

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

VOLUME L

March 2018

Number 1

2018 Douglas Memorial Hike and Dinner

By Steve Dean on behalf of the Program Committee

The C&O Canal Association will honor the 54th anniversary of the Douglas Hike on April 28, 2018 with a selection of three hikes of different lengths, a roast beef and fried chicken dinner, and an evening program. Bring your friends and join your fellow Association members to celebrate spring with a walk on one of the canal's most fascinating sections.

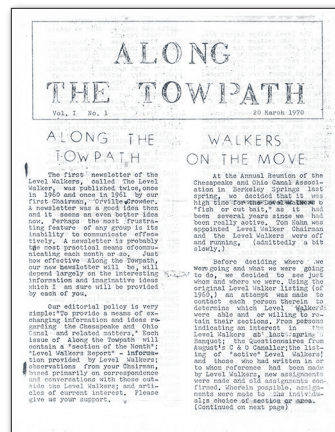
All hikers will meet at the MARC parking lot in Brunswick, the start and end point for the event. Plan on arriving 15 minutes before your bus departure time. The bus for the long-length hikers will depart at 10 a.m., stopping at Dargan Bend. Hikers starting at this point will have a 10 ½ mile trek back to Brunswick. On their trip downstream, the long-hikers will cross through the Dam 3 area and be able to observe some of the interesting features noted in Karen Gray's *Accompanied by the Past* article on page 14 of this newsletter. A side trip at Lock 36 to visit the best preserved of the two dry docks on the canal is well worth the time.

The second bus will depart Brunswick at 11 a.m., carrying two groups of short-hikers. Those selecting a 6-mile walk will be dropped off at Lock 34. Their trek downstream will include passing through the Harpers Ferry area and observing the ruins of the Shenandoah River Lock. Those hikers opting for the shortest route will be dropped off by the bus at Lock 31 in Weverton for a 3 ½ mile walk back to Brunswick. Like the 6-milers, they will also enjoy a view of the river lock ruins as they pass downstream through the Weverton area. Maps with the walk details will be provided to all hikers.

After the hike, members will meet at the Jefferson Ruritan Center for a happy hour at 4:30 p.m., followed by dinner at 5:30. After dinner, Chad Crumrine of the National Park Service will provide a presentation on the Great Allegheny Passage. Chad served as an intern on the GAP prior to his assignment to the C&O Canal and has prepared an informative and engaging presentation of the GAP and the features along it.



Spectacular towpath views abound in the Harpers Ferry area.



Volume L of *Along the Towpath* starts with this issue. See page 4 for some background on why this newsletter was started and how it's progressed over the past 49 years. Left – Volume I, Number 1; right – Volume XLIX, Number 2.

2018 Douglas Memorial Hike and Dinner

Details and Directions

Use the registration form in this issue to register or find the form online at www.candocanal.org/calendar.html. The bus for the long hike departs at 10 a.m., and the bus for the short hikes departs at 11 a.m. Arrive at least 15 minutes early. The bus is \$6 per person in advance, and \$8 the day of the event. Please bring exact change. Happy hour is included in the cost of dinner and is at 4:30 p.m. Dinner is at 5:30 and is \$22 per person. Reservations must be received by Thursday, April 12.

Directions to Brunswick MARC station: On US-340 take the exit for MD-180. Turn left on to MD-180 W. After 1.7 miles turn left on MD-79 W/Petersville Road, and proceed 2.7 miles, then take the fourth exit from the traffic circle and stay on Petersville Road. Turn right on to North Maple Avenue, then right on to Railroad Square.

Directions from Brunswick to the Jefferson Ruritan Center, 4603 Lander Rd., Jefferson, Md: Turn left on South Maple Avenue, then left on to Petersville Road. At the traffic circle take the first exit onto Burkittsville Road/Petersville Road. Continue on Petersville Road (it becomes MD Route 79) for 2.7 miles. Turn right on to MD Route 180 E and proceed 1.5 miles. Turn right and merge on to US Route 340 E. Proceed 2.7 miles on US-340 and take the Lander Road exit toward Jefferson. The Jefferson Ruritan Center will be on the right.

Directions from the Washington area to the Jefferson Ruritan Center: Take I-270 N and merge on to I-70 W at Exit 32. Take Exit 52 off I-70 W on to US-15 South/US-340 W. After 6 miles take the Lander Road exit toward Jefferson.



The dry dock at Lock 35 is worth a side trip – Photos by Steve Dean



All hikers will pass the signature red lock house at Weverton

2018 C&O Canal Association Presidents Day

Little Orleans

Our tradition of celebrating the Association presidents and enjoying general fellowship will take place at Bill's Place in Little Orleans on June 2nd. Come and join us! A reservation form is enclosed in this issue. Breakfast will be served at 9 a.m. The cost is \$10 per person. Forms must be received by Wednesday, May 23.

After breakfast, participants can take a walk in the Pearre area to view the progress on the Western Maryland Rail Trail Extension. Contact Steve Dean at editor@candocanal.org or 301-904-9068 for more information.

Some members enjoy camping the night before at Little Orleans Campground, which is near Bill's. You can make reservations by calling the campground at (301) 478-2325.

– Steve Dean



Lock 56 will be the starting point for a short hike – Photo by Steve Dean

President's Report

By Bill Holdsworth

Even in the winter months, we continue to enjoy a stream of good news about our canal.

In November the park received two grants totaling \$3.45 million from the Maryland Department of Transportation. One grant will be used to resurface the towpath between Harpers Ferry and Shepherdstown. The other grant will be used to make the canal prism more navigable for canoes and kayaks between Lock 20 and Lock 5.

By the time you read this column, the park will have broken ground on the rehabilitation of Swains Lockhouse. The Association contributed matching funds to this effort, along with the Friends of Historic Great Falls Tavern and the C&O Canal Trust.

Work has finally begun on the extension of the Western Maryland Rail Trail from Pearre to Little Orleans. Completion is targeted for March 2019.

All of this work creates temporary inconveniences. Because of work on Locks 3 and 4, the canal has been dry downstream from Fletchers Cove for the past year. During 2018 the canal will be unwatered between Locks 5 and 22, because

of a large repair effort to watered structures in that area. As a result, we have canceled our annual May picnic with the Friends aboard the *Charles F. Mercer*.

The Association has a committee preparing a possible bid to host the 2021 World Canals Conference in Hagerstown, as a way of celebrating the park's 50th anniversary. The committee has been working with the park and local tourism agencies.

Our Special Projects committee has been making progress in developing a strategic plan for the Association, helping us adapt to our changing environment. The group hopes to present information to the board of directors this summer.

Our Environmental Committee deserves praise for its vigilance. They monitor an array of projects through the various stages of public review and comment. The projects include: the Georgetown redevelopment plans; restoration of historic Culvert 2; D.C. Water's plans for a tunnel under the Potomac River to hold sewer overflows; deer management; and architectural lighting at Key Bridge. Our committee chair, Rod Mackler, frequently has more up-to-date information on these topics than even park officials.

Park Project Updates

Locks 5–22 Watered Structure Repairs. A \$6.7 million construction project is underway to improve several locks, waste weirs, bridges and other water control structures within one of the most popular segments of the canal park. These improvements will help the park's historic structures withstand impacts from Potomac River floods and make the features easier to maintain.

Construction started in December and will extend until spring 2019 (weather dependent). Project work will focus on eight different areas between Little Falls and Swains Lock.



The Locks 5–22 project will include Rock Run Culvert repairs – Photo by Steve Dean

The exact time frame for work will be determined soon. Please check out the C&O Canal website and social media for details.

To provide safe access to the work areas during the construction process, the canal will be drained in these areas at various times throughout the project. Draining operations began on November 26, 2017. Precautions will be taken by the park to protect wildlife within the canal during these operations.

This project consists of work in the vicinity of the following areas of the C&O Canal: Swains Lock, Great Falls Tavern, Olmsted Island, Carderock, Rock Run Culvert, and Lock 7. During construction, visitors will be directed to follow easily navigable detours around the work areas.

Details of the project are available at www.nps.gov/choh/planyourvisit/repair-watered-structures-project.htm. Check for current park status on the park's website at www.nps.gov/choh or on Facebook at [@chesapeakeandohiocanal](https://www.facebook.com/chesapeakeandohiocanal).

Paw Paw Tunnel. The Paw Paw Tunnel area rock scaling project is still in progress. The current estimate for completion is early June. The tunnel closure and detour will remain in place until then.

– From National Park Service updates

Along the Towpath Reaches 50th Volume

By Steve Dean

Welcome to Volume L of *Along the Towpath*. We are delighted that, since our first issue in March 1970, our publication has become a respected source of information about the C&O Canal, and a valuable record of the activities on the park and in the C&O Canal Association. This long history is due in large part to the excellent material contributed by our members and other writers, the efforts of our all-volunteer editorial staff over the years, and the support of the C&O Canal Association board and membership.

The March 1970 issue opened with these words from the editor, Capt. Thomas S. Hahn:

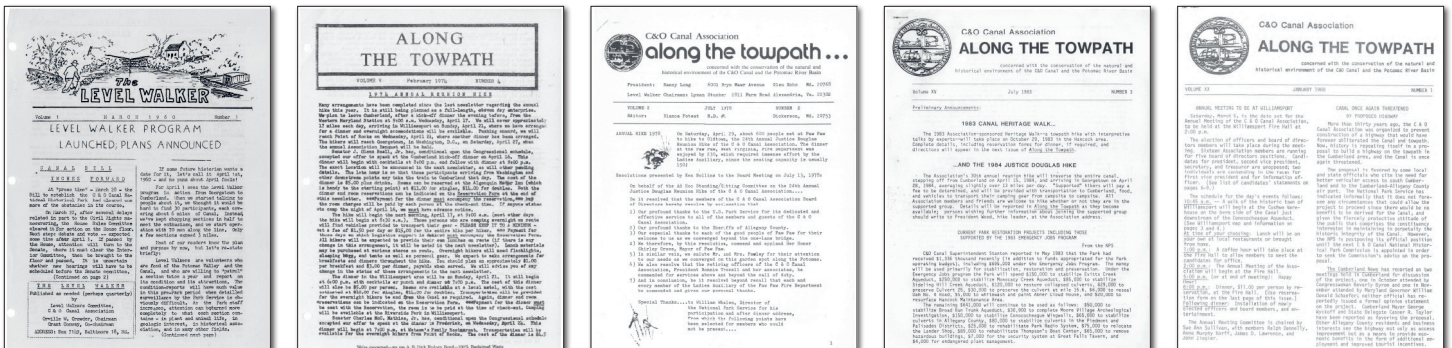
"The first newsletter of the level walkers, called *The Level Walker*, was published twice, once in 1960 and once in 1961 by our first Chairman, Orville Crowder. A newsletter was a good idea then and it seems an even better idea now. Perhaps the most frustrating feature of any group is its inability to communicate effectively. A newsletter is probably the most practical means of communicating each month or so. Just how effective *Along the Towpath*, our new newsletter will be, will depend largely on the interesting information and imaginative ideas which I am sure will be provided by each of you."

Although there are now many other ways to communicate effectively with members, level walkers, and others the effectiveness of *Along the Towpath* over the last 49 years was exactly the success that Capt. Hahn hoped it would be.

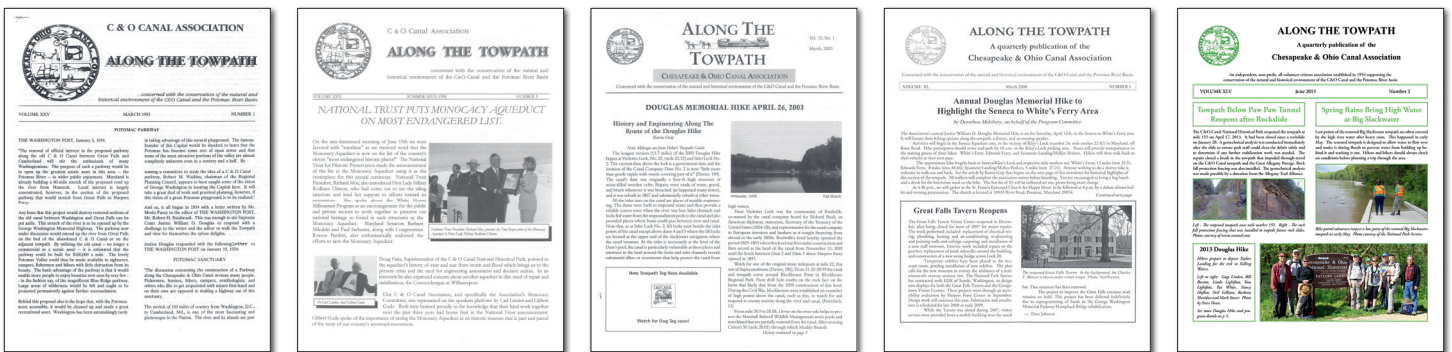
Note that we are at Volume L, but it has only been 49 years. The first volume was published in 1970, but for the four years of 1971 through 1974 five volumes were published. It's unclear why that happened; it was probably something as simple as a typographical error on the original mimeograph newsletter format. In 1975 Volume VII was published, and we've stayed on track ever since.

Along the Towpath has progressed from a hand-typed mimeographed newsletter of 6 to 20 pages to a digital desktop published 28-page glossy all-color newsletter. Over the years 16 different editors have managed *Along the Towpath*. It's always held true to the original purpose of providing a snapshot of level walker activity, but it's also featured first-rate content about canal issues, history, environmental concerns, the Civil War, trail use and Association events.

In later issues of Volume L we will feature some of the highlights of *Along the Towpath* over the past 49 years.



Representative issues of *Along the Towpath* through the years. (l-r) 1. The Level Walker newsletter of March, 1960, which was the predecessor to *Along the Towpath*; 2. Volume V, 1974; 3. Volume X, 1978; 4. Volume XV, 1983; 5. Volume XX, 1988.



Later *Along the Towpath* volumes. (l-r) 6. Volume XXV, 1993; 7. Volume XXX, 1998; 8. Volume XXXV, 2003; 9. Volume XL, 2008; 10. Volume XLV, 2013.

C&O Canal Association Annual Meeting

By Steve Dean

The 2018 C&O Canal Association annual meeting was held in Williamsport, Maryland, on March 3. President Bill Holdsworth opened the meeting. He discussed the challenges faced by the National Park Service to continue to maintain and operate the canal park in light of dwindling funding, shortages of personnel and an ever-increasing backlog of needed repairs. These problems make the support provided by the Association even more important.

All committee chairs provided reports on their activities. The reports included a comprehensive and informative discussion of environmental issues, presented by Rod Mackler; an overview of the Civilian Conservation Corps wayside plans, by Nancy Benco; an introduction of the Canal Conversations Program, by Rita Bauman; and a summary of the successful first year of *Along the Towpath* printing by HBP, by Steve Dean. There were no proposed bylaws amendments. President Bill Holdsworth noted that John Wheeler has stepped down from the Audit and Legal Committees and expressed appreciation for John's long service in these roles. Jon Wolz will support the Audit Committee. A second person is needed for the Audit Committee, and a person with a legal background is needed for the Legal Committee. Any member interested in supporting either of these important roles is encouraged to contact Bill Holdsworth at president@candocanal.org.

The Volunteers-in-Parks program led by Jim Heins completed a busy 2017 season and there are already extensive plans for 2018. These plans are outlined on page 21 of this newsletter. The Level Walker program provided extensive support throughout the full range of the park in 2017. Lock House 75 support, led by William Bauman, will potentially be impacted by a new regulation requiring two persons at the house. Additional volunteers for this rewarding activity are needed to support the additional staffing requirements; please contact William Bauman for further information.

Bill Holdsworth and Kerry Gruber discussed a proposed plan for the Association to lead an effort to coordinate a World Canals Conference (WCC) in 2021. Susan VanHaften presented an opposing view to the proposed plan. There are several advantages to hosting a WCC, including a unique opportunity to celebrate the history of the C&O Canal. It would also raise the profile of the canal park, both nationally and internationally. There are also risks, including a potentially high cost and a need to gain significant volunteer support and qualified event coordinators. Cooperation of multiple partners will be key to the success of the event. A motion was made to endorse a bid to host the 2021 World Canals Conference in Hagerstown to celebrate the park's 50th anniversary. It passed by 21

to 13. Further consideration and discussion of the possible WCC proposal will be conducted and voted on by the Association board. If a bid is made, it is due in August 2018.

George Lewis, chairman of the C&O Canal Federal Advisory Commission, discussed the status of the commission, which has not been able to meet over the past year due to current department policies. While many other park commissions have dissolved under the current policy, members of the C&O Canal Federal Advisory Commission remain committed and will reconvene when a meeting is allowed.

Barbara Sheridan was recognized with the William O. Douglas award for her 20 years of invaluable service to the Association in a variety of roles, including president, first vice-president, membership chair, and leadership of two thru-hikes. Bill Holdsworth presented the well-deserved award.



Bill Holdsworth presents the Douglas Award to Barbara Sheridan –
Photo by Steve Dean

Ben Helwig spoke as the park representative for the C&O Canal National Historical Park. He expressed appreciation for the volunteer and financial support provided by the Association, and noted that this support is vital to the park's existence. Ben provided a status on park projects currently in place, including the Conococheague Aqueduct restoration, Swains Lock house, the watered structure repairs, and the Georgetown area enhancements in progress. He fielded questions about repairs in the park and the ongoing projects.

The list of candidates for officers and directors, as published in the December *Along the Towpath*, was presented to the assembled group of members for vote. The members unanimously elected the candidates. The 2018 officers, board and committee chairs are listed on p. 27.

C&O Canal Aqueducts

Canals rely on culverts to allow minor creeks, runs and streams to pass beneath them. When they intersect with rivers or major creeks, however, canals need bridge-like aqueducts to carry them across.

The C&O Canal features 11 original towpath aqueducts. All are standing, and some of them have benefited from restoration projects. The first five are multi-arch aqueducts, including the magnificent seven-arch Monocacy River Aqueduct. The remaining six aqueducts are single-arch aqueducts.

The 11 aqueducts are presented here, in sequence. An aqueduct presentation is available at deansm.mypportfolio.com or can be downloaded in high resolution at bit.ly/2qZqckN.

– Steve Dean



Catoctin Creek (Mile 51.53) – Two of this aqueduct's three arches collapsed in 1973. A restoration project was completed in 2011 and used many of the original stones



Seneca Creek (Mile 22.82) – This 3-arch aqueduct is combined with a lock and is made from Seneca stone. A 1971 flood washed out the upstream arch. With public support it may someday be restored.



Antietam Creek (Mile 69.36) – Featuring elliptical arches, this aqueduct survived Civil War damage. The center arch is wider than the upstream and downstream arches.



Monocacy River (Mile 42.19) – This 7-arch aqueduct is one of the signature features of the C&O Canal. A rehabilitation project, completed in 2005, saved it from possible collapse.



Conococheague Creek (Mile 99.80) – This aqueduct is a WilliamSPORT landmark. A canal boat went through the side of it in 1920. A restoration project is in progress and eventually boats will cross it.



Licking Creek (Mile 116.30) – The first of the single-arch aqueducts is also the longest, with a 90-foot span. Concrete repairs have been required because of weak stones used in its construction.



Fifteen Mile Creek (Mile 140.90) – This aqueduct is easily accessed and viewed in Little Orleans. It is in excellent condition, with both the towpath and berm walls intact.



Tonoloway Creek (Mile 122.96) – Located in the canal town of Hancock, this aqueduct features an irregular arch that rests on a rocky ledge on the downstream side.



Town Creek (Mile 162.34) – Town Creek was an active area with many mills in the 18th and 19th centuries. Mill ruins are visible near this scenic creek.



Sideling Hill Creek (Mile 136.56) – This aqueduct is located in a quiet area at the foot of Sideling Hill near Pearre. It features a 60-foot asymmetrical arch.



Evitts Creek (Mile 180.66) – This is the uppermost aqueduct on the canal, and is four miles below Cumberland. It is stable, with support structures in place.

Discovering America Under Your Own Power

The American Discovery Trail

By Laurel Ibbotson Foot

Have you ever taken a walk or bicycle ride on the Chesapeake & Ohio Canal towpath and wondered, “What would happen if I just kept going? What is around the next bend and how far can it take me?” The American Discovery Trail (ADT) was developed to allow people to do just that.

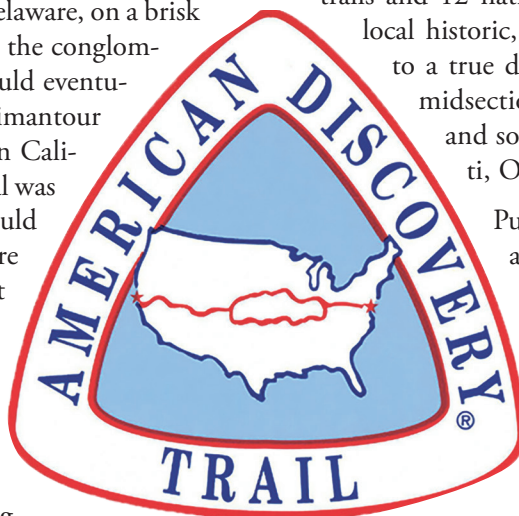
In 1997, my husband, Bill, and I bicycled and backpacked the ADT. We dipped our toes in the Atlantic Ocean at its eastern terminus, Cape Henlopen, Delaware, on a brisk March day and started heading west on the conglomeration of trails and back roads that would eventually lead us to its western endpoint, Limantour Beach in Pt. Reyes National Seashore in California. Since it is a BIG country, our goal was to bicycle as much of the trail as we could and backpack the remaining parts where bicycles were either impractical or not allowed (such as wilderness areas).

I was not sure what I was getting myself into. My main expertise was in backpacking, having hiked the Appalachian Trail 10 years earlier, and I had never done any long distance bicycling before this trip. Here we were on mountain bikes with all of our gear, heading into what was to me something of a great unknown. But isn't that what makes it an adventure?

The ADT is a unique long-distance trail. Co-aligning with and linking together a multitude of existing national, state and regional trails, such as the C&O Canal, by mostly little-used roads, it is able to showcase the diversity in scenery, ecosystems, culture, and history that comprise our nation. Within its 6,800+ mile length, it traverses 15 states, 14 national parks and 16 national forests; links five national scenic trails and 12 national historic trails; and passes countless local historic, cultural, and natural treasures that lead to a true discovery of the spirit of America. In the midsection of the country, it splits into northern and southern route options between Cincinnati, Ohio and Denver, Colo.

Purposely traversing urban greenways as well as wilderness, the intent is to bring trails to the people to encourage everyone to get outdoors and enjoy nonmotorized transportation such as hiking, bicycling or horseback riding. Although there are parts of the trail where bicycling or horses are not allowed, there are alternative routes in some states for these activities. By acting as an east-west “backbone”

of the national trail system, it connects some of the iconic north-south long-distance trails such as the Appalachian National Scenic Trail and the Pacific Crest National Scenic



Reenactors in period costumes with mules give a sense of what the C&O Canal looked like “back in the day” at Great Falls and are just one part of the experience of the ADT – Photo by Jim Shaner



A backpacker on the ADT overlooks the wild Utah terrain – Photo by Christopher Sunde

Trail with the rest of the country. It includes challenging climbs over mountain ranges such as the Rockies, converted rail-trails through bucolic farmland, pathways in remote desert canyons, and rural roads through small towns. Besides the breathtaking scenery, along its route are over 10,000 sites that reveal our country's values, accomplishments and interests. For example, one can visit the NASA-Goddard Visitors Center in Maryland, the Jefferson National Expansion Memorial (Gateway Arch) in St. Louis, Mo., the U.S. Air Force Academy in Colorado, and the Golden Gate Bridge in San Francisco, Calif. History comes alive whether one traces the steps of commerce on the C&O Canal towpath or the migration of early pioneer settlers along the Oregon National Historic Trail.

So, where would the trail lead you once you got off the C&O Canal towpath? If you headed east on its path, you would get off at Georgetown, with nearby access to the National Mall and its memorials and museums. Continuing on the ADT, you would join the Rock Creek Park trail system, passing the National Zoo, before hopping on the Western Ridge Trail. From there, the trail passes a restored, operating grist mill, picks up the Anacostia Tributary Trail System, and heads toward Greenbelt Park and eventually the Atlantic Ocean at Cape Henlopen, Del.



The ADT goes through metropolitan areas to view monuments such as the Jefferson National Expansion Memorial (Gateway Arch) in St. Louis, Mo. – Photo by Jim Shaner



The American Discovery Trail traverses 15 states, the District of Columbia, 14 national parks and 16 national forests. A state by state description of the trail is available at www.discoverytrail.org/states/index.html – Map courtesy of the American Discovery Trail



Cape Henlopen State Park is the eastern terminus of the ADT – Photo by Jim Shaner

Heading west from Oldtown, Maryland (the ADT does not use the last 17.9 miles of the C&O Canal towpath) the ADT crosses a privately owned toll bridge into West Virginia. Then, it's on to the East Coast's high altitude plateau of Dolly Sods Wilderness followed by the North Bend Rail Trail, passing through 13 tunnels and alongside a marble factory before entering Ohio and points west to the Pacific Ocean.

Trails like the C&O towpath and the ADT can work together for the benefit of both. Working cooperatively, the affiliated trail and the ADT can gain additional publicity by linking to each other's websites, including articles or planned outings about the other trail in our newsletters, and by magnifying our voices to help increase their impact when seeking legislation or grant funding by being a part of something bigger. When we combine forces, the increased energy makes the whole greater than the sum of its parts. It's a win-win.

When co-aligning with existing trails, the ADT does not supersede the identity of the smaller trail, but it can augment the local or regional trail by bringing additional user-groups to it since it is nationwide. Some ADT travelers, like my husband and I, discovered new trails that we were not familiar with in our cross-country journey. Others use the ADT as a guide to help select smaller interesting portions along the ADT route to investigate under their own power. The existing trail keeps all its signage, but the ADT may, with permission, add supplemental signage at trailheads or occasionally along the pathway, to remind users that the trails are concurrent.

You might want to know what long distance travelers say they liked best about the ADT. You may be thinking of dramatic vistas such as Lake Tahoe in Nevada or historic places like Bent's Old Fort in Colorado. However, the majority of users actually say it was the American people they met along the way. When Bill and I were bicycling in Colorado on a hot July day, we decided to splurge on a motel room in a small town. It was Independence Day and the elderly couple who

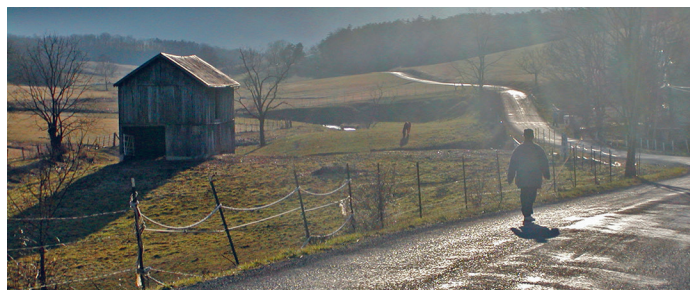


San Francisco's Golden Gate Bridge leads ADT travelers towards the western terminus at Point Reyes National Seashore – Photo by Gary Nero

owned the motel (which was partly functioning as a senior living facility) invited us to their fourth of July cookout with the other residents. We dined on hot dogs, potato salad, and baked beans and topped it off with a red- white-and-blue-iced-cake, complete with "cannonball" doughnut holes surrounding it. We talked to the residents who described the red, rocky canyons, which surrounded them as "the most beautiful place in the world," and their pride in their land and this country. Our trip on the ADT reinforced and educated us to all that was good about this nation while challenging us physically and mentally. It lived up to its goal of encouraging connections – of people as well as trails.

To learn more about the American Discovery Trail Society, mail us at P.O. Box 1514, Front Royal, VA 22630, visit www.discoverytrail.org, email info@discoverytrail.org, or call 800-663-2387. Additionally, affiliated trail group members can receive a discount on American Discovery Trail Society membership.

Laurel Ibbotson Foot and her husband, Bill, journeyed across the United States on the American Discovery Trail in 1997, using the southern route between Cincinnati and Denver by bicycling and backpacking. They returned in 1998 to complete the northern leg entirely by bicycle. Laurel currently serves on the board of directors for the ADT Society and is the newsletter editor for its quarterly publication, Discover America.



Walking in farmland – Where no trails exist, the ADT uses lightly traveled back roads. – Photo by Jim Shaner

Continuing Hikes 2018

Our January hike into the District was well attended with 13 hikers. The zero mile marker and tidal locks were a great photo op. Reconstruction at Locks 3 and 4 resembled any other construction site, with detours around both sites. We stopped for lunch at Il Canale, and the weather was so cooperative our group ate al fresco. I'm hoping for equally cooperative weather for the February and March hikes.

On Sunday, May 27, we'll meet at Pennyfield Lock and wander up to Blockhouse Point on the newly completed Muddy Branch Trail. We will meet at the bottom of the hill where Pennyfield Lock Road turns left to parallel the canal for

a distance before ending. Park as close to the turn as possible. This hike will involve some elevation gain on uneven natural surface trails, so be prepared. Total round-trip distance will be 6 to 7 miles.

Details on meeting locations and time are in the calendar. For all hikes, dress for the weather, bring water and lunch or snack. Cancellations will be posted on the Association website, or you can check the status by contacting Pat White at 301-977-5628 or at hikemaster@candocanal.org.

– Pat White



Hikers at Milepost 0 – Photo by Rod Mackler



Hikers on the towpath at Georgetown – Photo by Lisa Hendrick

Nature Walks Begin in March

We know it's spring when the C&O Canal Association nature walks begin. Starting in March and continuing through October, don't miss out on the many opportunities to learn from our knowledgeable leaders. No matter what your interest is in the natural environment, you will find it on the towpath. You can visit the Association calendar for dates and times.

Bowles House Open in 2018

The popular Hancock Visitors Center will be open during the 2018 season. The visitor center is in the Bowles House, which played a significant role in the history of the canal in Hancock. It provides a unique western Maryland interpretive experience.

The Hancock Visitors Center will be open on selected dates during the summer season. Visit the park's website at www.nps.gov/choh or the park Facebook page at [@chesapeakeandohiocanal](https://www.facebook.com/chesapeakeandohiocanal) for schedule info. Stop by on your next visit to Hancock.

Donors to Association Funds

November 1, 2017 to January 31, 2018

Funds are identified as follows:

Ken Rollins C&O Canal Fund – **R**

– *a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park*

Davies Legal Fund – **D**

– *supports the Association's involvement in activities such as opposition to the transfer of public land to any individual or enterprise for private use.*

Rachel Stewart Swains Lock Area Fund – **S**

– *funds improvements to the area around Swains Lock, as they are identified in conjunction with the National Park Service.*

The Cumberland Repair & Maintenance – **C**

– *donations specifically identified for use for the historic canal boat replica in Cumberland.*

Mario & Anne Abbate – **R, D, S**

Jane Amero – **R**

Anne Anderson – **R**

Nicholas J. Barnard – **R, D, S**

William & Rita Bauman – **C**

John Beck – **R**

Mary Bell – **D**

Nancy L. Benco – **R**

James R. Biasco – **R, S**

Kathleen A. Bilton – **R**

G.N. Bloom – **R**

Dorothy Boerner – **R**

Daina Bolsteins – **S**

Harry T. Bridges – **R**

Artemus O. Brown – **R**

William N. Brown – **D**

Marney Bruce – **R, D, S**

Michael & Judith Bucci – **R, D, S**

Thomas Burger – **R**

Richard T. Busch – **D**

John & Renee Butler – **D**

Derek & Laura Byerlee – **R**

Cabin John Memorial VFW

Post 5633 – **R, D, S**

Barbara Cantey – **S**

Chris Colgate – **S**

Jo Ann Condry – **R**

Norman J. Cook – **D**

Alfred & Rita Cooley – **S**

John & Miriam Crook – **D**

Daniel J. Crumlish – **R**

Joseph Damico – **S**

Harry T. Demoll – **R**

Ruth Dudgeon – **R**

Jack M. Ebersole – **R**

Joseph & Jane Eckels – **S**

Robert & Barbara Eldridge Jr. – **R**

David & Audrey Engstrom – **R**

John & Janice Frye – **R, D, S**

Carol Popper Galaty – **S**

Steven Garron – **D**

Donald Goodwin – **R**

Hendrik G. Groen – **D**

Kerry J. Gruber – **S**

John Guy – **S**

Douglas M. Hackett – **R**

Marc & Nancy Hafkin – **S**

Thomas B. Hall – **S**

William S. Hall – **R**

Theresa E. Hallquist – **R, D, S**

John C. Harden – **R, D, S**

James & Janet Heins – **S**

Benjamin & Jennifer Helwig – **S**

Christopher Herrle – **R, D, S**

Bob & Stephanie Hibbert – **R, D, S**

William & Christine Holdsworth – **R**

Lynne Hottell – **D**

Joseph T. Howard – **S**

John & Shizue Howe Jr. – **R**

William C. Howell – **R, D, S**

George Huhn – **R**

Woodland Hurtt – **R**

Carol A. Ivory – **S**

Michael Johns – **R**

David M. Johnson – **R**

Nanette Johnson – **R**

Sandra B. Kahn – **R**

George T. Keller – **R, D, S**

Ann Kelton – **S**

Thomas & Anne Kerfoot – **R, D, S**

Karlen Keto – **D**

Sara B. Kochenderfer – **R**

Paul Kovenock – **R, D, S**

Steve Kover – **R**

Dennis J. Kubicki – **R**

Janice Kuhl – **S**

Andrei Kushnir – **S**

Louis & Phyllis LaBorwitt Ph.D.
– **R, D, S**

Anthony Laing – **R**

Laurence & Ellen Langan – **R, D, S**

Peter Laugesen – **R**

Charles & Barbara Lefebure – **S**

Daniel Leubecker III – **R, D, S**

Francis Denis & Elisabeth Light
– **R, D, S**

Laila Linden – **R, D, S**

Ruth & Nancy Long – **R**

Anthony Longo – **R, D, S**

Merritt Magee – **S**

Kristine Marames – **D**

Charles Markham – **R**

Linda & Michael Marmer – **R, D, S**

Paul & Rita Marth Jr. – **R**

Margie Martin – **R**

J.C. & M.C. Marziani – **R, D, S**

Robert & Marie Masincup – **R, D, S**

Thomas & Dorothy Mathieson – **R**

William & Susan McAllister – **R, D, S**

Kevin & Jane McCall – **R**

James & Karen McManus – **D**

Melchior Family Foundation – **R**

Neal Meyerson – **R**

Forrest & Lorraine Minor – **S**

David & Nicole Mitchell – **R**

Kirk & Karen Moberley – **D**

Mary Ann D. Moen – **R, D, S**

Warren Montouri – **R**

Dward & Jeanine Moore – **R, D, S**

James & Barbara Moore – **R**

Ronald & Pamela Morith – **R, D, S**

Thomas & Katherine Myers – **R**

James & Judith Nelson – **R**

Diana K. Niskern – **R**

Ronald & Linda Nosalik – **S**

Thomas E. O'Dea – D
 Judith S. Olmer – R, D
 Mark D. Pankin – R
 Charles Pekow – S
 Paul A. Petkus Jr. – R
 Patricia M. Pickering – R
 Dell Pillers-Cline – S
 Mark W. Podvia – S
 Katherine L. Poore – R, D, S
 Richard Poremski – R, D, S
 Ned & Leni Preston – S
 Carol Purcell – R, D, S
 William Ravenscroft – R
 Farnum & Gayle Reid Jr. – R, D
 Craig A. Reynolds – R, D, S
 Grand & Joanne Reynolds – S
 Hugh T. Robinson – R, D, S
 Edward & Patricia Rogers – R, D
 Joseph & Joan Romeo – D, S
 Richard & Ruth Rooney – R
 Lisa Rosenthal – R, D, S
 Sue A. Rowland – R, D, S
 M.G. & C.F. Ryschkewitsch – R
 Patrick & Erica Jo Saccoia Jr. – R
 Lois Schiffer – D
 Cory Schlegel – S
 Jan Schoonmaker – R
 Molly Schuchat – R
 Simon Schuchat – R
 Ziva Schuchman – R
 Kurt Schwarz – R, D, S
 Seneca Valley Sugarloafers
 Volksmarch – R
 Jan V. Sengers – R
 Joe & Martha Shannon – R
 Sierra Club Potomac Region
 Outings – R
 Rima Silenas – R, D, S
 Bridget Sisson – R, D, S
 Thomas Skadow – R
 Leonard & Joyce Skoglund – R, D, S
 Susi Slocum – R
 Dennis & Donna Sloppy – R, D, S
 Tony Stanfill – R
 Bruce Staskiewics – R
 John N. Sterling – R
 Robert & Jody Stevens – R
 William R. Stewart – R, D, S
 Mark Stover – S

Sally C. Strain – R
 Russell & Alice Strasser – R
 Lowell & Jean Swank – R
 George M. Swisko – R
 Tim & Carolyn Taylor – R, S
 C. Jean Toleman – R, D
 Sam & Grace Tucker – R, D, S
 Frank W. Valentine – R, D, S
 W. Karl Vannewkirt – R
 Porter & Marjorie Venn – R, D, S
 James P. Waite III – R
 Ralph Earl Watkins – R
 Jane M. Weisemann – R
 Katrinka Westendorf – R, S
 Louise J. Wideroff – R
 Evelyn & Ronald Williams – R, D, S
 Kristine M. Wilson – R, D, S
 Mary Pat Wilson – D
 John & Anne Wisniewski – R, D
 Judy Wyant – R
 Douglas Zveare – R, S

In Memory of Arno (The Dog)
 John Fragale – R

In Memory of Randy Astarb
 Jane & Norman Liebow – R

In Memory of Bill Burton
 Stephen Williams – R

In Memory of Thomas Conlon
 Sandra Crabtree – R

In Memory of Tom Kozar
 Rita & Thomas Auth – R
 Christian R.N. Beers – R
 Randall Cooper – R
 James Hamerski – R
 John & Velma Holohan Jr. – R
 Richard & Marjorie Hottel – R
 June A. Miller – R
 Linda Ann Plummer – R
 Iris Thellman – R

In Memory of Hal & Jane Larsen
 Anna Porter – R

In Memory of Rachel Stewart
 Adrian R. Stewart – S

In Memory of Amy Zadrozny
 Catherine Chatfield – R

C&OCA Welcomes New Members

Bonnie Bell, Gaithersburg, Md.

Rande Davis, Poolesville, Md.

Stephen Horvath, Poolesville, Md.

Travis Medcalf, Frostburg, Md.

Al Peden & Katie Groth, Frederick, Md.

Bob & Laura Radlinski, Bethesda, Md.

Thomas Sheridan & Liz Hebert, Seattle, Wash.

John Shipley, Hedgesville, W.Va.

Gary & Connie Starliper, Boonsboro, Md.

Marty Szczypinski, Pittsburgh, Pa.

Mary Tenney, Harwich, Mass.

Bill & Sharon Totten, Silver Spring, Md.

Scott & Patty Wolz, Ashburn, Va.

Kevin Yost, Rush, N.Y.

Accompanied by the Past *By Karen Gray*

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106–43 BCE), Pro Publio Sestio

Canal Engineering from Dam 3 to Harpers Ferry

Note: See the “Accompanied by the Past” column in the September 2013 Along the Towpath for the history of the C&O Canal’s relationship to Harpers Ferry.

From the point of view of the physical canal, the roughly 2 ½ miles from the Dam 3 area (Mile 62.44) down to Harpers Ferry (Mile 60.23) has a special place in the hearts of those with an interest in the canal’s engineering and masonry structures. It merits more than a rapid walk-through on the 2018 Douglas Hike and this column seeks to help walkers understand the intended functions of the structures that they are passing and how they relate to one another.

This stretch follows the river closely and includes seven locks (two of which are not lift locks), a dam, guard wall, and—in operating days—two mule crossover bridges. Additionally, it has the ruins of our only largely-intact drydock, and one of the largest bypass flumes on the canal.

The structures in the Dam 3 area demonstrate especially well the ways in which the engineers protected the canal from ordinary high water episodes. This is a serious challenge at the dams where the inlet must be at river level and, in fact, the river end must be recessed into the pool behind the dam at least 6 feet—the standard depth for canal boats. These were places, therefore, where even moderately high water could easily damage the canal without protective structures.

At Dam 3 one can see the three structures typically used to meet this challenge:

- A high guard wall along the river that would hold back the typical high water events in the pool behind the dam.
- A special kind of lock, the river end of which necessarily constitutes a breach in the guard wall and that therefore had a guard gate as high as the guard wall and thus significantly higher than the lock and its downstream gate.
- Two lift locks (in this case numbers Locks 35 and 36) above where the inlet channel feeds into the main stem of the canal. These serve to raise the canal above the river-level inlet.

Hikers today bypass Lock 35 and the canal’s upstream side of the inlet confluence with the canal, by leaving the tow-

path at Lock 36 and following the trail on top of the guard wall. It curves around to the river, crosses the inlet lock’s river end where its guard gate once was, and then continues along the guard wall beside the inlet channel to the towpath.

If the dam were intact, one could clearly see that the river on the downstream side of the dam was lower than the surface of the river pool behind the dam. After all, the dams were built to create a reliable pool of water and avoid the fluctuations and frequently shallow characteristics of the upper Potomac’s natural riverbed. However, as Dam 3 was a low, rubble stone dam, the difference there was not great. Interestingly, the dam did not extend straight across the river, but made a sharp bend mid-river to angle off toward the head-gate of the Armory Canal along the West Virginia shore.

The canal upstream of Lock 36 lies beyond the protection of the guard wall that encircles Lock 35 and a low area between it and the canal that includes the ruins of a brick lockhouse. However, above Lock 36 the canal benefits from the 16 feet elevation change that Locks 35 and 36 provide.

Because all seven of the C&O Canal’s dam locations are so important and the engineering at them complex, comparing these locations helps one appreciate the nuances of how the engineers used the dams, guard walls, and lift locks to meet the challenges at each site.

For example, the situation at Dam 6 is closest to what one finds here, although here the inlet channel is on a line at a 90-degree angle to the canal while the inlet channel at Dam 6 parallels the canal for one-tenth of a mile. Both, however, have an inlet lock at the river end of their inlet channel, although at Dam 6 it is located beside and below Lock 55. At both, the inlet feeds into the canal at the foot of the first of two lift locks—Lock 54 at Dam 6 where both Locks 54 and 55 have a 7.8 foot lift for a combined elevation increase of 15.6 feet.

Dams 1 and 2 and their associated structures are similar to each other in having open inlets at the river end and inlet locks at the canal end. There, guard walls are less obvious and the second of the lift locks are a distance above the first that are located immediately beside the inlet lock.

Dams 4 and 5 and their associated structures are similar due to the slackwater stretches above each and the fact that the two lift locks in each case are located at the upper end of the river navigation sections. The inlet locks (numbered with their dam) are located at the foot of a slackwater section that is the head of the section of canal below them. Thus, there are no inlet channels.

It’s a valid source of argument as to whether the canal’s inlet locks should be called inlet or guard locks. Hahn and Davies follow the original sources in using the latter term. (It

must be noted, however, that the original engineers were extremely casual in their use of terminology for canal structures and often mis-named them.) I prefer “inlet” because their primary purpose is to provide water to the main stem of the canal. The extent to which they are located in a guard wall, and thus require a guard gate, is variable with the design of the dam-related structures.

Using the term “inlet lock” also avoids confusion with the canal’s two guard gates that are often erroneously termed guard locks. Those gates pass the canal through guard walls located above Lock 16 in the Great Falls area where the wall forces floodwaters back into the Mather Gorge; and, at Dam 4, where it extends the high level of the top of the Maryland abutment to the nearby hillside. These gates are clearly single gates the full height of their guard wall and are not locks. (Note that they are also different in design and purpose from short stop gates in the canal prism.)

Walkers on the Douglas Hike are encouraged to continue the short distance down the towpath at Lock 36 to view Lock 35 and the drydock beside it. The only other drydock, remnants of which can be seen, is located in the bushes alongside the bypass flume at Lock 47 at Four Locks. Boats would have been floated into these drydocks from the pools above them and would settle down on the beams after the gate behind them was closed and a drain at the downstream end opened to allow the water escape.

In the operating days of the canal, a bridge would have carried tow animals and people high enough over the inlet channel that boats coming and going to and from the inlet lock and river could pass underneath. It is clear that boats capable of navigating the river above the dam used this inlet lock into the trusteeship era (1890–1938). For example, we can document its use by stone-carrying boats owned by the quarries upstream in Virginia that would cross the river and enter the canal here.

It should be noted that the C&O Canal Company neither constructed nor owned Dam 3 (also known as the Government Dam). It was built by the federal government to serve the Armory Canal across the river. That canal followed the south side of the Potomac for 1.1 miles from its head-gate at the end of the dam down to the armory at Harpers Ferry. After the armory’s destruction in the Civil War, the dam and Armory Canal served a wood pulp mill (1888–1925) and a power plant (1899–1991) located on the upstream end of the Armory property. It is unclear to what extent the C&OCC attempted to maintain the dam in the periods when its owners did not do so.

A new masonry dam intended to replace the rubble stone Dam 3 (remnants of which can still be seen immediately be-

low the inlet lock at Mile 62.2) was under construction when the Civil War broke out. Work on it was never resumed by later owners and users of the Armory Canal.

Not much is known about the area of Dam 3 and its associated structures. The fact that boats using the river above Dam 3 could come and go through the inlet lock, that there is a dry dock here, and that there is a canal extending down to Harpers Ferry across the river all suggest that at times this area might have been used by traffic on both canals and the river.

The three-quarters of a mile between Lift Locks 35 and 34 (the latter at Mile 61.57) is quite isolated due to the Elk Ridge cliffs on the berm side. That ridge is actually a continuation of the Blue Ridge on the West Virginia side of the river, from which it is separated by the first of the Potomac’s dramatic double water gaps. (The second is between Virginia’s Short Hill and Maryland’s South Mountain.) There are class II rapids in this gap known as the Needles, and several long islands that hide major Potomac channels on the river’s south side.

At Mile 61.61 a stream flows directly into the canal, there being no room for a culvert that would carry it under the canal. Generally, the engineers used culverts to avoid watercourses emptying into the canal where they would deposit any silt, soil and debris that they carried.

Today at Mile 61.68 there is a bridge over a break in the towpath, and it is unclear if there was ever an overflow or waste weir in the area. One would seem likely, as anywhere that a natural, uncontrolled watercourse entered the canal it was usually necessary to provide for excess water from it to escape. A particularly interesting example of such is seen at Polly Pond above Dam 6 that holds water from Long Hollow at Mile 134.23, and Resley Run at Mile 134.25. A 22 ft. long spillway carries off the excess water here. A similar but smaller situation exists near the foot of Tunnel Hollow at Mile 154.24, where an unusually complex waste weir provided for the outflow of excess water from a stream flowing into a pool on berm.

Lift Lock 34 is located directly below the point where Maryland’s historic Harpers Ferry Road drops down to the river. Here, as all along the Potomac in this region, the bed of the river is significantly recessed below the average elevation of the countryside to its north and south. As a consequence, roads approaching the river drop down steeply as they near it, and the Harpers Ferry Road is a good example of this phenomenon.

Lift Lock 33 at Mile 60.7 has been significantly rebuilt or repaired several times, likely because of its vulnerability to floods since it is located opposite the confluence of the Shenandoah and Potomac Rivers. The canal upstream was wide for some distance and served as a basin where boats

could tie up on the berm. It is likely that it also served as a water-holding basin that would help maintain the level of the canal below the lock when the river lock downstream at Mile 60.62, was filled. The large and elaborate masonry bypass culvert here would have allowed for a substantial release of water from the pool above the lock if needed.

Although little of the river lock remains except for a small amount of the stone at the canal end, this lock would have been very deep as it was, in effect, a vertical elevator from the bottom of the river pool to the surface level of the canal prism at the top. Because the current towpath is lower than it was in historic times, and the river end is missing, it is hard to appreciate (or precisely calculate) the depth of this lock.

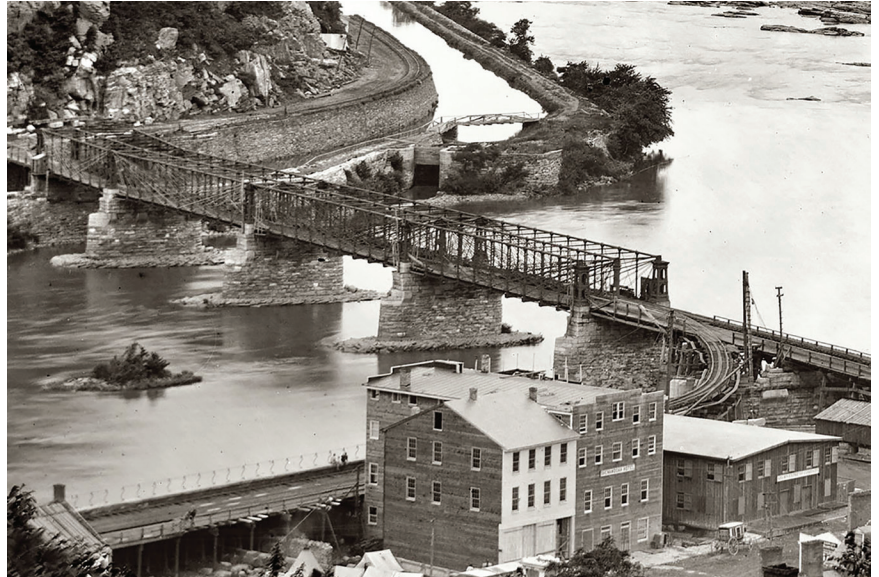
We also know that this lock was not constructed for the large canal boats. This created a problem for Union forces after the combined road and railroad bridge across the Potomac at Harpers Ferry was destroyed on Sept. 18, 1862. On Feb. 8, 1863, when General McClellan planned to use the river lock to lower canal boats to the river for use as pontoons for a “permanent” bridge across the Potomac, he learned “that the lock was too small to permit the passage of [canal] boats, it having been built for a class of boats running on the Shenandoah Canal, and too narrow by some four or six inches for the canal boats.” (See Snyder, Timothy R. *Trembling in the Balance: The Chesapeake and Ohio Canal During the Civil War*, Blue Mustang Press, 2011, p. 107.) Also note that the so-called “Shenandoah Canal” was in actuality a river navigation system with bypass canals around rapids and mill dams.

Having been built for the shallower draft river boats, there might have been less than 6 feet of water in the lock when set for opening or closing the river gates. To avoid gates as high as the lock’s depth at the canal end, it seems certain that those gates were on top of a breast wall (like the upstream gates in the first 25 C&O Canal lift locks). The alternative full-length gates in front of the breast wall would have been extremely heavy and difficult to manage as well as requiring a longer chamber to include the gates. When located on the breast wall, gates need only have been about 8 feet high, allowing for the 6 feet depth of the water in the canal and a couple extra feet above that.

Contrarily, the gates at the river end would seem to have necessarily spanned the entire height of the lock from its bottom in the river to a level somewhat higher than the surface water level of the canal above. Fortunately there is a photo that shows the river end of the lock, revealing a most unusual

gate design at the river end: a wall of heavy planks is in place across the upper part of the area for the gate and miter gates are below it, the top of which appear to be flush with the bottom plank (likely forming an effective seal). The means by which the gates were opened and closed would have had to extend from the top of the lock down the plank wall to the gates below. Obviously also, the wall was high enough to allow boats to pass under it.

Some of the same design features on this river lock may have been used on the river lock opposite Shepherdstown at Mile 72.65. However, in the case of the river locks at



View of the river lock, 1865 – Courtesy Shorpy.com www.shorpy.com/node/3436

Mile 30.64 (just one-fifth mile below Edwards Ferry), the engineers had enough space between the canal and the river to use a two-chambered staircase lock (i.e., two locks sharing a common gate) to overcome the vertical distance between the river and canal levels.

It was clearly assumed that the river boats using the lock would have been headed downstream toward tidewater, as is apparent for the orientation of the lock at an angle to the canal that would release boats in the downstream direction and receive boats coming up the canal to it. Additionally, the bridge over the opening to the river lock seemed to span a wider area than that of the lock itself, suggesting that there was a space to allow a boat to leave the lock while one waited to enter.

Harpers Ferry was expected to be a major transshipment point between the canal and the fertile Shenandoah Valley. Unfortunately, the canal company was never able to purchase or lease land for a wharf on the Point at Harpers Ferry. If they had, Harpers Ferry’s place in C&O Canal history might have been much greater than it was.

Antietam Canal Company

*The following is an excerpt from Joseph R. Stonebraker's **A Rebel of '61**, the memoirs of a Confederate cavalryman originally published in 1899 – Reprinted by the Washington County Historical Trust in 2016 with annotations.*

FUNKSTOWN

In the heart of this valley, nestling in the bend of the Antietam Creek, is the picturesque village of Funkstown, which in its early history, was known as Jerusalem Town.¹

On the opposite side of the creek, ascending from its banks, is a timber covered ridge, fragrant with memories of the past. It was here in April, 1755, that General Braddock cut an opening in the timber through which his soldiers passed on their way to Fort Duquesne, and disaster.² In July, 1863, the same woods sheltered from the noon day's heat, Lee's weary, ragged, but defiant Rebels, on their retreat to the Potomac, after their defeat at Gettysburg. And a few days later, General Meade with his legions, occupied and entrenched a portion of this same ridge, while facing General Lee's army.

When in 1776 Washington County was divided from Frederick, Funk, the founder of Funkstown, conceived the idea of making it the county seat. He informed the founder of Hagerstown of his intentions, and while he planned to extend the town, west beyond the creek, selecting a beautiful site on the crest of Braddock's ridge, overlooking the ancient village of Jerusalem, for the Court House, Hager mounted his horse, rode to Annapolis and secured the prize for his own.³

In 1790, John Henry Schäfer located in the town,⁴ built a grist mill,⁵ and became the president of the Antietam Woolen Manufacturing Company.⁶ He eventually became the owner of the enterprise, which he greatly enlarged, and in 1829, was making ingrain carpets. A few years later he made further additions, and brought from London an Englishman who put up a loom to weave Brussels carpets. He wove a number of rugs, some of the patterns—the Rose of England, and the Thistle of Scotland—were much admired.

They had a roll of Brussels carpet on the loom when the factory took fire and was destroyed in 1834—being a total loss as the insurance policy had expired a week before, and through carelessness had not been renewed.⁷

Daily about the mill were seen long lines of Conestoga wagons, drawn by six and eight horses, some unloading wheat, while others were loading flour which they carried to Baltimore and Washington markets. Railroads were unknown, and stage coaches had not yet reached that point, as Mrs. Schafer in her coach and four drove to Baltimore—a two day's journey.

ANTIETAM CANAL COMPANY

Schäfer's energy and enterprise greatly stimulated the citizens, and it became a thriving town. About 1808 a charter was secured from the State for the Antietam Canal Company, who proposed to make the creek navigable to the Potomac River, by means of slack water.⁸

In 1812 the company built two locks, and connected the two dams by digging a canal some eight hundred feet long. The boat which was about one hundred feet long, gondola shape, sharp at both ends, without deck, was loaded with one hundred and twenty-five barrels of flour, passed safely through the canal and into the lock, but was wrecked while passing into the lower dam, and the cargo became a complete loss.

This accident so discouraged the company that the project was abandoned and Schäfer afterwards utilized the canal by building a saw and cement mill over the locks.

Finally Schäfer erected a large barn on Funk's Court House site, and planted an orchard on the slope below. Instead of the noisy advocate, trying to persuade twelve well meaning men, to render an unjust verdict against their neighbor, the low of the cattle in the yard, and the sound of the flail on the floor was heard.

Here, too, lived Ira Hill, the Yankee pedagogue, who, during his idle hours, wandered along the streams and through the forests, looking for relics of the Aborigines. While here he wrote "Antiquities of America Explained," in which he proves to his own satisfaction, that the American Indians descended from the Jews and Tyrians.⁹



Antietam Woolen Mill – Illustration from A Rebel of '61

RACE OF MILLERS

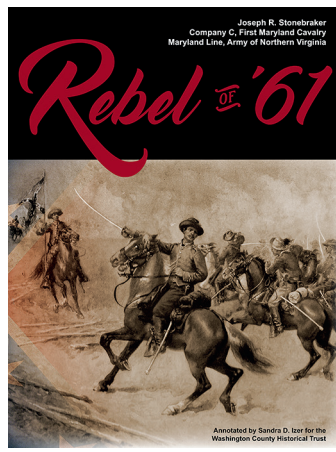
For three generations the Schäfers were millers and dealt in grain, and today where ever you find a grist-mill that was built, owned or operated by one of the name, close by you will find the ruins of a distillery. The only exception being John Henry, who was a temperance man, as the following story clearly demonstrates.

There were so many mills on the Antietam Creek that they dammed up the water on each other, causing no end of disputes, and in very many cases, the courts were called upon to settle the question just how far one man could back the water on his neighbor's wheel.

John Henry had one of these protracted suits, and after the court had decided the question, the officials were present to direct where the hole should be drilled, in the rock above the dam, at the edge of the water, into which an iron pin was driven, as a water mark.¹⁰

After the pin had been set, a two gallon jug of whisky that some one had provided, was brought forward to celebrate the event. Of course Schäfer was expected to lead off with the first "swig." He took the jug, and held it high above his head, and let it drop on the pin with a crash, then politely tipped his hat, and bid the disappointed and muttering crowd good day.

Excerpt from *Rebel of '61*: Joseph R. Stonebraker, Company C, First Maryland Cavalry, Maryland Line, Army of Northern Virginia, annotated and edited by Sandra D. Izer. Washington County Historical Trust, 2016. For more information about the book, or to order a copy, see washingtoncountyhistoricaltrust.org/publications/rebel-of-61/



NOTES:

1. In 1762, Jacob Funk (1725-1794) increased his original 1753 land patent of 50 acres called Good Luck with a massive 2,000+ acre addition aptly named Addition to Good Luck. The addition included the 160± acres within a horseshoe bend along the Antietam Creek. Within this horseshoe he laid out a 177-lot town he called Jerusalem, designating a lot each for a church and cemetery. On 1 Jun 1768, he sold the first lot in the town to Henry Snider. Twenty-three years later in Aug of 1791, Funk sold the remaining 50 unsold lots to Henry Shafer and moved to Jefferson County, Ky. where he died in 1794. Jerusalem was incorporated as a municipality in 1840 under the name Funkstown. Maryland Archives Maryland land patents YS8/220:GS1/140, BC18/435:BC19/634, WCLR L-237, L-386, and G-192, Vol. 592, 61.
2. Stonebraker is erroneously assuming General Braddock's forces came through Funkstown in 1755 on his way to the disastrous Battle of Monongahela during the French & Indian War. Colonel Thomas Dunbar, leading one of General Braddock supply trains, crossed through Washington County along the old Keedysville Road south of Funkstown, then on the Conococheague Road to the supply depots at Williamsport, Md., before heading west.
3. Washington County was created from Frederick County by resolve of the Maryland Constitutional Convention of 1776. According to T. J. C. Williams in *History of Washington County, Maryland from the Earliest Settlements to the Present Time*, (Philadelphia, Pa, 1906), both Jonathan Hager of

Elizabeth-Town [Hagerstown], and Jacob Funk of Jerusalem [Funkstown] desired their settlement be declared the county seat. Williams asserts that Hager rode to Annapolis and convinced the Maryland Assembly to select Elizabeth-Town, yet there is no record of Hager appearing before the Maryland Convention in the fall of 1776.

4. On 5 May 1790, Henry Shafer (1766-1855) Stonebraker's maternal great-grand uncle, purchased lot 165 for £150, today 35 W. Baltimore Street, Funkstown, Md. The large purchase price indicates significant improvements on the property at the time of the sale. Today the 18th century stone home is known as the Jacob Funk home, and Funk is logically credited as the builder. WCLR G-91.

5. In addition to Jacob Funk's stone home, that same day Henry Shafer also purchased from Funk 92 acres called Establishment. The parcel began at "a stone standing in the edge of the mill dam," with the majority of the land on the west side of the Antietam Creek and only a small part in the town of Jerusalem. The large purchase price would indicate Shafer purchased a completed functioning mill. WCLR G-92.

6. In 1813, thirteen businessmen from Washington County formed the Antietam Woolen Manufacturing Company. After 1816, the business continued under the ownership of only Henry Shafer and Gerard Stonebraker, operating as the Antietam Woolen Factory. The company papers are archived at the Hagley Museum and Library in Wilmington, DE. Additionally see: Bahr, Betsy, The Antietam Woolen Manufacturing Company: A Case Study in American Industrial Beginnings. Working Papers from the Regional Economic History Research Center, 4 (no. 4, 1981), 27-46. Powell, Barbara M. and Michael A., *Mid-Maryland History: Conflict, Growth and Change* (The History Press, Charleston, S.C., 2008), 105-111.

7. From the *Hagerstown Mail*, 26 Dec 1834: Destructive Fire—On Sunday evening last, between 8 and 9 o'clock, an extensive fire was discovered to be raging in the direction of Funks-town. . . which proved to be the Woollen Factory of Messrs. George & Henry I. Shafer, in Funks-town. . . The Factory and all its contents (excepting the books, a few manufactured articles, and a small quantity of wool) were consumed. . . The value of the property destroyed is estimated at from \$15,000 to \$25,000, the whole of which loss falls upon the enterprising proprietors—there being no insurance.

8. After the opening of the bypass canal around Great Falls in the Potomac River near Georgetown in 1802, the Potomac Company board began to plan for the expansion of the Potomac River navigation system by planning lateral canals that would feed commerce to the Potomac River. Five waterways were considered: the Shenandoah River, the Conococheague Creek, the Monocacy River, the Seneca, and the Antietam Creek. At thirty-eight-miles long and relatively unobstructed by falls or rapids, the Antietam was viewed as a "highly promising avenue for shipping the produce of this fertile country to the Potomac River navigation."

The Maryland Assembly passed legislation in 1811 authorizing the Potomac Company to condemn lands along the Monocacy, Conococheague, and Antietam for the purpose of "making canals and locks in improving the navigation on such branches." Local farmers and millers organized and loaned the Potomac Company \$20,000 plus interest to complete the task. The loan would be repaid from tolls once the project was completed. Work began on locks in the Antietam in January of 1812. Belatedly, in April of 1812, an engineer surveyed the Antietam and estimated the project would cost in excess of \$90,000 to complete. The investors defaulted on their promised funds, and by March 1814 the project was shut down. Reportedly, Henry Shafer's lock at his mill at Funkstown was the only lock on the Antietam Creek to be completed. Kapsch, Robert J. The Potomac Canal, George Washington and the Waterway West (W.Va. University Press, 2007), 162-171. Maryland State Archives, Session Laws 1811, Vol. 614:239. Guzy, Dan, *Navigation on the Upper Potomac River and its Tributaries* (Chesapeake & Ohio Canal Association, 2008).

(Notes continued on next page)

Canal Conversations Speaker Series

By Rita Bauman

The Canal Conversations speaker series is a new approach to allow speakers to share their knowledge about the C&O Canal and related topics. The Maggie Nightingale Library, Poolesville, Md., and the C&O Canal Association will host a series of three talks. The first three of these events are scheduled on the following dates:

- April 11 – 7:00 p.m. – Doug Zveare will give a first-hand account of rediscovering the C&O Canal. This presentation will include a general history of the C&O Canal and how the 184.5 mile canal was used, both past and present. Take a through ride of the C&O Canal towpath and discover some of the many structures along the way such as dams, locks, lockhouses, culverts, bridges and aqueducts. This presentation will include some of Doug's photography and some old photos of the C&O Canal during operational times.
- May 9 – 7:00 p.m. – William Bauman will talk on the agricultural history of Montgomery County, once the breadbasket for Georgetown and Washington, D.C. From 1840 to 1850 the canal was a major transportation channel for agricultural products. From data on those deliveries, we can learn how the industry changed, e.g. from shipping barrels of flour to shipping thousands of bushels of wheat and corn. The smaller mills along Goose Creek in Virginia, and along Seneca Creek and the Monocacy River in Maryland gave way to the large, industrial-size mills in Georgetown. This presentation will be on products shipped and projections therefrom.

- June 13 – 7:00 p.m. – Robert Kapsch, former project engineer for the rehabilitation of the Monocacy Aqueduct, will discuss the planning and construction of that structure. Elizabeth Perry Kapsch, local historian and former president of the Historic Medley District, will discuss the planning and construction of the Seneca Aqueduct and the evolution of the village of Seneca.

When the Chesapeake and Ohio Canal broke ground at Little Falls on July 4, 1828, both the canal president, Charles Mercer, and its chief engineer, Benjamin Wright, expected that the new canal would become the chief artery for funneling the agricultural riches of the Northwest Territory and the west to the port cities of the new republic. To achieve this, unprecedented new structures would have to be built, like the Seneca Aqueduct (the only combination lock/aqueduct on the canal) and the Monocacy Aqueduct (then the largest such structure in the country).

Copies of their book, *The Monocacy Aqueduct on the Chesapeake and Ohio Canal*, and Dr. Kapsch's new book *Building Washington: Engineering and Construction History of a New Federal City, 1790-1840* will be available for sale and author's signatures.

The Maggie Nightingale Library is located at 19633 Fisher Avenue, Poolesville, Md., behind the BB&T Bank branch.

Antietam Canal Company (Continued from previous page)

9. Born in Connecticut, Ira Hill (1783-1838) was a teacher in Funkstown in his last years. In his *Antiquities of America Explained*, Hill asserted that the American Indian tribes were descended from the Hebrew or the ten lost tribes. In his first book, *An Abstract of a New Theory of the Formation of the Earth*, Hill presents an equally astounding view of the formation of the earth and a memorable theory that the Dighton Rock of Berkley, Mass., bore inscriptions from an expedition sent to the New World by King Solomon. In 1824, Hill proposed Congress build a ten-acre, three-dimensional garden map of the world adjacent to the U.S. Capitol building. *Antiquities of America Explained*, (W. D. Dell, Hagerstown, Md., 1831). *An Abstract of a New Theory of the Formation of the Earth* (N. G. Maxwell, Baltimore, Md., 1823). Ira Hill's Memorial and Remarks to Congress. (United States, 1824).

10. In 1813, Henry Shafer (1766-1855) won his suit against Christian Boerstler (1748-1833) for damming the waters in the Antietam Creek. In addition to monetary compensation, two commissioners marked with a pin the highest level Boerstler was allowed to dam his water. Boerstler was instructed to never "raise or cause to be raised the water in his said Dam higher or above a particular mark made upon a rock by the said Henry Schäfer and cut in by Frisby Tilghman and Daniel Boerstler..." WCLR YY-555.



Towpath at Mile 58 – Photo by Doug Zveare

Nature Notes

By Marjorie Richman

The Ephemeral Nature of Spring

It's almost time for the annual profusion of spring flowers along the towpath. First to arrive are the early bloomers, those that like to bask in unobstructed sunlight. As the season progresses, and the canopy begins to close, these flowers relinquish their space to more shade tolerant species. So it goes until finally they are gone, often without any evidence that they were there at all. For this reason many species of spring flowers are called ephemerals.

Spring ephemerals seem so permanent when we encounter them. In their brief life span they go through a predictable cycle: first sprouting leaves, then buds, the buds become beautiful blossoms that attract pollinators, and finally seed-bearing fruits appear. After the fruits are gone, they disappear. Next year, barring a natural disaster, there they are again.

Most people only take the time to observe the flowers, admittedly the most beautiful part of the entire cycle. Others prefer to identify a place where the entire process can be seen, from leaves to fruits. That's what I decided to do last year.

Last spring I chose the Sycamore Landing section of the towpath to watch the full spring blooming cycle. I made several visits from the first week in April to early June. On my first visits I saw bluebells in abundance, bloodroot, toothwort, trout lilies, sessile trillium, mayapple buds and spring beauties. A few weeks later the trout lily were almost gone, phlox was blooming, mayapple buds had turned into blossoms and Solomon seal began to show signs of life. Columbine and wild geraniums followed. By late May a number of plants had disappeared and the geraniums and columbine were showing their distinctive fruits. By the first week of June, the entire section was overgrown with weeds of all types. Had it all been a dream?

Actually the disappearance is not real; it is simply a feature of a very successful survival strategy of small, seemingly insignificant herbaceous plants with short life cycles. What we don't see are the parts of these plants (roots, bulbs) that remain underground after the aerial parts wither. The plant retreats, waiting for conditions to improve so it can bloom again. Seasonal favorites, such as spring beauties and trillium, are examples of spring ephemerals.



Columbine in bloom - Photos by Marjorie Richman

Unless you really work at it, you will miss the fruiting stage of the spring cycle. Fruits often look nothing like the flowers, which means most of us can only identify them when some of the flowers are still in bloom. A good example is the fruit of the columbine, a pod with delicately curved tips. When the fruit is ripe, the pod splits open. Geraniums are another example. The seeds are enclosed in a capsule perched at the end of a column. The capsule springs open when ripe and disperses seeds, sometimes at quite a distance from the plant. Although probably the most important part of the life cycle, the fruiting stage is the one most often overlooked.

To see the displays at Sycamore Landing, park at the end of the road, at the junction with the towpath. Walk downstream for about 2 miles, and/or upstream for about 1 mile. You can walk further of course, but there are so many flowers in this small area you might not get much further. When to begin? That's the hard part. Every year is a weather watch. We never know.



Solomon seal in bud stage



Geranium plant



Flowering geranium plant

Volunteers-in-Parks –

Out with the Old and in with the New

In December we wrapped up the 2017 activities of the Association's Volunteers-in-Parks (VIPs) program. We thought we would be dormant until the spring thaw but that changed before Old Man 2017 left us for good.

As everyone may now be aware, the VIPs have taken on the responsibility of installing the new benches that the C&O Canal Trust processes. These benches are funded by donors who wish to honor or memorialize someone. To date, we have installed 18 benches, each a difficult task of hard labor done by a great team of Association members. We learned in December that a very generous donor paid for the installation of 15 benches between Swains and Cumberland. Special thanks go to Rita and William Bauman, Jonnie Lefebure, Doug Zveare and Skip Magee for scoping out potential locations for those benches.

This year, therefore, is going to be a busy one for the VIPs. In addition to putting in as many benches as possible in 2018, we have already lined up tasking to: repair picnic ta-

bles, install waysides, install directional signs in Georgetown for Milepost 0, install a bike repair station at the Cushwa Basin, and support the Potomac River Watershed Cleanup on April 14.

Many of these projects will be in areas of the Western District from Williamsport to Cumberland. It is our hope that some folks who live near that part of the park will give us a hand with some of these projects.

We will continue to be the stewards at Swains campground and picnic area, trying to maintain this spot as a great place to visit.

During the year other needs of the park will arise and your VIPs make every effort to satisfy these requests.

If anyone wishes to become part of this group, don't hesitate to contact us at vip@candocanal.org.

– Jim Heins, VIP Coordinator

Garlic Mustard Challenge –

Is Garlic Mustard Winning or Are We Losing?

When this challenge was started in 2011, there was considerable enthusiasm and optimism about tackling this problem of garlic mustard, a very invasive and damaging plant, throughout our park.

Where the plant was attacked by volunteers on a consistent basis, very positive results were obtained. At Carderock, we have to look hard to find remnants of this weed. It is not gone, but with annual attention, it is under control. The hope is that as groups and organizations across this great land of ours seek methods to more effectively and efficiently eradicate garlic mustard, we will be in a better position. Unfortunately, Carderock is a very minuscule section of the park and garlic mustard is continuing to spread in many other areas.

This effort is tricky to deal with. Garlic mustard is easily identified and easy to pull for about six weeks in the spring. After that, it goes to seed. Since the springtime usually brings significant rain, enthusiasm wanes quickly under those conditions. In addition, keeping the interest high from year to year

is another challenge. Adding to that, a number of the initial volunteers have moved away, aged or developed physical issues that prevent them from continuing.

So it seems that the garlic mustard is winning AND we are losing – a bad combination.

To effectively work with this project, consistency (coming out each year) is necessary. Due to the unusual nature of this plant, if the area being addressed is not attended to any one year, new growth appears the next year.

WE NEED HELP. We would welcome your joining our team. A short training session is required of each volunteer. Then the hope is that you would select a small section to work with. The park will review the section selected before approving work in that area. Please consider helping us improve the quality of the vegetation in the C&O Canal NHP.

To get involved or get more information, contact Jim Heins or Steve Dean at gmc@candocanal.org.

– Jim Heins, VIP Coordinator

On The Level

By Level Walker Chair Steve Dean

Level Walkers are Association members who monitor a section of the canal and perform light trail maintenance. It is a popular way to get out on the towpath while you help the park you love. Contact me via email at levelwalker@candocanal.org if you would like learn more. We're looking forward to a great 2018! Spring will be on us soon and the greenery and increased visitation will be back. As the season progresses I will keep you up-to-date on park events and policies.

Three of our long-time level walkers have retired and I would like to take this opportunity to recognize them and thank them for their service. Bob Mischler, often with his wife Joan, has been a mainstay on the Western Maryland levels for around 12 years, most recently Levels 68 and 69 in the Cumberland area. They always had a can-do attitude and attention to detail that exemplified level walking. Edda Brenneman and Woody Hurtt walked Level 32 for about 10 years and always faithfully reported on conditions there. They are quite knowledgeable on the area.

John Barnett is a hero to many (including me) for his diligence, work ethic, and outstanding service as a level walker since 1999. He started out walking Levels 1 and 21, but eventually settled down on Level 1. Located in Georgetown, Level 1 is a unique level with its urban environment, large volumes of trash and heavy visitation. He never let any situation or problem deter him; he just sought ways to make it better. John always reported promptly with amazing stories of the cleanups and some very humorous accounts of his experiences on the canal. The fact that he could provide such a high standard of volunteer service to the canal, one of many activities he participated in, is inspiring to all and he will long be a legacy to other C&O Canal volunteers.

Level 1 Tidlock to Incline Plane: Bob Radlinski and Laura Galvin report Jan. 27: We removed a large amount of trash from the upper end of the level. Several passersby thanked us for the cleanup effort. The towpath was dry and no puddles were evident.

Level 4 Cabin John Creek to Lock 14: Larry Heflin reports November through February: The towpath was monitored over numerous walks, through all conditions. In November the Potomac Conservancy, who has operated the Lock 8 house as The River Center, began emptying the lockhouse in preparation for ending their use of the building. On Nov. 23 over 100 runners/walkers entered at Lock 8.

Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports Dec. 17: Several walks were conducted in December. The canal was completely drained between Lock 17 and Great Falls, with surface ice elsewhere. The drained portions were free of trash. The flora has dried up for the winter. The only fauna I saw on Level 6 was a blue heron; unusually, no other water fowl were seen.

Level 7 Lock 20 to Lock 21: Nancy Benco reports Dec. 18: The canal prism from Great Falls north about one-half mile was drained, presumably in preparation for dredging work. The water in canal prism further north to Swains Lock was low and had a skim of ice on top. Prism north of Swains Lock itself also appeared to be drained. Light traffic on the towpath; about 15 walkers, runners and bicyclists. I spotted a pileated woodpecker.

Level 8 Lock 21 to Lock 22: Steve Appleton reports Nov. 26: Numerous towpath users were out on a clear sunny day with light wind. There was not as much trash as usual. Fauna included a belted kingfisher and two great blue herons.

Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report Nov. 4: The water level in the canal was low because the water gates in the river lock gate were open. There were many bikers and

walkers, and three people being pulled by "sled dogs" (two pulling bikes and one a scooter). Trash along the towpath was minimal.

Level 15 Whites Ferry to Lock 26: Jon Wolz reports Nov. 20 (with Patricia Wolz), Dec. 23 (with Patricia Wolz), Jan. 26 (with Steve Hovarth and Bruce Kirby), and Feb. 14: We heard sounds of hunting near Lock 26 in December. In January I removed a large branch leaning against the outflow of Culvert 52. The towpath is in excellent condition as compared to level 16 which is in poor condition. The grill at the Marble Quarry Hiker-Biker camp is broken and needs to be replaced. This area may need a river cleanup in 2018.



Level walker dog Violet often accompanies Jon Wolz on Levels 15 and 16 – Photo by Jon Wolz

Level 16 Lock 26 to the Monocacy Aqueduct: Jon Wolz reports Nov. 18, Dec. 12, Jan. 19 (with Tony Laing), Feb. 9 (with Steve Hovarth) and Feb. 14: In November I noted a bench installed between the two stone markers at the Aqueduct. The bench is dedicated to Randy Astarb. Vandals damaged the walk bike signs and trash free park bag holder at the aqueduct in December. I recovered one of the signs and returned it to the NPS. During a December walk I met the two NPS employees who were repointing and replacing stones in Culvert 65. The work is proceeding well. River flood debris has built up along the Lock 27 area again. In January I noted that the water level continues to be normal, however, the canal prism is leaking once again near culvert 68 at the site of the previous leaks. I visited the aqueduct when the river was low. From the east bank of the river, I noticed four holes indicating either missing or damage

stones down low on the piers. In February it was noted that the downed tree was removed from Lock House 27.

Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter reports Jan. 22 and Feb. 14: All seven arches of the Monocacy Aqueduct were clear on both dates. The river was icy in January and at a high level in February. I collected a large amount of trash on both dates, including a personal record for the number of bags in January. As weeds recede, summer's trash appears.

Along the Towpath, March 2018

Level 18 Nolands Ferry to Point of Rocks: John Anderson reports Nov. 25: Conditions were dry, and the towpath was good for walking and biking. There was moderate amount of trash but nothing unusual to report.

Level 19 Point of Rocks to Catoctin Aqueduct: Don Peterson reports November and January: Towpath was monitored over numerous walks. Conditions are generally good on both levels, and no significant issues were reported. **James Spangenberg reports Nov. 30:** The towpath in this area never looked better, it was smooth and unobstructed with virtually no litter on the path. The woods were mostly clear except for the oaks, which still had some red leaves, and it felt like fall. I noticed that the pot holes on the road from Lander to Lock 29 have never been deeper, but vehicles are navigating them. **June Miller, with Linda Miller, reports Jan. 19:** It was a quiet winter morning on the canal. Ice floes floating down the Potomac River made a scenic view. We removed a large amount of trash from the woods around Point of Rocks; it was easy to see. There is new graffiti at the pivot bridge.

Level 20 Point of Rocks to Lock 30: Doug Zveare reports Dec. 18: No problems were noted at the Catoctin Aqueduct or Locks 29 and 30. Wing wall stone almost ready to fall out of Culvert 83 and large sink hole is in the canal prism above the culvert. Culvert 84 erosion around the culvert barrel is ongoing and there are many sink holes. Culvert 85 is still clogged.



Culvert 82 downstream arch – Photo by Doug Zveare

Level 21 Lock 30 to Lock 31: Karlen Keto reports Dec. 18: My dog Chessie and I walked on an overcast day I picked up a small amount of trash and saw very few people on the towpath. The towpath and Lock 31 house looked good. Work was in progress on the Yourtee Springs water line to Brunswick behind the lock house and parallel to the towpath.

Level 26 Lock 37 to Antietam Aqueduct: Jack and Karen Forster report Nov. 24: A few orange utility signs beside the path at the parking lot entrance indicate some action there probably ongoing, including warning of steel plates in use but none seen. Water level was medium. Recent cuttings evident about Mile 68.4 but nothing across the towpath. Culvert 100 has had major deterioration. The arch is deformed, and large blocks of stone are down in the stream. It is much worse than when last seen in March.

Level 27 Antietam Aqueduct to Lock 38: Steve Dean reports Jan. 14: There were a few walkers out despite temperatures that stayed in the low 20s. The towpath was in good condition. All three culverts

were clear and stable. **Jonnie and Joyce Lefebure report Jan. 31:** The towpath looks good, except a notch eroded in the river side of the towpath by foot traffic on a path from Canal Road to the river, near Mile 71.7. Two barred owls heard hooting and caterwauling in woods across the berm. A dozen or more robins seen around Millers Sawmill area. The usual woodpeckers were seen – downy, pileated and red belly. The Antietam campground was in good shape; ready to welcome spring campers.

Level 32 Marsh Run Culvert to Dam 4: David Plume reports Dec. 30: I went for a winter level walk with my dog, Tip. It was cold, with a fresh dusting of snow. The river was frozen over in slackwater above Dam 4. When I started my walk, my truck was the only vehicle at Dam 4. Upon return there was a family group of 32 people taking pictures and there were 17 vehicles. The parking lot was full and cars were parked along the road. Water was flowing from the Dam 4 cave.

Level 34 McMabons Mill to Opequon Junction Hiker Biker: Trent Carbaugh reports Dec. 25: There were more downed trees (mostly dead ash) than last walk on this level, otherwise conditions were about the same as usual. With all of the leaves off the trees the amount of damage to the ash trees is much more evident, other than that the trees looked cold and settled in for the winter. The towpath looked normal for winter in this area, with frozen light puddling in some spots.



Lock 41 and towpath – Photo by Trent Carbaugh

Level 35 Opequon Junction Hiker Biker to Lock 43: Stephen Williams reports Jan. 22: Weather conditions were more like March than January. I straightened up the hiker-biker camp. Canada geese and common mergansers were in the river. There were signs of beaver work at Mile 91.50.

Level 37 Falling Waters to Lock 44: Jim Tomlin reports Jan. 26: There was an exasperating amount of discarded paper towels and tissues! There were only a few tossed beverage containers, thankfully. The towpath was somewhat moist but smooth; there was only minimal mud and it was good for walking and cycling. The work on the I-81 Potomac River bridge, which is over this level, is proceeding and is snarling traffic on I-81 and through the town of Williamsport as people bail to seek alternate routes.

Level 42 Four Locks to McCoy's Ferry: Jack Ebersole, with Dick Ebersole and Deborah Ebersole, reports Nov. 20: It was a beautiful day and nice to have the help with my wife and brother. Crushed stone and gravel were recently laid down. The grader and roller were still

on the towpath. As a result, there is no puddling from Four Locks to McCoy's Ferry. The McCoy's Ferry campground was clean and in good condition. The handicapped picnic table there needs repairs.

Level 43 McCoy's Ferry to Fort Frederick: Jill Craig and Donna Yaros report Jan. 15: It was the first time I had seen the new surface. It looks so different from the two muddy tracks it had been. Many twigs and small branches were on the path, what I would call kindling, but no large branches. About a quarter of the prism on the level is ice or a layer of ice over standing water. There was ice in the major hole on towpath side of berm at Culvert 145. No visible water running into it. That section of the canal is covered with ice.

Level 44 Fort Frederick to Ernstville: Jim Biasco reports Jan. 24: The towpath very clean like usual. I think this may be the first time I've never seen anyone on this level. Big Pool was covered in ice at both ends with only the middle third clear of ice. There were geese on Big Pool and three immature bald eagles in a group flew by, eventually heading upriver.

Level 45 Ernstville to Licking Creek Aqueduct: Dennis Kubicki reports Nov. 26: Two "birders" were encountered near the spillway at Big Pool. Considering how nice a day it was, I was surprised that I didn't encounter more people. Generally, the towpath was in good condition with no significant rutting or obstructions. I noted in my September report that towpath reconditioning was in progress. This work has been completed throughout the level. There was almost no deadfall other than that well off the path. Vegetation along the towpath was generally down, reflecting recent overnight. The loss of leaves on trees has revealed the emerald ash borer blight that characterizes the woods in this area.

Level 46 Licking Creek Aqueduct to Little Pool: Bert Lustig and Patricia Graybeal report Nov. 28: No issues were apparent with any of the structures on the level. The margins of the upper end of the level appeared to be recently mowed. There were light ruts in the new smooth grain towpath surface. We observed three deer. There are extensive wild grape vines along this level

Level 49 Round Top Cement Mill to Lock 53: Paul Petkus reports Jan. 27: It was quiet on the towpath and most users were on the nearby Western Maryland Rail Trail (WMRT). The only two bicyclists I observed on the towpath rode on the WMRT for the outbound leg of their outing and returned to Hancock via the towpath to scout out river access points. I moved a good many nuisance sticks off the surface of the towpath. Temperatures during the week before my walk had moderated from earlier chills, but there was

still plenty of ice in the prism and river. Lock 53 was completely frozen. Squirrels were the most active form of wildlife on the level on this day. A large number of Red-spotted Newts were active in the water along the edge of the prism at approximately Mile 128.9. They would surface briefly and then dive. Ripples in the water indicated their presence.

Level 54 Lock 59 to Lock 60: Dennis Kubicki reports Dec. 1: It was a great day to be on the towpath; sunny with light winds. There was only minimal trash. Since my last walk in September the border of the towpath was mowed and the overgrowth that I noted in my last report no longer exists. The grass around Locks 59 and 60 and in the canal at the culverts was mowed and looked very good. The towpath was leveled and resurfaced, and the effort has evened the surface of the towpath significantly. Some of the skimmed material is piled alongside the towpath.



Above – Icy Potomac River at McCoy's Ferry – Photo by Jill Craig

Below – Ice in Lock 53 – Photo by Paul Petkus



Levels 56 and 57 Culvert 208 to Lock 63 1/5: Barbara Sheridan and Pat White report Nov. 24: We were pleasantly pleased to find that the levels were very clean. Most trash was at Sorrel Ridge Hiker/Biker. We saw absolutely no other people on the towpath. This is highly unusual because we are so close to the Paw Paw Tunnel area. Lock signs were present on all locks. Water was flowing freely through Culverts 208 and 210 and they looked about the same as our previous walk. Twigg Hollow stream was completely dry. The new footbridge across the streambed at the Outdoor Club Road access and the parking area improvements are very nice.

Level 60 Opposite Little Cacapon to Town Creek Aqueduct: Trent Carbaugh reports Jan. 27: The towpath was quite soft and muddy in spots, and numerous limbs were down. At approximately Mile 160.5 there was a large sinkhole in the towpath on the canal side. This hole was 3 feet in diameter and 3 to 4 feet deep; it also tunneled under the towpath toward the river side of the towpath 5 to 6 feet. I called this in to the NPS emergency number and gave them this information. (Note: the sink hole was quickly repaired by the NPS.) The Town Creek Aqueduct was beautiful as usual. The creek upstream of the aqueduct had some ice jams but around the aqueduct there was just flat ice on the banks.

Level 61 Town Creek Aqueduct to Lock 68: Trent Carbaugh reports Jan. 27: The towpath was very muddy in places, but otherwise good. It was quite icy on the canal. In addition to the previously noted beaver dam there is now a beaver lodge directly on the edge of the canal, freshly made, and plenty of ravenous beaver tree damage around this area.

Across the Berm

Thomas F. Conlon

Thomas Conlon died on December 8, 2017 at the age of 93. He was a lifetime resident of Cumberland. A World War II veteran, he served in the U.S. Army and was in the Army Reserve and West Virginia National Guard after the war. Tom was elected to the Maryland House of Delegates in 1962 and served two terms as the mayor of Cumberland between 1966 and 1974.



Tom Conlon was a frequent attendee of Association hikes, dinners and other events. He made a special point of coming out the 2017 Presidents Breakfast in Little Orleans, and many newer members were delighted to have the opportunity to meet him. Here he talks with Mary Meehan, Bill Holdsworth and Mary Conlon. Photo by Steve Dean

Tom was also a longtime member of the C&O Canal Association and served as a Level Walker on Level 64 (Kellys Road) as well as other areas in Western Maryland. He also served in the Association as a director and on committees. Tom was well-spoken and a strong advocate for the C&O Canal and its preservation in the Cumberland area, especially during his tenure as mayor.

The words of his daughter Mary sum up Tom's character and dedication to causes he believed in:

"His commitment to the canal park was deeply connected to his belief that it would be good for Cumberland and all the communities along the canal. He got into local politics to influence economic development and historic preservation. Plenty of people did not agree with his ideas and even opposed the park. Some probably still do, but most locals now see the potential of having a national park and the rail trail. Dad was ahead of his time in recognizing how preserving the canal could be an economic driver for the struggling post industrial communities. For him I think the canal was more about the future than the past; the hikes and the camaraderie were a bonus, but the activism came from a desire to help shape the future of Cumberland."

Those of us who now benefit from the canal are fortunate that visionaries like Tom Conlon fought for its preservation.

John S. Small

John S. Small, a longtime supporter of the C&O Canal Association, died January 24, 2018. Mr. Small was a World War II veteran and served in the U.S. Coast Guard in the Pacific. After the war he had a distinguished career with the U.S. Public Health Service in various roles as an expert on dental health. Mr. Small served as a volunteer for many organizations in his retirement, including the C&O Canal Association. He was a frequent supporter of the Association's funds and projects, and also adopted a stone for the Catoctin Aqueduct restoration project.

Frances C. Stickles

Frances Stickles died in Gaithersburg on January 9, 2018. Frances was an activist and a noted author of five books. She volunteered for American Near East Refugee Aid (ANERA) throughout its 50-year history, was active with the National Capital Area YWCA and was a lifelong Girl Scout. She was a long-term member of the Association and participated in many Association activities with her husband Jack, who preceded her in death in 2014. She level walked with Jack on Level 33 in the Dam 4 area. Frances is survived by a son, a daughter and three grandchildren.

Pat White remembers Frances accompanying Jack to various dinners and events. She was very pleasant, a wonderful conversationalist, and great supporter of Jack's canal activities.

Calendar of Events - 2018

Mar. 17, Sat. **Tree Nature Walk**, 1-3 p.m., Blockhouse Point, Md. First of three walks to observe seasonal changes. Meet at Blockhouse Point parking area on River Road, opposite Pettit Way. Parking is also permitted on Pettit Way. Contact Ralph Buglass at rbuglass@verizon.net; 617-571-0312, or Carol Ivory at 703-476-8730 or 703-869-1538.

Mar. 18, Sun. **Continuing Hike Series**, 10:30 a.m., Paw Paw Tunnel parking lot, Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Apr. 8, Sun. **Wildflower Nature Walk**, 10 a.m., Shepherdstown. Meet at the larger parking lot below Lock 38: follow Canal Rd. downhill, turn left at the sign for Antietam campground, follow the road about 0.4 miles to the parking lot on the left. Bring your favorite wildflower identification book, water, and a snack. Contact Tom Aitken at 304-279-0521 or thomasaitken01@comcast.net.

Apr. 8, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave. *Note: One week later because Easter falls on April 1.*

Apr. 11, Weds. **Canal Conversations**, 7 p.m. at the Maggie Nightingale Library, Poolesville Md. Doug Zveare will discuss discovering the C&O Canal. Details are on page 19 of this newsletter.

Apr. 14, Sat. **Potomac Watershed Cleanup**, 9 a.m. to noon. The Association will be operating or coordinating various sites. Contact Jim Heins at 301-949-3518 or vip@candocanal.org.

Apr. 28, Sat. **Annual Douglas Hike and Dinner**, with program to follow. Details are on pages 1-2 of this newsletter and a reservation form is enclosed. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

May 9, Weds. **Canal Conversations**, 7 p.m. at the Maggie Nightingale Library. William Bauman will discuss the agricultural history of Montgomery County. Details are on page 19 of this newsletter.

May 19, Sat. **Bird Nature Walk**, Rileys Lock, 8 a.m. to about 11 a.m., heading upstream from Rileys Lock in hopes of seeing prothonotary warblers and migrants. Association member Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Kurt at krschwa1@verizon.net, 410-461-1643 (home), or 443-538-2370 (cell). Walk will be canceled in case of inclement weather. If in doubt, contact Kurt.

May 19, Sat. **Potomac Paddle Trip** from Brunswick to Monocacy Aqueduct (13 miles). Reservations are required and paddlers must provide their own canoe/kayak and gear. Contact Tony Laing (canoemaster@candocanal.org or 301-980-8932).

May 27 Sun. **Continuing Hike Series**, 10:30 a.m., hike to Blockhouse Point. Meet at the Pennyfield Lock area at the bottom of the hill where Pennyfield Lock Road turns left to parallel the canal for a distance before ending. Park as close to the turn as possible. Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

June 2, Sat. **Presidents Day Breakfast** at 9 a.m. at Bill's Place in Little Orleans, Md. Details are in this newsletter and a reservation form is enclosed. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

June 3, Sun. **Board Meeting**, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Liability waivers are required for many Association activities.

Hikes require proper footwear.

Reservations are required for many events.

June 9, Sat. **Butterfly Nature Walk**, 11 a.m., Carderock recreation area. Bring water and a snack. Optional equipment: binoculars and your favorite butterfly ID book. Meeting place at Carderock: After entering the recreation area from the Clara Barton Parkway, turn right after the tunnel under the canal, then take an immediate left into the first parking lot. For more information, contact Paul Petkus at papetkus@gmail.com or 773-450-6039 (cell).

June 13, Weds. **Canal Conversations**, 7 p.m. at the Maggie Nightingale Library. Robert and Elizabeth Perry Kapsch will discuss the Seneca and Monocacy Aqueducts. Details are on page 19 of this newsletter.

June 10, Sun. **Monocacy River Paddle Trip** (one-day). Reservations are required and paddlers must provide their own canoe/kayak and gear. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

June 23, Sat. **Tree Nature Walk**, 10 a.m.-noon, Blockhouse Point. Refer to Mar. 17 listing for contact info and additional details.

July 14, Sat. **Paddle Trip** from Rileys Lock (Seneca) through the old Potomack Canal on the Virginia side of the Potomac to Pennyfield Lock (approx. 4.5 miles). Reservations and canoe required. Contact Tony Laing (canoemaster@candocanal.org or 301-980-8932).

Aug. 5, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug. 24-26, Fri.-Sun. **Paw Paw Bends Area Paddle Trip** in the Potomac River from Paw Paw, W.Va. to Little Orleans, Md. (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations and canoe required. Contact Barbara Sheridan at canoemaster@candocanal.org or 301-752-5436.

Aug. 25, Sat. **Dragonfly Nature Walk** in the Dickerson Conservation area. Contact Steve Dean at levelwalker@candocanal.org or 301-904-9068.

Sept. 10-12, Mon.-Wed. **World Canals Conference**, Athlone, Ireland. For more information, see <http://wccireland2018.com/>.

Sept. 22, Sat. **Bird Nature Walk**, 8 a.m. to about 11 a.m., in the Big Pool area. Contact Kurt Schwarz at krschwa1@verizon.net or 410-461-1643 or 443-538-2370.

Sept. 29, Sat. **Continuing Hike Series**, 10:30 a.m., Taylors Landing area. Contact Pat White at hikemaster@candocanal.org or 301-977-5628.

Oct. 5-10, Fri.-Wed. **Through Bike Ride**, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 1. Limited to 20 riders. Contact: Denny Sloppy, 814-577-5877 or dennysloppy@yahoo.com.

Oct. 7, Sun. **Board Meeting**, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct. 13, Sat. **Tree Nature Walk**, 10 a.m.-noon, Blockhouse Point. Refer to Mar. 17 listing for contact info and additional details.

Oct. 27, Sat. **Annual Heritage Hike and Dinner**, with program to follow. Details in June *Along the Towpath*. Contact Steve Dean at programs@candocanal.org or 301-904-9068.

Nov. 18, Sun. **Continuing Hike Series**, 10:30 a.m., upstream from Fifteen Mile Creek. Contact Pat White at 301-977-5628 or hikemaster@candocanal.org.

Dec. 2, Sun. **Board Meeting**, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec. 8, Sat. **Frostbite Hike**, Details in a later *Along the Towpath*. Contact Bill Holdsworth at 301-762-9376 or website@candocanal.org.

C&O CANAL

NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O Canal National Historical Park Headquarters

1850 Dual Highway, Suite 100, Hagerstown, MD 21740

Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	John Noel
Assistant to the Superintendent	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Management	301-714-2204	Kris Butcher
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Ben Helwig
Volunteer Coordinator	301-491-7309	Emily Hewitt
Cultural Resources Manager/Historian	301-491-2236	Sophia Kelly
Historian	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

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Shaun Lehmann
Georgetown Interpretive Supervisor	240-291-8466	Brendan Wilson

Great Falls Tavern Visitor Ctr

11710 MacArthur Blvd, Potomac MD 20854

Western Maryland District, mile 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, MD)

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

Williamsport Visitor Center

205 West Potomac St., Williamsport MD 21795

Supervisory Park Ranger	240-625-2931	Matt Graves
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Hancock Visitor Center

439 East Main St., Hancock MD 21750

Supervisory Park Ranger		Rita Knox
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Cumberland Visitor Center

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

24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677

HAZARDS CHOH_Hazards@nps.gov



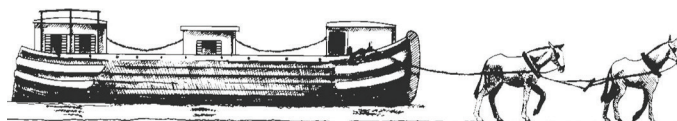
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C&O CANAL ASSOCIATION

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.

2018 Association Officers

President: Bill Holdsworth, 10 Radburn Ct., Rockville MD, 20850, 301-762-9376, president@candocanal.org.

First Vice President: Rod Mackler, 944 N. Potomac St., Arlington VA 22205, 703-536-1737, firstvp@candocanal.org.

Second Vice President: 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 2021): Trent Carbaugh, Dick Ebersole, Kerry Gruber, Christine Holdsworth, Anthony Laing. (terms expire in 2020): Chris Cerniglia, Jill Craig, Jonnie Lefebure, Bert Lustig, Doug Zveare. (terms expire in 2019): Tom Aitken, Nancy Bencko, Barbara Sheridan, William R. Stewart, Jim Tomlin.

Committees (contact at C&OCA address/tel. no. above): Archives, Susan VanHaften; Auditing, Jon Wolz; By-laws, Dave Johnson; Editorial Review, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman; Finance, Richard Radhe; Legal Advisory, Vacant; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Marjorie Richman; Nominating, Barbara Sheridan; Programs, Steve Dean; Sales, Jill Craig; Special Projects, Bill Holdsworth; Volunteers in the Park (VIP), Jim Heins.

CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

P.O. Box 366

Glen Echo, MD 20812-0366

Along The Towpath

Chesapeake & Ohio Canal Association

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***Culvert 175** is one of two existing box culverts on the canal. Also known as a "square drain," it is located at Mile 122.49 near Hancock. It measures 4 feet wide by 3 feet high. Box culverts were simple in design and well suited for small streams. Culvert 46 ½ is the other box culvert and is located near Whites Ferry. Nov. 13, 2017. Photo by Steve Dean*



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