



# ALONG THE TOWPATH

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**Chesapeake & Ohio Canal Association**

Concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin.

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## The C&O Canal in the Civil War The Sesquicentennial Year 1861 - 2011

*With our nation commemorating the Sesquicentennial of the Civil War, it is appropriate that we look back at some of the varying ways in which the C&O Canal was impacted by the conflict. Because of its location along a portion of Maryland's southern border with Virginia—the boundary between the North and South—the canal would soon be an object of contention between the opposing sides. This issue will present three different aspects of the conflict.*

*Leading off is a contribution from Tim Snyder, author of the forthcoming book, "Trembling in The Balance: The Chesapeake and Ohio Canal during the Civil War," soon to be published by Blue Mustang Press. Grant Reynolds presents a more human side of the war, and Mike Dwyer, our "man in Montgomery," relates a tale of behind-the-lines treachery. - Gary M. Petrichick, Editor, Civil War Series*

### **The C&O Canal and the US Civil War Canalling on the Border between North and South**

by Timothy R. Snyder

After Fort Sumter surrendered to Confederate forces on April 14, 1861, President Lincoln issued proclamation that called for 75,000 troops to suppress the rebellion. Lincoln's appeal for volunteers caused much of the upper South to secede, including Virginia, which did so on April 17. A day later, Virginia state militia seized the U.S. armory and rifle-works facilities at Harpers Ferry, Virginia. The canal sat just across the river on Maryland soil.

On April 24, a party of Virginia cavalry approached two canal boats loaded with grain at Berlin (now Brunswick), Maryland, and seized them under the authority of the commanding officer at Harpers Ferry. The horsemen took the boats downriver to Point of Rocks and transferred the grain onto B&O Railroad cars for shipment to Harpers

Ferry. The owner of the boats, Charles Wenner, appealed to the sheriff of Frederick County, Maryland, for help. The sheriff was powerless to intervene, however, and referred the matter to Governor Thomas Holliday Hicks. In another instance, the Confederates seized a boatload of salt. Hicks would soon receive a petition from a group of citizens from Montgomery County, Maryland, asking for protection of their grain on the canal.<sup>1</sup>

Since interference with canal navigation was only one of a number of border violations committed by the Virginia troops from Harpers Ferry, Governor Hicks referred the matters to the Maryland General Assembly. On May 1 he also wrote a letter to Virginia Governor John Letcher, complaining of the hostilities: "Cattle, grain, &c, &c have been seized; canal boats laden with produce have been detained, private homes have been forcibly entered; and unoffending citizens have been insulted and threatened." On May 3 Letcher replied that he desired to "cultivate amicable relations" with Maryland, especially since he hoped the state would ultimately join the Confederacy. He wrote that he had asked the garrison's commander, Col. Thomas J. Jackson, to respond to the allegations.<sup>2</sup>

Jackson, a young professor from the Virginia Military Institute, had taken command at Harpers Ferry on April 29. Evidence shows that he required canal boat captains to obtain passes to take their boats past Harpers Ferry. In his postwar memoir, Henry Kyd Douglas wrote that while serving at Harpers Ferry, his first duty was as a sentinel along the canal towpath in Maryland. One Confederate pass, signed by Jackson aide James W. Massie, was published in the May 23, 1861 *Baltimore American and Commercial Advertiser*: "Alexander Dent has permission to remove his family from Sandy Hook to Montgomery county, Maryland,

**Transportation Celebration and Forum in Cumberland, Sept. 10 - Join us! See p. 18**

on canal boat E. Reid, without molestation, the said boat to return empty."<sup>3</sup>

Jackson replied to Governor Letcher's request on May 6, writing that the previous post commander had ordered the detention of canal boats on the grounds that they were delivering provisions to Washington. Jackson added that he had since countermanded that order and that no boats had been detained by his men. The conflict along the border and at the port city of Alexandria, Virginia may have deterred many boatmen from trying to navigate past the Ferry, but clearly few boat captains succeeded in obtaining a pass from the Confederates. In March the company collected over \$16,000 in tolls over the entire length of the canal in only two weeks of boating; in April the canal was largely closed due to flooding, but in May the company collected only \$657 in tolls, and in June only \$206.<sup>4</sup>

Meanwhile, the Committee on Federal Relations of the Maryland House of Delegates also began to investigate the border depredations. It found the seizure of Charles Wenner's grain by Virginia troops troubling, and noted that it threatened to undermine friendly relations between the two states. It appointed a commissioner, Outerbridge Horsey of Frederick County, to proceed to Richmond to investigate the incidents and to arrange a settlement with Virginia. In the end, Virginia agreed to compensate Wenner for the grain that had been seized. On June 4, 1861 he received \$1,693.75 for 2,825 bushels of oats, wheat and corn. He was not reimbursed for transportation costs, detention of his boats or tolls.<sup>5</sup>

Horsey also investigated the concerns of the citizens from Montgomery County. He found that canal traffic had not been molested by Virginia troops, although he learned that citizens from Seneca Mills were fearful that the Confederates might do so. In his report, Horsey wrote: "Your commissioner may be permitted to remark that the people of the western counties of the State adjacent to the canal are much interested in preserving from molestation the trade along its lines of navigation, and he has been particularly solicitous in removing all obstacles which threatened it." He added that he was confident that Virginia's authorities would not permit further interference with the canal trade.<sup>6</sup>

Any agreement that Horsey had made with Virginia's authorities would soon break down, however, as the war advanced beyond the ability of the two states to negotiate a settlement of further border strife. For the C&O Canal Company—and for the nation—darker days lay ahead.

#### Notes

1. Timothy R. Snyder, "Border Strife on the Upper Potomac: Confederate Incursions from Harpers Ferry, April–June, 1861," *Maryland Historical Magazine* 97: 82–84, 87

2 Ibid, 85–86

3 Henry Kyd Douglas, *I Rode with Stonewall* (reprint, Chapel Hill: University of North Carolina Press, n.d.), 5; *Baltimore American and Commercial Advertiser*, May 23, 1861.

4 Snyder, "Border Strife," 86, 93.

5 Ibid, 85, 88.

6 Ibid, 87; *Journal of the Proceedings of the House of Delegates, in Extra Session* (Frederick: Elihu S. Riley, 1861), 177, 178–179.

## A Lockhouse Marriage

### Private Franklin Swan of the 10th Vermont Infantry and Miss Mary Gaster

by Grant Reynolds

The 10th Vermont Infantry arrived in Washington, D.C. in September, 1862, with useless Belgian smoothbore muskets and very little military training. Within a week it was on its first long march, from Arlington, Virginia to rural Maryland, northwest of the city. Its assignment: Take over guarding the Chesapeake & Ohio Canal from disruption by Confederates, and block the fords across the Potomac. Its predecessor, the 19th Massachusetts, older and presumed to be more experienced, was pulled from the canal and sent marching west, to a bloodbath at Antietam Creek.

The 10th was initially posted by companies along the canal from Blockhouse Point (which they called Muddy Branch) at mile 20.01 on the canal to Edwards Ferry at mile 30.84. Over the nine months they served along the canal, their positions varied somewhat, going as far north as Monocacy Aqueduct at mile 42.19. Soon the regiment was camped together just below Seneca, with detachments sent out daily on picket duty at various spots along that stretch of canal.

The Seneca campsite was disastrous. Described as a hillside sloping down to a swamp, it seems to have been about where the Bretton Woods Country Club soccer fields are now located on Violette's Lock Road (about mile 22.2). Here the first men died of disease. Between their arrival on September 14 and their relocation in November to "the high ground east of Offut's Crossroads" (now the rise on Maryland 190, east of Potomac Village), twenty-five Vermont soldiers died. Modern physicians speculate that Vermont men, largely from hill towns isolated from one another, had never developed antibodies to diseases common both in urban areas and in any large groups of people. Sanitation was poorly understood (the Roman army did it better) and germs spread like bad news. Seneca, however, remained an especially bad memory to men of the 10th.

A passage in Chaplain E. M. Haynes *History of the Tenth Vermont Infantry*<sup>1</sup> caught my eye some years ago.

The regiment kept a guard at Seneca Lock, Maryland. Corporal Frank Swan<sup>2</sup> seemed to court the opportunity of abiding in that malarious neighborhood. He was often seen at the lock house when not on duty. He was visiting Miss Mary Gaster, a relative of the lock keeper from the interior of Maryland. They were married on June 14, 1863, by Chaplain Haynes, with friends, Col. Henry, Surgeon Child, and Captain John D. Sheldon being witnesses.<sup>3</sup> Swan soon left with the regiment. His bride was sent to Washington, D.C. He was missing in action at Cedar Creek and never has been heard from since.

Years after, Mrs. Swan, his mother, applied for a pension, claiming that Frank hadn't been married, either not knowing or not thinking it made any difference if she did. It was proved, however, that she did know of it, and kept it from her agent here in Rutland, and told her attorney, Mr. George E. Lemon of Washington, D.C., that the case was all right. In 1882 a pension of \$8 a month was granted, with arrears of \$1600 from 1864. In all, she drew \$2200 before the unlawfulness of the claim was discovered. She was prosecuted and confronted by General Henry and Captain Sheldon, who saw Chaplain Haynes perform the ceremony. Mrs. Swan declares she has done nothing wrong and still believes she is entitled to the pension.

This passage raised several questions in my mind, and over the last few years I have made several attempts to answer them. The bare facts are that Franklin Swan of Pittsfield enlisted in Company C of the Tenth Vermont Infantry in August 1862. Company C did serve for a time at Seneca Lock, and the whole regiment was camped there in the fall of 1862. But Seneca Lock turns out to have no part in this story.

Swan fought in some of the war's fiercest battles: the Wilderness, Cold Harbor, and Petersburg, in May and June of 1864. In July the Tenth held the left end of the appallingly outnumbered Union line at the Battle of the Monocacy, north of Washington. One division of the Union Sixth Corps—by now thoroughly professional infantrymen—and some Maryland militia were attacked by General Jubal Early with 20,000 men. The Union soldiers managed to fight most of the day, inflicting horrendous casualties on Early's force, but eventually were outflanked and forced to flee. Regrouped, they fought Early again at the Battles of Charleston and the Opequon, with Swan surviving them all. But at Cedar Creek he came up missing and was never seen again.

So here are my questions:

- Montgomery County, and especially the rural area where the regiment was posted, was strongly Confederate in sympathy. So why would a local girl marry a Vermont soldier—one of the enemy?
- What happened to Corporal Swan's wife after he was killed (as he apparently was) at Cedar Creek? Did she seek a widow's pension?
- Did Franklin Swan's mother know about the marriage? Did she conceal that knowledge in order to get the pension?
- Why were the officers so hard on Franklin Swan's mother, Mrs. Mary Swan?

I did some research in the Vermont, Maryland, and D.C. censuses to see what I could learn, but it was limited. Franklin Swan was born in Pittsfield, Vermont, a hill town in the central part of the state, about 1843. The Swan farm was not doing very well at supporting the Swan family, however, and young Franklin had to work it and also work for pay to support the family.

One day in November, 2008, I sat at a table in the National Archives in Washington, D.C., with two fat, dusty legal-size envelopes in front of me: the pension file for Private Franklin S. Swan, applicant Mrs. Mary Swan.<sup>4</sup> Pension files are generally gold mines of information about an individual's service, and what happened to them after the war.

An amazingly high percentage of Civil War veterans qualified for pensions under laws that varied over the years, giving differing weights to rank, age, level of disability, and service connection of their infirmities. Widows received pensions, too. Parents seeking pensions had to show that they had been dependent on the deceased soldier for at least some of their support – and to need help now.

So Mary Swan had to show the professionally skeptical bureaucrats of the Pension Bureau three things to get a pension: (1) that Franklin was dead; (2) That she had relied on him for part of her support before he enlisted; and (3) that she needed support now. Although it wasn't obvious at the outset, she also had to show that Franklin was not married when he died. If he was, his widow got the pension, and his parents were not eligible.

The Battle of Cedar Creek, just north of Strasburg, Va. started as a Confederate surprise flank attack at dawn. Most of the Union 8th and 19th Corps leapt from their tents and ran. The 10th Vermont, however, made a series of stands, fighting all the way in retreat until the Confederate pressure eased as they reached the very much awake and organized Union Sixth Corps. A 10th Vermont soldier affirmed that

Franklin B. Swan...served with us until the spring of 1864 when he was detached as a sharp shooter.... [O]n the morning of October 19, 1864, after the sharp

shooters had been driven in—and the 8th and 19th Corps also—we were drawn up in line of battle, and Franklin B. Swan came to our Co. He chatted with us a few moments and started to rejoin his Command—I have never seen or heard of him again. And have no doubt he was killed in that battle, the Battle of Cedar Creek. Immediately after he left the Rebels charged and we were driven back, and only recovered the lost ground at night. Many dead had been buried, others were so blackened and disfigured as not to be recognized – He was a brave man, never shirked his duty – his absence was proof to me of his death. Herman D. Bates (signed with his mark) of Royalton, May 20, 1880.<sup>5</sup>

This satisfied the Pension Bureau. Private Swan died in action.

Mary Swan's second burden was to show that she had received at least part of her support from Franklin. She claimed that her husband, Ebenezer, was in poor health long before he died in 1864. Franklin worked on the farm as an unpaid hired hand. He also "worked out" on other people's farms for a little cash money.<sup>7</sup> When he enlisted he gave his father \$30, his enlistment bonus. He also sent his father his "extra state pay." Vermont, unlike other states, paid its soldiers \$7 a month to supplement the low government pay of \$13 a month for an enlisted man, probably less than a farmhand's pay at the time. However, the extra state pay wasn't sent to the soldier. It went to the town clerk to distribute to his family, if he had one; if not, to hold for him until the war was over. Franklin directed his to Ebenezer.<sup>8</sup>

Several Pittsfield neighbors affirmed that Franklin had been substantially contributing to the support of the family, and that Mrs. Swan was left nearly destitute when her husband died on September 23, 1864, only a month before Franklin. With both her men dead, Mary had little property. She went to work as a domestic servant.<sup>9</sup>

Mrs. Swan was awarded an \$8 per month pension on March 17, 1882. But she received \$2,200 for pension payments not received since the day Franklin died.

But there was that other question: Was she aware that Franklin Swan was married? I couldn't find a document in which she swore that he wasn't married. It is implicit in her application, though, that she was eligible—that there was no widow whose rights would supersede hers, even if the widow had remarried or was otherwise ineligible for a pension. It isn't clear how the question came up, or exactly when. There is no outraged letter in the pension file from Chaplain Haynes, for example, though he is certainly a likely candidate for whistle blower. As we will see, neither

Captain Sheldon nor Colonel Henry seems to have been upset about it.

Not long after the pension was granted the Pension Bureau's Special Examiners were put on the job. They were detectives stationed throughout the country to ferret out "waste, fraud, and abuse" in the pension system. There was suspicion, rumor, and sometimes proof that healthy former soldiers or their widows were milking the government for un-earned pensions. This generalized suspicion lasted virtually until the last pensioner could no longer be expected to support himself—into the 1920's!

In Vermont, former Captain John Sheldon, now a marble dealer in West Rutland, stated that Franklin Swan was married at White's Ford, Maryland, in the winter of 1862-63. He couldn't remember the bride's name. Col. Henry, now US Marshall for Vermont, remembered that Swan "married a girl whose father lived in the lock house at White's Ford, Maryland."<sup>10</sup>

Somehow two years passed before a Special Examiner in Baltimore reported that he had been assigned to get "the full name and whereabouts of a soldier's widow at Whitesford, Harford County, Maryland." We, of course, know that White's Ford is in Montgomery County, a hundred miles from Whitesford. "I went to Whitesford, Harford County, and learned that the name was known only for the last two years."<sup>11</sup>

Once he had discovered that Whites Ford was in Montgomery County, he found the local records of no help. "No record of marriages was kept in this County before 1865; no marriage license was issued to Franklin B. Swan and Mary Gaster in 1863." The license would have authorized the wedding and the certificate would have been proof that it had occurred. Franklin had not applied for either, at least as far as the county records were concerned.

Back in Vermont, the Special Examiner went to see Mary Swan. He obtained a lengthy affidavit from her.

*I am 72 years old. We received a letter from him after he had been in the service that he had married a girl in Maryland... I think they had been married about a year when he was reported missing. Never lived together and he only went back to see her once. He wrote that they gave him a furlough and he went and stayed with his wife....*

*After the war was over some soldiers told us that Franklin's wife had a husband living when he married her and that she had gone away to live with him after Frank had left... I always told everyone that Frank was married and told the attorneys that Frank was married when I applied for any pension but they said it made no difference. His wife could not draw it if she had another man....<sup>12</sup>*

Orvis Blossom in Pittsfield repeated the same gossip, along with some useful information.

Some of the soldiers told Mrs. Swan that he married her to avoid a punishment. It seems he went to see her so often that he neglected his duties and would have to be sent for frequently. To avoid being punished he married her but I do not understand how he would avoid punishment by marrying her. It is my impression it was not very long after Frank wrote home recognizing the girl as his wife that he began to write that she had gone off with another man.<sup>13</sup>

Based on this information, the Special Examiner reported that "...soldier was married and pensioner was aware of it when she applied for pension.... Mrs. Mary Swan [should]} be prosecuted with a view of recovering the money she has unlawfully obtained from the Govt."<sup>14</sup>

Notes:

<sup>1</sup> E. M. Haynes, *History of the Tenth Vermont Infantry*, (Rutland, Vermont, Tuttle Company, 1894). Pp 30-31.

<sup>2</sup> Although Chaplain Haynes promotes Swan to Corporal, there is no existing evidence that the Union Army did so.

<sup>3</sup> Sheldon was commander of Company C, Swan's company.

<sup>4</sup> Pension file for Private Franklin S. Swan, Company C, Tenth Vermont Infantry, applicant Mrs. Mary Swan. From the National Archives, Washington, D.C. Hereafter "pension file."

<sup>5</sup> Affidavit of Heman D. Bates, May 20, 1880. Similar affidavit from Christopher George of Royalton, May 21, 1880, both in pension file.

<sup>6</sup> Affidavit of Leland J. Williams, May 21, 1880, from Pension file.

<sup>7</sup> Mary Swan's Affidavit of July 26, 1879.

<sup>8</sup> Affidavit of John Page, State Treasurer, September 17, 1879 (from pension file). Franklin's "Extra State Pay" of \$7 a month went to his parents.

<sup>9</sup> She is listed in the census of 1870 as working in the home of Jasper Pinney, a farmer with a modest farm in Sherburne (now Killington), Vermont, the next town south of Pittsfield.

<sup>10</sup> Both affidavits in pension file. Both were somewhat vague as to the details, but sure that Swan was married at White's Ford.

<sup>11</sup> Report of Special Examiner J.F. Fitzpatrick, from pension file.

<sup>12</sup> Affidavit of Mary Swan, given in Ludlow on October 6, 1885, from pension file. In the 1880 census Mary is a housekeeper in the home of James Baldwin, a shoemaker.

<sup>13</sup> Affidavit of Orvis Blossom, October 7, 1885, in Pittsfield, from pension file. As noted above, he was Franklin's brother-in-law.

<sup>14</sup> Report of Special Examiner C.R. Bowman, September 16, 1885, from Pension File.

***Will Mrs. Swan keep the pension? Tune in to the second installment in the September issue of Along the Towpath for the answer.***

*Note*

*A longer version of this article appeared in Vermont History, Summer 2010. The above article is Grant Reynold's second about the Tenth Vermont's posting on the C&O Canal to appear in Along the Towpath. The earlier story, "Five Vermont Soldiers Spend a Quiet Year on the Canal." was published in the December 2007 issue.*

*Along the Towpath, June 2011*

## **Divided Loyalties in Montgomery County and along the C&O Canal in the Civil War**

### **Provost Marshal Mortimer Moulden's Report**

by Mike Dwyer

The Union military had established a "Provost Guard" (= military police) in Rockville. When they departed, a civilian, Mortimer Moulden was appointed Provost Marshal. Moulden was a patriotic individual who took his job very seriously and was undaunted by the many southern sympathizers in the county, who included his own half brother Eli. Just days after Mosby's Rangers attacked the 6<sup>th</sup> Michigan Cavalry at Seneca Locks, Moulden issued a scathing report about disloyal county residents aiding the confederates. The Mosby Rangers, led by William Trundle, (a county native), attacked the Union troops and destroyed their camp. After the attack the confederate force re-crossed the river, taking with them 17 prisoners, 23 horses and 5 mules. While two of Mosby's most trusted men were killed, the Michigan unit lost four men and others were wounded.

Moulden began his report (dated June 15, 1863) saying,

I have just returned from the scene of the late rebel raid in Montgomery County, Maryland. The Chesapeake and Ohio Canal is almost wholly officered and worked by men having little or no sympathy for our Government, including the superintendents and lock-keepers on the line. Two very important points on the canal, the locks at the Great Falls and the Seneca locks, are in the hands of our enemies. The population along the banks of the Potomac is disloyal. There is a ford at the head of Conn island, near the Great Falls. Suppose the rebels should cross at this point, what friend is at hand to give the alarm? It is true there is a company of cavalry stationed at the Falls, but with the aid of disloyal citizens who know every curve of the river, what chance would our pickets have to give the alarm? The lock-keeper at Seneca is disloyal, and the people in the neighborhood. The rebels came over, captured the pickets and attacked the Federal cavalry there. The orderly sergeant of that company, with his last words, said that a man by the name of Lewis Cross, who lives close to the camp, displayed signal lights to the rebels from his upper chamber, thus aiding them in their marauding expedition.

The rebel sympathizers in this community are worse than ever in their hatred to the Government, and they should be made to feel that no enemies can exist in the rear. I have also learned that the Superintendent on the Washington Aqueduct, with all hands employed under him, are utterly opposed to the Government. This force of worthies is stationed at the Great Falls, where they have an opportunity of watching the movements of our troops stationed there, and are ready at a moment's warning to act with the rebels in capturing or destroying them. The Potomac is very low at

this time, and the bands of Mosby and White have a great many men from this county who know every foot of the river as well as every crossing.

I would most respectfully suggest that none but true and loyal men be permitted to have any place of public appointment, and no rebel sympathizer should be permitted to enjoy his home who would welcome a band of cut-throats to destroy the defenders of the Government which protects him.

Respectfully, your obedient servant,  
M. Moulden

Provost Marshal for Montgomery County

P.S. Is the Government aware that a letter could be thrown across the River at the Falls by wrapping it around a stone, thus giving the rebels a chance to learn our movements? And there are plenty of rebel sympathizers to do it .  
M.M.

As exaggerated as Moulden's claims sound, they are supported by records recently examined at the National Archives. The case files of Lt. Levi C. Turner and Lafayette Baker contain scores of names of Montgomery County residents, who were arrested by detectives and imprisoned throughout the war. As President Lincoln had suspended the writ of habeas corpus, they had little recourse through the courts, hoping instead to prevail upon persons of influence to intervene on their behalf. Most of them protested their innocence and questioned the charges made against them. This was only human, perhaps, as many of those charged indeed appear to have aided the enemy.

In addressing the issues raised by Mortimer Moulden in his report, it appears that he was deadly accurate. At the "Big Falls," for example where Richard Jackson was arrested, and charged with being "...a notorious secessionist, & has publicly boasted that he is the "best counterfeit Union man in existence." "He keep [sic] a low groggery at the above place and sells liquor to our soldiers & endeavors by every means in his power to encourage our men to desert." "He also states that he threatened to shoot a Lt. in our service on account of his endeavoring to interfere with his selling liquor to soldiers." Capt. Pierce, 8<sup>th</sup> Ill. Cav will testify to this part of the statement."

The document continues, "E. Green, foreman for Mr. S., is well acquainted with Jackson and knows the above statement to be true & that Hughes alias Orrick made Jackson's his head quarters and was one of his most intimate acquaintances and associates." (signed) Capt. Chas H. Wiswell The man mentioned was the "Notorious" J.C. Orrick, one of Mosby's boldest scouts who operated in the County.

In response to these accusations, Jackson offered the following,

I am fifty years of age, by occupation a boatman and reside in Great

Falls, Md.. Since the breaking out of the war I have been in the employ of the government working a portion of the time as a contractor on the Washington Aqueduct. I transported sand for the aqueduct by boats on the Chesapeake & Ohio Canal. Am acquainted intimately with the Sec. of the Interior-Hon. J.P. Usher & Gen'l Meigs for whom I have done a great deal of work. In August last a building belonging to the Gov't on the C & O Canal at Great Falls was sold at auction & I purchased it on recommendation of Secty. Usher. I had occupied the building since April and am now living in it. I keep a sutler's shop & boarding house. The men of battery H commanded by Capt. Fagan occupy part of the house and the officers (5 in number) board with me. I have a brother in the rebel service—I suppose he is in that service as he was soon after the war began. I have never seen him since the war broke out and I have but four children all girls. I have never been across the Potomac, but once & then I was sent by Gov't authorities on Gov't business. I have been arrested once before, charged with interfering with a Gov't contractor & released. I have never sold whiskey to the soldiers. I am a loyal man. I voted for Mr. Lincoln at the last election & for the Emancipation of the slaves in Md. I have repeatedly acted as scout for our troops this side the Potomac. Was with Capt. Fagan when he was arrested. (indecipherable) & seized the salt he was trying to run across the river. Have never run any goods across the river. Have never aided or assisted to do so. I am waiting to take the Oath of Allegiance at any time as this is the only Govt. I want to serve under.

Jackson subsequently wrote that there was a woman named Cavanaugh who lived near him, who sold whiskey to the soldiers after obtaining it from a man named Garret near Offutt's Crossroads, who bought it by the barrel in Georgetown. (This was Ashton Garrett, who lived in an old house still standing at Falls and S. Glen Roads). Jackson makes reference to Lt. Baker's detectives and finishes with "I have left a very delicate wife and 4 girl children and no one to care for them. This will be the ruin of me and my family." (In retrospect Jackson might have foregone a reference from General Meigs, whose son had been killed by Confederates reported erroneously to be Mosby's Rangers.)

Moulden's mention of disloyalty along the C & O Canal also seems to be supported by official canal correspondence. In October of 1864, after yet another Mosby raid that began at White's Ford, Superintendent (George W.) Spates notified the Directors that many boatmen balked at moving their boats as no federal guards were in place between Muddy Branch and the Monocacy area. There had been friction between the canal officers and the military since the beginning of the war with the army claiming that many employees were offering aid to the enemy. As it turned out, county natives George Spates and Canal Company President Alfred Spates had both been arrested, but were eventually cleared and subsequently received assurances that their authority would be respected. Oddly enough, another relative, Charles W. Spates, an elderly

farmer living between Darnestown and Rockville, was never arrested, despite his role in harboring and feeding members of Mosby's scouting parties! Boatman William Aud of Poolesville was, however, sent to prison in New Jersey. His brother Fenton was also a member of Mosby's "gang," and family records show that William received \$3,639 for damages to fencing, feed for the cavalry's horses, and transporting Union troops on his canal boat "Ida."

While the major military actions had for the most part moved out of the county, Washington remained a constant target of real and imagined threats. Although comparatively few in number, the bold raids by White's and Mosby's men became an obsession here and elsewhere. Charges against county residents for assisting the enemy during this period were of a more serious nature, and the efforts to eradicate Mosby intensified. General U.S. Grant ordered: "The families of most of Mosby's command are known and can be collected. I think they should be taken and kept at Fort McHenry...when any of Mosby's men are caught, hang them without trial." Late in 1864, the governor of Maryland issued a plea for additional troops to be stationed at the river crossings to prevent recurring attacks.

A relatively minor event that took place in the peaceful Quaker village of Sandy Spring had large repercussions for a number of county residents. A party of Mosby's men led by Marylander "Wat" Bowie were reportedly returning from an unsuccessful attempt to kidnap the governor, when they stopped at the village store of Gilpin and Bentley, and "liberated" various items at gunpoint. A sheriff's posse of local men pursued them to the present day area of Derwood where Bowie was shot and killed from ambush. A map drawn at the time reads: "The Rebs took the road past Emory Chapel through William Geo. Robinsons [sic] land." By then it was surely common knowledge that young William G. Robertson was a member of Mosby's Cavalry. While Bowie's brother accompanied his body to the house of a farmer named Ward, the rest of the party returned to Virginia, shaken by the loss their comrade. In August, William Canby of Rose Hill farm near Sandy Spring had been arrested for giving aid to Bowie's men. During the next several months, the feared detectives of Lafayette Baker were reported to be combing the county looking for Mosby's men. Thomas Griffith and Frederick O. Gaither were arrested at their Unity farms based on information from Griffith's household servant, 15-year-old Ann Elizabeth King, who reported seeing a nicely-dressed stranger visiting Edgehill, the Griffith home. The Griffith's, who had four sons serving in the Confederate army, admitted that their sons had visited briefly during ( Maryland Confederate General) Bradley Johnson's raid during the summer, but denied harboring the stranger who was alleged to be William George Robertson of Sunnyside. The mention of visits by Mr. Dorsey and Mr. Brown probably did not help their case, as neighbors Gus Dorsey and Ridgely

Brown were officers in the 1<sup>st</sup> Maryland Cavalry, C.S.A. Other neighbors included Elisha Riggs and Thomas Lansdale, whose sons were serving with Mosby.

A military trial was conducted in Baltimore with some of the county's most prominent citizens testifying for the defense (including Allen Bowie Davis of Greenwood and Walter M. Talbott of Waveland ( Agricultural History Farm Park). Although the testimony was contradictory, an obscure post-war account of Mosby's Maryland activities verifies that Robinson [sic] and the "notorious" Orrick did indeed make several clandestine visits to the county during this period. It relates how Orrick dressed in civilian clothing went to Baltimore, a distance of eighteen miles, the number of miles from Unity to Baltimore.

After several witnesses admitted seeing or knowing Robertson, the prosecution charged both Griffith and Gaither with giving aid to "Robinson," a "known rebel officer." In reading over the transcript of the trial, it is clear that the old plantation system was doomed and that both slave and soldier would now extract their revenge. In this case, they were the same person. In an enumeration of slaves conducted by the state at war's end, one-armed farmer Thomas Griffith included three young men from the King family that had "left with the army."

This trial and many others like it illustrate the bitterness and economic hardship that war had engendered in county residents. While former slave owners were denied compensation, many other claims against the U.S. government were paid over the next quarter of a century. The greatest losses had been of a personal nature that had split society and family apart (Although their father had been killed by Union soldiers while attempting to protect his livestock, Silver Spring's Wilson brothers had supported different armies from their farms opposite each other on Georgia Avenue.)

In Rockville, former Confederate Eli Moulden returned to his blacksmith trade within a block of where a monument to "the thin gray line" would eventually be dedicated. His half brother Mortimer, who had informed on so many citizens of that town as Provost Marshal, chose not to come home again. Selling his house, he took a job with the Reconstruction-era Freedmen's Bureau in Southampton County, Virginia. Southampton had been the scene of Nat Turner's bloody slave revolt. Moulden showed great courage in standing up to those who would thwart the newly-won freedom that had come at such a terrible cost.

Sources: The official records of the Union and Confederate Armies, the Turner-Baker files at the National Archives and the papers of the late Charles Jacobs at the Montgomery County Historical Society.

*Note: Mike Dwyer is a native Washingtonian. He retired as first historian for the Maryland-National Capital Park & Planning Commission for 35 years, during which time he conducted a full-scale inventory of historic resources in Montgomery and Prince Georges counties. He authored the photographic book, Montgomery County. Mike spent a lot of his youth hiking and camping along the canal.*

# The Catoctin Aqueduct - Built 1832-34

## From Old to New



Aqueduct Weakens - Swayback in Middle Arch



Collapse in Flood - 1973



**Restored & Renewed - 2011 (Downstream Side)**  
(The project is close to completion and should be ready for dedication in September)  
Photos by George Lewis

# On The Level

By Level Walker Chairman Steve Dean

*My first months as Level Walker Chair and Second Vice President have been quite a learning experience. The most important lesson I learned is that the Level Walkers are a very dedicated and outstanding group of volunteers. I have met and corresponded with many fine people during my experiences with the Level Walkers, and I feel fortunate and privileged to serve the C & O Canal Association, the C & O Canal NHP and the Level Walkers as chair of this innovative, effective and enduring program. I want to thank the previous Level Walker Chair, Bill McAllister, for his four years as chair and his support as I assumed this new role.*

*I take this opportunity to thank and recognize some level walkers who have recently resigned or retired. These include Marlow & Nancy Madeoy; Hal Cole; and Rod & Sara Putman. Also, let us welcome new level walkers Nan Johnson, Jim Tomlin and Ed Warren. Please consider trying a level walk sometime—the reward of helping is a great one, and the help is truly needed and appreciated.*

*Spring has finally shown up and is quickly turning to summer. Numerous level walkers have reported mallard and wood ducks, robins, Canada geese, goldfinches, cormorants, great blue herons, crows, vultures, cardinals, blue jays and other birds. Pileated, downy, and red-bellied woodpeckers are very audibly making their presence known. Bluebells, phlox, bloodroot, and violets are some of the many wildflowers frequently reported. Turtles are out enjoying the sun as well as various snakes.*

*Last, be aware that you can watch level walkers at work and see their levels at our new level walker photo group Flickr site [http://www.flickr.com/groups/coca\\_level\\_walkers/](http://www.flickr.com/groups/coca_level_walkers/).*

*See you on the towpath!*

*Steve Dean, 301-904-9068 [Levelwalker@candocanal.org](mailto:Levelwalker@candocanal.org)*

**Level 1 Tidlock to Incline Plane John Barnett reports 2 March** Normal amount of trash for the season. I ran into one of the part-time park individuals who will be involved in, among other things, picking up trash. The canal bed is laden with trash and other things including furniture. There are also large pieces of material in the trees on the terrace next to the Potomac St. foot bridge. Forsythia in bloom. **19 March** Usual mix of plastic, cardboard; aluminum trash plus some brush. A model was posing in a wedding dress under the Potomac St. footbridge. Jim Heins and VIP crew were out in force to paint the canal boat and clear the canal prism, and doing an outstanding job. Some areas of canal still have water so it is impossible to get at trash. Noted small brush piles near Whitehurst Freeway overpass, in the bed of the Aqueduct and on the grounds at Lock 4. Tidlock lock looks great. A couple of folks asked me where Tidlock is. We certainly need directional signs in the triangle just north of the Boathouse. **3 April** Usual mix but with emphasis on beer bottles; spring celebrations, no doubt. Aqueduct

has never looked worse, with graffiti on almost every pebble. The worst spot was under the Key Bridge. There were around 30 beer bottles plus assorted other trash. Tidlock looks okay except for the beach, which is now covered with timber. The canal clipper is operating and getting some good patronage. There are several new faces in the crew. **23 April** Tidlock looks to be in good shape, all things considered. The canal sure fared better than the Georgetown waterfront. The water barriers weren't raised in time to stave off the flood. Canal boat service suspended until repairs upstream. Last week one of the new mini-boats was here. I didn't have my camera or I could have got a great shot of the new and old boats passing one another near 31st Street bridge.

**Level 2 Incline Plane to Lock 5 Steve Dean reports 18 March** Prism unwatered with numerous beer, liquor and water bottles. Several dog walkers, numerous bikes and some walkers. Even more bikers noted on Capital Crescent Rail-Trail. Graffiti on NPS user advisory sign below Lock 5. Fresh erosion noted in four places and reported to NPS. **Susan VanHaften and Rod Mackler report 7 and 10 April** On Apr 7 we used a pole with a nail on the end to spear the trash. This was somewhat helpful. On Apr 10, we used a short handled fishing net that we taped to a pole to make it longer. This was a much more effective way to get the trash out of the canal. Our Apr 10 walk was a day after the Potomac Watershed Cleanup. We found virtually no trash on the towpath, but lots & lots of trash in the canal itself.

**Level 3 Lock 5 to Cabin John Creek Marcus Boorstin reports 24 April** The towpath was quite muddy along my whole level. The water level above Lock 5 was extremely low and the bottom was visible. The water in the guard lock channel was extremely high, so much so that it was spilling over its banks into the Potomac. Next to the guard lock was a very large quantity of debris. There was a lot of construction at Lock 6, including a new bridge and some work around the lockhouse. The water level above Lock 6 was fine. Near the pumping station there was a large algae bloom covering the canal. As always, near Sycamore Island there is a large island in the middle of the canal, completely blocking off all flow except for a small trickle of water.

**Level 4 Cabin John Creek to Lock 14 Larry Heflin reports March** Tuck-pointing and mortaring of joints in locks is expected to conclude. Brush and trees up to 5" diameter cleared beneath Pepco line leading to Lock House 8. Lock House 10 is undergoing rehabilitation. Power vent structure for Potomac Interceptor Sewer is under construction between Lock 10 and I-495 bridge. **Carolyn Reeder reports 12 March** Usual graffiti on bridge supports along access trail from MacArthur Boulevard. Swollen river backed up Cabin John Creek, which was above level of culvert entrance. Erosion from towpath into Canal in area of Milepost 8. Work is under way on Lock House 10. Unwatered canal bed is mostly clear of tree de-

bris except between Locks 11 and 12. Stonework repairs at locks look wonderful! Excellent repair job to stone walls below I-495 American Legion Bridge. **Larry Heflin reports April** Light trash; level is also cleaned by Potomac Conservancy. Storms downed trees in canal and on towpath.; towpath cleared.

**Level 5 Lock 14 to Bridge at Cropley Bobbie Thorberg reports 13 November** Pipes continue to carry water downstream near the overpass above the road to Carderock. Washouts are a continuing problem in wide sections of the canal towards Cropley. Lock 14 shows evidence of recent repair work. **25 January** Washouts still a problem.

**Level 7 Great Falls Tavern to Swains Lock Diane Seward reports 19 December** Very little, if any, trash noted. I participated in Audubon's annual Christmas Bird Count on this very chilly (27 degrees F.) morning. Levels 6 and 7 were included in our counting "circle," though my team walked only Level 6 while another team walked Level 7. Level 6 birds observed and counted: chickadees, dark-eyed juncos, titmice, American coots, and American black ducks in the river, a coot in the canal, belted kingfisher, gulls, white-breasted nuthatches, Carolina wrens, a golden-crowned kinglet, song sparrows, and white-throated sparrows. Level 7 birds included many waterfowl: buffleheads and ring-necked ducks, and American coots, three bald eagles, and an American widgeon. Birds observed on the canal included most of the birds reported for Level 6, as well as a winter wren.

**Level 8 Swains Lock to Pennyfield Lock. Jack and Karen Forster report 13 February** The towpath was covered with an ice-covered slush about 3/4 inch average deep. Many recent downed trees have been cleared by the park service. We threw a few one-inch branches on the towpath into the woods. A strong current was visible between the island and the river bank indicating much melting upstream. **19 March** Very high number of canal users, probably many people taking advantage of the beautiful weather. Water level was quite low. One redbud was just beginning to have color. A few wild daffodils on the far bank apparently from residences. A very rowdy group of people heard in the Pennyfield lock house. **Joe D'Amico and Amy Profit report 8 March** Very clean along towpath. Evidence of 2-3 recently downed trees that had fallen from river side about Milepost 18 into canal and have been cleared from path. I took a photo of river-side erosion site just above Swain's near mile 17. Comparison with previous photo from October 2010 shows additional erosion but some work done at the site; small bulldozer no longer parked off path near mile 19; rock wall inside by pass flume at Lock 22 shows additional signs of deterioration and no water flows through the flume. Winter is still evident on this stretch with no obvious signs of spring yet. Saw a red fox across the canal near Milepost 19.

**Level 9 Pennyfield Lock to Seneca Aqueduct Sylvia Diss reports 20**



Sessile Trillium Photo by Pat Hopson

**April** Towpath was very clean other than one large bag possibly left by the 16 April clean-up. There is only one picnic table at Violettes Lock. We must try to get at least one more, to encourage picnics! It is the same at Swains Lock, closer in. Last

week there were no tables at all in the picnic area. We need to distribute tables better; there are so many at Great Falls. It is disappointing to arrive at Swains or Violettes Lock, and find there is no place to have a picnic except on the ground.

**Level 10 Seneca Aqueduct to Milepost 25 Carol Purcell reports 21 April** Moderate amount of trash, mostly from picnic area. Lots of garlic mustard in bloom. Wild flowers were also in abundance: spring beauty; lesser stitchwort; bedstraw; chickweed; sweet cicely; Dutchman's breeches; marsh marigold; may apple; common flea-bane; cut-leaf toothwort; gill-over-the-ground; cow vetch; horse nettle; and Solomon's seal just beginning to bloom. Trees in bloom included: dogwood, redbud, and pawpaw. Poison ivy leafing out densely in spots. Fauna: horned grebe and red-breasted merganser on the river. myrtle warbler in the trees. Heard bull frogs, but didn't see them. In the wide water area there was a huge turtle swimming along with a pile of debris stacked on his shell. At one point he snagged a log cross-wise on this shell and kept swimming!

**Level 11 Milepost 25 to Sycamore Landing Pat Hopson reports 2 April** This level gets very little river-borne trash; or else, because the riverbanks are so high, you don't see trash along the shore. There was less trash than usual in the Sycamore Landing parking lot and its fishing spot; and occasional trash along the towpath, in the canal prism, and at the Horsepen Branch Hiker-Biker. Abundant flora included cut leaf toothwort, squirrel corn, and Dutchman's breeches. Occasional flora included grape hyacinth, trout lily, and sessile trillium. Bloodroot were glorious between mile 25 and 26, including two extensive stands, at about mile 25.3 and 25.4. Garlic mustard is already coming out, already up to 6" tall. This is a very pretty level, close to the river all the way, especially mile 25-26. The view of Tenfoot Island in the river is very interesting. **15 April** I returned to remove a large tent from the canal prism that I noticed on an earlier walk. Then I pulled out as much nodding star of Bethlehem – an invasive – as I could in the time. **22 April** I didn't collect trash; I pulled invasive nodding star of Bethlehem, in a stretch just below Sycamore Landing.

**Level 12 Sycamore Landing to Edwards Ferry Pat Hopson and Carol Ivory (assisted by fellow Sierra Club members Ray Abercrombie, Juanita Hayes, Janet Kegg, Margaret Neuse, and Ron Wise) report 26 March** We concentrated on the riverbanks

between Milepost 30 and about mile 30.4. The organic debris hides a lot of stuff, but we picked up a lot, a lot of which was small to medium Styrofoam pieces – very frustrating to deal with! The Edwards Ferry parking lot was pretty clean; and the Chisel Branch Hiker-Biker was very clean. We wondered whether someone had cleaned it up since the heavy rains. Also, there was a partly-overturned and torn-up picnic table/bench alongside the Towpath at about mile 30.4; we were unable to move that. We wondered whether it had been carried from the hiker-biker by floodwater. The Jarboe store ruins look better and better, with the ugly tarp that was there in November now gone and the awkward tree trunk removed. There are currently two large dumpsters near the lockhouse, presumably in preparation for this lockhouse becoming part of the Canal Quarters program; also, most of the lockhouse windows had been removed, presumably for replacement. **16 April** We didn't collect garbage this time, but there was very little trash in the immediate area of Edwards Ferry, where we worked. The purpose of this trip was to remove as much invasive multiflora rose and bush honeysuckle in the immediate EF area as we could. We cleared a patch of about 25-35 square feet at the front and left of the Jarboe store as you face it, as well as the garlic mustard in that area, which we had to take out to get to the woody vines.

*Level 13 Edwards Ferry to Harrison Island and Level 14 Harrison Island to Whites Ferry* **Bob Robinson reports 25 March** Much less trash than last year at this time. Towpath quite muddy in spots due to recent rains but overall in reasonable shape over the 4 ½ mile stretch of the 2 levels. Very few users on this date. Wide variety of birds including juncos, red-tailed hawk, titmice, nuthatches. Frogs seem to be emerging as well. Probably my most solitary mid day experience on the canal; basically just the birds and I. Weather was quite chilly and path was pretty wet so was undoubtedly a deterrent to visitation. Solitude amidst the sounds of nature made for a nice couple of hours.

*Level 20 Catocin Aqueduct to Lock 30* **Michael Bucci reports 10 December** Fast food and beer trash along road from Brunswick crossing to public campground. Towpath condition good. Three pileated woodpeckers in one tree! Turkey tracks in snow for about ½ mile.

*Level 21 Lock 30 to Lock 31* **Ed Rhodes reports 15 February** Towpath in good condition. Large amount of trash. Lots of small tree limbs to move off trail. **Karlen Keto reports 18 and 19 March** Several users over the two days. The towpath and surrounding area were free of trash. I caught up with the people cleaning up. These wonderful folks represented Boy Scout Troop 20 from Boonsboro MD. From Sandy Hook to Brunswick, these scouts did a fantastic job of clearing debris as far as the eye could see from the canal edge of the towpath to the Potomac River. **Ron Howard reports 15 April** The towpath was in very good condition with little trash. A few places had recently been re-graveled.

The water level of the river was very high. It covered the boat launch and nearly half the parking area at Brunswick.

*Level 22 Lock 31 to Lock 33* **Karlen Keto reports 12 and 14 March** Towpath condition was excellent, considering the earlier rains. The foot bridge over the Potomac River was closed on the 12th as the river and canal became one at this location. Foot bridge open on the 14th. Numerous erosion points were filled by NPS. **Ed Rhodes reports 22 March** Towpath was in good condition. A Boy Scout group picked up trash from US-340 bridge (mile 59.5) to Brunswick bridge (mile 55) on Saturday, 19 March. They collected up 20 or 30 large bags. NPS picked up the trash bags on the 21st. **Bill Warren reports 11 April** Most of the trash I took was out of the canal itself, floating on the water. I used a grasping stick to remove most of it. Noticed snapping turtles, but they appeared to be dead. Encountered a park ranger with a camera upstream of the 58 mile marker. He was photographing dumped crossties on the railroad right of way. He said the NPS was going to use the photos to try to convince CSX to remove them.

*Level 23 Lock 33 to Dam 3* **Karlen Keto reports 12 and 14 March** Large amount of trash, towpath in good condition, wildflowers starting to bloom.

*Level 26 Lock 37 to Antietam Aqueduct* **Jack and Karen Forster report 30 April** Light trash on level. Encountered a Boy Scout troop from Martinsburg WV hiking. Water was very high. Trees underwater at Antietam aqueduct. Underbrush 3-4 feet high.

*Level 27 Antietam Aqueduct to Lock 38* **Steve Dean reports 19 February** Light trash on level, most near Lock 38. Some branches fallen on towpath and moved. Canal structures in good condition. Debris against Antietam Aqueduct arches noted earlier now gone. Several kingfishers along river.

*Level 28 Lock 38 to Lock 39* **Bill Warren reports 3 April** Level was quite clean. Trash along the river bank could not be collected because the bank is so steep and muddy at about mile 73.5. At about mile 73.2, there is a small bushel-basket sized collapse or wash on the river side of the towpath. There are several large stones visible on the towpath surface at the same spot, possibly indicating earlier attempts to remedy the same situation. *Level 29 Lock 39 to Snyders Landing* **Elliot and Helen Krafzur report 14 February:** A fine, unseasonably warm winter's day at 58 F but few recognizable signs of spring. Parking lot at Snyder's has a new unisex toilet. It would be good to have two rubbish receptacles at the parking lot. The rock formations overlooking the canal between Shepherdstown and Snyder's Landing



Culvert 121.5 Photo by Jim Tomlin

are stunning to view in winter (and ancient – lower strata were laid down in early Cambrian and pre Cambrian eras). There were many branches and limbs down, many too heavy for us to move. A large sink hole at Culvert 111 continues to grow. **18 March** With exception of about 150 yards at Snyder's Landing, the towpath is in good condition with no signs of scouring from recent high water. High water of 11 March flooded the canal for about ½ mile below lock 40. Much of this water returns to the Potomac at Snyder's Landing and the scouring has reduced the towpath by approximately two feet. A front-end loader was clearing the towpath of debris remaining from winter between Snyder's and lock 38.



High water at Dam 5 Photo by Bill Hibbard

**Level 30 Snyder's Landing to Lock 40 Margie Knott reports 18 March** Towpath washed out and very rough at Milepost 78; rough again near Milepost 79. Park service working on cleaning up towpath after flooding. Garlic mustard leaves; going to be a large crop. No turtles yet!

**Level 31 Lock 40 to Marsh Run Culvert Bill Warren reports 20 April** Large amounts of trash between

Milepost 80 and Milepost 81, much of it river-borne from flooding. The towpath in this area is in as good condition as any other section I know. Even with the recent heavy rains, there were no wash outs or standing water. The few patches of mud were easily avoidable. There was standing water in the canal itself in areas that do not usually have it, but no flooding or washing. There are still quite a few Dutchman's breeches.

**Level 33 Dam 4 to McMahon's Mill Nan Johnson reports 26 March** Area was very clean despite recent flooding. Dam 4 west to stop sign were clear, with a fallen tree recently removed. Evidence of high water. Beyond stop sign towpath west looked muddy; did not proceed beyond stop sign due to washout.

**Level 34 McMahon's Mill to Opequon Junction Hiker-Biker Tom Perry reports 14 April** We went down to find access to Level 34 today. This borders up against the area where repairs are underway for the Big Slackwater Restoration. Since the detour has been extended up past McMahon's Mill, we went up to the access point by Dell Road. However the gate there would neither allow entry of vehicle nor permit parking. Next we tried at the mill and were almost sideswiped by an enormous truck coming up from the River access. We also took note of the "Construction Vehicles only" sign. Finally, we took Falling Waters Road down to the Fish and Game Club, in hopes that the gate might be open, but alas, that was not to be. At this point, while the detour is so extended and inaccessible, it appears Level 34 is going to be difficult or impossible to level-walk.

**Level 36 Lock 43 to Falling Waters**

**Dick Ebersole reports 17 February** The towpath was clean and in good condition with a few pot holes. Lock 43 and its lock house look to be unchanged since my last visit. There is a good bit of water in the lock, and most of the canal in this section has some water in it.

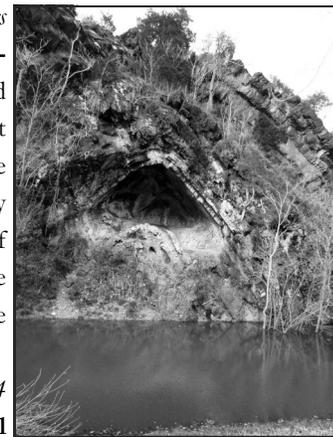
**Level 37 Falling Waters to Lock 44 Jim Tomlin reports 10 April**

The towpath is in good condition with a few potholes. Lock 43 and its lockhouse look to be unchanged since my last visit. There is a good bit of water in the lock, and most of the canal in this section has some water in it. Birds encountered: Carolina wren, eastern phoebe, red-tailed hawk. I do not believe late winter floodwaters reached the towpath on this level. Area between towpath and river well-scoured by flooding, but only about halfway up the bank to the towpath surface.

**Level 39 High Rock Quarry to Nettle RR Bridge Piers Jean Swank reports 30 April** Beautiful weather; very little trash. We met Dave on a bicycle pulling a cart. He has been on the road for 9 months coming from Seattle to Washington and on his way back for 5 months more. His travels are posted at [threewheeljourney.blogspot.com](http://threewheeljourney.blogspot.com). He said his favorite was now the C&O Canal towpath. Near mile 104 there is a lot of erosion of the towpath. It happened there before, and the towpath was repaired with coarse stones, but it verges on being bad again.

**Level 40 Nettle RR Bridge Piers to Dam 5 Mercedes and Paul Tibbits report 26 March** From the last rains, water had gone over the towpath, carrying trash to the canal prism. We picked up most of that trash. The path itself was solid and there were no debris. First signs of spring: very small plants coming up, many Virginia bluebells **Bill Hibbard reports 30 April** No trash. Mertensia, may apples, violets noted. Potomac River was very high at Dam 5.

**Level 41 Dam 5 to Four Locks Mercedes and Paul Tibbits report 31 December** We were surprised of the small amount of trash there was; usually part of this level has a lot of garbage, since it has easy access from the dam parking lot. Everything looked in great condition. **B. K. Lunde reports 3 April** Light trash on towpath. Little bit of water upstream of Two Locks in the canal. New dam sign by Two Locks. The steps to the house at Two Locks had fallen. Spring beauties, shooting stars, Dutchman's britches, graveyard myrtle blooming. There were prickly pear



Water in Canal at Devil's Eyebrow Photo by Paul Petkus

cacti near Dam 5. A tree blooming near Dam 5, possibly a wild plum or a cherry.

*Level 42 Four Locks to McCoy's Ferry* **Carl Pederson reports 29 March** One case of empty beer bottles at boat ramp. Substantial growth of bloodroot at McCoy's Ferry.

*Level 44 Fort Frederick to Ernsville* **James Biasco reports 25 March** Towpath in good condition and basically clear of trash, only a couple of small pieces picked up. Two geese sitting on the towpath did not appreciate our passage.

*Level 49 Round Top Cement Mill to Lock 53* **Paul Petkus reports 17 April** Light trash on towpath, additional trash in the Potomac along the shoreline, but it was not safe to retrieve. The towpath was in good condition and well maintained. The Leopards Mill campground was in good shape. The culvert at the Leopards mill campground contained some graffiti. Small branches were found along the towpath. I removed anything that looked large enough to be a nuisance, and more fell as I was walking due to high winds. Wildflowers were in abundance and varied. They included Dutchman's breeches, spring beauty, and toadshade. The big theme for the day was the water level of the Potomac due to the storm the previous day. Water was observed in sections of the canal that normally are dry throughout the year. In one section of the canal, the Potomac appeared to be only four or five feet below the top of the towpath. Water was also observed in the canal in front of Devil's Eyebrow, just below Level 49.

*Level 50 Lock 53 to Dam 6 and Level 51 Dam 6 to Sideling Hill Aqueduct* **Steve Dean reports 15 April** Light trash on towpath. Towpath and structures in good condition, with some light branches on towpath. The NPS recently cut several trees that had fallen across the towpath. Towpath resurface between Cohill Station and Dam 6 complete and well packed down; a large pile of the fill is at Cohill Station to be used somewhere.

*Level 52 Sideling Hill Aqueduct to Fifteen Mile Creek Aqueduct* **Tom Aitken and Candee Schneider report 13 February** Structures appear to be in good shape, but there were hints along the towpath that the beavers and high winds have been busy. Instead of the usual garbage pickup, we spent most of our time removing sticks, branches, and logs from the trail. Just downstream from the Indigo Bend campground, there is a large log blocking the towpath. About halfway between mile markers 137 & 138 we encountered an uprooted tree on the river side of the towpath. Warm days in February are a special treat and today served as a great reminder of why we all love the C&O Canal NHP. The first level walk, hike, or bike ride of each new year serve as a great reminder of why all of us are happy to volunteer in the park. **3 April** The towpath was relatively clean, with the exception of several beer cans in the vicinity of Sideling Hill Creek. However, the flood plain just downstream from Little Orleans is a mess

from recent flooding. We tackled the trash but eventually ran out of garbage bags. At approximately mile 140.5, the remnants of an appliance, a large container, and a semitruck tire litter the flat section along the river. All of the structures appear to be in good shape. The large log and tree blocking the trail in February have been cleaned up; kudos to the NPS. We learned a valuable lesson today: rolling a water logged tire from a semitruck up a river bank and over a berm is a bad idea. After a ten-minute fight, the tire got away from me and rolled back down the hill, eventually resting about ten feet from where we found it.

*Level 57 Lock 61 to Lock 63 1/3* **Barbara Sheridan and Pat White report 26 November** Light trash on towpath. Sign missing from the Sorrel Ridge HBO, and from Lock 62. Purple violets blooming near lockhouse foundation at Lock 62. **Tom Aitken and Candee Schneider report 20 March** The towpath, canal, and structures are all in good shape. All of the historical structures on the C&O Canal have an interesting story behind them, but the Gross Hollow Culvert (mile 153.46) is a fine piece of craftsmanship that is well worth a look.

*Level 58 Lock 63 1/3 to Tunnel Parking Area* **Tom Aitken and Candee Schneider report 20 March** Large amount of trash. The area between the campground parking lot and Paw Paw Tunnel contained numerous beer cans and bottles--particularly on the river side of the towpath. One of the planks approximately 50 feet from the end of the tunnel is in need of repair. There is a hole just big enough for a hiking boot that would give a cyclist a pretty good jolt.

*Level 67 Mexico Farms to Evitts Creek Aqueduct* **Mary Huebner reports 27 March** Towpath quiet, but beautiful. Just picked up sticks off the towpath, otherwise, it was in good shape. I am concerned about one large branch that hangs over the towpath, near the power lines, near Milepost 177. It was reported to NPS.



*Notice anything amiss about this sign at Whites Ferry?*

*Photo courtesy of Joe D'Amico*

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(from 2-15-2011 to 5-25-2011)

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Lustig, Bert  
MacDonald, Verna J  
Malone, Cheryl M.  
Marmer, Michael & Linda  
Martin, Margie  
McManus, Robert J.  
Meadows, William & Sally  
Michael, Roger & Janet  
Miller, Edward & Terhune  
Mopsik, Fred & Judith  
Moskovich, Emil T.  
Moulton, Stephen & Nancy  
Mullennex, Joanna T.  
Mushal, Raymond W.  
Odom, Louis & Janice  
O'Meara, James & Clare  
Pierce, John G.

Potter, Helen K.  
Purcell, Carol  
Randell, Carol L.  
Reed, John & Mariam  
Reid, Farnum & Gayle  
Reis, Michael & Cheryl  
Reynolds, Jo  
Reynolds, Robert & Lucinda  
Robinson, David & Gail  
Romeo, Joseph A.  
Ruritan Club, Jefferson  
Ryschkewitsch, M. G.  
Scoleri, Jane  
Semmes, Harry H.  
Sewell, Susan J.  
Shaner, Kevin & Elizabeth  
Shannon, Joseph & Martha  
Shaw, Helen L.  
Shilling, Elias Roy  
Shoemaker, Robert & Karen  
Silenas, Rima V.  
Skiver, Malcolm & Robin  
Smythe, Robert & Marianne  
Snarr, Leo & Mary Sue  
Spinnler, Mike  
Steg, Jr., Charles H.  
Stevenson, James H.  
Swank, Jean H.  
Tolman, C. Jean  
Ugelow, Richard & Susan  
Venn, Porter W.  
Vliet, Peter V.  
Wagner, Ira & Marcia  
Walker, Lynn C.  
Washington County  
Con. & Visitors Bureau  
Weeks, John & Elizabeth  
Weir, Charles & Darlene  
Wentworth, Eric B.  
Williams, Bennett  
Wilson, Kristine M.  
Wilson, Ronald W.  
Winckler, Carol J.  
Wisniewski, John A.  
Woodward, Mary E.  
Wyeth, George B.  
**Davies Fund**  
Bell, Mary C

Bernat, Edwinna  
Bucci, Michael J.  
Campbell, Sandra S.  
Conlon, Thomas F.  
Conroy, M. Ryan  
Davies, Geraldine H.  
Elliott, Sharon G.  
Foley, Timothy W.  
Gold, Gerald & Jane  
Grams, Reese & Nancy  
Hagan, Robert & Brenda  
Hahn, James & Linda  
Herrle, Christopher C.  
Hottell, Lynne  
Jacobs, Kirk & Katherine  
Justice, William H.  
Kimbrough, John & Carol  
Kushnir, Andrei  
La Borwit, Louis J.  
Lewis, George & Pamela  
Linden, Carl Gage  
Linden, Laila  
Longo, Anthony  
Miller, Edward & Terhune  
Moberley, Kirk B.  
Mopsik, Fred & Judith  
Niedringhaus, William P.  
Reed, John & Mariam  
Reis, Michael & Cheryl  
Shallenberger, Michael D.  
Sherman, Sally  
Shilling, Elias Roy  
Silenas, Rima V.  
Skiver, Malcolm & Robin  
Smith, Sherwood  
Stanford, James J.  
Stansbery, Katheryn J.  
Stoll, Richard & Anita  
Ticknor, Joel  
Wilson, Kristine M.

#### **Ken Rollins C&O Canal Fund In Memory of Sonny DeForge**

Sung, Carolyn Hoover  
Rollins, Celeste

## Accompanied by the Past

by Karen Gray

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

### The Battle to Save the Canal, Part IV Continued Failures and New Complications

In August 1958, when the legislative efforts to create a Chesapeake and Ohio Canal National Historical Park first failed, the *Washington Post* had opined that “never was a bill strangled with more finesse; the public power groups which opposed it must be gloating.”<sup>1</sup>

But with the opening of the 86th Congress in January 1959, Sen. J. Glenn Beall of Maryland, Rep. John P. Saylor of Pennsylvania, and Rep. John R. Foley of Maryland each introduced a bill to create a Chesapeake and Ohio National Historical Park. Foley and Richard E. Lankford of Maryland introduced two more bills “modified to appease the river development forces.”<sup>2</sup>

These latter bills were strongly opposed by representatives of the Interior department, the Citizens Committee on Natural Resources, the National Wildlife Federation, the National Parks Association, and the D.C. Audubon Society.

Back in 1926, Maj. U. S. Grant III, then an executive officer of the National Capital Park and Planning Commission as well as an Army engineer, had expressed his desire “to preserve the canal itself, with its quiet waters and ancient locks, as an asset of unusual beauty, providing picturesque and sylvan intimacy for the enjoyment of canoeists and pedestrians.”<sup>3</sup> Now, retired from the Army engineers, he argued against the Riverbend Dam (proposed for just above the Great Falls) and expressed his support for a park:

to preserve this marvelous area of scenic beauty and historic interest for future generations to enjoy and give them the opportunity to find in this park, that relief from the pressures and urgencies of city life which our harried population so much needs.... No other nation's capital has such an opportunity to hold such a scenic and educational area in its immediate vicinity.<sup>4</sup>

An amended version of one of the pro-river-development bills for a canal park made it to the House floor in May, 1960. However, it included wording that assured that “the final map of the park” would not preclude “any proposed nonpark uses of the park land, as the interests of the public may dictate.”<sup>5</sup> On the floor, Rep. Michael J. Kirwan of Ohio, chair of the House subcommittee on Interior appropriations, and Clarence J. Brown of Ohio both attacked the bill, which they considered too weakened to merit support.

Only Maryland's Rep. Foley spoke in favor of it. The bill was rejected by a vote of 134 to 227.

Senator Beall's office quickly amended his bill by deleting cost features and the Senate passed it on June 23. It was then referred to the House Interior committee, where it died with the end of the 86<sup>th</sup> Congress.

### Legislative Efforts in the 87th Congress

On January 18, 1961, two days before leaving office, President Eisenhower used the executive authority granted by the 1906 Antiquities Act to proclaim the C&O Canal lands between Seneca and Cumberland a national monument. This action gave it “status as a unit of the national park system but had little practical effect.”<sup>6</sup> Further the D.C. government and Corps of Engineers had insisted that the Budget Bureau include language to the effect that nothing in it was “intended to prejudice the use of the Chesapeake and Ohio Canal National Monument for such works as the Congress may hereafter authorize for municipal and domestic water supply, navigation, flood control, drainage, recreation, or other beneficial purpose.”<sup>7</sup>

After President Franklin D. Roosevelt's use of the Antiquities Act to accept John D. Rockefeller Jr.'s lands at Jackson Hole and add them to the National Park system, such usage (which was beyond the original intention of the act) had become highly controversial and “the creation of national monuments was left to congressional initiative in all but one noncontroversial instance between 1943 and 1961.”<sup>8</sup> Eisenhower's 1961 use of the act for the C&O Canal lands predictably fueled opposition to the canal, especially from Wayne Aspinall, chair of the House Interior and Insular Affairs Committee, who should have been consulted before the National Monument proclamation was made. Mackintosh notes that this “breach of courtesy poisoned his attitude toward the national monument and succeeding park bills for years afterward.”<sup>9</sup>

### Entrenched and New Opposition 1963–1969

In the 88th Congress, Senators Beall and Charles “Mac” Mathias introduced bills like those that had been passed in the Senate in the 87th congress, but with Aspinall's now-unrelenting opposition there was no hope that they would receive favorable action in the House. After Beall's defeat in 1964, Mathias continued to sponsor park bills in the 89th and 90th Congresses, but without success.

Meanwhile, in May, 1962 the Corps of Engineers released a summary of its restudy of the Potomac Basin, now proposing 16 dams on the Potomac and its tributaries—two more than they proposed in 1945. In this plan the Riverbend Dam (originally proposed as a 119-foot-high dam just above Great Falls) was re-designed to be lower and located farther upstream near Seneca so that it would flood only six miles of the canal. In this study it would be the only dam affecting the proposed park. William O. Douglas called the Corps summary “an insult to the layman's intelligence” for its lack of significant justification for the dam.<sup>10</sup>

In April 1963 the full report was released and faced strong criticism at a public hearing in September, particularly from Anthony Wayne Smith, president of the National Parks Association at the time, and Rep. Mathias. The National Rural Electric Cooperative Association was unhappy with it also because the new dam did not meet their requirements for power generating potential.

Secretary of the Interior Stewart Udall agreed with the dam opponents and he recommended to President Johnson that he reject the Corps plan and instead support a new and broader study of the Potomac Basin by the Interior Department. Johnson agreed and asked that it focus on cleaning up the river, protecting its beauty by measures such as scenic easements, providing recreational facilities, and completing the George Washington Parkway to Great Falls on both sides of the river.

The result was a report sent to Johnson in January 1966 by a Federal Interdepartmental Task Force on the Potomac and an advisory committee of Potomac Basin states. It recommended that the Seneca Dam (previously known as the Riverbend Dam) not be built, but that the area be left undeveloped “for any future needed public use”.<sup>11</sup> On the other hand it favored dams on Town Creek, Sideling Hill Creek, and the Little Cacapon, as well as the previously approved Bloomington Dam on the North Branch of the Potomac above Cumberland.<sup>12</sup>

Most significantly for the C&O, this report recommended a Potomac Valley Historical Park that would include the C&O Canal National Monument and other lands, and would create “a permanent green sheath” on both sides of the river.<sup>13</sup> After two years of work by government planners a revised plan was issued, that instead of a “park,” called for a Potomac National River of 67,000 acres from Washington to Cumberland, incorporating both sides of the river (including the C&O Canal National Monument) and all islands. It also recommended that scenic easements be acquired inland and local governments be encouraged to do strict zoning and planning to control adjacent land use. Finally, it specified that no new dams should be allowed within the National River boundaries unless authorized by Congress.

Udall sent a draft Potomac National River bill to Congress on March 8, 1968, and in October he publicized the remainder of his plan in *The Nation's River: the Department of the Interior Official Report on the Potomac*.<sup>14</sup> It called for three additional dams at: Sixes Bridge on the Monocacy River; Verona near Staunton, Virginia; and North Mountain on West Virginia's Back Creek.

However, the national river idea was extremely controversial because of the amount of land acquisition and control associated with it. Others objected to its extremely visionary goals, and Supreme Court Justice William O. Douglas accused Udall of “delusions of grandeur” for putting this grand scheme over the more realistic canal park.<sup>15</sup> While the National Parks Association, the Citizens Com-

mittee on Natural Resources, and the C&O Canal Association did not reject national river proposal, they continued to support a separate canal park.

Ultimately neither Mathias nor any member of Congress from Virginia or West Virginia supported the Potomac Valley Historical Park idea. By the end of the 90th Congress in late 1968, the C&O Canal park legislation was still stalled and the Potomac National River scheme was dead.

#### Notes

<sup>1</sup> Mackintosh, Barry *C & O Canal: The Making of a Park*. History Division, National Park Service, Department of the Interior, Washington, D.C. 1991, p. 86 (citing “Suffocation,” *Washington Post*, August 21, 1958). This document is available online in downloadable PDF and on-line html formats under the C&O Canal National Historical Park at [www.nps.gov/history/history](http://www.nps.gov/history/history).

<sup>2</sup> Mackintosh, p.86

<sup>3</sup> Ibid. p. 7

<sup>4</sup> Ibid. p. 87

<sup>5</sup> Ibid. p. 89

<sup>6</sup> Ibid. p. 90

<sup>7</sup> Proclamation 3391, Federal Register, Jan. 24, 1961. Cited by Mackintosh, p. 90. It should be noted that the section of the canal below Lock 23 and its adjacent Dam 2 inlet (just below Seneca) had the administrative title of “Chesapeake and Ohio Canal Recreational Waterway.”

<sup>8</sup> Mackintosh, p. 91n. A history of the Antiquities Act relative to the National Park Service may be found in PDF format at: <http://crm.cr.nps.gov/archive/22-4/22-04-5.pdf>.

<sup>9</sup> Ibid., p. 90–91.

<sup>10</sup> Ibid. p. 94

<sup>11</sup> Ibid.

<sup>12</sup> The Bloomington Dam 10 miles above Luke was built by the Corps of Engineers between 1973 and 1982.

<sup>13</sup> Mackintosh, p. 94 quoting from the *Potomac Interim Report to the President*, Washington: Department of the Interior, 1966.

<sup>14</sup> This document is available at: <http://www.gutenberg.org/files/20503/20503-h/20503-h.htm>

<sup>15</sup> Mackintosh, p. 95.

#### Note

***The 5th and final part of the story of the making of the park will appear in the December issue of the Along the Towpath. Parts 1 through 3 can be found in the June 2009, December 2009, and December 2010 issues.***

## Across the Berm

### GLADYS E. HORTON

Gladys Evelyn Horton, 88, a longtime member of the C&O Canal Association, passed away on March 20, 2011. A lifelong Girl Scout, Gladys was the driving force behind a day camp on the C&O Canal called "Hike, Bike, Paddle, Straddle" that incorporated hiking, biking, canoeing and horseback riding. The program, started in 1979, was a popular Girl Scout program that encouraged girls to participate in outdoor activities and fostered a love of nature.

Gladys, a graduate of Ohio State University, was a Montgomery County librarian until her retirement in 1994. She loved reading and was a wealth of information about politics, history, geography, natural history and botany.

Besides the C&O Canal Association and the Girl Scouts, Gladys was an active member of the Herb Society of America, the Native Plant Society and served as a volunteer at the National Arboretum, the Red Cross and at her church.

Gladys is survived by her husband, Bill, and two children. She will be missed by those of us who knew her and whose lives were enriched by her company. Gladys was a force of nature.



*Gladys E. Horton*

*"Hike, Bike, Paddle, Straddle"  
That's the Girl Scouts Marching Song*

*Along the Towpath, June 2011*

## A Warm Welcome to Our New Members



*H. Nelson & Dana L. Burns, Jefferson, Md.*

*James Doherty, Beech Grove, Ind.*

*H. Neil Dove, Jr., Forestville, Md.*

*James Fisher, Annandale, Va.*

*Mary Heimer, Ashton, Md.*

*M. Frank Heisey, Cross Junction, Va.*

*Richard E. Hoye, Bethesda, Md.*

*Amy Hull & Iouri Prokofiev, Rockville, Md.*

*Pete Jervey, Chevy Chase, Md.*

*Carl Taylor Linden, Yorktown, Va.*

*Rhodie Quade, Chaptico, Md.*

*Dawn & Glenn Rosenthal, Lovettsville, Va.*

*Fred & Sissy Slick, Keedysville, Md.*

*William Warren, Charles Town, W.Va.*

### *An Invitation to Membership*

*If you enjoy the C& O Canal and want to see it preserved and protected, consider joining your fellow canallers in the C&O Canal Association. You can go to [www.candocanal.org](http://www.candocanal.org) and learn about the Association's activities and how to apply for membership. Or, you can simply send us your name and address, phone number, and e-mail address (optional) and a check for annual dues: Individual - \$15, Family - \$20, Patron - \$25. Also indicate the name you want on your membership badge and on a second badge for a family or patron membership. Please make your check payable to the C&O Canal Association and mail it with the above information to:*

*The C&O Canal Association*

*P.O. Box 366*

*Glen Echo, MD 20812-0366*

## Cumberland Transportation Forum

The nation's efforts to create an interstate transportation system began, ended or passed through Cumberland, Md.. The city was a strategic spot for rival railroads aiming to move coal and other resources to the nation, and the western terminus of the C&O Canal. This year is the 200th anniversary of the groundbreaking for the first federally funded road in America, the Cumberland/National Road. It started in Cumberland and was built west to Vandalia, Illinois. Later, other roads linked to this Cumberland/National Road, creating a coast-to-coast highway. Cumberland was a major railroad town and home to the B & O Queen City Hotel Station, round houses, tin shops and rolling mills, and later the Western Maryland Railway. As terminus of the C&O Canal, Cumberland was a busy boat building center and the transfer point for coal from Western Maryland mines shipped east on the canal. The transportation forum will be held Saturday, September 10, starting at 9:30 a.m. at the Allegany Museum across from the Western Maryland Station. Come join us!

Register now.:

Name

Organization/Affiliation

Address

City, State, Zip email: phone:

Mail checks by September 7 to:

Cumberland Transportation Forum

c/o Kelli Allaway

12234 Williams Road

Cumberland, MD 21502

Registration \$15/per person, Lunch \$6/per person  
(assorted wraps, chips, cookies, and drink)

Total Enclosed

To register online: [www.cumberlandtranspo.org](http://www.cumberlandtranspo.org)

For further information: Cumberland C&O Canal  
NHP Visitor Center (301) 722-8226 ext. 0.



### So True!

*On Jan.1,1829, Governor of New York Martin Van Buren wrote this to President Jackson: "The canal system of this country is being threatened by the spread of a new form of transportation known as 'railroads.' As you may well know, railroad carriages are pulled at the enormous speed of 15 miles per hour by engines, which, in addition to endangering life and limb of passengers, roar and snort their way through the countryside. The Almighty certainly never intended that people should travel at such a breakneck speed." Though oft-quoted, the letter is thought by many to be apocryphal.*

## Mercer Receives ACS Certification

The American Canal Society has awarded its certification of authenticity to the C&O Canal National Historical Park's mule-drawn canal boat *Charles F. Mercer*, which operates at Great Falls. The ACS program was established in 2006, to formally recognize operating replica canal boats that meet its criteria of authenticity. The purpose is to promote historical accuracy by providing a suitable plaque for public display on the boat. ACS criteria require that the boat be based on credible evidence of historic boats that operated in the particular canal, and reflects reasonable design efforts to replicate the boat's external appearance in a historically authentic way.

The *Mercer* was built at the Scarano boatyard in Albany, N. Y., following a successful fundraising drive by the Friends of Historic Great Falls Tavern. The C&O Canal Association and many of its members contributed to the fund. The *Mercer* was delivered to Great Falls and launched in the canal in September 2006. It replaced the old *Canal Clipper*, which was retired after nearly thirty years of service.

Several attempts by park staff to prepare the nomination forms for ACS certification were thwarted by personnel transfers or retirement. This spring, Park Ranger Kelly Fox found the old paperwork and completed the application. The award was announced by Carroll Gantz, chairman of the ACS Canal Boat Committee, on 23 May.

The presentation of the plaque, which will be displayed on the *Mercer*, will be made during the celebration of the 40th anniversary of the C&O Canal National Historical Park at the Great Falls Tavern Visitor Center on July 9.

Boats previously recognized by the ACS include the *Lois McClure*, of Burlington, Vt.; the *General Harrison*, at Piqua, Oh.; and the *St. Helena II*, at Canal Fulton, Oh.



## Calendar of Events - 2011

Date	Day	Event
June 18	Sat.	Barge Bash, Hancock, Md. 10 a.m to 2:00 p.m. Contact Lisa Hendrick at <a href="mailto:lisa.hendrick@frontier.com">lisa.hendrick@frontier.com</a> . Also, Hancock Family Reunion 11 a.m. to noon. For information, call NPS at 301-582-0813.
June 24	Fri.	Walk along the towpath from Oldtown to Town Creek to view dragonfly gathering with Steve Dean and Marjorie Richman. Shuttle optional or walk round trip for a total of 8.7 miles. Meet at 11 a.m. in Oldtown. Contact Marjorie Richman for directions: <a href="mailto:marfrichman@verizon.net">marfrichman@verizon.net</a> ; 301-770-3608.
June 25 & 26	Sat. & Sun.	Heritage Tours: Seneca Aqueduct on Saturday (Ron Howard at <a href="mailto:ronhoward@comcast.net">ronhoward@comcast.net</a> or 301-603-0336), Monocacy Aqueduct on Saturday & Sunday (Rita Bauman at <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a> ).
June 28	Tues	Late News: NPS to hold meeting on canal operations at Williamsport, June 28, will accept public comments, June 13 - July 15. See <a href="http://parkplanning.nps.gov/choh">http://parkplanning.nps.gov/choh</a>
July 8	Fri.	Members of the expired C&O Canal federal advisory commission meet informally. 9:30 a.m. to 1:00 p.m., at Old Forge Farm 20702 on Old Forge Road. Hagerstown, Md. 21742
July 9	Sat.	Observance of the 40th Anniversary of the C&O Canal National Historical Park at 10:00 a.m. at the Great Falls Tavern. All are welcome.
July 16	Sat.	Paddling trip, Brunswick to Monocacy. Contact Bill Burton ( <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 703-801-0963. Reservations required.
Aug. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1.p.m.
Aug. 13	Sat.	Paddling trip, Old Patowmack Canal. Contact Bill-Burton at <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or 301-461-2071)
Aug. 20	Sat.	2nd Annual Brunswick Bicycle Festival. Contact Dward Moore at ( <a href="mailto:dwardmoore@comcast.net">dwardmoore@comcast.net</a> or 301-834-6007)
Aug. 26-28	Fri., Sat., Sun.	Paddling trip & camping, Paw Paw Bends. Contact <a href="mailto:canoemaster@candocanal.org">canoemaster@candocanal.org</a> or Barbara Sheridan at (301) 752-5436. Reservations required.A
Aug. 27-28	Sat. & Sun.	Williamsport Days at Williamsport. Contact Tom Perry (301) 223-7010.
Sep.	TBD	Rededication of the Catoctin Aqueduct. Check <a href="http://www.candocanal.org">www.candocanal.org</a> for updates.
Sep 10	Sat.	Cumberland Transportation Forum - By Road, Rail & Water at the Allegany Museum (see article and registration information on p. 18). Come join us!
Sep. 17	Sat.	Sharpsburg Festival, Sharpsburg, Md. Contact Willam Bauman at <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a>
Sep. 17 & 18	Sat. & Sun.	Canal Apple Days at Hancock, Md. Contact Rita Bauman at <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a>
Sep. 19 - 24	Mon. - Sat.	World Canals Conference, The Netherlands. For more information, see <a href="http://www.worldcanalsconference.org">www.worldcanalsconference.org</a>
Sept 24	Sat.	A Day at the Point, Point of Rocks, Md. Community Park. Contact Rita Bauman (info. below)
Oct. 1	Sat.	Canal Reunion, Williamsport, Md. Contact Rita Bauman. <a href="mailto:wdbauman@visuallink.com">wdbauman@visuallink.com</a>
Oct. 2	Sun.	Board Meeting at the home of Tom & Linda Perry in Williamsport, Md.
Oct. 10-15	Mon. - Sat.	Through Bike Ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required.
Oct 21	Fri.	Members of the expired C&O Canal federal advisory commission meet informally. from 9:30 a.m. to 1:00 p.m., at 844 Lost Rd., Martinsburg, W.Va. 25401

Date	Day	Event
Oct. 29	Sat.	Annual Heritage Hike & evening dinner & program, Hancock vicinity. Hikes of varying lengths. Details to be in September newsletter.
Nov. 20	Sun.	Continuing Hike Series, 10:30 a.m. at mile 10.4. Carderock & Billy Goat Trails B & C. Meet in first parking lot on right. Contact Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Dec. 3	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern. Visit five vistas along the canal. Contact Carl Linden (301-461-2071) or Pat White (301-977-5628 or <a href="mailto:hikemaster@candocanal.org">hikemaster@candocanal.org</a> ).
Dec. 4	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Jan. 1	Sun.	New Year's Hike. Details TBD. Mary Huebner

Note: Waivers are required for many of these Association activities. The event leader will provide the forms to participants at the time of the activity. Hikes require proper footwear.

For updates on any of the above events visit [www.candocanal.org](http://www.candocanal.org).

## Nominating Committee News

Have you ever considered becoming more involved in the C&O Canal Association? Would you like to help in shaping and guiding this organization as we move forward to assist in the protection, preservation, and promotion of the Chesapeake and Ohio Canal National Historical Park? Do you have ideas or suggestions on to how we can better serve the Park we love so much?

If you answered "Yes" to any of the questions above, you may be just the person we are looking for! The Nominating Committee meets early in the fall to determine the candidates for the 2012 Officers and Board of Directors. The elections will be held at the Annual Meeting next March.

If you are interested in a position on the Board or you know someone who would make a good candidate for office, please contact one of the members of the Nominating Committee. This year's members are listed below:

Dward Moore, chair, [dwardmoore@comcast.net](mailto:dwardmoore@comcast.net), 301-834-6007

Ron Howard, [ronhoward3@comcast.net](mailto:ronhoward3@comcast.net), 301-603-0336

Tom Perry, [perrywinklehaus@verizon.net](mailto:perrywinklehaus@verizon.net), 301-223-7010

John Wheeler, [compostman@att.net](mailto:compostman@att.net), 202-362-6009

Don Harrison, [donh811@verizon.net](mailto:donh811@verizon.net), 301-424-0229

John Anderson, [ol-canada@msn.com](mailto:ol-canada@msn.com), 703-678-6933

### “IT’S JUST ANOTHER LYC”

LYC is an approved, accepted botanical term, often eliciting the comment in the title of this article. It refers to a set of plants that proliferate in the summer and early fall. Little Yellow Composites belong to a very large Composite Family. Although composites come in a variety of colors, those that thrive along our sun-drenched towpath are yellow. Their sheer numbers frustrate flower ID, Type-A personalities. They defy instant identification. Many look alike. A good reference guide is needed to identify the different species.



*Little Yellow Composites*

Composites are so numerous we tend to ignore them. Actually they deserve attention because they are a fascinating example of one of the most efficient survival methodologies in the floral kingdom. The sunflower and black-eyed Susan flowers shown might look like one flower, but looks are deceiving. Composites have found a way to pack quantities of tiny flowers into a highly organized cluster. At the bottom of the floral part of the plant these miniature flowers are fused together and placed next to one another on an herbaceous “platform”. The result is a singular-appearing plant that really contains many flowers, all of which are capable of producing seeds.

Two distinct types can occur in a composite flower depending on the species; DISK flowers and RAY flowers. Some composites contain only disk flowers (i.e., thistles), others contain only ray flowers (i.e., dandelions), and others contain both disk and ray flowers (i.e., sunflowers and black-eyed Susans). In the pictures here, the disk flowers form the dark center of the flower head. Each center is composed of tiny tubular flowers that can number well into the hundreds even though the entire disk is not more than 1/2 inch across. The center is surrounded by a circle of ray flowers which vary in number depending on the species. Most have at minimum 10 or 12 “petals” while others, such as dandelions, are categorized as “too many to count”.

The seeming “single” flower produces hundreds, even thousands, of seeds in one growing season. With this capability, survival is pretty much assured even under less than perfect conditions. LYCs love the sun. What better habitat for them than the C&O Towpath in the summer. When Washington weather gets too hot for us, LYCs thrive and proliferate, carpeting the towpath with color and gourmet food for local critters. It’s not their fault we have trouble remembering their names.



*Black-Eyed Susan*

**Birds:** The early dawn bird walk on May 1, 2011 was the third of the season sponsored by our Nature Committee. The day was less bright than forecast but was fine for the walk. Kurt Schwarz of the Maryland Ornithological Society was, once again, our expert leader. Upon arrival at our starting point at the Cushwa Basin parking lot, he was delighted to find that the place was hopping with a variety of interesting species. We hardly had to go further. The trees around the lot were teeming with the warbling vireos and cerulean and prothonotary warblers all singing away. To encounter the lovely cerulean warbler is something special, as the species is in steep decline. While our leader helped us get good looks at the prothonotary, the cerulean was elusive. We only heard its song. During the walk from 7:15 to 11:30 a.m. we saw or heard at least fifty species.



*Prothonotary Warbler Seen on Walk*

*Photo by Kurt Schwarz*

**Wildflowers:** On Sunday April 17 fourteen members enjoyed walking and climbing on Bear Island next to the towpath looking for spring ephemerals. Peter Whitney led the group. We saw about 40 species of trees and flowers, notable among them the leaves of *Jeffersonia diphylla*, called twinleaf (See below.). We did not see the flower but noted the place for an early spring visit.



*Twinleaf  
Jeffersonia diphylla  
Photo by Marion  
Robertson*



*Our leader, Peter Whitney and John Wheeler taking the wildflower inventory.*

## Painting "The Georgetown" for the Season



Here Steve Dean, Levelwalker Chairman, his grandson Rhodie, Marion Robertson and Painter-in-chief Jim Heins and other C&OCA Volunteers in the Park are just finishing painting "The Georgetown," and putting her into presentable shape for taking canal visitors for rides on the canal.

Val Wheeler, chair of the Association Youth Committee, asked Rhodie if would write a few words about his experience on the canal. Rhodie replied to Val as follows:

Hello. My name is Rhodie Quade. I am 13 and in 8th grade at Margaret Brent Middle School in St. Mary's County Public Schools. I really enjoy going to the canal. I have been hiking and joining the park's activities for about four years now. My grandfather Steve Dean introduced me to the canal in 2008. I have been hiking and doing canal activities with him ever since. I love the canal, all of its history, the wars that have been fought on canal territory, the mills, the kilns and the lockhouses. I stayed in Lockhouse 49 last summer. It was so cool. We hiked and built a bonfire. Just the feel of how the lock tenders and their families felt was amazing! It was like living back in the old days. I am always happy to help the canal volunteers with anything that needs doing. Last weekend, I helped paint a canal boat. Kids might think it's boring, but it's really fun! You get to meet people and hear how far they came to help the canal. So, instead of playing video games like I used to do, I go out and do something on the canal. My favorite parts of the canal are Great Falls and the Paw Paw Tunnel. Great Falls is *so* beautiful. The Pawpaw Tunnel is *so* cool. It's a tunnel carved into the mountains! I also enjoy doing photography on the canal a lot! I take pictures of everything - nature and animals!! So if you like photography, you can take pictures of a lot of stuff on the canal. If you would like to ask me any questions about my experience on the canal feel free to e-mail me and I will get back to you as soon as possible.

## New Launch Boat Arrives at C&O Canal



A recent arrival on the C&O Canal, this launch boat is undergoing evaluation at the Cushwa Basin in Williamsport. The plan is to use the launches as vehicles for interpretive touring along the C&O. The craft accommodates 12 to 18 people. Though made of modern materials, it replicates in form its predecessors, which were used on the canal in the last years of the canal's operation from the late 1890's to 1924. Like some of its precursors, the new launch boats run on batteries. They are being built at Beckman Boatshop at North Kingston, R.I. Five boats are on order.



Our Level walker John Barnett briefs Georgetown Day High School students on how he keeps his level from Tide-lock to the Inclined Plane shipshape. With John and Val Wheeler as guides, the students toured the level, bagging litter along the way. GTDHS wants to expand student service learning to include opportunities along the canal. Val Wheeler will tell us more about how C&OCA can play a part in service learning on the canal in the next newsletter.

## Hustle and Bustle on the C&O Canal - 1851

by William Bauman

This is the third in a series of canal reports taken from *The Cumberland Alleganian* newspaper of 1851.

When we left the steamer *Virginia* with Capt. Parker, the patentee, last issue, she had arrived in Alexandria, on Thursday, June 5, 1851 with three barges in tow; the canal boat train left for New York on Friday. We suppose the canal boat train arrived in New York, delivered their coal cargo, picked up some New York merchandise (nobody would want to 'dead-head' from New York back to Alexandria), and then went up the canal to Cumberland for a second load because we next read that on August 2, the three barges departed Cumberland: *Ariel* with 72.16 tons of coal; *American Eagle* with 72.17 tons of coal and *Montour* with 74.13 tons of coal. No mention of a steamer and the destination was not given. The next report was: **The Steamer Virginia**, Capt. Clark, with three barges in tow, arrived at Norfolk, on Monday last, says the "Beacon," direct from the Cumberland mountains, having on board the barges about three hundred tons of coal.<sup>1</sup> Sometime before Aug. 30<sup>th</sup>, Capt. Parker relinquished command to Captain Clark. No more was found on those canal boats for the remainder of 1851.

For two other canal boats mentioned in the last issue: *H. G. Phelps* and *L. A. Phelps*, we tabulate their departures from Cumberland as follows:

The first departures on March 22 were with Capt. McCaffrey, the registered owner, and their destination was 185 miles, presumably Alexandria, vice Georgetown or Washington, D.C. The newspaper did not give the name of the Captains after March 27<sup>th</sup> and we notice that these two boats operated independently. The one time they both again departed Cumberland on the same day, August 4<sup>th</sup>, the one carried a load of fire bricks. So, we suspect that after that first trip with two boats, Mr. McCaffrey turned over the captaincy of at least one of the boats for the remainder of the boating season.

<i>H. G. Phelps</i>		<i>L. A. Phelps</i>	
Date	Tons	Date	Tons of Coal
3/22	80	3/22	79.12
4/9	80.13	4/15	87.10
5/2	89	5/7	80
5/20		5/27	88
6/11	80	6/21	78.2
8/4	89	8/4	60 tons fire brick
9/1	80	9/4	72
9/24	84	10/1	72
10/17	80		

As regards the third canal boat mentioned in the last issue, *Atlantic*, we found only one departure from Cumberland on June 26<sup>th</sup> with 87.3 tons of coal, no destination given.

Two other canal boats are noteworthy, *C. H. Ohr* and *P. B. Petrie*, both of which were registered on 4/25/1851 to Freeman Rawdon of New York, NY; we tabulate their departures from Cumberland as follows:

"The *New York Express* of Monday last, thus announces the arrival of two Cumberland boats. We have to chronicle rather a novel arrival on our port. Two canal boats of large class, built by the Washington Coal Company, for the transportation of coal on the Chesapeake and Ohio Canal, came into port this morning. They were laden with coal from Cumberland, Md., from the Washington mines. The coal is of a superior

<i>C. H. Ohr</i>		<i>P. B. Petrie</i>	
Date	Tons	Date	Tons
5/21	90	5/22	91.6
6/27	96.3	6/28	97
8/6	99.5	8/13	107.2
8/28	102.8	9/20	89.9
8/30	102.12		

quality, and come without handling in very fine order. The boats of "C. H. Ohr" and "P. B. Petrie" are to be seen at the "Haxton Docks," Brooklyn."<sup>2</sup> There was no mention of a steamer to tow them up or back. While another trip in July would fit within the departures, a record of it was not found.

<sup>1</sup> *The Cumberland Alleganian* Cumberland, MD, newspaper, Saturday, 8/30/1851, p. 2.

<sup>2</sup> *The Cumberland Alleganian* Cumberland, MD, newspaper, Saturday, 6/14/1851, p. 2.

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

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Cultural Resources Program	301-714-2211	Sam Tamburro
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Safety Officer	301-745-5804	Rodante Paz (acting)

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**Georgetown Visitor Ctr** 202-653-5190  
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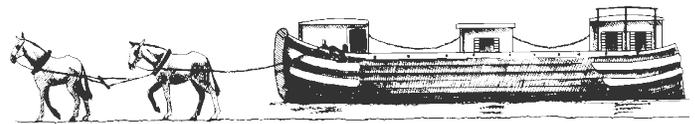
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**Associate Editors:** Dave Johnson, Don Juran, Ned Preston, Nancy Long, and Helen Shaw



## C&O CANAL ASSOCIATION

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

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

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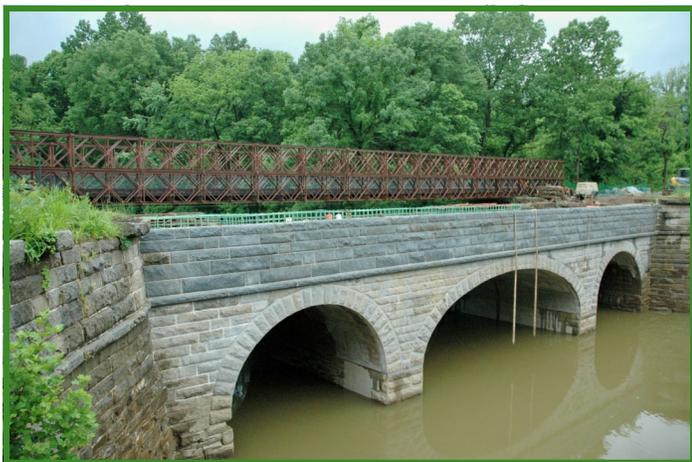
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*The Catoctin Aqueduct: Restored and Renewed (Upstream Side)*  
*"The most beautiful aqueduct on the line."*  
See page 8



*The Launch Boat arrives at the C&O Canal*  
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