oct. 25, Sat., Annual Heritage Hike. Hikes of varying lengths will be offered, followed by an evening dinner and program. Details will be published in September newsletter. Contact Marjorie Richman at programs@candocanal.org.

Nov. 1, Sat., Nature Walk focusing on tree identification Carderock recreation area, 10 a.m. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Nov. 23, Sun., Continuing Hike Series: 10:30 a.m., North Branch (mile 175.5) upstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Dec. 7, Sun., Board Meeting, 1 p.m., Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 13, Sat., Frostbite Hike: 10:30 a.m., Location TBD

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&O CANAL

NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brad Clawson, Acting
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Ed Wenschoff, Acting
Administrative Officer	301-714-2204	Connie Hufford
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Community Planner	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	John Adams, Acting
Chief of Interpretation,		
Education and Partnerships	301-714-2238	John Noel
Partnerships Coordinator	301-714-2218	Daniel Filer
Volunteer Coordinator	301-491-7309	Emily Hewitt
Chief of Preservation &		
Project Management	301-714-2239	Daniel Copenhagen
Historian	301-714-2236	Ahna Wilson
Librarian	301-714-2220	Karen Gray
Safety Officer	301-745-5804	John Adams

Palisades District Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)
 11710 MacArthur Blvd, Potomac MD 20854
 District Manager 301-491-6265 Catherine Bragaw
 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

Great Falls Tavern Visitor Ctr 301-767-3714
 11710 MacArthur Blvd, Potomac MD 20854

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 Ben Helwig

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

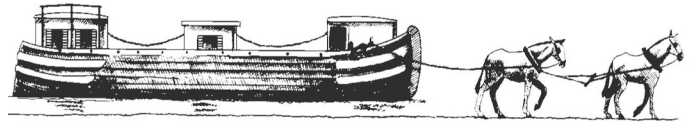
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 HAZARDS CHOH_Hazards@nps.gov



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Editor: Steve Dean

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



C&O CANAL ASSOCIATION

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

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

2013 Association Officers

President: Rachel Stewart, 5914 N. Washington Blvd., Arlington VA 22205-2910, 703-237-4727, president@candocanal.org.

First Vice President: Barbara Sheridan, 11550 Farm Dr., La Plata, MD 20646-4402, 301-752-5436, firstvp@candocanal.org.

Second Vice President & Level Walker Chairman: Steve Dean, P.O. Box 132, Saint Leonard, MD 20685-0132, 301-904-9068, levelwalker@candocanal.org.

Secretary: Susan VanHaften, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, secretary@candocanal.org.

Treasurer: William Bauman, 1086 Adams Rd., Winchester VA 22603-1909, 540-888-1425, treasurer@candocanal.org.

Information Officer: John Wheeler, 4304 Yuma St. NW, Washington DC 20016-2028, 202-362-6009, inquiries@candocanal.org.

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

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

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

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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 our periodic updates by mail. If you haven’t been getting those and would like to, please send your request to communicator@candocanal.org.



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