



C & O Canal Association

ALONG THE TOWPATH

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

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HERITAGE HIKE '90 FROM SPRING GAP TO CUMBERLAND



Association President Hal Larsen dedicating the 1990 Heritage Hike to Bill Davies

It was a bonnie day for our 1990 Heritage Hike. Some seventy folks participated on a beautiful early fall day. We had hoped for more hikers, but the postal service set an all-time slow delivery for the newsletter describing the hike and word of the event was very tardy. Perhaps a canal barge captain would have been a speedier way to spread the word.

The morning started cool. Earl McFarland, camping at Spring Gap, commented that he had to pour boiling water on his stove to get it started. But Lyman Stucker had brought us a bright sunny day, and by the time hikers were picnic lunching at Spring Gap before hike time,

conditions were just right.

Hal Larsen started hikers on their way, noting that the hike was dedicated to Bill Davies. Bill would have so enjoyed this day! It was indeed a good hike: walking with new and old friends and drinking in the fall colors and clean Allegany air. A number of new members hiked with "old timers," and new member Jack Francis completed his personal through hike on this day.

Harrigan's at the Holiday Inn provided a relaxing locale for our social hour. The buffet dinner was held in the waiting room of the Western Maryland Station. What a spread and good



Lyman Stucker at Spring Gap

fellowship! We had an interesting floorshow with the arrival during dinner of the last steam excursion train of the day. After we had eaten our fill, C&O Park Superintendent Hobbs gave a slide talk on canal park history and current and planned Park Service activities related to the C&O National Park. We saw some very nice photographs of days along the Canal and some equally attractive slides of the present-day Canal. The day turned out to be a very fitting memorial to Bill Davies.



Nancy Hartsock, Tuan Pham, Jack Francis and Peter Little sharing a picnic lunch at Spring Gap

We had hiked to the end of the towpath at Cumberland. We recalled the early days when this section was one busy place. We remembered those who helped create the canal park we so enjoy today, many who have completed their walks on the canal. It is now our responsibility to carry on their good work and keep this resource available for those coming behind us . . . along the towpath.

--Charlie Ostot

President's Column:

A change in pace in the Association's volunteer activities took place at Ferry Hill on a recent Saturday when seven members accustomed to grubby cleanups and maintenance projects found themselves organizing files, mounting slides and doing other tasks to help bring order in the archival materials at the park headquarters. Lee Struble gave specific instructions on how she wanted things arranged; she knows how it should be, but alone she can't do it. The papers, books, photos and slides have accumulated through the years, and their maintenance is an enormous task, too much for one hard-working curator. Hence, the digging and cutting tools were left at home, and the volunteers addressed "clean" work for a change.

A nice thing about organizing old files is the interesting material to read. The whole C&O Canal history emerges in yellowed newspaper clippings and fading correspondence. Long forgotten names appear to recall

the important roles played by people thirty or forty years ago. Newspaper clippings from 1950 point up the enthusiasm at the time for the freeway to be built on the Canal. This approval was not unanimous - some dissenting statements from environmentalists were heard even then. But the overwhelming sentiment for the freeway was apparent in these clippings from 1950.

A real prize was to find thirty-one year old level-walker reports. Literary style was a bit more elegant then than now; even these mundane, old offerings reflect this. These reports by an earlier generation also reveal how many people then active in the Association are still with us. What are we doing to capture this living history while we still have it?

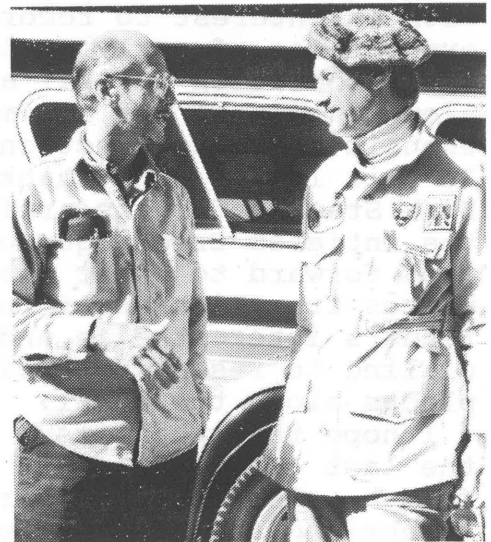
The files contain many valuable 19th-century documents, which could be useful to researchers interested in the canal's history. I felt diffident as I handled these papers, arranging them in some order for the files. Perhaps a more skilled person should have been doing this, someone whose archival or scholastic expertise might more closely relate the historical totality to its possible use by scholars today. But no matter, I'm working on it, together with other volunteers no more knowledgeable than I. At least the result will be better than it was.

In spending a day in the park's archives, I acquired a new appreciation for the canal's history. The story is an interesting one. The narrative emerges in episodic fashion in disparate papers, fading and yellowed relics from the past, crying out to tell their tale to someone who can collate it and present it in a readable, logical form. Perhaps if we

accomplish nothing else, we will at least serve to surface these archives, whose existence may not be known to canal buffs. The variety is great - many photographs and color slides, paper in generous storage files, all graphically telling the C&O Canal story.

I'm glad I had a chance to participate in this atypical volunteer day. I will go back, for the seven amateur archivists who spent the day at Ferry Hill didn't finish the task. Indeed, many days will be needed to complete it, and then the temptation will be strong to stay on to do something more substantive than just organize files.

Working with my wife, Jane, we found such fascinating material, and also had many laughs as humorous occurrences revealed themselves in old documents. Joan Paull, our volunteer coordinator, frowned on such levity in the ranks. She came over to see if we were actually working. Sometimes volunteer assignments are particularly good fun; this was such an occasion.



Don Besom and Hal Larsen
about to board the
bus for Spring Gap during
recent Heritage Hike

Editor's Column:

Some random thoughts since the last newsletter. I was most impressed by the recent Heritage Hike - the enthusiasm of the participants and those we met along the way. One of the highlights was the stop at the C&O Canal Boat Replica outside of Cumberland, where John Millar hosted the group and spent time answering questions about the early canal boats. It is good periodically to get a sense of the early canal and what it was built for. Sometimes we think of our canal as though it was always a nature preserve and historical site, forgetting that real people lived, worked and died building it as a business venture and then other real people spent their lives making it work and living through its failure. It is the human experience as well as the natural surroundings that make the C&O Canal such a meaningful place today.

As we report with almost every issue the passing of yet another pioneer in the C&O Canal Association, I encourage those with an interest to record the experiences of early members in the Association as well as those along the canal who remember when it was once functioning. In this light, many thanks to Dick Stanton for his article on the Antietam Creek Aqueduct. I look forward to other similar pieces from Dick and from other readers interested in and willing to research specific places along the canal.

I hope that this issue will be the last laid out in the present format. The Board of Directors authorized and I purchased software for a desktop publishing program called "Publish It." I hope that

future issues of "Along the Towpath" will be laid out using this program. By the way, I would appreciate hearing from any members familiar with "Publish It." I regularly have questions that are not answered by the available manuals and would like to have someone to call when I get stuck. I also expect to begin using "Word Perfect" for my word processing, so anyone submitting an article done on "Word Perfect" is encouraged to send it to me on diskette as well as in hard copy. I will of course return the diskette.

Finally, this issue marks the end of my first year as editor of "Along the Towpath." It has been work, but it has been fun and has put me in touch with some interesting and hard working people dedicated to the welfare of the C&O Canal and its surroundings. There is plenty of work for everyone, so I encourage all readers to get involved, whether by leading walks, cutting brush, archiving documents, participating in the Association political activities or writing articles or taking photographs for this periodical.

From all of us involved in "Along the Towpath" - SEASON'S GREETINGS!

--Don Besom

In Memoriam

William E. Davies

Bill Davies was a friend of mine, and, I believe, a friend of everyone who knew him. He died in June of this year at age 72. To say that he is missed is simply a cliché.

Bill contributed much to every organization to which he belonged and to every conversation in which he was involved. He was interested in a wide-ranging variety of activities, including his profession of geology and his avocations of history, nature, spelunking, engineering, education and transportation to name a few.

As many of you know, Bill was active in the Potomac River Basin Consortium and presented sections of many of its meetings, especially one on the impact of floods on the Potomac River Basin. Our meetings often dealt directly with subjects on which Bill had done research or had an opinion. I know first hand from Bill's remarks that he enjoyed attending and participating in these meetings.

I met Bill through the C&O Canal Association, for which he was the primary representative to this consortium. He was a member of Justice William O. Douglas' hike in 1954. The Washington Post backed, and the Congress created, the C&O Canal National Historical Park as a direct result of this hike. Bill Davies was among the founders of the C&O Canal Association and served as its president and vice-president for many years. He and Gerry, his wife, went out the day before most of the Association's recent spring and autumn hikes to set up information signs along the towpath telling of the history of that section.

These information signs were derived from one of Bill's hobbies over the past several years. He was in the process of researching and writing a book on the history and geology of the C&O Canal. However, because

he did not cease researching, he did not cease writing. I do not know how large the book is today, but I knew it would never be finished in his lifetime because of his love for learning and for passing that learning on to others. At one time, I suggested he publish it in loose-leaf format and offer annual subscriptions to include his new research.

Bill is remembered by an escarpment in Antarctica named for him, by bronze plaques along the Washington and Old Dominion Bicycle Trail because of his membership on the Northern Virginia Regional Park Authority and in our hearts by his positive and cheerful attitude toward every task he undertook.

--Bruce Wood

George Frederick Blackburn
1902-1990

One more among the early defenders of the C&O Canal and its natural history values was lost in the death on October 5 of George Frederick Blackburn, an honorary life member of the C&O Canal Association. Born in Bedford, PA in 1902, Fred earned a B.A. and M.A. in mathematics at Princeton University. He served as a mathematician in the Bureau of Standards from 1929 until his retirement in 1963.

Throughout his life, Fred was an outdoorsman, becoming a member of the Potomac Appalachian Trail Club during his first year in Washington. He was active in trail and cabin construction and maintenance, as well as becoming a frequent leader of trail excursions, one of PATC's outstanding

photographers, and an elected officer, serving as Club President from 1951 through 1954. Most recently, he contributed a great deal of time and labor to the laying out and building of the Big Blue Trail, extending from the Shenandoah National Park to the Potomac River at Hancock where it follows the C&O Canal towpath for eight miles.

During the years of Fred's presidency of the PATC in the early 1950's, he joined other outdoor leaders in supporting the preservation of the C&O Canal and towpath as an outdoor sanctuary. He participated in parts of the famous Douglas walk from Cumberland to Georgetown in 1954 and added his voice to those of others who felt it would be a sacrilege to destroy this natural area by converting it to a highway.

Fred leaves his wife of 60 years, Ruth Blackburn, two sons, a sister, five grandchildren and three great grandchildren. He will be remembered by his many friends for his wisdom, vision and ability and for his major contribution to preserving and maintaining wild places for everyone to enjoy.

--Helen Johnston

News Item

The State of Maryland hopes to preserve an endangered wildflower by purchasing a Western Maryland Boy Scout camp where the plant grows.

The harperella plant, which is on the federal government's endangered species list, grows at the Boy Scout's Lill-Aaron Wilderness Area just west of

Hancock.

The Maryland Board of Public Works voted last week to buy the 1,196-acre camp next month for \$800,580. Placing the land in the Maryland Cooperative Natural Areas will promote study and research on the harperella, officials said.

"One of the biggest threats to the world environment comes from the loss of plant species," said Willke Nelson, assistant director of the Nature Conservancy, noting that modern treatments for cancer and other diseases have originated in rare plants.

"Harperella may not have an economic use now, but it may one day have a value beyond its natural beauty," he speculated.

The plants, members of the carrot family, are found on the rocky shores of Sideling Hill Creek, a pristine mountain creek deep within the camp. They have small white flowers that bloom in mid-summer. (From the November 15, 1990 issue of the Montgomery Journal.)

Some Association members will recall that the Lill-Aaron Wilderness Area camp was used most recently as an overnight stop during the 1984 through hike.

The Antietam Valley

Among never-ending discoveries on the C&O Canal are the unspoiled valleys, small communities and rushing tributaries which eventually pass under the canal's aqueducts to join the Potomac's waters. For so many years, little has changed along the canal's 184-mile edge and we are always pleased.

One of the loveliest of the canal's valleys is the Antietam where grainfields still ripen in Autumn and weathered stone farmhouses are still occupied by successions of established families which help knit the present with the past.

Antietam Creek flows southward through Washington County under the steep Western slopes of South Mountain. Its East and West branches meet at the Pennsylvania line, below the town of Waynesboro. On its hurried 40-mile course to the Potomac, the Antietam moves through unspoiled, rolling limestone country, part of the Great Appalachian Valley which lies peacefully between South and North Mountains. It then continues South into Virginia where it becomes the Shenandoah Valley. There are prosperous farms and historic houses here, blending with their natural surroundings.

Twelve historic stone-arch bridges cross Antietam Creek and are still used today. They are

built in the Roman style, each individually designed and constructed with meticulous care over 150 years ago. All are pleasing to the eye. In addition to carrying today's one-lane traffic across Antietam Creek, the bridges have carried stage coaches, Conestoga wagons, horses and thousands of travellers on foot plodding their way back and forth across the Great Valley. Washington County maintains these bridges with loving care, subordinating its road systems to these graceful stone arches, looking much like delicate paintings on Japanese teacups. The most southerly crossing on the Creek is the Canal's Antietam Aqueduct, just below the village of Antietam. This village was once the home of skilled iron workers, employed at the Antietam Iron Works, now totally hidden by trees and lush plant life at the foot of a steep wooded hill above the stone arch bridge at Antietam.



Downstream Side of Antietam Aqueduct
(photo by Dick Stanton)

Charming towns lie along Antietam's banks, historic towns like Leitersburg, Funkstown and Sharpsburg. Those who live here

have deep roots and there is an atmosphere of important historical moment surrounding

these old settlements. Scenes are delicate of scale and most important of all, authentic. These communities have ignored the temptations of unwanted tourist dollars, preferring the stability of their own unique and private yesterdays.

At first, Indians crossed Antietam's waters at shallow places. Later these shallows became public fords over which travelers passed on their way to the Ohio Territories. Old General Braddock and his army crossed Antietam Creek at Delemere where, before the Revolution, a renowned boy's school was situated, supplied with textbooks brought from England. The Delemere School was located high above the present three-arch Delemere Bridge which spans Antietam Creek below in a setting which has seen few changes in the past two hundred years.

This is limestone country, a land that plays havoc with a plow but produces vast treasures of another kind, the five essential ingredients required for successful ironmaking.

If you stand just East of the Antietam Aqueduct on the berm side of the C&O Canal, you can see it all. Everything you see is real and was once a part of the Antietam Iron Works. To the East lay 18,000 acres of timber with which to make charcoal, reaching all the way to Elk Ridge, six miles away. To the North, the brawling Antietam Creek furnished water power. Limestone for flux was found everywhere. Israel Friend's orebank, which comprised 10,000 acres of quality iron ore, still lies along the North bank of the Potomac, across from Harpers Ferry. There was an abundance of river freight boats which

brought up the pig iron from Friend's ore banks. They were reloaded with products produced at the Antietam Iron Works for delivery to eager markets at Harpers Ferry and beyond. Is it any wonder that the Antietam Iron Works, at one time, was thought to be the largest iron producing works in the country!

Those who live in the valley of the Antietam do not want the valley pillaged for profit or political gain. The Canal Association also has an important role to play in seeing to it that this part of the vast canal scene, as well as others, is not violated by the lust for irresponsible development. Visit the Valley again and again. Savor it and remember, it is an important part of the C&O Canal and needs your attention and loving touch.

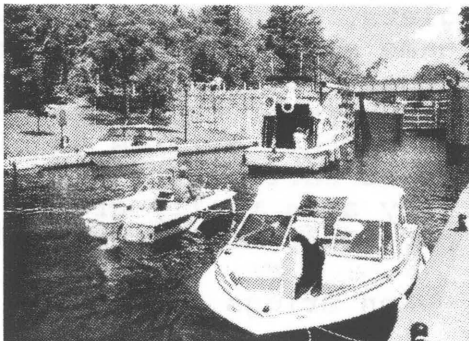
---Dick Stanton

International Conference on Historic Canals

Chaffey's Lock, Ontario was the site of the 1990 Conference on Historic Canals. The three-day meeting was hosted by the Rideau Canal and the Friends of the Rideau.

The Rideau Canal is a chain of beautiful lakes, rivers and canal cuts winding for about 125 miles between Kingston at the head of Lake Ontario and Ottawa, Canada's capital city. One of Canada's nine heritage canals, the Rideau is maintained and operated by the Canadian Parks Service to preserve the canal's natural and historic features, as well as to provide a safe and navigable channel for recreational boaters.

The waterway was conceived following the War of 1812 to be a secure supply route that would bypass the vulnerable St. Lawrence River between Montreal and Kingston in the event of another American invasion. Between 1826 and 1832, thousands of Irish immigrants and French Canadian laborers, under the direction of the Royal Engineers, constructed the canal through rough bush, swamps and rocky wilderness. The war the British feared never materialized, of course, and the military canal became a major commercial artery. Today, the barges and steamers have been replaced by pleasure boats.



The Rideau Canal

Although the canal has 25 dams and 45 locks located at 24 lockstations, there was never a towpath. Relying on natural rivers, lakes and twelve miles of cut canal, the system was designed from the beginning for steam navigation. The total lift from Kingston to the summit level in Upper Rideau Lake, through 14 locks, is 165 feet. From there, 31 locks lower vessels 270 feet to the Ottawa River, ending with a majestic eight-lock staircase at the foot of Parliament Hill in the capital. Each lock will accommodate boats up to 100 feet

long and 28 feet wide. Throughout the system, lockmasters continue to operate the gates by hand winches known as "crabs."

The conference itself was highlighted by two tours, including a visit to the Ottawa Locks and cruise on the canal through the center of the city, and a cruise from Chaffeys Lock to Jones Falls in the rural heart of the corridor.

Conference speakers addressed a wide spectrum of topics, including canal restoration, interpretation, broadening constituencies, archeology, oral history and day-to-day management issues such as recreation vs. conservation, recreation vs. commercial use and operating vs. non-operating canals. Because this was the third annual conference, it was a real challenge for the hosts to introduce fresh topics for discussion, and they did this very successfully.

The conference was held at the century-old Opinicon Hotel, a 19th century resort inn that was very appropriate for the meeting. The C&O Canal Association's delegation to the conference consisted of Hal and Jane Larsen, Dave and Bunny Johnson. Other organizations represented included the American Canal Society, National Park Service--Midwest Region, Canadian Parks Service, Old Erie Canal State Park (New York), Schoharie Crossing State Historic Site (New York), New York DOT Waterways Maintenance Division, Pennsylvania Canal Society, among others.

--Dave Johnson

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Naturalist's Corner:

Just upstream from Pennyfield Lock about four winters ago on a day so cold that deep breaths were impossible, I changed my mind about poison ivy.

My associations up to that time with the three-leafed aggressor had not been pretty. As a child, I spent a lot of spring and summer days restricted from friends and family because of poison ivy. (I wasn't the only one disgusted at the various parts of my body that oozed from encrusted pustules weeping through sedimented layers of calamine lotion.) As a adult, I watched successive gardens invaded by poison ivy vines, uninvited and unconquerable. Imagine my surprise, then, to feel something close to gratitude that January day as a tiny chickadee hammered away on what might have been his only food source: rock hard frozen white poison ivy berries.

Since then, I've paid more attention to this plant that finds the towpath so hospitable. It abounds along the length of the canal. The only place I haven't found it is for a mile or so downstream from the Sorrel Ridge hiker/biker.

In May, the female plant bears abundant clusters of very respectable flowers. They are small, waxy greenish-white with orange centers, and they drive insects wild. Some clusters are almost obscured by the covering swarms. During this past summer, after our unusually long rains subsided, sections of the Canal seemed to grow poison ivy trees. Between Old Town and mile 170, dead tree trunks were resurrected by poison ivy vines spilling out multiple layers of

deep green oversized leaves, and the understory, too, was poison ivy.

The fall color of poison ivy in a good year rivals that of sugar maples with brilliant reds and yellows. And the vine itself is equally striking. Hirsute, it is recognizable along the towpath even in winter, as it reaches into the upper crotches of trees like some giant millipede. A specimen vine astride a silver maple at the 102 miles marker is at least 24 inches in diameter and, with its aerial roots, looks like the arm of King Kong.

Yes, it is a fond source that many birds relish and in winter may rely on: cedar waxwings, kinglets, cardinals and downys, to name some. They pay for the sustenance by passing on the seeds wherever they move along the towpath. Berries to birds, seeds to earth. It could qualify as a really great plant. Just don't scratch!

--Ann Briggs

A pair of inquisitive deer inspected the new kiosk at the entrance to Great Falls Park early one morning. They vanished into the woods as a car approached.

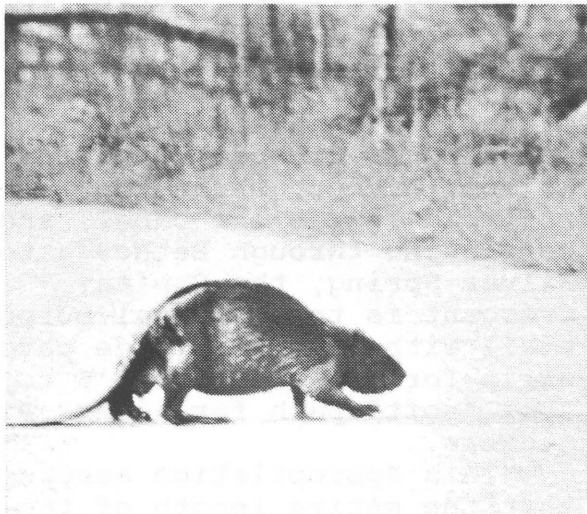
With the falling leaves, the eagles' nest on Conn Island again becomes easily visible to bird watchers, but the birds--as in past years--seem to be taking a brief early winter vacation before coming back for next year's housekeeping.

Witch hazel, the last flower of the fall season, blooms along woodland trails. In the stream valleys, skunk cabbage--widely known as the first spring

flower--has already started to bloom before Thanksgiving.

Bluebirds flock in trees along the towpath near Great Falls Tavern, and cedar waxwings make the most of dogwood, hackberry and other fall fruits. Deer and raccoon tracks mingle on the muddy path along the river. Piles of chips lie beside newly skinned trees where beavers worked the night before.

Blue sky and warm breezes give the lie to the calendar, but colorful leaves whirl down, leaving dark branches against the sky. A single incautious bluet tests whether or not spring has returned. A wintry blast will soon discourage its bravery.



Beaver crossing towpath just above Wide Water
(photo by Little)

(Note to all Canal Association members: Join us four times each month of the year as we traverse woodland trails and the towpath to discover "Sights and Sounds of the Seasons." Walks start at 10 a.m. with a brief slide show in the hospitality room of the Tavern on the first and last Wednesday and Saturday every month of the year. The

leaders are Betty Bushell, Betty Henson and Helen Johnson, all Canal Association members as well as regular volunteers in the park.)

Park Service Completes Acquisition of Georgetown Branch

At a ceremony in a conference room in the Department of Interior, Kingdon Gould, Jr. and officials of the Department of Interior completed the purchase by the USG of the Washington & Western Railroad right-of-way, transferring ownership of the 4.3 miles of track that parallel the C&O Canal in the District of Columbia to the National Park Service.

Under Secretary of the Interior Frank A. Bracken accepted the deed to the right-of-way from Mr. Gould, who purchased the D.C. section of the former B&O Georgetown Branch from CSX and held it as a public trust until land acquisition funds were appropriated by Congress. The Park Service leased the property along the C&O Canal in December 1989 on the strength of a \$4 million appropriation in FY 1990, pending the additional \$7 million recently appropriated for FY 1991.

The \$11 million transaction concluded five years of negotiations to bring the planned Capital Crescent Trail corridor between Georgetown and Silver Spring into public ownership. (The 6.6 mile portion of the abandoned rail line in Maryland was purchased by Montgomery County in 1988.)

Also representing the Department of Interior at the

ceremony was National Park Service Director James M. Ridenour. Mr. Ridenour noted that what has been done to date is important but what remains to be done--to build a safe, clean trail--is equally challenging.

Mr. Gould was awarded the Department of Interior "Take Pride in America" certificate for assisting the Park Service and Montgomery County with the land purchase by negotiating with CSX, the previous owner of the abandoned branch line. Secretary Bracken also awarded certificates to the Coalition for the Capital Crescent Trail and the Rails-to-Trails Conservancy.

--Dave Johnson

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Capital Crescent Trail Advances

The Capital Crescent Trail came two steps closer to reality in October with legislative actions at the federal and local levels. Directly impacting the C&O Canal was the appropriation of \$7 million to complete the purchase by National Park Service of the 4.3 mile Washington and Western Maryland Railroad right-of-way, which is the District of Columbia portion of the abandoned B&O Georgetown Branch. This is the railroad track beside the towpath from Aqueduct Bridge to Arizona Avenue, which continues along the Potomac Avenue, NW to the District line.

Congress also approved \$675,000 to improve National Park Service trails in the National Capital Region. Henri Bartholomot, president of the Coalition for the Capital Crescent Trail (CCCT), noted

that "\$500,000 of this amount is to complete planning for the DC portion of the Capital Crescent, and to reconstruct the Arizona Avenue bridge for hiker/biker use. This means that construction of the trail can start during the next twelve months." The Arizona Avenue bridge, which carries the track across Canal Road and the C&O Canal, has a temporary deck, but NPS has closed it to public use because of inadequate side railings.

As currently envisioned, the railroad along the two and a half mile stretch of canal will become a bicycle trail, and the towpath below Fletchers Boathouse will be reserved for walkers and joggers, reducing the conflicts between pedestrians and cyclists in one of the most heavily used sections of the park. Beyond Arizona Avenue, where the railroad leaves the canal, and continuing through Bethesda to Silver Spring, the Capital Crescent is to be a dual purpose trail with a 10 foot wide paved strip for bicycles and a 6 to 8 foot "soft" path for hikers and joggers.

"This appropriation assures that the entire length of the former Georgetown Branch of the B&O will be preserved for recreational trail and park purposes," said Bartholomot. Charles Montange, public affairs coordinator for CCCT, credited Maryland Congresswomen Connie Morella and Beverly Byron and Senators Barbara Mikulski and Paul Sarbanes for their efforts in obtaining the \$7 million appropriation and noted that Representatives Hoyer (MD) and Wolf (VA) and Virginia Senators Robb and Warner also supported the trails appropriation.



Montgomery County already owns the 6.6 mile Metropolitan Southern RR portion of the corridor, from the DC line to Georgetown Junction near Silver Spring. The county is developing plans for a joint hiker/biker trail and light rail transitway on the 3.1 miles between Silver Spring and Bethesda. The County Council recently opened the way to begin planning the trail on the 3.5 miles connecting Bethesda with the NPS section at the DC line.

This step occurred on October 16 when the Montgomery County Council voted 5 to 2 to terminate consideration of a proposed excursion train between Bethesda and Georgetown. The vote came after representatives of CCCT testified that existing bridges, tunnel and roadbed are too narrow to accommodate both a train and trail. Councilman Neal Potter and CCCT president Bartholomot showed the council slides they had taken of difficult areas along the right-of-way. Train proponents argued that the council should commission a study to find out how much a joint railroad and trail would cost. However, Councilman Bruce Adams noted that approval for an excursion train in the DC-NPS section was

doubtful and that prolonged consideration would only delay planning the hiking and biking trail.

On September 24, 1990, Councilmen Potter and Adams, sitting as the Transportation and Environmental Committee, had recommended that further study of the excursion rail option should be dropped and that the County Parks Department proceed with planning for the trail between Bethesda and DC. It was this finding that was approved by the full council on October 16.

The Coalition for the Capital Crescent Trail is comprised of about three dozen local, regional and national conservation and recreational organizations, including the C&O Canal Association, and several thousand individual members. The next scheduled Coalition even is the fall hike from Fletchers Boathouse to Bethesda on December 8. Participants will meet at Fletchers at 9 am. A shuttle will be organized to return to Fletchers after the walk. Scheduled trail maintenance worktrips are held on the last Sunday of each month. Volunteers may contact the CCCT office in Washington (202-234-4874) for times and locations. The C&O Canal Association is the designated CCCT trail steward for the section of the roadbed adjacent to the towpath below Arizona Avenue.

--Dave Johnson

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C&O CANAL ASSOCIATION NEWS

Park Commission Meets in
Hancock

On September 22, 1990, the C&O Canal National Historical Park Commission* met in Hancock. Highlights of the meeting include the following:

- Chairman Sheila Rabb Weidenfeld announced that the Commission was extended for an additional ten years by act of Congress on July 3, 1990. There are still two vacant seats on the present Commission, one for Allegany County, the other for West Virginia.
- Superintendent Thomas Hobbs reported that, in the current budget crisis, there is the possibility of furloughs for all employees for one day per pay period for 22 pay periods.
- It was reported that a joint announcement was made by Senator Barbara Mikulski and Representative Beverly Byron in Williamsport stating their optimism about their bills in the Senate and House that monies would be available for rewatering in the Brunswick, Williamsport and Hancock areas of the Canal.
- A report was made concerning the cutting of trees on scenic easement property by a resident of Potomac; the NPS intends to take this case to court.
- The project to replace the Olmstead bridges at Great Falls, MD is on schedule. Construction is expected to begin in February.
- Superintendent Hobbs reported that there was a major break in the Canal at Milepost 11 near the Marsden Tract and another break at Pennyfield

Lock.

- It was reported that the most recent activity on the Cumberland prison site was the signing of a Memorandum of Agreement between the National Park Service, the Federal Bureau of Prisons, the State Historic Preservation Officer (Maryland) and the Advisory Council on Historic Preservation. The NPS is concerned about three issues: landscaping, lighting and storm water management. The agreement provides for consultation along the way about these concerns. It is estimated that the prison would be in operation in about two years.

*(The C&O Canal National Historical Park Commission was established by Public Law 91-664, the enabling legislation that established the C&O Canal as a National Historical Park. The Commission is to meet and consult with the Secretary of the Interior or his/her designee on "general policies and specific matters related to the administration and development of the park." It is composed of 19 members appointed by the Secretary of the Interior according to the following geographic breakdown: two members from each of the Maryland counties that border the canal - Montgomery, Frederick, Washington, Allegany; two members each from the State of Maryland, State of West Virginia, Commonwealth of Virginia and the District of Columbia; three members at-large, one of whom is designated chairman of the Commission and two of whom are to be members of regularly

constituted conservation organizations. The county and state members are selected from recommendations made by local county councils, commissions and governors of the respective states.)

September Board Meeting in Williamsport

An Association Board Meeting was held on September 23, 1990, at Williamsport. During the course of the meeting, the following motions were passed:

1. Liability Insurance - That the membership be briefed on the question of liability insurance at the next annual meeting and asked at that time to advise the Board on its preferred course of action.

2. Association Archives - That Mr. Scally of the Archives Committee be authorized to pursue placement of the Association archives at the Washington County Library and to prepare for the Board a report on the any agreement that can be reached with the library.

3. Meeting With Superintendent Hobbs - That the Board meet with C&O Canal Park Superintendent Thomas Hobbs on Park priorities. (See elsewhere in this issue for coverage of that meeting.)

4. Desktop Publishing Software for Newsletter - That we look into the purchase of a desktop publishing program to facilitate the production of the Association's newsletter.

(Note: At a November 14 Executive Committee meeting, it was decided to purchase the necessary software.)

5. Association Membership in the Maryland Conservation Council - That the Association withdraw membership in the Maryland

Conservation Council.

6. Legal Defense Fund - That the name of the Legal Defense Fund be changed to the William E. Davies Fund with the understanding that it be available for legal matters or such other use having to do with a specific threat to the C&O Canal.

7. 1990 Heritage Hike - That the 1990 Heritage Hike be dedicated to the memory of Bill Davies.

Board Meets With Superintendent Hobbs

On November 14, 1990 the Board of Directors met with C&O Canal Park Superintendent Hobbs for a briefing on NPS priorities in relation to the C&O Canal Park. The highlights of the meeting of particular interest to Association members include:

- Towpath repairs near Marsten will be completed within the next 10 days.
- \$2.3 million has been appropriated to rewater the canal at Brunswick, Hancock and Williamsport.
- When asked to describe his most critical needs, Hobbs listed improving the towpath, day to day maintenance and money to keep the lock houses, locks and aqueducts intact.
- When asked how the Association could be of greater assistance to to NPS in relation to the C&O Canal, Hobbs expressed his appreciation for the help he is now receiving from the group and said that he would be willing to explore specific projects such as restoring lock houses or working on the Great Falls Tavern.

COMING EVENTS

<u>Month</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>
January	19	Sat	Hike co-sponsored by the Level Walkers and the Membership Committee especially for new members. Meet at 9:45 am at Carderock Pavilion. Call Karen Gray (202)333-6947.
February	2	Sat	Level Walkers hike, beginning at Hancock at 10:30 am. Call Karen Gray (202)333-6947.
March	2	Sat	Level Walkers/Membership Committee hike, beginning at 9:45 am at Harpers Ferry. Hike will be followed by Annual C&O Canal Association general meeting in Harpers Ferry which all members are encouraged to attend. Call Karen Gray (202)333-6947.

(See elsewhere in this edition of the newsletter for more information on the activities listed above.)

New Members Activity

The Membership Committee hosts several events throughout the year for new members*. The events offer these members opportunities to learn about the C&O Canal--its history, its problems and its future. While new members are especially invited to join these activities, all Association members are welcome.

These events offer new members an opportunity to meet other Association members and to learn the Association's mandate and its relationship to the C&O Canal National Park. The 1991 scheduled events, held in conjunction with the Level Walkers, are the Carderock hike on January 19 and the Harpers Ferry Hike on March 2nd. Additional events proposed are Canal boat trips and a late fall hike.

*(A new member is defined as anyone who has joined the Association in the year prior to the event described.)

Carderock Hike--January 19, 1991

Dave Johnson, a very knowledgeable member of the Association, will lead a hike from Carderock down river (length depending on the weather) and describe the various locks and lock houses on this section. He will also give a short history of the building of the Canal. Level Walkers for this section, Robert Greenberg and Robert Kahn, and Association Board members will also be available to answer questions. At the completion of the hike, participants are invited to return to Carderock Recreational Area Pavilion for hot cider.

Meet on Saturday, January 19, at 9:45 am at the Carderock Pavilion; the hike starts promptly at 10:00 am. To get there from the Capitol Beltway, take the Carderock exit going toward the Naval Ship Research and Development Center. At the Center's entrance, go left over the Clara Barton Parkway to the Carderock Recreational Area.

Harpers Ferry Hike--March 2, 1991

John Frye, an Association member and an interpretative guide for the National Park Service, will lead a hike from Harpers Ferry upstream. This section is described in Thomas F. Hahn's book, Towpath Guide, as a delightful short hike (Lock 33 to Lock 36) in which one sees 4 lift locks, an inlet lock, beautiful river scenes, the skyline of Harpers Ferry, a unique canal drydock, 2 dams and ruins of 3 lockhouses. While we might not have time to hike the 3.58 miles and back to Harpers Ferry, we will try to see as much as time allows. Level Walkers for this section--Ron Howard, Bob and Eileen Rabson, Clifton Murdock and Kate Savage--and Association Board members will also be available to answer questions.

Meet on Saturday, March 2 at 9:45 am at the Harpers Ferry end of the footbridge which crosses the river to the canal; the hike starts promptly at 10:00 am. Please note that this hike precedes the "Meet the Candidates" event noted elsewhere which starts at 1:00 pm and the Annual Meeting, beginning at 2:00 pm both at the Cliffside Inn in Harpers Ferry.

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Letters to the Editor:

Mr. Don Besom

I was introduced to the C&O Canal Asso. by my lifelong friend Abner J. Kaplan. We grew up in Williamsport, MD. Williamsport was an important port on the C&O Canal. I remember 15 families who ran boats on the C&O from Williamsport. I believe I'm the only living person among the 15 families. Mr. Kaplan was not a member of any boating family, but he knew all boatmen and spent a lot of time among them. That way he gained information (and wrote it down) of life on the C&O Canal.

As a kid, I spent 6 years on the boat, during the summers months when school was out. Being so young, I spent most of my time on the towpath. Some times I drove the mules as much as 20 miles a day, while the rest of the crew, which included my father Emmett Martin, my brother Em. Jr, my sister Addie, who handled the cooking. I was also kept busy fixing harness, making tow lines and doing the necessary maintenance to keep the boat running.

I kept sort of what you could call a diary, so I can provide you with many articles about life on the C&O Canal. I'm 78 yrs. old.

Sincerely,

Elmer W. Martin

P.S. As tomorrow is Thanksgiving, I remember that we used to go to a wild part of the C&O Canal section around Sidling Hill and Orleans to bag a wild

turkey for Thanksgiving. In my days on the C&O Canal, the section from Hancock to Tunnel Level was considered the wild part of the canal. Deer, bear, wild turkey, racoon, muskrat, eagles, rabbits, ducks and wildcats were there in numbers. Most boatmen killed their annual deer during the last trip in November, before the canal closed for the winter. Of course, I'm talking about 1920 to 1924. Take it from me, wild turkey is not near as tasty as commercial turkey. You have to like the "wild taste" to enjoy wild turkey.

I hope you have a nice Thanksgiving.

Level Walkers: The Old,
The New and the Forgotten

Shrouded in layers of lore not easily distinguished from factual history, any casual account of the C&O Canal Level Walker history ought to warn that any similarity to persons living or dead may well be purely coincidental. Be that as it may, what follows is the story as I have been able to put it together. I invite those who have more or different information to write it out and send it to me. It will be preserved for the archives.

During the canal operating days, the Level Walkers were Canal Company employees--often members of a lock keeper's family--who walked the levels between locks. Usually walking daily, they filled in ground hog holes in the towpath, did other light maintenance, and reported major repair and maintenance needs. These professional predecessors to today's

volunteers disappeared with the demise of the canal as an operating commercial waterway.

In 1959, Orville Crowder, one of the Association founders, began to organize within the Association a group of people he called "Level Walkers." Mr. Crowder had walked the canal, making notes on structures and major points of interest and recording mileage with a surveyor's wheel. His was perhaps the fullest and most detailed record of the canal at that time. However, he recognized the need for more information and some way of keeping the information current. The Level Walkers were to serve this purpose. At least two of these original Level Walkers remain in the program: Ralph Donnelly and Ken Rollins.

By the late 1960's, the group of Level Walkers had become largely inactive. When Tom Hahn suggested that they be reactivated, he was promptly appointed to take over the program. Working from Mr. Crowder's notes and adding his own corrections and revisions and those from Level Walker reports as they came in, Mr. Hahn eventually was able to publish the first edition of his invaluable and periodically revised Towpath Guide. It is my understanding that the Guide's use of mileages from Mr. Crowder's walk explains some of the discrepancies between it and the present milepost markers. Neither, I have been told, is completely accurate.

In addition to their role in providing information for the records of the 184.5 miles of the canal, the Level Walkers helped to alert those working for its incorporation into the

National Park system, to damage or threats to and incursions on the canal lands and structures. In this role, the Level Walkers were the Association's primary public eyes and ears along the often wild stretches of this abandoned historic route.

Since the 1972 establishment of the C&O Canal National Historical Park, the information provided by the Level Walkers not only keeps the Association informed of conditions along the canal but also goes into its archives and is shared with the National Park Service staff. Today's Level Walker reports document the human usage observed by the Level Walker (number of hikers, fishermen, or bikers, etc. encountered) and the quantity and nature of litter seen and, when possible, removed by the Level Walker. In addition, they comment on the condition of the canal's structures, prism, and towpath and on the flora and fauna.

No longer set by the location of locks, today's 69 levels average 2 to 3 miles in length, their ends normally determined by points of access. However, the longest level is nearly six miles and the shortest but a little over a mile. Assignments are made by taking into consideration both the needs and interests of the applicant as well as which levels need more or better coverage. Level Walkers are asked to walk and report on their levels at least once a year, but ideally they walk their levels three to four times a year to inspect and report on the level in various seasonal conditions.

Originally, only one Level Walker was assigned to each level and there was a sense of

exclusiveness and prestige in holding a Level Walker assignment. The result, however, was that willing volunteers were sometimes kept waiting until a level became available even though few of the walkers were able to walk as regularly or report as completely as desirable.

Today the concept of service has replaced that of exclusiveness. People volunteer as level walkers for the pleasures of coming to know a piece of the canal well, the satisfaction of assisting with litter control and of contributing to the record of conditions and change along the level. If they walk regularly, they experience the level in all its seasonal variation; in mist and snow, rain and sun; and they collect memories of meetings with interesting people and encounters with wildlife.

More Level Walkers are always needed. It is still the case that each year some levels are not reported on at all and others only superficially. Finding people who will walk with some regularity, get to know their level well, and make careful observations and reports, is the on-going concern of the Level Walker Chair. If you are interested and believe you can fulfill the responsibilities, please consider joining the program. If you have more questions, call me at (202)333-6947 or write to me at 825 New Hampshire Avenue, NW, Apt. 304; Washington, D.C. 20037.

--Karen Gray, Level Walker
Chair

ON THE LEVEL...notes and news on the Level Walker Program

by Karen Gray, Level Walker Chair

825 New Hampshire Ave. NW #304, Washington, DC 20036

202/333-6947

HIKES sponsored by the Level Walker Program are roundtrip and usually total between 4-7 miles. They are relaxed and informal, open to the public, and walkers bring a snack or lunch, and sometimes decide to get together after the hike at a nearby restaurant.

Sat. Jan. 19, 9:45 a.m. at Caderock, MD the Level Walkers will co-sponsor a walk with the Membership Committee especially for new members. See elsewhere in the TOWPATH for details.

Sat. Feb. 2, 10:30 a.m.: Hancock, walking downstream. Meet at the 24 hour Sheetz convenience store near the west end of town. A new Canal Visitors Center is opening and we will visit it if it is ready as well as walk for a couple hours. Those who wish may get together at a restaurant in Hancock for lunch following the walk.

Sat. March 2 at 9:45: at Harpers Ferry end of footbridge across the Potomac River to the Canal the Level Walkers will co-sponsor a walk with the Membership Committee. See elsewhere in the TOWPATH for details.

INFORMATION FOR LEVEL WALKERS:

With the leaves gone, the next months through March will be the best for inspecting structures along your level and finding litter in the grass and brush along the towpath. I urge each Level Walker to make a special effort to walk his or her level, remove litter, and submit a full report.

Early in the new year I'll be writing to each Level Walker to report what my records show in terms of his or her reports in 1990. Those who have been inactive will be asked to advise me if they anticipate being able to resume their Level Walker activities in 1991 or prefer to be moved to the inactive list until they are able to do so. The revised 1991 Level Walker list will be submitted for inclusion in the March ALONG THE TOWPATH.

EXCERPTS FROM LEVEL WALKER REPORTS FOR AUGUST 5 THROUGH NOVEMBER 5

Note: Next deadline for the March ALONG THE TOWPATH is February 5.

01 0.0- 2.3 Tidal Lock to Old Boat Incline

Leslie H. Sobin (9/16) Picked up 5 bags of litter.

Margot Foster (10/19) Commented on homeless encamped under Key Bridge an reported sharing the story of Douglas and the saving of the canal with two cycling students from out of town.

03 5.0- 7.5 Lock 5 to Cabin John Creek Culvert

James & Joan Wilson (9/4-7, 9/25-28, 11/5-7) Reported that the missing Mile 6 milepost had been replaced. Water drained from the canal above the lock; beaver below Sycamore Island; garbage thrown down slope at parking area of Lock 7 needing a work crew. Each report indicates 3 bags of litter collected.

04 7.5- 9.4 Cabin John Creek to Seven Locks/Lock 14

Howard & Helen Rosen (9/1)--also walk level 3. Reported no water between locks 11 and 12 and continuing work on the beltway Bridge.

Margot Foster (10/16 & 18) reported on level 3, 4 and part of 5.

Removed large rocks on the towpath dislodged by work on the beltway

Continued....

Level Walker Reports continued....

- bridge work and spoke with one fisherman at lock 12 who'd caught 34 catfish used as garden fertilizer.
- Florence Lederman (11/4). Reported many branches in canal at lock 8 and erosion of the access path steps at mile 7.5.
- 10 22.8- 25.0 Seneca Aqueduct to MP 25/Tenfoot Island
Michael Werth (9/15) Commented on 4 windsurfers at Seneca inlet.
Leslie Meil (9/16) Reported beaver at the wide water area near the quarry. Picked up many bottles and cans.
- 11 25.0- 27.2 MP 15/Tenfoot Island to Sycamore Landing
Harold Learned and Sharon Friedman (9/9) Found the towpath largely litter free and towpath in better condition than last year except around 26.5-7.
- 13 30.8- 33.2 Edwards Ferry/Lock 25 to Harrison Is. (low end)
Berton G. Grose (10/14) Enjoyed autumn wildflowers. Towpath muddy.
- 15 35.5- 39.4 Whites Ferry to Lock 26 (Woods Lock)
Betty Bushell (9/12) with Herb Madison, Pat Schindler and Betty Henson. Indicate many paths from the towpath to the river being formed by heavy fishing and clamming in this area are becoming unsightly. Heavy litter between Marble Quarry Hiker-Biker and Woods Lock. Met 2 cyclists who'd left Cumberland on the 10th and found the towpath as in good condition.
- 16 39.4- 42.2 Lock 26 (Woods Lock) to Monocacy Aqueduct
Douglas & Nancy Norr (9/23) Met only 1 fisherman but 7 cyclists.
- 18 44.6- 48.2 Nolands Ferry to Point of Rocks
Norma Hendrickson (8/25) Found parts of the towpath muddy with some potholes full of water. Everything lush and green with many wild-flowers. Met a woman camper, fishermen, group of 10 cyclists.
Marlow Madeoy (10/7) Found the towpath generally dry with a few puddles. Met a hiker doing entire canal in 8 mile days. Signs of recent mowing by the Park Service.
- 19 48.2- 51.5 Point of Rocks to Catoctin Aqueduct
Jack, Pat & Colleen Cook (11/4) Reported 34 hikers, 19 cyclists; collected 8 bags of litter. Large trash included 10 metal drums.
- 22 58.0- 60.7 Weaverton/Lock 31 to Harpers Ferry/Lock 33
Gill Hill & Carol Galaty (10/20) Reported much less litter than in February especially in the Sandy Hook area. Noted the parking lot at Weaverton had been closed by the railroad. Lock 32 however is almost completely enveloped with vegetation.
- 29 74.0- 76.7 Lock 39 to Snyders Landing (boat ramp)
Marshall Grotenhuis (9/1) Found the level exceptionally clean. Encountered 11 campers and 3 backpackers.
- 30 76.6- 79.4 Snyder's Landing to Lock 40 AND
- 31 79.4- 81.6 Lock 40 to Marsh Run Culvert
Art, Hal and Justin Cramer (11/3) Found the towpath on these levels in the best shape they have ever seen it for hiking and biking. Found it busy with hikers, joggers, dozens of bikers, fishermen busy at the boat slips and several horse riders.
- 32 81.6- 84.4 Marsh Run to Dam 4
Edith Wilkerson and Betty Jane Myers (10/30) Found little litter and met no one on the towpath.
- 33 84.4- 88.1 Dam 4 to McMahons (Charles) Mill
Paul & Rita Marth (11/4) Collected 4 bags of litter. Found large brush and debris piles blocking the towpath below Charles Mill.

Continued....

Level Walker Reports continued....

- 37 94.4- 99.3 Falling Waters to Williamsport/Lock 44
Ellen Holway (11/1) Collected 2 bags of litter and observed much more in places they could not reach.
- 38 99.3-102.3 Williamsport/Lock 44 to High Rock Quarry
Bill Whalen (10/28) Found the towpath in excellent condition including a Sunday School group of 14 and a group of 11 Mennonites.
- 39 102.3-105.0 High Rock Quarry to Old Nettle Bridge Piers
E. R. Dolly Dieter (9/2-3 & 11/4) Also walked part of level #38 to mile 101 and part of level #40 to mile 108. Picked up 10 bags of litter, most at Gift Rd. parking area. Towpath in good condition but canal here filled with growth. Encountered mostly cyclists. Saw a great blue heron and wild turkey.
- 41 106.8-108.6 Dam 5 to Four Locks/Lock 47
Arthur & Laura Stier (9/3) Found much broken glass near mile 107; trail edge mowed near Lock 47.
- 47 120.0-124.1 MP 120/Little Pool to Hancock/Church St. Bridge
Jim & Sally Bryant (10/28) Found the canal and towpath in good condition and encountered 16 bikers and 14 hikers.
- 54 146.6-149.7 Lock 59 to Lock 60
Howard Solomon (10/15) Reported an abandoned school bus at Higgins canal house; 2 beaver houses between miles 147 and 148. Grass mowed on either side. Section in good shape.
- 58 154.5-156.2 Lock 63 1/3 to Paw Paw/Md. 51 canal bridge
Judie & Fred Mopsik (8/19) Litter mostly from parking lot and in canal in the tunnel. Saw salamanders and bats in the tunnel. Reports water dripping from tunnel roof especially near the north entrance despite general dryness. Small stalactites had formed.
- 66 175.5-177.7 North Branch/Lock 74 to Mexico Farms/Culvert 235
Jim Sartwell (8/26) Met a total of 8 people doing the entire canal including 2 bikers from Kentucky. Signs of recent mowing along the towpath and sections muddy due to heavy rains.

Membership Survey

Some time ago Association members were surveyed in order for us all to have a better sense of who we were and what our interests were. There were 441 respondents to the survey. From time to time, "Along the Towpath" will carry results of that survey.

419 respondents answered the question, "How close to the C&O Canal Towpath do you live?" Of those responding,

178 (42%) lived within 0-5 miles
115 (27%) lived within 5-10 miles
82 (20%) lived within 10-50 miles
44 (11%) lived within 50+ miles

While almost 70% of the respondents live within 10 miles of the towpath and one could consider the Association to be a local one for those living in Virginia, Maryland and the District of Columbia, returns also came from CA, CO, CT, FL, GA, IA, MO, NJ, NM, NC, OH, PA, TN, WA, US VI and Germany.

Along The Towpath is published in March, June, September and December by the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. Contributions should be received by the 15th of the month before an issue is due to come out.

Editor is Don Besom who welcomes contributions from the membership. His address is 6604 Rannoch Court, Bethesda, MD 20817. Associate Editors are Katherine Savage and Nancy Hartsock. Production and Distribution assistance is provided by Susan "Butch" Henley, Anne Briggs, Judy Hecht, Mary Blackwell. Correspondents include Melvin Collins in Allegheny County, Mr. & Mrs. Earl Mills in Harpers Ferry, and all other members who wish to contribute. Photographer is Betsy Little, who took all the photos of this year's Heritage Hike that appear in this issue.

1989-90 Association officers

President: Harold A. Larsen, 1314 Kurtz Road, McLean, VA 22101 703)356-1809 First Vice President: Carl Linden, 6404 Ridge Drive, Bethesda, MD 20816 2d VP & Level Walker Chairperson: Karen M. Gray, 825 New Hampshire Ave., NW, #304, Washington, D.C. 20037 (202)333-6947 Secretary: Helen Shaw, 8721 Burning Tree Road, Bethesda, MD 20817 301)365-1933 Treasurer: David M. Johnson, 9211 Wadsworth Dr., Bethesda, MD 20817 301)530-7473. Information Officer: Sandra Hemingway, 4701 Kenmore Ave., Alexandria, VA 22304 (703)823-1489

Board of Directors: Terms expire in 1993 - Dick Stanton, Nancy Long Kenneth Rollins, Thomas Conlon, Rita Bauman. Terms expire in 1992 - Victor P. Conrad, Judith A. Hecht, Orrin Long, Bettyjane F. Myers. Terms expire in 1991 - Donna Boies, Ralph H. Donnelly, Charles M. Otstot, Thomas L. Perry, Lyman Stucker, John S. Thomson.

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Annual Meeting To Be Held on March 2, 1991

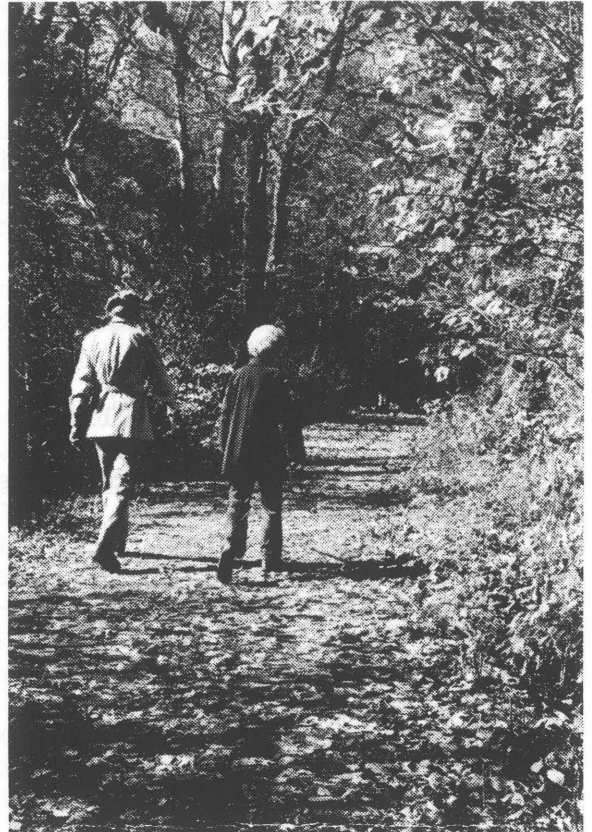
The annual meeting of the C&O Canal Association membership will take place at the Cliffside Inn in Harpers Ferry on March 2, 1991. The following is the schedule of the day's events:

10:00 am	A short hike on the towpath. Meet at the Harpers Ferry end of the pedestrian bridge across the Potomac.
1:00 pm	Meet the candidates for the officer and Board elections in the conference room at the Cliffside Inn in Harpers Ferry. Coffee and tea will be served.
2:00 pm	Annual general meeting in the conference room of the Cliffside Inn.
4:30 pm	Happy hour at the Cliffside Inn.
6:00 pm	Dinner at the Cliffside Inn. (Reservation form on page 26.)

The Cliffside Inn is about one mile west of Harpers Ferry on Route 340. Persons wishing to stay overnight may make reservations at the Inn by calling (304)535-6302 or 1-800-STAY-HERE. Other accommodations in Harpers Ferry are the Comfort Inn and the Hilltop House.

The Association Welcomes New Members

Iris J. Adler, Mt. Airy, MD
Nicholas J. Barnard, Gaithersburg, MD
Bill & Kim Brockenbrough, Clayton, DE
Sam Brown, Purcellville, VA
William J. Butler, Washington, DC
David Delawder, Winchester, VA
Barbara J. Fix, Silver Spring, MD
Jack H. Francis, Rockville, MD
Terence William Healy, Herndon, VA
M. E. Heintzelman, Kensington, MD
Kathleen E. Hickey, Bethesda, MD
Eliz C. Holleman, Chevy Chase, MD
Gary L. Holt, Harpers Ferry, WV
Richard A. Kowalczyk, Baltimore, MD
Nate Lehman, Chambersburg, PA
Joel R. Leininger, Chapel Hill, NC
David Lepkowski, Reston, VA
Norman Leppert, Falls Church, VA
George & Frances Ligler, Potomac, MD
Mr. & Mrs. David Macdonald, Bethesda, MD
James Millar, Washington, DC
Thomas Mize, Thurmont, MD
Janet Musser, Frederick, MD
Stephen Nelson, Cumberland, MD
Ann & Robert Parkhurst, Germantown, MD
Ben Posel, Brooklyn, NY
William S. Price, III, Baltimore, MD
Mr. & Mrs. Edward Prince, Bethesda, MD
Neal Potter, Chevy Chase, MD
Dennis & Debra Roumm, Home, PA
John E. Schell, Gaithersburg, MD
Louise M. & George P. Shibley, Potomac, MD
John & Inge Silton, Potomac, MD
Frank V. Sordyl, Cabin John, MD
Thomas Joseph Taltavull, Silver Spring, MD
James & Wanda Taylor, Martinsburg, WV
Judith Wynne Thomas, Keedysville, MD
Grenville B. Whitman, Baltimore, MD
WYII Radio, Williamsport, MD
Bill Yurcik, Ellicott City, MD



Starting out on
this year's Heritage Hike

IT'S TIME TO RENEW MEMBERSHIP

Membership in the C&O Canal Association is concurrent with the calendar year and expires on December 31. Therefore, unless you have paid your dues for the next year in advance or are a

new member who joined the Association after September 1, 1990, your 1991 dues are payable on January 1. (New members who join after September 1 are credited with membership for the following year.)

(If you are not sure of your status, check the expiration

date on your membership card. It will show if your current membership expires in 1990 or 1991.)

Prompt renewal will benefit you and the Association in several ways. It will ensure your right to vote for 1991 officers and board members at the Annual Meeting in March. It will help to generate a positive cash flow in the treasury, so that we can sustain our activities in support of the C&O National Historical Park.

Please use the membership form found below to renew your membership now. If you currently have an individual or family membership, please

consider the Patron category for next year. The additional \$5 or \$10 will help our operating budget.

Also, won't you please add a contribution to the William E. Davies Fund. Formerly called the Legal Defense Fund, these donations are reserved to support legal actions or other special uses to defend against environmental threats to the C&O Canal.

The Association has been classified a non-profit organization under section 501(c)(3) of the Internal Revenue Code.

Reservation Form for Dinner
C&O Canal Association
Annual Membership Meeting

Please reserve _____ dinners at \$12.00 each. Total amount included \$_____.

Make checks payable to the C&O Canal Association and mail your check with this form to C&O Canal Association; P.O. Box 366; Glen Echo, MD 20812-0366. RESERVATIONS MUST BE IN BY FEBRUARY 15, 1991

