



# 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 LIV**

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**Number 1**

## President's Report

**By Bill Holdsworth**

As I near the end of my sixth year as president, this column will be my last. I take satisfaction from serving an organization as worthy as the C&O Canal Association. I also look forward to the scheduling freedom I will have upon leaving office.

Looking back at the past year, we can take pride in our accomplishments. Despite the pandemic we staged a successful World Canals Conference to celebrate the park's 50th anniversary. We provided 70% of the funding for a ranger position in Cumberland. Our Volunteers-In-Parks team had another productive year.

On the horizon, it looks like we will provide another year of funding for the Cumberland position. We are taking steps towards the post-pandemic world. The December and February board meetings were held in person. We are planning an in-person annual meeting on March 26. (Keep an eye on the website for further information.)

There are some optimistic rumblings from the park. They received funding approval to complete historic structure reports and engineering assessments for 10 aqueducts. This effort will proceed at typical bureaucratic speed. We shouldn't expect to see the final reports until 2023 or 2024.

Outside of the Association there is a group forming to advocate for the restoration of Seneca Aqueduct. We have talked to that group about how the Association might be able to help.

Feeling nostalgic, I looked back to the beginning of my tenure as president in 2016. We were celebrating the reincarnation of the C&O Canal Commission – only to see it suspended a year-and-a-half later. We were happy to see that the Georgetown waterfront master plan did not include the infamous Georgetown University boathouse. (That monster hasn't re-emerged.)

At the same time the park was struggling to fund some of its educational programs. Design work for restoration of the Conococheague Aqueduct had begun. Superintendent Kevin Brandt was warning that the park might not be able to treat the drinking water at the hiker-biker campsites. He was worried about the structural integrity of the towpath above a large sewer pipe near Carderock. (We're still worried.)

Over the years issues come, issues go, and some seemingly linger forever. What's clear is that the need for an organization like the C&O Canal Association to help the canal remains constant. See you on the towpath.



*Join Trent Carbaugh in an appreciation of the Potomac River in Pedal, Paddle and Hike on page 14.*

# Carderock C&O Canal Wayside Wins National Association for Interpretation Award

From Iondesign Press Release

Two wayside exhibits, documenting life at Civilian Conservation Corps (CCC) camps NP-1 and NP-2 on the Chesapeake & Ohio Canal during the Great Depression were the recipient of a National Association for Interpretation (NAI) award in December 2021. The exhibit project, created by Iondesign, owned by Ruth Bielobocky of Frederick, Md., was one of three such awarded entries in the “outdoor media” category.

Camp NP-1 and NP-2 were two CCC African American camps in Maryland dedicated to restoring the former waterway for recreational use from 1938-1942. The exhibits describe daily life at the camps and the rigorous work that was required as well as the many academic, vocational and social opportunities that were offered to CCC enrollees outside of their primary work duties. The exhibits incorporate the use of archival photography, daily schedules, excerpts from camp journals, and a profile of one of the CCC enrollees.



*The award-winning waysides document life at two African American CCC camps whose enrollees helped transform the C&O Canal for recreational purposes during the Great Depression. Photos by Iondesign*



Ms. Bielobocky served as project manager and art director. Scott Grove acted as exhibit planner and copywriter. Josh Howard, as the historian consultant.

NAI is the leading professional organization dedicated to advancing the profession of heritage interpretation and serves approximately 7,000 members in the United States, Canada and 30 other nations that are associated with parks, museums, historic sites and more.

The wayside project was guided and funded by the C&O Canal Association, with additional support from the C&O Canal National Historical Park, C&O Canal Trust, Heritage Montgomery, and Maryland Heritage Areas Authority.

*The C&O Canal Association especially appreciates the efforts and perseverance of Nancy Benco, who originated this project and saw it through to completion. Without her dedication this project would not have happened.*

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## C&OCA Welcomes New Members

*Catherine Ball  
Jeff & Carolyn Crooks  
Rhett & Carol Crooks  
John DeLaVergne  
Eleonora Florance*

*Mindy Ginsburg  
Evan Hicks  
Shane & Leah Odom  
Heather Ravenscroft  
James Ravenscroft*

*Jim Ritchie  
Suzanne Rudd  
Geoff & Barb Suiter  
John & Maggie Terry  
John & Marylou Whisler*

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*Not sure when your membership renews? Look at the mailing label on your most recent copy of Along the Towpath. If it says 'Membership expires Dec-2021' then you are overdue; please renew now. If it says 'Membership expires Dec-2022' you are up to date. If it says any later year, then you do not have to renew until after that year has completed. Thank you so much for your continued support of our organization!*

*If you ever have any membership-related questions, please contact Will Stewart, Membership Chair, at [membership@candocanal.org](mailto:membership@candocanal.org).*



# Secretary of Interior Visits C&O Canal NHP

By Anthony Laing

Secretary of Interior Deb Haaland visited the C&O Canal National Historical Park on November 29. The visit took place at the new park headquarters in Williamsport. She was accompanied by U.S. Representative David Trone (Md. Sixth District). I represented the C&O Canal Association during the visit.

The purpose of the secretary's visit was to get an understanding of how to best spend resources from the recently enacted Infrastructure Investment and Jobs Act. At a round table session, Park Service staff discussed various backlogged needs. I said the Association supported the park's requests.

Secretary Haaland and Rep. Trone were impressed with the fact that the C&O Canal NHP is the eighth most visited national park unit. After a boat ride on the Conococheague Creek Aqueduct, they took a room-to-room tour of the new headquarters, greeted staff, and thanked them for their service. They seemed genuinely interested and curious about the park.

Secretary Haaland is a marathon runner. As she was leaving, she turned to us and said that she intends to come back and go for a run on the towpath.



Secretary of Interior Deb Haaland (center, in tan coat) and Representative David Trone (left of Secretary Haaland in photo) with C&O Canal NHP staff at park headquarters. Photo courtesy of the National Park Service, C&O Canal National Historical Park

## Bill Holdsworth Completes Six Terms as President

By Steve Dean

*The completion of Bill Holdsworth's term as president of the C&O Canal Association marks the end of a remarkable six years of service. As Bill notes in his final President's Report on page 1 of this newsletter, there are many fine achievements to look back on from that time. Bill's leadership and forward thinking played a large part in the success of the Association over those six years.*

*All who worked with Bill on the Association board and committees, or as a World Canals Conference organizer, National Park Service representative or park partner know that Bill was always fair to all and supportive of measures to maintain and improve the park.*

*The C&O Canal Association thanks Bill for his service as president and the dedication he has shown for the C&O Canal in that role.*



*Retirement from the presidency will allow Bill to spend more time on the towpath – Photo courtesy of the Holdsworth family*

Along the Towpath, March 2022

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# Donors to Association Funds

## November 1, 2021 to January 31, 2022

### **Nancy C. Long Aqueduct Fund – A**

– Supports restoration and preservation of the 11 aqueducts on the C&O Canal. The fund was established with a generous donation made by C&O Canal advocate Nancy Long.

### **The Cumberland Repair & Maintenance – C**

– Donations specifically identified for repair and maintenance of the historic canal boat replica in Cumberland.

### **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.

### **Ken Rollins C&O Canal Fund – R**

– Supports current projects and programs in and for the C&O Canal National Historical Park.

### **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.

### **2021 World Canals Conference Fund – W**

– Supports the 2021 World Canals Conference at the C&O Canal. Includes donations from private individuals as well as sponsorship by corporations and organizations.

### **General Donations**

Jane Amero – **A, R**

Michael Anderson – **R**

Kathleen Barber – **R**

Michael & Carolyn Barnhart – **R**

William & Rita Bauman – **C**

Mary Bell – **D**

John & Janice Belz – **A**

Herbert & Cynthia Berkowitz – **R**

James R. Biasco – **R**

Kathleen A. Bilton – **R**

David & Barbara Biser – **A**

Dorothy Boerner – **R**

Daina Bolsteins – **R**

Todd & Judith Bolton – **A**

Julie Brewer – **R**

Artemus O. Brown – **R**

William N. Brown – **D**

Marney Bruce – **A, R**

Michael & Judith Bucci – **A, D, R**

Ralph & Karen Buglass – **A**

Richard T. Busch – **D**

John & Renee Butler – **A, D, S**

Richard P. Cember – **D**

Michael Cianciosi – **R**

Galen & Sandra Clipp – **R**

Dr. Joel Ivan Cohen – **S**

Norman J. Cook – **D**

Dianne I. Crosby – **R**

Nancy & David Long – **A**

Emma Rose Dieter – **R**

Sharrill Dittmann – **R**

Ruth Dudgeon – **R**

Richard & Sheryl Ebersole – **A**

Joseph & Jane Eckels – **A**

Robert & Barbara Eldridge Jr. – **R**

Sharon G. Elliott – **D, R**

David & Audrey Engstrom – **R**

Sheryl Etelson – **A**

Eric Fisher – **R**

K.S. Fisher – **A**

John & Janice Frye – **A, D, R, S**

Carol Popper Galaty – **R**

Jane Godfrey – **R**

Brant Goldwyn – **R**

Robert J. Graul – **A, D, R, S**

Kerry J. Gruber – **A, R**

Douglas M. Hackett – **R**

Theresa E. Hallquist – **A, D, R, S**

John C. Harden – **A, D, R, S**

Martin Heavner – **A**

Judith Hecht – **R**

James & Janet Heins – **R**

Peter Helt – **A**

Bob & Stephanie Hibbert – **A, D, R, S**

Douglas Hill – **R**

Denise & Kim Horner – **A**

Stephen Horvath – **R**

Lynne Hottell – **D**

Earl Houseman – **A**

Ronald Howard – **R**

Hardy Marc Howell – **R**

William C. Howell – **D, R, S**

Iondesign LLC – **R**

Carol A. Ivory – **A**

Maureen Jais-Mick – **R**

Michael Johns – **R**

David M. Johnson – **A, R**

James Johnson – **A, D, R**

Nanette C. Johnson – **R**

Rich Jones – **R**

Karlen Keto – **D**

Joseph W. Kochenderfer – **R**

John W. Kochowicz – **S**

Dennis J. Kubicki – **R**

Aaron Kurman – **R**

Laurence & Ellen Langan – **A, D, R, S**

Peter Laugesen – **A**



John & Joyce Lefebure – <b>A</b>	William Ravenscroft – <b>D</b>	Anne Sumner – <b>A, D, R, S</b>
Daniel Leubecker III – <b>R</b>	Craig A. Reynolds – <b>A, R</b>	Marcia Swain – <b>S</b>
Francis Denis & Elisabeth Light – <b>A, R, S</b>	Robert & Lucinda Reynolds – <b>R</b>	Lowell & Jean Swank – <b>R</b>
Charlotte Loveless – <b>D</b>	James Ritchie – <b>R</b>	George M. Swisko – <b>D, S</b>
Kristine Marames – <b>D</b>	Donald Robertson – <b>R</b>	Tim & Carolyn Taylor – <b>R</b>
Linda & Michael Marmer – <b>A, R, S</b>	Barbara & Sherman Robinson – <b>R</b>	Ronald Tipton – <b>R</b>
Paul & Rita Marth Jr. – <b>A</b>	Edward & Patricia Rogers – <b>D, R</b>	C. Jean Toleman – <b>A, D, R</b>
Robert & Marie Masincup – <b>A</b>	David Romanowski – <b>A</b>	David & Debra Trask – <b>A</b>
Thomas & Dorothy Mathieson – <b>R</b>	Patrick & Erica Jo Saccoia Jr. – <b>R</b>	Bill & Caroline Triplett – <b>R</b>
William & Susan McAllister – <b>A, D, R, S</b>	Cory Schlegel – <b>A</b>	Frank W. Valentine – <b>A</b>
Mary Meehan – <b>R</b>	Jan Schoonmaker – <b>R</b>	Geert Van Brandt – <b>R</b>
Wallace R. Meissner – <b>R</b>	Simon Schuchat – <b>R</b>	James P. Waite III – <b>A</b>
Joel Miller – <b>S</b>	Kurt Schwarz – <b>A, D, R, S</b>	Glenn E. Watkins – <b>R</b>
David & Nicole Mitchell – <b>W</b>	J. Cameron & Jane Scoleri – <b>A</b>	Richard Webber – <b>D</b>
Douglas & Marilyn Mitchell – <b>R</b>	Raphael & Katherine Semmes – <b>A, D, R, S</b>	Katrinka Westendorf – <b>A, R, S</b>
Ronald & Pamela Morith – <b>A, D, R, S</b>	Jan V. Sengers – <b>R</b>	John Wheeler – <b>A</b>
Emil Moskovich – <b>A</b>	Michael Shallenberger – <b>A, D</b>	Bennett Williams – <b>A, D, R, S</b>
Jay & Carol Nase – <b>A</b>	Joe & Martha Shannon – <b>A</b>	Jean Wilson – <b>A, D, R, S</b>
James & Judith Nelson – <b>R</b>	Sally Sherman – <b>D</b>	Dr. Robert Wolff – <b>R</b>
John W. Newland III – <b>R</b>	Potomac Region Outings Sierra Club – <b>R</b>	<i>In Memory of Randy Astarb</i>
Diana K. Niskern – <b>R</b>	Rima Silenas – <b>A, D, R, S</b>	Jane & Norman Liebow – <b>R</b>
Thomas E. O’Dea – <b>D</b>	Bridget Sisson – <b>A, D, R, S</b>	<i>In Memory of Kathryn A. Banfield</i>
Joseph & Jone Parr – <b>R</b>	Margaret Skinner – <b>R</b>	Tim & Kathryn Banfield – <b>R</b>
Charles Pekow – <b>R</b>	Leonard & Joyce Skoglund – <b>A, D, R</b>	<i>In Memory of Terry Rogers Betzer</i>
Jeanette M. Penner – <b>A</b>	Susi Slocum – <b>A</b>	Todd Betzer – <b>A</b>
Thomas & Linda Perry – <b>R</b>	Jayme Sokolow – <b>A</b>	<i>In Memory of Hal &amp; Jane Larsen</i>
Katherine L. Poore – <b>A, D, R, S</b>	James Spangenberg – <b>R</b>	Anna Porter – <b>R</b>
Richard Poremski – <b>A, D, R, S</b>	Bruce Staskiews – <b>A, R</b>	<i>In Honor of Susan &amp; Rob Loewy</i>
Ned & Leni Preston – <b>R, S</b>	Robert & Jody Stevens – <b>A, R</b>	Jerry Hearst – <b>R</b>
Carol Purcell – <b>A, S</b>	Edwin Stockham – <b>A</b>	<i>In Memory of Bill Trippel</i>
Patrick & Rosalinda Raher – <b>D</b>	Sally C. Strain – <b>R</b>	Pamela K. Lantz – <b>R</b>

### ***A Word of Appreciation***

*Richard Radhe has served as the Association’s treasurer for eight years and is stepping down this year at the end of his term in March. Richard took his work as the treasurer seriously and performed an exceptional job managing the Association’s funds – including tracking and managing the Association donations. Despite the intense work and responsibilities of the job, Richard managed the Association’s finances well and was always pleasant and professional in his communications with other board and committee members. He is a model for anyone who wants to serve the Association as a board or committee member. The Association heartily thanks Richard for his service and wishes him well in his retirement from the board.*

# Albert Gallatin and the Chesapeake & Ohio Canal Connection

By Rod Mackler

Albert Gallatin (1761-1849) was born in Geneva and immigrated to America in 1780, at the age of nineteen. He wore many hats in the new country – French teacher at Harvard, farmer, entrepreneur, scholar, Congressman, diplomat, and, for thirteen years (1801-1814) under Presidents Jefferson and Madison, Secretary of the Treasury.

In America, Gallatin considered himself a Westerner, a frontiersman. He took up surveying and in 1786 bought a piece of land overlooking the Monongahela River in the southwest corner of Pennsylvania, a few miles north of Morgantown, W.Va. He built a home on the bluffs, which he called Friendship Hill, today managed by the National Park Service and open to the public.

Unlike his predecessor at Treasury and political rival, Alexander Hamilton, Gallatin was an anti-Federalist, a fiscal conservative who believed in a balanced budget and a small military establishment. On one subject, however, he took an expansive view of the role of the federal government and its purse. Gallatin believed strongly that the central government should plan and finance transportation infrastructure, “internal improvements” in the language of the day. Gallatin was instrumental in the 1803 Louisiana Purchase and in sending Lewis and Clark

to explore it. When the Corps of Discovery reached the headwaters of the Missouri, in southwestern Montana, Lewis and Clark named the three streams that formed the mighty river after President Thomas Jefferson, Secretary of State James Madison, and Treasury Secretary Albert Gallatin.

In his role as Treasury Secretary, Gallatin was commissioned by the Senate to write a plan for canals and roads. In his comprehensive and systematic 1808 Report to the Senate, Gallatin detailed a justification for lacing the country together with canals and roads. He included routes, work already underway, technical details (mileages, elevations, water depths, cubic yards of earth to be moved, etc.), and, above all, financing. He maintained that federal funding for this transportation infrastructure was legal, necessary, and desirable.

The economic rationale for internal improvements is obvious, but Gallatin added political and national security justifications for such infrastructure work. His 1808 report outlined what became the Intracoastal Waterway and U.S. Route 1/I-95 on the East Coast, the Saint Lawrence Seaway, and local (“interior”) canals. But the most critical sections, and for us the most relevant, were those connections between the Eastern Seaboard and the Western interior of the young United States.



Upper – Albert Gallatin, surveyor. This statue graces the approach to Friendship Hill. In 1784, Gallatin met George Washington near here and advised him on the best route for a road to the west.

Lower – Friendship Hill. Architecturally, the house is a bit of a mess, reflecting the various times and materials – stone, brick, wood – of its construction. The house is managed by the National Park Service and open to the public. All photos by Rod Mackler





Albert Gallatin, Secretary of the Treasury. This statue stands on the North Plaza of the Treasury Building, facing Pennsylvania Avenue, next door to the White House.

Beyond the Appalachians, the British were still active on the Great Lakes, the Spanish just to the west of the Mississippi, and the French in New Orleans. As George Washington had noted, the new Americans of Kentucky, Tennessee, Ohio, and other western territories could be seduced by the foreign powers which controlled their routes to markets. The Aaron Burr conspiracy reinforced this fear.

Gallatin examined the world's existing canals and noted that none conquered high altitudes. The highest summit canal in the world, he observed, was in Languedoc, Riquet's Canal du Midi, with a summit at 600 feet. Riquet's genius was not in digging a ditch from the Mediterranean to the Atlantic — that part was obvious. His genius was in building a reservoir on France's Massif Central and a system of feeder canals to water the summit level. In looking at the canal corridor down the East Coast, Gallatin dismissed or qualified some potential canals because there was no clear source for water. For instance, he considered, but ruled out, an obvious shortcut across Cape Cod. The course of the present Cape



Capitol Hill House. During Gallatin's tenure as Treasury Secretary, he and his family lived in this house on Capitol Hill. Built in 1800 for the Gallatins' landlord, Robert Sewall, it was burned by the British in August 1814, but quickly rebuilt on the same footprint and in the same federalist style. The mansard roof is a later addition, from 1879. The house stands at 2nd Street and Constitution Avenue, NE, not far from the Supreme Court Building. The white marble building in the background of the photo is the Hart Senate Office Building, completed in 1982 and designed to spare the historic house, which is now the Belmont-Paul Women's Equality National Monument. It is operated and interpreted by the National Park Service, free and generally open to the public. It tells the story of Alice Paul, the National Women's Party, women's suffrage, and gender equality more broadly.



Cod Canal, Gallatin wrote, was only seven miles and across low-lying land, easy to dig. But there was no reliable source for watering a summit canal there. Indeed, it was only in the twentieth century, when new technologies became available, that a sea-level canal was cut across the short isthmus.

For these reasons, Gallatin decided that a purely canal route would be impractical across the 3,000 foot passes of the Allegheny Mountain. But a combination of canals ascending rivers from the coast and descending to the Ohio River could be connected by what he called "artificial roads," that is, improved, well-graded roads with wide, drained, gravel-paved surfaces. He proposed such combinations across Pennsylvania, between the James River and the Kanawha, and from Cumberland to the Ohio River.

Gallatin noted the progress made by the Patowmack Canal, George Washington's attempt to tame the Potomac. He found a canal from the Federal City to Cumberland to be feasible — that is, built to about the 600 foot altitude cited above.



For development beyond Cumberland, Gallatin had earlier made effective arguments for what became known as the National Road. This interstate transportation link is significant for several reasons. First, it established the precedent for federal funding for infrastructure improvements. Jefferson and other members of Gallatin's own anti-Federalist party insisted that the federal government had no constitutional role in internal improvements. Gallatin convinced his chief that an exception should be made for the National Road; first, it had been promised to Ohio when it became a state in 1803. Second, the National Road would spur economic development along its route. (The historic bridge and inn at Grantsville, Maryland, stand as examples of this effect.) Third, the National Road would shift the direction for opening the west.

In the 1780s and 1790s the West largely meant Kentucky and Tennessee, reached via the Shenandoah Valley and Cumberland Gap. Kentucky became a state in 1792, Tennessee in 1796. With the National Road, there was a direct route to Ohio and the other new lands of the Northwest Territory. As these new lands beckoned, the National Road was extended west to Columbus, Indianapolis, and Vandalia, then the capital of Illinois. Eventually, as U.S. 40, it was extended east through Baltimore to Atlantic City and west to San Francisco, spanning the continent. Of all the internal improvements outlined in Gallatin's 1808 report, the National Road – launched in Cumberland in 1811 – was the only one initiated at federal expense during his tenure at Treasury.

It has become a cliché that the C&O Canal was a failure, that the B&O Railroad won the race to Cumberland, and that was the end of the canal. But the National Road, the

original interstate highway, acted as an extension of the C&O Canal, completing the tie between the Chesapeake Bay and the Ohio River. And, after 1850, the canal operated another three-quarters of a century, particularly bringing cargoes of coal to the nation's capital during World War I.

*This article is adapted from a presentation given by the author at the World Canals Conference, Hagerstown, Maryland, August 30, 2021.*



*The Act of Congress authorizing the National Road, signed by President Jefferson, required distinguishable marks or monuments to appear at regular intervals along the Road. Each state had slightly different mile markers. In Maryland, they are triangular in cross-section, cast iron. Traveling west, they give the distance to Wheeling, traveling east, to Cumberland; the two numbers always add up to 131 miles.*



*The beautiful 1813 Casselman River Bridge at Grantsville, Maryland, is one of three bridges here that span the river, which is in the Ohio River watershed. The other two are for U.S. 40 and I-68, also known as the National Freeway.*



# Two Champions Fell, Leaving a Forest To Grow In Their Place

By Joel I. Cohen

With so much happening in this fast-paced world, it is often difficult to relate to global, or even sometimes local, developments. One example is the tendency of we humans, who see ourselves the dominant species on earth, to disregard the fact that other species are becoming extinct at an ever-increasing rate. Many people fail to understand that humans depend on the richness of species for our own long-term survival.

Nevertheless, the study, discussion and conservation of the various species that live on our planet, referred to as biodiversity, has grown from a novelty of the 1980s to the subject of global conventions and reports from our National Academy of Sciences. Its most recent report, titled *Biodiversity At Risk*, highlights extinction rates of 10 to 100 times those recorded before human domination. It also finds that at least 1 million species are further threatened with loss of life, and concludes by recognizing how such losses cause declines in the functions of the world's ecosystems.

Late December of last year saw the passing of two outstanding scientists who pioneered our understanding of the significance of the earth's green treasures. Their loss was marked by remembrances and obituaries worldwide. Dr. Thomas Lovejoy died on Saturday, December 25, followed by Dr. E. O. Wilson who, at the age of 92, died on December 26. Among things championed by Dr. Wilson was the BioBlitz, an event of citizen science at its best. One such event was held in 2016 for the Chesapeake and Ohio Canal National Historical Park. Direction and organization were provided by Michelle Carter of the National Park Service.

As for Dr. Lovejoy, he first ventured into the tropics in 1965 and continued to expand his research by opening an educational camp in the tropical forests of Brazil. From there, he continued his award-winning research on fragmentation of forests. The camp also became a place where those most interested in the workings of a rain forest could be housed and informed by Dr. Lovejoy himself of the often unseeable entities hiding among the towering canopies.

In 1986, Drs. Wilson and Lovejoy led a *National Forum on Biodiversity* which catapulted biodiversity into prominence. This awakening to both the necessity and disappearance of species has eventually reached the public and citizens around the world. Even those crafting educational standards for

grades K-12 have recognized the significance of biodiversity, albeit in a very truncated form, and instilled it as part of the Next Generation Science Standards.

Educational work on biodiversity has also found a second home in the nation's national parks. These parks, including the C&O Canal, are under pressure from increasingly diverse interests expressed by park visitors. All of these needs, including the protection and conservation of the canal's biodiversity, compete for the limited resources coming ultimately from the Department of the Interior.

This history explains why, for the canal, as well as other bio-rich parks, additional concerns regarding the welfare of their species and wildlife represent the most recent needs surfacing in National Park Service work plans. Recognition of such needs also occur in the current NPS Strategic Plan for the canal, showing up under Goal 1, to "maintain and protect wisely, to ensure towpath continuity, and protect and preserve cultural and natural resources."

Under that heading, comes Strategy 4, to protect resources of special concern, including Action 1: "develop and implement a resource management plan that prioritizes critical natural areas and species of special concern." Thus, while not yet embracing biodiversity by name, actions that accomplish conservation of species are now a specific part of the Park's strategy, running up to the year 2023.

The sudden loss of such important pioneers as Dr. Lovejoy and Wilson left us adrift at first. Yet their work goes on, as does the care required for the thousands of species in the park. It is through their vision that we see the park at its best, its ecosystems fully alive, and its wildlife flourishing in a re-invigorated greenway along the length and breadth of this, the *Capital's Corridor*, sharing a vision of the canal crafted years ago, describing it to be a "long thin ribbon of wilderness along the Potomac." These words are those of Justice William O. Douglas from his book of 1961, already indicating his awareness of what many now come to appreciate, long after his departure.

*The author is a visiting scholar from the Nicholas School of the Environment, Duke University.*

# Accompanied by the Past

By Karen Gray

## 1903 and the Beginning of the Canal Towage Company

*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*

*This article must be preliminary until the Canal Towage Company archives in Baltimore's B&O Railroad Museum's Watkins Research Library & Archives have been examined. Those will provide the administrative side of the Canal Towage Company's (CTC) story. This column is based on the newspaper reports in 1903 as gathered by William Bauman in his canal trade file for 1903.<sup>1</sup>*

What we do know about the CTC from the minimal archival information online is that the company's Articles of Incorporation were dated February 23, 1903, indicating that it was legally organized in that year, not 1902 as is often stated. The company's Certificate of Dissolution is dated December 27, 1935. Thus, we know with considerable certainty that it existed from 1903–1935.

In a *Cumberland Evening Times* article on January 19, 1903, it was reported that the boatmen who regularly carried coal to Williamsport had met and unanimously voted to demand 50 cents per ton for freight. This was significantly below the tonnage paid to the boat captain prior to the 1889

flood when it was at its peak, well above \$1 per ton. However, if a captain did not own his boat but operated it for an owner, depending on their agreement, he might have no boat mortgage or maintenance and repair cost. Also, it's clear that the use of wives and children to avoid having to pay for crew was growing at this time.

### A "Syndicate" Buys the Coal Boats

The *Alexandria Gazette* reported on January 20:

It is said that a syndicate or transportation company will get control of the transportation facilities of the waterway and conduct navigation hereafter, introducing some decided changes. It is understood that the syndicate has purchased all the boats owned by the Consolidation Coal Company [CCC] and H. C. Winship, and negotiations are now pending with the Mertens for their boats. The wholesale purchase of boats by the syndicate as reported gives it complete control of navigation on the waterway.

This and later reports seemed to indicate that *if* there were privately owned boats freighting coal in 1891 and after, the number was very small. Another report indicated that there were approximately 150 coal boats on the canal in 1903, 100 or more of which were owned by the CCC and the remainder by the Winship or Mertens companies.

It's important to recognize (what the newspaper report does not make clear) that the "syndicate" was interested in the coal boats only. There were boats used and likely owned by companies transporting other products on the canal such as wood, stone, and agricultural products, especially grain.



*A Consolidation Coal Company boat meets a boat with "Coxey's Army" protesters bound for Washington, D.C., 1894 – Photo courtesy of the National Park Service, C&O Canal National Historical Park*



*Consolidation Coal Co. boat moored along the berm – Photo courtesy of the National Park Service, C&O Canal National Historical Park*



Perhaps more importantly, the takeover of coal boating on the canal by the CTC was not a case of independent boatmen becoming subject to a big company (as is often said), because the coal boats at that time were apparently all owned by one of the three companies that sold their boats to the CTC.

A January 21 article in the *Cumberland Evening Times* indicated that Mertens also had sold its boats to the syndicate. That article mentioned that:

The special from Hagerstown also stated that the syndicate was composed of Pennsylvania railroad company and the Consolidation Coal Co., and that the promoters of the enterprise will make the canal boom and that the employees will be given an increase of ten per cent in wages.

It should be noted that, since 1901, the Pennsylvania RR controlled the B&O RR with its majority ownership of B&O stock, and that this followed the B&O's receivership that began with its 1896 bankruptcy.



*Canal Towage Company markings on the stern of a boat – Photo courtesy of the National Park Service, C&O Canal National Historical Park*

Mr. Winship had been the first superintendent of the canal under the trustees in 1891, and he was replaced by his assistant, George L. Nicholson in 1893. Nicholson was said to have worked for the C&O Canal as an engineer and superintendent prior to the 1889 flood, and it's clear that he was thoroughly familiar with the canal. He would still be the canal's superintendent in 1938 when it was sold. Nevertheless, he emerges as spokesman for the syndicate and after the incorporation of the CTC in February 1903, he was variously referred to as the general manager, president, or superintendent of that company. There is evidence that he retained his superintendent or general manager title with the Trusteeship as well.

### **The First Proposal to the Boatmen**

The January 20<sup>th</sup> article also states that Nicholson held a conference at the office of Steffey & Findlay in Williamsport the day before. It was attended by a number of the boatmen and representatives of the shipping firms. At it he announced the syndicate's proposition to engage the boatmen's services to operate the boats at a salary of \$100 a month. In addition:

Each captain was to hire the regular complement of men, a steersman and two drivers and board and pay them out of his salary, while the syndicate agrees to furnish the mule team and feed and the boat rigging.... [and further] the syndicate will purchase the mules owned by boatmen at a fair price. He also said that the boat captains would be paid for any loss of time on account of breaks [in the canal] or delay on the canal.

The article says that the proposition "came as a surprise" and the boatmen could not give him an answer at the time.

That *Cumberland Evening Times* article included information from the *Baltimore Sun* to the effect that an official of the Consolidation Coal Company explained the change as: "to run the boats under one management and on a systematic basis in order to improve the traffic as well as to better the conditions on the canal."

According to him: "At present it requires a month for a boat to make the [presumably round trip] run from Cumberland to Georgetown, and at the destination antiquated methods for unloading were in use." It was stated that at present the captains of the Consolidation Coal Company boats had been paying 10 cents a ton for the use of the boat.

However, almost immediately a dispatch was received in Baltimore from Williamsport and reported by the newspapers that stated:

A committee of boatmen has waited upon General Manager Nicholson and notified him that they had

decided not to accept the terms of the proposition, which he presented to them. The boaters argue that they could not make an ordinary living at a salary of \$100 a month, which the syndicate agrees to pay, and hire hands and board them. Figures furnished by boatmen place the pay of a steersman at \$20 a month and two drivers at \$15 each, and after boarding them, the captain would have \$15 left for his services. According to Mr. Nicholson's figures, boatmen should be able to employ a steersman for \$18 and drivers at \$12, and, after paying for necessary expenses, the captain would have about \$30, while the boatmen claim it is almost impossible to hire hands at the figures they have submitted.

This makes it clear that the boatmen were making well over the one round trip a month that the CCC official had indicated was the norm. The discrepancy in the pay rates for crew could well have represented competitive variations such as between the best and the less qualified boat hands.

Additional changes that were made included operating the boats 24 hours a day and establishing stores at convenient points offering the boatmen "reasonable prices".

Subsequently, at meetings of the boatmen in Williamsport and Sharpsburg reports indicated:

Resolutions were adopted and will be sent to the shippers at Cumberland and places along the line demanding an increase in freight rates. They want 50 cents for hauling coal to Williamsport and \$1 to Georgetown. They are now receiving 40 cents to the former and 80 cents to the latter place.

According to a *Cumberland Evening Times* article of January 28, 1903, Nicholson had met with about 50 boatmen in Washington the day before, and while he said the original \$100 a month offer still stood, he also offered a tonnage pay alternative:

The company to pay 22 cents a ton for hauling coal to Williamsport and 40 cents to Georgetown, the boatmen to hire and board the necessary number of hands and pay for a few incidentals. The company agrees further to pay the boatmen \$1.50 trip-page for each mule, or \$6 for a four-mule team to Williamsport, and double that amount to Georgetown, [and to] furnish feed for the mules, [provide] lines, etc.

The Sharpsburg boatmen who would receive the same tonnage fee as Williamsport boatmen particularly objected. Nevertheless, Nicholson said that "unless [the boatmen] accept this proposition, they may never have an opportunity to accept any other."

On February 2 the boatmen meeting in Williamsport rejected the new proposal, and then, on February 6 a committee of five met with Nicholson at his office at Hagerstown, but they left saying they would put the tonnage offer before all the boatmen for their decision. In the same *Cumberland Evening Times* article, Nicholson also said:

Notices have been issued by the company to boatmen requesting them to make application for boats before February 20. The company has already received a number of applications for boats, and it is understood that if the boatmen do not come to terms soon, their opportunity will be lost.

A *Cumberland Evening Times* article on February 10 said that the Sharpsburg boatmen, meeting secretly on the 9<sup>th</sup>, declined both the \$100 a month and the \$40 tonnage-based offer. News from boatmen meeting at Boyds (in Montgomery County) indicated that they also were rejecting the offers.

### **The Boatmen Finally Agree to the CTC Offer**

Then, on February 14, a *Cumberland Evening Times* article reported:

Nearly all of the canal boatmen of this place Thursday signed an agreement to accept the proposition made by the new transportation company [i.e., the CTC] to take charge of the company's boats next season. The company agrees to pay 22 cents freight to this place [Williamsport] and 40 cents to Georgetown, and furnishes the mules, feed, lines, etc.

The Sharpsburg boatmen were reportedly still holding out and Nicholson had set the following Thursday, the 19<sup>th</sup>, for the final conference. However, it was later reported in the *Baltimore Sun* on the 15<sup>th</sup>, that they too had accepted the latest 40-cent tonnage pay to Georgetown in their meeting on the 14<sup>th</sup>; and on the 16<sup>th</sup> the *Washington Evening Star* reported the boatmen at Boyds had also accepted the last offer.

It was also announced at this time that the company would be erecting a large building at Four Locks for a supply depot under the management of William T. Hassett and his son (the senior Hassett is later referred to as a "supervisor").

In a February 20 edition of the *Frederick News* Nicholson stated that the company had more applications for boats than boats to be assigned but that the boating season would start with 125 boats and at a later date 150 would be in service. He also noted that "every available boat is being thoroughly overhauled" and that the CTC had control of the CCC boatyards in Cumberland.



As indicated, the CTC was not legally incorporated until February 23, 1903, by which time the so-called syndicate behind the company had already organized it to operate when the canal was watered for the 1903 boating season. A February 20 issue of the *Washington Times* refers to Nicholson as “formerly general manager of the Chesapeake and Ohio Canal Company, now president of the Canal Towage Company.”

A Frederick News article on March 3 stated that the CCC “holds the bulk” of the CTC stock, adding; “It is trying to control the soft coal business of the national capital and is installing in Georgetown modern devices for unloading coal involving an expenditure of \$100,000.”

A March 4 *Frederick News* article states:

Canal boatmen at Seneca, Point of Rocks, Dickerson and Catoctin are getting ready to resume the transportation of grain when the canal opens March 10. The grain boatmen were not interfered with by the recently organized towage company, which purchased only [coal] boats.

However, references to the CTC controlling all traffic on the canal, begin to appear. I believe that any official transfer of controlling navigation on the canal from the trustees in charge, would require a court approved contract or agreement of some sort, and as yet I have not found evidence of such. The CTC also appears to become toll collector for non-CTC boats at some point, moneys they would pay into the trustees’ canal accounts along with the toll on their own boats.

As the canal was being watered for the 1903 boating season, an article in the *Cumberland Evening Times* noted that there are:

200 mules on the way here from Kentucky to be used in hauling boats and when they arrive the business is expected to hum. Each boat will be provided with 4 mules and will be run day and night. The boats will be required to run on a sort of schedule, leaving here at a certain time and reaching Georgetown in a given period. They must make at least three round trips in a month. Each captain will be allowed 40 cents a ton for boating coal [to Georgetown], out of which he must pay and board the helpers.

Boatmen who provide their own mules are to be reimbursed three dollars a trip for each mule. The article repeats the information about the supply depot at Four Locks for mule feed and boat supplies.

Two significant comments appear at the end of this article: (1) that “this will cause many of the stores along the canal to close up”; and (2) that “boatmen stated today that they were having a hard time securing crews on the wages they could afford to pay for help, which were very small.” By 1920, a study of child labor on American canals<sup>2</sup> stated that according to company records for that year, of the 66 captains on the canal, 59 were married and 41 had their children with them (and thus, presumably, also their wife). Thus about 62% of the boatmen were operating their boat primarily with their family, although reports of having one hired man are frequent. The CTC years became the heyday of the family-run boats.



Lock 50 and the site of the site of the supply depot at Four Locks – Photo by Steve Dean

#### Notes:

1. The 1903 Canal Trade and the comparable documents for most years of the canal’s operation can be found on the Association’s web page: [candocanal.org/newspaper/](http://candocanal.org/newspaper/)
2. Springer, Ethel M., “*Canal Boat Children*”, *Monthly Labor Review*, Vol. XVI – No. 2, Washington, February, 1923



# Pedal, Paddle and Hike

By Trent Carbaugh

## The Power of Water

*Nothing is softer or more flexible than water, yet nothing can resist it – Lao Tzu*

To me one of the great joys of the C&O Canal National Historical Park is the mix of history and nature. Nature, in its wondrous variety, is reclaiming areas that often in historic photographs of the C&O look more like post-apocalyptic wastelands than a beautiful river valley. I often wonder what the Potomac looked like before the building of dams and the canal tamed the river a little bit.

During the French and Indian War, probably in the spring of 1757, there is an account of Governor Horatio Sharpe of the colony of Maryland, *sailing* from Alexandria, Va. to the then new Fort Frederick, Md. Governor Sharpe and his party accomplished this feat in “York” boats, thirty foot long shallow draft coastal/river rowing craft with the ability to mount a mast and sail. How much they actually sailed is probably a question that will remain unanswered. I suspect that oars, poles, and hauling with ropes were used more than the sail. The period sources say that sailing was only possible

during the spring flood; canoes might possibly have been a better choice. But this tale does illustrate the fact that the Potomac was a much different river then than it is now.

Historical climatology, the study of how weather patterns effect history, estimates are that there was 20% to 30% more water in the Potomac watershed in the middle of the 18th century than currently. This information is based on snow pack estimates and suspected weather patterns (colder and wetter) and sparse eyewitness information, none of which is particularly accurate. These days I’m lucky if I can paddle from Dam 5 to Williamsport at any time of year without scraping bottom in the shallow stretches.

By the first third of the 19th century weather patterns were changing and large warm weather storms as well as hurricanes were affecting the Potomac watershed as well as the entire eastern seaboard. Instead of a slow melt of snow and ice over the course of months causing a gradual rise in the river; massive amounts of water were being added in short periods of time.

This was not a good situation for the new C&O Canal. From the beginning of construction in 1828 five major flooding events – 1829, 1852, 1857, 1889, and the last in



*Summer day on the Potomac – All photos by Trent Carbaugh*



1924 – basically left the canal inoperable. Repairs to flood damage strained financial resources and secondary effects on agriculture, mill operation, and manufacturing along the river threatened economic collapse for local economies; not to mention the loss of human life and livestock.

Having had the great good fortune to grow up along the C&O Canal and the mighty Potomac, I have witnessed many changes. When I was young, parts of the Potomac were quite literally poisonous. For example, the Potomac downstream of the Conococheague confluence used to be discolored and have a nauseating stench when the Byron Tannery dumped their wastewater into the creek. Later, when I was older and learning to paddle whitewater, trips to the North Branch of the Potomac required the washing down of boats, gear, and persons to prevent damage from acidic coal mine runoff.

Due to the efforts of concerned citizens and actions by local governments, the Potomac is now much cleaner than it was. Once threatened or rare wildlife such as bald eagles, ospreys, fishers, black bears and, that joy of warm water fly fishermen, the smallmouth bass, are not only increasing in population but are thriving in greater numbers.



*Evening view looking downstream from McCoy's Ferry*

Floods in the recent past are sort of a double edged sword. Powerful water flow scours the sediment out of areas such as the Conococheague confluence, diluting the toxins lurking in the mud. But it also sends them downstream. Floods also wash agricultural waste and fertilizers into the water, which can have detrimental effects on shellfish and crustaceans and cause algae blooms. And, not to be forgotten, floods still damage the C&O Canal National Historical Park on a regular basis.

The Potomac and the C&O Canal were and are inextricably bound together. The river made the building of the canal possible but, by preserving the canal as a national historical park, the Potomac is more protected than it would have been otherwise. Taking care of our natural and historic resources requires constant vigilance, education, and active participation by citizen's organizations, government agencies, and the general public.

You wouldn't be reading these words if you didn't have an interest in preserving natural and historic resources. The process of accomplishing this vital goal though can often narrow your focus to concentrate on the intricacies of history or



*Morning fog along the Potomac in the Town Creek area*



*Dam 5 with normal water levels*

*Along the Towpath, March 2022*



*Dam 5 with not so normal water levels*



the need to clean up the messes we have made. These things are incredibly important, but it is also important to remember that the Potomac River drainage is an incredibly beautiful place – often stunningly so.

The power of water is not just in its destructive potential or to supply vital resources; water is the key to all life on our precious blue planet as it hurtles through space. And it also gives us something more; perhaps the true power of water is not what it can supply for us or do to us but in its ability to calm our troubled minds and instill in us a sense of wonder.

Among those things that I find to be such a great joy is to drift in my kayak or just sit along the riverbank before dawn and quietly watch the sun come up. The ability to see the shift from nocturnal to diurnal wildlife, hear the sounds of the water, and watch the changes in the light have a calming and healing effect that to me is unmatched. This feeling renews my childhood sense of wonder and reminds me why it is so important to preserve this wondrous place. This joy is the true power of water.



*Railroad bridge pier taken over by nature, Shephardstown W.Va.*



*A massive sycamore tree at river's edge*



*Smallmouth bass caught with a barbless hook and released*



*Somewhere below Dam 4 just before sunrise*



*Winter day on the Potomac*



# Volunteers in Parks

By Jim Heins

## Striking Out Boldly (SOB)

Each spring on a given Saturday in April, for the past 16 years, the C&O Canal Association has sponsored numerous clean-up sites within the park as a way to support the Alice Ferguson Foundation's Potomac River Watershed Cleanup effort.

We plan to continue this effort, but with a twist. Instead of simply covering a few sites within the park, starting this year, we are launching our own park-wide cleanup. It will be held the same day as the annual Potomac River cleanup, but will cover as much of the park as we can.

We have promoted the annual cleanup through the Montgomery County Volunteer Center and the Montgomery County Public Schools and will continue to do so. It will be held this year on Saturday, April 9, from 9 a.m. to noon. This cleanup is called the:

### C&O Canal and Potomac Riverside Cleanup

*Sponsored by the C&O Canal Association*

The amount of coverage we can provide along the canal will be dependent on the number of sites we can offer. Any area that tends to get trashy and has easy access would be a prime candidate as a site. Once a new site is identified, a volunteer would need to agree to be the site leader. Training is easy and the only commitment would be on the day

of the event. Developing ways to advertise for volunteers to clean up that site would be another step.

The Association will supply trash bags and gloves with the Association's name and logo printed on them. This clean-up is a rain or shine event. Two colors of trash bags will be provided; one for trash and another for recyclable items.

This is an opportunity for all members of our association to support a park-wide cleanup either as a volunteer helping to pick up trash or as a site leader to steer volunteers through the cleanup at that specific location (site). Any recommendations for possible sites are welcomed.

In the past, I dealt with all interested volunteers and developed rosters for each site. I supplied all necessary information both to volunteers and to site leaders. That can change as needed. At the present time, the following sites are already confirmed: Carderock, Anglers, Great Fall Tavern, Swains, Pennyfield, Violettes, Rileys and Edwards Ferry.

The degree of success of this new SOB effort is dependent on the amount of cooperation we get from our association members. *If you are interested in identifying a new site, being a site leader or participating as a volunteer to pick up trash, I'd like to hear from you.*

Contact me at [vip@candocanal.org](mailto:vip@candocanal.org) for further information or to volunteer.

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**Pedal, Paddle and Hike** (Continued from previous page)



*A fishes view of the Potomac*

*Along the Towpath, March 2022*

# Nature Notes

By Marjorie Richman

## Distinctive Leaves

Have you ever been envious of people who are able to identify a plant before its flowers bloom just by looking at the leaves? If so, I agree this is impressive, but it is also disheartening for those of us who can't recognize flowers by leaves only. Well, I have good news: all is not hopeless. Many of the spring flowers have very distinctive leaves that can't possibly be misidentified. With a minimum of effort, everyone can become proficient in recognizing some of the about-to-bloom spring flowers. To get started, here are a few examples.

### Bloodroot

The leaf of a bloodroot plant first appears sometime in March, curled up around the flower bud on a single stem. The stem is reddish-orange, not the typical green color that might be expected. As the leaf unfurls, it is easily identified by its many indentations. The flower, a white blossom with multiple petals, blooms shortly after the leaf appears and is gone within a few weeks. The leaf remains, sometimes through the summer, marking the spot for next year's blossom.

### Mayapple

Mayapple grows in colonies. The leaves of the colony appear sometime in March. From above, the cluster of plants looks like a jumble of umbrella-like, deeply cleft leaves. Since colonies are typically quite large, there is plenty of opportunity to identify mayapple without the flowers which may not bloom until mid-April. The flowers, however, will be hard to see unless you are willing to bend down to look through the mass of leaves. The flower is located well under the leaves of a plant at the junction of two stems. Mayapple flowers are only found on plants that have two leaves, although single-leaved

and double-leaved flowers will be intermingled in the cluster. Mayapple is an unusual plant in that the leaves are prominent but the flowers are hidden. It may take a bit of effort to find the flowers, but the cluster of distinctive leaves is a good clue as to where to look.

### Dutchman's Breeches

It's obvious how Dutchman's breeches received its common name. The flower looks like a pair of tiny pantaloons dangling upside down. The plants grow in clusters. The basal leaf of each plant is divided into narrow segments and is almost fern-like in appearance. This helps to identify the plant before it blooms. A close relative of Dutchman's breeches is squirrel corn. Squirrel corn has the same leaf structure and also grows in clusters. The only difference is that the segments of the squirrel corn flower are a bit rounder than those of Dutchman's breeches. It's hard to know which of the two



Mayapple – All photos by Marjorie Richman



Bloodroot



Bloodroot



Mayapple



# Across the Berm

## John Millar

John Millar died on January 10. He was a life-long resident of the Cumberland area and worked during his career as an engineer in the Propulsion Programs Office at the Allegheny Ballistic Laboratory. Mr. Millar was a well-known volunteer and leader in the community and supported many organizations.

Mr. Millar was particularly involved with the C&O Canal. He was a member of the C&O Canal Association for over 40 years. He led and supported efforts to clean-up and improve the C&O Canal in the Cumberland area and chaired a study team for the Cumberland/North Branch development concept plan. He was the president of C&O Canal of Cumberland and served that organization for over 30 years. Mr. Millar served on the C&O Canal National Historical Park Advisory Commission for seven years as an Allegheny County member in the 1980s.

As part of his efforts to promote the C&O Canal in the Cumberland area, Mr. Millar originated the idea of a replica canal boat. Mr. Millar led the construction of the boat by the

U.S. Naval Reserve Seabees unit RNMCB-23, the Army Reserve, the Sea Cadets, Allegheny County Vocational Technical High School students, and other volunteers. The boat, named *The Cumberland*, was dedicated on July 11, 1976 at Lock 75 and officially opened for tours. Mr. Millar led the volunteers who staffed the boat during the summer for 23 years and also organized an annual Cumberland Canal Boat Festival. He was known for his love of the canal and for regaling visitors with both factual information and humorous anecdotes. Mr. Millar continued to support *The Cumberland* after it was relocated to Canal Place Heritage Park.



*Students learn about canal boat life aboard The Cumberland in this photo by John Millar from 2014*

### Nature Notes (Continued from previous page)

flowers will bloom if only the leaf is visible. In fact, it's even hard to tell the flowers apart without looking closely. Therefore, either identification can be counted as correct before flowers appear.

### Spiderwort

The long, graceful leaves of spiderwort help identify the plant. The leaves are thin, bright green and narrow. After seeing the leaves, it's worth coming back for the flowers. Spiderwort is one of the most colorful of our spring flowers. Sometime in

May the blue/purplish flower appears. It won't last more than a day, but since the flowers grow in clusters the blooming period will continue for several weeks.

These are only a few of the many plants with hard-to-miss leaves that can help the casual woods walker identify spring flowers before they bloom. If you want to develop this skill and avoid being frustrated, it's a good idea to start by focusing on the most distinctive leaf configurations first, then adding new ones as you go along. You may be surprised to find that leaves are like people once you get to know them: uniquely shaped, uniquely sized, and uniquely identifiable.



*Dutchman's breeches*



*Dutchman's breeches*



*Spiderwort*

*Along the Towpath, March 2022*



# Across the Berm

## John Barnett

John Barnett died on October 31, 2021, in Madison, Conn. John was well-known in the Association and with the National Park Service as a level walker on Level 1 in Georgetown. John was originally from New York and served in the U.S. Air Force during the Korean War era. He later became a career U.S. Postal Service employee in Washington, D.C. and retired in 1989.

After retirement John became an avid volunteer for numerous organizations, including the Smithsonian Institution's National Museum of American History and the George Washington University Medical Center. Fortunately for the C&O Canal and its users, he also chose to volunteer for the C&O Canal Association, becoming a level walker in 1997. John was known for his effective support of the level, with diligence and persistence. A summary of a typical year of John's efforts was provided by Karen Gray, then Level Walker Chair, in 2003: Special thanks to John Barnett, who hauled many large bags of trash out of the Georgetown level, cleaned up the tidal lock, and submitted 30 reports while actually working on the level more days than that.

John formally retired as a volunteer in March 2018. Level Walker Chair Steve Dean commented at the time: John Barnett is a hero to many for his diligence, work ethic, and

outstanding service as a level walker since 1997. 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.



*John Barnett during one of his Tidelock clean-ups – Photo by Mary Budarz*

## William Hibbard

William Hibbard, of Williamsport, Md. died on December 14, 2021. William was a long-time member of the C&O Canal Association and a volunteer in many programs on the C&O Canal NHP. William was a World War II veteran, serving in the U.S. Navy. He spent his career as an engineer, working first for the Naval Ordnance Laboratory and later for the NASA Goddard Space Flight Center, retiring in 1995 after 34 years.

After retiring, William volunteered for numerous programs. He worked in the C&O Canal NHP Visitors Center in Williamsport and also served as a level walker on Level 40 for nearly 20 years. He was one of the first volunteers for the Trails & Rails program, explaining the river valley and canal to Amtrak passengers as they traveled through the area. He also supported other organizations as a volunteer, including the Canaan Valley National Wildlife Refuge in Davis, W.Va. and as a brakeman on the Walkersville Southern Railroad.

William was very supportive of the C&O Canal Association, serving as a director for six years, participating in Douglas Hike planning, and also managing the sales program for four years. His contributions to the C&O Canal Association members and the C&O Canal NHP are remembered and appreciated by the Association.



*William Hibbard (center) with Tom Dulz (l) and Lyle Nordstrom (r) wait to board the Capitol Limited at Cumberland – Photo by Cheri Yost*



# Mottled Duck Sighting on the C&O Canal

By Kurt Schwarz

The C&O Canal NHP once again had an exciting bird rarity sighting late in 2021. Earlier in 2021 much excitement occurred when a rare painted bunting was sighted on January 1 just downstream from the Great Falls visitor center. It was enjoyed by hundreds of birders. More recently, on December 26, Clive Harris, a local birder and past president of the Montgomery County Bird Club, found Maryland's first record of mottled duck in the Carderock area. The mottled duck has been sighted by over 200 birders according to eBird.org.

The mottled duck is a permanent resident species along the Atlantic coast from South Carolina south to all of peninsular Florida, and then along the Gulf Coast from Mississippi to Texas and Mexico. It has not previously been recorded in Maryland nor does it show a pattern of vagrancy on the Atlantic Coast.

It is very possible that if a Mottled Duck wandered into Maryland, it could be overlooked, as it superficially resembles a female mallard, and even more so, the American black duck, both common Maryland species. In fact, it has been discovered that the mottled duck was photographed on March 27 on the Potomac near Carderock at Scott's Run Nature Preserve, but misidentified as an American black duck. There may be earlier records, but the photos for those sightings are not conclusive.

The female mallard, the mottled duck, and American duck are brown ducks with a paler, contrasting head and neck. The palest is the mallard, while the mottled looks much darker, and the American black duck is very dark, almost black. The female mallard has an orange bill

with black mottling. The mottled male has a bright yellow bill, the female an olive drab or pale orange bill, without mottling. The American black duck male has a greenish yellow bill, female a dark olive bill, again unmarked. In contrast with the mallard and American black duck, the crown of the mottled duck is pale, the other two species showing dark crowns. The mottled duck has a distinct black mark at the base of the bill, which the other two species lack. The body feathers of the mottled duck show buffy, sometimes almost rufous edging. The feather edging of the American black duck is much less distinct and contrasting. Lastly, the mottled duck has an unmarked, buffy throat.

The mottled duck observed at Carderock was present since late December in a watered portion of the prism roughly a half mile upstream from the westernmost parking lot at Carderock. For the most part it has been in the canal adjacent to entrance to the Marsden Tract campground.

On one or two occasions it has been seen on the river itself. And at my last visit (December 29), it was in a puddle in the canal prism right at the last parking area. With the freezing weather of January, this area has likely been frozen, and the mottled duck may have relocated to the river. Curiously, it has been closely associating with a female mallard, and observed mating on one or two occasions. Look closely at any odd-looking mallards for hybrids in the coming months.

The wildlife of the C&O Canal NHP is always entertaining. And sometimes it can be quite exciting when a rare or unusual species is found. Get outside and enjoy!



*Above – Mottled duck; Below – American black duck.  
Photos by Kurt Schwarz*



*Along the Towpath, March 2022*

# On the Level

By Steve Dean

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## November 2021 to January 2022 Level Walks

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*Some level walkers prefer to level walk in the cooler fall and winter months, while others go into hibernation and prefer to wait until warmer weather. Those who prefer the cooler months appreciate quieter days on the canal and the opportunities that the reduced foliage provides to better observe canal structures and bird-life. Level walkers who prefer the warmer weather enjoy the chance to observe the diverse plant life and activity that the warm weather brings. Of course, quite a number of level walkers walk all year – quarterly, monthly, or even weekly. Whatever the preference, all level walkers make a great contribution to support our park.*

*Level Walkers are Association members who agree to cover a section of towpath. The combined effort of Level Walkers is a significant contribution to the park and their support is appreciated both by the National Park Service and the Association. They volunteer on their own schedule. This report includes level walker activity that was reported for*

*November 2021 through January 2022. On some occasions, reports may be omitted for various reasons and will be included in later updates if applicable.*

*A note for level walkers – I will be contacting you soon on an individual basis to update your volunteer service agreements. If you are a past level walker, please remember that if you have not renewed your NPS volunteer service agreement since July 2021 you are no longer a level walker volunteer. This is a mandatory NPS requirement.*

*Please also make sure you have renewed your Association membership – you must be a current Association member to continue as a level walker. You also need to submit a level walk report at least once a year to remain active. Contact me if you have lapsed and want to resume level walking.*

*For more information about the program and a list of the levels, visit [candocanal.org/level/](http://candocanal.org/level/). Information for level walkers is also available at [levelwalker.blog/](http://levelwalker.blog/). Please contact me at [lw@candocanal.org](mailto:lw@candocanal.org) for further information. As reported in the December newsletter this is a new address; the old [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) address is no longer valid.*

**Level 3 Lock 5 to Cabin John Creek: Alyson Miller reports Oct. 12, 15 and 22; and Nov. 3 and 16:** I always see lots of people – runners, walkers, cyclists, dog-walkers – on this level. On one occasion the parking lot at Lock 5 was completely full of kayakers. In general, I would say the usage was slightly down from the same time last year. Two rental bikes that were previously reported were finally picked up. There was some water in the Lock 7 area and also some water upstream of Lock 6, but almost no water to between Locks 5 and 6. The prism was completely watered below Lock 5. There are two large areas of silting at the Sycamore Island bridge (Mile 6.4) and just south of the pumping station at roughly Mile 5.8. As of late November, there was still a family of wood ducks in the prism near Lock 7.

**Level 4 Cabin John Creek to Lock 14: Alyson Miller reports Oct. 25:** There no water in the canal prism on this level. The lock house and grounds at Lock 8 were in good condition. I noticed the steel supports on the American Legion bridge had been repainted a very nice green. **Larry Heflin reports November through January:** The towpath was monitored over numerous walks, through all conditions. No significant issues were reported during this period.

**Level 5 Lock 14 to Bridge at Cropley: Jim Heins reports Dec. 30:** The towpath was busy, with a couple of groups of walkers, some dog walkers, and a few photographers. There were no

fast riders. The only fauna was a handful of ducks. The prism was totally overgrown.

**Level 8 Lock 21 to Lock 22: Rinze and Sue Roosma report Nov. 11:** It was a very nice fall day with mild winds. Towpath use was light. There were some turtles observed in the canal and several blue herons.

**Level 12 Sycamore Landing to Edwards Ferry: Pat Hopson, with Ray Abercrombie, Carol Ivory, Margaret Neuse, Ron Wise, and Frank Wodarczyk, reports Nov. 7:** Clean-ups were completed at Sycamore Landing and Edwards Ferry. There was almost no trash on the towpath or at any of the four informal fishing trails. Much effort was spent removing branches that had fallen on the towpath. The wooden posts on the borders of the bridge over the bypass flume at Edwards Ferry are both bent over; it looks like flooding had bent them. The lockhouse and the Jarboe store ruins are both looking good. We cleared the accumulated vegetation that was growing on the brick walls of the store.

**Level 13 Edwards Ferry to Harrison Island: Liz Wagner reports Nov. 10:** Parts of the resurfaced towpath continue to show wear, especially between Mileposts 32 and 33. No erosion, rutting or puddling were seen on the towpath and there were no obstructions. Some small branches were moved to the side during the walk. Several flocks of small and medium sized



birds were seen along the level. Among them were northern cardinals and downy woodpeckers. I also heard two barred owls calling each other.

*Levels 13 and 14 Edwards Ferry to Whites Ferry:* **Bob Robinson reports Nov. 6:** The towpath was in excellent condition. Removed a fair number of branches blown onto the path by the winds.

*Level 14 Harrison Island to Whites Ferry:* **Meredith McCulley reports Nov. 5:** The towpath was in excellent condition. It appears to be very well maintained in this area. There were some downed trees. Most of the prism in this section is currently unwatered. Overall, I was impressed with the condition of the towpath and how little trash there was. The main issue on this level currently is the poor structural condition of some of the culverts and the prism over some of the culverts. **Dave Shumaker reports Dec. 26:** There were quite a few people out on a beautiful Sunday. Whites Ferry was still closed, but the grill was open. The towpath was in generally good condition throughout the level. Downstream from the Turtle Run Hiker-Biker camp, there were two trees on the edge of the towpath that had fallen, with roots in the air and taking a gouge out of the bank.

*Level 15 Whites Ferry to Lock 26:* **Jon Wolz reports Nov. 1, Dec. 7 and Jan. 14:** In November the leaves were falling. A large buck, with impressive antlers, jumped out in front of me near Lock 26. The park was quiet and I could hear an occasional bird. Many squirrels were rustling in the leaves and jumping to or from trees. In December the prism was drying out from the lack of rain, however, near Lock 26 the prism was full. The granary ruins were still overgrown. I walked up close to the ruins looking for any iron hooks. I did not see any, however, there was a snake shed hanging from the stone wall. It was a very quiet walk on the towpath with the exception of the sounds of wildlife during the January walk. There was a thin layer of ice on the water in the prism. I saw a red fox cross the towpath and then the prism at about Mile 37.5.

*Level 16 Lock 26 to Monocacy Aqueduct:* **Jon Wolz reports Nov. 5, Dec. 10 and Jan. 13:** In November the towpath was in good condition, with leaf coverage. A turtle and several deer were sighted. In December no significant changes were noted. Several arches of the Monocacy Aqueduct remained blocked and tree debris was built up at the inflow of Culvert 65. The silver maple tree at Lock 26 was still standing, and the NPS advised that dead limbs would be cut back in hopes that the tree would survive longer. In January a contractor was clearing the blocked arches of the Monocacy Aqueduct. Water was observed oozing from the ground between Lock 27 and Culvert 68, but it was not clear if it was leaking from the prism or ground. This is an on-going situation that is monitored.

*Level 17 Monocacy Aqueduct to Nolands Ferry:* **Earl Porter reports Nov. 16 and Jan. 21:** The November walk was during a beautiful, windy fall day with very little activity evident on the leaf covered towpath. Only arches 2 and 3 of the Monocacy Aqueduct were open. In January it was a brisk winter day and conditions were very icy. The Monocacy parking area was clear but icy, requiring crampons. The towpath was covered with ice and snow.

*Level 19 Point of Rocks to Catoctin Aqueduct:* **June and Linda Miller report Nov. 10:** There was little trash; it was the least amount ever collected! Towpath use was moderate, including a pair of horseback riders. There was more spray paint vandalism at the Point of Rocks pivot bridge. The Bald Eagle Island Hiker-Biker camp restroom is wobbly. **James Spanenberg reports Jan. 11:** Snow and ice was on the towpath, though there significant melting of snow on the towpath by the time I got back to Point of Rocks. I kicked a large number of tree branches and detritus off the towpath. Most trash was at the trash was the Point of Rocks and Lander areas. The highlights of my visit were the massive and beautiful sycamore trees with a blue sky and a frozen swamp at Lander.

*Level 20 Catoctin Aqueduct to Lock 30:* **Doug Zveare reports Dec. 29:** It was a very pleasant Level 20 walk with mostly sunny skies and mild temperatures. The low rainfall over the previous weeks enabled visiting the culverts on both towpath and berm sides. A tree was leaning across the towpath at Mile 53.6 on the river side of the towpath next to Culvert 84 and reported to the NPS. The Culvert 85 towpath portal is silted in up to the top of the keystone and almost completely blocked. Only a trickle of water is making it through. The berm portal is completely buried and under water. The canal prism above the culvert had completely silted in. It is level from the towpath to the top of the berm wall. This creek is now flowing into the canal prism and down to 0.4 miles down to Culvert 84.

*Levels 21 through 24 Lock 30 to Dargan Bend:* **Tom Crouch reports Nov. 17, (21-24), Dec. 3 (21-22), Dec. 24 (21-24), and Jan. 25 (21-22):** In November, the towpath was in good condition and free of obstructions. I encountered perhaps 15 walkers and 20 cyclists. I have noted a considerable increase in e-bikes. I met a young man at Dam 3 riding a very large electric tricycle, which appeared to be too large for the towpath. During the first December walk the towpath was free of obstructions but it was a heavy trash day. Trash was lighter during the second December walk, but at one spot hear Harpers Ferry participants seem to have entertained themselves smashing their beer bottles on the rocks. In January I undertook a spot check level walk, proceeding on foot, two miles upstream from the Brunswick river parking lot; one mile upstream and one downstream from Lock 31; and

one mile downstream from Lock 33. The condition of the towpath made biking impossible and hiking difficult. Mud in access areas gave way to snow and ice on the towpath.

*Level 22 Lock 31 to Lock 33:* **Karlen Keto, with Don Peterson, reports Nov. 17:** Our favorite observations were a great blue heron that completely ignored us and one muskrat that quickly dove from a submerged log into the canal waters. We also witnessed a battery operated short unicycle. The towpath was moderately busy and trash was minimal.

*Level 23 Lock 33 to Dam 3:* **Arthur Tsien reports Jan. 6:** It was my first walk of 2022. In a nutshell, there was nothing noteworthy; good or bad. It was a pleasant, crisp winter day when I started, but it went downhill somewhat. There was sign of the snow that plastered Washington, D.C. and south a few days earlier. There was a moderate amount of trash. I encountered 45 walkers, including one group of 17 women who had just finished walking the Maryland portion of the Appalachian Trail in sections. The Maryland Heights parking remains closed. *See the update on page 25 of this newsletter.*

*Level 24 Dam 3 to Dargan Bend:* **Meredith McCulley reports Nov. 5:** The towpath breach at Dargan Bend is unchanged from earlier walks; otherwise, the towpath is in excellent condition. Structures, including Locks 35 and 36 and the dry-dock at Lock 35, appear to be in good condition. Culvert 96 needs some minor mortar work on towpath side and there is a log jam on the berm side. I noted one relatively young tree on the river side of the towpath that appears to have been chewed by a beaver. There was less trash than the last time I walked this level. I encountered many more people this time, probably because it was Veterans Day.

*Level 30 Snyders Landing to Lock 40:* **Charles Connolly reports Nov. 18:** The towpath resurface was partially completed on the level. On the upper parts of the level the topcoat had not been applied and the surface was not rolled to the sides of the towpath. Trash was light. There were small sections of water in the prism from recent rains.

*Level 32 Marsh Run Culvert to Dam 4:* **David Plume reports Nov. 18 and Dec. 6:** In November the towpath was in the process of being resurfaced. Some areas had been scraped and low spots filled with gravel, some had a layer of new medium sized gravel, some areas had been resurfaced with very fine gravel. In December it was noted that large trash items that were noted in November at Marsh Run were removed. There was an object in the river almost directly across from Dam 4 Cave that looked like a buoy that previously was just upstream of Dam 4 to warn boaters of the dam. Towpath resurfacing was still in progress.

*Level 40 Nettle Railroad Bridge Piers to Dam 5:* **James Spangenberg reports Jan. 10:** The towpath is improved on this level. Additionally, there was a cleanup of the weeds and

trees in the area between the rest room and lock house, and a clean-up of the weeds on the downstream side of Little Conococheague creek. One of the paths off the towpath just downstream of Dam 5 was cleaned up and a sign “No Parking Emergency Vehicles Only” on the towpath – possibly this is a path to the river to support rescue operations.

*Level 41 Dam 5 to Four Locks:* **Mike Anderson reports Nov. 21:** The level was rather quiet and there was not much trash. A large tree was resting on Dam 5. A group of 20 turkeys was sighted at Four Locks.

*Level 43 McCoys Ferry to Fort Frederick:* **Steve Dean reports Nov. 8:** The walk was conducted to assess culverts on the level, as well as Culverts 140 and 141 below Level 43. Vine and foliage growth on the remaining towpath wing wall of Culvert 140 has increased over the past year, and loosening of stone work is evident. Other culverts in the area are consistent with earlier observations. The towpath and the McCoys Ferry area were in good condition.

*Level 44 Fort Frederick to Ernstville:* **Jim Biasco reports Nov. 30:** The towpath was clean and dry. Several small sticks and one large branch were down from recent winds. I observed three juvenile bald eagles over Big Pool for about 30 minutes, as well as some geese, ducks, and herons.

*Level 45 Ernstville to Licking Creek Aqueduct:* **Dennis Kubicki reports Nov. 10:** It was sunny and clear – a great fall day to be on the towpath! The towpath on this level continues to remain in relatively good condition after the resurfacing that occurred three years ago. The good conditions observed during this walk were facilitated to a degree by the lack of any significant rain in this area. As noted previously, vegetation has now taken hold in the middle of the path. Recent trimming of vegetation is evident along the sides of the towpath, in the areas of some of the culverts, and at the Licking Creek hiker-biker camp area.

*Level 47 Little Pool to Hancock:* **Mike and Judi Bucci report Oct. 15 and Nov. 15:** Trash was light on both walks. In November a large tree that was snapped in half was held up by another tree across from pump at Little Pool Hiker Biker. We could hear it breaking further with each gust of wind but did not stick around to see if it made a sound falling. We’ll never know the answer to that one, but we did report the tree to the NPS. A black cat crossed our path twice; a biker commented “karma!”

*Level 50 Lock 53 to Dam 6:* **Steve Dean reports Nov. 7:** No issues were noted with Lock 53, 54 and 55 or the culverts on the level. Increased debris is evident around the Dam 6 culvert in the prism but since the culvert is inactive it is not an issue. Foliage seemed to be hanging on later than in previous years, especially on this level.



# Maryland Heights Parking Areas Closure

From Harpers Ferry NHP Press Release

The Harpers Ferry National Historical Park has proposed the closure of the roadside parking areas for the Maryland Heights area. Parking has become an increasingly problematic safety hazard for visitors, NPS law enforcement rangers, Washington County (Maryland) law enforcement, local fire and rescue units, park neighbors, and residents of the Sandy Hook and Dargan communities.

The parking areas only hold 16 vehicles and are not large enough to handle the visitation the Maryland Heights trailhead now receives, creating a situation where illegally parked vehicles often extend into the roadway and block one lane of travel on the road. This situation impedes law enforcement and local fire and rescue personnel from responding to emergencies on Maryland Heights or in the local area.

The parking areas have been closed since March 2020, originally as a COVID-19 safety protocol, but the NPS has maintained the closures because parking safety-related incidents in the area have been drastically reduced.

Visitors can access the Maryland Heights area by parking in the main Harpers Ferry Visitor Center lot and riding the park shuttle to Lower Town. There is also limited parking available in the lower town train station and river access lots. Visitors can also access the area via the C&O Canal from the access point at Dargan Bend, approximately three miles from the trailhead.

Visit [www.nps.gov/hafe/index.htm](http://www.nps.gov/hafe/index.htm) for updates and additional information.

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**On the Level** (Continued from previous page)

*Level 51 Dam 6 to Sideling Hill Aqueduct: Steve Dean reports Nov. 6:* No issues were noted with Lock 56. Culverts 199, 200 and 202 were consistent with previous years. Berm degradation and the sink hole over Culvert 201 are progressively increasing every year. Foliage around the masonry spillway near Long Hollow (Mile 134.25) was recently cleared, presenting an excellent opportunity for viewing and photographing this structure.

*Level 54 Lock 59 to Lock 60: Dennis Kubicki reports Nov. 5:* From Little Orleans to about the Devils Alley area the towpath was in generally good condition, while above that point I observed a rutted and irregular surface. This is the normal condition on this level. The areas around Locks 58, 59, 60, and the Devils Alley and Stickpile Hill hiker/biker campsites were clean. The loss of integrity at Culvert 207 continues.

*Level 61 Town Creek Aqueduct to Lock 68: Trent Carbaugh reports Nov. 7:* It was a perfect day, lots of sun; I was forced by fantastic conditions to take my time and be enthralled with the beauty of nature. Lock 68 looked good, but the lock house needs paint, and the gutters still need cleaning. In front of the footbridge that crosses the lock to the hiker/biker there is a 2 foot by 1 foot area of subsidence about 6 inches deep. There has always been a depression here but it looks worse than before. This is a trip hazard as it was full of leaves. I saw many fox squirrels, one turtle, and I engaged in a conversation with a vocal pair of ravens; I have no idea what we were saying to each other.

*Levels 68 and 69 Evitts Creek Aqueduct to Cumberland Terminus: Travis and Liz Medcalf report Dec. 30:* It was a sunny day with light winds. The towpath was in good shape on

Level 68. There were many mud puddles from a recent rainy spell. The biggest change was recent brush and tree cutting on the prism side of the towpath downstream of Candoc and on the berm side upstream. This is the first time I was able to see the prism, for all the overgrowth, in my tenure as a level walker. The towpath was wet with numerous mud puddles on Level 69. There were dozens of gray squirrels enjoying a mild December day and three ducks enjoying a swim in the basin. The prism was easier to see with brush and tree removal. We encountered nine hikers who were part of a multi-family outing with ages toddlers to mid 30's.

*Roving Level Walker: Mark Howe reports Nov. 2021 to Jan. 2022:* Mark walks various parts of the entire canal on a regular basis. He noted that towpath resurfacing was going well and reported tree issues to the NPS.

## Association Committee Service –

*Many opportunities exist to support the Association by participating in the numerous committees that help our organization function. Committee members do not have to be board members, though they may consider becoming a board member as well.*

*At the present time, the Association is looking for a volunteer to support the audit committee. The volunteer would assist the incoming Audit Committee chair. Please contact [president@candocanal.org](mailto:president@candocanal.org) for further information.*

*Along the Towpath, March 2022*

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# Calendar of Events - 2022

C&OCA business
C&OCA Bike Ride
C&OCA hike
Mar. 26, Sat., 1:00 p.m. <b>C&amp;O Canal Association Annual Meeting</b> at the Bridal Suite at the Springfield Barn, Williamsport Md. Details are provided in the article on this page. Contact Jonnie Lefebure at <a href="mailto:programs@candocanal.org">programs@candocanal.org</a> for further information.
Mar. 27, Sun. <b>Continuing Hike:</b> 10:30 a.m. Paw Paw Tunnel hill and the original surveyor stones. Meet at the Paw Paw Tunnel parking lot, Mile 156.10, on Md. Route 51. For more information, contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
April 3, Sun. <b>Board Meeting</b> , 1 p.m. Details to be announced. The meeting could be in-person at Glen Echo Town Hall, 6106 Harvard Ave. or via Zoom. Decision will be made closer to the event.

June 5, Sun. <b>Board Meeting</b> , 1 p.m. Williamsport Town Hall, 2 North Conococheague St.
Aug. 7, Sun. <b>Board Meeting</b> , 1 p.m. Glen Echo Town Hall, 6106 Harvard Ave.
Oct. 2, Sun. <b>Board Meeting</b> , 1 p.m. Williamsport Town Hall, 2 North Conococheague St.
Oct. 7–12, Fri.–Wed., <b>Through Bike Ride</b> , Cumberland to Georgetown. No sag wagon provided. Reservations required; Reserve no later than August 12. Limited to 20 riders. To register or for more information, contact Denny Sloppy at <a href="mailto:dennysloppy@yahoo.com">dennysloppy@yahoo.com</a> or 814-577-5877.
Dec. 4, Sun. <b>Board Meeting</b> , 1 p.m. Glen Echo Town Hall, 6106 Harvard Ave.

*Further events may be scheduled at later dates.  
Follow the Association at [www.candocanal.org](http://www.candocanal.org)  
or on social media for schedule updates.*

## Important Information –

- » *Liability waivers are required for many Association activities.*
- » *Hikes require proper footwear.*
- » *Paddling, hiking and biking participants are responsible for their own equipment and food.*
- » *Reservations are required for many events.*
- » *All events are subject to cancellation. Visit [www.candocanal.org](http://www.candocanal.org), Facebook [@candocanal.org](https://www.facebook.com/candocanal.org) or contact the event coordinator for updates.*
- » *Participants are expected to comply with whatever local requirements for COVID-19 are in effect at the time of the event.*

## C&O CANAL ASSOCIATION 2022 ANNUAL MEETING

The C&O Canal Association annual meeting will be held on Saturday, March 26, 2022 at the Bridal Suite at the Springfield Barn. The Springfield Barn is located in Williamsport. From I-81 travel 7/10 mile on US-11 south and turn left on Springfield Lane. Park in the lot and walk to the far end of the barn. The Bridal Suite is on the left. For further information about the Springfield Barn visit [williamsportmd.gov/visitors/springfield-farm/](http://williamsportmd.gov/visitors/springfield-farm/).

The meeting will be for the purpose of electing officers for 2022, electing a nominating committee for 2023, receiving reports of officers and committees, and any other business that may properly come before it. Members will receive emails regarding the status of the meeting and can also check at [www.candocanal.org](http://www.candocanal.org) for details or notification of cancellation in the event of a change in isolation requirements. The schedule of events is:

- 11:30 a.m.–1 p.m. – Meet the candidates
- 1–4 p.m. – Annual meeting
- 4–5 p.m. – Happy hour
- 5–6 p.m. – Dinner

Lunch, happy hour and dinner are available at cost. The reservation closing date is March 20 and a form is not provided in this issue of *Along the Towpath* since the delivery date does not allow time for return of mailed forms. Registration and payment for the happy hour and meals is available at [www.candocanal.org](http://www.candocanal.org) until March 16.



## C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel



### C&O Canal National Historical Park Headquarters

142 W. Potomac St., Williamsport, MD 21795

Superintendent	301-714-2202	Tina Cappetta
Deputy Superintendent	301-714-2200	John Noel
Superintendent's Assistant	301-714-2201	Mackensie Henn
Chief Ranger	301-714-2222	Ed Wenschhof
Chief of Business Mgmt.	301-714-2204	Ben Helwig
Chief of Resource Mgmt.	301-714-2225	Jeri DeYoung
Chief of Maintenance	301-714-2211	Jim Yelton
Chief of Interpretation, Education and Volunteers	301-714-2238	Christiana Hanson
Partnerships Coordinator	301-714-2218	Anthony Bates
Volunteer Coordinator	301-491-7309	Emily Durán Hewitt
Cultural Resources Manager/Historian	301-491-2236	Justin Ebersole
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

### Palisades District – Mile 0 (Tidelock) to Mile 42.19 (Monocacy River) 11710 MacArthur Blvd, Potomac, Md.

Interpretive Supervisor	301-767-3702	Pete Peterson
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	
Georgetown Partnerships Coordinator	240-291-8466	Millie Jimenez

### Great Falls Tavern Visitor Center 301-767-3714 11710 MacArthur Blvd, Potomac, Md.

### Western Maryland District – Mile 42.19 (Monocacy River) to Mile 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 301-582-0813 205 West Potomac St., Williamsport, Md.

Supervisory Park Ranger	240-625-2931	Joshua Nolen
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### Hancock Visitor Center 301-745-5877 439 East Main St., Hancock Md.

Supervisory Park Ranger

### Cumberland Visitor Center 301-722-8226 Western Maryland Station, Cumberland, Md.

Supervisory Park Ranger

### 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
Williamsport Boat Operations	301-582-0813

### 24-HOUR EMERGENCY:

911 or 866-677-6677

### REPORT SAFETY HAZARDS OR TOWPATH ISSUES:

866-677-6677 or HAZARDS CHOH\_Hazards@nps.gov

### CHECK PARK AND TOWPATH STATUS BEFORE VISITING:

[www.nps.gov/choh/index.htm](http://www.nps.gov/choh/index.htm)

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**Editor and Producer:** Steve Dean – [editor@candocanal.org](mailto:editor@candocanal.org)

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

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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: \$25 individual, \$35 family, and \$50 patron, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed in to the C&O Canal Association. 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](http://www.candocanal.org). The webmaster is [website@candocanal.org](mailto:website@candocanal.org). C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

### Association Officers

**President:** Bill Holdsworth, [president@candocanal.org](mailto:president@candocanal.org)

**First Vice President:** Barbara Sheridan

**Second Vice President:** Anthony Laing

**Secretary:** Kerry Gruber, [secretary@candocanal.org](mailto:secretary@candocanal.org)

**Treasurer:** Richard Radhe, [treasurer@candocanal.org](mailto:treasurer@candocanal.org)

**Information Officer:** Doug Zveare, [inquiries@candocanal.org](mailto:inquiries@candocanal.org)

**Board of Directors:** (terms expire in 2024): Trent Carbaugh, Philip de Vos, Dick Ebersole, Christine Holdsworth, Paul Petkus. (terms expire in 2023): Jill Craig, Jane Hanna, Jim Hutzler, Jonnie Lefebure, Vacant. (terms expire in 2022): Tom Aitken, Tom Crouch, Tim Snyder, William R. Stewart, Pat White.

**Committees** (contact at C&OCA address/tel. no. above): Archives, Christine Holdsworth; Auditing, Jon Wolz; By-laws, Dave Johnson; Community Outreach, Dick Ebersole/Rita Bauman; Editorial/Production, Steve Dean; Environmental, Rod Mackler; Festivals, Rita Bauman/Dick Ebersole; Finance, Richard Radhe; Legal Advisory, Vacant; Level Walkers, Steve Dean; Membership, William R. Stewart; Nature, Paul Petkus; Nominating, Steve Dean; Programs, Jonnie Lefebure; Sales, Jill Craig; Special Projects, Susan VanHaften; Volunteers-in-Parks (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 93, at Mile 38, is located just above Lock 31 in Weverton. Israel Creek flows through its elliptical arch. The culvert is intact, but the berm breached over the berm in 2018. The towpath arch is above and the berm arch below. Ice often formed in the culvert barrel before the breach. Photos by Steve Dean.



Check us out on social media!

C&O Canal Association



Founded in 1954



@candocanal.org



@CandOCanalAssoc



candocanalassoc

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