

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

VOLUME XXX

DECEMBER 1997

NUMBER 1

AT NEW YEAR THE CANAL IS 170 YEARS OLD & IT'S STILL WITH US!

LET'S WORK TO KEEP IT THAT WAY FOR ANOTHER 170!

Nineteen Ninety Six was the year of the floods--not one but two--an unheard of double whammy for the Canal! Damage to the Canal was extensive but no time was lost to fix it. The work of restoration began right after the flood in January and, despite added damage from the September flood, was pursued with vigor throughout that year and the last. Work will continue apace in 1998 with the great breakout at Old Angler's repaired with a flood resistant design scheduled for completion by spring.

Backed by public demand for the Canal's repair, private donations, a host of citizen volunteers, and funding from Congress, the Canal Park staff under Doug Faris's lead worked doggedly to open the towpath for public use in but four months after the first flood and with only brief sectional closings after the September flood. Today the towpath is open to travel along its 184.5 mile length. A bit more than half the federal appropriation of 22 million has been expended. Much still remains to be done to repair essential canal structures, our Monocacy Aqueduct among them. The estimate for adequate restoration of the Canal Park as a whole is about 55 million.

After a flood there are always those ready to say the Canal costs too much and is a lost cause in the face of periodic floods. The broad public after the '96 floods made clear that it "Loves That Canal" and wants to keep it. The key to the Canal's preservation as one continuous 184.5 mile park is maintaining and extending this public support. This depends on public awareness of what is needed. Our fund-raising drive to Uphold the Monocacy Aqueduct is aimed at keeping the public's attention on the need for preserving the Canal's "no lose" structures which are key elements of the unbroken unity of the Park between Washington and Cumberland.

The task ahead for the Park Service, the Canal's Citizen Advisory Commission, the C & O Canal Association, the American Society of Civil Engineers, and other interested governmental and private organizations is to persevere in the efforts to preserve the Canal as a national historical park. It is the park of our nation's capitol reaching west into our country at large. There is no other national park quite like it. Washington would have loved it!

The C & O has made a great comeback after two haymaker floods and is the outcome of such concerted public-private efforts. With this New Year the Canal attains its 170th anniversary. And miracle of miracles it is still with us for all to enjoy!

Let's all work together to keep it that way for another 170 years!

--Carl A. Linden

Volunteers in Parks Programs

Nearly six thousand volunteers have responded to NPS(National Park Service) appeals for help after the 1996 floods. Members of the C&O Canal Association joined in the NPS Volunteers In Parks (VIP) activities to rehabilitate flood damage, improve and maintain historic structures, and assist with visitor services. In addition to the activities open to the general public the Association and NPS sponsored a monthly VIP WORK-DAY for those who would like to participate in projects which would increase public enjoyment of the C&O Park and/or supplement NPS budget and staff constraints. The NPS WORK-DAY was and will continue to be the first Saturday of selected spring and fall months at the places determined by NPS and published in *Along the Towpath*.

The number of C&O Association participants at WORK-DAYS has gradually diminished perhaps as a result of: tasks not closely identified with canal function, physically challenging work, frequency, location, deficiencies in organization, and/ or personal burn-out. A committee consisting of John Lindt, Mario Abbate, Steve De Lonoy, Dave Johnson, Bill Speck, Rachel Stewart, and Pat White are looking for the causes and solutions. If you have thoughts or suggestions please let them know. Their report and recommendations go to the board Dec 7.

Tentatively, their recommendations call for establishing a new work-day opportunity-- **CANAL-DAY**--organized by Association members and NPS interpretive

staff at participating Visitor Centers.

Related **CANAL-DAYS** would be scheduled for April, May, September and October. Details of the location, time and work would be listed in *Along the Towpath*. **CANAL-DAYS** would be extensively advertised and a list of participants and their skills maintained.

There will be no WORK-DAYS in January or February. The next public VIP NPS **WORK-DAY** will be March 7, 1998. Call Ranger Nancy Brown (301-714-2233) or see *Towpath* listing for details.

The first Association **CANAL-DAY** will be April 11, 1998 details will be available at the Association ANNUAL MEETING March 7, 1998 or call John Lindt (301-469-6381).

HELP WANTED!

Monocacy Aqueduct Committee

Preparation for

grant proposals, speakers bureau, secretarial assistance, photographers, brain storming & fund raisers.

**For more information on lending a hand
contact Carl Linden (202 994 6348)**

1998 CALENDAR OF UPCOMING EVENTS

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
Monthly	Sat/Wed	Sights and Sounds of the Seasons nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10:00 a.m. to begin with a brief slide show. Hikes are led by Park Service Volunteers, Betty Bushell, Betty Henson, and Helen Johnston.
Jan. 31	Saturday	Continuing Hike Series: 10:30 a.m. Fort Frederick to McCoys Ferry. Meet at Fort Frederick.
Feb. 1	Sunday	Board Meeting, Williamsport Library, 1:00 p.m.
Mar. 7	Saturday	C&O Canal Association Annual Meeting , Williamsport, MD, 1:00 p.m. Happy Hour 4:30 p.m. Dinner 5:30 p.m. Morning hike at 10:30 a.m. from Dam 5 to lock 47, meeting place at Dam 5.
Mar. 7	Saturday	VIP WORK-DAY, for those not attending the annual meeting call John Lindt (301) 469-6381 or Ranger Nancy Brown (301) 714-2233 for details.
Mar. 21	Saturday	Canal Commission Meeting.
April 4	Saturday	VIP WORK-DAY. Contact: John Lindt and/ or Nancy Brown. Continuing Hike Series: 10:30 a.m. Lock 61 to Sorrel Ridge Hiker Biker and PawPaw Tunnel. Meet at Bill's in Little Orleans.
April 5	Sunday	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
April 11	Saturday	CANAL-DAY 9:00 a.m. to noon. A <i>NEW</i> event. Look in next <i>Towpath</i> or call John Lindt (301) 469-6381 or local Canal Visitor Center for details.
April 18	Saturday	44th Anniversary Justice William O. Douglas Hike. Seneca to Great Falls.
May 2	Saturday	VIP WORKDAY. Contact: John Lindt and/ or Nancy Brown.
May 3	Sunday	Continuing Hike Series: 10:30 a.m. Spring Flower Hike. Location to be announced.
May 9	Saturday	CANAL-DAY 9:00 a.m. to noon. Details in <i>Towpath</i> or call local Canal Visitor Center or John Lindt (301) 469-6381.
June 6	Saturday	VIP WORK-DAY. Contact: John Lindt and/or Ranger Nancy Brown. Continuing Hike Series: 10:30 a.m. Spring Gap.
June 7	Sunday	Board Meeting, Williamsport Library, 1:00 p.m.

98 upcoming events cont...

<u>DATE</u>	<u>DAY</u>	<u>EVENT</u>
June 13	Saturday	Canal Commission Meeting.
June 13-14	Sat/Sun	Cumberland's 31st annual Heritage Days. Allegany Arts Council.
June 20	Saturday	Canoe from Violettes Lock to Great Falls. Ideal introduction to canoeing- <i>great for old timers too</i> . Contact Carl Linden (202)994-6348 or Ken Rollins (804) 448-2934.
July 12	Sunday	Potluck dinner with friends of the Tavern and the C&O Canal Association, 5:30 p.m.
July 25	Saturday	Canoe the Potomac River from Brunswick to Monocacy landing. Contact Carl Linden (202) 944-6348 or Ken Rollins (804)448-2934
Aug 1	Saturday	Continuing Hike Series: 10:30 a.m. Fletcher's Boathouse to Georgetown.
Aug 2	Sunday	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Aug 15-22	Sat/Sun	Montgomery County Fair--the Montgomery County Historical Society, the C&O Canal Association, and other preservation groups share a booth. Contact COCA Coordinator-- Nancy Long, (301) 320-2330, for information.
Aug 22-23	Sat/Sun	Williamsport C&O Canal Days. Contact: Tom Perry (301)223-7010.
Sep 5	Saturday	VIP WORK-DAY. Details later.
Sep 6	Sunday	Continuing Hike Series: 10:30 a.m.--Back to the PawPaw/Green Ridge State Forest area. Happy Birthday Montgomery County, co-hosted by the Montgomery County Historical Society. Contact Ellen Holway (301) 738-7894
Sep 12	Saturday	Canal Commission Meeting. Canal-Day 9:00 a.m. to noon. Details to come. Frederick County Fair. Contact: Jack Smith (301) 663-9073.
Sep 13	Sunday	Poolesville Days.
Sep 12-13	Saturday	Hancock Canal-Canal Apple Days. Contact: John Popenoe (301) 678-6379. Sharpsburg Heritage Festival. Contact: Joan or Bob Fisher (301) 416-2827.
Sep 19	Saturday	Fredrick County Fair. Contact: Jack Smith (301) 663-9073.
Sept 19-20	Sat/Sun	Annual overnight PawPaw bends canoe trip. Contact: Carl Linden (301) 229-2398 or Ken Rollins (804) 448-2934.

Sep 27	Sunday	Board meeting, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1:00 p.m.
Oct 1	Sunday	Continuing Hike Series: 10:30 a.m. location to be announced.
Oct 3	Saturday	VIP WORK-DAY, details later. Continuing Hike Series: 10:30 a.m. (tentatively Killansburg Cave).
Oct 3-4	Sat/Sun	Brunswick Railroad Days.
Oct 3/8	Sat/Th	Through bike trip-- Cumberland to Georgetown led by Tom Perry. Details later.
Oct 10	Saturday	Canal-Day 9:00 a.m. to noon, details later.
Oct 31	Saturday	Annual Hertige Hike. McCoys Ferry to Williamsport.
Nov 7	Saturday	VIP WORK-DAY, details later.
Dec 5	Saturday	Frostbite Hike, location to be announced. VIP WORK-DAY, details later.
Dec 6	Sunday	Board meeting, Glen Echo Town Hall 1:00 p.m.
Dec 12	Saturday	Canal Commission Meeting.
Dec 13	Sunday	Holiday sing-along at the Great Falls Tavern, 1:00 pm. Bring snacks to share.

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

Mr. & Mrs. Karl T. Tammaro	CM	James R. Preston	M
Bella U. Berman	C	Barbara Nichols Winslow	M
Ken Rollins	M	Lillian Langdon	M
(In memory of Orrin Long)		Dennis R. McCann	M
Harold A Larsen	C	Richard A. Allen	M
(In memory of Orrin Long)		Anonymous Contribution	M
Ralph Donnelly	M		
Dr. & Mrs. Dewitt E. DeLawter	M		
George M. Swisko	M		
Mr. & Mrs. Samuel A. Tucker	M		
Edwin M. Martin	M		
Dorothy J. Ipavec	M		

CANDIDATES FOR ELECTION- 1998 ANNUAL MEETING

The following 1998 Slate of Nominations for the Board of Directors of the C&O Canal Association at the 1998 Annual Meeting has been prepared by the Nominating Committee appointed by the President of the Association. The nominees are for the six officer positions and the five board positions.

We appreciate the Nominating Committee members for their efforts in presenting this slate for the new year. Members wishing to place additional names in nomination, or suggest a candidate, should contact one of the following committee members:

- Don Juran, Chair
- Donna Boies
- Chris Cerniglia
- John Fondersmith
- Hal Larsen

OFFICERS

For President: **Thomas L. Perry**,
Williamsport, Maryland

I have been taking groups out on the towpath for 26 years and have been a member of the Association for 11 years. My wife and I are level walkers and I am a volunteer in the Park in the Williamsport area, where we live. My special interest is in introducing people to the and using it for camping and biking, endeavoring to pass on to others the rich treasure which is ours. The Canal needs our constant care, protection, and promotion.

For First Vice President: **William J. Evans**

Mr. Evans, as a nominee for the office of First Vice-President, would bring to that position a long and varied experience: he is a retired partner of the regional law firm of Miles & Stockbridge. In organizational life he has gained experience by holding every office normally listed by societies: director, secretary, treasurer and president. Currently, he is President of the Miles Beneficial Society, a Quaker educational foundation. In the C&O Canal Association he has served two terms as treasurer and is completing a three-year term as director. He is presently chairman of the Legal Committee and the Bylaws Revision Committee as well as a member of

the Monocacy Aqueduct Committee. Mr. Evans is the chairman of the revisory authorship team of a well-known manual on the conduct of business meetings. His present goal in seeking the office of First Vice-President is the regularization of democratic practices in the Association through completing the work of the Bylaws Revision Committee and working with the Monocacy Aqueduct Committee toward the completion of its goal.

For Second Vice President and Level Walker Chair:
***Keith Kridenoff**
Baltimore, Maryland

I have been a member of the Association for 11 years and level walker chair for the past 5 years. In that time I have seen a lot of changes on the Canal, some good and some bad. But in all that time there is one thing that has remained constant. The dedication and commitment of the level walkers has always been a driving force. It has been my pleasure to work with this wonderful group of people. I would like to continue to do this in 1998. I am also currently working on promoting the Association and the level walker program in Girl and Boy Scout troops. I feel we need to get young people involved as soon as possible to become interested in the environment, nature and the essence of the Canal itself. They will be the future stewards of our park. I would like to thank everyone who has participated in the past and look forward to the coming year.

For Secretary: ***Rachel L. Stewart**
Arlington, Virginia

I am very happy to be running again for Secretary of the Association. Even in a small organization like ours, a carefully kept record of the official actions of the Board of Directors keeps the organization focused. The Canal is an important part of my life. I grew up in Montgomery County, Maryland; with my dad, I fished in the Canal as a kid; as a fearless young adult, I climbed on the rocks at Carderock & Great Falls; and my children tried to teach me to skate backwards at Widewater. Having enjoyed the Canal, the towpath and the park so much for so long, I came to realize not only its historical importance but also that there was a watchdog for the Canal -- to protect it from

encroachment and degradation. In the maturity of my years I hope to help the Canal continue bringing pleasure to others as well as being a tangible monument to the Nation's commercial aspirations and engineering skills.

For Treasurer: ***David M. Johnson**
Bethesda, Maryland

Treasurer 1995-97, 1989-91; President 1991-93; director 1985-89; level walker; NPS volunteer; member of the board of directors of the American Canal Society and Pennsylvania Canal Society.

As Treasurer, I will continue to work to maintain the Association's accounts and financial affairs in accordance with standard and accepted accounting procedures, and attempt to guide and influence the Board of Directors to exercise their responsibility to manage the membership's funds in a prudent and businesslike manner.

For Information Officer: **Steve Carroll**

For Information Officer: **Mary A. Lurch**
Chevy Chase, Maryland

If I am elected to be your Information Officer, I plan to publicize the activities of the C&O Canal Association in local newspapers and on radio and television stations with the goals of increasing membership, furthering public awareness of the Canal's historical and recreational significance as well as its continuing needs. Since the Canal and the Association takes in a broad geographic area, I will be calling on many of you for your support and help in raising the public's awareness of one of our great local treasures. A treasure that needs the support of all for its preservation for future generations.

Directors

(Listed in alphabetical order. Five to be elected.)

***Ralph Donnelly**

***Karen Gray**

***Fred Mopsik**

John Lindt
Bethesda, Maryland

A member since May 1991 when my interest in the Canal was first stimulated by Dave Johnson during a visit to Great Falls Tavern. Since that meeting, armed with the facts I learned from canal buffs, I have served as a NPS volunteer interpreter at the Tavern and on the towpath talking to the public about the Canal. I have also participated in the Association sponsored VIP Work-Days eventually replacing Joan Paul as Work-Day coordinator. These activities brought me to a close relationship with NPS staff. My wife, Gloria, and I have attended five World Canal Conferences. I am active with The Friends of Historic Great Falls Tavern and a member of the American Canal Society. I am proud to be a member of the C&O Canal Association, surely one of the most effective support groups assisting in America's National Parks.

Michael Schuchat

My wife and I joined the Association at the suggestion of Gilbert Gude when we took his course on the Potomac River Basin. At one of the after hike dinners, I learned about the Douglas thru Hikes. I was fortunate enough to go on the 1994 hike and agreed to be nominated as a way to increase my chances to go on the 1999 hike.

I am a retired lawyer and am Legal Editor of the Daily Washington Law Reporter.

The Canal is a wonderful asset to the area and any help I can give it will be partial payment for many wonderful experiences on the Canal.

Helen L. Shaw

Bethesda, Maryland

I have been a member of the C&O Canal Association since 1989. In that year I had the memorable experience of being a participant in the Justice Douglas thru Hike. This two week walk "into spring" from Cumberland to Georgetown, gave me an appreciation of the Park's unique history and environment. I have always loved the towpath but it was this hike and the later 1994 thru hike which truly made me aware of how crucial it is to actively work to keep this national treasure intact. We must diligently strive to correct the ravages of nature and man. In the past, I have been Secretary of the Association, and also its Information Officer. Presently I am on the committee to restore the Monocacy Aqueduct. If I am elected as a board member, I would

work to increase our volunteer commitment and emphasis on restoring and enhancing the entire Canal.

John G. Viner

I have been a member since 1993. I was the Program Committee Chairman for the 1994 thru Hike and I am eagerly awaiting the 1999 event. I have participated in a number of day events of the Association, and have greatly enjoyed my Association and its participants. Although I'm a native Washingtonian and longtime outdoor enthusiast, only in recent years have I come to fully appreciate this unique treasure we have in our backyard. The Motto of the Sierra Club "to preserve, protect, and enjoy" is an apt one for our Association as well. I think the Association does a good job to advance these goals. *Along the Towpath*, does an excellent job of informing and educating the membership. As the most threatened link on the towpath, reconstruction of the Monocacy Aqueduct should continue to be our highest restoration priority.

Asterisk (*) denotes incumbent.

THROUGH BIKE TRIP IN 1998

As you will read elsewhere in this issue, we had a very pleasant experience and an enthusiastic group of riders on this year's trek down the towpath, all who began finished in great spirit. However, some of us have a concern that some of you might wish to do the through bike trip but are turned off by the camping aspect, or by the thought of having to carry all that gear with you. If "heavy in the rear" is the obstacle you fear I have a proposal for next year's bike trip in October. We would use B&B's and motels along the way and take meals in restaurants.

To stay in accommodations and do no camp cooking will of course entail greater expense, but I will try to strike some good deals, and already we know of economical places to eat. (Even this year one dinner for 9 cost only \$42!) And middays on the trail we tend to get by on trail mix, fruit, snack bars, etc..

One thing you need to know about doing the trip this way: we would probably need to move it one week earlier or later than the Columbus Day weekend, since at that time we would have difficulty in getting a place in Hancock on account of a popular local festival taking place then.

We are letting you know early so that you can give us your input toward making arrangements well ahead of time. Let Sonny DeForge (301 530-8830) or me know if this proposal would meet your needs and enable you to join us in biking the entire towpath in the Fall of next year.

--Tom Perry (301 223-7010)

MYSTERY SOLVED...

An all expense paid trip to Bethesda goes to

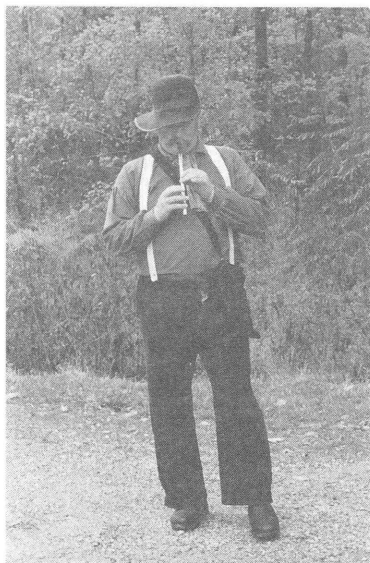
Dave Johnson for solving the mystery on page 19 of the September issue. The location in question, while described in the book as the C&O Canal, is in reality a shot of Cabin John Creek taken from the top of the bridge during its construction (1857-1864).



Cabin John Bridge, early 20th century



Ken Rollins, Heritage Hike 1997



Mark Meyers, Heritage Hike 1997

ARCHIVES

Work on the C&O Canal Association archives at the Gelman Library was suspended for the winter owing to staffing problems at the Special Collections Department where our archives are deposited. The project will resume sometime in February or March.

Mario and Anne Abbate, who have been the principal contributors to this project, are moving to Boulder, Colorado. Since our early beginnings when the archives were at Ferry Hill, they have worked hard and regularly to sort out and catalogue the Durham Collection, among the largest in our holdings. They continued this effort on a regular basis at the Gelman. Without their help, the work on the archives is left essentially to two people who work a day or two a week. Under the circumstances, the completion date for this project is probably circa 2025.



WORLD CANALS CONFERENCE OCTOBER 14-17

The 1997 World Canals Conference was held in Rhode Island's Blackstone River Valley National Heritage Corridor, where segments of the Blackstone Canal can still be seen, in some instances restored. This waterway, however, long since largely disappeared as industrialization obliterated it. Skirting the Blackstone River, the canal was completed in 1828 and succumbed to the railroad incursion in 1847. Since then, industrial development has almost completely removed it. Standing on a parking lot in Woonsocket, we learned to our amazement that a perfectly preserved lock lay directly under us.

The conference was attended by about 150 delegates from all over the United States, as well as from Canada, England, Scotland and Ireland. The C&O Canal Association delegation comprised Karen Gray, Dave Johnson, Hal and Jane Larsen, John and Gloria Lindt, Earle and Leslie McFarland, and Kate Mulligan. Nancy Brown and John and Janice Frye represented the park. Adam Foster, an association member, was listed as an advisory commission representative.



Slater Mill, oldest textile mill in Blackstone Valley

Subjects discussed during the conference concerned restoration and historical perspectives. Blackstone area residents spoke about the area's history and the preservation activity related to the canal corridor. From Great Britain we heard about efforts to fend off development that threatens some canals. Other speakers covered practical matters, such as how to acquire a listing on the National Register. Canada's John Bonser won this year's dink award for a truly klutz-like performance

as he spilled wine all over the table at dinner.

Logistically, this event must have been a nightmare. Although the corridor is managed by the National Park Service, it has no real estate. All canal sites are owned by state or local entities in Rhode Island and Massachusetts. The conference took place in the following locations: Pawtucket, Providence, Warren, Woonsocket, Lincoln, and Smith field in Rhode Island, and Worcester, Millville, Uxbridge and Sutton in Massachusetts. Meeting schedules that ranged from dawn to late at night every day, the conferees were shuttled by bus and train at a hectic pace, with every minute filled. Bob Billington, who heads the Blackstone Valley Tourism Council, organized and managed the conference, a remarkable accomplishment considering its complexity. There were no glitches, and for the most part we held to the tight schedule. The only problem was loquacious speakers who couldn't keep within their time limits.

We got to know a vast historical area where the Industrial Revolution began. The canal played a crucial role in the 19th century by providing essential transportation for the textiles and other goods produced by the large mills in the valley. Today most of these buildings stand empty. In Woonsocket, the structures have only a 30 percent occupancy in adaptive use; the rest stand with broken windows in ghostly silence where once clanking and rumbling machinery was the rule. These hundreds of mills recall a remarkable period in American history and a prosperity that enriched entrepreneurs who callously used child labor and paid minuscule wages to their workers.

Similar to the industrial decay seen last year in Birmingham, England, the Blackstone Valley and its nearly lost canal remain as an historic site, preserved to memorialize the revolution that changed the major world powers forever. This environment is starkly different from the bucolic scenes that surround the C&O.

Some highlights: a dinner cruise on Narragansett Bay from the port at Warren to Newport Harbor. Five slender, smiling women in long, flowing skirts danced on the towpath to the rhythm of Celtic music.

At a country restaurant in Rhode Island we were entertained by *Conrad Depot et ses Joyeux Copains*.



This group reflected the French influence, brought to Rhode Island in the 19th century by immigrants from Quebec, who sought a better life in this industrial area. Depot's group played traditional music, and Adam Foster took to the dance floor with a pretty ranger to demonstrate the quadrille. On another occasion at a country club in Massachusetts, we were entertained by Pete Seeger. Sile de Valera, descended from Ireland's first president and a minister in the Irish Government, invited us to the World Canals Conference that her country will host in 2001.

The World Canal Conference will be on the Illinois and Michigan Canal at Joliet in 1998, and France will be the host in 1999. In 2000 the conference will be at the Erie Canal in Rochester, New York, and 2001 will take us to Ireland.

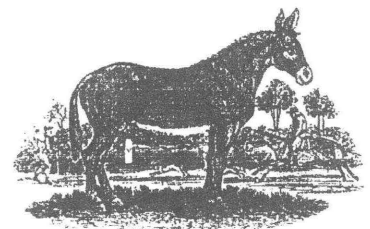
--Hal Larsen

VISITOR SERVICES FOR LOCKHOUSE 75

Lockhouse 75, restored in 1978, is adjacent to the final lift lock on the Canal and the replica canal boat, *the Cumberland*. It is located 4 miles south of downtown Cumberland. During the summer months, this site receives a high amount of visitation. Park Ranger Rita Knox is seeking volunteer assistance to staff the lockhouse 75 area from June - August, 1998, weekends only. This would enable the Park to improve and increase visitor contact and services.

This opportunity will allow the volunteers to spend a day in the Park or an entire weekend. The primary staffing hours for the lockhouse are 10:00 am - 4:00 pm. Each volunteer would receive, in advance, information about the history of the area along with park brochures to hand out to the visitors. An interpretive display will be set up in the lockhouse. In addition to providing a service for the Park, C&O Canal Association members are encouraged to educate and inform park visitors about the Association. Brochures may be handed out and/or a display may be set up.

If you are interested in providing your time to improve visitor experience, please contact Ranger Rita Knox (301-722-8226) to reserve your weekend, June-August, 1998. She has put together a list of bed & breakfast inns, motels, hotels and interesting sites in the Cumberland/Garrett County area. Or you may choose to camp at Irons Mountain hiker-biker which is located 1/3 mile from Lockhouse 75. The Park looks forward to your response to this opportunity.



The Mule

THE HERITAGE HIKE AND MONOCACY AQUEDUCT JAMBOREE

MOTHER NATURE FAVORS US WITH A RESPITE BETWEEN THE RAINS.

October 25, 1997

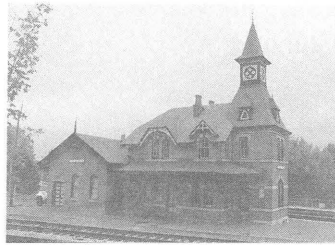
decorum of the occasion.¹

Our annual Heritage Hike held in October is itself a heritage from John Chandler's presidency. John's idea was that we had long before outgrown our Douglas reunions in the spring, and we could both enjoy the variety of seasons and emphasize areas of special interest with a hike in the fall. The name, Heritage, is our heritage from Orrin Long. This year's hike certainly lived up to or exceeded their vision.

Our special events have three purposes: 1) to remember and honor the efforts it took to create the Park, 2) to continue and expand the conviviality of all who love the Canal, and 3) to draw attention to areas of special interest or problems which need to be addressed.

The hike this year was dedicated to sustaining the momentum of our drive to do something about the deteriorating Monocacy Aqueduct, the "backbone" of the C & O Canal, reinforcing and following up on last year's Douglas Hike, but coming down from Point of Rocks instead of up from White's Ferry.

Despite the lowering skies, one hundred and some undaunted canallers gathered at the parking area by the picturesque Point of Rocks railroad station where Ranger John Kvach gave a blow-by-blow account of the contention between the C & O Company and the B & O Railroad for the right-of-way in the narrow corridor between the river and the rock outcroppings just Northwest of the station.



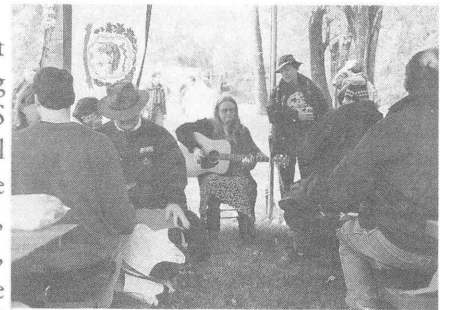
By tradition--whether she was aware of it or not--our piper, Alicia Julienne, led us out with "Scotland the Brave," followed by a slow march. Her three kilted escorts, however, did not respond to this measured cadence with the high stepping traditionally used by piper bands, which, in any case, might have been "revealing" and a bit askew of the

For those who might be puzzled about the significance of pipers on the towpath, William O. Douglas's father was a Scot, and the Justice honestly inherited his love of the pipes. In the early years of the drive to create the Park, we were often led out on our reunion hikes by the pipes. One of our members, Gene Castlebury, was an accomplished piper, and he was sometimes joined by his piping friends. On one occasion we even had a pipe serenade at the post-hike banquet.

On the way to the Monocacy our hikers were treated to a fine display of fall colors, and the weather broke from its dreary threatening just in time to make walking pleasant.

Those who declined to walk and proceeded directly to the Aqueduct as well as some of the early arriving hikers were treated to more stirring pipe music. Alicia displayed her piping skill from the Aqueduct's parapet, though she said she was just practicing and the Aqueduct was a great spot to do it. More fine period and canal ditties and airs were provided by Ranger Monte Crooks with his fabled tin whistle and Kate Evans with guitar and song.

As a hedge against rainy weather Doug Faris and the NPS crew set up a colorful blue and white pavilion tent which, Carl Linden, in turn, decorated with the national colors, and

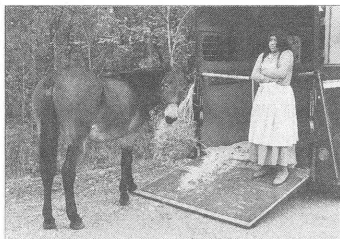


the flags of the District of Columbia (George Washington's banner), Maryland, Pennsylvania, Virginia, and West Virginia--these four states comprehending the Potomac water-shed. The flags of Frederick and Montgomery Counties were draped one next to other on the Aqueduct which connects the two counties.

Activities at the Aqueduct jamboree included an update on

Park Service activity on the Canal and at the Aqueduct by Superintendent Doug Faris. Historian John Frye once again led us on his grand tour of the structure and its environs. The highlight of our spirited gathering came with the arrival of Lillian Langdon, who was born on her father's canal boat and lived her young years on the Canal. Among her notable remarks about those years: "life on the canal was hard, but we didn't know it."

Escorting Lillian Langdon was her son, Keith, himself an NPS ranger. The next to arrive was "our" mule, 'Lil,' named after Mrs. Langdon, with her special blessing. 'Lil' was immaculately groomed for the occasion and was attended by her own NPS caretaker, Mark Meyers. It was a touching moment when the two celebrities met. One could swear that 'Lil,' the mule, actually remembered Lillian, the lady, as she stretched her muzzle forward in greeting and for a little affectionate nuzzling between them.²



Ken Rollins then raised a toast to the "Queen of the Canal" and presented Mrs. Langdon with a "Certificate of Appreciation" to remember the occasion.

The traditional happy hour and banquet were held at St. Francis Episcopal Church in Potomac with about 120 members and guests in attendance. During the happy hour, after some difficulty with the monitor, a specially prepared video of Canal and Aqueduct scenes was shown. These scenes were taken from the forthcoming video on the Canal being prepared by Dave Humphrey. The bar was presided over by Wayne Cerniglia with a deft hand and good fellowship. An excellent buffet dinner was provided by "Sonny's" caterers from Pennsylvania.



Dinner was followed by Bernie Dennis's report on the monitoring system that Bernie and his fellow engineers of the Capital Section of the American Society of Civil Engineers are currently installing at the Monocacy Aqueduct. He illustrated his remarks with a series of slides. Everyone was surprised that a professional engineer explained everything in clear lay terms. None nodded and many were heard complementing the speaker for his excellent

presentation. The ASCE's Capital Section is the Association's partner in the Aqueduct rehabilitation effort and with its expert, generous, and freely given helping hand we can say: Things are looking up for the Aqueduct's future!

Guests of honor at the banquet included Gilbert Gude, honorary chairman of the Uphold The Monocacy Aqueduct drive, Ellie Pizarra, President of the Friends of the Historic Tavern, who keep the Tavern and its gardens in good shape, and Cici Hughes, President of the Colonial Dames of America, Chapter III, who keep the Abner Cloud house on the Canal at Fletcher's furnished and decorated in period style. Cici's mother, Florence Dewey was also present. Also joining us were Nancy Brown who heads up the volunteer side of the NPS Canal post-flood restoration effort and the members of the canal boat crew and Great Falls Tavern NPS staff --Lynn Barrett, Monte Crooks, Amanda Crooks, Susan Deums, Mike Koltanek, John Kvach, Steve Lowman, Rosanna Pfeiffer, Rod Saute, and Faye Walmsley.

Our day was such a success not only because Mother Nature held off the rains for us. A lot of good planning and hard work was done by Sonny DeForge and Carl Linden. Sonny made arrangements for the buses, the banquet site, the happy hour, and the catering. Carl arranged the programs, both day and evening, including the special arrangements for transporting 'Lil,' the mule, to the Aqueduct for the ceremony. *Congratulations, gentlemen!*

--Carl A. Linden

1. In all of the milling about and confusion of the early Douglas reunion hikes, when we heard the piper start up with "Scotland the Brave" we knew the hike was commencing. When it was learned that Alicia Julienne would be piping for us on the Heritage hike as she did on the Douglas Hike last year, Ed Miller and Ken Rollins got into a "I will, if you will" bluffing contest. Ed won. A little later, Ed discovered that Don Shaw also had kilts and was promptly drafted. Thus, was born our C & O Canal Association's "Piper's Guard."

2. It may be recalled that two years ago Lillian Langdon dubbed our four-legged friend, 'Lil,' in an splendid dedication ceremony at Harpers Ferry. See the March 1995 *Along The Towpath* for details. For how 'Lil' was acquired by the NPS with Association help see the September 1994 issue and for a personality profile and photo essay on 'Lil' see the December 1994 issue.

BIKES USA SELLS CYCLING JERSEYS TO BENEFIT THE C&O CANAL

Bikes USA is supporting the C&O Canal NHP by selling commemorative cycling jerseys. The jerseys are printed with a map of the Canal along with the canal company seal. They are a combination of midnight blue, royal blue and apple green. The jerseys sell for \$59.95 (standard price for cycling jerseys) from which \$5.00 is donated to the C&O Canal Restoration Fund.

Bikes USA will stock 200 shirts by mid-January in their 19 stores. If you are interested in purchasing a cycling jersey, contact the store nearest you or call 1-888-4BIKESUS.

NOTES FROM THE PRESIDENT

Change. Nothing is constant but, and nowhere is that more evident than with our canal and association. The last words in the September Along The Towpath announced the resignation of Editor **Bob Perry**. Bob has toiled long and hard since the June 1992 issue to give us a quality newsletter, certainly one of the best in the nation, and we owe him much. Thanks Bob!

With this issue, **Delilah Hawa** takes the tiller. Delilah hails from Gaithersburg and has been a member for two years. When we decided that our festival booth needed something snappy to attract people's attention, Delilah stepped forward and produced the two beautiful posters for our display. I thank her for agreeing to take on this task and wish her well.

The emerging emphasis on leaner Federal budgets could mean a greater reliance on private resources in terms of both money and manpower. That in turn could impact the role of the Association. Escalation in responsibility would mean more work for the Board of Directors and a need for greater participation by the membership. We will be forming a committee to explore directions the association could or should be taking. If you have thoughts on this, please contact an officer or director.

As mentioned in earlier issues, we can expect to see changes in the Park too. In the interests of sustainability

there may have to be compromises between historic accuracy and long term survival. Recent information on early flooding indicates that this is nothing new. Even before completion to Cumberland in 1850, towpath elevations had to be raised to accommodate floods that surpassed original design criteria. (Luckily, there was no repeat when the Potomac hit flood stage in some areas this past November with no damage to the park.)

Another park change involves a good friend of the Association, **Gordon Gay**. As of November 24, Gordon moves up from Chief of the Interpretation Branch to become the Wayside Exhibit Planner, working out of the Interpretive Design Center at Harpers Ferry. Gordon has been with the C&O Canal NHP since October 1984 and has been a major source of support and assistance to the Association. We'll miss his cheerful presence at Headquarters and look forward to seeing him and his new creations along the towpath. Another canaller will be moving into Interpretive Branch. **Debbie Ayers**, currently with the Cuyahoga Valley National Recreation Area, will assume the Chief position on January 4, 1998.

We like to think that we initiate change but in most cases, change is thrust upon us by circumstances. Success is measured in our ability to adapt. Let us hope that we adapt better than the Canal Company did.

Finally, (1) let's set a record for February membership renewals, (2) send in your ballot on the bylaw amendment, and (3) we'll see you at the Annual meeting.

--Gary M. Petrichick

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

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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 Casasanovis*. COCA also maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

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Environmental

Ralph Donnelly

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Ken Rollins

VIPs

John Lindt

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Delilah D. Hawa

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Jane D. Perry
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Assistant Superintendent

Kevin Brandt

Chief Ranger

Keith Whisenant

Admin Officer

Ken Brodie

Asst Ch. Ranger & Chief, Visitor Protection Branch

Kevin Fitzgerald

Chief, Natural Resource Mgmt Branch

Patrick Toops

Chief, Cultural Resource Mgmt Branch

Vacant

Chief, Interpretation Branch

Gordon Gay

Chief of Maintenance

Bob Hartman

Volunteer Coordinator

Nancy Brown

PALISADES DISTRICT

11710 MacArthur Blvd, Potomac, MD 20854

301-413-0024

District Ranger *Tom Nash*

Supv Ranger - Fee Collection

Terry Barbot

District Interpreter

Vacant

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson Street, Washington, D.C

202-653-5844

Park Ranger - Subdistrict Interpretation

Kathy Kupper

GREAT FALLS TAVERN VISITORS CENTER

Great Falls Tavern Information

301-299-3613

Park Ranger

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

Rick Erisman

Matt Stoffolano

Central Subdistrict

John Bailey

George DeLancey

Eastern Subdistrict

Luis Krug

Bill Orlando

District Interpreter

Martin Gallery

301-678-5463

WILLIAMSPORT VISITORS CENTER

205 West Potomac Street, Williamsport, MD 21795

301-582-0813

Park Ranger

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



Heavy in the Rear

The sometimes annual bike ride, Cumberland to Georgetown, took place October 11-16, with eight riders led by Tom Perry (who unobtrusively put a lot of effort into planning, making arrangements, and purchasing supplies). Other riders included veterans Nick Weber and Cathy and Steve Carroll, Al Cohen, "Young Tom" Peck (who came from Williamsburg, VA) and Anne and Mario Abbate. Al, in order to provide the group with news of the outside world, spent evenings at local B&B's and motels and faithfully reported each morning the scores of Redskins and Orioles games, weather reports, and other world crises.



This was a camping, no sag-wagon trip, but with support at midpoint by Sonny DeForge bringing water and supplies. Sonny, who is an essential element in most bike and canoe trips, also arranged transportation for most riders at both ends. Without a sag, the bikes were heavily laden with tents, sleeping bags, clothing, and food and water. Young Tom sensibly had a well-distributed load in front as well as rear panniers. The rest of us had the load on the rear wheel virtually floating. As a park worker noted as Steve attempted to negotiate his way around work vehicles in loose soil, "It's a little heavy in the rear". Next time, we all resolved, we'll distribute the load better. However this may not be next year, as Tom Perry is considering a ride with B&B's or motels each night.

Typically mornings were quite cool but warmed to the 60's. Steve, whose wardrobe consisted of shorts

and sandals and an occasional shirt (to accommodate more precious cargo) would sunbathe during the day and keep up a blazing fire at night. Young Tom, who had almost no Canal experience, and Al, who had never been beyond Great Falls, patiently and with good grace allowed the six experts to expound on Canal history and features.

We rode to Paw Paw on the first day, suffering nothing worse than a flat tire, from which we learned that Nick had by far the best tire pump and patch kit. Some of us walked through the tunnel, though Cathy was the only one of us who had the energy to go over the trail. After breakfast in Paw Paw we proceeded through the tunnel (where no one followed Sonny's recommendation that we ride our bikes) to a lunch stop at Bill's in Little Orleans and on to White Rock Hiker-Biker, just outside Hancock and NOT on the official maps. At night, the trains across the river in West Virginia sounded as if they were in the campground.

On the third day, after breakfast at the Park and Ride in Hancock and a stop at the Visitors' Center (with Rita Bauman at the desk!), we felt it our responsibility to the Association to report on the new Rails-to-Trail route out of Hancock. It can at present only be followed for about five miles. It is smooth and fast, but too close to the noisy highway and not close enough to the Canal, and would probably be hot in summer. Many of us have wondered who lives in the white house with the beautiful view above Dam#5 well, now we know-- it's Tom's friend Dorothy, who treated us to refreshments and good conversation. We all noticed that on the entire length of the Canal there was no place where we stopped or even paused where Tom didn't know somebody. We spent this night in Williamsport, where many treats awaited us, beginning with showers at the Town Hall (has anyone else done that at any town hall?), followed by dinner at that Williamsport institution, Jeanne's, and a campsite in the Town Park-- this had restrooms with running water, picnic tables to spread out and repack our gear, beams to hang up

and air out our flies, and night lights (almost too much light, but this was eventually taken care of). We were later treated to Linda Perry's cider and gingerbread (with a candle for Young Tom's birthday) and Tom's organ playing. The organ is a work in progress which Tom confidently expects to complete work in the same year as the Federal budget is balanced. A couple of us later prolonged the Williamsport Experience with a trip to Wolfe's On The Square.

Breakfast at Jeanne's fortified us for our race against the predicted rain on the fourth day. We hoped to get past the Big Slackwater detour before the rain-- then to make it to camp (Antietam Ranger Station) then to get tents set up-- then to eat dinner. In the event, the rain held off until we were in bed and stopped before daybreak. Luckily, Sonny had met us here with fresh supplies to supplement the spaghetti and beans of our usual diet. We cooked our camp dinners over a fire, but in the mornings we were all grateful to heat our coffee water on Nick's and Young Tom's small stoves, and some of us even shared Nick's grits.

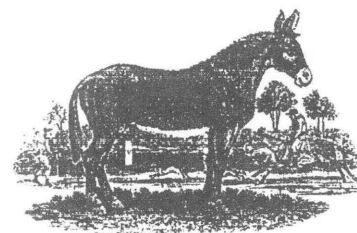
Day five took us to a quick stop at Harper's Ferry, a superb lunch at the Italian diner in Brunswick, an inspection of the Monocacy Aqueduct, and a stop at White's Ferry (where Al left us to add an extra six or seven miles to his trip on his way to a motel in Leesburg). A dramatic tire blowout marked the end of this day, just before we reached Chisel Branch Hiker-Biker, which we all agreed was the most beautiful of the entire trip. We were now within range for Nick's radio to pick up the Orioles' final loss to the Indians.

The last day got off to a miserable start as we encountered the only prolonged stretch of bad trail conditions. The towpath for three miles below Sycamore Landing was pure clay, soft from the recent rain. Cathy claimed it sucked the tire right off her rear wheel; certainly she had a bad flat. On the other hand, the stretch below Seneca which had been seriously rough and stoney earlier in the summer had since been smoothed out by the Park maintenance staff and was not bad at all. A break at

Swain's Lock, a long break at Great Falls to watch the boat going through the lock, and a final treat on the smooth Capital Crecent trail brought us to Thompson's Boat House to be greeted by Sonny at Milepost 0 with celebratory "champagne".

This was a wonderful trip, and those of you who considered joining us for a day or two and didn't missed a good time. We were really impressed with the condition of the towpath; aside from that one stretch below Sycamore Landing and the incurably rough mile or so at Point of Rocks, we had smooth going. When we remember that the last big flood was scarcely more than a year ago, we have to take hats off to the Park's truly remarkable maintenance staff.

--Anne and Mario Abbate--



The Mule

NATURE NOTES - September 1997

*Hear the tiny tuneful tinkling of a million little strings.
When the crickets evening chorus tunes its fiddles up and sings.*

*Tinkling in the dew-wet grasses, tinkling beneath every tree,
from a thousand different places crickets join the harmony.*

*All the night they play their fiddles, gaily sing the dark away.
Till their happy song is blended with the many sounds of day.*

September brings not just the songs of crickets, but changing leaf color, reddening of spice-bush and dogwood berries, ripening of pawpaws, sun-catching yellow of different kinds of goldenrods and sun-flowers, and the purples and whites of wild asters and other fall flowers. It also has its special perfumes of damp earth, and fallen leaves crushed underfoot.

The colorful warblers of spring live up to their fall name--CFW (confusing fall warbler). They fly silently among tree leaves, high up trees, giving away their identity.

Every mile of the river's bank seems to have one or more great blue herons, patiently watching for a fish to swim by. A slippery rock in the middle of rapids furnishes a heron an outlook perch. Turkey vultures and occasional black vultures lean on the windy drafts above the river, circling lazily with no apparent purpose. Where the river flows quietly, cormorants lime up on a half-submerged rock or log, wings extended as if to catch the warmth of late summer sun. An eagle's purposeful flight high in the sky readily distinguishes him from lesser birds along the river.

Rushes, sedges and the common cattail crowd the canal prism in places where lack of re-watering has created a natural Welland. Most of the white blossoms of arrowhead have disappeared for the season but the verdant green leaves remain. Occasionally a tall Joe Pye Weed leans toward the canal prism from the sloping bank below the towpath, attracting butterflies with its dusty pink blossoms. The spikes of cardinal flower still furnish a splotch of color although the flowers are mostly bloomed out to the tip of the stalk.

A few blossoms of the wild sweet pea can still be found lying close to rocks on the towpath's edge. Elsewhere passion flower vine climbs inconspicuously among shrubby growth at the towpath's edge. The intricate blossom that gives the plant its name is well worth studying if it can be found. Past folklore called the five petals and five sepals the ten apostles,

excluding Peter and Judas; the five anthers were five wounds; the central column of the ovary was the pillar of the cross; the three stigmas were three nails; and the filaments within the flower were considered the crown of thorns. In the old days the dried plant was used as a sedative.

In the late fall sunlight, turtles line up on logs in the wetland or crawl to sun themselves on rocks at the canal's edge. Occasionally a turtle can be seen swimming in the canal where it has been rewatered. The woods between the canal and the cliff above the river have patches of new growth of horse-tail. The royal fern at the top of the cliff survived last year's floods and still grows vigorously. Nearby a winter berry (deciduous holly) is full of green berries, soon to turn red.

And so the pageant of the changing seasons passes before our eyes for one more year in this ever-changing parkland, shaped to a large extent by the moods of a fickle river.

--Helen L. Johnston



AMENDMENT TO BYLAWS

A special committee has been appointed to review and, possibly, prepare a revision to the Bylaws of the Association. At the outset of its work it found that the present Bylaws contain a provision for the quorum at membership meetings which could be troublesome not only to its efforts to revamp the Bylaws but to any effort to conduct business at membership meetings. In short, the Bylaws set the quorum at ten percent of the membership.

This provision may have been satisfactory when the Association was smaller, but with an increased membership, it is no longer practical to assemble so many members at a meeting. What is more, determining the number of actual voting members, ten percent of whom must be assembled, is no easy task because Family memberships and Patron memberships may, but do not necessarily, include more than one voting member.

Several methods are provided for amending the Bylaws. The method chosen in this case is by having the Board of Directors adopt the proposed amendment which must then be ratified by a majority vote of the members responding to a signed mail ballot. The Board has approved the following amendment for submission to the mail ballot procedure:

Amend Article III, Clause 7, by striking out, "Ten percent of the membership, but not less than 20 members in good standing, shall constitute a quorum of the Association." and inserting, "Forty voting members of the Association shall constitute a quorum at membership meetings."

Enclosed with this issue of *Along The Towpath* you will find a ballot on which to cast your vote and a ballot envelope for the return of the ballot. Individual members have one vote which may be cast on the top part of the ballot. Family members are entitled two votes and a separate, second member of a family may cast a vote on the bottom part of the ballot. A Patron member may be an individual or a family but, when paying dues, made a contribution of \$5.00 or more to the Association. They may cast their votes as an

Individual or as a Family, as their case may be.

Ballots must be mailed within 30 days. At the expiration of that time, the Tellers will count the ballots so that the new quorum provision, if adopted, will be in effect by the time of the Annual Meeting and election of officers on March 8, 1998.

Please do NOT use the ballot envelope for your membership renewal or Annual Meeting reservation.

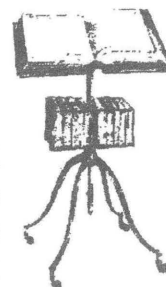
--William J. Evans

BOOK REVIEW

Wever of the B&O Railroad and Weverton, by Peter Maynard Brunswick Historical Press, Brunswick, MD, 1996.

Reviewed by Dave Johnson

About halfway between Brunswick and Harpers Ferry lies Lock 31 on the Chesapeake & Ohio Canal. It bears the name of Weverton. Towpath travelers will briefly note the red brick lockhouse and the view of South Mountain towering above the adjacent railroad and highway. Then, most likely, they will again plunge into the tunnel of trees surrounding the towpath and continue on, not noticing the huge stone ruins standing on the riverbank, half hidden by the forest. They may not be aware that this is the site of a dream that failed, an attempt to build an industrial complex on the banks of the Potomac that would rival Harpers Ferry, and perhaps even Lowell, Massachusetts.





Casper Wever, "practical engineer" and superintendent of construction for the Baltimore & Ohio Railroad from 1828 to 1836, owned the land along the river at the foot of South Mountain. Here he planned to utilize the fifteen-foot head of water from his dam to run manufactories that would stand on property leased from his company. With canal, railroad and turnpike to provide transportation, it seemed an ideal location. But it failed. Only a few miles were ever built, and Wever eventually lost everything and died deeply in debt.

Peter Maynard, who publishes a newspaper in nearby Brunswick, has written a very interesting little book about the life and times of Casper Wever, his controversial work for the B&O from its beginning in Baltimore to its arrival at Harpers Ferry, and his attempt to develop his property at Weverton. The book is short; it can be read in one evening, but it covers what is known of Wever in considerable detail. It is well worth the investment in time to read it, for it is part of the story of the C&O Canal as well as the B&O Railroad.

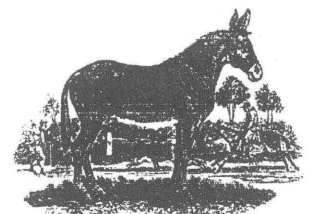
James Dilts, author of The Great Road: The Building of the Baltimore and Ohio, thought of Wever "as an avaricious and unprincipled self-aggrandizer," and "guilty of ethical and probably criminal misconduct." Other historians have argued over the years about Wever's character and competence. Maynard appears to have undertaken this book to discover whether Wever was indeed a scoundrel or a man of high principles and ability.

An interesting sidelight to the story concerns Wever's relationship to the C&O Canal Company. Because of his employment by and loyalty to the railroad, Wever refused the canal company's offer of \$30.00 an acre for the land they needed for their right of way. When the canal company condemned the land, Wever was able to get about \$150.00 per acre for it. This had the unfortunate effect for the canal of inflating the price of land westward, and contributed to the C&O's continuing financial troubles. (It should be noted that the B&O paid even more per acre for the land it bought from Wever.)

PARK SERVICE REVIEW

Because access to the work area involves crossing the canal and towpath, the National Park Service reviewed the proposals for the modification of the fish passage at Little Falls dam and specified several concerns to be addressed before issuing a permit to the Corps of Engineers to authorize the project to proceed. These include:

- Visitors to the park will have maximum access and use of the towpath and facilities within safety limits.
- Any impacts of damage to park facilities, cultural, or natural resources will be mitigated and restored to a condition better than originally accepted. This includes building the crossover, preparing the towpath, mitigating impacts to historic structures as work progresses, and restoring the Lock 6 area to an agreed upon setting, upon completion of the project.
- Traffic patterns and times for the delivery of equipment and materials must be established and agreed upon by C&O Canal NHP and George Washington Memorial Parkway.



The Mule

MEMBERS during 1997 (Since 5/31/97)

ALLEN PEGGY	Mechanicsburg PA	NICHOLS JIM	Hancock MD
ANDERSON W. B.	Littleton CO	NICOL DR DAVID & LAUREL	Ridgeley WV
BARKIN NEIL J	Potomac MD	NOSSAL RALPH	Bethesda MD
BARNHART FRANK	Maryland Heights MO	O'BRIEN PENNY	Silver Spring MD
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BREWER JULIE	Landenberg PA	PARKER DR & MRS STEVEN E.	Rockville MD
CAMPBELL DAVE	Jefferson MD	PARKER LAURA F	Rockville MD
CARTER WENDY J	Washington DC	PAITTERSON KEITH	Hagerstown MD
CHILDRENS DISCOVERY CREEK	Washington DC	PEARRE AUBREY	Glyndon MD
CIOTACU SANDA	Olney MD	PERREAULT MARTY	Alexandria VA
DE LANCEY DAVID B	Annapolis MD	PETERSON MERRILL E	Rockville MD
DE LAWTER DR & MRS DEWITT E	Bethesda MD	PETERSON JUDITH	Middletown MD
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FAULMAN JANE	Silver Spring MD	RABB HARRIET & BRUCE	New York NY
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GASKILL BERTHA K	Leesburg VA	RAYNOR PHYLLIS F	Bethesda MD
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HEFFERNAN THOMAS A	Shaker Heights OH	REIS EDWIN & SYLVIA	Bethesda MD
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JOHNSON MARY & WALTER	Bethesda MD	ROCKEY MARGARET M	Reston VA
KETRON MRS SUSAN	Union Bridge MD	ROE PETER	Walkersville MD
KNOTT MARGIE	Arlington VA	ROSENBERG JOSEPH W	Damascus MD
KVACH JOHN F	Columbia MD	RYAN M/M THOMAS W	Springfield VA
LAWHORNE LINDA M.	Mc Lean VA	SABEL JOHN	Rockville MD
MACLEAN JOHN & FRANCES	Washington DC	SAPIR JUDITH	Bethesda MD
MAGARRELL JACK	Washington DC	SCHAEFFER III CHUCK	Jefferson MD
MAK HOLLY	Bethesda MD	SCHEIN MARTIN W	Rockville MD
MAYOU LARRY J	Fairfax Station VA	SCHLOSSER RICHARD N	Fallston MD
MC DERMOTT GEORGE & ANN	Front Royal VA	SCHOFIELD DEE	Silver Spring MD
MC GRAIL MS MARY M	Alexandria VA	SCOTT M/M KENNETH J	Bethesda MD
MC MANUS ROBERT J.	Bethesda MD	SCOTT SHARON	Kensington MD
MC MANUS JIM & KAREN	Chevy Chase MD	SHEARER BROOKE	Washington DC
MEDNICK DAVID	Arlington VA	SIDO BROOKS	Alexandria VA
MENZIES JAMES	Gaithersburg MD	SIMMONS JAMES	Potomac MD
MESSING CAROL	Chevy Chase MD	SLAGGIE LEO	Falls Church VA
MITCHELL JIM	Alexandria VA	SMITH MARY T	Falls Church VA
MOOR MARCIA	Chevy Chase MD	SMITH LESLEY K	Rockville MD
MOORE JAMES E.	Alexandria VA	SPARKS DONALD G	Gaithersburg MD
MOORE JULIA A	Washington DC	STEHLEY JUDD	Altoona PA
MOORE JR. CARL V	Shepherdstown WV	STENBAKKEN MARCELLE & GERARD	Potomac MD
MORTON DALE & LISA	Potomac MD	STERN CARLOS	Arlington VA
NALLEY BILL	Hagerstown MD	SWOPE TED	Greencastle PA
NAUGLE GARY	Hagerstown MD	TODD ARTHUR	Pepper Pike OH
NEFF NANCY K	Martinsburg WV	URQUHART JENNIFER	Washington DC
NELSON JAMES & ANN	Bethesda MD		

VEZZA DENISE	Monrovia MD
WAILES BART	Darnestown MD
WALTERS MAURICE	University Park MD
WANG ESTHER E	Gaithersburg MD
WATKINS J. WAYNE	Mt Airy MD
WILSON JON	Frederick MD
WOOD JR. MORTON	Bethesda MD
WOOD SR FREDERICK G	New Market MD
YENI-KOMSHIAN HAIG	Bethesda MD
YOUNG FAMILY THE	Gaithersburg MD

MEMBERSHIP RENEWALS ARE DUE

Membership in the C & O Canal Association runs concurrent with the calendar year and expires on December 31. Renewal forms are enclosed with the Dec and Mar issues of *Along the Towpath* (ATP) to those members who have not yet renewed. If the blue renewal form is not in your ATP then your dues are paid for '98.

We hope you will consider making a donation to one or both of the Association's two funds. Contributions to the MONOCACY AQUEDUCT FUND are used toward restoration of the aqueduct, one of the most important structures on the canal. The C & O CANAL FUND supports various projects and interpretive programs proposed by the Park Service that cannot be budgeted with appropriated funds.

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

Your continued membership is the key to the Association's success. Prompt renewal benefits both you and the Association. It ensures that you will continue to receive *Along the Towpath* and will be eligible to vote for officers and board members at the annual meeting. It also ensures that the Association will continue to sustain its activities for its members and to the Park. We appreciate your past support and hope that you will continue to be an active member of the Chesapeake & Ohio Canal Association, Inc.

CUMBERLAND TO WASHINGTON 1999

President Petrichick appointed Hal Larsen to organize the 1999 Justice Douglas through-hike. While it's too early to start the planning process, we should begin to think about it. At the annual meeting in March, there will be a sign-up sheet for persons who plan and/or hope to participate in the hike. We want to know how much interest there is in order to determine whether to go forward with this enterprise.

We also want a logo for the event, to be used for the distinctive shoulder patch that is customarily produced for the hike and possibly for other purposes as well, e.g., T-shirts or whatever. Think about it, and anyone who has any ideas should send them to Hal Larsen.

LITTLE FALLS DAM FISH PASSAGE

The Corps of Engineers is undertaking an improvement of the anadromous fish passage in the Little Falls Dam. The following is extracted from the final report on the proposed project:

Little Falls Dam, also referred to as the Brookmont Dam, is located on the Potomac River in Montgomery County, Maryland, approximately one mile upstream from the border between Maryland, and the District of Columbia and approximately 75 feet upstream of the Chesapeake and Ohio Canal Dam. The Little Falls Dam provides a water supply storage pool on the Potomac River for the Washington Aqueduct for distribution to the Washington, D.C., metropolitan area. The existing vertical slot fishway, which was constructed at the same time as the dam (1959), is located approximately 400 feet from the Maryland shoreline. U.S. Fish and Wildlife Service has determined that the existing fishway was never successful.

The Interstate Commission on the Potomac River Basin has designated this project area as a limiting factor in the initial stages of returning anadromous fish species to historic habitat areas. Returning anadromous fish to their historic ranges is a national, regional, and local goal. It is supported by many resources agencies including the Federal, state, and local agencies on the Little Falls Task Force. Without the removal of this blockage on the Potomac River, reintroduction of desired migratory fish species would fail. Since this fish barrier is a result of a Corps of Engineers project, it is appropriate for the Corps to modify it.

The improved ecosystem will support an increase of anadromous fishes and provide many ecological benefits. Restoration of the degraded conditions of the ecosystem to conditions that existed prior to construction of the Little Falls Dam. It is anticipated that by re-establishing the ecosystem functions in this area, the integrity and stability of the Chesapeake Bay watershed will be enhanced.

During the formulation process associated with this study, alternative plans were formulated that would alleviate the fish barrier problem at the Little Falls Dam in ways that would contribute to both the Federal objective and the desires of the community. The alternative plan that maximizes the qualitative and quantitative environmental and technical criteria for the project site is the labyrinth weir notch.

The notch structure with three labyrinth weirs is the justifiable solution to the fish passage problem at the dam. The local sponsor and numerous resource agencies agreed that this solution will result in the highest environmental returns, the longest project life, and the least amount of maintenance.



PARK NOTES

The following digest has been condensed from National Park Service reports and news releases:

STRATEGIC PLAN FOR 1998 TO 2002

The Government Performance and Results Act requires each agency to submit a five-year strategic plan for its budgeted program activities. The strategic plan identifies the park's mission and long-term goals for each fiscal year. In addition, GPRA requires us to prepare an Annual Performance Plan establishing

performance goals for each fiscal year. An Annual;

Performance Report is required to review the year's successes and failures, and to identify area where activities or goals need to be revised in the future.

The C&O Canal NHP has identified several critical management issues that demand commitment, allocation of human and financial resources, and resolution in order for the park to fulfill its purpose and mission, and achieve its desired vision. These critical issues include:

- Improving and enhancing the park's safety and risk management program to ensure maximum attention and resources are allocated to safety needs, planning and training.
- Improving the park's capability to expand its preservation maintenance programs is critical to the protection and preservation of the 1,250 historic structures and features within the park.
- Completion of flood repairs, and balancing flood recovery needs with normal day-to-day park operational needs is vital to providing required visitor services.
- Migrating flood damage and impacts, establishing sustainable repair actions, and seeking more cost-effective construction and operational solutions is crucial to the survival

the park.

- Completion of flood repairs, and balancing flood recovery needs with normal day-to-day park operational needs is vital to providing required visitor services.
- Migrating flood damage and impacts, establishing sustainable repair actions, and seeking more cost-effective construction and operational solutions is crucial to the survival of resources and programs.
- Enhancing existing partnerships and seeking new partners is key to all aspects of park programs. Successful management of park resources and programs requires assistance and participation from a broad range of government and private sector partners.
- Expanding operational base funding is crucial to meeting identified park needs and responding to broad initiatives such as heritage tourism. Currently 97 percent of the park's operational funds are committed to fixed costs.
- Conducting research to improve the knowledge of park resources and establishing useable baseline data. Archeological and biological information is particularly important for effective resources management within the park.
- Visitor centers need to be upgraded and expanded at some sites. Exhibits need to be changed annually and programs modified to enhance public interest.
- Interpretive wayside exhibits need to be expanded and improved throughout the park. This is particularly important because so many park visitors do not regularly use the visitor centers for information or educational opportunities.

- Visitor services and educational outreach programs need to be expanded and made more relevant to park visitors.

The lands, resources, features, and programs of the C&O Canal NHP are complex and present very demanding management challenges. Effective management requires partnerships with other levels of government, organizations. And private interests, landowners, and support groups such as the C&O Canal Association.

BALLOT

For or against the following amendment to the Bylaws of the Chesapeake & Ohio Canal Association, Inc.

Amend Article III, Clause 7, by striking out, "Ten percent of the membership, but not less than 20 members in good standing, shall constitute a quorum of the Association." and inserting: "Forty voting members of the Association shall constitute a quorum at membership meetings."

Portion of Ballot to be used by Individual Member, first Family Member, or first Patron Member.

Name _____ For[]

Against[]

Signature _____

Individual or first Family or
Patron Member

Portion of ballot to be used by second Family Member, or second Patron Member

Name _____ For[]

Against[]

Signature _____

Second Family or Patron Member

Mail in addressed "BALLOT" envelope

Do NOT use this envelope for dues or Annual Dinner reservation

*This issue is dedicated to Kevin McManus
1956-1997*

Washington Post reporter Kevin McManus (41) died of leukemia on August 13. Members might remember a Weekend cover story, "The Less-Traveled Towpath," published in 1992. In it, Kevin featured our association and ways to explore the uncrowded areas of the park. He wrote,

"Is this park worth the trip? It is worth it, worth a first trip and many more, but there are right ways and wrong ways to go about it. A two-hour visit to Great Falls on a Saturday or Sunday afternoon? Wrong. Too much traffic. A half-day outing up around the park's Williamsport section? Smaller crowd, much better. An overnight bike trek through Maryland from Hancock to Cumberland? Right! Now you're talking!"

Kevin was eagerly scouting another canal cover story, featuring an end-to-end walk from Cumberland to Georgetown, when he became ill. He planned to make the trek in 10-mile segments and talked to several of our members about joining him for segments of the trip. Almost immediately after learning he had leukemia, Kevin called me. His reason? He was worried that people would be expecting to hear from him and would be disappointed when he didn't get back in touch. In this day of scandal-driven journalism, it was certainly heartening to find a reporter who would so quickly turn his attention from his own fatal illness to the feelings of people whom he'd never met.

Kevin joined the Post in 1990 and since 1996 had a Weekend column about nature and the outdoors. He is survived by a wife and two children.

--Kate Mulligan