



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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VOLUME XXIX

JANUARY 1997

NUMBER 1

## THE SUSTAINABILITY ISSUE

### FROM THE PRESIDENT

*Sustainability.* A word we'll be hearing a lot in the next few years. If last year's one-two punch taught us nothing else, it should be that sometimes the old ways of doing things weren't always the best. As much as we desire historical accuracy, compromises will be necessary if we are to prevent or ease the amount of damage flooding causes our canal.

The twelve to fifteen year flood cycle allowed us to forget the ravages of the previous flood and we were satisfied to see the Park reopened with only a few grumbles over minor changes from the original. No more! Regardless of the time span between severely damaging floods, ways must be found to lessen their impact even if those ways modify our picture of what was.

We tend to think of the Park as frozen in time, static and unchangeable, yet the canal was a living entity, changing often in its lifetime to meet changing needs. Had it survived through today, management would be looking at the same question that faces the Park Service.

How do we minimize the damage from the floods we know will occur?

The C&O Canal National Historical Park staff has embarked on a multi-year effort to answer that question. I have no doubt that the Association will be deeply involved, lending both support and, when needed, constructive criticism. We were there when the Canal needed saving, we were there to assure it became a park, and we will be there to see it into the twenty-first century!

-- Gary M. Petrichick

### SUSTAINABILITY

*Sustain:* to keep in existence; keep up; maintain, or prolong. (L. *Sustinere* to hold up)

*Ability:* To be able

New as the word may be in our vocabulary of canal lexicon, *sustainability* has been a question from the

Canal's very beginnings. Whether economics--money with which to construct, operate, and maintain the Canal, politics--location of the Canal, land and money required for



A break in the berm of the Canal occurred below Angler's Inn as a result of the January 1996 Flood. Could it have been avoided? Photograph courtesy NPS.

## SUSTAINABILITY - continued

construction, the Civil War, or Mother Nature, the ability to sustain the Canal and cause its continued existence has always been in question.

Today, in the midst of declining federal dollars to fund programs desired on both sides of the aisle, the question of sustainability has greater meaning than ever before. That the federal government came up with \$24M for Canal Restoration was a pleasant surprise to me as I trust it was to you. Perhaps the fact that the public was able to raise \$2M through individual and corporate contributions had an impact on the generosity of our public officials. What the public wants, the public gets.

Like history, nature repeats itself. We know that sooner or later Mother Nature will again test the strength of our Canal structures, prism, and the Towpath. Damage will be inflicted and the bill for repairs will place demands on declining government resources. Will the public, will government officials, will you and I in light of budget restraints and constant or increased needs in other areas, justify with a clear conscience the expenditure of funds to repair, restore, or otherwise maintain the Canal as was the case in 1996?

In light of the touchy questions raised herein, under the capable leadership of Superintendent Doug Faris, the Chesapeake and Ohio Canal National Historic Park has contracted with Dewberry and Davis, a local Civil Engineering Firm, to perform a sustainability study. The purpose of this study is to determine if there are measures that can be taken to minimize the impact of future floods along the Canal. At this writing we have no information from the NPS or the engineering firm on the progress of the study. Nevertheless, sustainability is a major issue with which we as the C&O Canal Association must be familiar and with which the Board of Directors will deliberate over the coming years.

Preventive measures to reduce the magnitude of damage from future floods are highly desirable. Limiting damage will reduce the need for dollars. It makes good sense that the NPS would contract with a firm to explore what, if any, "relief valves" are available that could be installed to minimize the damage caused by periodic flooding. How any changes--installation of a gate or spillway to relieve pressure on the Canal prism in strategic areas, for example--impact on maintaining the historic features of the Canal is a question to be studied, balanced with the reality of available funds from public and/or private sources. It should be recalled how ready the C&O Canallers themselves were quite innovative in meeting the challenges of floods to the Canal.

I expect that there are many philosophies on this subject. What to do with the Canal has always been a subject of debate. Whether it be suggested to pave over the Canal, to return it to nature, to flood it with dams, to restore it to full operation, or maintain the Canal in a wilderness state

accessible to the public, there will most likely be as many responses to the sustainability study as there are topics of discussion on the best disposition of the Canal.

I revel at the myriad backgrounds from which we--those of us who love the Canal and are concerned with the conservation of the natural and historical environment of the Canal and the Potomac River Basin--come and yet, when we gather at the table, how the Canal unifies us in purpose. I trust that when we leave the table, having studied and pondered the issue of *sustainability*, we:

- 1) Will have been guided by the same unity of purpose; and,
- 2) Our recommendations to Superintendent Faris and the NPS will reflect solidarity.

Your views and opinions are welcomed and encouraged. Please write to or e-mail the editor.

-- R.C. Perry

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The Flood of 1924 put an end to the Canal that year. Flood effects at Six Locks at Great Falls. OCA Photograph from the Tom Hahn Collection.

While we prepare to deal with the issue of sustainability of our Canal, our British friends have their own issues of sustainability with which to deal. Perhaps some insight will be gained from this article furnished by Hal Larsen, written by Libby Purves, and reprinted from the *London Times*, January 21, 1997, with permission of the *Times*.

## UNLOCKING OUR CANALS

Could lottery money or workfare save Britain's inland waterways?

There was a time, near the end of another century, when Britain was swashbucklingly confident. Noblemen became entrepreneurs, engineers became heroes, landscapes were transformed, industrial buildings rose in graceful red-brick harmony with the landscape, and a legion of ragged unemployed were swept up in the service of the new

technology. They bored through mountains, climbed hills by steps of water, solved problems. Visionary builders harnessed with equal determination the newborn power of steam, the ancient waterproofing properties of trampled clay and the sweat of hungry men with shovels. In the years before 1800, Britain built her canals.

It was the first such network and it still works, 2,000 glimmering miles of it. It carries great weights in near-silence, controls thousands of tons of water with hand-wound iron wormgear, dives under brick arches and flies over aqueducts, linking the backyards of cities with the open countryside and enhancing both. It was, and is, a miracle and a thing of pure functional beauty.

Two hundred years on, as we sidle fretfully towards the millennium, Britain is at risk of letting that canal system fall to pieces. The British Waterways Board has had its



government grant reduced in real terms by one-third over the past 12 years. Last week it signaled that there is a backlog of £100 million worth of badly needed repairs, that this winter alone repairs cost £20 million, and that the 1997-98 grant is £7 million short of the bare minimum for safety. The difficulty lies not only in maintaining navigation, but in guaranteeing the safety of householders near canal banks. For these are not natural waterways: we made them, and we must either keep them or make a conscious (and dreadful) decision to drain and abandon them. The canal system depends as it always has on brick and cement, clay puddle and earthworks and vigilance.

So the British Waterways Board wants more money. It can scratch up more, and intends to, by raising the user's license price 30 per cent by 1999. That will not be enough (why should it be? Motorists are not billed for the full cost of roads, nor current parents for the full cost of schools. Some things must be shared). The plea for public funds is backed by the users' group, the Inland Waterways Association, which is not known for slavish agreement with the board. And if you still doubt the gravity of the crisis, let me point out that both board and association are always understandably terrified of frightening off holiday boaters, who generate income and support, by ever suggesting that tracts of the system may have to be closed. These are bodies which dare not cry "wolf!" unless they actually find themselves eyeball to yellow eyeball with one.

Nor is this a routine whine for public money by an inefficient public utility: the board is quite hawkishly efficient, and more entrepreneurial than many purists wish. So this appeal may be taken as a real warning. Even in an atmosphere where Chancellor and Shadow are competing as to who can sound stingiest, it deserves to be heard.

Election procrastination does not help. The sooner the Environment Department steps in the better. The reason is obvious to anybody who has ever handled bricks, water, ironwork or earth, and knows what they do to one another. In dealing with them, a stitch in time saves ninety-nine. If the embankment of the Grand Union Canal had been fully maintained, it would not now need expensive and urgent repairs to stop it flooding Bedfordshire. If the Aire and Calder Canal in west Yorkshire--and one of the few still used by profitable coal and oil boats--had been kept in order as envisaged by its original builders, it would not now be threatened with closure. The longer you leave it, the worse it gets. For canals are like children and cannot be put on hold.

Yet to avoid expensive lawsuits, British Waterways is forced to concentrate its repair budget on the areas where canals interact with motorway bridges or with housing. So what is at raw, immediate risk is the navigable network in between: those 2,000 shining miles of practical, logical beauty left to us by the Age of Reason. For an era which lists 1960s tower-blocks, pays museum curators to preserve culturally significant tins of Beatles souvenir talcum powder, and

plans (apparently) to turn the old Bart's Hospital into Kenneth Baker's dream theme-park of British history, with an animatronic Wellington, we are strangely lackadaisical in our attitude to the history which is right under our noses.

Of course, canals do have friends. British Waterways reckons ten million, at least. Some walk or cycle by them, some watch wildlife along the towpaths; some sketch bridges and locks. For many, narrowboats mean holidays, educational trips and--not least--an environment fit to rehabilitate mentally handicapped, ill and disturbed children. I am reliably told that four days winding lock-handles and working the beautifully balanced, artistically logical timber lift-bridges on the South Oxford Canal makes more difference to some children's education and prospects than a year of psychotherapy.

Some people mend canals for love. Years ago I spent occasional weekends working with the Waterway Recovery Group on such forgotten navigations as the Stratford Canal (I would have you know that I mix a mean barrowload of cement). Much has been achieved by the crazed dedication of these wonderful people, who bought Smalley excavators with saved-up Green Shield stamps and still traverse the countryside in battered vans to sleep, aching, on village hall floors after long hours of hard labour. Their labour has reopened the derelict Stratford and Basingstoke Canals. Others have successfully campaigned for Millennium Lottery money, so that--for example--the Huddersfield Narrow Canal can now be restored from similar dereliction. But what use are such spectacular restoration projects if the main network, those canals not abandoned or derelict, is allowed to decay for want of ordinary care?

If money cannot be squeezed from the Treasury, it is time to review the strict ring-fencing of lottery money, notably the ban on its use for purposes normally supported by the public purse. To ring-fence education and health in this way was clearly wise, but canals now are part of the pleasure rather than the strict necessity of life. What sense can it possibly make for lottery boards to hurl money at controversial statues such as the Angel of the North, or a controversial spider-legged bubble at Greenwich, while avoidable ruin overtakes a precious and historic piece of infrastructure, an asset to tourism and to the nation's own sense of pride and tranquillity?

Try another radical suggestion. The estimates of the British Waterways Board are based on paying existing contractors to do the work. But much of the work, by the nature of the canals, is labour-intensive manual work. (I know. I have personally barrowed concrete across planks, repointed bricks while balancing on a plank halfway down a culvert, and manned a bucket-hoist full of unspeakable ooze from the bottom of a lock chamber.) Why shouldn't some of this work be done, in the name of workfare or youth training or whatever, by those who otherwise have nothing to get up for? Granted, they should be paid reasonably rather than exploited; granted, the task of supervising them would be a skilled one. Even the most authentic heritage



## UNLOCKING OUR CANALS - continued

reconstructionist would balk at reproducing the squalid turf huts and the spectacular death-rate of the roving, fighting 18th-century "navigators" who gave navvies their name.

But given the success of volunteers in bringing back derelict canals, it might be worth looking at. After all, kids on job-creation schemes always complain bitterly that what they are asked to do is pointless, fake work. Working on canals is hard, outdoor craft, leaving the worker one feeling tired, healthy and satisfied. If I were out of work I would jump at it; especially if I then were to get a complimentary boat trip along my canal with my workmates, courtesy of a grateful Waterways Board.

There must be other answers, and you should not need to wear an anorak in order to lobby for them. We have a chance to go into the third millennium and take with us, in working order, a unique legacy that enhances landscape, leisure, understanding and the natural environment. Why leave it behind?

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## THE 43RD ANNUAL JUSTICE WILLIAM O. DOUGLAS REUNION HIKE

The 1997 Hike will cover the towpath from mile 130.72, Cohill Station, to mile 122.85, between Locks 51 & 52 in Hancock. The first bus will leave the Hancock Visitor Center parking lot on East Main Street at 10:30 a.m. The bus will return for a second trip approximately forty-five minutes later.

We will cross nine culverts, pass two locks, the Leopards Mill and White Rock Hiker/Bikers, the Round Top Cement Mill ruins, and cross the Tonoloway Creek Aqueduct to finish the trek. This is a particularly beautiful stretch of the Canal, so don't forget your cameras.

For those of you who can make it a little earlier, there will be a 9:30 a.m. ceremony, unveiling a new interpretive display. This will take place at the old road bridge that crossed the canal downstream of the Little Tonoloway boat launch area. There is a large parking lot available just off Main Street.

The banquet will be held at the Hancock American Legion, also on East Main Street. Happy Hour will begin at 4:30 p.m., with dinner set for 5:30. Our own Ralph Donnelly will give us some history of the Hancock area immediately following dinner.

Reservations are not required for the hike. However, a dinner reservation form is included in this issue of ATP. If you plan to attend the banquet (cost \$9.00 per person), be sure to complete the enclosed form and mail it along with your check to be received by April 14, 1997.

See you there!

## THE ASSOCIATION WELCOMES NEW MEMBERS

(Since 11/13/96)

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DUNNELLON GREG & PEG	Gaithersburg MD
FOUCHE MELANIE	Hagerstown MD
GILKESON SCOTT	Takoma Park MD
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SKINNER CARTER	Fairfax VA
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## ACKNOWLEDGEMENT OF CONTRIBUTIONS

With appreciation, the C&O Canal Association acknowledges the following persons who have contributed to the C&O Canal Fund (C), the Monocacy Aqueduct Fund (M), or the Davies Fund (D) since the last edition of *Along the Towpath*.

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## SUPERINTENDENT FARIS SAYS AQUEDUCT DRIVE SHOULD AIM HIGH

Doug Faris in a letter (Jan. 24th) to Carl Linden, Chair of the Monocacy Aqueduct Committee, says that the Association should aim high in setting its goal for the Monocacy Aqueduct Fund Drive. Responding to the Committee's request for guidance, Doug reaffirmed his endorsement of the drive and recommends a target figure of one million dollars for the campaign. If the Committee thinks the figure too high, Doug suggests a lesser figure of \$500,000. While Doug expects the engineering study of the Monocacy Aqueduct to be underway in the next two months or less and will, when completed, provide detailed data on the structure's condition, he says that the NPS continues to anticipate that the cost of full stabilization and repair will probably be in the six to eight million dollar range. A campaign on the scale recommended can serve to demonstrate to Congress the level of public support with the objective of obtaining additional funds from Congress needed for the stabilization and repair of the Aqueduct. Not only is the Aqueduct an irreplaceable historic structure in the C & O Canal National Historical Park but is a master-link in the continuity of the Park itself. It and the Paw Paw Tunnel are the largest structures of the Canal. With its seven graceful arches it combines beauty and function and remains an impressive and rare example of early American bridge architecture and engineering art. Its destruction would not only be an historical loss, but would also literally cut the Park in two.

Association members are demonstrating their unanimous support of the Canal and its great Aqueduct through generous contributions to the Canal and Aqueduct Funds which have reached a combined total of more than \$40,000 (about \$20,000 in each Fund) in but a year and a few months. The Association thus puts its money where its mouth is and places itself in a strong position in seeking contributions from major private funding sources as well as individual citizens. The fund drive is in the truest sense a public-private partnership in a worthy civic cause.

The Association's campaign is a volunteer effort. All contributors can rest assured that 100% of their donations go to the Aqueduct. No portion goes to overhead costs. Expenses for informational materials on the drive are supported by the Association treasury whose funds come from membership dues. Our fund-raising is conducted solely by unpaid volunteers from our membership. The Association considers no contribution too small. Keep them coming! Uphold the Monocacy Aqueduct!

### HELP WANTED

**The Monocacy Committee would appreciate the help and counsel of any of our members who have experience and know-how in fund raising. Contact Carl Linden at (202) 994-6348 if you would like to lend a hand.**

## NOTES FROM ACADEME

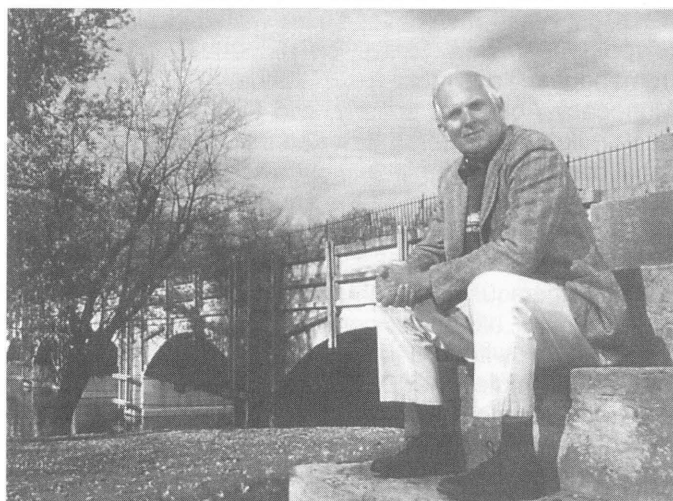
A Professor's Heartfelt Crusade to Save a C&O Canal Aqueduct

By Lawrence Biemiller

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Carl Linden's big Oldsmobile winds down Mouth of Monocacy Road for several minutes before the parking lot appears, empty except for one other car. He and Gilbert Gude clamber out of the Olds, and once the doors are shut the only sounds are the chirping of the season's last crickets and the rustle of dry leaves in a warm autumn breeze.

"There was a boat basin here," Dr. Linden says, pointing into the trees, "and a little village." A stone wall rises from a deep pool of leaves and scrub, marking one side of the basin; the foundations of a long-disappeared granary mark another. A broad dirt path curves through the woods, too level to be a hiking trail, too sharply curved to be a railroad



Carl Linden proudly says, "It's the largest on the canal..."

right-of-way. Not until the path emerges into a sunny clearing does the trough of the old Chesapeake and Ohio Canal become obvious beside it. The canal is filled with grass now, instead of water, but its sloping walls hold their shape, conveying the towpath, the eye, and the imagination toward a handsome stone structure just ahead.

It is the Monocacy Aqueduct -- "the largest on the canal, 538 feet from wing to wing," Dr. Linden says proudly. Seven shallow arches set on heavy piers carry the canal bed above the dark currents of the Monocacy River, which empties into the Potomac just downstream. The aqueduct was constructed between 1829 and 1833, and it remained in use until 1924, when one of the Potomac's periodic floods closed the canal for good. Once counted among Maryland's loveliest attractions -- its likeness was engraved



## NOTES FROM ACADEME - continued

on silver platters depicting the state's "Seven Wonders" the sandstone aqueduct has spent the past 20 years awkwardly girdled with steel cables and beams that were part of a "temporary" scheme to stabilize it.

Now Dr. Linden and Mr. Gude are leading a campaign to work out a permanent preservation plan. Both come to the campaign as volunteers who are long-time fans of the canal. Dr. Linden, an amiable Kremlinologist and political-science professor at George Washington University, is a 35-year member and two-time president of the C&O Canal Association, whose volunteers do everything from monitoring towpath conditions to filling sandbags when floods threaten the canal's historic structures. Mr. Gude -- his last name is pronounced GOO-dee -- is a former Congressman from Maryland who helped write the legislation that made the canal a National Historical Park in 1971, and who still bikes regularly along the towpath.

"There are really some no-lose structures that are essential to the canal's continuity as a historical park," Dr. Linden says. He notes that the Catoctin Aqueduct, 10 miles up the canal, collapsed when a flood undermined its piers in 1973; towpath users now cross on a modern footbridge. A tremendous flood this past January submerged the Monocacy Aqueduct entirely, and then another flood, in September, left it littered with tree trunks. Standing on the canal berm, Dr. Linden points out a floating jumble of flood debris jammed up against the aqueduct's middle piers by the river's relentless current.

Certainly the aqueduct seems sound enough to the casual visitor -- after all, it was constructed to shoulder 90-foot barges laden with 130 tons of coal or wheat. Its towpath, built for the mules that pulled the barges, is open to foot traffic. The curious can inspect railings notched by tow ropes, a stone plaque that lists the names of engineers, contractors, and canal-company directors. During the Civil War, Dr. Linden says, "Confederates tried to blow the aqueduct up, but they couldn't drill enough holes into it for their explosives."

Sturdy as it might seem, however, Dr. Linden points out a stone that has slipped down a few inches in the first arch, which appears to sag slightly. The cables and beams were intended to keep the structure from shifting, he says, but at this point no one knows whether they have done their job or were necessary in the first place. The canal association has given the National Park Service \$15,000 to pay for an engineering study of the aqueduct, he adds.

Mr. Gude, meanwhile, has been chatting with a woman who has set up an easel along the river downstream from the aqueduct. The painting she is making of it does not include the cables and beams. Mr. Gude and Dr. Linden are quick to tell her about the preservation campaign. One challenge, Dr. Linden admits, is that the aqueduct isn't on one of the more heavily used stretches of the canal. Although it is only

42 miles from the canal's zero milepost --near the Watergate complex in Washington -- the area around the Monocacy's mouth is relatively undeveloped. Hikers, bikers, and town planners press for canal improvements in populated areas -- above Washington's Georgetown neighborhood and in the Maryland cities of Cumberland and Williamsport, for instance. But the aqueduct is "kind of in a remote spot, so it has no constituency," he says.

The Canal Association hopes to change that, and experience suggests that it may succeed. The group got its start on the final night of a 1954 hike during which Justice William O. Douglas led editorial-page writers from The Washington Post along the entire length of the canal. As Douglas intended, the hike persuaded the paper to change its mind about a Park-Service plan to pave over the canal and make it a parkway. "It's really like the perils of Pauline that the canal survived," says Mr. Gude.

In fact, he says, the canal's existence has been perilous since July 4, 1828, the day President John Quincy Adams broke ground for it. New York's Erie Canal, a tremendous success as soon as it opened in 1825, had proved that canals could move goods cheaply and turn a profit. The C&O Canal Company had an equally ambitious plan to construct a canal reaching all the way to the Ohio River, but on that same July 4, ground was also broken for the Baltimore and Ohio Railroad. It took a similar route up the Potomac's valley, and it soon out-paced the canal, which was never well capitalized and which suffered all manner of delays. Construction was finally halted in 1850, at Cumberland. The canal was busy and profitable in the 1870s, but a flood in 1889 bankrupted it. Ironically, the B&O took it over -- to prevent competing lines from laying tracks along its right-of-way, Mr. Gude says. The railroad operated the canal until the 1924 flood. Later, Eleanor Roosevelt persuaded the President that the government should buy the property, which it did in 1938.

Now the canal is popular with runners, bikers, hikers, bird watchers, and many others. The towpath, intact along almost all of the canal's length, clings to slopes high above the river's edge in some places; in others it meanders through woods filled with the songs of birds. In several sections, notably between Georgetown and Violettes Lock, at milepost 22, the park service usually keeps the canal watered. Visitors there and elsewhere can marvel at the scope and cleverness of its engineering -- at locks that lifted boats from one level to the next, at feeder dams that bring river water into the canal, at overflow spillways that maintain the proper water level, at flumes and culverts and stop locks.

And at aqueducts, of course. What could better symbolize mankind's astonishing capacity for invention than a bridge built to float boats across 500 feet of thin air? Walking out alone onto the aqueduct here -- Dr. Linden and Mr. Gude are chatting with a park ranger in the distance -- you can hear the river gurgling around the stone piers and watch yellow leaves swirl and tumble in eddies and currents. Beside you is a quiet river of grass that the aqueduct now

## NOTES FROM ACADEME - continued

carries, as effortlessly as it once carried the canal itself. Dr. Linden sometimes calls the canal "a magnificent failure," and here, in the middle of the aqueduct, it's easy to see what he means.

### LETTERS TO THE EDITOR

#### Archimedes' Principle and the C&O Canal

To the Editor:

Your article on Carl Linden and the Monocacy Aqueduct of the Chesapeake and Ohio Canal (Notes From Academe, November 15) gives me a rare opportunity to reach across the gap between the two cultures with a metaphorical aqueduct of my own. Midway through the article is the statement, "Certainly the aqueduct seems sound enough to the casual visitor -- after all, it was constructed to shoulder 90-foot barges laden with 130 tons of coal or wheat." I hope it will amaze very few of your readers when I point out that the entrance of such a barge onto the aqueduct made absolutely no difference at all in the load borne by the stout sandstone arches. Archimedes' principle tells us that a floating object displaces exactly its own weight of water; the displaced water will find its way out of the aqueduct trough at its ends.

The load borne by the aqueduct depends on the total weight of the water it contains, which in turn depends on the length, width, and depth of the aqueduct. The width and depth are determined by the beam and draft of the largest barge to be accommodated. Curiously, the only dimension of the barge given in the article -- its length -- is irrelevant so long as the aqueduct is longer than the barge.

All this was, of course, well understood by the engineers of 165 years ago. Would that the democratization of education had since extended so far that even reporters understood it!

Lawrence S. Lerner  
Professor of Physics  
California State University at Long Beach Long Beach, Cal.

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### U-BOATS IN CANAL

This article provided by Pat Stakem is from the Cumberland Times:

#### Feb. 13 1917-- German U-Boats reported in C&O Canal

There was considerable excitement at Bridgeport, Md., when a report was circulated that Germany had declared war against the United States and a fleet of German submarines were on their way up the C&O Canal.

## CONTINUING HIKE SERIES BEGINS

A continuing series of short informational hikes is being planned for people wishing to hike the entire canal or just learn more about it. Rather than start at the Tidal Lock or the Cumberland river lock and hike segment-after-segment, the committee (Rachel Stewart, Mike Ditkoff, Karen Gray, and Pat White) decided to celebrate the diversity that is the canal in the four circuit hikes planned for 1997. If the response is positive, additional hikes will be planned for 1998. We will endeavor to cover all of the canal over a three to four year period by incorporating the April Douglas and October Heritage Hikes.

Hikes will begin at 10:00 AM or 11:00 AM depending on area. The first, **March 2**, was between Dargans Bend and Harpers Ferry. The second was held **June 8**, from Paw Paw Tunnel to Outing Club Road.

**Sunday September 7, 10:00 AM:** Monacacy Aqueduct to Noland's Ferry and beyond. Additional hikes will fill in the rest of the thirteen miles between the Monacacy Aqueduct, the end of the Spring '96 Douglas Hike, and Brunswick, the start of the October '96 Heritage Hike. (Note: The October '95 Heritage Hike was between Noland's Ferry and Brunswick, so the Monacacy to Noland's hike completes a 25-mile section for members who have made the two Heritage Hikes and the Douglas Hike.)

**Saturday December 6, 10:00 AM:** Frostbite Hike from Violets Lock to the Cutting Mill above Seneca.

We are actively seeking additional hike leaders. Please volunteer if you are knowledgeable about a section of the canal or are simply willing to lead a walk.

Ride sharing: If you need a ride or are willing to drive someone else, call Pat White at least a week before the hike. Leave name, phone number, location, and if you want a ride or are willing to drive someone else. She will attempt to match drivers and riders with neither the C&O Canal Association nor Pat accepting any responsibility or risk.

-- Pat White (301) 977-5628



Representative Constance A. Morella (R-MD) and Ellen Holway at the "Happy Birthday Montgomery County" celebration in September 1996.

## On the Level

Keith D. Kridenoff  
2nd V.P. & Level  
Walker Chair

It was a difficult year in 1996 for the level walkers because of the blizzard, flooding, and then closed sections of the Canal due to repairs. So far, Mother Nature has been more amicable and hopefully will continue to be so. Thanks go out to all the level walkers who braved the weather and conditions to maintain their sections last year. Let's get back on track this year and bring our level walker reporting up to the numbers of former years. For those of you with Internet capabilities, I now have an e-mail address. It is [kela@bellatlantic.net](mailto:kela@bellatlantic.net). If you are curious, kela is a combination of mine and my wife's name. As always, anyone interested in becoming a level walker can contact me at any of these three places:

1725 Red Oak Road  
Baltimore MD 21234-3707  
(410)661-6130  
[kela@bellatlantic.net](mailto:kela@bellatlantic.net)

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Following are reports received by the February 5th deadline. The next deadline is May 5th.

2 - 2.3 to 5

Fletchers Boathouse to Lock 5  
Larry & Sue Anderson (12/28)  
Most trash picked up was plastic left from flood crews spreading straw. Flood damage still very evident on the riverside of towpath between miles 4 & 5. Lock 5 in good shape.

3 - 5 to 7.5

Lock 5 to Cabin John  
James Wilson (1/22,3,4)  
Trash mostly from fishermen. Towpath break at lock 6 still not repaired. Although temporary planking is in place. Large diggers at lock 5 and Cabin John Creek.

4 - 7.5 to 9.4

Cabin John to Lock 14  
Carolyn Reeder (1/1)  
Towpath bank has eroded deeply into prism below lock 8. Erosion also bad at culvert below Lock 11. Towpath extremely muddy above and below Lock 8, forcing detour in woods. Canal prism empty.

6 - 12.3 to 14.3

Cropley to Great Falls  
Harry Bridges (11/11)  
Temporary repairs at mile 12.3 make towpath accessible. Lock gates seem to be damaged by flooding. Very little trash in area.

8 - 16.6 to 19.6

Swains Lock to Pennyfields Lock  
Maggie & Paul Davis (12/30)  
NPS still working in this area. Trees

are still jammed in lock gates at Pennyfields. Towpath being filled and graded all along level. Large number of trees have been cut and removed.

12 - 27.2 to 30.8

Sycamore Landing to Edwards Ferry  
Teresa Cummings & Dave Hoerauf (11/5)  
Towpath clean but muddy after flooding. Towpath also in good condition.

13 - 30.8 to 33

Edwards Ferry to Milepost 33  
Bert Grose (11/16)  
Removed two bags of trash while more was visible under snow. Spotted park ranger patrolling.

Point of Rocks to Catoctin Creek

Jack & Pat Cook (1/13)  
Any trash was covered by light coating of snow. Towpath has many holes and ruts and in dire need of grading. Spotted very few people.

23 - 60.7 to 62.3

Lock 33 to Dam 3  
Howard Solomon (1/2)  
Lock 33 area damaged severely by flooding and was roped off. Collected five bags of trash.

31 - 79.4 to 81.6

Lock 40 to Marsh Run Culvert  
Debbie, Barry & Paul Kistler (10/16)  
Large fallen tree in canal bed between Marsh Run and Tommy

Town Road. Lock 40 sign missing and Horseshoe Bend HBO devoid of table and toilet.

32 - 81.62 to 84.4

Marsh Run Culvert to Dam 4  
Bill Wentzel (11/1)  
Dam 4 lock house foundation under repair. Towpath is detoured around. Since NPS removed trash can at HBO, trash has been dumped in grill.

33 - 84.4 to 88.1

Dam 4 to McMahons Mill  
Paul & Rita Marth (10/13)  
Most trash seems to have been washed away in September flooding. Several areas of severe erosion to the point of no towpath.

40 - 104.9 to 106.8

Nessle RR Piers to Dam 5  
Bill Hibbard (12/26)  
Towpath eroded at 105.5 but passable. Normal towpath users trash along level. Pick-up loads of trash continue to be dumped at 106.3.

51 - 134.1 to 136.6

Dam 6 to Sideling Hill  
John Popenoe (11/11)  
No garbage along entire level. Only small branches cluttered towpath from past days storm.



## WHAT IS A LEVEL WALKER?

During the operating days of the Chesapeake & Ohio Canal Company, management employed people as level walkers. Their job was to walk a section usually about twenty miles in round trip length, daily. They would carry some hand tools and look for trouble spots along the canal, making repairs as they could and reporting larger problems to the Section Superintendent. This was done to catch troubled areas early, before the repair became more extensive and expensive, possibly saving the Canal Company from having to shut down and lose greatly needed revenue.

Today, the C&O Canal Association has its own Level Walker Program that performs a function just as important as that of years gone by. With the National Park Service budget being cut every year, it is harder and harder to maintain this very fragile and rare national resource. There are several canal parks in the country but ours is the only one which is fully intact. In the past two years, Mother Nature has shown us how fragile our Park is. So, the Level Walker Program is probably more important now than it ever has been. Unlike the old Canal Company, the Association has divided the Canal in much smaller sections. Most levels are about three miles in length and have at least one good access point.

To become and remain an active level walker you need only to:

- 1) Report on your level at least one time a year--but preferably more for better coverage. It's interesting to see the area change throughout the seasons.
- 2) Pick up small and manageable bits of trash. Take some trash bags with you for the small stuff and report on objects to large or inaccessible to remove.
- 3) Make note of the animal and plant life you see, and take the opportunity to learn about those not familiar to you. This helps identify changes in wildlife habitat in the park.
- 4) Report on any potential problems along the canal prism and towpath banks such as erosion, holes, breaks and large fallen trees to prevent these from becoming bigger and more expensive problems--and to help keep the towpath experience safer for everyone.

You will be provided with basic guidelines and reporting sheets, or you may use your own format. Several levels are available along the canal which should suit your interest.

**Be a level Walker**

**Contact Keith Kridenoff**

**See Page 10**

## VOLUNTEERED, BUT NOT BEEN CALLED?

Thousands of people including COCA members volunteered to help in flood cleanup. In 1996, 4,746 people contributed more than 15,000 hours of their time to:

Pick up debris;  
Repair the Towpath;  
Remove vegetation;  
Clean and restore historic structures;  
Repair the board walk to the falls overlook;  
Make telephone calls;  
Enter data into computer data bases;  
Provide food for various occasions;  
Contact political leaders; and,  
Many other vital functions.

As a result of public and government contributions of time and money (a total of more than \$24M) the Park is open and most activities have resumed. There are still some finishing touches to be made by volunteers and contractors.

You may be one of the many who volunteered but to date have not been called. There were more volunteers than the Park was able to utilize up to now. **THANK YOU** for your offer to help. If you are still interested, join the Volunteers In Parks (VIPs) group on the first Saturday morning of each month. For details call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 714-2233.

## VOLUNTEERS IN PARKS

Members of COCA have been active in many NPS Volunteers In Parks (VIP) activities. They have: rehabilitated flood damage, improved and maintained trails, cleared vegetation from historic structures, lead nature hikes, assisted with administrative work and staffed NPS Visitor Centers. The COCA and NPS sponsor a monthly VIP Workday for those who would like to participate in projects which will improve the public's enjoyment of the C&O Canal NHP and/or supplement the NPS budget and staff constraints.

## VIP WORK-DAYS

The VIP Work-Day is the first Saturday of each month from 9 A.M. to Noon at the place designated in the Calendar of Events listed in *Along the Towpath*. For the most part, we will undertake definitive projects such as repairs to the Towpath and Canal facilities, trail maintenance, and flood rehabilitation. We need and welcome your help. No special skills are required, but a pair of gloves, long sleeved shirt, and insect repellent may make things more pleasant. Tools and special equipment, if needed, will be provided by the NPS.

## SIGN UP

You need not sign-up in advance--just arrive at the designated time and place ready to work (Sign-in on arrival). Participating members may earn a yellow VIP hat.

## **VOLUNTEERED, BUT NOT BEEN CALLED?- continued**

Although as a volunteer you are not considered a federal employee, you are eligible for compensation for medical expenses if you are injured while performing official volunteer duties.

FOR MORE INFORMATION OR TO BECOME A VIP:

- Contact the VIP Coordinator, John Lindt (301) 469-6381 to place your name on the list; and,
- Come to the Next VIP Work Day.

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## **NPS SEEKS VOLUNTEERS TO STAFF VISITOR CENTERS**

The National Park Service is looking for retirees or others who have time to devote to staffing Visitor Centers along the C&O Canal. Each of the centers is short of ranger staff and volunteers are needed to answer questions, explain historical canal operations, and provide environmental information to visitors as well as assist with office work while rangers carry out other duties. Training will be provided to those willing to commit a number of hours each week/month. If you would like to participate, call your local Center for more information. This is a good opportunity for retirees living near the upper reaches of the Canal to become involved in Canal activities.

The five C&O Visitor Centers are located in:

Georgetown	(202) 651-5190;
Great Falls, MD	(301) 299-3613;
Williamsport, MD	(301) 582-0813;
Hancock, MD	(301) 678-5463; and,
Cumberland, MD	(301) 722-8226.

You may also contact Nancy Brown at C&OCNP HQTRS in Sharpsburg at (301) 714-2233.

-- John Lindt

## **C&O CANAL VOLUNTEER PROJECTS**

Following the flood of January 1996 and Hurricane Fran of September 1996, we had a tremendous outpour of volunteers who wanted to help with the flood recovery effort. Many want to continue their support for the park. To maintain the wonderful momentum, volunteer projects will kick off on March 1st. The first Saturday of each month, spring through the fall, work projects will be scheduled along the entire length of the canal. If you are interested in volunteering, please contact the Volunteer Office, (301) 714-2233, to sign up and receive the details of the projects.

### **VIP Volunteers Note:**

**April 5, May 3, and June 7 are VIP Workdays at designated areas.**

## **APRIL**

### **POTOMAC WATERSHED CLEANUP**

**All events 9 a.m. - Noon**

**4/5**

#### **SENECA - VIP Workday**

Remove trash & debris from canal & river.

#### **EDWARDS FERRY**

Remove trash & debris from canal & river.

#### **FLETCHERS**

Remove trash & debris from picnic area.

#### **TAYLORS LANDING**

Remove trash & debris from canal & river.

#### **McCOYS FERRY PICNIC AREA**

Remove trash & debris. Landscape area.

## **METRO SPORTS & C&O CANAL 2ND ANNUAL CLEANUP**

**All events 8:30 a.m. - Noon**

**4/12**

#### **GEORGETOWN**

Remove trash & debris. Paint bridge.

#### **FLETCHERS BOATHOUSE**

Remove trash & debris. Landscape area.

#### **GREAT FALLS**

Clean up trails. Rehab. Catfish Hole Trail.

## **NATIONAL VOLUNTEER DAY**

**9:00 AM - 1:00 PM**

**4/26**

#### **SYCAMORE ISLAND TRAIL**

Rehab. Trail. Stabilize side.

## **MAY**

**All events 9:00 a.m. - 1:00 p.m.**

**5/3**

#### **SYCAMORE ISLAND TRAIL - VIP Workday**

Rehab. Trail. Stabilize side.

#### **POINT OF ROCKS**

Remove trash & debris. Clean boat ramp.

#### **TAYLORS LANDING**

Remove trash & debris from canal & river.

#### **LITTLE POOL HBO**

Remove trash & debris. Landscape area.

## C&O CANAL VOLUNTEER PROJECTS - continued

### JUNE

All events 9 a.m. - 1 p.m.

6/7

#### GEORGETOWN CAPITOL CRESCENT TRAIL -

##### VIP Workday

Prune back vegetation from trail.

#### BRUNSWICK

Remove trash & debris. Prune vegetation from trail.

Projects will be posted quarterly in *Along the Towpath*. In addition, a quarterly newsletter announcing projects will be mailed to the volunteers. It is imperative that you sign up for projects at least 1 week in advance so that NPS staff can prepare necessary supplies and equipment.

Call Ranger Nancy Brown to sign up for volunteer projects at (301) 714-2233.

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## SHOW YOU BELONG TO THE C&O WHEREVER YOU GO

Maryland members can show their membership in the Association by purchasing special license plates for their car. The plates will look like this:

CNL\_\_\_\_\_

C&O Canal Association

Conductor Ditkoff, the Association's liaison with the State, will assign a four digit number (represented by "\_\_\_" in the above example) as soon as twenty five members sign up. Organization license plates cost \$12 (a **ONE** time fee.)

Interested Maryland residents should send a \$12 check payable to the C&O Canal Association and their current Maryland license plate number (not the plate) to:

C&O Canal Association  
PO Box 366  
Glen Echo, MD 20812-0366

The State will send your new license plates to you. You will have to turn in your old license plates to the nearest DMV office.

If you have any questions, contact Conductor Michael Ditkoff at (301) 459-7945.

## WHAT'S GOING ON IN WILLIAMSPORT

As of mid February, balmy temperatures have melted the remnants of snow and ice and also brought a profusion of ducks to the river's edge. I know this because those same temperatures took me down to the towpath on my bicycle. However, this article isn't supposed to wax wordy over the coming of Spring to our midpoint locality, but rather inform you of projected developments in our park.

Head of maintenance in this area, Ronald Bricker, assures us that the rebuilding of Lock 44 is set to resume shortly. You will remember that this work had already begun before the two floods of 1996 interrupted its progress and put this project on a "back burner" as workers were assigned to more pressing cleanup work. The old foundations for the Lock were in good condition, and all the stones are numbered for careful reconstruction of the south section. The north wall comes next, and then the lock gates will be rebuilt. In time, the area of the canal prism below the lock will need to be desilted down to the Potomac Edison access road.



Lock 44 during early stages of rebuilding.

At the other end of our Williamsport section, studies continue as to how to make the railroad lift bridge functional again after so many years of inactivity. And we haven't given up hope that someday the Aqueduct's north wall can be rebuilt. (The stones are strewn about for you to see up in the woods, you know.) But for the present, more modest undertaking, we bring you word that the visitors' center is projected to move into the old trolley barn at the Cushwa Basin, once the Preservation Center has completely relocated itself. Ranger Donna Swagger of the Williamsport Visitors' Center will keep us posted as to the timetable, since we know that very often things take longer to accomplish than we expect.

In the meantime, come on up and see for yourself what is going on. Stand with me on the towpath and, looking into the future, see if you don't see a couple of mules and passenger boat coming toward us.

- - Tom Perry



*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

Articles for publication should be received by the 15th of the month prior to publication. Please mail articles to:

Robert C. Perry  
Editor, *Along the Towpath*  
12713 Knightsbridge Drive  
Woodbridge, Virginia 22192  
e-mail: cocasn@erols.com

Membership in the C & O Canal Association is open to all persons with an interest in the C & O Canal, the C & O Canal Historic Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, and are assessed on a calendar-year basis. Dues should be mailed to the C & O Canal Association at the above address. A newsletter subscription is included with membership. The Association is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

The C&O Canal Association maintains a home page on the WWW at <http://www.cyberrealm.net/canal>. The COCA Webmaster is Olivia Casanovas. COCA also maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

#### C & O CANAL ASSOCIATION 1997-1998 Association Officers

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716-268-5187

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Belmont, NY 14 813

##### First Vice President:

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##### Committees (Contact at the COCA telephone number or write to COCA))

Archives  
Canal Restoration/Monocacy Aqueduct  
Environmental  
Level Walkers  
Membership  
Programs  
VIPs

Hal Larsen  
Carl Linden  
Ralph Donnelly/Fred Mopsik  
Keith Kridenoff  
Rita Bauman  
Sonny DeForge/Ken Rollins  
John Lindt

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Editor: Robert C. Perry

703-590-5568

##### Associate Editors

Carl A. Linden  
Jane D. Perry  
Ken Rollins

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### C & O CANAL NHP HQTRS

Box 4, Sharpsburg, MD 21782  
Superintendent  
Assistant Superintendent  
Chief Ranger  
Admin Officer  
Asst Ch. Ranger & Chief, Visitor Protection Branch  
Chief, Natural Resource Mgmt Branch  
Chief, Cultural Resource Mgmt Branch  
Chief, Interpretation Branch  
Chief of Maintenance  
Volunteer Coordinator

301-739-4200  
Douglas Faris  
Kevin Brandt  
Keith Whisenant  
Ken Brodie  
Kevin Fitzgerald  
Patrick Toops  
Vacant  
Gordon Gay  
Bob Hartman  
Nancy Brown

### PALISADES DISTRICT

11710 MacArthur Blvd, Potomac, MD 20854  
301-413-0024

District Ranger  
Supv Ranger - Fee Collection  
District Interpreter

Tom Nash  
Terry Barbot  
Vacantl

### GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson Street, Washington, D.C.  
Park Ranger - Subdistrict Interpretation

202-653-5844  
Kathy Kupper

### GREAT FALLS TAVERN VISITORS CENTER

Great Falls Tavern Information  
Park Ranger

301-299-3613  
Vacant

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

### WESTERN MARYLAND DISTRICT

301-739-4200 x237  
District Ranger

Mark Spier

#### Western Subdistrict

#### Central Subdistrict

#### Eastern Subdistrict

#### District Interpreter

Rick Erisman  
Matt Stoffolano  
John Bailey  
George DeLancey  
Luis Krug  
Bill Orlando  
Martin Gallery  
301-678-5463

### WILLIAMSPORT VISITORS CENTER

205 West Potomac Street, Williamsport, MD 21795  
Park Ranger

301-582-0813  
Donna Swauger

### HANCOCK VISITORS CENTER

301-678-5463  
326 East Main Street Hancock, Maryland 21750  
Park Ranger

Sherilyn Seyler

### CUMBERLAND VISITORS CENTER

301-722-8226  
Western Maryland Station, Cumberland, Maryland 21502  
Park Ranger

Rita Knox

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

### OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation 202-653-5844  
Abner Cloud House 202-472-2679  
Fletcher's Boat House (Concessionaire) 202-244-0461  
Canal Clipper, Great Falls Tavern 301-299-2026  
Swains Lock (Concessionaire) 301-299-9006

## BRING YOUR OLD PAPERS TO HAL

As the work of collating and assembling the C&O Canal Association archives progresses, I have established guidelines for persons who might have archival material to donate. These collections, which are being assembled at George Washington University's Gelman Library, fall into three categories: (1) Personal collections, i.e., materials that come from individuals who were prominent in the Association, including such holdings as the Durham, Hahn, and (we hope soon) the Davies files; (2) A large accumulation known as MISMAT (miscellaneous materials), comprising small donations from countless donors who mailed me the items, pictures, news clippings or papers during hikes, happy hours, board meetings, etc. These contributions from many individuals, which are too small to constitute personal collections, add up to more than one thousand items--All valuable additions to the archives; and (3) the Association records, i.e., papers collected by officers and committee chairs while in office.

The guidelines refer specifically to the records. The objective is to have all Association proceedings documented as fully as possible, something that never happened before. The records have always been scattered among the officers and committee chairs, with no coherent or consecutive historical trail. Too often we have relied on individuals' memories to learn about significant decisions that were made in the past, who served in what positions at any particular time, and when and where hikes occurred. Most important, the Association's participation in the big battles--the fight to keep the Corps of Engineers from damming the Potomac, our role in establishing solutions to Cumberland's transportation problems that would be favorable to the canal--cannot be recalled as a chronological account without looking around here, there and everywhere for the relevant papers. Now, for the first time, the full record will be available in one place.

Having such a complete record has obvious value. Scholars, writers, Association members and others who wish to write something or do research for a project, or Board members who need data for administrative or policy use will be able to get full information on any activity the organization has engaged in.

To ensure that the record is complete, officers and committee chairs should contribute all correspondence and papers in their possession at a time when they are ready to give them up, either because the items are too old to have further value or because the holder is leaving office. Obviously, there will be many duplications, but the individuals who hold these materials can't know this. Duplicates can be removed only at the Gelman as we look at the holdings all together. Only by receiving everything in the collections from everyone can we be sure we aren't missing something.

Therefore, I urge all former and present officers and committee chairs to package up the official correspondence and other papers in their possession that are no longer

needed and hand them over to me or deliver them directly to the Gelman Library, attn: Special Collections Department, and identify them as C&O archives. (The Gelman Library is at 2130 H Street NW, Washington, DC 20052.)

The personal collections will also contain many papers that will duplicate material in the records. In these instances, these documents will be left in these holdings because they pertain to the individuals who had major roles in the Association, and users will read them in that context. Official papers in the MISMAT will go to the records.

I want to thank everyone in advance for their cooperation in this matter. I believe the result will be an excellent archival record of great value to the Association and other users.

- - Hal Larsen  
(703) 356-1809

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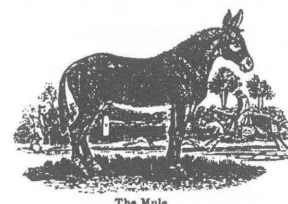
## IN SEARCH OF HELP WITH PUBLICITY

Please help get the word out about events and achievements of our association. Here are two easy ways to begin:

Send me information about how to get calendar announcements in your local newspaper. We have a list of the major papers, but may not be aware of community newspapers and small publications. Announcements in two community papers resulted in a good-sized contingent from Poolesville joining our 1996 Monocacy Aqueduct walk. We want to make certain that events are publicized up and down the canal.

Agree to distribute brochures and pocket-sized calendars listing upcoming events. The 4" x 9" calendar, which will come out twice a year, fits in display racks. It could be distributed at local museums, libraries, welcome centers, tourist-oriented restaurants, bike and canoe shops--any place that might be frequented by someone with an interest in the canal.

Get in touch with me by phone, fax or mail with information or to volunteer for calendar distribution. Kate Mulligan, Information Officer, 202-484-3590 (phone and fax), 1301 Delaware Ave., SW, Apt. 310N, Washington, DC 20024.



## NATURE NOTES--Winter, 1996-97

Looking back on 1996, Betty Bushell tabulated 47 scheduled "Sights and Sounds of the Seasons" walks during the year. Of these, 11 had to be canceled because of government "shutdowns" during the winter and Potomac River floods in January and September. In addition, several of the 36 walks conducted during 1996 had to be held in the Carderock area or on the Goldmine Tract rather than starting at Great Falls Tavern as originally scheduled.

The number of walk participants totaled 361 for the year. Notable among these were a young couple who planned a spring wedding in Ireland, the original home of the future bride. On another walk, a mother came with a young daughter from Middletown, MD. The child is a native of Russia, adopted and being tutored at home by her mother in preparation for regular school. "Tutoring" includes field trips such as those with "Sights and Sounds" group.

In the last issue of *Along the Towpath*, Ken Rollins called the towpath break left by the January 1996 flood at the lower end of Widewater a "relief valve." Certainly the break seems to have saved the Park from greater destruction immediately below that point, not only in January, but also in September. Perhaps the river itself in both 1996 floods has suggested other locations where similar "relief valves" might be left in place to lessen future flood destruction in the Park.

Certainly, no natural history event during 1996 was more dramatic in its intensity and more devastating in its effect than the winter and fall floods of the Potomac River. Both the man-made structures in the Park and the natural landscape suffered. As an example, instead of a continuous canal flowing through an old river bed, the Widewater area of the Canal has become a succession of pools with a trickling stream to connect them. The former water line still appears on the Canal berm high above the present water level. Great blue herons (up to six counted on one walk) haunt the shallow pools, looking for their food supply.

In some places, reconstruction effort has added to flood-induced change, leaving the natural landscape along the Towpath utterly denuded of its customary annual growth. An unwanted exception is the English ivy--a persistent alien--which still covers trees and ground at some locations, hindering any other natural growth. Wormwood, another alien, apparently transported by a flooding river, has now invaded much of the Widewater area. Its aromatic dried plants, two to four feet high, have persisted through the winter months.

Just above the Tavern, en route to Swains Lock, a possible "newcomer" native plant has appeared. Conspicuous for its fresh green color in mid-winter, this plant has been tentatively identified as "soft rush," a plant that prefers wet ground. Most of the familiar canal-bank plants--smartweeds, heal-all, wild asters and others identifiable in winter by their skeletons or seeds--have simply disappeared from the Towpath bank and the Canal berm. A sticky muddy surface is all that remains in early January.

Twayblade, a local member of the Orchid family, has disappeared from the edge of the Towpath near the Tavern. Among missing shrubs and trees is the sassafras with its single, double, or three-lobed leaves. Tell-tale tooth marks on woody stubs nearby offer proof that beavers have at least helped in the removal of Amur honeysuckle, a large bush with red berries that used to attract cardinals in the winter.

Birds, as well as plants, seem noticeably absent near the Tavern this winter. For seed-eating birds this is understandable, since their food supply has dwindled. A notable observation in early January was of what appeared at first to be a good-sized hawk sitting in a tree. Bob Caswell's keen eye identified it as a young eagle as it flew toward the river, showing conspicuous white on the under-side of its wings. On the same excursion, a brown creeper was observed on his spiral ascent of a tall tree.

A small flock of mallards apparently finds an ample food supply in an open stretch of water in the canal prism a short distance above the Tavern. From time to time, ten to fifteen or more Canada geese can be heard honking as their V-shaped flocks sail swiftly overhead.

Bluebirds, and downy and pileated woodpeckers have appeared at times on the Goldmine Tract. A belted kingfisher occasionally rattles his way along a watery stretch of the Canal. Great blue herons patiently hunt for food at Widewater, Carderock and elsewhere along the Canal.

The sunny warmth of the first Saturday in January 1997 (temperatures in the 60's) brought out small flying insects as well as crowds of happy people. Snow and ice quickly followed. But with half of January gone, and with skunk cabbage blooming in nearby swamps, we will soon be traveling the paths of early spring with "Sights and Sounds of the Seasons." Already a tiny white chickweed is blooming in cracks in the paving around the Tavern. Nearby the little blue speedwell (veronica) has been blooming all winter. And mosses are sending up their slender spore stalks in the nearby woods.

Note: "Sights and Sounds of the Seasons" walks are scheduled by the Park Service on the first and last Wednesday and Saturday every month of the year. They start at 10 A.M. at Great Falls Tavern with a brief slide show illustrating sights of the season. Three volunteer leaders, all members of the Canal Association, have been conducting the walks for more than 20 years.

- - Helen Johnston





## CANAL CHARACTERS by Ken Rollins

### George "Hooper" Wolfe

George "Hooper" Wolfe is best known away from the Williamsport, Maryland area as the author of "I Drove Mules on the C & O Canal." Closer to home he is known in various ways because of the character he was. To Canal fans, it was a must to meet Hooper, and it was always a mutual delight. He is so legendary that I am not sure what I can contribute except a few personal observations.

About the book-- It has been out of print for some time, and it is a collector's item. If you have a copy, you are very lucky; it is valuable. If you are looking, expect to pay a good price if you find one. It is a "sellers" market. Most if not all of his books were autographed in ink made from water "taken by the author from Lock 44." In addition, Hooper loved to add personal dedications. Barbara Yeaman is lucky to have one of the third printing autographed to her with one of the pens used by President Nixon to sign the bill creating the C & O Canal National Historical Park. It is most fitting that this one was presented to Hooper.

Some have questioned the extent of Hooper's mule-driving career and to some extent the veracity of his writings, but by his own admission, he intended to enchant readers with his beloved Canal, succeeding where necessary by inviting controversy. As to veracity, Hooper delighted in his long life (90 years less two months) by saying, When you have lived long enough, you can say pretty much what you want, and there's nobody left around to call you a liar. On the other hand, if you asked Hooper how old he was, he'd say, "same age as Jack Benny."

Because of his great enthusiasm for life and his love of people, he presented various facets of personality to many people. I always thought of him as a genuine leprechaun. Such characterization is appropriate to his stature, his boyish attitude, and his enormous sense of humor. Such characterization also honors his heritage from Irish immigrant Canal workers, of which he was justly proud.

The foregoing sort of obviates explanation of the nickname "Hooper," which I understand he acquired at a very early age and was very well understood by his teachers.

His livelihood was **WOLFE'S ON THE SQUARE** in "downtown" Williamsport at Conococheague and Potomac Streets, still operated by Hooper's descendants. Whatever you need is there--a can of beans, fish bait, a snack, a pair of pliers, or whatever beverage you might need. Its slogan could very well be: "If we don't have it, you don't need it."

His enterprise was successful enough that in later years he drove around in Cadillacs, which he traded in every few years. Ed Wesely once asked him about a short turnover, and Hooper explained, "I trade them in when the ash tray gets full." I remember many years ago when some proposal had been made to restore the aqueduct and "improve" the towpath--enthusiastically supported by

Hooper-- Grant Conway (another character) said in his usual droll way, "Aw, Hooper just wants to drive his Cadillac up the towpath."

Hooper's whole life was centered around the Canal. He was born a couple of blocks away. His wife, Minnie Zimmerman<sup>1</sup> was the daughter of the captain of Canal Boat No. 4. He survived her by many years, and though we kidded Hooper about being a lady's man<sup>2</sup>, his devotion to Minnie is memorialized by the organ he donated in her name to the Zion Lutheran Church,

Hooper seldom left the Williamsport area. The most extensive travel I knew about was his visits to various schools with his slide show about the Canal-- as far away as Montgomery County. He was deeply concerned about young people; probably not many know that the earnings from his book (I Drove Mules...) all went to support youth activities at the Zion Lutheran Church. I recently learned that all the (unsolicited) honoraria for his various appearances went to a community scholarship fund to support education of young people.

Hooper's spontaneous wit was without doubt his most noted attribute. The best example I recall was one of our celebrations involving Williamsport. One of our "advance crew" had approached Hooper to make sure he knew about it and to assure that he would be there. Part of the inducement was that Ed Wesely would be there with his guitar. Without hesitation, Hooper said, "Oh, I've heard Ed play - sounds like two farmers stringing a barbed wire fence."<sup>3</sup>

Most people who met Hooper remember the man and the occasion. Pat White recalls her encounter (before she found the Association). She and her husband were walking on the Canal in October 1979 and realized that gloves would be a considerable comfort. They left the Canal and found **WOLFE'S ON THE SQUARE** where their need

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<sup>1</sup> There were Zimmermans all along the upper Canal, particularly in the Ernstville area which was the home of George "Elwood" Zimmerman who worked on his Daddy's boat as a boy, and with whom I walked the Canal in 1980. George was certain that Minnie would have been a cousin but he wasn't sure exactly how.

<sup>2</sup> In fact, Hooper was born on Valentines day 1894.

<sup>3</sup> Actually, Ed Wesely is an accomplished "picker" and folk singer, also collector and sometimes composer of songs related to the Canal. It is his voice and accompaniment about "black diamonds in my hold" that BBC used for lead-ins and fade-outs in its documentary film on the creation of the Canal Park. (Hooper knew this, but he could'nt resist the opportunity to twit his friend.)

## CANAL CHARACTERS - continued

was met. There was Hooper who was delighted with their interest in the Canal, but later turned to Pat's husband and said, "And what do you do in real life?"

Long before he moved to Williamsport, Tom Perry discovered Hooper by escorting Boy Scout groups along the Canal. He soon learned that whenever he arrived with a group and someone "got word" to Hooper, he would go down to the Canal and talk with the boys about it.

Because of the book and his many friends, Hooper was much in demand. It was on our through-hike in 1979 that all the talk about him led to speculation as to whether we would get to see him. Because of his legend, the ladies were particularly interested, and they kept asking, "When we get to Williamsport, will we see Hooper? Knowing him as I did, I said, "I'll cover any bets that soon after we cross the Conococheague Creek, we'll find him around somewhere." Little did I dream that there he would be on the downstream wing-wall of the Aqueduct waiting for us. Best of all, I have a series of slides to prove it; he greeted each of the ladies with a big hug—he didn't miss a one, and I didn't lose any bets!

In his declining health years, Hooper became something of a concern to the family. They maintained his independence as long as possible, but he would leave his apartment above the store and wander around at night. They finally "enrolled" him in a nursing home just below town, uncertain as to how it would work out. When I first went to visit him there, the staff greeted me with enthusiasm; it turned out that Hooper had proved not to be a burden, but a blessing. He led me all around the facility pushing his wheel chair and introducing me to all his fellow guests. He assumed the role of "Official Host." What a supplement to the professional staff!

When the sad time came in December 1983, and there was a memorial service in his beloved Zion Lutheran Church, his granddaughter Sally Drury called me aside and said, "You were so loyal with your visits I want you to know. Some people may tell you that in the last few weeks Hooper was in pain because he would cry out in the night. That wasn't it - he was tired and ready to go. He would wake up and realize that he was still here and cry out in anguish. It wasn't too long before he got his relief, and he was ready."

What a heritage we have! Who could guess that a thing so simple as an abandoned ditch could so profoundly affect so many people? We can only guess how many of his visitors were imbued with a living sense of history and a life-long love of the Canal because of Hooper. He certainly motivated and sustained those who strived to save the Canal and he "sold" it far and wide. It's not an exaggeration to say that Hooper's effort was critical- it just could be that without him we wouldn't have the Park. He certainly deserved that pen. Hooper lives on as a part of the MAGIC of the C & O Canal.

## ANNUAL REPORT OF THE INFORMATION OFFICER

It's an ill wind that blows no good. The floods brought us unexpected publicity. Jess Atkinson, reporter for Channel 4 in the Washington area, invited association members to make an on-air appearance answering phone calls from volunteers. The station also televised Atkinson's bike tour of the length of the towpath. The *Washington Times* featured the association in its story about cleanup efforts. A picture of Carl Linden was on the cover of the *Metropolitan Times* in connection with the story.

A mention of the fall Heritage Hike in Angus Phillip's column in the *Washington Post* brought a deluge of phone calls. The new membership brochure resulted in a radio interview of Linden and Gilbert Gude on WGAY. William and Rita Bauman persuaded a reporter on WFMD to do a story on the association. Initiatives included the development of an events calendar to be distributed with the membership brochure or as a stand-alone item and a schedule of announcements to community newspapers. NPS staff agreed to fax association announcements to its press list.

We made a beginning at establishing a network of members who will help with publicity. Members are asked to do any or all of the following tasks: submit media contacts (local newspapers, radio and TV stations) to the PIO; cultivate press contacts and suggest story ideas about the association (for example, the level walker program or an upcoming hike or interesting character); identify places where we could put our brochures, calendars and flyers (visitors centers, B&Bs, libraries, bike shops). The effort could be particularly productive in the smaller towns, where newspapers and other media are looking for stories.

-- Kate Mulligan

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## ANNUAL REPORT OF MEMBERSHIP COORDINATOR

The table on page 19 reflects Association membership at the end of each of the last 4 years.

As of the end of the year, we seem to have recovered membership in comparison with previous years.

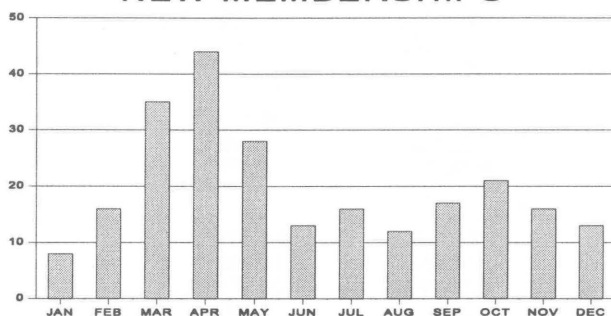
In the charts below I have shown the number of new memberships and then the membership renewals for each month. Note the dramatic change in scale. As we would expect, most members renew in Jan. with a few waiting until they get their personal letter in early April. Last year we enjoyed a rise in new memberships early in the year due in part to the publicity associated with the Spring floods.

We would like to gain new members without the floods.

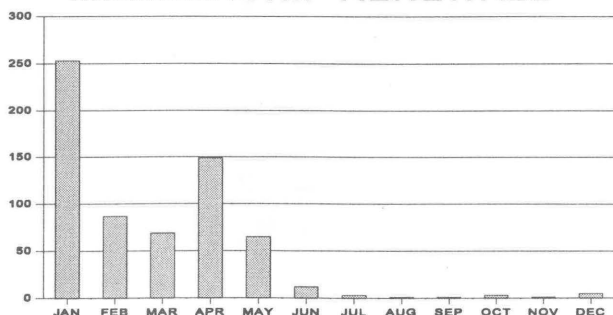
**ANNUAL REPORT OF MEMBERSHIP COORDINATOR -**  
continued

Type	12/4/93	12/4/94	12/1/95	12/1/96
Member	462	418	413	444
Family	278	290	285	311
Patron	159	157	132	191
Life	4	4	3	3
Totals	903	869	833	949

**NEW MEMBERSHIPS**



**MEMBERSHIP RENEWALS**



-- William Bauman

**MEMBERSHIP RENEWALS DUE FOR 1997**

Annual memberships in the Association are concurrent with the calendar year, and all expire on December 31st. It is the Association's policy to enclose renewal forms with the winter issue of the newsletter. This saves the expense of a separate mailing, plus many volunteer hours for filling and addressing envelopes.

If your current membership expired at the end of 1996, please remit your 1997 dues with the enclosed form at your earliest convenience. If you have already paid for the coming year, you do not have to pay again at this time.

**NOTE:**

The code on the upper left-hand corner of your mailing label indicates your current membership status. The letter shows your membership class: "M" for Individual member, "F" for Family, and "P" for Patron. The number indicates the year through which your membership is paid: "96" means that your membership expired on 31 December 1996; "97" means you are paid-up through 1997, etc.

You may also use the renewal form to make a contribution to one or more of the Association's special funds, and add your donation to your dues payment. The funds are:

**MONOCACY AQUEDUCT FUND.** The Association has undertaken a major campaign to raise funds for the stabilization and preservation of the Monocacy Aqueduct, as described in the September issue.

**C&O CANAL FUND.** Donations to this fund are used to support projects in the park, particularly interpretive exhibits and programs, resource protection, and research and publications that would otherwise not be done because of budget constraints.

**DAVIES LEGAL FUND.** This fund, named in memory of Bill Davies, was established to create a reserve to be used to cover legal actions that may be taken to protect the Park from internal and external threats to its integrity and quality.

The Association is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

**MEMBERSHIP RENEWALS ARE DOWN**

**HAVE YOU PAID YOUR DUES FOR 1997?**

**CHECK OUT THIS COLUMN**



**CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.  
CONSOLIDATED FINANCIAL STATEMENTS, CALENDAR YEAR 1996**

**SUMMARY OF INCOME AND EXPENSES**

	1996	1995
Administrative (See detail below):		
Income (Dues, Grant, interest)	\$ 18,297	\$ 15,571
Expense (Newsletter, Overhead)	<u>17,898</u>	<u>13,907</u>
Net Gain	399	1,664
Sales:		
Income	4,771	1,844
Expense	<u>4,428</u>	<u>993</u>
Net Gain	343	851
Special Events (Annual Meeting, Hikes):		
Income	5,804	4,265
Expense	<u>5,255</u>	<u>4,082</u>
Net Gain	549	183
Loss or Disposal of Assets:		
Transfer of archives equipment to GWU	(596)	-0-
TOTAL:		
Income	28,872	21,680
Expense	<u>28,177</u>	<u>18,982</u>
Net Gain	695	2,698

\* Sales expense also includes \$1,772 profit on shirts which has been transferred to the Monocacy Aqueduct Fund.

**BALANCE SHEET**

	12/31/96	12/31/95
<b>ASSETS</b>		
Checking Account	\$ 14,026	\$11,618
Other Current Assets	4,185	2,481
Money Market Fund (Davies Fund)	11,415	10,292
Inventories - Sales Items	1,895	1009
Fixed Assets:		
Property and Equipment	11,202	11,639
Less Accumulated Depreciation	<u>-6,837</u>	<u>-4,833</u>
Net Fixed Assets	<u>4,365</u>	<u>6,806</u>
TOTAL ASSETS	\$ 35,886	\$ 32,206
<b>LIABILITIES &amp; EQUITY</b>		
Current Liabilities	\$ 2,990	\$ 1,103
Reserve (Davies Fund)	11,450	10,292
Accumulated Operating Results	21,446	20,751
TOTAL LIABILITIES & EQUITY	35,886	32,206

**DETAIL OF ADMINISTRATIVE INCOME & EXPENSES**

	1996	1995
INCOME:		
Membership Dues	\$ 16,915	\$ 15,160
Historic Preservation Grant	1,000	-0-
Interest and Miscellaneous	<u>382</u>	<u>411</u>
	18,297	15,571
Expenses:		
Newsletter & Bulletin	8,952	\$ 6,898
Officer's Expenses	1,051	924
Membership Coordinator & Committee	1,606	1,365
Monocacy Fund Committee	3,189	122
Archives Committee	-0-	469
Depreciation & Maintenance	2,386	2,170
Other Expenses:		
Transfer to C&O Canal Fund	20	1,000
Transfer Davies Legal Fund	<u>-0-</u>	<u>500</u>
Total Expenses	17,898	13,907
NET ADMINISTRATIVE OPERATING RESULTS	\$ 399	\$ 1,664

**C&O CANAL FUND - NATIONAL PARK FOUNDATION**

	C&O CANAL FUND	MONOCACY AQUEDUCT	TOTAL
BALANCE, 1 JANUARY 1996	\$ 1,404	\$ 2,897	\$ 4,301
1996 Contributions Received	18,206	13,495	31,701
Profit From Sale of T-Shirts	-0-	1,772	1,772
Earnings Credited From NPF	376	-0-	376
Expended - NPS Employee Recognition	<u>-300</u>	<u>-0-</u>	<u>-300</u>
Balance, 31 December 1996	\$ 19,686	\$ 18,164	\$ 37,850

Submitted by David M. Johnson, Treasurer

## 1997 CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 a.m. to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.
Apr 5	Sat	VIP WORKDAY, 9 a.m. to Noon. Meet at Seneca. Potomac Watershed Clean up. Remove trash and debris from the Canal and river. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613.
Apr 6	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Apr 19	Sat	43rd Anniversary Justice William O. Douglas Hike. Meet in Hancock at the C&O Canal NHP Visitors Center, 326 East main Street. Hike eight miles from Cohill Station to Hancock.
May 2-4	Fri-Sun	Virginia Canals and Navigation Society Annual Meeting. Featuring a tour of the C&O Canal between Point of Rocks and Great Falls. For details, contact Lynn Howlett, 6826 Rosemont Drive, McLean, VA 22101.
May 3	Sat	VIP WORKDAY, 9 a.m. to 1 p.m. Sycamore Island Trail--Rehabilitate Trail, stabilize side.. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.
Jun 1	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Jun 7	Sat	VIP WORKDAY, 9 a.m. to noon. Georgetown. Capitol Crescent Trail--prune vegetation from trail. Call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 299-3613 for details.
Jun 14	Sat	Canal Commission Meeting.
Jun 21	Sat	Canoe from Violettes Lock to Great Falls. Ideal introduction to canoeing -great for old-timers, too. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934).
Jul 13	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association (6:00 p.m.).
Jul 26	Sat	Canoe the River from Brunswick to Monocacy landing. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934.
Aug 3	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Aug 16-23	Sat-Sat	Montgomery County Fair--the Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact COCA Coordinator--Nancy Long, (301) 320-2330, for information.

## CALENDAR OF EVENTS - continued

Aug 23-24	Sat-Sun	Williamsport C&O Canal Days. Contact Tom Perry (301) 223-7010.
Sep 6	Sat	VIP Workday. Details later.
Sep 7	Sun	Happy Birthday Montgomery County - Co-hosted by Montgomery County Historical Society. Contact Ellen Holway (301) 738-7894. Continuing Hike Series--Monocacy Aqueduct to Nolands Ferry. Contact Pat White (301) 977-5628.
Sep 13	Sat	Canal Commission Meeting.
Sep 13-14	Sat-Sun	Hancock Canal - Canal Apple Days. Contact John Popenoe (301) 678-6379.
Sep 20-21	Sat-Sun	Annual overnight Paw Paw bends canoe trip. Contact Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934.
Sep 20-21	Sat-Sun	Sharpsburg Heritage Festival
Sep 27-28	Sat-Sun	Cumberland Canal Boat Festival. Contact John Millar (301) 729-3136.
Sep 28	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1:00 p.m.
Oct 4	Sat	VIP Workday. Details later.
Oct 4-5	Sat-Sun	Brunswick Railroad Days
Oct 11-16	Sat-Thr	Through-bike trip -- Cumberland to Georgetown led by Tom Perry. Details later.
Oct 25	Sat	Annual Heritage Hike. Rileys Lock (Lock 24) to Great Falls. Details Later.
Nov 1	Sat	VIP Workday. Details later. Annual <b>FROSTBITE HIKE</b> ViolettesLock to Cutting Mill above Seneca . Contact Ken Rollins (804) 448-2934 or Sonny DeForge(301) 530-8830.
Dec 6	Sat	VIP Workday. Details later.
Dec 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 P.M.
Dec 13	Sat	Canal Commission Meeting.
Dec 14	Sun	Holiday Sing-Along at the Great Falls Tavern, 1:00 p.m. Bring a snack to share.

## 1998

Mar 7	Sat	<b>C&amp;O Canal Association Annual Meeting.</b>
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## REPORT FROM NPS

C&O Canal Board Meeting - February 2, 1997

### CURRENT EVENTS ON THE C&O CANAL

Desilting of the canal prism is nearly completed. Work is in progress in the Pennyfield Lock area and should be finished by end of this week.

The target date to operate the canal boats is April 9th. At the present time, staffing continues to be the issue - whether the park will be able to hire enough qualified people to be able to operate both boats at this time.

Park Managers and Supervisors met January 15-17 at Hagerstown to begin planning the required Government Performance and Review Act (GPRA) that must be in place in the National Park Service by Oct 1, 1997. Basically GPRA is a goal/result action that is programmed for a 5 year plan. The biggest emphasis is on outcomes, not outputs.

Park Managers and Supervisors met last week on the flood recovery action plan. The park received approximately \$24.5 M (Congress and private/public donations) to repair the flood damage, but the estimate for all repair work is nearly \$60 M. Already, \$9M has been spent, leaving roughly \$15 M. Therefore, priorities were established for each of the 5 maintenance districts. Final flood repair plan to be ready by early March.

Work in the Great Falls Tavern and Georgetown visitor centers is nearly completed. Both facilities will be able to serve the public better. The porches at the Tavern are being repaired and should be completed by the end of the month.

While work is being done to the Whitehurst freeway, the water in the canal from lock 5 down to Georgetown has been drained (it was rewatered for nearly a month) and probably will not be rewatered until after March 21, 1997.

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### MONOCACY AQUEDUCT COMMITTEE & CANAL RESTORATION COMMITTEE

#### Report on Recent Activities

The Monocacy Aqueduct Committee has been meeting regularly at two and three week intervals since its inception in the summer of 1995. The Canal Restoration Committee has proved to be a twin of the Monocacy Aqueduct Committee and was formed as a provisional means to deal with last year's two 100-year floods on the Canal. First listed are some of the many activities of the Monocacy Committee over the past year. Second, some of the activities specifically devoted to the Canal restoration effort of the past year.

The Association took part in the March in the parks sponsored by the National Parks & Conservation Association last April. The March supported Canal restoration and was

coordinated with Sec. of Interior Bruce Babbitt's walk from Harper's Ferry to Georgetown for the same purpose. Monocacy Committee chair, Carl Linden, briefed the Secretary on the Aqueduct and its need for stabilization and repair. The Association also met with the Secretary for a picnic at White's Ferry. The Hon. Gilbert Gude (honorary chair of the Aqueduct drive), Association President Gary Petrichick, and Carl Linden were on hand to present checks to the Secretary amounting to some \$18,000 for canal restoration and the Aqueduct.

The annual Douglas Hike last April featured the Aqueduct. The NPS and the Association organized an Aqueduct "Fair" in the meadow by the Aqueduct keyed to the theme of Canal restoration and Aqueduct rehabilitation. A colorful tent pavilion provided the locus for a series of displays and exhibits as well as ceremonies in which the Association and the ASCE's Capital Section provided some \$10,000 of member contributions to the NPS for the engineering study of the Aqueduct.

A Canal art show was organized by Delilah Hawa and Dara Frier at their gallery in Georgetown. The paintings of Jack Durham, founding member of the Association and a friend of Douglas, were featured along with the works of other Canal artists. Special attention was given to paintings of the Aqueduct. Some \$2000 in proceeds from sales of the art went to Canal restoration.

The Association gave its strong support in helping with marshaling the some 6,000 volunteers who came out for restoration work on the Canal. We both helped NPS volunteer coordinator, Nancy Brown, at the phone bank at Great Falls Tavern and took part directly as an Association in volunteer projects along the Canal. Here our volunteer coordinator, John Lindt, and our program director, Sonny De Forge, played key roles in the volunteer work. The Committee completed and is distributing the Monocacy Aqueduct Brochure for the Uphold-the-Monocacy-Aqueduct-Drive. The brochure encourages contributions to the Aqueduct Fund and includes a coupon to be filled out by contributors.

The Committee prepared state-of-the-art posters designed by graphic artists on the Aqueduct and the Association for use in exhibits, fairs, festivals, conventions, etc. Association member, Delilah Hawa, provided her artistic skills in producing the posters. Also, Jim Gilford of the Canal Commission and founding member of the Aqueduct Committee is preparing a slide show on the Aqueduct for use in the drive.

Our current task is to produce a video on the Aqueduct for fundraising. Dave Humphrey, who heads Advanced Video Artistry and is producing a film on the Canal under Association auspices, is also generously helping us prepare a video on the Aqueduct for fund raising purposes.

The Committee designed and staffed Aqueduct/Association exhibits at the Montgomery County Fair (Aug 16 - 25th) and

## MONOCACY AQUEDUCT COMMITTEE & CANAL RESTORATION COMMITTEE - continued

the 1996 Annual Convention and Exposition of the American Society of Civil Engineers (ASCE) in Washington, D.C. (Nov. 10-14th). Christine Cerniglia, Bernie Dennis (ASCE), Dave Johnson, Hat Larsen, Carl Linden, Nancy Long, among others worked on and manned the exhibits.

Committee members gave interviews and talks on the Canal and Aqueduct on various occasions, including, for example, a hour-long interview on WGAY on Sept. 10th with Gilbert Gude, Carl Linden, & Cathy Kupper taking part, a presentation by Gilbert Gude, Carl Linden & Clyde Bell on Canal and Aqueduct to the Montgomery County Historical Society at the GF Tavern on Oct. 22, interview (C.L. and announcer Frank Mitchell) on Frederick radio station on Oct. 24.

Dave Johnson, Chuck Laughlin, and Carl Linden attended first NPS meeting with ASCE engineers and NPS historical architects on the draft Scope of work for the upcoming engineering study of the Aqueduct above and below water at Sugar Loaf and the aqueduct last Oct. 26th. Our partner organization, the ASCB, led by Bernie Dennis has offered its recommendations to the NPS on the engineering study which have been incorporated into its "Scope of Work." The study will begin in earnest by April or May this year.

The NPS has given its blessing to the Uphold the Monocacy Drive as a public-private partnership. In a letter (Jan. 24, 1997) Doug Faris strongly endorses the Association's aqueduct fund drive recommending a goal of from one half to a million dollars to be raised from private sources. The aim is to demonstrate to Congress the level of support for the Aqueduct's repair and thus encourage our legislators to provide the additional funds for the repair. Repair is likely to run in the 6 to 8 million range. However, the results of the above and below water engineering study of the Aqueduct will provide more exact estimates of repair costs.

Association members are responding with their strong support of the fund drive as well as to Canal restoration in general. Already in but a year and a few months the Canal & Aqueduct Funds have reached a combined total of more than \$40,000 (about \$20,000 in each fund). This impressive support puts the Association in a strong position in the next stage of its drive, namely, seeking funds from major private funding sources as well as individual citizens. A big task lies ahead, but a very strong and encouraging start has been made.

-- Carl Linden

## VIRGINIA CANALS AND NAVIGATIONS SOCIETY, INC. ANNUAL MEETING

The Virginia Canals and Navigations Society, Inc. is holding its annual meeting on May 2-4, 1997. Overnight reservations may be made at the Dulles Airport Days Inn, 2200 Centerville Road, Herndon, VA 20170. The itinerary is as follows:

Friday:	4 p.m.	Board meeting at the hotel
Saturday	7 a.m.	Breakfast
	8 a.m.	Bus tour of the C&O Canal and the Patowmack Canal. Meet in front of the hotel prior to 8 a.m.
	7 p.m.	Happy Hour
	8 p.m.	Dinner, followed with a slide show by C&ONHP Assistant Superintendent Kevin Brandt on the program and progress in rehabilitation of the C&O Canal following the '96 floods.
Sunday		Two options are available: 1) Canal Boat Ride on the C&O if open and running; and, 2) Sunday Morning in Alexandria--a visit to the Alexandria Canal's restored Tide Lock, and/or the Seaport Foundation's Boat Building School including a ride on the Potomac River Dory Boat.

For information contact:

Lynn Howlett  
6826 Rosemont Drive  
McLean, VA 22101

**Reservations must be received by April 18, 1997**



"Hooper" Wolfe and Joan Paull at the Cocococheague Aqueduct. Don't miss the story in Canal Characters, page 17.

