

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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2015 Heritage Hike is on October 24

By Chris Cerniglia

The 2015 Association Heritage Hike and Dinner promises to be a fine hike on a fall day in the Cumberland area, followed by an evening of fellowship and dinner. The hikes will range from 5½ to 11 miles on the westernmost part of the C&O Canal. The day's activities will include tours of the Lock 75 house and *The Cumberland* replica boat. The evening will include happy hour and dinner at the Cumberland Fairfield Inn and Suites, followed by a program featuring Cathy Baldau, editor of the revised *Towpath Guide to the C&O Canal*.

Hikers will ride by bus from the canal terminus in Cumberland to the starting points for their choice of three hikes, all ending at back at the terminus. The longest hike, a trek of just over 11 miles, will start at Spring Gap. This group of hikers will pass a historic bridge abutment, the site of a canal water supply pump, three locks, and three historic culverts on their way to Lock

75, which will be open for tours. The group choosing the mid-length hike of just under nine miles will start at Lock 75. As hikers proceed upstream from that lock, they will pass through a watered section of the canal that offers frequent sightings of a wide variety of bird species. They will also pass the Pollock family cemetery, which has interesting connections with Civil War history.

Participants who select the shortest hike will be dropped off at a starting point in the Mexico Farms area that is approximately 5 ½ miles to Cumberland. From this area, hikers will pass through a landscape that alternates between farmland and residential communities. They will cross the last aqueduct on the canal, over Evitts Creek, and several culverts as they approach the Cumberland city line at mile 180.75. As they near the terminus, they will note the Carpendale Rail Trail at Mile 183, a short side trip that offers a chance to experience



All of the Heritage Hike options will end in Cumberland at the canal terminus. Photo by Steve Dean

the river crossing and take a quick look at the Western Maryland Railway tunnel. Near mile 183.5, hikers will observe a spillway and stop gate that marked the lower end of the Cumberland Canal Basin. In the canal terminus area, hikers and others arriving early for the dinner will be able to tour *The Cumberland*.

Bus service will be provided for transportation to the hike starting points. The bus fee is \$7.00 per person in advance and \$10.00 per person on the day of the event. The first bus will depart at 10:00 a.m., and will drop hikers off at Spring Gap and Lock 75. The second bus will depart at 11:00 a.m., and transport hikers to Mexico Farms. The bus will depart from the canal terminus area near the NPS visitor center at 13 Canal Street in Cumberland. Participants arriving via Interstate 68 should take Exit 43C if coming from the east and 43A if coming from the west.

The happy hour and dinner will be at the Fairfield Inn and Suites at 21 North Wineow Street in Cumberland. This is a new venue for the Association and has an excellent reputation. Dinner options include a chicken dish, as well as vegetarian and vegan options. Be sure to note your preference on the reservation form. The cost for the dinner and happy hour is \$25.00. The dining area is limited to 50 people, so plan to send your reservation in early. The happy hour is at 5:00 p.m., followed by dinner at 6:00. A limited number of rooms have been set aside for Association members at the inn. Contact the Fairfield Inn directly at 301-722-0340 for further information and to make reservations.

The evening program will feature Cathy Baldau from the Harpers Ferry Historical Association. Cathy is the editor of the revised *Towpath Guide to the C&O Canal*. She will discuss the effort to revise the classic

Thomas Hahn guide and the extensive involvement of the Association. She is an engaging speaker with many amusing and interesting anecdotes about the project.

A reservation form is enclosed in this issue. Dinner and bus reservations are needed by October 14th. Make plans now to spend a wonderful fall day and evening in Cumberland!



Hikers will see dramatic panoramas with mountains in the background as they approach Cumberland. Photos by Steve Dean



The Evitts Creek Aqueduct, with its 70-foot span, is the shortest aqueduct on the canal.



This flume allowed water pumped from the river to flow into the canal. The pump was located on the foundation in the background. The pump was required because Dam 7 was never built.

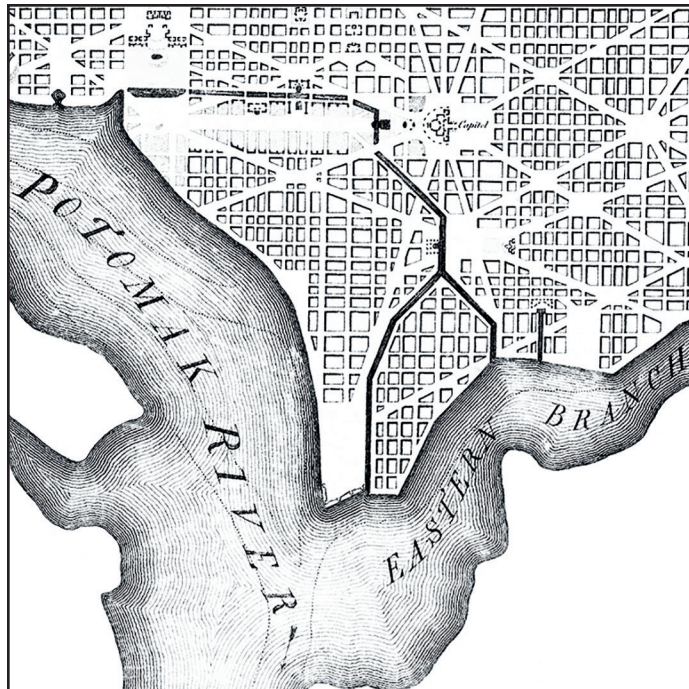


The bridge abutments located just above Spring Gap are for a bridge for Frankforts Ford. It was built in the 1840s, burned during the Civil War, and later rebuilt.

2015 Frostbite Hike - Washington City Canal Route

Join us for this year's Frostbite Hike on December 13 as we follow the route of the Washington City Canal.

The Washington City Canal connected the Anacostia River near the Navy Yard with the Potomac River near the Washington Monument. The canal was part of Pierre



Excerpt from Pierre L'Enfant's map of the city, which highlights the route of the Washington City Canal - Library of Congress

L'Enfant's original design for the city. The canal opened in 1815. The route headed north from the Anacostia to the base of Capitol Hill. Then the canal cut northwest across the Mall to head west using channelized Tiber Creek (now Constitution Avenue).

In 1833, the C&O Canal opened an extension to connect with the City Canal near 17th Street. The City Canal was never very successful. By the time of the Civil War, it had fallen into disuse and become an open sewer.

We will meet at 10:30 a.m. at the Half Street entrance to the Navy Yard-Ballpark Metro station. Driving to the rendezvous point is a viable option. Most parking restrictions in the neighborhood don't apply on Sunday.

We will walk 5.7 miles to Tidelock. Along the way we will pass Nationals Park, briefly use the Anacostia Riverwalk Trail, and visit the newly opened Canal Park. At 17th Street, we will see the lockhouse built at the eastern end of the C&O Canal's Washington extension. We will need to use our imaginations to envision these 19th century canals in this 21st century urban landscape.

Hikers can either bring a lunch or take advantage of one of the many eateries in Georgetown afterwards. We plan to use Metro to return to the starting point.

– Bill Holdsworth

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From May 1 to July 31, 2015

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Association Members Visit Woodmont Lodge



A group of Association members visited the Woodmont lodge after the presidents breakfast on June 6th. The lodge is on the Woodmont Natural Resources Management Area near Pearre, Md., and is leased from Maryland by the Izaak Walton League. It is used for retreats and is open for public viewing by appointment. Above left is the front of the lodge, facing the river, and above right is the view across the river from the front steps. Photos by Steve Dean.



This stone fireplace is one of several in the lodge and is located in a large lounge across from the dining room.



Walls throughout the lodge are lined with images, trophies and other memorabilia from past events and visitors.



This is one of many comfortable gathering areas in the lodge.



Many notable guests have dined in the large dining room, including six United States presidents, Babe Ruth, and Gene Tunney. Douglas Hike participants dined here in 1954.



This diagram shows the seating arrangement for a dinner attended by President Franklin Delano Roosevelt.

Snakeheads Found in C&O Canal Waters

The C&O Canal National Historical Park, Maryland Department of Natural Resources, and the U.S. Fish & Wildlife Service have recently discovered the non-native northern snakehead fish within the park's canal system above Great Falls.

After visitor reports of the snakehead fish in 2014, biologists from the agencies discovered several snakehead fish in the canal waters between Great Falls and Violette's Lock. They have become firmly established in the Patuxent River and other fresh and low-salinity tidal waterways in Maryland and Virginia, but has not previously been found in the non-tidal Potomac River system above Great Falls. Aggressive and predatory, the snakehead poses a great risk to many of our native and game fish species both within the canal and in the upper Potomac River.

The National Park Service, Maryland Department of Natural Resources, and the U.S. Fish & Wildlife Service are working together to develop programs to monitor and control the presence and abundance of snakehead fish both in the canal and the upper Potomac River. As fishing pressure had proved effective in reducing snakehead populations in tidal areas, the park is requesting that anglers pursue, catch, and remove any snakehead fish caught within the Potomac River system. Please note that there are no seasonal, size, or creel limits for snakehead. If you observe or catch a snakehead fish within Maryland, please send your observation to fishingreports.dnr@maryland.gov. DO NOT release snakehead fish back into the canal or Potomac River.

It is a violation of state laws and the federal Lacey Act to possess, import, or transport live northern snakehead fish. Violation is punishable by fines up to \$250,000 and five years in prison.

Snakeheads are apparently delicious if potential diners can get past the name. Snakehead recipes are available at petslady.com/articles/eat_mor_snakehead_10_frankenfish_recipes_dont_bite_back_60397.

– Steve Dean, from National Park Service press release



This snakehead wasn't found in the canal, but this 17½ pound example shows how big they can get. Photo courtesy of Maryland Department of Natural Resources

Environmental Notes

Access to the canal park's D.C. section will be significantly improved by installation of a traffic light at the dangerous intersection of Canal Road and Reservoir Road. The signal will be activated by pedestrians seeking to cross, or by vehicles detected on Reservoir Road or on the exit driveway from Fletcher's Cove. A ribbon-cutting on August 17 marked the start of the project, which is expected to be operational by the end of November. C&O Canal National Historical Park Superintendent Kevin Brandt participated in the ribbon-cutting.

Publication of a draft Environmental Assessment on the Georgetown boathouse zone is now expected in December 2015 or January 2016. A summary of public comments made during the scoping phase of this EA process is now available on the project website at <http://parkplanning.nps.gov/document.cfm?parkID=463&projectID=54903&documentID=68015>. For the full text of comments by C&OCA and other canal park supporters, see <http://www.savethecanal.org/ea-scoping-comments.html>.

– Rod Mackler & Ned Preston

News and Notes from the Park Library

Ahna Wilson's Departure from the C&O Canal NHP

Ahna Wilson is moving on to become Site Manager of the Eisenhower National Historic Site. She has been with the C&O Canal NHP since 2008, when she first arrived as a National Council for Preservation Education intern and was subsequently hired as Historian. In 2012 she completed a Cultural Resource detail and was promoted to Program Manager in 2013.

Ahna speaks of her years at the C&O as "all fun" but lists the Canal Quarters interpretation project and the Great Falls petroglyph study as among her favorite tasks. She also considers our park's rich history and the diversity of its challenges as among the characteristics that made her time here so satisfying and fulfilling. In her new position she is looking forward to changes at the Eisenhower farm that should make visitor access easier and enhanced interpretive services and facilities available.

Ahna and Dave Wilson's two daughters were born during Ahna's tenure at the C&O (Ada in 2011 and Evelyn in 2014), making the Wilsons very much a "canal family"—and that is an identification that they will carry with them as Ahna's career continues to develop.



Ahna Wilson – Photo by Chris Stubbs

A Rare Document

The owner of a March and April 1835 C&O Canal Company document consisting of five pages with the information on C&O Canal laborers and their pay on both sides allowed the library to capture the critical information on those pages in digital form. This was done with the help of William Bauman who did the initial difficult transcription from the handwritten original. The names and documentation of work and pay on these pages was prepared by the C&O Canal Chief Engineer at that time, Thomas F. Purcell, who was apparently supervising this large work crew that was employed by the canal company (and not by a contractor). The document indicates that they were making repairs at a time when

work was being completed on the canal in the Dams 4 and 5 area. It is unclear exactly where the repairs were being made, or why they were necessary, as the document can't be connected to any significant flood, etc.

A number of things make this extraordinary document of great interest. The list includes 256 names, the vast majority of which appear to be Irish. Some of the names are the same as those of the men who signed the "peace treaty" in February 1834 after the so-called "Irish Wars" in January that involved battles between the workers at Dams 4 and 5. Most of those acknowledging receipt of their pay on the line with their name made an "X," indicating that they were profoundly illiterate and not even able to sign their name. However, many of these had someone sign as a witness to their "mark." In a few cases, someone else signs for the laborer.

One of the things that makes this document of great interest is that James Worrall was the witness for many of the men, initialing their mark, and his name appears at the end on the last page. Worrall was a very young engineer from Pennsylvania who worked on surveys for the canal to the east and west of Cumberland for about two and a half years in 1833–1835. Late in his life Worrall wrote his memoirs, which were published in 1888. His memories of his time on the C&O provide information not found elsewhere about men such as Thomas Purcell and Charles Fisk, as well as the important contractors, Michael Byrne and Company.

This rare original canal document is available for sale, and anyone interested in purchasing it for donation to the C&O Canal Company archives (at the National Archives and Record Administration in College Park, Md.) may obtain the owner's contact information from Karen Gray by calling the headquarters library on Tuesday or Thursday (301-714-2220) or by email (Karen_gray@partner.nps.gov).

– Karen Gray

What is a Wayside?

Often our Volunteers in Parks (VIP) chair, Jim Heins, recruits volunteers to install “waysides” and is met with such responses as “Sure, I’ll help, if you can tell me what a wayside is.” You may not realize it, but if you’ve spent any time in one of our national parks, or in parks in many other systems, you’ve likely viewed numerous waysides. Waysides are a vital part of the national park experience.

According to the National Park Service (NPS) publication *Wayside Exhibits – A Guide to Developing Outdoor Interpretive Exhibits*, a wayside is a means of site-specific interpretation. A wayside exhibit provides a direct and meaningful connection between visitors and the landscape while they are outside experiencing a place first-hand.

There are typically two types of waysides. Low-profile waysides are the familiar panels that are oriented at 45 degrees at about waist height and placed near sites on a park. They do not obstruct the view of the site or feature, and are easily viewed by visitors on foot and in wheelchairs. The C&O Canal National Historical Park uses low-profile waysides extensively at locks, natural areas, and other significant canal features.

The second type is the upright orientation wayside. Uprights differ from low-profile waysides because they do not direct a visitor’s attention to a specific landscape

feature. They may introduce a trail or area; provide maps and directions; provide safety guidance or regulations; or may serve as an updatable bulletin board that can include signs, brochures, and other media. Upright waysides are used on the C&O Canal at campsites, visitor centers, entry points for major features, boat ramps, and other significant sites. Uprights are sometimes clustered in groups of three or four in a kiosk; an example of this application is at the Monocacy Aqueduct parking area.

The Association’s VIP team specializes in wayside installation, and has installed over 175 of them. Proper installation of waysides requires a bit of skill and experience, not to mention a strong back. The waysides require deep holes with cement bases for secure mounting. They must be perfectly level in all three axes.

The National Park Service has processes for developing, designing and managing waysides. These are all defined in the *Waysides Exhibits* NPS publication. The Association has helped in the past by providing funding for waysides. The waysides at Big Slackwater are a recent example of Association-funded waysides.

Level Walkers and Canal Stewards often assist the park by providing maintenance for waysides. With proper care waysides can last for many years with only inspection and light clean-up. Painting of the frames is an involved process due to the fast-curing two-part paint required, and the VIP team often helps with this effort. Unfortunately, the best efforts of park staff and volunteers cannot protect waysides from vandals and thieves.

– Steve Dean



Upright waysides at Oldtown – Photos by Steve Dean



Low profile wayside at Big Slackwater

Weeds, Worts, ... and More

What's in a name? Actually quite a bit if it's the name of a biological species. Names of plants, whether the scientific versions or common names, convey a great deal of information. Unfortunately many of these connections have been lost. To add to the problem, the terms chosen for scientific names are mainly Latin or ancient Greek words, languages rarely studied today.

Earliest records indicate that people always have been identifying, naming and classifying objects according to differences and similarities. Until the eighteenth century there was no formal system for assigning names that everyone could agree upon. Carl Linnaeus, a Swiss botanist, solved the problem with the publication of two seminal works: *Systema Naturae* in 1735 and *Species Plantarum* in 1753.

Linnaeus invented a system called the binominal nomenclature in which each name given to a biological species consists of two parts. The first part is the genus name; the second is specific to the species. The name itself is called the binomial name.

The words selected for both parts of the binomial name can be taken from any language, but they must be written using Latin grammatical forms. The binomial nomenclature remains in use today.

The words chosen for the binomial name are meant to be descriptive of the plant or animal. For example, the scientific name of bloodroot, a common flower seen along the towpath in spring, is *Sanguinaria canadensis*. The first part of the binomial is based on "sanguineus," the Latin word for bloody or blood colored, which describes the color of the juice that can be extracted from the plant. The second part of the binomial indicates that the first bloodroot specimen sent to Linnaeus from the American continent was from Canada.

Although Linnaeus' work gave a universal language to scientists and scholars, there is a long tradition of common names being given to plants. In fact, it is not unusual for the same plant to have different names in different locations, or even for different plants to have the same common name. Although scientific names eliminate this confusion, common names are more widely used.

Common names are also descriptive. For example, twinleaf, a common name for *Jeffersonia diphylla*, is aptly named. The leaf configuration consists of two leaves,

both the same size, one on each side of the stem. In case you are wondering, this species was named in honor of Thomas Jefferson. The second part of the binomial name is a Greek word meaning two leaves.

The art of assigning common names also includes another criterion, judgments as to the value of the plant. The words, "weed" and "wort" are found in many common names. Both terms are modern spellings of the Old English words: "wyrt" (wort) and "wod" (weed). They have been in use since the thirteenth century.



Above: Bloodroot - Photo by Marjorie Richman

Below: Twinleaf - Photo by Marion Robertson



Along the Towpath, September 2015

"Weed" refers to a plant that is considered useless. It grows in great abundance in places where we prefer to leave room for more desirable plants. "Wort," on the other hand, indicates that the plant is believed to have medicinal value. Worts are named because of a perceived resemblance to a part of the human body. This belief is called the "Doctrine of Signatures"—if a plant resembles a body part it is a sign from God that it must be a curative agent for that part in case of disease. A few examples are bladderwort, spleenwort, toothwort, and liverwort. The leaves of toothwort are deeply indented along the margins. This resemblance to the shape of large teeth led to the theory that toothwort relieves tooth pain. Similarly, the leaves of liverwort, also called round-lobed hepatica or liverleaf, were thought to resemble the shape of the human liver. This resemblance is reflected in the scientific name, *Hepatica americana*, and in its other common name, hepatica. Hepatica is derived from the Greek word for liver, "hepar."

Many plants ending in "weed" can be found along the towpath, especially in the summer and fall. The key to their success is the ability to produce an abundance of seeds. Once thought to be a nuisance, many have now redeemed themselves. At some point people realized that these seeds are an important food source for local wildlife.

Milkweed is an example of a redeemed plant. Monarch butterflies are very selective as to where they lay their eggs. Milkweed is the plant of choice. Their caterpillars are even fussier; they will only eat the leaves of milkweed plants. Without milkweed there would be no monarch butterflies.

Obviously the naming of plants has never been a casual endeavor. The names reflect a great deal of thought and knowledge through observation. The fact that people all over the world have undertaken the identification and categorization of plants so seriously attests to their importance throughout human history.

C&OCA Welcomes New Members

Rita Hunter, Edgewater, Md.

Janice Kuhl, Rockville, Md.

Allyne and David Pittle, Alexandria, Va.

Arthur Wineburg, Shepherdstown, W.Va.

Anne Pahl Wright & Steve Wright, Boonsboro, Md.

Robin Zanotti, Hagerstown, Md.

Along the Towpath, September 2015

Across the Berm

James Doherty

James (Jim) Doherty crossed the berm July 29, 2015 after a long illness.

My son, James, and I met him on the canal about 1989. Jim and James became fast friends and walked many a mile on the canal together chatting away. One memory I have of Jim is from the 1994 Thru-Hike. Jim was day-hiking with us. When his wife, Joyce, came to pick him up at the Town Creek Hiker Biker camp she couldn't find him. I thought he'd come into camp, but we started asking around. Suddenly, Jim sat up under a tree less than 20 feet away and wanted to know what the commotion was all about.

In 1995 Jim and his wife retired from the federal workforce, where they were technical writers, and returned to Indiana and family. Joyce passed away in 2001, but Jim remained interested in Association activities until a severe stroke in 2008 left him wheelchair-bound.

Jim was a member of the Association from 1988 to 2008.

— Pat White

Correction to the June *Along the Towpath*

In the article entitled "Rehabilitation of *The Cumberland* is Complete" by William Bauman on page 7 of the June *Along the Towpath* an editorial revision misstated some important information. The statement: "The Association paid for the work through a grant from the Ken Rollins Canal Fund" is incorrect. The correct comment is: "These Phase II repairs were paid with a \$15,000 matching grant from the National Park Service, administered through the Outdoor Foundation."

The editor regrets any misunderstanding this incorrect wording may have created.

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

Finishing the Last Fifty Miles

The year of 1839 was in some ways the best of times and the worst of times for the C&O Canal Company up to that date. On April 17th water was admitted to the 27.33 miles between the feeder at Dam 6 and Lock 45 at the upper end of Little Slackwater. This represented the completion of 131.15 miles of canal and 3.75 miles of river navigation for a total length of 134 miles from Dam 6 to Georgetown. Additionally, the towpath through Big Slackwater had finally been completed in December of 1838, making 1839 the first boating season in which a continuous towpath was available on the completed 134 mile portion of the C&O system.¹

Back in 1835 Maryland had issued \$2 million in bonds to cover a loan of that amount to the C&O Canal Company, and those bonds had sold with no difficulty.² Then, on June 3, 1836, the legislature had passed an \$8 million bill for internal improvements—also based on bonds—that included \$3 million for the C&O Canal Company and the same amount for the B&O Railroad. In addition, that act gave control of the C&O to Maryland and it released the B&O RR from a requirement in the 1833 agreement between the two companies, that the railroad remain on the then-Virginia side of the river between Harpers Ferry and Cumberland.³

By 1839 the company had loans of \$2,368,925.08 and would need considerably more to complete construction to Cumberland. In addition, beginning in 1834 the company had begun to issue script and in 1839 its use of script was essentially unrestricted. In June of that year the State removed canal president George C. Washington and his Whig-dominated board of directors and appointed Democratic officials in their place. By December, when many contractors had ceased work, the new board declared their contracts abandoned and promptly re-let them.⁴

In the summer and fall of 1840, employees' objections to the use of script (by then of uncertain value) resulted in the dismissal or voluntary resignations of "many old and reliable officials," including chief engineer Charles B.

Fisk and clerk John P. Ingle, both of whom had been with the company since 1828. In April 1841 the state reacted once again by reconstituting the directorate, prohibiting further issuance of script, restoring Fisk to the position of chief engineer, and rehiring a number of the others who had left in the upheaval half a year earlier.⁵

Unfortunately, the 1836 bonds proved difficult to sell, and when some were sold it was at significantly less than their hypothecated value. As a result the company's financial situation became increasingly precarious and complex. Not surprisingly, after the April 1841 actions, changes were again made to the president and boards in December 1842 and August 1843. However, on the latter date the extraordinarily competent James M. Coale became president—a position he would hold for 7½ years until February 1851.⁶

The company's construction situation in 1839–1842 was as bleak as its finances and revolving directorate, with work being done slowly and sporadically on frequently re-let contracts for unfinished sections of canal prism and structures between Dam 6 and Cumberland. Finally, in the latter part of 1842, all work on the last 50 miles came to an end.

Significant work on unfinished prism sections and structures did not resume until November 1847. Those final three years of construction were the result of Maryland's Canal Bill that was passed by the legislature in 1844 by the margin of a single vote. It authorized the issuance of \$1,700,000 in construction bonds on the mortgage of the canal's future revenues. However, by the terms of the act, those bonds could not be issued until the canal company had received guaranties from interested parties (largely coal companies) for 195,000 tons of trade annually for five years.⁷

It was August 1845 before the guarantees were obtained and the bonds certified. The canal company acted quickly to execute a complex contract with Messrs. Gwynn and Company to finish the last 50 miles by November 1, 1847. Payment was in the form of the bonds that the construction company itself was to market. However it proved difficult for them to finance large-scale construction on the basis of the bonds, and no men were hired to work on the canal until November 1, 1845—and then it was a mere token workforce. At the end of May 1846 that force amounted to only 50 men and all work had ceased by July.⁸

Construction finally resumed nearly a year and a half later, on November 18, 1847, under a modified contract with Hunter, Harris and Company that

had formed from the old Gwynn and Company after Gwynn retired. In April, 1850 as troubles increased (largely financial but including labor unrest), the new company assigned their contract to trustees representing their sub-contractors and the deadline for completion of the canal was extended, first to July 1, 1850 and then to August 1. However even before August 1 arrived, the canal company board declared the contract abandoned.⁹

At this point Michael Byrne stepped forward. Byrne, who had immigrated to the United State c. 1817, was a major contractor whose company often included various partners. The company had completed the great Monocacy Aqueduct after two previous contractors failed, and built many other structures on the canal, including the Conococheague Aqueduct. In late July 1850, he negotiated a contract with the canal company to finish the canal for \$3000 cash and \$21,000 in bonds. By early Fall the canal was watered and the ceremonial opening of the last 50 miles took place on Oct. 10. A few remaining projects, such as finishing the Paw Paw tunnel lining, were completed over the winter and on February 17, 1851 a final payment was made to Michael Byrnes, marking the end of the C&O Canal's construction costs.¹⁰

The canal had been built for \$11,071,176.21, or \$59,618.61 per mile.¹¹ It should be noted that, as a result of the roughly five years in the mid-1840s when no construction took place and the year and a half in 1846–1847, the actual time required for the canal's construction was closer to 16 years than the 22 years from the fall of 1828 to the fall of 1850. By the same token, the frequently-heard claim that it was the tunnel that delayed completion of the canal until 1850 is quickly laid to rest by a survey of construction contracts from 1837 to 1850. These reveal, for example:

- Dam 8 and its associated inlet structure and inlet lock in Cumberland were not completed until the spring of 1850.¹²
- The Evitts Creek Aqueduct was not finished until the spring of 1850 and the Fifteen Mile Creek and Town Hill Creek Aqueducts were not finished until the summer of 1850.¹³
- Locks 50, 58–60, 67–69, and 71 were all incomplete until the spring or summer of 1850.¹⁴
- By October 10, 1850 some of the lockhouses along the last 50 miles were still incomplete.¹⁵
- The tunnel, for its part, lacked some of its brick lining at the time of the 1850 opening.

On November 27, 1850, the C&O Canal board ordered “that a marble slab or block be placed ‘in a conspicuous position in the masonry of, or on the line of the canal’ with the names of the president, directors, officers, state agents and the date of completion.”¹⁶ Today that monument—an impressive stone obelisk—stands on a small plaza adjacent to the Georgetown Park shopping center at the northwest corner of the Wisconsin Avenue Bridge over the Canal.

Labor Troubles on the Upper 50 Miles

Strikes and clashes between laborers were a serious problem at times in the 1830s, with the worst events in terms of numbers and deaths occurring in the January 1834 “Irish Wars.” Those clashes represented Irish-on-Irish violence and involved hundreds of workers at Dam 4 and Dam 5 during a winter month when the laborers were largely idle. Beginning in 1836 that pattern of fighting due to Irish factionalism and inactivity, changed to one of violence and unrest in the working months that was sparked by grievances over pay and working conditions, along with competition for unskilled labor jobs that pitted the majority Irish against the minority German (often designated “Dutch”) and “country born” (i.e. Americans).¹⁷

On the newly-let contracts on the last 50 miles, 1836 was a particularly bad year for strikes, beatings, and vandalism associated with contract failures and low wages. The depression that affected much of the country at this time had increased unemployment and that in turn made the canal laborers situation worse by dramatically increasing the number of job seekers willing to accept low wages and poor working conditions.¹⁸

In 1837 and 1838, the camps at the tunnel were the major centers of labor unrest involving threats and actions against contractors and their property. When the company began to act against the leaders, a period of quiet ensued, although on October 30, 1838 a man who lived near the Evitts Creek Aqueduct was nearly beaten to death. It should be noted, however, that the New Year's Day 1838 disorder in Oldtown that resulted in major damage to Nicholas Ryan's tavern appears to have been a case of excessive alcohol-fueled celebration and was not job-related.¹⁹

Labor unrest peaked on the upper canal line in 1839, with the Irish receiving arms from outside sources. On August 11 a riot near Little Orleans resulted in the serious injury of 14 Germans, one of whom was almost beaten to death and another severely burned. Militia arriving

subsequently took many workers captive as they moved up the canal. The militia shot at those who attempted to escape, wounding some, and destroyed weapons, shanties, barrels of whiskey, and other property. Twenty-six laborers were ultimately arrested and prosecuted. All but two were convicted.²⁰

Unfortunately, there was a repeat of the August riot on November 9, 1839, but it was once again met with harsh retaliation by the militia and canal company. The effectiveness of that response, combined with a C&O Canal and B&O Railroad agreement to jointly regulate the rate of wages and blacklist the leaders of labor unrest, ended extreme labor violence during the construction era. Subsequent unrest was associated with contractor failures such as the non-payment of wages, and was characterized by strikes and threats that never erupted into the kind of violence seen at times in the 1830s.²¹

Notes:

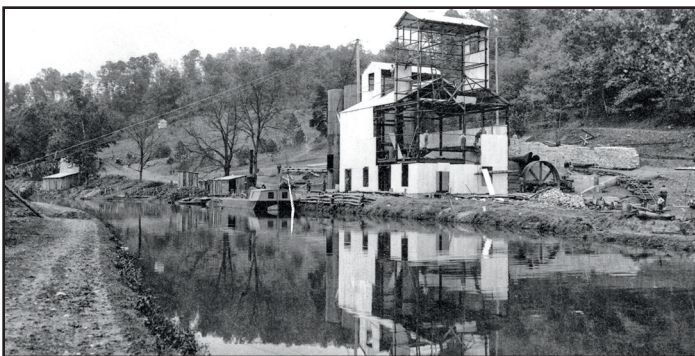
1. It should be noted that until the post-1850 era when the large Cumberland-built coal boats began to dominate canal traffic, the predominant craft entering at inlet or river locks would have been boats and rafts designed for navigation on the Upper Potomac (i.e. above tide-water) and its tributaries. It is uncertain how they were propelled in the canal or along Big Slackwater before the towpath there was available. The canal company's earliest regulations (July 16, 1831) stated that "boats or floats were to be propelled by a towing line drawn by men or horses" and poles were specifically prohibited. (Unrau, Harlan, *Historic Resource Study: The Chesapeake*

and Ohio Canal, 336; available free in pdf at www.nps.gov/parkhistory/online_books/choh/unrau_hrs.pdf.

2. Sanderlin, Walter; *The Great National Project*, 129.
3. Unrau, 84–86. Notably, of the remaining \$2 million in the \$8 million bill, \$500,000 was designated for a Maryland Canal Company that was to construct a cross-cut canal from the C&O to Baltimore that was never built.
4. Sanderlin, 130–136.
5. *Ibid.*, 136–137.
6. *Ibid.*, 304
7. *Ibid.*, 158
8. *Ibid.*, 152–155.
9. Sanderlin, 157–158; and Unrau, 225.
10. *Ibid.*
11. Unrau, 226.
12. *Ibid.*, 242.
13. *Ibid.*, 240–241.
14. *Ibid.*, 235–237.
15. *Ibid.*, 249.
16. *Ibid.*, 226.
17. The April 1836 violence by Irish laborers against underpaid "Dutch and country-borns" took place a mile or so below Hancock rather than on the upper 50 miles. Unrau, 131.
18. *Ibid.*, 132.
19. *Ibid.*, 136–137.
20. *Ibid.*, 136–137.
21. *Ibid.*, 138.

The Story of the Potomac Refining Company

Andrew Clemens has done a superb job of researching the complex story behind the Potomac Refining Company that once owned some property and did some mining in area just above Dargan Bend (near Milepost



The Potomac Refining Company building – Courtesy of the National Park Service, C&O Canal National Historical Park.

65). The book he wrote, *The Story of the Potomac Refining Company*, is now available on the Association's website at www.candocanal.org/histdocs/Clemens-PRC-book.pdf. In it, he recounts their history and the audacious deceptions that ultimately brought the company down. The Association is grateful to Andrew for making this excellent work available free to the public.

– Karen Gray

An 1862 Trip on the Frozen Canal

On January 3, 1862, a unit of Union sharpshooters was put aboard a C&O Canal boat for a trip up the frozen canal towards Dam No. 5. Among them was Corporal George Whittemore, Jr., some of whose letters to his father were passed down through the family and finally transcribed and annotated by a family member, Carol Patterson. In 2011 Ms. Patterson shared with me four of the letters that concerned travel on the canal, in exchange for assistance with understanding canal references and clarifying locations where possible.

Whittemore was a member of the Massachusetts Sharpshooters, First Company. Born in Boston on December 19, 1836, he was killed in action during the Antietam campaign on September 17, 1862. However, January 1, 1862 found him and his fellow sharpshooters encamped on a farm somewhere between the canal and Poolesville, Md. His letter of that date mentions that, in the future, they will have 18-pound rifles rather than those that weighed 25 pounds. He also tells of walking to Poolesville where he observed

... a young lady Zouave belonging to a New York regiment. She was dressed in a kind of bloomer costume with an army overcoat. She was very pretty. There are several of them in the New York troops.

In his letter dated January 5, Whittemore writes of their being moved from their tents to a canal boat at Whites Ferry and describes their accommodations in what was likely the cargo hold of a freight boat:

Some of our bunks (we brought our straw beds with us) were in the bottom of the boat, others on boards stretched lengthwise so as to form a kind of middle deck. It is something like stowing cattle but can't be helped.

At the Monocacy the boat stopped (likely moored in the basin out of way of the main navigation channel) to wait for their captain to join it. Whittemore then left the boat with a party of eight others, to walk up the towpath. They passed pickets every quarter of a mile for about three miles (likely to Noland's Ferry) without difficulty but were then detained at the headquarters of the guards until Whittemore negotiated a pass to Point of Rocks for their group. It was at the Point that they had dinner ("of which the best article was coffee") and spent the night in the St. Charles Hotel—all nine in the same room.

By the next morning their boat still had not caught up with them, delayed by the ice on the canal that Whittemore reported as being two inches thick. While waiting, they climbed the Catoctin Mountain ridge at the foot of which the canal passes and through which the lower Point of Rocks railroad tunnel passes. At the top they enjoyed the view and observed the "rifled cannon" — a ten-pound Parrott gun — on the summit that had driven off Confederates on the Virginia side who had shelled Col. John Geary's camp. He also mentions the signal station farther along the ridge where telescopes were used to observe other stations on Sugarloaf Mountain to the east and Maryland Heights to the west. The stations were supplied with flags for signaling both day and night.

The boat finally did arrive at Point of Rocks, having followed a canal icebreaker. Whittemore and the others were ordered back on the boat, where they learned of trouble on the previous night. Members of the company had stolen a barrel of whiskey, been shot at by pickets, and gotten drunk, leading to a situation in which their captain struck a man. Whittemore, whose letter is directed to his father, asks: "What do you think of all this for the first day out of camp of the Independent Company of Andrews Sharpshooters?"

The boat arrived in Harpers Ferry at 8 p.m. on January 6th in a thick snowstorm and bitter cold. As they continued (pulled by horses, as he specified), they entered country he describes as "wild and mountainous." In what appears to be the area between Lock 36 and Lock 38, the ice was so thick that the iceboat could not break it until a gang of men, as well as the horses pulling the troop boat, were added to the icebreaker's horses. When the icebreaker was two miles above where the troop boat had been left, the troop boat's horses were sent back for it. They continued in this way until they reached the next lock and found that the ice above it had already been broken for them.

We don't know what the civil war "iceboat" was like, but in Roy Bender's oral history he describes an iceboat in the receivership era as a scow loaded with pig iron and pulled by about 20 mules. In his account the so-called iceboat was used to help boats caught in an early, unexpected freeze to get upstream to where each boatman following it preferred to leave his boat for the winter. If they couldn't get up to the preferred location, the boats would be left

in the canal at the point beyond which they could not continue. Ideally the canal would be closed before the first hard freeze and the boatmen would be told in advance and would be responsible to take their boats to where they wanted them to winter over.

The next letter is dated “Wednesday” (which would be Jan. 8) and Whittemore notes that they are near Dam 4 — not Dam 5 as he had indicated at the end of his previous letter. Interestingly, in neither the previous letter, nor this one, does he make reference to Big Slackwater, which raises a couple possibilities. One is that they passed those 3 1/4 miles of river navigation in the dark, and that the men down inside the boat were unaware that they were in the river for some distance.

It seems equally possible that the river was not frozen over as was the canal, due to its more-rapid current, and there may have been only pieces of ice forming on the Potomac. Whittemore’s reference to a lock with ice broken above it may actually have described their passage through Big Slackwater. Generally he does not display a clear understanding of the canal and its structures and if it were dark when they left the inlet lock and traveled up the river shore, he may not have understood the distinctive character of that passage. That would especially have been

true if he were down in the boat’s hold where the troops may simply have been told that the ice was broken for a section upriver from them.

In any case, the difficulties that they experienced on their way to Williamsport were remarkable. Above one lock the water level in the canal was too low and their boat was stuck until more water was let in. Also ice was forming so rapidly that at times the boat breaking it got too far ahead and had to turn and come back to break ice again. At another location where the ice boat needed to be turned, the canal was too narrow to do so and the ice boat was hauled stern-first back towards the troop boat. Whittemore describes the canal as “brimful of ice, the cakes running one under another and freezing together.”

During their canal trip they are at risk of being shot at by Confederates on the opposite shore, and Whittemore reports that they have “a four pounder mounted on deck, extemporized from a stove funnel” that is “well calculated to frighten a rebel at that distance.” In this final letter of the four made available to me, Whittemore comments that he doesn’t know whether they shall go to Hancock by canal or road, but it appears that their canal adventure ended when they reached Williamsport.

– Karen Gray

Continuing Hike Series

The last 2015 Continuing Hikes feature two of the lesser-known aqueducts – Town Creek between Paw Paw and Oldtown on Sunday, September 27 and Licking Creek between Williamsport and Hancock on Sunday, November 22.

Town Creek Aqueduct is slightly easier to find; one can drive to within a few hundred yards – if one finds the access road. We will check out the aqueduct and walk up to Lock 68 and (maybe 69) with lunch at Lock 68. This section of the canal is watered and we can expect to see waterfowl, and possibly beavers. A group dinner in Hancock or the steak house on W.Va. Route 9 at the overlook will be an option.

Licking Creek Aqueduct is reached by a half-mile walk along the towpath after following a winding gravel road for about half a mile. Weather permitting, we will continue to the beginning of Big Pool, where again we should see migrating waterfowl.

The hikes start at 10:30 on both dates. Participants should bring water, lunch or a snack, and dress for the weather. We hike rain or shine, and only cancel for horrid winter weather.

Directions to Town Creek: proceed west on Md. Route 51 from West Virginia and turn left onto the Western Maryland Railway right-of-way, just after Dailley Road enters Route 51 on the right at the bottom of the hill. Continue on the gravel right-of-way and park on the side of the road near the end. If traveling eastbound from Oldtown, take the first non-driveway right turn after crossing Town Creek. Turn almost 180 degrees and follow the railroad right-of-way to the end.

Directions to Licking Creek: turn south from U.S. Route 40 at the western end of the Licking Creek Bridge, follow the winding service road across the rail trail to the end, and park. If traveling eastbound from Hancock, note a church on the left of U.S. Route 40 and a highway department service facility on the right as you approach the highway bridge over Licking Creek, and turn just before the bridge. Driving west toward Hancock on U.S. Route 40 turn left immediately after crossing the highway bridge.

Cancellations will be posted on the Association website or you can check the status by contacting me at 301-977-5628 or hikemaster@candocanal.org.

– Pat White

On The Level By Level Walker Chair Steve Dean

Level Walkers are C&O Canal Association volunteers who are assigned a section, or "level" of the canal, and periodically walk it and perform light trail maintenance, assessments, and cleanup. The program is popular because the walks can be performed by an individual or family, and on their own schedule. Please contact me if you are interested in joining us.

The walks in this report are from the late spring and early to middle summer. The canal was fortunately spared any flooding or major storms during the season, but frequent rains have quite often left the towpath a muddy mess. The National Park Service has been resurfacing the towpath with material as funding and staffing allow. We appreciate their efforts to keep the park open and safe for users.

Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports May 20, July 6, and August 8: There was the usual amount of trash in the high concentration areas around the aqueduct and the freeway overpass. In August I encountered a gentleman and his dog. He, also, had a small trash bag to fill and said he does this now and then. He also told me that, recently, he had come across a bone and it was determined that the bone was of human origin! I decided to not ask any more questions.

Level 2 Incline Plane to Lock 5: Rod Mackler reports August 13: The canal was fully watered, flowing slowly downstream. There were some downed trees, but not completely blocking the canal. In 15 minutes on the Capital Crescent Trail I saw more bikers than on the towpath in over an hour. They go fast, too. The picnic area at the lower lot at Fletcher's was fine; this is in contrast to the spring, when it was covered in large driftwood logs.

Level 3 Lock 5 to Cabin John Creek: Hugh Robinson and Marilyn Stone report May 30: The towpath is in great shape since it was resurfaced. There was nothing of significance to report. Bike and pedestrian traffic was light, probably due to our mid-afternoon excursion in sunny, hot (90 degree), and humid conditions.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports May through August: The towpath was monitored over numerous walks, through all conditions. Conditions and usage were normal for the time of year. In June it appeared that someone had stolen most of the water from the canal at Lock 8 and up.

Level 7 Lock 20 to Lock 21: Nancy Benco reports May 20 and July 23: There was light trash on both dates. In July I moved many branches, mostly Paw Paw, from the towpath that someone had trimmed. Also in July Glen Echo emergency vehicles were on the towpath for emergency rescue training, and two plein air artists with easels on the towpath close to Great Falls Tavern were attracting lots of attention. There were numerous feeding herons in May. **Bridget Sisson and Oren Swain report June 30:** The towpath and canal were remarkably free of trash. Three campsites at Swains Lock were occupied. There was a fair amount of puddling in spots as a consequence of the heavy rains that had fallen the prior weekend. **Bill James reports August 21:** The towpath was maintained. I removed many tree fragments from the towpath. There were two inflatable boats with paddles lying beside the towpath opposite the canal south of Swain's Lock.

Levels 8 and 9 Lock 21 to Seneca Aqueduct: Jennifer Stoker reports June 2: There was a fallen tree by the Seneca aqueduct from a storm the previous night, and also some trees blocking the towpath. When I returned from my six-mile walk it was already cleared. The sweet scent of honeysuckle fed me my whole walk. I was able to approach a heron.

Level 8 Lock 21 to Lock 22: Karen, Steve and Meg Appleton report June 20 and August 9: There was a high amount of trash on both

dates; especially beer and wine containers in the Swains area. In June personnel in a Boy Scout support vehicle from Spring City, Pa. were kind enough to haul away our trash. Erosion near Mile 17 continues to be a problem. **Jack and Karen Forster report July 3:** We were amazed at how clean the level was. Two artists were painting watercolors on the picnic bench at Swains. Water level was high both in the canal and the river. We couldn't see the culvert north of the water treatment plant; it may have been fully covered by high water.

Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports June 5: I grabbed a day of decent temps before it heated up again. Rutting is bad and getting worse. It was muddier because of the recent rains, and bikers were really having a hard time. The towpath is a muddy mess. The area between Mileposts 23 and 24 continues to be particularly bad, and the downed trees have made this section even worse. There is another bad area closer to Milepost 25 between the islands in the river. The sign that Park Service has placed there requesting bikers to dismount and walk around it is almost impossible to obey since the puddle is now so large—there is no dry area on which to walk! The hole in the prism by Culvert 35 is still there and that part of the canal is still drained. It looks worse to me. The washouts near Culvert 37 are also still there. The aqueduct is still clean and clear of debris. It looked so nice. I had a quick glimpse of a red fox crossing the towpath near Milepost 24. I heard a barred owl, cuckoo, and blue jays calling, and saw cardinals and red-bellied woodpeckers. A prothonotary warbler was singing by the boat basin and hopped into his/her house as I watched. **Paul Graunke reports August 1:** It was a pleasant morning, mild break in recent heat wave. There was dense summer growth on towpath side of culverts. As it is tick season, did not venture through it to inspect either culvert. There were three short stretches of ruts with some standing water, but the dip in the towpath around Milepost 24 was dry.

Levels 11 Milepost 25 to Sycamore Landing: John Kochowicz reports June 14 and July 6: Both walks were on pleasant summer days, and in July I observed the most park users I have seen during my time on the level. There was a moderate amount of trash on both dates. In July spent fireworks were found at Sycamore Landing, and numerous tree branches were removed from the towpath.

Levels 11 and 12 Milepost 25 to Edwards Ferry: Carol Ivory reports July 3: I went to inspect the area where garlic mustard was pulled earlier. Any open areas created by the removal of garlic mustard were totally grown over by ground ivy and stilt grass. Two families who were biking the towpath were eating lunch at the picnic tables behind the lock house. I picked up a large number of beer cans and beer bottles. **Pat Hopson and Frank Wodarczyk report July 17:** The towpath on Level 12 was in excellent condition after the recent resurfacing. However, there are a few spots where depressions are forming and mud is accumulating, signaling that these might

become mud holes in a few years. We will keep track of these. Due to the rains so far this summer, the vegetation was lush, and there was water in the canal prism for most of the length of Level 12. The mile of Level 11 that Pat walked had lots of mud holes, partly due to the recent abundant rain. About 120 bicyclists on the San Mar through-ride had come through three days before and that contributed to a lot of bicycle ruts. We saw were a rare pure-white bee balm plant and a budding jimsonweed.

Level 13 Lock 25 to Harrison Island: **Amy Greenberg reports May 31:** The Edward's Ferry lock house was open with period-costumed attendants. The towpath and areas along the sides had been moved recently all along the level. There were less wildflowers than earlier in the month, but lots of dragonflies and butterflies. **Liz Wagner reports July 13:** It was one of the better July days to walk. In general, the towpath is in good condition. The side of the path had been mowed, as had the waste weir and culvert, the picnic area, and the store. The path had numerous small puddles after the heavy rains earlier that week. Four areas had large puddles across the path. I noted a male scarlet tanager around Mile 32.

Levels 13 and 14 Lock 25 to Whites Ferry: **Bob Robinson reports June 25:** All of trash was at Edward's Ferry area; the rest of towpath was largely trash free. Despite recent heavy rains the towpath was in generally good condition with relatively little puddling. I removed a large number of branches from the towpath. It was quiet with only two large hawks and a large number of butterflies for company.

Level 15 Whites Ferry to Lock 26: **Jon Wolz reports July 27:** Trash was light along the towpath and at Whites Ferry. There were only two bikers on the towpath. A few branches were on the towpath and were removed.

Level 16 Lock 26 to Monocacy Aqueduct: **Mike Cinciosi reports July 5:** The towpath was muddy from recent rains, and I cleared off many small branches. I noticed the front door on the Lock 27 house had some damaged wood, and it appeared that the lock had been broken off and a new lock had been installed. It's secure now, but my guess is that somebody had broken in and the park service had to repair it. There is a tree growing inside the Lock 27 prism wall that is getting large again. The Dickerson power plant has a new large sign just inside the gate near the kayaking area. It's an attractive sign that has photos, describes the plant history, and promotes some of the things the plant does. As usual, there was very little trash on the towpath. Most of the trash was found in the parking lot, and included a bag full of empty beer cans. It was a good day for turtle watching—I saw 62 sunning themselves on logs. **Jon Wolz reports July 24:** I picked up several pieces of trash items in the prism of the aqueduct that seemed to have been left by fisherman. There were remains of a fire on the aqueduct towpath. Someone dumped a load of tree limbs along the driveway to the Dickerson parking lot in front of an access gate. I moved the limbs away from the gate. Damming of logs and debris against the aqueduct continues. It was at least 60 feet across in April and in July the damming of logs has grown on the north side of aqueduct. Some small trees are growing out of the sidewalls.

Level 17 Monocacy Aqueduct to Nolands Ferry: **Laura Gilliam and Marion Robertson report May 15:** The towpath was in good condition. As noted by other level walkers the aqueduct has significant blockages. Nature observations included widow skipper dragonfly, red admiral butterfly, white violet, star of Bethlehem, aborted buttercup, sweet Cecily, buttercup, phlox, creeping Charlie and fleabane. **George and Mary Kennett report May 23:** For the first time ever since we have been doing this level there was virtually no trash. Two adolescent males were climbing on the gristmill ruins near the aqueduct parking lot. As an EMT seeing

potential for injury, I told them to get down, warning them that it was illegal to climb on historic structures in a national park. They complied with one stating that he didn't know it was a national park! **Earl Porter reports June 29, July 30 and August 17:** A high volume of trash is typically found at the Monocacy parking lot and Nolands Ferry. The trash was so extensive that in July a nearly eight-hour walk was required. Discarded fishing line is a large problem on and about the aqueduct. The river level ranged from high in June to very low in August.

Level 18 Nolands Ferry to Point of Rocks: **George and Mary Kennett report May 23:** The Point-of-Rocks lot was nearly full, with 38 vehicles and kayak rentals in progress. **Kerry Gruber reports August 4:** Conditions were quite muddy and wet, with some large puddles and lots of small branches strewn about. There had been a thunderstorm in the early morning hours. An NPS truck with 2 rangers passed us, probably scouting for downed major branches or trees from the storm. There were numerous birds; we heard a pileated woodpecker and saw goldfinches but heard many other birds. Two frogs were seen on the towpath and many dragonflies and butterflies. We were not able to see the eagle's nest around mile 46.5 but the leaves could be blocking the view.

Level 19 Point of Rocks to Catoctin Aqueduct: **Lynn Walker reports July 9 and 11:** The towpath was sloppy with many mud puddles. The canal prism was mostly dry between the Point of Rocks parking lot and Mile 49. The canal prism mostly has standing water between on Mile 50, except over the barrel of Culvert 76, where the canal prism is dry. The prism did not have standing water over the barrels of Culverts 76, 78, and 79. The previously reported rocking outhouse at the Bald Eagle hiker-biker camp has been supported with a base of gravel and dirt and no longer rocks when you go inside of it.

Levels 19 through 21 Point of Rocks to Lock 31: **Don Peterson reports May through August:** Towpath was monitored over numerous walks. Conditions are generally good on all three levels, and no significant issues were reported. A black bear was sighted near the Bald Eagle hiker-biker camp on July 20.

Level 22 Lock 31 to Lock 33: **Karlen Keto reports June 29:** I found three bottles under a tree at river/boat access. That is all! I observed two park employees from headquarters with four youths from the Youth Conservation Corps. They were examining plants. Wine berries and mulberries were plentiful and ready to snack on.

Level 25 Dargan Bend to Lock 37: **Don and Adam Juran report June 21:** It was a Father's Day outing level walk. The erosion around the culvert at mile 65 seems no worse. Vegetation now covers the reinforced bank. Whether this will help or hurt remains to be seen. Trash was almost entirely food detritus in the Dargan Bend parking lot and by the boat ramp. One family at Dargan Bend picnic bench took umbrage when I told them I was picking up trash, as if I were implying it was theirs. The towpath was remarkably dry considering the recent rains.

Level 27 Antietam Aqueduct to Lock 38: **Steve Dean reports June 5:** It was a fine day for an early walk on the canal. The towpath was very quiet. The Antietam campground was clean, but there was a large amount of fishing related trash by the aqueduct. Water was flowing through the three culverts without restriction. Lock 38 was clean. **John Lefebure reports July 19:** The towpath was in good shape overall, with some minor rutting. The towpath is eroded back at downstream end of aqueduct where fishers descend to creek. Fisher-people trash at aqueduct was removed. A law enforcement ranger was busy pulling people over on the canal berm road.

Level 28 Lock 38 to Lock 39: **Bill Warren reports July 20:** As usual the level was very clean, but I found several pieces of fishermen's



*Level Walkers Vallie Compher (left) and Catherine Bragaw at Dam 5
– Photo by Autumn Cook*



Level Walker Earl Porter with his occasional assistant, grandson Jio Porter – Photo courtesy of Earl Porter



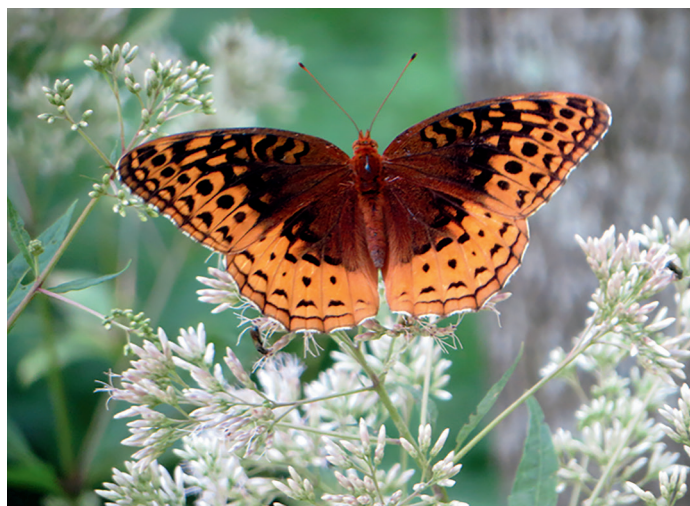
*The stabilized site of washed out Culvert 97 near Dargan Bend –
Photo by Adam Juran*



Large black rat snake – Photo by Tom Aitken



Spicebush swallowtail – Photo by Paul Petkus



Great spangled fritillary – Photo by Paul Petkus

trash under the bridge and by the ramp at the downstream end of the level, as well as in the toilets. During my time on the level, four dump trucks carrying a mixture of soil and gravel passed me, as well as a supervisor's truck and a rolling compactor. The vehicles were all headed further upstream. Work has already been completed on Level 28 and the towpath is much improved. The surface has been raised several inches to improve drainage. In places, the surface has been tilted or drainage cuts have been made in the verge to improve runoff. The standing mud puddles that have existed near Lock 39 for several years have been mostly eliminated.

Levels 28 and 29 Lock 38 to Snyders Landing: Elliot and Helen Kraf-sur report August 16: It appears that towpath has been metaled this year and is remarkably level with only two small depressions observed. Bare spots adjacent to towpath have been recently seeded and new grass has appeared. The grounds surrounding locks 38 and 39 have been well maintained. Prisms at culverts 107, 108 and 109 were carefully mowed and cleared of brush. Only culvert 109 shows water flow and that is seasonal.

Level 30 Snyders Landing to Lock 40: Margie Knott reports July 13: After all the recent rain in June and July in this area the towpath was very muddy in spots. Some areas have large puddles. Bike tracks in and truck tire tracks in muddy areas made making for messy spots. Many large trees and tree limbs were down around Mileposts 77 to 78. There was also a large tree down at Lock 40. The tops of trees were twisted off and sycamores got hit hard. Trees were cut up and piled along side of towpath.

Level 31 Lock 40 to Marsh Run Culvert: Bill Warren reports July 12: It was a beautiful day for a walk. I saw no trash on the towpath until I arrived at the camping area upstream from Lock 40. Someone had dumped a large black bag of trash and a lot of loose items right beside the toilet. The towpath showed a lot of muddy places from the recent rains. Some were nearly impossible to avoid even by walking off in the foliage to the side. The flood plain along the river was completely overgrown with underbrush after the recent rains.

Level 32 Marsh Run Culvert to Dam 4: Catherine Fenselau Cotter reports July 26: The towpath surface was excellent. A bright field of sunflowers was visible just above the Marsh Run culvert. No problems were noticed except the continuing presence of graffiti.

Level 33 Dam 4 to McMabons Mill: Bob Mischler reports June 12: The towpath surface was excellent and clean. I moved a few tree limbs between Dam 4 and the boat launch area. I also observed a large snapping turtle on the towpath.

Level 34 McMabons Mill to Opequon Junction Hiker Biker: Tom and Linda Perry report May 30, August 1 and 7: There was a great deal of trash at the parking area on all dates. On the later dates the swimming and fishing areas along the level were also trashy. I called headquarters because I found evidence of two fires, which had been built on the towpath by the swimming area. I know this had happened east on Big Slackwater restoration but this is the first time I have seen it on Level 34. **Steve Dean reports June 13:** I visited the level to photograph Howell Cave. Near the cave I came across a very large amount of fishing and food related trash. It was apparently all from one group.

Level 35 Opequon Junction Hiker Biker to Lock 43: Stephen Williams reports July 5 and 10: On both days I heard construction sounds from the land near the Lock 43 area. Biker campers were using the Opequon Junction Hiker Biker on July 10. I was nearly struck by a fast moving biker during my first walk. Robins were enjoying the towpath puddles.

Level 36 Lock 43 to Falling Waters: Dick Ebersole reports July 10: The towpath is in good condition but muddy from all the rain,

Lock 43 and the lock house seem to be stable. Right now there is a good deal of water in the canal and no way to get to the lock house for a close inspection because there is no way across the canal. The path that leads from the old bridge abutment at Falling Waters, to the Potomac River is overgrown and in need of clearing.

Level 38 Lock 44 to High Rock Quarry: Mary and George Kennett report May 23: Many people, including children, were fishing in basin and watered canal. A family was enjoying a cookout at the Jordan's Junction campground. Many turtles were in the basin and canal, including newborns not much bigger than a 50-cent piece.

Nick Russo reports July 10: Condition of the towpath is very good. Puddles were present and branches down due to rainstorm. I removed a good amount of branches and one big part of a six-inch diameter tree.

Level 39 High Rock Quarry to Nettle RR Bridge Piers: David and Barbara Miller report July 4 and 25: The Independence Day walk was delightful. A small bag of trash was found in the hollow of a live tree. It appeared that someone had tried to start a fire in the hollow. The towpath was in good condition with light trash on the later walk.

Level 40 Nettle RR Bridge Piers to Dam 5: Paul and Mercedes Tibbits report August 1: Everything is very green. Saw many butterflies and other insects, but few birds. Heard cicadas loud and clear. The towpath was dry. **Vallie Compher, Catherine Bragaw and Autumn Cook report August 2:** It was a beautiful day with lots of folks out enjoying the canal. We felt like we were walking in a butterfly garden, there were so many beautiful butterflies and moths. I think we spent more time trying to identify the butterflies than pick up trash, which made for a great walk! The orange barrier at Culvert 136 and just below Milepost 106 has been cut, leaving huge gaps. We temporarily fixed a small section of the webbing at Culvert 136 with zip ties, but the majority of the webbing is completely down and needs to be replaced. Only a few sticks impeded the towpath, which we moved. The towpath is in very good condition.

Level 41 Dam 5 to Four Locks: Vallie Compher and Catherine Bragaw report May 31: The waysides around the 4 Locks area and the Charles Mill site are in terrible condition, barely readable. There was very little trash compared to the area above Dam 5. There was rutting at Four Locks in the grass by parking area, caused by a truck driver who drove across the grass. Unfortunately, we were unable to get his license plate number. There was very little fauna; I think there was a little too much human activity. **Roxanne and Rafi Krigman report August 2:** It was a very beautiful summer day. There were numerous people out, including a group of young adults sitting by the cliff and jumping into the water. Everyone was polite and friendly. **Paul and Mercedes Tibbits report August 2:** Garbage was only between Dam 5 and the last flat area by the Potomac. We found a lot of empty plastic bottles, which we recycled. Grass by path had been cut fairly recently. Big puddles were filled with soil.

Levels 42 Four Locks to McCoy's Ferry: Steve Dean reports June 12: There was a little trash along the towpath and one soda can in Lock 50. The canal prism was lush and green, and conditions were very humid after a recent storm an hour before. Culvert 140 was in good condition. **Jack Ebersole reports July 23:** The towpath was dry with a few small puddles and in excellent condition overall. The weather was pleasant and there were a few canal users out.

Level 44 Fort Frederick to Ernstville: James Biasco reports June 5: Towpath was clean, but had a lot of muddy spots. While these typically dry in a few days they are a hazard to bikers. There appeared to be oil sheen on the upstream end of Big Pool.

Level 45 Ernstville to Licking Creek: **Dennis Kubicki reports August 2:** Generally, the towpath was in good condition with no significant rutting or obstructions. This walk was conducted during an extended dry period, so there was no puddling anywhere from Fort Frederick through to the Licking Creek Aqueduct. There was no deadfall other than that well off the path. The problem area on this level is that there are homeowners along the canal who discard trash onto the far side of the canal. This was particularly noticeable at a home site at about Mile 114.3. The unprotected “drop” (where there had originally been masonry) on the north side of the aqueduct constitutes a safety hazard to hikers and bikers. I encountered a group of three deer that were standing on the towpath at in the area of Milepost 115. I approached slowly to a distance of about 100 yards when the two adults scampered off. The smallest (I’ll characterize it as a “yearling”) remained and allowed me to approach closer. It then moved away but stayed on the path, looking toward where I was. I waved at it as one would wave to a human from a distance. It then “charged” toward me and stopped about 20 yards from where I was standing. It looked me over for a few seconds and then ran away into the woods.

Level 49 Round Top Cement Mill to Lock 53: **Paul Petkus reports June 20 and July 25:** In June the level of the water in the Potomac wasn’t out of the ordinary for this time of the year. It was set to rise as a result of the approaching storm system that caused widespread flooding in Texas. In fact, that approaching storm system was a factor of my decision to visit Level 49 on that day. Level 49 provides better egress options than my other level, Level 55. Butterflies were in abundance. They included pearl crescent, mourning cloak, northern pearly eye, little wood-satyr, great spangled fritillary, banded hairstreak, cabbage white, a dusky wing, a sulphur, a silver-spotted skipper, and a number of other skippers. I may have also observed a variegated fritillary, but I only got one photo of it with its wings closed before it flew off. I may have also seen a red admiral. In July I noted that the previously reported fallen tree at Lock 53 has been trimmed. Access to the berm side of the lock is now possible because the maintenance crew has trimmed the area. Since my visit to the level on June 20th, maintenance had also trimmed along the entire stretch of the level. Butterflies were again abundant in spite of a lack of a large number of pollinators along the towpath. Species of butterflies that were observed were eastern comma, question mark, great spangled fritillary, silver-spotted skipper, peck’s skipper, pearl crescent, spicebush swallowtail, eastern tiger swallowtail, red admiral, summer azure, eastern tailed blue, and cabbage white. Silver-spotted skippers were the most abundant by far. Eastern comma, pearl crescent and spicebush swallowtail were also seen frequently. Contrary to seeing many eastern commas, only one question mark was observed.

Level 51 Dam 6 to Sideling Hill Aqueduct: **Bill and Chris Holdsworth report July 16:** On this pleasant weekday, we saw eight bicyclists on the towpath, a surprisingly high number. Traffic on the western Maryland Rail Trail usually dwarfs the count on the towpath. The towpath has been resurfaced downstream from Lock 56 and is in good shape. Milepost 136 is still knocked over; this has been reported to the National Park Service. Amtrak’s *Capitol Limited* from Chicago passed on the opposite shore, about 1½ hours late.

Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct: **Tom Aitken reports July 4:** With the holiday, the towpath was busy heading up. I encountered a hard rain on the return trip and saw very few people on the way back. Due to three really wet weeks and a recent deluge, the towpath was extremely wet and muddy. There were huge puddles throughout. Today, I saw a few small groups

of thru-riders, and I have to marvel at their diligence. I’ve done the Cumberland to Georgetown ride a couple of times but never encountered a mess quite like this. Mud gets in the chain and gears and pedaling becomes more difficult in wet conditions, and the weather after this walk has me pretty convinced that these riders probably didn’t catch a break the whole way down.

Level 53 Fifteen Mile Creek Aqueduct to Lock 59: **Tom and Marsha Dulz report May 24:** Every campsite filled at Fifteen Mile Creek. Boy Scouts were breaking camp in the group area. They were doing a good job policing the area. Trash was light on the level. Nature observations included columbine, roses, dames rocket, fleabane, buttercup, iris, honeysuckle, strawberry, Baltimore orioles, titmice, vireos, pileated woodpeckers, redwing black birds, flycatchers, crows, red belly woodpeckers, cardinals, geese, wrens, indigo buntings, lots of butterflies, a few dragonflies, nuthatches, and numerous turtles.

Level 54 Lock 59 to Lock 60: **Dennis Kubicki reports August 5:** The towpath was in reasonably good condition. It has not rained for some time and there were no significant ruts or muddy patches. While the National Park Service had mowed the areas around Locks 59 and 60 as well as the Stickpile Hill campground, the remainder of the towpath had not been touched. Vegetation has grown to about thigh level in some places and multi-flora rose bush branches are extending into the plane of the towpath. No significant degradation was noted of culverts and related canal structures.

Level 55 Lock 60 to Culvert 208: **Paul Petkus reports July 25:** No changes were detected to the arches at either end of Culvert 208 or at Lock 60. Japanese stilt grass lines the towpath. It’s the summer invasive most prevalent on Level 55. Sounds from summer cicadas provided constant background noise for the entire level. Not quite as pervasive as the summer cicadas, but heard very frequently were wood ducks. In particular, it was the sound of wood ducks fleeing that was heard frequently during the morning. I’d hear them take flight, take five steps forward along the towpath, and then hear more take flight. The prism must have been carpeted with them, or they were lazy and didn’t fly too far away only to be startled into flight again. That said, in one instance brush provided the cover that allowed me to observe ten of them in one location.

Level 58 Lock 63 1/3 to Tunnel Parking Area: **Tom Aitken reports July 19:** The towpath was surprisingly dry, and the dripping inside of the tunnel was pretty normal. The rockslide fence below the tunnel had a good deal of rubble behind it, but the structure continues to handle everything that has slid down the hill. Some bricks are missing from the base of the canal superintendent’s house.

Level 59 Tunnel Parking Area to Opposite Little Cacapon: **Tom Aitken reports July 5:** There were lots of people at the tunnel parking area—all day. This area generally doesn’t have much water in the prism, but there was some closer to the Md. Route 51 bridge and the railroad trestle. There is a pretty significant crack in one of the Md. Route 51 bridge supports under the road.

Levels 67 and 68 Mexico Farms to Wiley Ford Bridge: **Jim and Alison Lyons report August 12:** Towpath fairly heavily rutted in places due to bicycle traffic. The drainage pipe upgrade under CSX is working very well. Before, the whole area looked like a toxic waste dump. Now there is a rather innocuous cinder block structure, and the washout below the towpath to the riverside is very nicely “manicured,” again with a layer of blocks. “Walk bikes” sign is missing at up-stream end of Evitts Creek Aqueduct. The levels were very clean and no garbage was picked up.

Level 69 Wiley Ford Bridge to Cumberland Terminus: **Bob Mischler reports July 21:** The towpath was dry. There was water in place in the prism. There was a moderate amount of trash.

2015 Dragonfly Walks

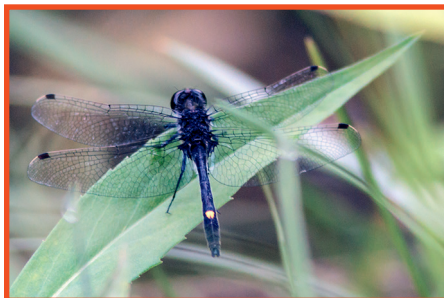
The Association hosted two dragonfly walks in 2015. The first walk was in Oldtown on June 20th. Questionable weather conditions kept attendance low. The overcast weather didn't deter the dragonflies, however the intrepid walkers were treated to a fine walk with a number of dragonfly and damselfly sightings.

The second walk was at Dickerson on August 8th. Hot and sunny weather made for great dragonfly viewing. This was the best-attended dragonfly walk to date. While the number of different species that were sighted was low, viewing opportunities were plentiful.



Clockwise from upper left (D - Dickerson; O - Oldtown): calico pennant (O), slaty skimmer (D), blue dasher (D), amberwings engaged in courting (D), female pondhawk (D), male pondhawk (D), dot-tailed whiteface (O), twelve-spotted skimmer (O), fork-tail (O), widow skimmer (O).

Photos by Steve Dean



2015 Spring Tree Walk

A small but enthusiastic group of tree lovers joined Carol Ivory on June 7th for the spring tree walk in Dickerson near Lock 26. The group visited the champion sycamore tree, shown on the left with Carol, and the mighty silver maple at Lock 26. Join Carol for the fall walk on October 31st. *Photos by Carol Ivory*



2015 Paw Paw Bends Paddle Trip

The river was low but spirits were high as 15 paddlers set off on August 21st on the annual three-day paddle/camping trip through the Paw Paw Bends of the upper Potomac River. The group consisted of ten seasoned "Bends" paddlers and five newcomers.

While some years we paddle almost 40 miles to Hancock, Md., we opted this year to do the shorter version of just 22 miles ending in Little Orleans, MD. With fewer miles to paddle per day, there was plenty of time once we reached camp to go swimming, take a hike, do some fishing or just pull up a chair at the river's edge and relax.

This stretch of the Potomac River is, in my opinion, the most beautiful. It is rustic and quiet (with the exception of the occasional train passing by) and wildlife abounds. We saw bald eagles, hawks, osprey, geese, ducks and several types of heron. The water was filled with a variety of fish and turtles, and deer were spotted along the banks. The weather was absolutely perfect with warm sunny days and cool nights.

What more could you ask than a great day paddling on the river, time to relax and enjoy the outdoors and sharing a campfire in the cool of the evening with good friends, old and new?

— Barbara Sheridan



Pictured left to right: Standing –Yonina Foster, John Betting, Anthony Laing, Pat White, Paul Leatherman, Richard Radhe, Merrily Pierce, Bill Burton, Barbara Sheridan. Kneeling – Diane Seery, Vicki Dodson, Pat Sainsott, Lynn Walker, Gayle Conner, Jim Walker. Photo by Lynn Walker

Calendar of Events - 2015

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

Sept. 19, Sat., Park After Dark, 6 p.m., Historic Great Falls Tavern. The C&O Canal Trust fund-raising event features chili, libations, and tunes. Tickets are \$175 a person; \$125 of that amount is a tax-deductible donation to the C&O Canal Trust. For more information see www.CanalTrust.org or ParkAfterDark.org

Sept. 26, Sat., Nature Walk focusing on birds, 8 a.m. to about 11 a.m., heading upstream from Monocacy Aqueduct. Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Marion Robertson (marobertson@verizon.net or 301-657-8992).

Sept. 27, Sun., Continuing Hike Series: 10:30 a.m., upstream from Town Creek (Mile 162). See page 14 for further information. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

Oct. 4, Sun., Board Meeting, 1 p.m., Williamsport Town Hall, 2 North Conococheague St.

Oct. 7-12, Wed.-Mon., Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 16. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or phopson727@verizon.net.

Oct. 9, Fri., Work party at Swains Lock, 9 a.m. The group will check on conditions and tend to the picnic tables, fire rings, and vegetation in the area. The association is responsible for the Swains Lock Recreation Area under the Canal Steward program. For more information, contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Oct. 24, Sat., Annual Heritage Hike and Dinner. Hikes of various lengths between Spring Gap and the Cumberland Terminus. Dinner at the Fairfield Inn in Cumberland. Registration form enclosed in this issue See page 1 for times, costs, hike and program details, and other information. Contact Chris Cerniglia at programs@candocanal.org.

Oct. 31, Sat., Nature Walk focusing on tree identification, 10 a.m., Dickerson Conservation Park. Last in a series of three walks in the same location to observe seasonal differences. Bring water and a snack. Bring a walking stick and wear sturdy shoes. Optional equipment: binoculars and your favorite tree ID book. The walk will focus on three champion trees, the state champion Sycamore and the county champion cottonwood and silver maple. See Google map. For more information, contact Carol Ivory at carolivory@verizon.net or 703-869-1538 (cell).

Nov. 13, Fri., Work party at Swains Lock, 9 a.m. For more information, contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Nov. 22, Sun., Continuing Hike Series: 10:30 a.m., downstream from Licking Creek. See page 14 for further information. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).

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

Dec. 13, Sun., Frostbite Hike, Washington City Canal, 10:30 a.m. See page 3 for further information. Contact Bill Holdsworth (301-762-9376 or website@candocanal.org).

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

Stay Connected!

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

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

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.

Volunteers in Parks Activity

The Volunteers in Parks (VIP) calendar of activities for the past couple of months has been very eclectic. Your VIP group has been involved in a variety of experiences and has involved a variety of volunteers, many of whom are not members of our association.

In June, a number of members came out to help repair picnic tables at Fletchers, Carderock, Marsden and Swains. A total of over 50 boards were replaced on damaged tables. It was a great time with volunteers teaming up to effectively to make the many repairs. This project took several days to accomplish its goals. Also in June, after severe damage to the picket fence at Rileys Lock, two of us replaced a number of posts followed by three of us rebuilding over 30 feet of the fence in preparation for painting.

In July, a hardy group of four men and one woman installed 3 waysides in the Western District at Spring Gap, Fifteenmile Creek, and Williamsport. It was a rather long but very productive day with both installations and a wayside removal, which is usually more time consuming than putting one in.

In August, we involved volunteers from National Geographic to help with the continuation of painting the hand railings along the boardwalk leading to Great Falls. They did a great job of painting about 20% of the total length, which was about 225 feet of railings. We then had members of the Daughters of the American Revolution volunteer to both prime and paint the new section of picket fencing at Riley's. This was a 2-day effort, the results of which look great.

As a side note – Skip Magee and I participated in a project in which we demonstrated we suffered from a GCD deficit. GCD stands for Good Choice Decision. We attempted to remove a very old wayside made of 8x16 inch legs which had to be sawed off and then chiseled down a couple of inches beneath the stone patio it was mounted in. All of this was done in a 5-hour stint in 95-97 degree direct sun. We completed the job but obviously had been in the sun too long.

We still have some projects in the wings, which will be worked on in the near future. Skip and I thank all who worked on these various projects. Without that help, provided with enthusiasm and congeniality, none of this would have been achieved.

– Jim Heins, VIP coordinator

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	John Noel
Superintendent's Secretary	301-714-2201	Annette Martin
Chief Ranger	301-714-2222	Ed Wenschhof
Administrative Officer	301-714-2204	Connie Hufford
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Chief of Maintenance	301-714-2239	Greg Kniesler
Chief of Interpretation, Education and Partnerships	301-714-2238	Ben Helwig, Acting
Partnerships Coordinator	301-491-2465	Catherine Bragaw, Acting
Volunteer Coordinator	301-491-7309	Emily Hewitt
Historian	301-714-2236	
Librarian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

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 Milepost 184.5 (Canal Terminus, Cumberland, MD)

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
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Hancock Visitor Center 301-745-5877

439 East Main St., Hancock MD 21750

Supervisory Park Ranger	Rita Knox
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Cumberland Visitor Center 301-722-8226

Western Maryland Station, Cumberland MD 21502

Supervisory Park Ranger	Rita Knox
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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

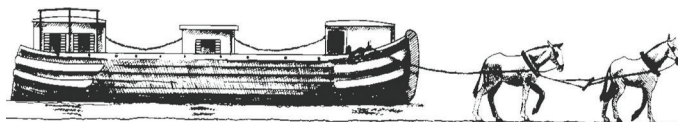
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Editor: Steve Dean

Associate Editors: Tom Aitken, Dave Johnson, Don Juran, Nancy Long, and Ned Preston.



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 www.candocanal.org. The webmaster is webmaster@candocanal.org. C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

2015 Association Officers

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

First Vice President: Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, 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: Richard Radhe, 8902 Skyrock Court, Columbia, MD 21046, 410-302-2721, treasurer@candocanal.org.

Information Officer: Pat White, 66 Oak Shade Road, Gaithersburg MD 20878, 301-977-5628, inquiries@candocanal.org.

Board of Directors: (terms expire in 2018): Bill Burton, Dick Ebersole, Kerry Gruber, Christine Holdsworth, Anthony Laing. (terms expire in 2017): Chris Cerniglia, Jill Craig, George Kennett, Doug Zveare. (terms expire in 2016): David M. Johnson, Tom Lightfoot, William R. Stewart, Craig Roberts, Marion Robertson.

Committees (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, John Wheeler; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, John Wheeler; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Marion Robertson; Nominating, Steve Dean; Programs, Chris Cerniglia; Sales, Jill Craig; Special Projects, vacant; Volunteers in the Park (VIP), Jim Heins; Youth, vacant.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

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Most culverts are just below the base of the canal prism, but in some areas the river plain is well below the prism. In these locations a high parapet and wing walls are required. Culvert 144, located a half mile above McCoys Ferry, is one of those culverts and has a 15 foot high parapet. Culvert 141, at the lower end of the McCoys Ferry camp ground, is almost identical and is a bit easier to access. Photo by Steve Dean



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