

EXCURSION BOATS

On the Chesapeake and Ohio Canal

John P. McCarthy

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Contact the author at pa13draig@yahoo.com.

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John P. McCarthy is a National Park Service Ranger who has impersonated a C&O Canal boatman since 1998. After stepping off the deck of the condemned NPS excursion boat *Georgetown* for the last time in July 2011, he began to wonder about his place in the history of such boats. Creating *Excursion Boats on the C&O Canal* helped him understand.

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INTRODUCTION

With the late demise of the NPS excursion boat *Georgetown*, the time seems ripe for a review of the history these unusual pleasure boats. There have always been such boats on the C&O although the services they provided varied year to year and site to site. It is easiest to examine them according to their geographic distribution. But first, definitions.

What should we consider an excursion boat? Today, we think of any passenger boat designed for day use over short distances an excursion boat. But in the beginning, passenger boats on C&O Canal were not so specialized. The same boat that carried one-way passengers and “packets” of mail over long distances during the week often carried round trip sightseers 15 miles or less on weekends. So we find that most early observers simply labeled any passenger boat, however it was used, a packet boat.

And yet there were differences.

Both packets and excursion boats shared the same underlying platform: the hull of a freighter topped by an inverted rectangular box perforated by windows. And both, at first, were drawn by horses or mules since steamboats were not permitted on the canal until the late 1840s. But the packet may or may not have had a railing around the edge of its roof and certainly did not have a full-length canvas canopy spread across it.

It is this canopy that becomes the defining characteristic of all true excursion boats on the C&O Canal. A packet was unlikely to have it—or at least have it deployed—since it interfered with passage beneath low bridges and caught the wind, making the boat slower and more difficult to steer. But for a pleasure boat in no particular hurry, a canopy was highly desirable. It sheltered passengers from the rain and sun while providing an escape from the often hot and airless cabin space below. Comfort trumped speed and control.

I. GEORGETOWN TO GREAT FALLS IN THE OPERATING ERA

1. Mule Yachts

Passenger boats, by whatever name and however configured, appeared on the C&O Canal shortly after that segment of the canal between Dam 1 and Dam 2 opened to traffic in the spring of 1831. The objective of the boats' first customers were the Great Falls of the Potomac, a natural wonder even then and a draw for the curious who did not own their own horse or carriage.

Canal records tell us the first to be officially licensed were the *Lafayette*, the *George Washington*, and the *Charles F. Mercer*, a boat commissioned and owned by the canal company and named after its first President who was instrumental in the canal's creation.¹ Advertisements for the *Lafayette* and *Washington* appeared in multiple Georgetown and Washington City newspapers.² In these, the agent for the *Lafayette* claimed his boat could accommodate 100 persons and 20 couples "in a cotillion at a time". The price was \$1.00 per person and food was available either on board or at the Great Falls tavern, the Crommelin House.

The proprietors of the *George Washington* announced that their boat would depart for the Falls from the Frederick St. Bridge (today's 34th St. Bridge) daily at 8:00AM and return "at or about sunset". Its fare was only 50 cents and included dinner at the tavern.

One of the few contemporary accounts of these boats' appearance suggests that at least one of these vessels was much smaller than the *Lafayette*. Englishman Edward Thomas Cole reported that a C&O passenger boat he patronized in 1832 had a cabin length of only 50 feet and was so light that a team of three horses could propel it at the frantic pace of 5 miles per hour.³

Regrettably, this initial period of excursion boat activity on the C&O Canal was very brief. The *Lafayette* and *Washington* are out of service within a year, and the *Mercer* is rarely mentioned afterwards except when the canal directors host a canal boat junket for dignitaries. Two such journeys were widely reported: one that conducted President Jackson and a 50-person entourage to Seneca in 1835, together with food, drink, and the Marine Band; and another that feted several Congressmen on an outing to Harpers Ferry in the spring of 1836.⁴

¹ *Historic Resource Study: Chesapeake and Ohio Canal*, Harlan D. Unrau, 2007 ed., pg. 338.

² Including the *Columbian Gazette*, Ibid., pg. 338

³ Ibid., pg. 338

⁴ Ibid., pg. 340

The canal company was also unable to establish long-range passenger service during this period. Several private concessionaires made the attempt but none were able to sustain themselves, even after they were allowed to operate toll-free. The company itself commissioned the sheet-iron packet *President* in 1834 with the expectation it would provide passenger service to Harpers Ferry, but the *President* operated only a few months before it was scrapped. Passenger boat service on the C&O Canal, whether long range or short, simply was not profitable at this early date.

The next burst of passenger boat activity on the canal did not occur until the mid-1850s when major components of the Washington Aqueduct—the city’s new water supply system—began to appear at the Great Falls. This was a monumental public work and several boats materialized almost simultaneously to take advantage of the public’s interest in it. One of the first and longest-lived was the *General M.C. Meigs*.⁵

An early advertisement for the *Meigs* appeared in the August 1, 1856 edition of the *Washington Evening Star*, wherein the “Butchers of Georgetown” announce that they will be able to accommodate others on their August 4 chartered excursion to “To the Great Falls and Water Works” on the *Meigs*. The trip’s organizers are careful to note that on-board refreshments will be provided and that “a large hall at the Falls” will be available for dancing along with “the best Cotillion Music”. A \$1.00 ticket admits “a gentleman and lady”.

The *Meigs* was still functioning as an excursion boat some 24 years later. According to the July 2, 1879 edition of the *Washington National Republican*, public rides to the Falls on the *Meigs* could then be had every Tuesday, Thursday, Saturday, and Sunday beginning 7:30AM with a return time of 4:30PM. The boat departed from a point near Aqueduct Bridge⁶ and round trip fares were still only 50 cents for adults and 25 cents for children.

The *Meigs*’ owners entered a wagon pulled by a team of four mules in a Washington City merchants’ parade in October 1879, thereby confirming that the *Meigs* was indeed mule-powered.⁷ Multiple 1879 advertisements also insist that she was then “new”. Given the typical 20-year life span of a canal boat, this suggests that there may have been in fact two *Meigs*, one succeeding the other over time. The venerable *Meigs* was auctioned off in 1880, complete “with her Furniture and Fixtures, including (a) Piano”⁸, but continued to host canal excursions until at least 1888.

Even in her heyday, the *Meigs* did not have the market to herself. In that same July 2, 1879 edition of the *National Republican*, it was reported that the “The Neat Little Packet *Nellie*” was also in service. The *Nellie* departed for the Great Falls from a point near the

⁵ General Montgomery C. Meigs designed and then, between 1852 and 1860, supervised construction of the Washington Aqueduct, the capital’s first integrated water supply system. Most of the system’s components designed by Meigs are still in use today.

⁶ The vehicular and pedestrian bridge built on the abutments and piers of the former Alexandria Canal aqueduct across the Potomac.

⁷ “Business On Wheels”, *Washington Post*, October 29, 1879, pg. 1

⁸ Auction of the *Meigs*, *Washington Evening Star*, June 30, 1880, Pg. 3

Congress Street Bridge (today's 31st St. Bridge) each Thursday, Saturday, and Sunday at 8:00AM and returned from the Falls at the same time as the *Meigs*, 4:30PM. All riders paid 50 cents. The *Nellie* was also available for charters at a rate of \$10 to Cabin John Bridge or \$12 to the Falls. We know the *Nellie* was mule-powered because of the mule-and-boat logo that always accompanied her advertisements.

During the late 19th and early 20th centuries, isolated mention is made of many other, Washington-based excursion boats including the *Minnesota*⁹, the *Aldanbaran*¹⁰, the *Fashion*¹¹, the *Eliza Hutchins*¹², the *Peggy*¹³, the *Lafayette*¹⁴, and the "mule yacht" *John R. Mason*¹⁵. Period advertisements and a photograph confirm that the *John R. Mason* (c.1904) was very large.¹⁶ The *Mason* was named after a member of the Mason family which also operated the excursion steamboats *Louise* and *India*.

The *Fashion* operated for a brief period in 1854 with departures from "Ritter's Wharf" in Georgetown each Tuesday, Thursday, and Saturday at 8:00AM, while the *Hutchins* ran to the Falls only during the 1865 season. Passage to the Falls on the *Hutchins* cost 75 cents while dinner cost an additional 50 cents. The fare for a "Lady and Gentlemen" was discounted at \$1.00 for the pair. The *Minnesota* found regular employment as both a packet and excursion boat between 1866 and 1874, but the *Aldanbaran* is mentioned in period newspapers only once in 1878. Which of these boats were mule-drawn and which steam-powered is unknown.

Packet boat service also experienced something of a revival during this period. Before all long-range passenger service finally came to an end in the spring of 1867¹⁷, the *Argo* (c.1856), the *Flying Cloud* (1860), the *Antelope* (1860), and the *George Washington* (1865) each had their turn transporting passengers from Washington to Harpers Ferry or to Edwards Ferry where connections to Leesburg by stage could be had. Excursionists may have patronized these boats, laying over at various points along the line to sight-see or fish, and then returning to Washington City the following day.

We should also note that before the Civil War, there were destinations for Georgetown excursion boats other than the Great Falls. Mention is made in the August 17, 1860 edition of the *Washington Evening Star* of an excursion to Arlington Springs via the Alexandria Canal for the benefit of "St. Vincent's Female Orphan Asylum".

⁹ Advertisement for the *Minnesota*, *Washington Evening Star*, May 10, 1867, Pg. 3

¹⁰ Advertisement for the *Aldanbaran*, *Washington Evening Star*, June 1, 1878, Pg 9

¹¹ Advertisement for the *Fashion*, *Daily Washington Evening Star*, March 20, 1854, Pg. 2

¹² Advertisement for the *Eliza Hutchins*, *Washington Evening Star*, July 15, 1865, pg. 3

¹³ Albert Sahli testimony attached to photo of *Louise* in Washingtonia Division, Martin Luther King Jr. Memorial Library, *Washington Star* Subject Photographs, Chesapeake and Ohio Canal, #216, File 4 of 4; Also: "Today", *Washington Times*, August 9, 1919, pg. 22

¹⁴ "Excursion and Picnic", *Washington Evening Star*, June 4, 1900, pg. 12

¹⁵ "Librarians' Day at Great Falls—Trip in Mule Yacht.", *Washington Evening Star*, May 31, 1904

¹⁶ Historical Society of Washington DC, General Photographs Collection, # CHS 09878.

¹⁷ *Historic Resource Study: Chesapeake and Ohio Canal*, Harlan D. Unrau, pg. 357

2. Steamboats

The canal company was at first reluctant to license steamboats on the canal because of the damage their wakes could do to its earthen berms. But in the late 1840s, after an eight mile-per-hour speed limit was imposed (later reduced to four miles-per-hour), experiments with steam commenced.¹⁸

The steamboat *Congress*¹⁹ must have been the fruit of one of these experiments since it is the earliest recorded ship of its type in regular service on the canal. In 1853, this vessel was functioning as both a packet and excursion boat. Most days the *Congress* maintained a regular schedule transporting passengers between Georgetown and Harpers Ferry, but its owners also mounted occasional Sunday excursions to the Falls as well.²⁰ Although no image of the *Congress* survives, it is easy to visualize it chugging alongside and then overtaking its “mule yacht” competitors.

Excursion activity was severely restricted by the outbreak of the Civil War but not entirely suspended. On July 4, 1864, an adventurous party of Treasury Department clerks thought they might take a steam excursion boat to Harpers Ferry to celebrate the holiday in style. Unfortunately, an army of Confederates led by Jubal Early was at the same time in the process of descending on Washington across the line of the canal. The clerks reversed course but were still waylaid by Mosby’s Rangers near Point of Rocks, Maryland. The clerks were dispersed, their effects looted and the boat burned. The name of the unfortunate excursion boat is not recorded.²¹

The light steamboat *Excelsior* (not to be confused with the local “palace” steamer *Excelsior*) transported excursionists from High or Congress Streets (today’s Wisconsin Avenue and 31st Street) to the “Great Falls and Cabin John Bridge”²² from approximately 1882 until 1889 when a massive Potomac River flood closed the canal for almost two years. It ran three to five days per week and its fare was 50 cents.

The steamer *H.G. Wagner* was also in service during this period but only for a single season in 1885.²³

The *Louise* was a popular steamer that offered public and private excursions to the Falls between 1902 and roughly 1910. Most years, it departed from a point near the 32nd St. Bridge (today’s Wisconsin Avenue Bridge) each Sunday, Monday, Wednesday, and Friday during seasons that sometimes lasted into late November.²⁴ In 1902 a round trip to the Falls on the *Louise* still cost only 50 cents.²⁵

¹⁸ *The Great National Project: A History of the Chesapeake and Ohio Canal*, Walter S. Sanderlin, John Hopkins Press, 1946.

¹⁹ “Correspondence of the Evening Star”, *Washington Daily Evening Star*, July 11, 1853

²⁰ “Excursion to the Great Falls and Water Works”, *Washington Evening Star*, June 7, 1855

²¹ *Philadelphia Inquirer*, July 7, 1864

²² “Ho! For Great Falls and Cabin John Bridge.”, *Washington Critic*, August 25, 1888, pg. 2

²³ “Ho! For Great Falls and Cabin John Bridge.”, *Washington Evening Star*, May 27, 1888, Pg. 8

²⁴ *Louise* advertisement, *Washington Evening Star*, November 22, 1902, pg. 16

²⁵ Advertisement for the *Louise*, *Washington Evening Star*, June 28, 1904, pg. 16

The *Louise* sank in the Potomac just downstream of the Aqueduct Bridge in late July 1910, and although a local newspaper confidently reported that the *Louise* would “resume her pleasure trips along the canal within a short time”, no further mention of her can be found.²⁶

A sister ship of the *Louise* was the *India*. A period advertisement suggests the *India* could be either pulled by mules or operate on steam, making it fit for either river or canal.²⁷

Private steamers were also abroad by this time. On May 26, 1909, a contributor to the Washington Society page of the *New York Daily Tribune* would report that:

Miss Leutze, daughter of Rear Admiral and Mrs. Leutze, entertained a picnic party at Great Falls to-day in compliment to Miss Josephine Durand. The steam launch belonging to Rear Admiral Leutze was used for the trip up the Chesapeake & Ohio Canal [and] Luncheon was served on the launch.²⁸

A single period reference can be found for the steamboat *Bartholdi*. The *Washington Post* reported²⁹ that on June 27, 1916, this vessel conveyed members of the First Congregational Church Choir from Aqueduct Bridge to “the second lock above Cabin John” and back with a stopover at Glen Echo. This craft should not be confused with the much larger, gasoline-powered *Bartholdi* which operated on the Canal during this same time period and served a similar clientele.

3. Personal Excursion Boats

Twenty to thirty foot private pleasure boats powered by naphtha or gasoline did not appear on the canal much before 1905. However, by 1915, these “power boats” or “motor boats” were a fairly common sight on the canal and Potomac thanks to advances made in the design of their light-weight internal combustion engines in the decade preceding. Such boats were the toys of wealthy businessmen and others³⁰ such as the noted Washington photographer E.B. Thompson.

No evidence exists for battery-powered vessels on the C&O Canal, although local entrepreneurs would occasionally announce plans to make them available. Such promises were made to the Federal Bankruptcy Court in Hagerstown by the canal’s shady trustees in 1894³¹, and by the Bobinger brothers, the Cabin John Pleasure Park impresarios, in 1900³². A dearth of readily-available charging stations coupled with the inability of bat-

²⁶ “Steamer Being Repaired”, *Washington Herald*, August 12, 1910, pg. 9

²⁷ “Ho! For the Falls.”, *Washington Evening Star*, July 12, 1905, pg. 16

²⁸ Washington Society”, *New York Daily Tribune*, May 26, 1909, p. 6

²⁹ “Music and Musicians”, *Washington Post*, July 2, 1916, Pg. A4

³⁰ “Sometub’s Cruise on the C. & O. Canal: the narrative of a motorboat vacation in the heart of Maryland”, John Pryor Cowan, self-published, 1916

³¹ “The Canal Trustees”, *Evening Star*, February 15, 1894. The star reported that “Those concerned in (sic) it will make it a big enterprise.”

³² “A Modern Suburban Resort”, *Evening Star*, March 5, 1900, pg. 11

tery-powered vessels to match the speed and endurance of gasoline-powered boats limited their appeal, and like the gasoline launches, only the well-to-do could afford to purchase or operate them.³³

Regionally, one could cruise the “canals” of River View Amusement Park in battery-powered excursion boats.³⁴ Two such craft operated at the Park for an indeterminate number of years until the last was finally converted to a power boat in 1905.³⁵ River View was situated on Hatton Point near Fort Washington, Maryland, and could be reached by steamboat from Washington in an hour and a half.

To all intents and purposes, commercial navigation of every sort ceased on the C&O Canal in May 1924 after a major Potomac River flood, one of two that year, ravaged the canal “from Cumberland to Tidewater”.³⁶ Only Level 4 was fully restored but then only to provide hydraulic power to the Georgetown mills.

³³ “Electric Gig for the Czar”, Washington Evening Star, December 10, 1897, pg. 3

³⁴ *River View* advertisement, Washington Evening Star, June 19, 1903, pg. 16

³⁵ “Electric Launch Transformed Into Power Craft”, *Evening Star*, October 8, 1905, pg. 5

³⁶ *We Are Again in the Midst of Trouble: Flooding on the Potomac River and the Struggle for Sustainability of the Chesapeake and Ohio Canal 1828–1996*, C&O Canal NHP, 1997, pg. 57

II. GEORGETOWN TO GREAT FALLS IN THE NATIONAL PARK ERA

1. *Canal Clipper I*

In 1938, the Federal government acquired the C&O Canal, or what was left of it, from the B&O Railroad. From the B&O's point of view, this was desirable for two reasons: this would reduce a substantial debt to the government but also keep the C&O's right-of-way out of the hands of another railroad. From the government's perspective, this would provide increased recreational opportunities for residents of the Washington metropolitan area but also provide work for hundreds of young, unemployed workers who would be needed to restore it.

In this way, the "Chesapeake and Ohio Canal Recreational Waterway"³⁷ acquired a literal army of Civilian Conservation Corps workers who, over the course of three years between 1939 and 1941, largely restored the canal from Georgetown to Seneca.

Work on this lowest portion of the canal was barely complete when the Park Service launched the canal's first, government-sponsored public boat rides on July 20, 1941.³⁸ These employed a modified work scow that had a capacity of 66 persons and was approximately 30 feet long. It was christened the *Canal Clipper* and was very similar to the vessel that floated the Navy Band during the canal's 1939 rededication.³⁹ One or two mules propelled the boat, just as they had in canal's earliest days. These were furnished by a private contractor.

The first journeys of the *Canal Clipper* were substantial at 4 hours long. They began at 2PM and ran once per week between Chain Bridge and Carderock during July and August; Carderock and Great Falls during August and September; and Great Falls and Rushville (at Lock 23 and Inlet Lock 2 adjacent to Dam 2 and the Seneca Falls) during September and October.⁴⁰ They were one-way boat rides hosted by a uniformed Park Ranger who provided interpretive commentary. Buses returned passengers to their starting point at the conclusion of each trip. The boat ride cost \$1.00 and the bus ride 70 cents. The boatmen consisted primarily of Civilian Conservation Corps workers.

³⁷ *C&O Canal: The Making of a Park*, Barry Mackintosh, History Division, National Park Service, Department of the Interior, Washington DC, 1991, pg.38. The C&O Canal Recreational Waterway designation applied only to the newly-watered section of the Canal between Georgetown and Violettes Lock (No. 23).

³⁸ "Old C&O Canal Throbs With Life Again", *Washington Times Herald*, July 21, 1941

³⁹ Similar but not the same. The configuration of the railings does not match and one has a stove pipe on its cabin roof but the other does not.

⁴⁰ "Outdoor Programs / National Capital Parks / Season 1941", National Park Service, Pamphlet in Vertical Files—Waterways—C&O Canal, Historical Society of Washington DC

There was a year-long hiatus of boat rides beginning in 1942 after a major Potomac River flood undid much of the government's restoration work on the canal, but a special Congressional appropriation combined with assistance from the Army Corps of Engineers made possible a second restoration of the canal from Georgetown to Dam 1. By October 1943, the *Canal Clipper* was back in service.⁴¹ Civilians now manned the boat since by this time the Civilian Conservation Corps had been disbanded.

By 1946, the *Canal Clipper* was offering two round-trips per day on the weekends originating on Level 3 and ranging as far as Lock 5. These trips were approximately the same length as those offered before the War but were more simply organized. Visitors no longer needed to drive to Chain Bridge, Carderock or Great Falls to board the boat, and a return bus ride was no longer necessary. Trips commenced at 9AM and 2PM. Visitors had the choice of either returning to Georgetown by *Clipper* at 11:30AM or 4:30PM or by trolley from Glen Echo. Adult fares were 60 cents each while a child's fare was 30 cents, if accompanied by an adult. Weekday charters were also available.⁴²

Not every ride on the *Clipper* was routine. On July 4th, 1949, the *Clipper* struck a log just upstream of Chain Bridge and soon began to list. Fearing the worst, Captain Gustav Miller quickly deposited its 47 passengers on the canal bank before the boat finally sank in 6 feet of water. There were no injuries.⁴³ Exactly when the two-foot hole in the *Clipper's* hull was repaired and the boat returned to service is not known.

In March 1954, in an effort to generate public support for the canal's preservation, Supreme Court Justice William O. Douglas undertook a through-hike of the canal and invited the local and national press to accompany him. The goal was to inform the public what would be lost if the canal was ever buried beneath reservoir waters or parkway pavement. In the hike's dramatic conclusion, the Justice and other dignitaries were transported from Lock 5 into the heart of Georgetown on board the *Clipper* where hundreds of well-wishers were waiting to throw their support behind the Justice and his cause. The *Clipper* never looked finer draped in its American flags and patriotic bunting.⁴⁴

A major defect in the *Clipper's* operation was finally corrected in the summer of 1954 when two, new ramps were installed on either end of the 34th St. pedestrian bridge.⁴⁵ These allowed the mules to cross over the canal in safety for the first time since 1941. Installation of the new ramps meant that the mules and mule drivers could now avoid the dangerous path to the Foundry Branch tunnel which involved mixing in with Canal Road car traffic. For much of the late 19th Century, a wooden bridge with the same function existed just upstream of this location.

⁴¹ *We Are Again in the Midst of Trouble: Flooding on the Potomac River and the Struggle for Sustainability of the Chesapeake and Ohio Canal 1828–1996*, Donald R. Shaffer, C&O Canal NHP, 1997, pg.76

⁴² "Trips on Old Canal: National Park Service Reproduces Life on the Chesapeake and Ohio Canal", *New York Times*, August 18, 1946

⁴³ "47 Picnickers Saved as Barge Founders Near Chain Bridge", *Washington Times Herald*, July 5, 1949

⁴⁴ C&O Canal NHP Historical Photographs, Douglas-31.

⁴⁵ "Canal Mules' Traffic Worries Eased by Bridge", *Washington Post and Times Herald*, September 19, 1954

Various modifications were made to the *Clipper* over time. The following sequence is suggested by the photographic evidence:

- July 20, 1941: The *Clipper* begins life as a simple work scow with low, open railings and balustrades. The passenger deck has no roof.
- Perhaps a week later: A flat, retractable canvas roof is installed over the passenger deck. It is supported by a cage of cast iron pipes.
- 1942: The cast iron pipes are replaced by a wooden structure that is peaked. The roof remains retractable canvas.
- 1944: Railing kick boards are installed on the bow, port bow and starboard bow only.
- 1948 or 1949: The canvas roof is fixed in place over a plywood substrate.
- 1951–1954: Kick boards are installed all around.
- 1956: The roof is extended to cover the tillerman.

2. Canal Clipper II at Georgetown

In the spring 1961, the much larger *Canal Clipper II* replaced the original *Canal Clipper*. Constructed by its operator, Government Services, Inc., the *Canal Clipper II* was also mule-drawn, could carry as many as 70 passengers and featured a sound system and snack bar which served sandwiches and drinks. Made of wood, it was approximately 70 feet long by 11 feet wide. Too long to turn in the canal just anywhere, the *Clipper II* was forced to back down the canal at the end of every trip once it neared Georgetown's original western boundary. Steering must have been difficult.

In its inaugural year, and for many years thereafter, the *Clipper II* ran May to October and offered 10-mile, 4-hour round trips to Lock 5 and back, just as the original *Clipper* had. Departures from Level 3 were at 9AM and 2PM Saturdays, 2PM on Sundays and 6:30PM⁴⁶ on Wednesday evenings in June, July, and August⁴⁷. A Park Service naturalist or historian normally accompanied each group of riders⁴⁸, again, just as they had done on the *Canal Clipper I*. Its charter service attracted numerous social clubs and local affinity groups.

By 1971 this boat was still offering public boat rides on Saturdays, Sundays, and holidays but no longer on Wednesday evenings. Its turnaround point was then "Monument Curve"⁴⁹, only 1 ½ miles out from Level 3. Departure times were at 10:15, 12:30 and 3:00. In 1971, fares were \$1.50 for adults and 90 cents for children aged 12 and under. These were somewhat higher rates than those charged for rides aboard the *John Quincy Adams* at Great Falls.

⁴⁶ These 6:30PM trips were probably shorter and less expensive than other scheduled rides. See: "Summer Boating", *The Georgetownner*, Washington DC, August 8, 1957.

⁴⁷ "Canal Clipper Carries 30 on Shakedown Trip", *Washington Post*, May 7, 1961 B8

⁴⁸ "C&O's 'Canal Clipper' Back in Tow", *Washington Post*, August 1, 1965 A1

⁴⁹ "Barges Operate for Canal Trips", *Washington Post*, May 9, 1971 C17

1972 was a disastrous year for the C&O Canal NHP. In June, Hurricane Agnes devastated the Park and put an end to guided excursion boat rides at both Great Falls and Georgetown. The *Canal Clipper II* was seriously damaged in the storm and at the Falls, the *John Quincy Adams* was totally destroyed.

3. *Canal Clipper III* on the Georgetown Levels

The *Canal Clipper II* returned to the canal in Georgetown in 1973 or 1974, but may have sustained too much damage in the storm of 1972 since Government Services, Inc. soon began constructing a replacement. Controversy erupted when the Park Service learned that GSI had designed the new boat to be self-propelled. The Service and other interested parties objected strongly to this, insisting that the boat must be mule-powered as most boats were when the canal was in its prime. When the Park Service would not relent, GSI decided it could no longer afford to operate canal boats on C&O as it had done, at a loss, since 1941. GSI donated the \$200,000 boat to the Park Service along with its 75-horsepower diesel turbine engine and then withdrew. The boat's engine was eventually removed.

On September 28, 1976, this new 25 ton, 85-foot-long, ferro-cement-hulled boat, again carrying the *Canal Clipper* name, was finally lowered into the canal at a point near Chain Bridge. Hal and Sue (original names, Jack and Jill) were the first mules to pull it. They were acquired at auction at Valley Forge when participants in the Bicentennial Wagon Train had no further need for their services. Public rides commenced three days later under direct Park Service supervision.

Initial trips on the *Canal Clipper III* were 2 hours long and ranged as far as Fletcher's Cove, 2 ½ miles upstream. There were four trips each Friday, Saturday and Sunday at 1, 3, 5, and 7.⁵⁰ When operations resumed in the spring of 1977, the *Clipper's* schedule was Fridays and Saturdays at 11, 1:30, and 4; and Sundays at 12:30, 3, and 6. Adult tickets cost \$2.00 each and children's tickets (those under 12) \$1.00.⁵¹

Like the *Clipper II*, the *Clipper III* also backed up to return to its starting point on Level 3 but did so from its turn-around point since it was too long to turn anywhere in the canal. Rudders at both stem and stern made its return considerably less difficult than in the days of the *Clipper II*.

At first, the *Clipper III* was operated much the same as the *Clippers I and II*, with the emphasis on its recreational rather than interpretive value⁵², but this soon changed. Park management even attempted a "Living History" format for a time with some of the Park Ranger/boatmen performing in the first person. This proved too unwieldy over time and was eventually phased out, but one aspect of this interpretive method lives on in today's "musical boatman".

⁵⁰ "Canal Barge Goes Back Into Operation", *Washington Post*, September 30, 1976 MD_2

⁵¹ "Public Occurrences", *Washington Post*, May 5, 1977, pg. 130

⁵² Edie Johnston, personal communication, September 19, 2012

Starting with the *Clipper III* and continuing through to the present day, boatmen applicants who can sing or play a period instrument are favored over those who cannot. Even those who begin their boating career strictly in the background often find themselves learning a simple instrument and performing it on the deck of one or another Park Service excursion boat. This activity replicates an authentic historical experience since music was a common diversion aboard period pleasure boats.

In 1979, the *Canal Clipper III* was moved to Great Falls after construction activity at the Georgetown Park urban mall interfered with its operation on Level 4. Planning for a fourth generation Georgetown excursion boat began shortly thereafter.

4. The *Georgetown* at Georgetown

In September 1982, it finally arrived: the 17½ ton, fiberglass-hulled *Georgetown*. This boat was 90 feet long, 12½ feet wide at the beam, and more-closely approximated the lines of a period 1870s freighter than any other craft launched since commercial operations ceased on the canal in 1924. It could carry as many as 100 persons, if they were small enough!

The Interpretive staff was especially impressed by the *Georgetown's* functionality. Visitors in wheelchairs could easily roll on and roll off of its gently sloping access ramp; its ridged canopy provided natural amplification for the tour leader's voice and/or musical performance; and every passenger could see and interact with the leader throughout the tour.

The *Georgetown* was designed by Marine Power, Inc. of Gulf Breeze, Florida, built by a shipyard in Pascagoula, Mississippi, and its \$250,000 cost⁵³ was fully funded by the Morris and Gwendolyn Cafritz Foundation. Like the *Clipper III*, it had rudders at both bow and stern and, like all its government-sponsored predecessors, was mule-drawn.

At first, rides aboard the *Georgetown* were uniformly 1½ hour long, but in the 1990s, the boat's morning trips were shortened to 1 hour so that additional school groups could be accommodated. This meant the boat's turn-around point alternated between the spillway near Foundry Branch and the Whitehurst Expressway on-ramp.⁵⁴ By the 2000s all trips averaged 1 hour long.

The *Georgetown's* managers experimented with a variety of different schedules over the boat's 29-year history. A typical schedule for the 1980s might be Wednesday through Friday at 1 and 3; Saturday at 10:30, 1, 3, and 5; and Sunday at 10:30, 1, and 3.⁵⁵ By the mid-1990s it was more likely to be Wednesday through Sunday at 10 and/or 11, 1, 3, and sometimes 4:30. By the 2000s, the *Georgetown* was running Wednesday through Sunday

⁵³ "National Parks Get \$250,000 For A New Canal Boat", *Washington Post*, July 24, 1982, A8

⁵⁴ Personal communication, Carl Lennartson, September 19, 2012 and March 12, 2014.

⁵⁵ "Dandy Trips In River Spirit", July 1, 1988, pg. n.51 *Washington Post*, *Weekend* section.

at 9:45 (by request), 11, 12:15 or 1:30, and 3. On special occasions, such as on national holidays, the *Georgetown* would sometimes make a single run to Fletcher's Cove, layover for two hours to allow passengers to enjoy specially-provided family games and activities, and then return to Level 3.

In the early morning hours of September 12, 1998, the *Georgetown* was nearly destroyed when vandals later identified as students from a local private school set fire to the boat while it was moored out on Level 3. They had reached the boat by cutting rather than disassembling its wire rope mooring cables and pulling it to shore. Only the external hull and part of the upstream (upwind) cabin survived. The *Georgetown* was insured by the Cafritz Foundation so planning for the repair and return of the boat commenced almost immediately.

On March 6, 1999, the *Georgetown* was removed from the canal and shipped to Washburn's Boatyard in Solomon MD where it was rebuilt, but not exactly to original specifications. For example, by 1999, mahogany was no longer available for use on the new passenger deck and so pine was substituted. This decking soon warped as did the new oak raceway. Both decking and raceway were replaced by the Park's maintenance staff in subsequent years. Meanwhile, the *Georgetown* crew was redeployed to Great Falls where the *Canal Clipper III* began operating seven days per week.

The restored *Georgetown* was lifted back into the canal from a point along Canal Road below Georgetown University on July 24, 1999. Rides resumed the next day.

Over the winter of 2001/2002, Park Rangers John P. McCarthy and Mark Myers and Volunteer Michael McMahan created a facsimile of a "family cabin" interior at the stern of the *Georgetown*. This space was visible from the passenger deck through hinged doors that could be opened during the day and closed at night.

Ticket prices for the *Georgetown* boat rose slowly over the years but declined abruptly in 2007 and again 2008 when an attempt was made to boost ridership through lower fees.⁵⁶ This failed to have the desired effect and the 2001-season rates of \$8.00 per adult, \$6.00 per senior (over 61), and \$5.00 per child (4 to 15) were restored at the beginning of the 2011 season. This rate structure, however, failed to take into account the rate of inflation between 2001 and 2011. If it had, adult tickets in 2011 would have been pegged at \$10.20, senior tickets at \$7.62, and a child's ticket at \$6.35.⁵⁷

On July 7, 2011, after 29 years of service, the *Georgetown* was condemned by a consulting marine engineer who could not guarantee the boat's structural integrity. Its benches were removed and scattered about the perimeter of the Great Falls Tavern, and the boat deposited on its dry dock immediately above Lock 4. As of this writing, no public or private funds have been located to underwrite construction and operation of a successor.

⁵⁶ See Appendix A.

⁵⁷ "Measuring Worth", <http://www.measuringworth.com/uscompare/relativevalue.php>

5. The *John Quincy Adams* at Great Falls

Government-sponsored, mule-drawn canal boat rides at the Great Falls began on June 30, 1967⁵⁸ with the introduction of the petite, 45-passenger *John Quincy Adams*. Congressman Charles Mathias, Jr. and his two young sons were the honored guests on this, the *John Quincy Adams's* inaugural voyage.

The *John Quincy Adams* operated only on Sundays and holidays and was pulled, at least in 1969, by a single mule named George. Trips must have originated just upstream of a pedestrian bridge that spanned the canal about 360 yards north of Lock 20 since the *John Quincy Adams* was probably too tall to pass beneath.⁵⁹ It departed every hour on the hour between 11AM and 5PM, and in 1969 its fares were \$1.25 for adults and 75 cents for children.⁶⁰ Like the *Clippers I and II*, it was managed by Government Services, Inc.

The *John Quincy Adams* was overwintering below Swain's Lock in 1972 when it was swept away by flood waters generated by Hurricane Agnes.

6. The *Canal Clipper III* at Great Falls

After Agnes, there would be no boat rides at the Falls for seven years until the *Canal Clipper III* was transferred there in 1979 from its original duty station at Georgetown. Rides aboard the *Canal Clipper III* originated at its dock on Level 19, passed through Lock 20, continued nearly to Swain's then returned to Level 19. Initially, charters were so popular at this location that two shifts of 4 to 5 Rangers each were needed to operate it.⁶¹

The memory of one particular charter lives on. Just after dark on July 12, 1979, near "the start of the high rock wall on the berm side"⁶² of the canal, about a mile and a half upstream from Lock 20, the crew of the *Clipper* was attempting to exchange places with the mule drivers on the shore when the boat's downstream "bow" swung out wide toward the berm side and struck a submerged object. The slightly inebriated members of the Washington Bon Vivant Club, the singles group that had chartered this evening's tour, were thrown to the deck but suffered no substantial injuries.

At first, boatmen Julie Shorter and Steve Pittleman thought the boat was not so seriously damaged it could not make its own way home, but they reassessed their situation after the boat began to list. The decision was made to evacuate and the *Clipper* was pulled to the towpath. A plank was deployed and the passengers, many in high heels, made their way

⁵⁸ Photo of Senator Mathias' sons at the tiller of the *John Quincy Adams* during a press preview of the "new canal boat", June 30, 1967, File 12 of 14, Washington Star Photograph Collection, Washingtonia Division, Martin Luther King Memorial Library, Washington DC

⁵⁹ See slide photographs JO B025 and JO B027 in: Miriam E. Johnson Collection, Historical Society of Washington DC

⁶⁰ "Canal Mule Back in Harness for Tourist Season", *Washington Post*, April 6, 1969 37

⁶¹ Steve Pittleman, personal communication, January 22, 2014.

⁶² Ibid.

off the boat and down the towpath on foot. Crew members watched as the boat slowly filled with water until:

At around 11 PM, as it settled, it listed hard and water poured over the deck rail and that was it. The (on-board) battery was still connected so all the lights were on and it looked like the Titanic.⁶³

After this comic disaster, Level 20 was drained and Park maintenance repaired the *Clipper*. It returned to service in about 45 days.

The rest of the *Canal Clipper II's* time on the canal was relatively uneventful, although between 1983 and 1985, it did undergo an overhaul when its cabins were substantially modified to make its lines more authentic.

It was also about this time that the Park Service assumed complete responsibility for the boats' mules. Stalls were constructed in a Civilian Conservation Corps-era garage behind E House at the Great Falls and small paddocks were laid out on a nearby hillside. A Park Ranger/mule wrangler was hired and the boatmen trained to care for the animals during the boating season. Mules left here for their daily commute to Georgetown. The herd would pass the winters at Mt. Vernon⁶⁴.

As time went by, the *Clipper III* became increasingly difficult to keep afloat as its internal steel reinforcement slowly disintegrated. Finally, in 2003, it was removed from service and for the next three years functioned as a static display in Level 19. It was finally broken up in 2006 and the rubble transported to a landfill. Its recycled benches became part of the landscape around the Great Falls Tavern.

7. The *Charles F. Mercer* at Great Falls

Agitation for a new boat began almost immediately after the *Clipper III's* demise and was led, at first, by the students and teachers of Seven Locks Elementary School in Potomac, Maryland who began a fund raising campaign. This stimulated interest among the Friends of the Great Falls Tavern who then assumed a leadership role in fund-raising efforts. A \$200,000 grant from the State of Maryland, a \$50,000 grant from the C&O Canal Association, a \$2,000 gift from the students at Seven Locks Elementary were then combined with donations from numerous individuals and businesses to make possible the acquisition of the *Clipper III's* replacement: the *Charles F. Mercer*.⁶⁵

This 21st Century *Mercer* was officially launched on Level 19 on September 6, 2006. The *Mercer* has an aluminum hull, a wooden superstructure, is 56 feet long at the waterline by 13 feet wide, and weighs 7 tons. It is double-decked in the traditional style so as to ac-

⁶³ Ibid.

⁶⁴ See Appendix B.

⁶⁵ "The Canal Packet Boat, Charles F. Mercer", Friends of the Great Falls Tavern, Potomac MD, n.d. <http://www.fhgft.org/boat.html>

commodate as many passengers as the old *Clipper II* (about 70 people) but still turn in the canal. It was designed and built by Scarano Boatbuilding, Inc. of Albany NY and is patterned after the period mule-drawn excursion boats *Queen City Boat Club*⁶⁶ and two, anonymous excursion boats, one documented transporting a Mt. Vernon Seminary group in 1890⁶⁷ and another photographed aground at Tide Lock Level c.1905⁶⁸.

Except for the array of oversized windows on the *Mercer's* lower level, which were scaled-up to provide better ventilation, most external features of this vessel closely match those of its 19th Century progenitors. However, from an operational standpoint, this commitment to authenticity creates substantial difficulties for its passengers and crew.

First, its soft roof means that the boat's Interpreter must rely much more heavily on the vessel's sound system, which degrades the period ambiance. Second, its double-decker configuration means that the tour leader cannot personally engage his or her entire audience for the entirety of the trip if more visitors are riding than can be accommodated on a single level. Third, and perhaps most seriously, this vessel is not wheelchair accessible since six steps up or six steps down are necessary to board the boat and its mechanical wheelchair lift rarely functions. It is hoped that when planning begins for a next-generation C&O Canal excursion boat, these design flaws will be taken into consideration.

Between its launch date and the spring of 2014, the *Mercer* generally operated Wednesday through Sunday at 9:45 (by request), 11:00, 12:15 or 1:30 and 3:00 from early April to late October, a schedule which closely matched that of its sister ship *Georgetown*. Ticket prices fell and rose just as *Georgetown's* did. But on June 29, 2014, the *Mercer* ceased operating on weekdays due to budgetary constraints related to a management decision to redirect staff resources toward the preparation and delivery of off-boat, curriculum-based programming for school children.

It is expected that the *Mercer* will resume operating on Wednesdays and Thursdays beginning in mid-September 2014, but this additional capacity will only be available to school groups and then only by request. Any return to a five-day per week boating schedule appears unlikely.

⁶⁶ C&O Canal NHP Historical Photographs Collection, 1558-154.7-6

⁶⁷ "The Canal Packet Boat, Charles F. Mercer", Friends of the Great Falls Tavern, Potomac MD, n.d. http://www.fhgft.org/images/full/MtVernoncollege_packetboat.jpg

⁶⁸ C&O Canal NHP Historical Photographs Collection, 30-0.15-1

III. EXCURSION BOATS ON THE UPPER CANAL IN THE OPERATING AND NATIONAL PARK ERAS

1. The NPS *Katie Dreamer* at Williamsport

There is some evidence for packet boat activity at Williamsport in the mid-19th century⁶⁷, but no record of excursion boats until the Park Service introduced a small, battery-powered example on Memorial Day 2012. This was one of two such vessels tested on Level 4 in 2010 and 2011, and Levels 20 and 44 in 2011.

A contract was let in 2010 to Beckmann Boatshop Limited of North Kingstown, Rhode Island to produce a series of these launches. Each is 30 feet long, fiberglass-hulled and has a carrying capacity of 12 individuals. They are patterned after two, early 20th Century motor launches associated with E. B. Thompson, a Washington City photographer.⁶⁹ Funded entirely by a Park Service grant, the last of four such boats was delivered to the Park in 2013 at a cost of approximately \$160,000 per unit.

Initial public tours aboard *Launch 1* were offered on Saturdays and Sundays, at 10:30, 12:15, 1:30, and 3:00, and were led by a Park Ranger in uniform. They departed from a point just downstream of the railroad lift bridge near Cushwa's Basin and landed adjacent to Lock 44 where a description of the lock and lock house was provided. Visitors then reboarded the boat for the return to the lift bridge.

In the spring of 2013, Allegany County, Maryland 4th graders provided a name for this boat: the *Katie Dreamer*. The *Dreamer* is named after three-year-old Katie Riley, a lock tender's daughter who drowned in Seneca Creek near Lock 24 in 1903.⁷⁰

Katie Dreamer returned to Level 44 in 2014, but all of the other launches are expected to remain in storage until funding for their operation can be secured. It is hoped that one day these boats can be stationed at or rotated between various underserved sections of the canal such as Cumberland, Oldtown or Widewater.

2. The Operating Era *Oriole* at Hancock

Sometime before 1900, a consortium of business-minded citizens in Hancock, including Dr. Stagger and the Dawson, Field, and Henderson families, commissioned an excursion boat at Hancock to service in whole or in part, the rotating assortment of wealthy individ-

⁶⁹ C&O Canal NHP Historical Photographs Collection, Thompson-63 and Thompson-96

⁷⁰ "Students Name New C&O Canal Boat during Cumberland Education Program", C&O Canal NHP, Hagerstown MD, Press Release, May 17, 2013

uals attracted to Berkeley's hot springs. Christened the *Oriole*, this boat operated an indeterminate number of seasons.⁷¹

An account of what must have been a typical excursion aboard the *Oriole* appeared in the August 20, 1897 edition of Berkeley Springs *The News*. This note describes a journey from Berkeley to Hancock, probably by stage, and a leisurely journey up the canal to Dam 6, 10 miles away. The party consisted of "twenty or twenty-five ladies and gentlemen"⁷² who hailed from many different eastern cities, none closer than Cumberland. A picnic and sight-seeing were probably on the bill at Dam 6. All returned to Berkeley "by the late evening train from Hancock Station".⁷³

3. 1850 to the Sesquicentennial at Cumberland

The earliest Cumberland excursion boat that has left a clear mark on the historic record is an unnamed boat owned by "Messrs. Wheeler & Mong",⁷⁴ which is reported in the Cumberland *Alleganian* to have carried a berry-picking expedition 6 miles down the canal from Cumberland in July 1850, three months before the Paw Paw Tunnel was navigable.

Then a month later, notice of a second boat appeared in the same newspaper. This was the *Jenny Lind*, whose owner and captain, George E. Ways, claimed that she was then available for charter and "capable of accommodating from seventy to one hundred persons very comfortably".⁷⁵ The *Jenny Lind* would later serve as the flagship of a flotilla of canal boats that assembled on October 17, 1850 on Level 75 to officially mark the completion of the canal as far as Cumberland.

Almost nothing is known about specific Cumberland excursion boats beyond these first two, but since Cumberland was Maryland's second largest city for much of the period under discussion, it seems likely that excursion boats similar to those that appeared in the lower reaches of the canal near Washington also appeared here and at roughly the same times.

The photographic evidence seems to support this. A boat of the *John R. Mason* class called *The Queen City Boat Club* left a record of its trip down the C&O canal in September 1904⁷⁶; a photograph of the excursion steamboat *Mary & Mamie* has been located in the collection of a couple who specialized in collecting Cumberland images⁷⁷; two unidentified motor launches appear in a c.1915 Cumberland postcard⁷⁸; and an excursion

⁷¹ *Towpath Guide to the Chesapeake and Ohio Canal*, Thomas F. Hahn, American Canal and Transportation Center, Shepherdstown WV, 1996, pg. 175.

⁷² Berkeley Springs *The News*, August 20, 1897.

⁷³ Ibid.

⁷⁴ Cumberland *Alleganian*, July 20, 1850.

⁷⁵ Cumberland *Alleganian*, August 24, 1850.

⁷⁶ C&O Canal NHP, Historical Photographs Collection, SCC-38, Misc-40-7, 1558-154.7-6, SCC-38, and 560-42.19-3.

⁷⁷ Herman and Miller Stacia Photo Collection, City of Cumberland MD, #1986.

⁷⁸ John P. McCarthy, Personal Collection

scow with mules appears floating on the canal in a 1936 image of Cumberland during the town's sesquicentennial celebration⁷⁹.

This last boat was a short-lived special attraction that afforded persons who were too young to float the canal in its heyday to experience what it was really like. Nearly identical to the craft that would eventually become the *Canal Clipper I*, it sailed between the basin near Cumberland's inlet lock and the stop lock at Mile 183.4. The fare was a quarter.⁸⁰

A number of other unidentified excursion boats posed for their portrait at one or another portal of the Paw Paw Tunnel. Whether these boats set out from Cumberland or some other place cannot be determined with certainty, but since pleasure rides on such boats rarely lasted more than a day (the 1904 voyage of the *Queen City Boat Club* excepted), this suggests many hailed from Cumberland, only 29 miles away.

Cumberland, however, did not participate in the era of Government-sponsored excursion boats. This is not surprising since the Cumberland sections of the canal were rarely watered after the disastrous flood of 1924, and were substantially altered by flood control structures imposed on the Potomac and Wills Creek in the 1940s and 1950s.

We suspect much remains to be discovered about Cumberland excursion boats.

4. Large Power Boats and Company Owned Boats

There is one, final classification of excursion boat about which little is known: large, what must have been gasoline-powered boats that operated on the canal roughly between 1905 and the end of commercial navigation in 1924. Such boats must have been rare as little notice of their existence can be found in period newspapers. It is possible that most were the property of private associations such as yacht clubs.

Only four such vessels of this class are clearly identified in the historic record: the motor launch *Olympic*, which was owned and operated by Mr. Buck Dreyer of Cumberland, Maryland; the canal company's own power boats *Viking* and *CANDOC*; and the excursion motor boat *Bartholdi*.

The *Olympic* sailed on both the canal and river, but according to local tradition, mainly on the river.

The company boats *Viking* and *CANDOC* accommodated excursionists on an occasional basis and were the final iterations of perhaps seven company-owned packet boats, including the *President* (1830s), the *Charles F. Mercer* (1830s), the *Washington* (1860s) and the *Maryland* (1870s) and the unnamed "Old Pay Boat" (1910s). *CANDOC* is an acronym for C (Chesapeake) and (AND) Ohio (O) Canal (C.)

⁷⁹ C&O Canal NHP, Historical Photographs Collections, 1781-184.37-7

⁸⁰ 'Mr. Shannon' oral history, Karen Gray Collection.

The *Bartholdi* was a large, Washington-based power boat active on the Canal for at least three years between 1916 and 1918. Berthed near Aqueduct Bridge, it offered chartered excursions to Cabin John, Glen Echo Amusement Park⁸¹ and the Great Falls and was a favorite of the Ramblers' Pastime Club. This vessel should not to be confused with the steam launch *Bartholdi* which operated on the Canal and river during this same time period.

⁸¹ "Ramblers' Excursion", *Washington Times*, August 26, 1916, pg. 12

CONCLUSION

In the mid-19th century, excursion boat activity on the C&O Canal occurred most often at either end of the canal near the major population centers of Washington DC and Cumberland MD. But as the population of the Washington metropolitan area expanded and Cumberland's declined, this activity gradually became concentrated in the lower reaches of the canal.

The length of canal boat journeys also declined over time. What began as an all-day affair in the mid-19th Century, shrank to 3 or 4 hours by the mid-20th, then 2 hours by the late 1970s and finally 1 hour today. Why?

First: loss of range. Between 1832 and 1924, and then again between 1941 and 1943, excursions originating in Georgetown had a choice of three and sometimes four different long-range destinations that added value to a canal boat ride: Fletcher's Cove with its fishing, Glen Echo Amusement Park with its carousel, Cabin John Hotel with its impressive bridge and pleasure park, and the Great Falls of the Potomac with its waterfalls and "water works". In Cumberland, the "destination" for excursionists was almost certainly the Paw Paw tunnel, as period photographs suggest. But access to all these attractions by boat was eventually shut off first by the flood of 1924 and then again by the flood of 1942. This left only the ride itself as an attraction.

Second: lack of time. Although leisure time in America steadily expanded over the past two hundred years, opportunities to fill that time expanded even more. The result is a time deficit that has been particularly hard on families, the excursion boat's prime audience. All day or even half day excursions, especially for those with small children, do not appeal to this prime demographic. Tourists are also leery of extended boat rides because, for them, a canal boat ride is only one item on a long list of sight-seeing objectives.

Third: lack of resources. As time goes on, pressure to make the Park's excursion boats self-sustaining more or less guarantees that short-range excursions will be favored over long. Managers cannot double the fares of an excursion simply by doubling its time, so shorter voyages translate into more frequent voyages which then translate into higher revenue. This effect will become more pronounced as the present era of austerity continues.

Only one canal tour boat audience can appreciate extended canal boat excursions in the 2000s: private charter groups, and this audience cannot be served so long as there is no boat to charter in Georgetown and siltation confines the *Charles F. Mercer* to a watered space within ½ mile of Lock 20.

POST SCRIPT

The physical experience of riding on an authentic, replica 19th century canal boat cannot be matched by any other. Reading about such a journey or simply observing it does not generate the same level of appreciation for the men and women who created, toiled on and struggled to preserve the C&O Canal than does an actual voyage. This is why it is particularly sad that in 2014, excursion boats operating on the C&O Canal will run fewer hours and have less capacity than at any time since 1967.

Will there be excursion boats on the C&O Canal ten years hence? No one can say for certain, but if there is to be, we must make the deliberate choice.

APPENDIX A

Georgetown Excursion Boat Rates: 1941 to 2011

Unadjusted Dollars

YEAR	ADULT	SENIOR	CHILD
1941	1.00	1.00	1.00
1946	.60	.60	.30
1953	1.00 ¹	1.00 ¹	.30
1957	1.00	1.00	.60 ²
1971	1.50	1.50	.90 ³
1977	2.00	2.00	1.00 ²
1988	4.00	3.00	2.50
1995	5.00	3.50	3.50
1997	6.00	5.00	4.00
1998	7.50	6.00 ⁴	4.00 ⁵
2000	7.50	6.00 ⁴	4.00 ⁶
2001	8.00	6.00 ⁷	5.00 ⁶
2007	7.00	5.00 ⁷	5.00 ⁶
2008	5.00	5.00	5.00
2011	8.00	6.00 ⁷	5.00 ⁸

In 1941 Dollars

YEAR	ADULT	SENIOR	CHILD
1941	1.00	1.00	1.00
1946	.45	.45	.23
1953	.55 ¹	.55 ¹	.17
1957	.52	.52	.31 ²
1971	.55	.55	.33 ³
1977	.49	.49	.24 ²
1988	.50	.37	.31
1995	.48	.34	.34
1997	.55	.46	.37
1998	.68	.54 ⁴	.36 ⁵
2000	.64	.51 ⁴	.34 ⁶
2001	.67	.50 ⁷	.42 ⁶
2007	.50	.36 ⁷	.36 ⁶
2008	.34	.34	.34
2011	.52	.39 ⁷	.33 ⁸

1. 'Round trip fare. One-way was 75 cents.
2. Ages 0 to 11.
3. Ages 0 to 12.
4. Aged over 61.
5. Ages 3 to 14.
6. Ages 4 to 14.
7. Aged over 60.
8. Ages 4 to 15.

Source: Measuring Worth

<http://www.measuringworth.com/uscompare/relativevalue.php>

APPENDIX B

Reminiscences about Mules

Former Park Ranger and boatman Edie Johnston recalls working with the mules during the 1980s...

When CHOH owned the mules, their day started at about 7:00 a.m., when the person caring for them would start their day. Before the garage was converted to a barn, and there was only a Great Falls canal boat (the one that had previously been in Georgetown and had been moved to Great Falls), the mules were fed in their pen, then two of the three of them, who would work that day, were brought out and tied to the fence in order to be groomed. They were then harnessed and walked down the hill to the mule tie area just north of the spillway above Lock 20 – just off the path to the helicopter landing pad. Hay and water buckets, as well as a muck skip were taken down there every morning as well, to serve throughout the day.

This is the area where the Great Falls mules would spend their “off time” between boat trips. An interpretive ranger or VIP would stay with the mules to answer questions and allow the general public to interact safely with the mules.

Then the second set of mules was purchased for the new Georgetown canal boat, and fences were erected around the Mission 66 houses to house them. Once the barn was converted, all six of the mules stayed in the barn overnight. They were eager for their breakfast; lots of whickering and snuffling greeted the first person in the barn in the morning!

The mules were fed grain, hay, and water, then the four mules that were going to work that day (two at Great Falls and two at Georgetown) would be groomed thoroughly. Two would be loaded into the trailer, along with harnesses and packets of hay, and sent on their way to Georgetown. The other two “working girls” were led outside and clipped to the front of the barn where they would be harnessed, then walked down to work for the day. The two mules who had the day off were turned out in one of the grass paddocks to lounge, roll, and rest.

At the end of the day, when the working mules were brought back to the barn, they were unharnessed, then let out into the paddock (the Georgetown mules were unharnessed prior to being loaded into the trailer) to roll and scratch any itches that sweat may have caused under the harness. Frances had a habit of rolling onto her back at the top of the rise behind one of the Mission 66 houses, then sliding down the hill before completely rolling over.

Manes and tails were roached in a distinctive pattern (as would be historically accurate) once a month with traditional roaching shears. Shoes were hot shaped by Eddie Shelton, the farrier, every six weeks during the season—Great Falls mules had front shoes only,

Georgetown mules had shoes all around. Harness collars were made to measure for each mule; Ellie and Ida had to have at least three made apiece, as they kept growing!

The three original mules (Duchess, Molasses, and Honeymoon) were retired out to pasture and three new mules were purchased: Ellie, Ida, and Rhody. (I once had a visitor remark that she had three aunts named Ellie, Ida, and Rhoda).

Ellie and Ida had never been apart until we got them, and Ellie was absolutely devoted to her big sister. She relied on her for her strength and peace of mind. The first time Ida was led out of Ellie's sight, Ellie was completely frantic. We spent a long time calming her and slowly increasing the time that Ida was away. All of her life, when Ellie wasn't working and Ida was, she would call down to her sister when she would see her passing on the towpath in the distance, and greet her effusively when Ida returned to the barn. If Ellie was working and Ida was not, she was okay to be led away from her sister, but would call out to her on her way back up the hill to the barn.

Ida was smart enough that she understood quite a lot of what was said to her, if you can believe that her reactions indicated understanding. If she was frightened, you could explain to her and she would relax. If you needed to have her hold still in an emergency, you just had to tell her to. Ida had a thing about snakes and killed two that I know of; one on the towpath (copperhead), and one in her stall (black snake). She was completely calm about it, but very thorough. Ida was broken to saddle in one outing. I backed her first, bare-back, then, when she understood what that extra weight meant in the way of her own movement and balance, she walked out calmly. Adding the saddle just elicited more interest, no concern.

Ellie was more concerned about someone on her back, but if Ida could do it, then so could she. Ellie was just a little more nervous about it all.

Frances was the top dog in the herd for years. That status was a little fluid; it changed depending on who was out together, but overall, Frances ruled the roost. Kit was a little shy, but hard-working; and Katie could be described as "careful". Katie would not put herself into a situation where she might come to harm. Katie walked very wide of a normal spot on the Georgetown towpath one day, just above Key Bridge. There didn't appear to be any reason for it, but within hours, there was a sinkhole in that spot large enough to drop a truck in. Ellie also let her anxiety show one day when she wouldn't go into the mule tie area at Great Falls for lunch and water. She pulled back and refused to budge. After the mules went out on the next boat ride of the day, one of the large trees adjacent to that area fell with no warning across the towpath and the mule tie area, and into the canal.

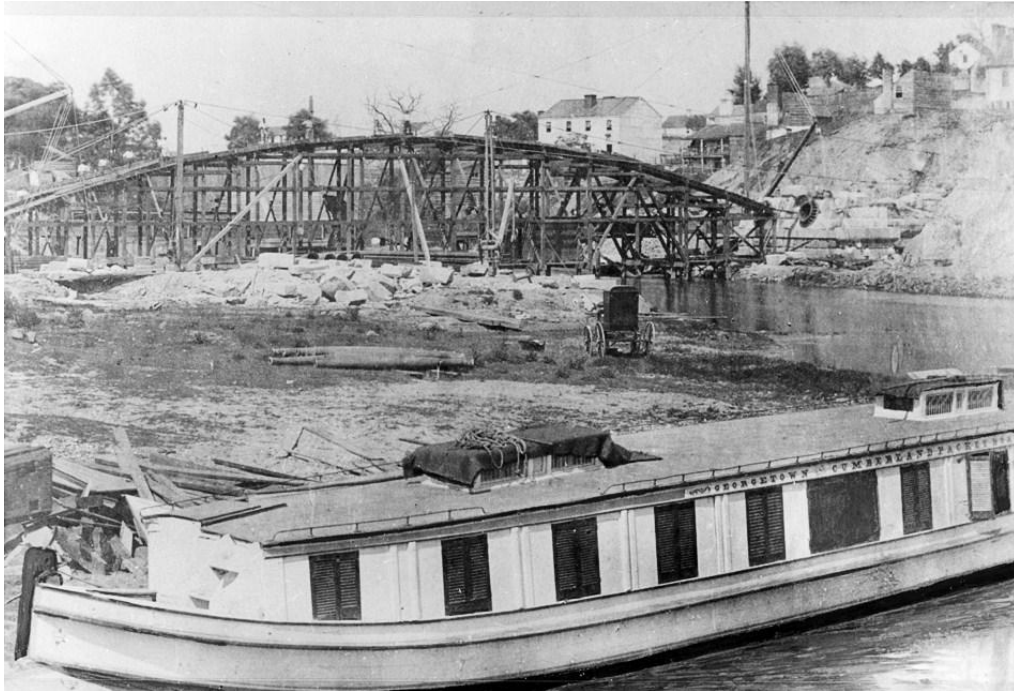
The mules were traditionally used as a gauge for new employees on the first day they came to work. The end of the day would be spent with the mules up on the hill at Great Falls, and just watching the interactions between mules and people was very enlightening. No one expected new hires to know anything about mules, that wasn't the point. The mules just had an instinct for how well people would work out; it was very interesting to watch.

ILLUSTRATIONS

Photographs are organized by a specific boat or images relevant to that boat.

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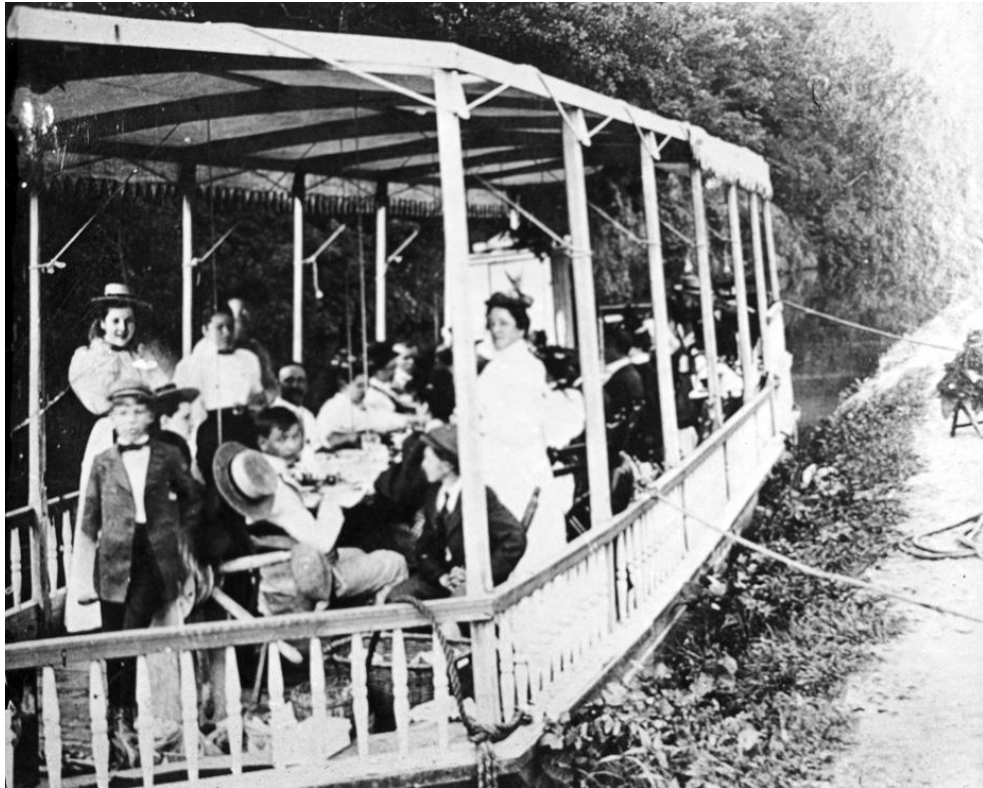
INTRODUCTION



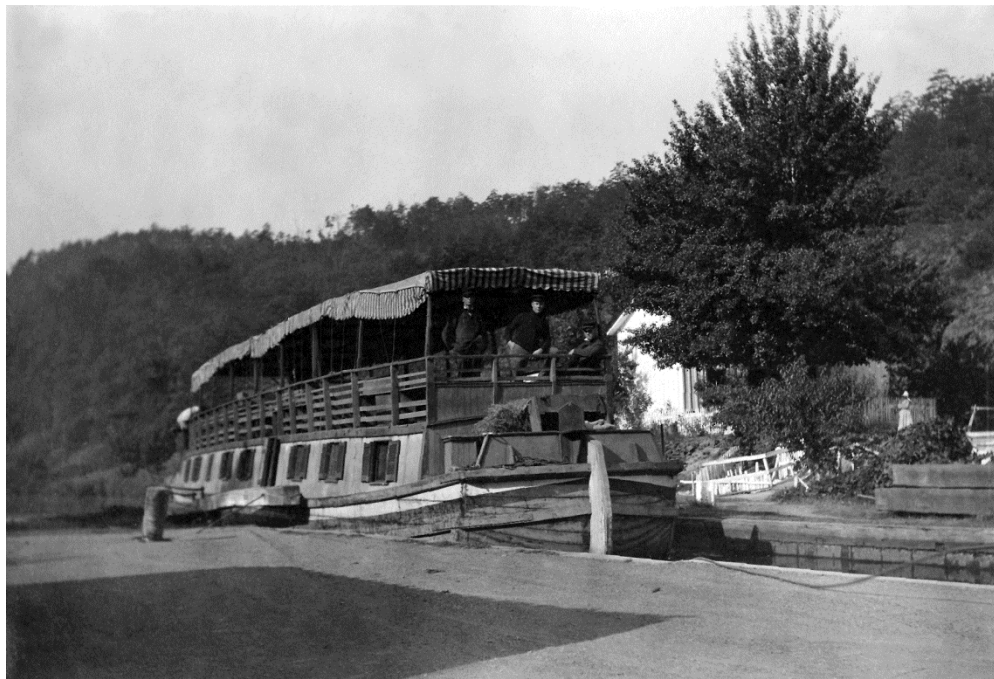
1. "Georgetown & Cumberland Packet Boat" in Rock Creek near Washington Aqueduct Bridge No. 6 (today's Pennsylvania Ave. Bridge), Washington DC, c.1860.
C&O Canal NHP Photo Archives 154-1.6-1



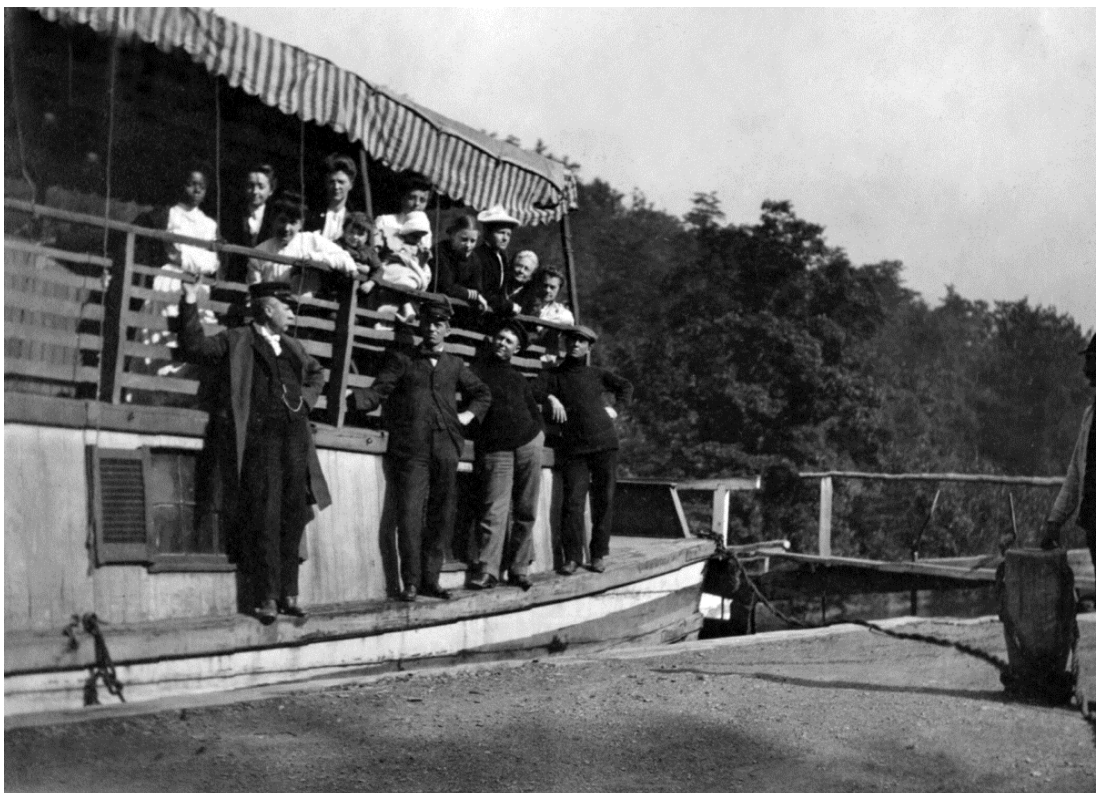
2. Excursion boat with students from Mt. Vernon Seminary (later Mt. Vernon College), Georgetown DC, 1890. This is one of three, period excursion boats that served as a pattern for the 21st. Century *Charles F. Mercer*.



3. Excursion boat *Peggy Ann*, c.1895.
C&O Canal NHP Photo Archives Misc-5.17-7



4. *Queen City Boat Club* excursion boat at Lock 66 September 18, 1904 on a two-week roundtrip excursion between Cumberland and Georgetown with members of the Cumberland's Shawnee Canoe Club and their families.
C&O Canal NHP Photo Archives, Shawnee Canoe Club Collection



5. *Queen City Boat Club* excursion boat at Lock 64 2/3, September 18, 1904.
C&O Canal NHP Photo Archives, Shawnee Canoe Club Collection



6. Excursion boat in lock, 1890. Historical Society of Washington DC, CHS 16583

MULE YACHTS



7. Washington Aqueduct intake under construction, Great Falls MD, May 10, 1858.
C&O Canal NHP Photo Archives, Meigs 5



8. Washington Aqueduct gatehouse under construction, Great Falls MD, c.1854.

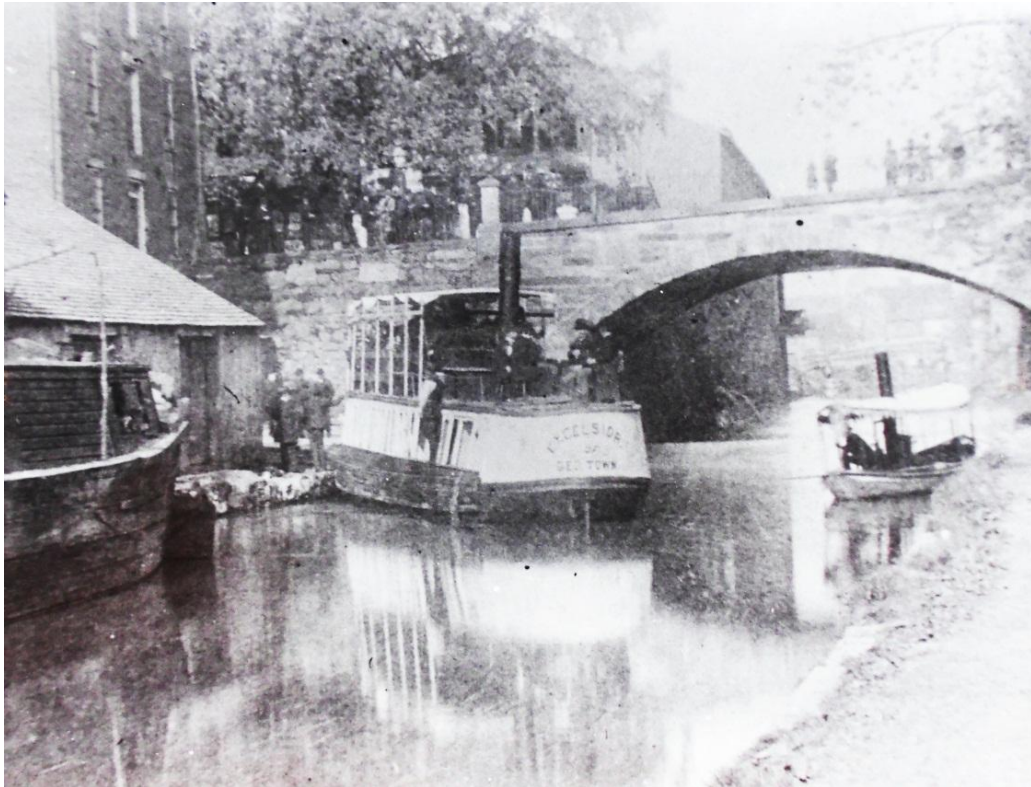


9. Washington Aqueduct Union Bridge (today's Cabin John Bridge) under construction, Cabin John MD, August 12, 1861.



10. Excursion boat *John R. Mason*, Kloeppinger family outing, 1905.
Historical Society of Washington DC CHS 90878

STEAMBOATS



11. Excursion steamboat *Excelsior* with steam launch near Wisconsin Ave. Bridge, c.1888. Historical Society of Washington DC, CHS 1451B

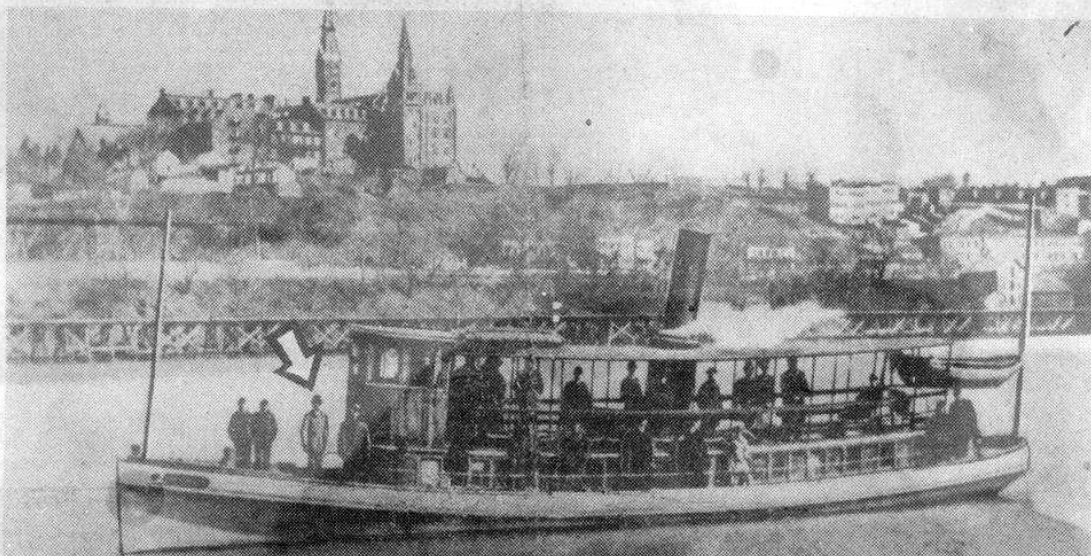


12. Excursion steamboat *Louise* near the Great Falls Tavern, Great Falls MD, c.1906. Historical Society of Washington DC, CHS 10059



13. Excursion steamboat *Louise* and work scow near Lock 20, Great Falls MD, c.1906.
C&O Canal NHP Photo Archives, Misc-8.1-7

Transmission Between Ship and Shore



FIRST PUBLIC WIRELESS BROADCAST OF THE HUMAN VOICE, MARCH 20, 1902, BETWEEN THE STEAMER BARTHOLDI, IN THE POTOMAC RIVER, AND THE SHORE. NOTE GEORGETOWN UNIVERSITY IN BACKGROUND. NATHAN STUBBLEFIELD, INVENTOR, IS THIRD FROM LEFT ON STEAMER'S DECK (ARROW)

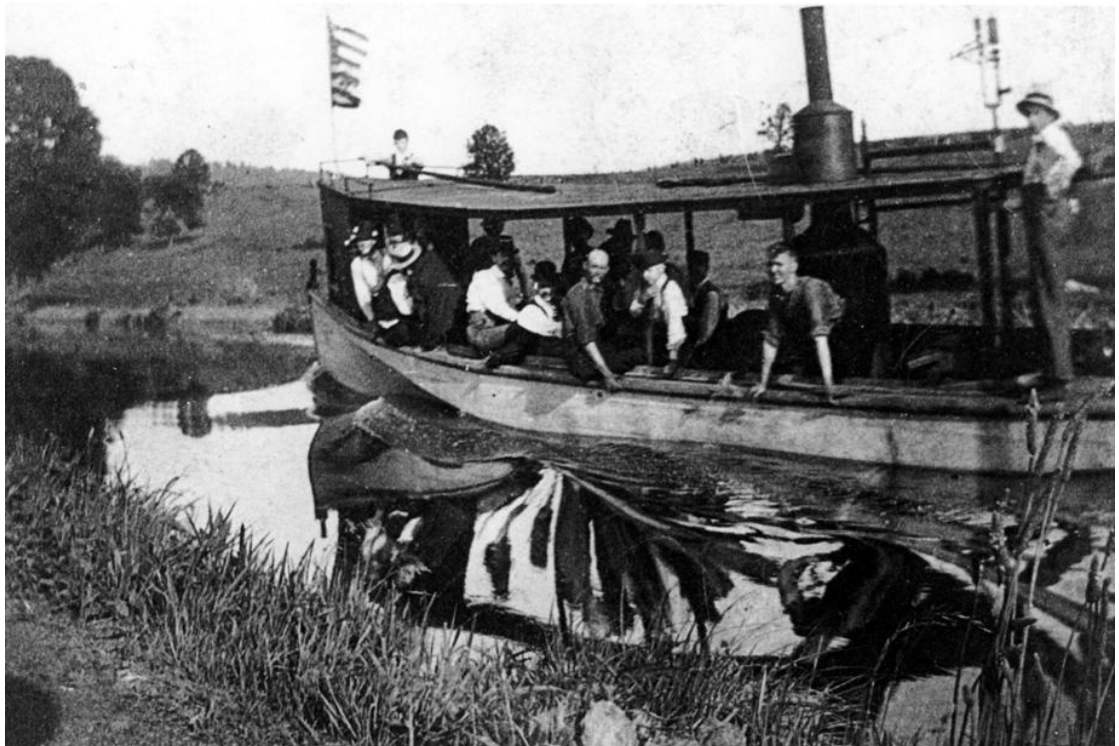
Nathan Stubblefield originally had experimented with improvements on the telephone, and in the course of his experiments had concluded, like Marconi, that sound could be transmitted without wires by way of the electricity that Stubblefield believed

"A long wire was stretched bow to stern over the Bartholdi with the ends hanging in the water. Connected to this were the instruments and batteries, which closely resembled those of the original telephone."

14. Excursion steamboat *Bartholdi* in the Potomac River below Georgetown University, Washington DC, March 20, 1902. M.L.K. Library, Historic Images, Boats and Boating, 8666

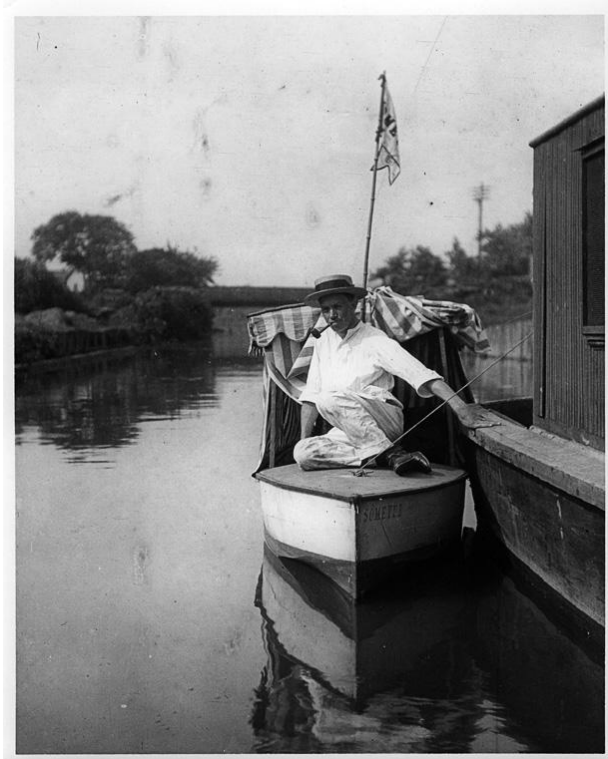


15. Excursion steamboat on Widewater below Lock 15, September 25, 1904.
C&O Canal NHP Photo Archives 284-12.62-1



16. Excursion steamboat. C&O Canal NHP Photo Archives, HM-1

PERSONAL EXCURSION BOATS



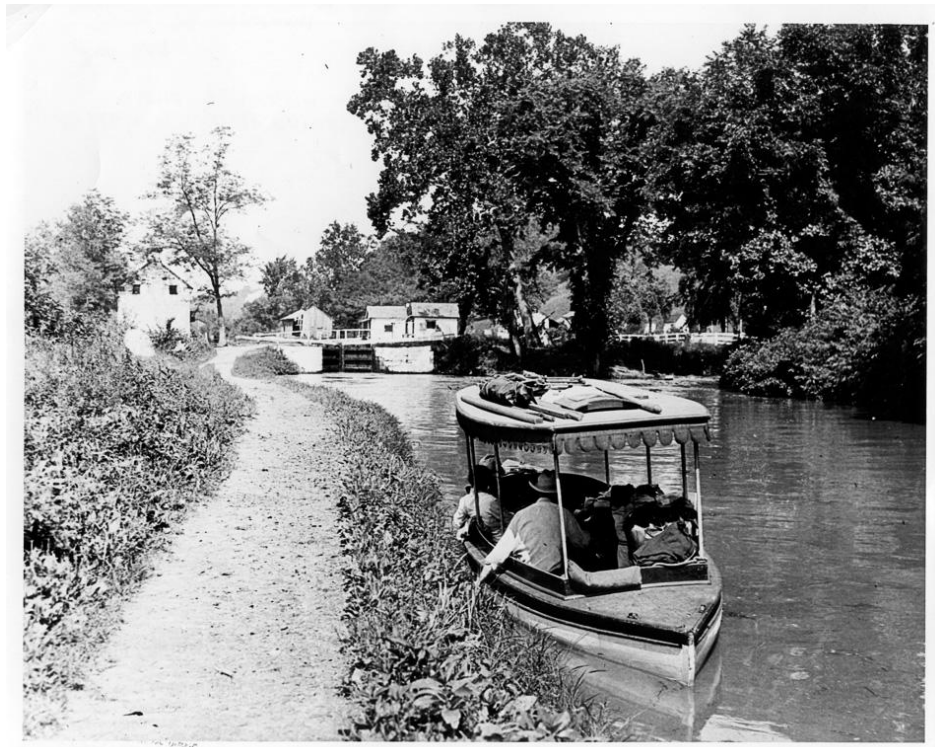
17. John B. Cowan at the bow of the excursion motor boat *Sometub*. Mr. and Mrs. Cowan built this boat on their kitchen table, powered it with an outboard motor, and traveled down the canal in July, 1916. C&O Canal NHP Photo Archives, *Sometub* Collection



18. Mrs. Cowan in the *Sometub*, July 1916. C&O Canal NHP Photo Archives, *Sometub* Collection



19. Mrs. John Cowan and the *Sometub* near McMahon's (Charles) Mill below Four Locks MD, July 1916. C&O Canal NHP Photo Archives, *Sometub* Collection



20. Excursion motor boat. C&O Canal NHP Photo Archives, E. B. Thompson Collection-36



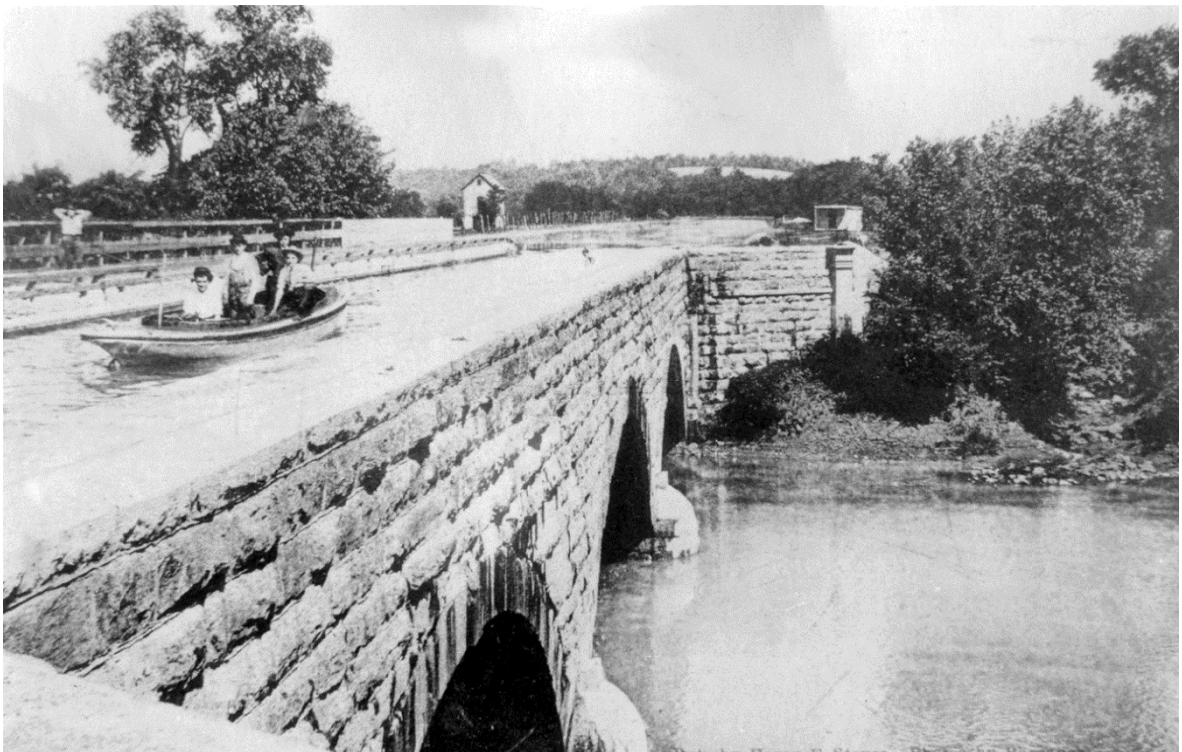
21. Excursion motor boat with picnickers below Lock 24, Seneca MD.
C&O Canal NHP Photo Archives, E. B. Thompson Collection-41



22. Excursion motor boat entering the upper end of Widewater at Lock 15.
C&O Canal NHP Photo Archives, E. B. Thompson Collection-18



23. Excursion motor boat *Chadakoyne* or *Chadakoin* of Washington DC.
C&O Canal NHP Photo Archives 194.2-7.0-1



24. Excursion motor boat in the Conococheague Aqueduct at Williamsport MD.
C&O Canal NHP Photo Archives Harsh-3



25. Excursion motor boat towing a houseboat. C&O Canal NHP Photo Archives, E. B. Thompson Collection-81

CANAL CLIPPER I



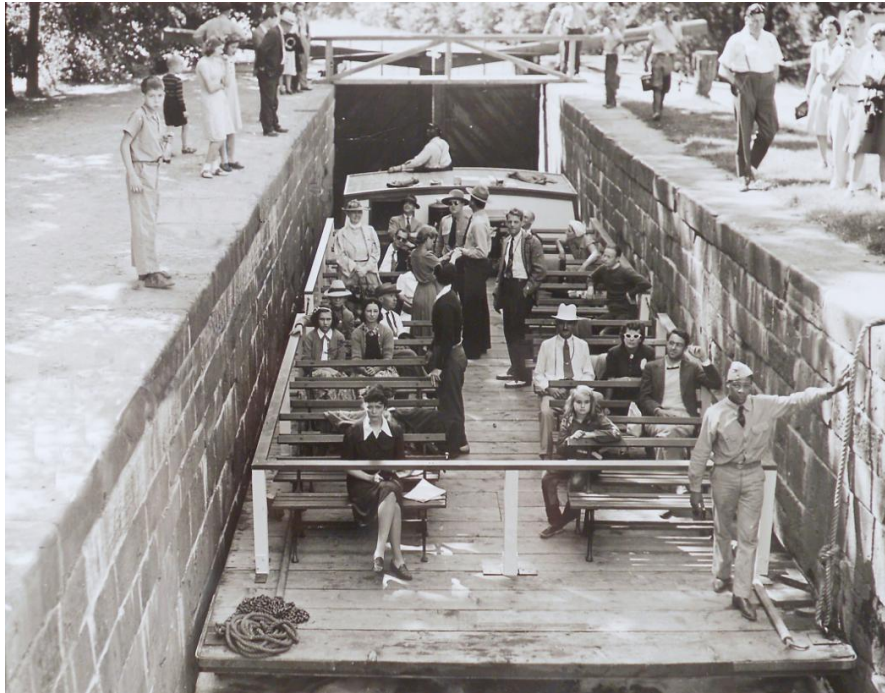
26. Navy Band aboard a work scow exiting Lock 1, Washington DC, February 22, 1939, part of the Dedication Ceremony for the newly designated 22-mile long Chesapeake and Ohio Canal Recreational Waterway between Washington DC and Seneca, MD. C&O Canal NHP Photo Archives Dedication 7.1



27. Civilian Conservation Corps workers repairing a segment of the C&O Canal between Washington DC and Seneca MD, c.1940. C&O Canal NHP Photo Archives, Rehab-33.9



28. *Canal Clipper I* near Washington DC, July 1941.
M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips 1941
File 2 of 2



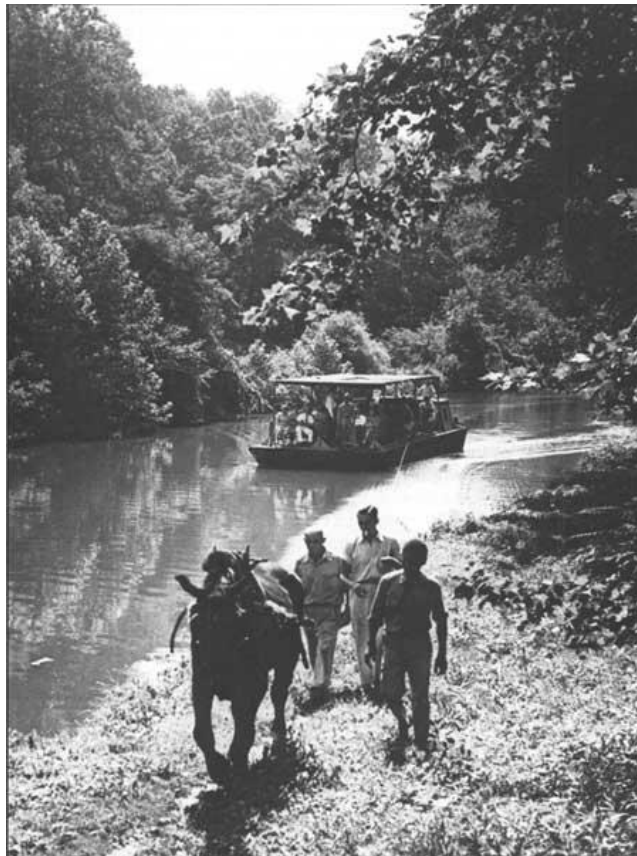
29. *Canal Clipper I* in lock, near Washington DC, July 1941.
M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips, 1941, File 2 of 2



30. *Canal Clipper I* and row boats near Washington DC, July 1941,
M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips



31. *Canal Clipper I* at Widewater, Potomac MD, July 1941.



32. *Canal Clipper I* with mule and Civilian Conservation Corps workers, Summer 1941.



33. *Canal Clipper I* at Lock 5 with Civilian Conservation Corps workers, Brookmont MD, Summer 1941.



34. *Canal Clipper I* and Historian T. Sutton Jett near DC, Summer 1941.
M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips, 1941, File 1 of 2



35. *Canal Clipper I* with child riding mule, near DC, Summer 1941. M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips, 1941, File 1 of 2



36. *Canal Clipper I* possibly approaching Lock 6 or Lock 11, c.1942.



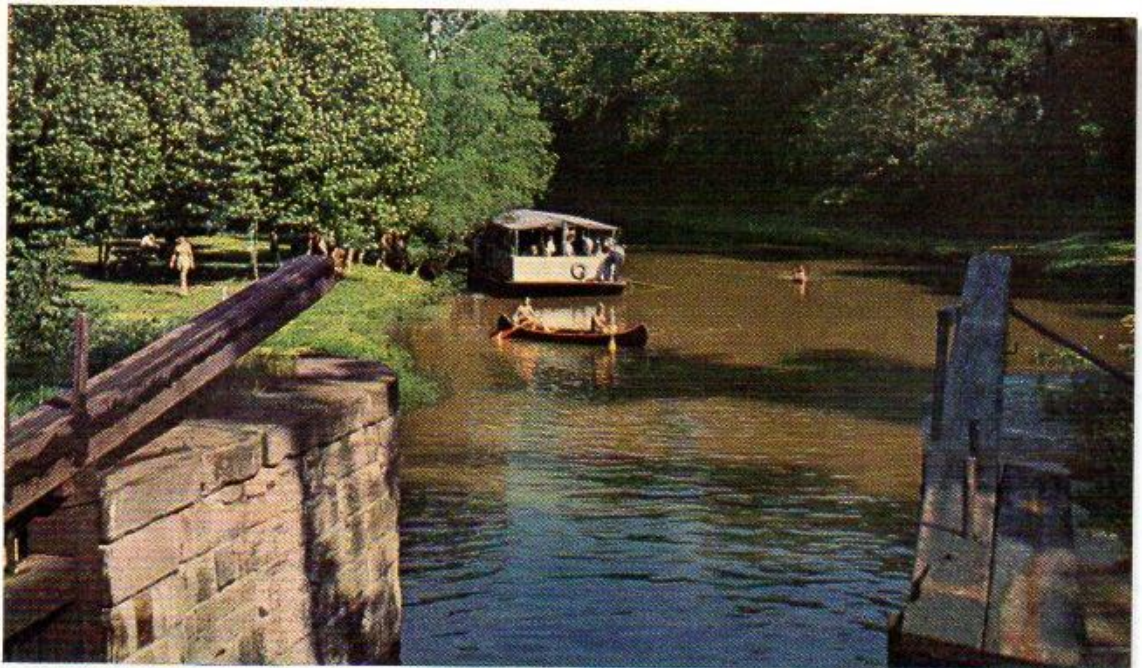
37. *Canal Clipper I* in Lock 5, Brookmont MD, October 11, 1942.



38. *Canal Clipper I* near Abner Cloud House, Washington DC, June 8, 1945.



39. *Canal Clipper I* and disabled veterans, Level 3, Washington DC, 1946.
M.L.K. Library, NCP Box 1, C&O Canal, Recreation, Barge Trips, 1946



The "Canal Clipper," a horse-drawn barge on the old C. & O. Canal, ties up at Brookmont, Maryland, the end of the line. Operated by Government Services, barges seat sixty, start from Georgetown.

40. *Canal Clipper I* and canoe near Lock 5 landing, Brookmont MD, 1947.



41. *Canal Clipper I* leaving Lock 4, Washington DC, 1949.



42. *Canal Clipper I* interior, Level 3, Washington DC, 1949.



43. *Canal Clipper I* and Police escort, Canal Road, Washington DC, September 1950, prior to the construction of the mule cross-over bridge at 34th St., at a time when the Foundry Branch road culvert above Key Bridge was used to reach the towpath side of the canal. M.L.K. Library, Washington Star Collection, Box 216, File 1 of 4



44. *Canal Clipper I*, Douglas Hike, below Lock 5, Brookmont MD, March 27, 1954. C&O Canal NHP Photo Archives Douglas-31



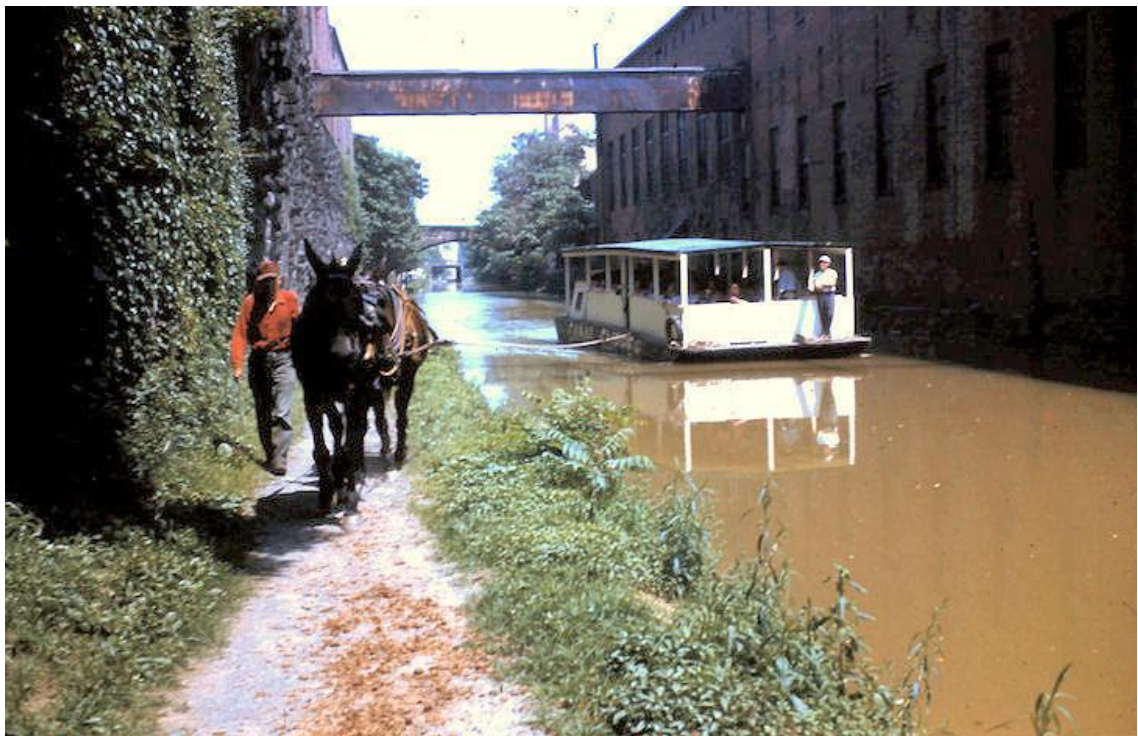
45. *Canal Clipper I*, Douglas Hike, March 27, 1954. Left to right: Merlo Pusey, Harvey Broome, Olaus Murie, Robert Estabrook, Irston R. Barnes and William O. Douglas.
C&O Canal NHP Photo Archives Douglas-30



46. *Canal Clipper I* at the mule crossover bridge, 34th St. NW, Washington DC, October 24, 1954. C&O Canal NHP Photo Archives 90.1-0.93-1



47. *Canal Clipper I* and a National Capital Parks office party approaching Key Bridge, Washington DC, September 9, 1958. George Washington University Gelman Library, Thomas Hahn Collection, Box 20



48. *Canal Clipper I* near Wisconsin Ave. Bridge, Washington DC, c.1958.

CANAL CLIPPER II



49. *Canal Clipper II* under construction, possibly Level 2, Washington DC, April 17, 1961. M.L.K. Library, Washington Star Collection, Box 216, File 2 of 14



50. *Canal Clipper II* leaving Lock 4, Washington DC, c.1962. George Washington University Gelman Library, Thomas Hahn Collection, Box 20



51. *Canal Clipper II* beneath Key Bridge, Washington DC, August 8, 1962.
C&O Canal NHP Photo Archives 105-0.99



52. *Canal Clipper II* beneath Wisconsin Ave. Bridge, July 11, 1965. M.L.K. Library
Historic Images Collection, Canals



53. *Canal Clipper II*, Level 3, Washington DC, c.1965.

George Washington University Gelman Library, Thomas Hahn Collection, Box 20



54. *Canal Clipper II* approaching Wisconsin Ave. Bridge in reverse, Washington DC, c.1965. M.L.K. Library Historic Images Collection, Canals



55. *Canal Clipper II*, c.1968.



56. *Canal Clipper II*, Level 3, Washington DC, October 27, 1968.
Photo by Roger Wollstadt.



57. *Canal Clipper II* approaching 31st. St. Bridge, Washington DC, 1974.
Agent Images.

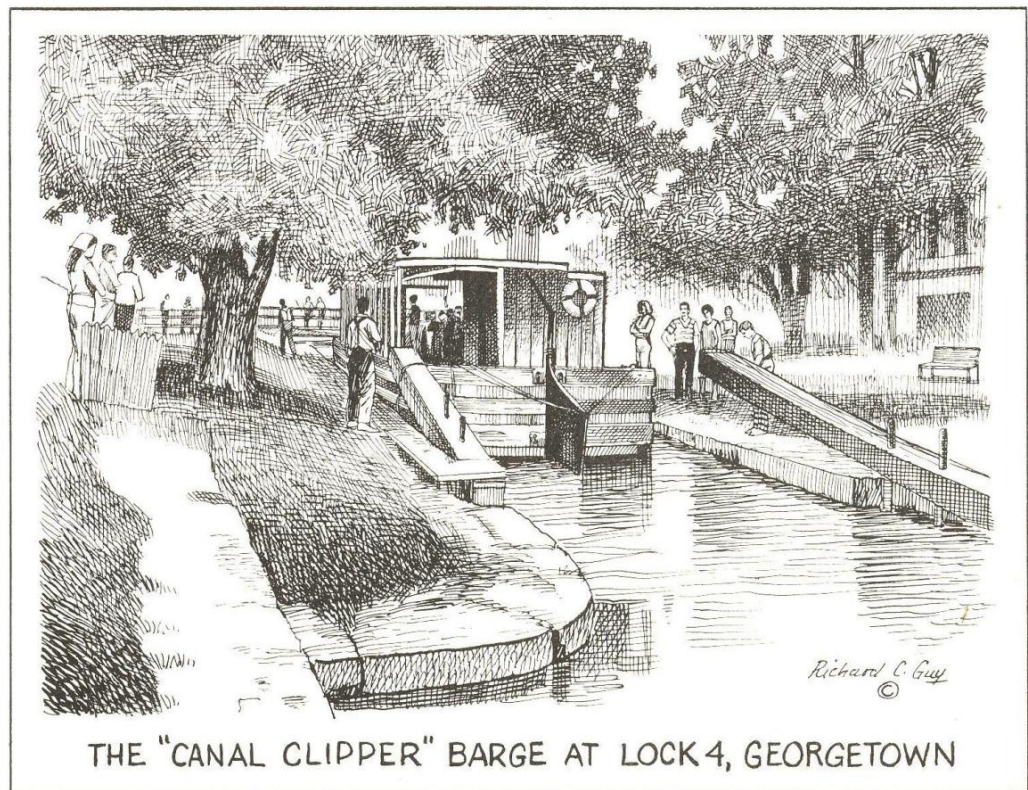
CANAL CLIPPER III IN GEORGETOWN



58. *Canal Clipper III* near Key Bridge, Washington DC, April 15, 1977.
M.L.K. Library, Washington Star Collection, Box 216, File 4 of 14



59. *Canal Clipper III* on Level 3, Washington DC, c.1976.
C&O Canal NHP Photo Archives 59-0.51-1



60. *Canal Clipper III* in Lock 4. Drawing by Richard Guy,
9114 Main Street, Manassas VA 22110.



61. *Canal Clipper III* reenactor-musicians performing at the Douglas Bust dedication, Level 3, Washington DC, May 17, 1977. C&O Canal NHP Photo Archives Douglas Hike 62-26.1B

THE GEORGETOWN



62. *Georgetown* on Level 3, Washington DC, c.1982. C&O Canal NHP Photo Archives MM-1.9



63. *Georgetown* near 31st St. NW Bridge, Washington DC, 1985.
Photo by Joel Richardson, Washington Post.



64. *Georgetown* on Level 3 and a concert sponsored by Mobil Oil Corporation, Washington DC, c.1988. C&O Canal NHP Photo Archives 58-0.51-1



65. *Georgetown*, Carl Lennartson and Leo Parde, Level 3, Washington DC, c.1997.
Library of Congress, Highsmith Archive



66. The remains of the *Georgetown* on Level 2 dry dock, Washington DC,
September 13, 1998. Photo by John P. McCarthy.



67. *Georgetown* returns to Level 4, Washington DC, July 24, 1999.
Photo by John P. McCarthy.



68. *Georgetown* with Geoff Suiter at the tiller, Level 4, Washington DC, June 20, 2001.



69. *Georgetown* with Barbara Collins, Sandy Tennyson and Beth Herz on the towpath, Washington DC, June 8, 2003.



70. *Georgetown* under Wisconsin Ave. Bridge with Mark Myers and Jana Friesen, Washington DC, c.2004.



71. *Georgetown* as seen from the 34th St. Bridge, Washington DC, April 5, 2002.



72. *Georgetown* on Level 3, Washington DC, July 24, 2008. The crew is tacking up the mules before the first trip of the day. Photo by John P. McCarthy.

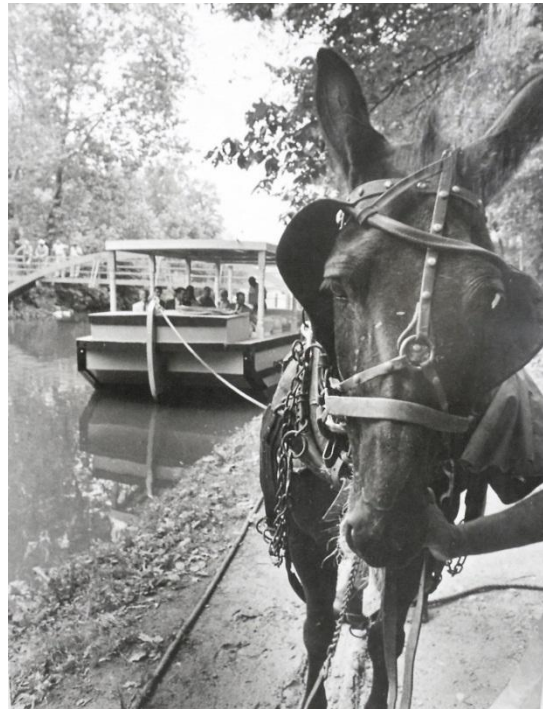


73. *Georgetown's* family cabin interior with Ranger Mark Myers, Washington DC, August 2006. Photo by Raoul Pop.



74. *Georgetown* sunk on its dry dock above Lock 4, Washington DC, June 28, 2013. Photo by John P. McCarthy.

JOHN QUINCY ADAMS



75. *John Quincy Adams* and pedestrian bridge, Level 20, Great Falls MD, June 30, 1967. M.L.K. Library, Historic Images Collection, Canals



76. Robert and Charles Mathias III at the tiller of the *John Quincy Adams*, Level 20, Great Falls MD, June 30, 1967. M.L.K. Library, Washington Star Collection, Box 216, File 12 of 14



77. *John Quincy Adams*, Level 20, Great Falls MD, June 30, 1967.
M.L.K. Library, Washington Star Collection, Box 216, File 12 of 14



78. *John Quincy Adams* approaching pedestrian bridge, Level 20, Great Falls MD, June 30, 1967. M.L.K. Library, Washington Star Collection, Box 216, File 12 of 14



79. *John Quincy Adams* on Level 20, Great Falls MD, August 31, 1968.



National Park Service
U.S. Department of the Interior
NPS Photo
160-77-67

In the Georgetown section of the Chesapeake and Ohio Canal, park interpreters conduct guided tours along the towpath and aboard old-fashioned mule-drawn barges. The 184½-mile canal, begun when President John Quincy Adams turned the first spade of dirt on July 4, 1828, eventually connected Washington, D.C., and Cumberland, Md.

Chesapeake and
Ohio Canal
National Historical Park
D.C.



80. *John Quincy Adams* on Level 20, Great Falls MD, c.1968.



81. *John Quincy Adams* and Cub Scout group at landing, Level 20, Great Falls MD, c.1968.

CANAL CLIPPER III AT GREAT FALLS



82. *Canal Clipper III* on Level 19, Great Falls MD, October 7, 1979.
Photo by Roger Wollstadt.



83. *Canal Clipper III* entering Lock 20, Great Falls MD, c.1982.



84. *Canal Clipper III* and Great Falls Tavern, Level 20, Great Falls MD, c.1980.



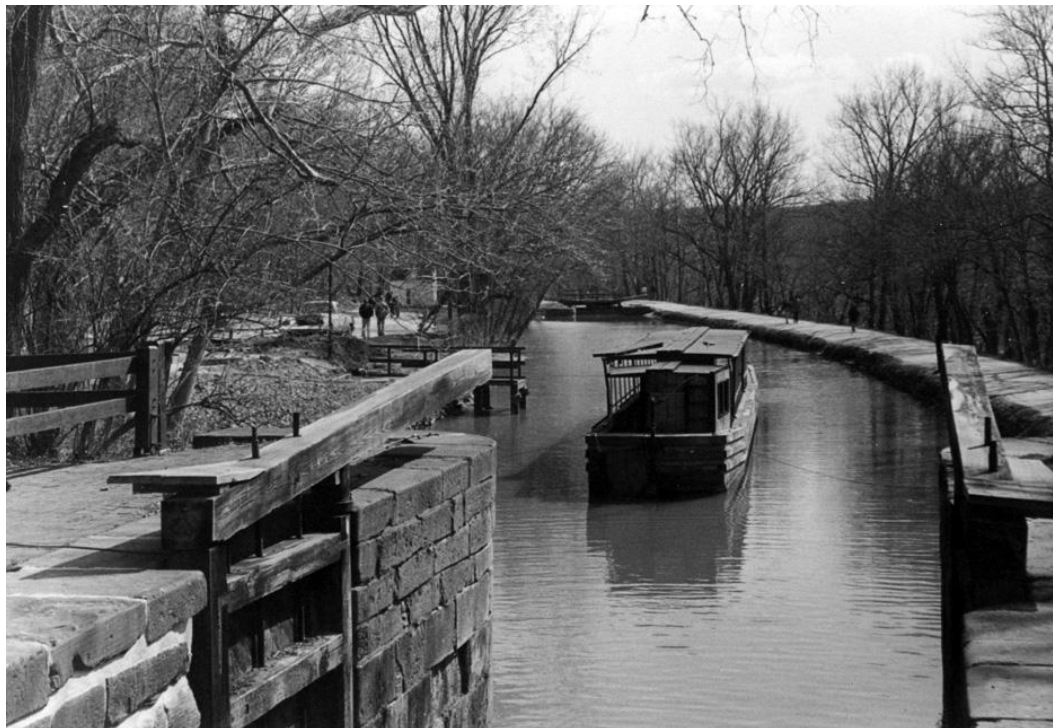
85. *Canal Clipper III*, Level 20, Great Falls MD, July 30, 1980.
M.L.K. Library, Washington Star Collection, Box 216, File 4 of 14



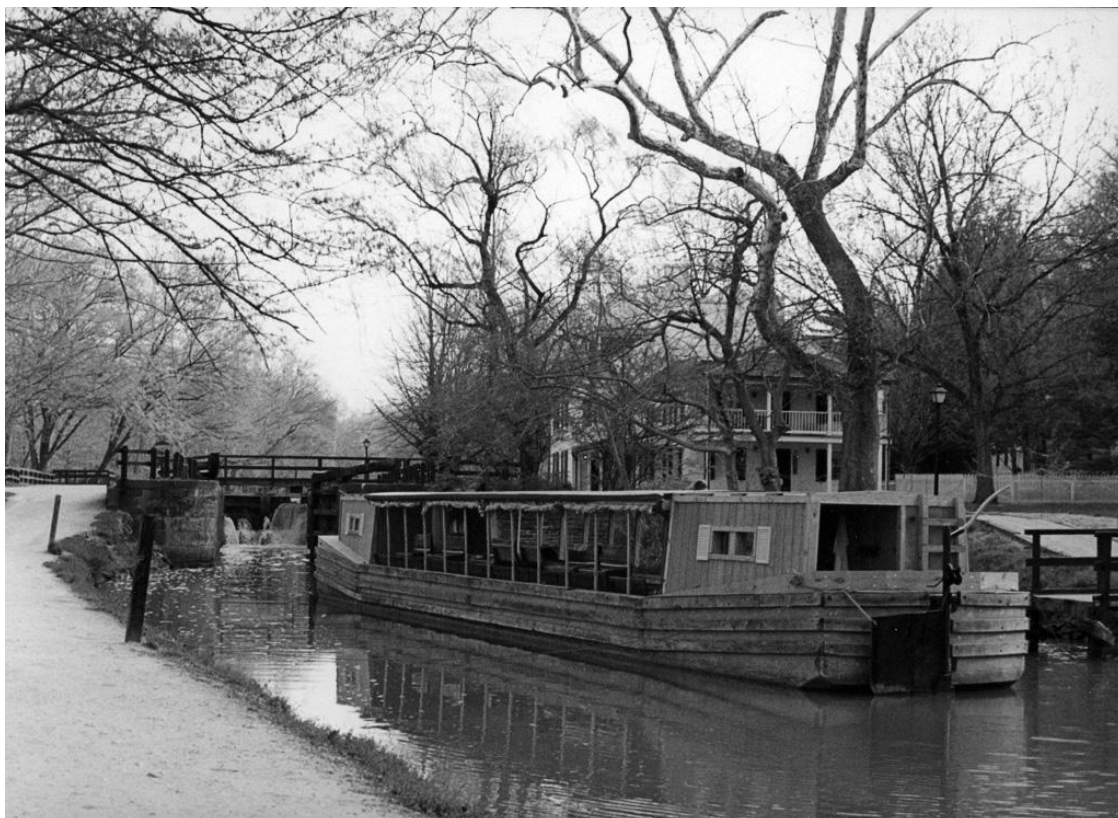
86. *Canal Clipper III* on Level 20 with Andrej Balanc, Duchess, and Molasses, c.1982.
C&O Canal NHP Photo Archives 348.1-14.2.



87. *Canal Clipper III* between Lock 20 and dock, Great Falls MD, c.1982.
George Washington University Gelman Library, Thomas Hahn Collection, Box 20



88. *Canal Clipper III*, Level 19, Potomac MD, c.1980.
C&O Canal NHP Photo Archives 369.3-14.32-2



89. *Canal Clipper III* on Level 19, Great Falls MD, c.1985. C&O Canal NHP
Photo Archives 348.3-14.2



90. *Canal Clipper III* on Level 19 in winter, Great Falls MD, c.1985.



91. *Canal Clipper III* and the Great Falls Tavern, Great Falls MD, c.1992.
C&O Canal NHP Photo Archives 348.2-14.2



92. *Canal Clipper III*, Level 20, Great Falls MD, 1990s.



93. *Canal Clipper III* with Allison Syrett, Abby and Ian McCarthy and Angel on Level 20, Great Falls MD, c. August 2, 2000. Photo by John P. McCarthy.



94. *Canal Clipper III* on dry dock in Level 19, Great Falls MD, c. March 2006. Photo by James R. Heintze.

CHARLES F. MERCER



95. *Charles F. Mercer*, Level 20, Great Falls MD, August 2007.
Photo by blogger Sprocketboy.



96. *Charles F. Mercer*, Level 20, Great Falls MD, c.2008. Photo by John P. McCarthy.

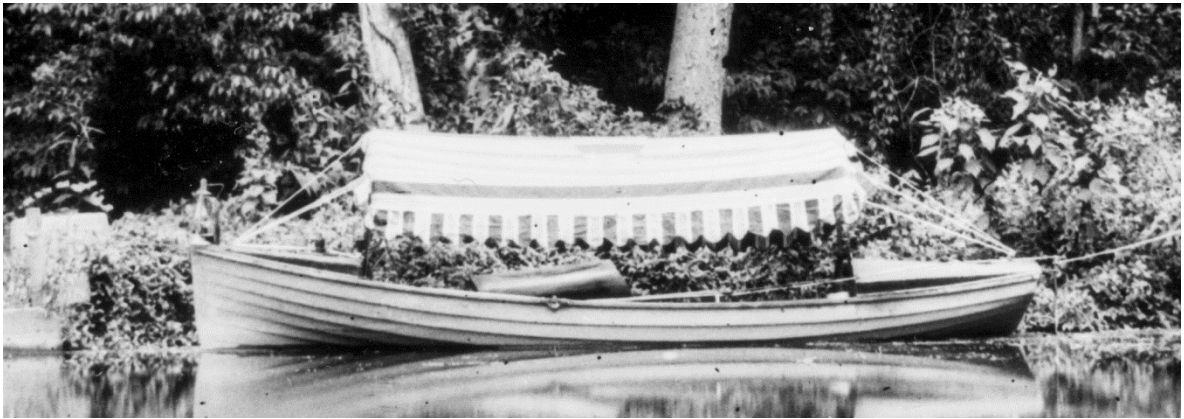


97. Excursion boat in Rock Creek in winter below M St. NW Bridge, Washington DC, c.1905. This is one of three, period excursion boats that served as a template for the 21st Century *Charles F. Mercer*. C&O Canal Photo Archives 30-0.15-1

KATIE DREAMER



98. Excursion motor boat belonging to photographer E. B. Thompson, c.1920. This craft served as the primary model for the *Katie Dreamer*. C&O Canal NHP Photo Archives, Thompson-63



99. Excursion motor boat possibly belonging to E.B. Thompson.
C&O Canal NHP Photo Archives, E.B. Thompson-96



100. As-yet-unnamed NPS excursion motor boat and the *Georgetown*, near Lock 4,
Washington DC, April 12, 2011. Photo by John P. McCarthy.



101. *Katie Dreamer*, Virginia Hughes, Carl Lennartson, Geoff Suiter, Williamsport MD, April 26, 2011. Photo by Yvette May, Herald Mail.



102. Excursion motor boat *Launch 1* or *Launch 2* on Level 44, Williamsport MD, August 2012. Photo by Herald-Mail Media.

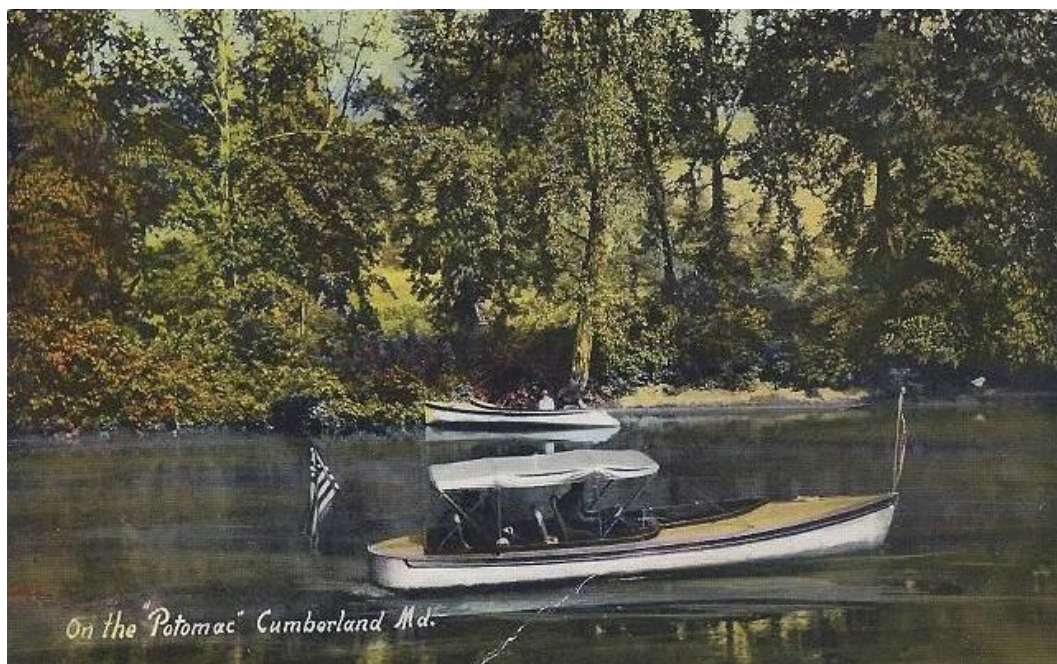
CUMBERLAND BOATS



103. *Queen City Boat Club* and freighter in the distance above Lock 42, September 20, 1904. This boat was used for a two-week roundtrip Cumberland-to-Georgetown excursion by members of Cumberland's Shawnee Canoe Club.
C&O Canal NHP Photo Archives, Shawnee Canoe Club-38

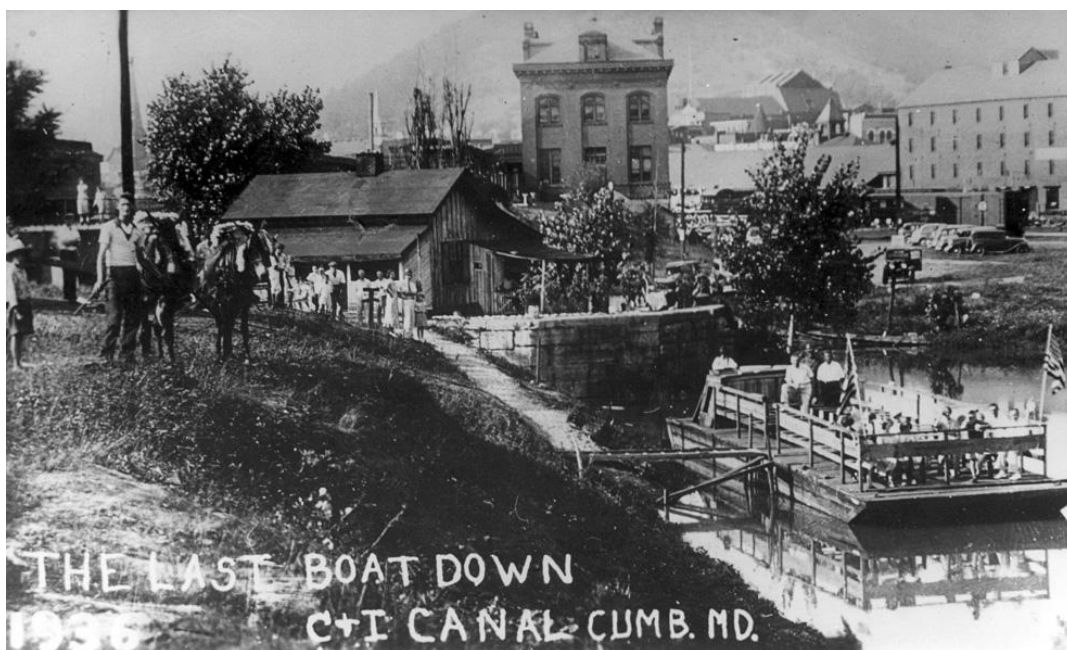


104. Excursion steamboat *Mary & Mamie*.
City of Cumberland, Herman and Stacia Miller Photo Collection

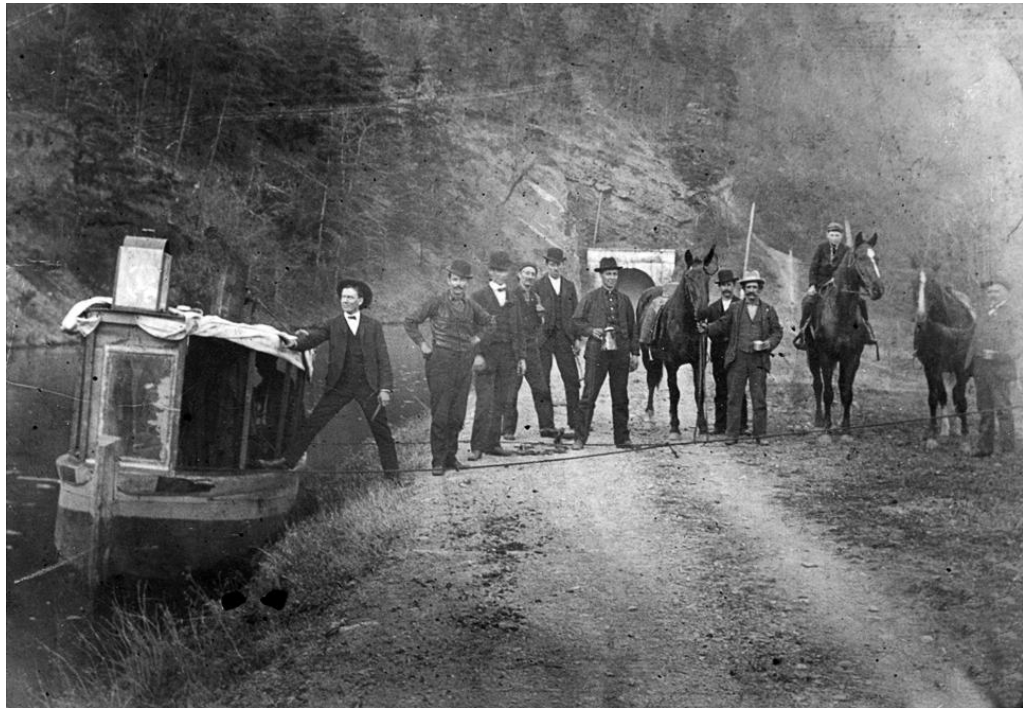


105. Postcard image of excursion motor boats on the Potomac River near Cumberland MD, c.1915. Such pleasure craft could operate on the river or in the canal.

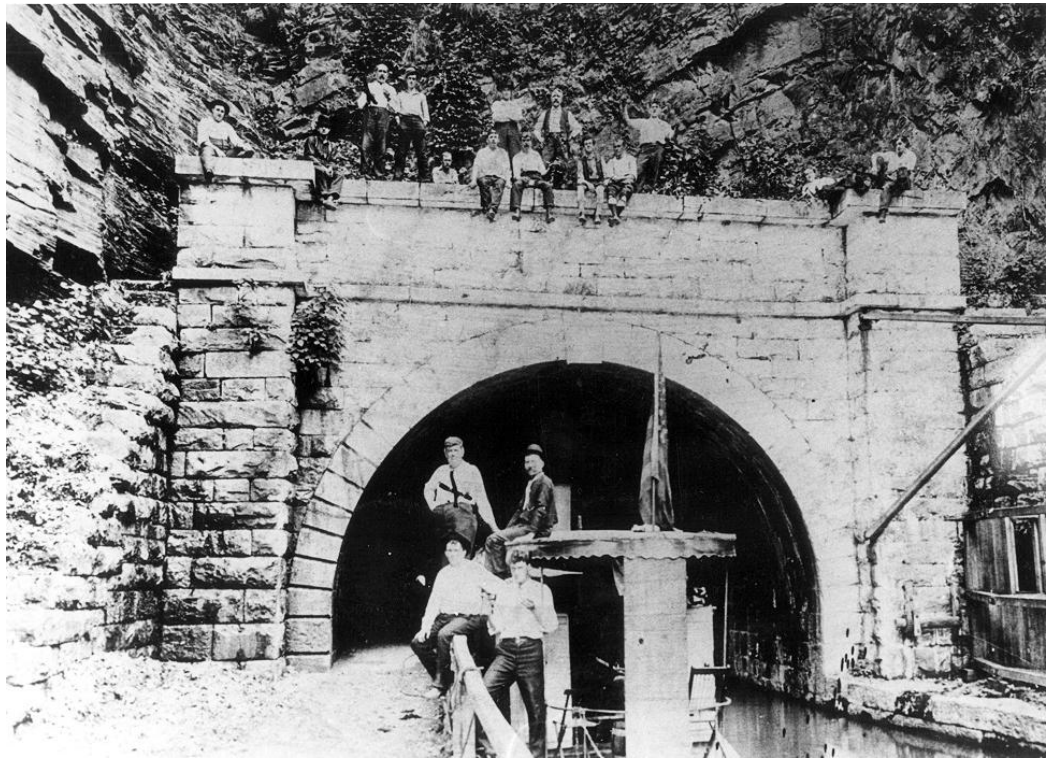
John P. McCarthy, personal collection.



106. This former canal maintenance barge was converted to an excursion boat and operated on sections of the canal near Cumberland after the canal was technically closed to navigation. Its final trip on the Cumberland canal remnant is represented here as “the last boat down C&I (sic) Canal Cumb. MD, 1936”. The year “1936” may be incorrect, as the last trip reportedly was made at the time of the 1937 sesquicentennial of the incorporation of the City of Cumberland. C&O Canal NHP Photo Archives 1781-184.37-7



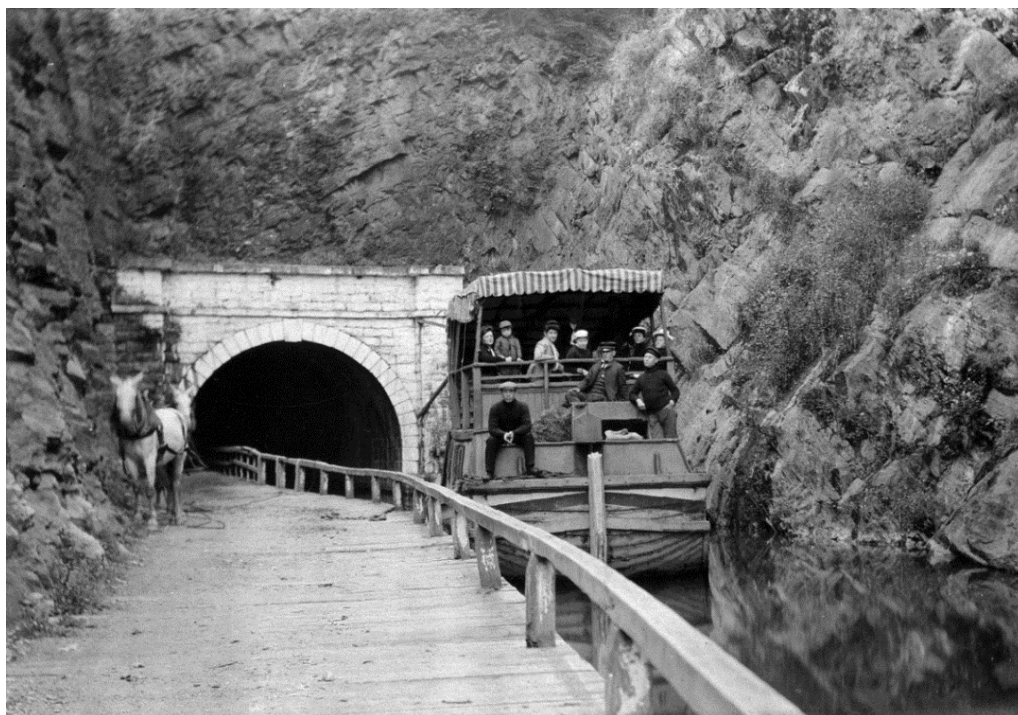
107. Excursion boat with men and horses near the upstream portal of the Paw Paw Tunnel, c.1890. C&O Canal NHP Photo Archives 1635-155.78-7



108. Excursion steamboat at the downstream portal of the Paw Paw Tunnel, c.1890. C&O Canal NHP Photo Archives 1593-155.2-7

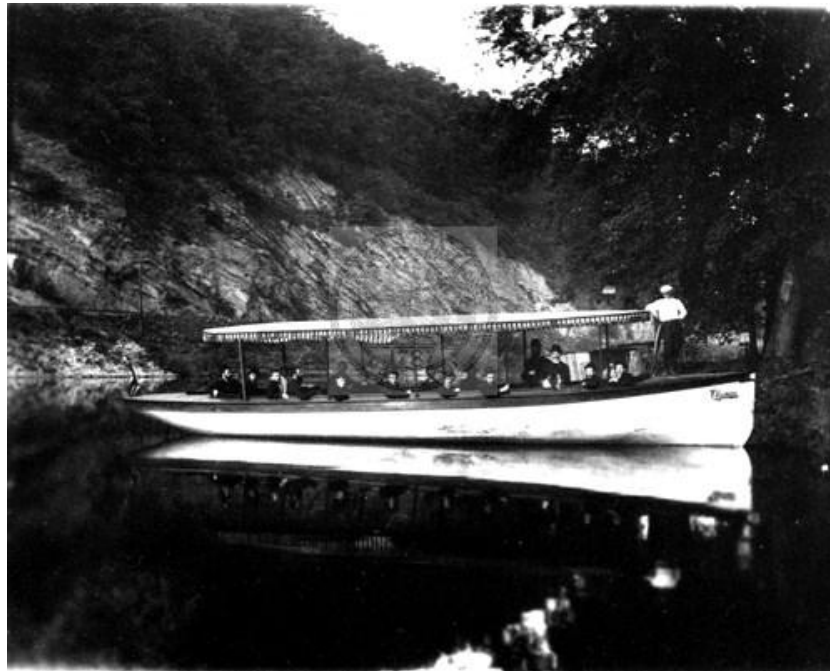


109. Excursion boat *Oak Spring* at the downstream portal of the Paw Paw Tunnel, c.1900. C&O Canal NHP Photo Archives 1594-155.2-7



110. Excursion boat *Queen City Boat Club* at the downstream portal of the Paw Paw Tunnel, September 18, 1904. C&O Canal NHP Photo Archives, Shawnee Canoe Club Collection.

LARGE POWER BOATS AND COMPANY BOATS



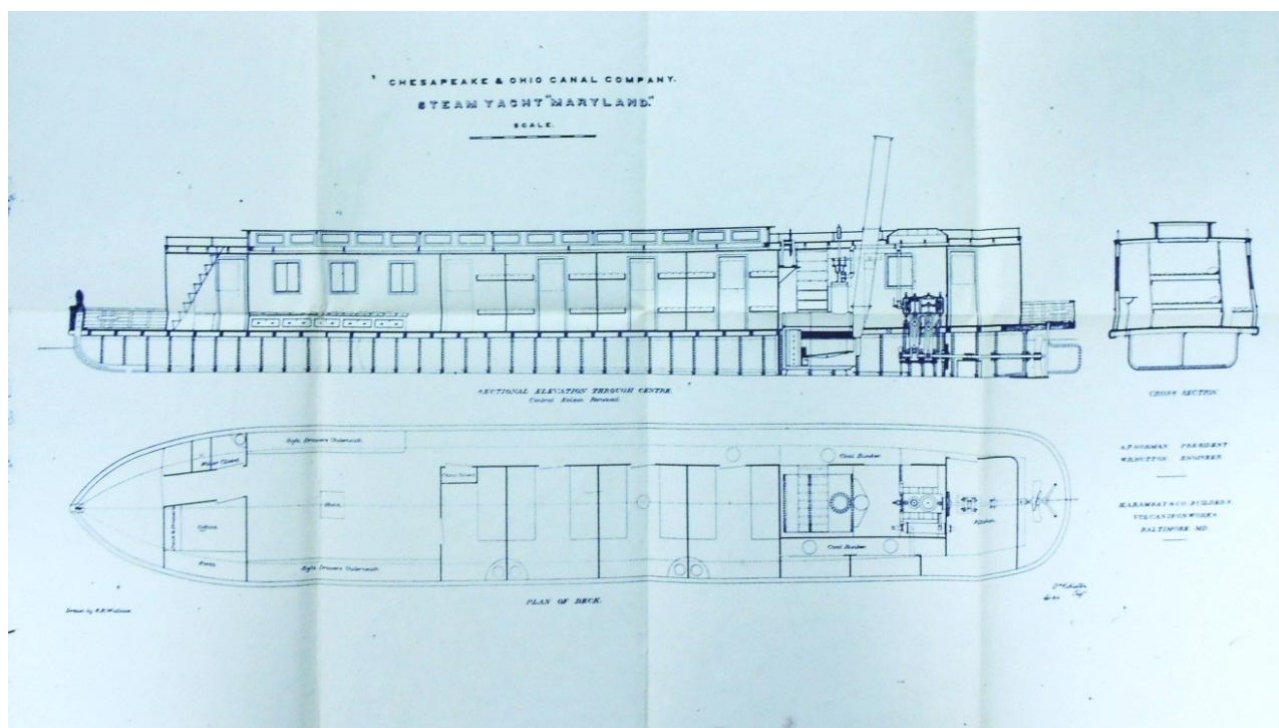
111. Excursion motor boat *Olympic* on the Potomac River near Cumberland MD.



112. Excursion motor boat *Viking*. C&O Canal NHP Photo Archives 1102-89.04-4



113. Excursion motor boat *CANDOOC*. C&O Canal NHP Photo Archives Misc-4-7



114. Blueprint plans for the steam yacht *Maryland*, c.1875.
GWU Gelman Library, Thomas Hahn Collection, Box 9, Folder 7



115. Unknown excursion motor boat ['Old Pay Boat'] entering lock, c.1912
Jay Paterno's The Mint collection.



116. Excursion motor boat *Bartholdi* and members of the Ramblers' Pastime Club of Washington DC cruising the C&O Canal on August 26, 1916. Postcard photograph by Willard R. Ross (1869-1948), Courtesy DC Public Library, Washingtoniana, Collection of Wesley Ponder.



117. Excursion motor boat. C&O Canal NHP Photo Archives Misc-8.3-7



118. Excursion motor boat with a "Chesapeake Canoe" hull transporting a U.S. Geological Survey party, c.1915. C&O Canal NHP Photo Archives Misc-30.5-7

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