



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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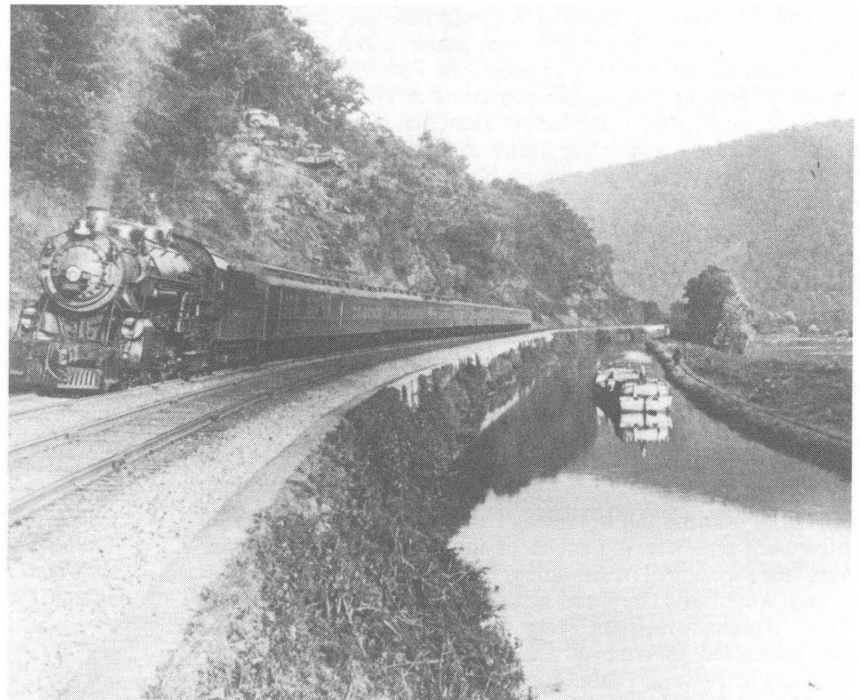
NUMBER 4

CHESAPEAKE & OHIO CANAL

The First Quarter-Millennium

To many Association members, C&O Canal history is old hat. We've heard it, read it and in some of our minds, lived it. However, with each issue of *Along the Towpath* we see many names added to our membership roster, seventy-five in the September 1999 issue alone. With the sesquicentennial celebration of the completion of the Canal from Georgetown to Cumberland, Maryland approaching, this is a good time to recap that history for the benefit not only of those new to the Canal but of those of us whose memories have begun to do strange things.

In the mid-seventeen hundreds, the Ohio Company was formed to foster trade between the colonies and the western territories. Present-day Cumberland started as a trading post for that purpose. One individual interested in seeing trade develop was George Washington, who had received lands in the Shenandoah and Ohio River Valleys for his service in the French and Indian War. His dream of improved access to the West was interrupted by the American Revolution, but, following the war, at the urging of Thomas Jefferson, Washington renewed his efforts, forming the Patowmack Company chartered by the states of Maryland and Virginia to improve navigation on the Potomac River. The formation of that company is interwoven with the formation of our nation. The debate over government's role in internal improvements led through Mount Vernon and Annapolis to Philadelphia and the first Constitutional Convention.



Popular Canal Boat and Train photograph near Harpers Ferry. Note, however, the smoke from the steam engine is going up vice trailing along the top of the train. COCA Photo

Construction began in 1785 on a series of skirting canals around the major obstacles on the river plus channel improvements in the river itself. (The major remaining example of this work is the locks at Great Falls, Virginia.) Unfortunately, Washington never lived to see the completion of his canal in 1802. The Patowmack was a far cry from canals as we know them. There was no towpath. Boats were poled downstream, unloaded, broken up and sold for lumber, with the crews returning home by foot. With turbulent water in the spring and low flows in the late summer and fall, the boating season was limited. Nevertheless, the Patowmack Canal operated until its charter was assumed by the Chesapeake & Ohio Canal Company in 1828.

That came about because in 1817 construction began on the Erie Canal. Local interests realized that unless significant improvements were made, New York City just might become the nation's preeminent seaport. The C&O Canal company was formed, studies were made projecting construction of a lateral canal from Georgetown to Pittsburgh at \$4 million and 10 years, and on July 4, 1828 ground was broken by President John Quincy Adams. The Canal and its problems had begun. On the same day, ground was broken in Baltimore for the Baltimore & Ohio Railroad. The Canal Company, confident in its rights to develop a transportation system on the left (north) bank of the Potomac, failed to obtain land rights in the narrows around Point of Rocks. The Railroad proceeded to tie up the land, and not inconsequentially, the C&O Canal in litigation for the next four years.

THE FIRST QUARTER MILLENNIUM - continued

Regardless, construction commenced and the Canal reached Seneca (Dam 2) in 1831. Following compromise with the railroad the Canal was opened to Harpers Ferry (Dam 3) in 1833. In that year there were 4,700 men at work on the project. Throughout construction the company faced numerous obstacles. A flood exceeding the flood of record on the Patowmack Canal meant a major redesign. World wide financial crises cut off funds, land costs escalated, cholera epidemics halted work, labor unrest due to indentured workers fleeing, ethnic rivalries and lack of pay due to lack of funds often shut down work. In 1834, President Andrew Jackson used federal troops to put down a labor uprising for the first time in our history. In the same year the company was forced to go back to Congress for additional money to carry on. By 1839 the Canal was in Hancock (Dam 6), 134 miles from Georgetown, but the final 51 miles would take another eleven years due to the fourteen years needed to complete the Paw Paw Tunnel. During this period, coal was transported from the Cumberland fields to Dam 6 by the B&O RRs main line on the Virginia shore.

On October 10, 1850, when a gala ceremony celebrated the completion of the Canal to Cumberland. The company was near bankruptcy and all thoughts of continuation to Pittsburgh were gone. In those twenty-two years the company had built the widest, deepest and sixth longest canal in the United States. It was 184.5 miles long with a 605 foot elevation change. There were 74 lift locks (numbered 1 through 75), 7 dams (numbered 1 through 8), about 240 culverts for minor streams and roads, 1 wood and 11 masonry aqueducts (including the magnificent Monocacy), carrying the canal over major tributaries to the Potomac and the six tenths mile-long Paw Paw Tunnel. About six miles of prism construction was saved at Widewater below Great Falls and Little Pool below Hancock where old river channels were used, and in the slackwaters above Dams 4 and 5. A dam at Harpers Ferry was never built, the old Armory Dam providing sufficient water for Canal use. Four miles of river were eliminated by crossing the one-half mile Prathers Neck above Four Locks, and the one mile neck at Tunnel Hill saved six miles of tortuous river bends, though with the cost and time to build the Paw Paw Tunnel, this was hardly an economy move. In 1858 a steam pump was built across from the mouth of the South Branch of the Potomac to compensate for not building Dam 7. Droughts, it seemed, could be as detrimental to canal travel as floods. The pump was rebuilt nine miles upstream in the late 1870s.

With the onset of Civil War in 1861, the Potomac River and the C&O Canal became the boundary between the Union and the Confederacy and was the scene of much activity as the two armies vied for control of the valley. The major actions affecting the Canal were Balls Bluff and Jackson's Shenandoah campaign in 1861, Antietam/Harpers Ferry in 1862, where Confederate forces attempted to destroy the Monocacy River Aqueduct, Gettysburg in 1863 and Jubal Early's raids including the Battle of the Monocacy River in 1864, but many minor skirmishes and crossings took place during the four years of conflict.

The years following the war brought prosperity to the Canal. The early 1870s saw 550 boats plying the Canal, carrying a million tons of cargo in one year, eighty percent of it coal. The company was at last making money and thought was revived of crossing the mountains to Pittsburgh. However, even prosperity brought problems. Locks had to be extended to handle the traffic and boats sometimes waited a week in Georgetown to be unloaded. To ease the traffic jam, an inclined plane of world acclaim was built two and a quarter miles upstream from tidelock in 1876. The boom was short-lived largely due to competition from railroads and the Canal was soon again losing money.

A disastrous flood in the spring of 1889 threw the company into bankruptcy, terminating service for almost two and a half years. The B&O Railroad as the major bond holder was declared receiver and rather than lose the canal property to possible railroad competition, opted to rebuild and operate the Canal. After extensive repair, the Canal resumed operations in September 1891. In 1902 the Canal Towing Company was created to operate all boats: ironically, a move contemplated earlier by the Canal Company to increase efficiency but never implemented. The Canal continued operations until struck by another devastating flood in May 1924. The Canal was not officially abandoned and hopes were held out for rebuilding if conditions allowed, but the reality was that the Canal as a viable transportation mode was finished, four years short of a century since the first hopeful spade of dirt was turned.

Nature reclaimed the prism, structures deteriorated and memories of a unique way of life began to fade. In 1938 the Canal was sold to the United States for two million dollars as partial settlement for debts incurred by the railroad to the Federal Government during the Great Depression. The lower twenty-two miles were restored prior to World War Two and in the late 1940s and early 1950s plans were drawn for a scenic parkway along the Potomac. Many individuals and organizations opposed the parkway but the turning point came when Supreme Court Justice William O. Douglas challenged *Washington Post* editors to hike the Canal in 1954. Focusing national attention on the natural and historical significance of the Canal, the hike served to marshal support for preservation of the Canal as a resource worthy of National Park status. Annual reunions of the hikers led to the formation of the Chesapeake & Ohio Canal Association as a vehicle to attain that end. The Association successfully fought dam proposals and other threats, and in 1961, President Dwight D. Eisenhower signed an Executive Order designating the Canal a National Monument. The current chapter of Canal history begins in 1971 when President Richard M. Nixon signed a Bill of Congress making it a National Historical Park. Histories of the Park and of the Association will be subjects of future *Along the Towpath* articles.

The above narrative presents highlights, each a story in itself, and was drawn from various sources, many contradictory. The facts as presented seemed to be the most reasonable. If your interest is piqued, I recommend adding the following to your reading list to learn more about the people, the boats and the magic of the Chesapeake & Ohio Canal: *Chesapeake & Ohio Canal*, NPS Handbook 142; *Towpath Guide to the C&O Canal* by Thomas F. Hahn; *The C&O Canal Companion* by Mike High; *Home On The Canal* by Elizabeth Kytyle; *I Drove Mules On The C&O Canal* by Hooper Wolfe; *The Great National Project* by Walter S. Sanderlin; *National Geographic Magazine - Down the Potomac By Canoe*, August 1948; *Waterway to Washington*, March 1960; *The Patowmack Canal*, June 1987.

-- Gary M. Petrichick

Editor's Note: In celebration of 150 years since the completion of the C&O Canal on Tuesday, October 10, 1850, year 2000 issues of *Along the Towpath* will highlight this history. As the Canal was completed in four sections, each issue in year 2000 will highlight a section in the order in which it was completed, as follows: The Seneca Issue, The Harpers Ferry Issue, The Hancock/Dam Number 6 Issue, and The Cumberland Issue. Enjoy.

THE MAKING OF A PARK - History and Myth

Most Association members know and love the myth: When a parkway on the canal was proposed, the Washington Post published an editorial approving the idea. Supreme Court Justice William O. Douglas challenged the editors to hike the canal with him and the result was a change in the Post's editorial position, the creation of a committee that became the C&O Canal Association, and, eventually, through the efforts of Douglas and the Association, the creation of the C&O Canal National Historical Park.

The history is much more interesting and intriguingly different. My summary here of an alternative view of the past comes from two major sources by National Park Service (NPS) historian, Barry Mackintosh: (1) *C & O Canal: The Making of a Park* published by the History Division of the National Park Service, 1991; and (2) *Shootout on the Old C. & O. Canal: The Great Parkway Controversy, 1950-1960* in Volume 90.2 (Summer 1995) of the *Maryland Historical Magazine*. Quotes below are from the first source.

Important to this story is the fact that in 1945 the Corps of Engineers proposed 14 reservoirs on the Potomac and its tributaries, 3 of which would flood 41 miles of the C&O Canal. As Mackintosh points out, "If the canal corridor was to be retained and maintained as parkland...a development plan was needed that would persuade Maryland to acquire and donate more land, lead to substantial public use, and entail levels of public investment and support sufficient to deter future reservoir plans." (p. 52)

The parkway concept was a response to this threat, but it was of course fraught with legal, political, and economic difficulties. A 1948 bill introduced by J. Glenn Beall, a western Maryland congressman, authorized and appropriated funds for a parkway study. Issued in 1950, the report "declared that a parkway would be both practical and advisable if the state of Maryland would donate additional land for the right-of-way." (p. 56)

The situation at this point was not as clearcut as it is presented in the myth. There were alternative perspectives and objections. In the state of Maryland, for example, there was concern about access for hunters, wildlife habitat protection, and right-of-ways for industrial development and public utilities. And in June, 1952, Ernest A. Vaughn of Maryland's Board of Natural Resources (BNR) wrote to National Capital Parks Associate Superintendent Harry T. Thompson: "It is now quite evident to the people in Maryland...that the C&O Canal Parkway proposal is not the answer to a sound multiple land and water use program for that area" --i.e., the canal property above Great Falls. (p. 61)

Joseph Kaylor, director of Maryland's department of Forest and Parks, represented another interesting concern that "...it becomes a very questionable project which could unload on the nearby Maryland countryside many people from the District of Columbia who would create problems such as we have not been confronted with in the past." {As a DC resident, I must say, only somewhat tongue-in-cheek, that I take a certain umbrage at this.}

Compromises that involved using only part of the canal for a parkway emerged and grew in importance during this period. In 1953, when a 60-mile parkway above Hancock looked likely, dissent appeared from a constituency outside the branches of government among which the parkway issues had largely simmered to this point. The leaders of this constituency were: Irston R. Barnes, president of the Audubon Society of the District of Columbia and nature writer for the Washington

Post; Anthony Wayne Smith, a CIO attorney active in the National Parks Association; and Howard Zahniser, executive secretary of The Wilderness Society. On May 7, 1953, these people and about 45-50 others met at the home of Mrs. Gifford Pinchot and formed the Potomac Valley Conservation and Recreation Council "to fight the parkway and promote conservation objectives for the valley." (p. 66)

One of the interesting subplots in the story is the suspicion by Barnes and others that the NPS had a "hidden agenda" to build not just a Cumberland to Hancock parkway, but one that would follow the Potomac all the way to Washington. There were reasons for the suspicion and also for the persistence of the total-canal-parkway idea. A good example of both is a statement in a letter from National Park Service Director Conrad L. Wirth to a Park Service supporter, that "...the river drive into Washington from Cumberland is most important for the protection of the Potomac River from future dam projects...." (p. 59)

It is at this point that *The Washington Post* publishes its editorial on January 3, 1954 that calls the canal "no longer either a commercial or a scenic asset" and states that the parkway will "enable more people to enjoy beauties now seen by very few." Douglas's letter, published on January 19, is well known to Association members. The *Post* responded with a "We Accept" editorial on January 21 and the hike followed March 20-27.

Douglas's letter appears to be his first significant entry into the canal/river controversies. In the mythic version, that letter and the resultant hike are the culminating moment and everything thereafter is just the finishing work (albeit long and hard) to create a clearly conceptualized goal. In reality, there were as many versions of what could or should be done as there were people and organizations who contributed to the end result. Sometimes, in a milieu in which compromise often seemed necessary, it is even hard to tell the good guys from the bad.

In the immediate aftermath of the hike, on March 31, the *Post* published an editorial that was most notable for its recommendation that "[t]he Park Service plan be substantially modified to avoid encroachment on the best of the natural areas, to preserve as much as possible of the towpath and canal bed...." It most definitely did not oppose a parkway per se. (p. 72)

In April, Douglas sent Interior Secretary Douglas McKay the recommendations of the C&O Canal Committee (organized following the hike, and predecessor of our Association) that the parkway from Cumberland to Washington "[follow] existing state, county, and federal aid roads where practicable, perhaps at places parallel to, but not on the canal proper." That the canal "be developed as a recreational area" with more rewatered sections for canoeing and fishing; and that it have campsites and other facilities as well as access roads tied into the parkway, were among their recommendations. (p. 72.)

Subsequent developments might be characterized by a letter from McKay to President Dwight D. Eisenhower stating "every precaution will be taken to insure that the parkway will not be destructive of the canal where it can be avoided." (p. 73) The parkway concept was very much alive and its relationship to the canal still indeterminate. It is clear, however, that Douglas and the C&O Canal Committee were not opposing a parkway that would at times run alongside the canal.

Then followed a time when a variety of plans and administrative arrangements for various parts of the canal and adjacent parkway segments were considered, and opposed or

THE MAKING OF A PARK - continued

supported by the various bureaucracies and constituencies that were concerned with the issue of what should be done with the canal property).

Below Seneca and Great Falls the canal was commonly treated in distinctive ways both organizationally and in terms of development plans. In particular, the idea of a parkway road along the canal below Great Falls remained active and the primary opposition to this came from the D.C. Audubon Society, the Progressive Citizens Association of Georgetown, the Potomac Appalachian Trail Club, and the Potomac Valley Conservation and Recreation Council. As we know, this battle was lost and a short parkway was ultimately built from the district line to MacArthur Boulevard (currently named the Clara Barton Parkway).

The official endorsement of a Chesapeake and Ohio Canal National Historical Park from Great Falls to the vicinity of Cumberland, "with an associated but separate parkway west of Hancock," was issued by NPS Director Wirth on March 19, 1956. The plan met with the approval of the C&O Canal Committee and *The Washington Post*.

The legislative history of the bills to establish the park and to define its boundaries and primary purposes extends from July, 1956 to Jan. 8, 1971, when President Nixon signed the bill that was ultimately created the National Historical Park. The early bills included the parkway in the upper end as well as authorizations such as that to exchange land at Cumberland excluded from the park for desired land elsewhere.

Opposition varied, but much of it had to do with concern that the park would preclude use of the river for industrial and other kinds of uses arguably to the public good. Dams remained a dominant issue and embedded in this issue was the question of whether national parks should be inviolate from future development. A Senate amendment to a 1958 bill would have allowed later modification of the park for "improvement and extension of navigation, or for flood control or irrigation or drainage, or for the development of hydro-electric power or other purposes." (p. 83) Some park supporters were willing to accept the amendment, but it was opposed by the C&O Canal Association, the National Wildlife Federation, and the Wilderness Society.

On January 18, 1961, responding to a recommendation by Secretary of the Interior Fred A. Seaton, President Dwight D. Eisenhower proclaimed C&O canal lands between Seneca and Cumberland a national monument. This proclamation gave the park status within the national park system, but provided no funding, and specifically protected the possibility of the land being used for "water supply, navigation, flood control, drainage, recreation, or other beneficial purposes." Unfortunately the proclamation also strengthened the opposition of Wayne Aspinall, chair of the House Interior and Insular Affairs Committee, who saw it as trespassing upon his committee's prerogative to establish national park areas.

In the late 1960s the future of the proposed park became ensnared in a proposal to create a Potomac National River region encompassing some 67,000 acres from Washington to Cumberland. The Citizens Committee on Natural Resources, the C&O Canal Association, and the National Parks Association favored separate authorization of the National River and National Historical Park proposals. Mackintosh speculates that "the national river proposal may have helped the cause of the park by making it appear innocuous by comparison" or even as a more desirable alternative. (p. 95)

In 1970 the latest legislation under consideration was H.R. 658. Initially it continued the authorization of "public nonpark uses" (e.g., dams), but it also included the entire canal from Georgetown to Cumberland. In hearings on the bill the issues ranged over land acquisition, access to the Potomac River across canal property, the amount of recreational development in the park, and whether natural or historical resources would have priority when in conflict. Focused opposition to the park had disappeared and plans for dams had collapsed to such a degree that the "public nonpark uses" provision was removed. The bill cleared both House and Senate in late 1970 and was signed into law by President Nixon on January 8, 1971.

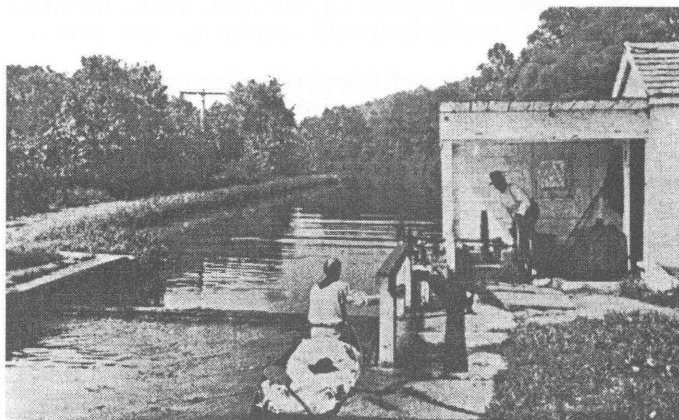
The Mackintosh history focuses primarily on the governmental and legislative side of the struggle and does not attempt to tell the larger story of the countless individuals and multiple organizations that worked endlessly to influence the court of public opinion and lobby those in a position to save the canal lands for public uses. But it is still interesting for what it does have to say about the diversity of ideas concerning what should be done to the Potomac valley and the canal lands, as well as the people and organizations involved in the 25 year struggle to settle the matter (taking 1945 to 1970 as the primary period during which this controversy simmered).

More significantly, however, the Mackintosh history reveals that the much-reviled parkway plan was a potent response to the dramatic threat represented by the Corps of Engineers' proposals for the Potomac valley. Additionally, it reveals how long the idea survived, albeit in various forms, even after the 1954 hike. That it helped to delay and to eventually confound the Corps' projects suggests it may have been of considerable value buying time until an attainable consensus was achieved.

I think the history is also important because it suggests to us two important questions about our own version of the past: (1) How important were Douglas or the Association to the Park's creation, and in what ways? (2) If the parkway idea had persisted, would both Douglas and the Association have permitted its construction alongside parts of the canal?

Realistic answers to both questions might dim the myth, but I believe they will reveal in exchange a vivid example of splendid achievement despite lack of agreement and frequent confusion on goals and values. Myths have a profound ability to inspire and delight, but history is the richer source of useful information for those who take up the never-ending struggle to save as much of our beloved canal and its natural, cultural, and historic resources as possible.

- - Karen Gray



Lock 6 - from Hahn Collection

FROM THE PRESIDENT

(On November 6, 1999 the Board of Directors and Officers met in an all-day session for visioning over the future direction of our Association. This is Tom Perry's opening statement on that occasion.)

Welcome, and thank you for making yourselves available to participate in this workshop on our mission within the Chesapeake and Ohio Canal National Historical Park. For a long time already there has been growing among us a consciousness that changing circumstances invite and indeed demand changing strategies from those that have served our purposes well in the past. We are here to dream, to envision new possibilities, and to start to plan to realize them. We are not here to conduct business. We want to be free of the formal decision-making agenda so that we may look at the whole forest rather than the individual trees in it. As we meet we will of course be aware of our glorious past, as spiritual heirs of those who devoted themselves to save and preserve this treasure. Their mission is still ours, and we know that we are continuing to make a significant contribution to the life of the park. But we also are aware that we face a two-sided challenge: a decreasing expectation of public funding for the park coupled with increasing deterioration of the numerous historic structures within it, and serious cutbacks in programs offered to the public.

That is the reality which we face. How might we expand our role to deal with it? We bring our hopes and expectations to this day, with our fears and cautions. We ask questions such as these:

Can we grow bigger without sacrificing fellowship we have enjoyed?
What if we just stay as we are?
If we come to hire staff can it be that the "tail will wag the dog?"
What happens to volunteerism?

O.K. Change can hurt, but it can be exciting, too. Let's keep open our minds and hearts, let's listen to each other and dream big, mull over what our guests tell us and aim for a consensus we can carry to our membership.

Our thanks to the Superintendent for funding this day, to our facilitator, and guests. Now, let's get to work!

-- Tom Perry
President

SUMMARY OF BOARD OF DIRECTORS' MEETING, October 3, 1999 -- Glen Echo, MD

Park Report: Nancy Brown reported on events at Brunswick Visitor Center, on leasing of Lockhouses 6 and 10, and on the 150th anniversary commemorative calendar. She also reported that Bell Atlantic wants to put a cell phone tower at Great Falls, Virginia that is visible above current treetop levels; hearings will be held in Maryland and Virginia. Finally, the Bike Patrol program has another round of training scheduled and now numbers about 140.

Mary Ann Moen reported that the Association has been contacted by the Potomac Conservancy regarding a proposed legal action by the American Canoe Association against the D.C. Water and Sewer Authority to remedy the noxious odors from some 30 vents that

run along the berm side of the Canal. The Board passed a **motion authorizing the Environmental Committee to send a letter of support to the American Canoe Association.**

The Membership Coordinator, William Bauman, reported that he will NOT serve another year, that he is resigning as of April 2.

Helen Shaw reported that the Monocacy Aqueduct Fundraising Committee is compiling a list of potential donors, that the Aqueduct has been designated by the National Trust for Historic Preservation as one of America's Treasures and may use the "Save America's Treasures" logo; and the Montgomery County Historical Society and Preservation Maryland have named the Aqueduct as one of the ten most threatened structures in the State.

It is too late to have a commemorative stamp for the 150th Canal Anniversary, but not too late for the 50th Douglas Hike anniversary (USPS needs a three-year head start). The Board passed a **motion that this committee continue working toward a commemorative stamp for the 50th anniversary of the Douglas Hike, in 2004.**

Regarding sale items, the question was raised (but not resolved) whether a special Level Walker t-shirt is appropriate. Regarding Tom Hahn's Guide, Harpers Ferry Historical Association now has the copyright, according to Dave Johnson. *Geology and Engineering Structures of the Chesapeake and Ohio Canal* is now available. The Association has the copyright; about 100 copies are available. The Board passed a **motion to accept the gift of the copyright from the Davies family, passed a 2nd motion to sell the book for \$75.00, and a 3rd motion that the proceeds will go into a special revolving publications fund.** Gary Petrichick's small Hike Guide will be reprinted without the "45th Anniversary" language on the cover. Kate Mulligan's new book is a directory of parks, etc. in the Mid-Atlantic States; the Board passed a **motion to order 20 copies to sell to the members at \$13.95.** The Food and Lodging Guide: At the August meeting Fred Mopsik received authorization to get the best printing bid and order 2,000 copies.

-- Rachel L. Stewart, Secretary

THE ASSOCIATION WELCOMES NEW MEMBERS (Since 7/27/99)

Anderson, Donald L
Bear, Theodore E
Begg, Dave
Carter, William H
Cerbins, Frances
Cianciosi, Mike
Collison, James W
De Hart, Martha R
Doggett, Herbert
Dwyer, Bruce & Linda
Freiheit, Laurence
Hunt, Gregory L
Kuder, David J
Leisinger, Ed
Lopez, Fred
Maddy, James D
Mendel, Peter A

Potomac MD
Brookmont MD
Pittsburgh PA
New Market MD
Gaithersburg MD
Fairfax VA
Mill Valley CA
Watkinsville GA
Myersville MD
Alexandria VA
Ashburn VA
Hagerstown MD
Beaver Falls PA
Big Cove Tannery PA
Centreville VA
Shepherdstown WV
Lake Ridge VA

WELCOME NEW MEMBERS - continued

Morgan, Oliver B	Rockville MD
Motto, John & Dorothea	Greensburg PA
O'Connor, Tawn	Middletown MD
Perry, Katherine A	Arlington VA
Real, Mark	Columbus OH
Rooney, Frances	Arlington VA
Smith, Brent Tolbert	Catonsville MD
Erwin and Deborah Vollmer	Chevy Chase MD
Yingling Jr., Carroll	Baltimore MD
Zorn, Richard	Chevy Chase MD

ACKNOWLEDGMENT OF CONTRIBUTIONS

With appreciation, the C&O Canal Association acknowledges the following persons who, and organizations that, have contributed to the Davies Fund (D), C&O Canal Fund (C), or the Monocacy Aqueduct Fund (M) since the last report in ATP:

Keith Cunningham	M
Greg Osterberg	M
Abner Kaplan	C
Tuesday Evening Friendship Club	C
Dr. and Mrs. DeWitt Delawter	M
David and Renee Eldredge	M
Explorer Post 1192	M
Bruce and Linda Dwyer	M
Sandra S. Campbell	CM
Sidney P. Ozer	M
Bertha K Gaskill	M
Helen L. Johnston	M
John C. Marziani	M
Edith C. Wilkerson	M
Harry E. T. Thayer	M
Paul W. Tourigny	M
Robert L. Ebert	M
Ronald W. Wilson	M
John L. Bowman	C
The Charles DelMar Foundation	M
Moncrieff J. Spear	C
1999 Douglas Thru-Hikers	M
1999 Thru-Bike Riders	M

Also, a special thank you to Mrs. Geraldine Davies and Thomas W. Richards for compiling, publishing, and donating to the Association the volume of Bill Davies' work on the engineering geology of the C&O Canal.

THANKS TO:

Pete & Thelma Peterson, Henry & Loraine Kumm, Richard Stoll, Dale Morton, Don & Judy Plumb, Carl Linden, Nancy Long, Paul & Maggie Davis, Robert & Eileen Rabson, Sonny & Lynn DeForge, for helping out at the **Montgomery County Fair** in August. Special thanks to Chuck and Estelle Laughlin for making all the calls to arrange for the volunteers.

Sincere thanks to Mary Kay Harper, Executive Director, and Karen Yaffe Lottes, Education Program Director, of the Montgomery County Historical Society for inviting us to share their booth. The Association would not have had representation at the Fair if it weren't for their generosity.

Participation in the **Williamsport Canal Days** was a great Association event due to Tom & Linda Perry's efforts and those of Maggie & Paul Davis, Melanie Fouche, Chris & Wayne Cerniglia, B. K. Lunde, Bill Hibbard, Patsy Waldron,

Sonny & Lynn DeForge, Elizabeth Scott, Ellen Holway, Gary & Becky Naugle, Sara & Will Godwin, Harold Hankins and Ed Miller, who volunteered to man the two booths (Byron Park and Cushwa Basin) the Association had at this two-day event.

Ellen Holway and Elizabeth Scott represented the Association at **Montgomery County's 223rd Birthday Celebration** on Sunday, Sept 12th, at the Beall Dawson House.

Morris F. Damuth and Earl Lowery manned the Frederick County Government booth at the **Frederick County Fair** - another good opportunity to spread the word about the Association and the Park.

In **Hancock** at the **Canal Apple Days**, John and Jeri Popenoe manned our booth assisted by Larry Logan and Ralph Donnelly.

In an earlier thanks to the volunteers who represented the Association at the Montgomery County History Tour Day, Donald Shaw and Ken Rollins were not included. Our apologies. Donald and Ken, thank you.

Thanks to all of you for giving your time and effort. The Association would not have had representation at all these events without these individuals.

Editor's note: While we are giving thanks, let us acknowledge the tireless effort Rita Bauman exerts year after year in coordinating the Association's events up and down the river. Hear, hear.

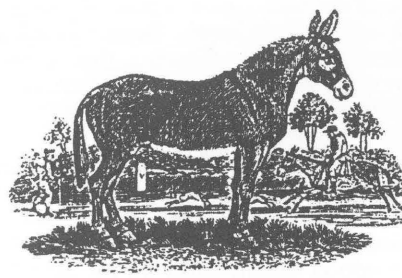
Kathy Bilton (kathy@fred.net) Received the following message in her guestbook.

MY GRANDFATHER, WILLIAM H. FULTON, WAS THE LAST LOCKTENDER AT LOCK 28, POINT OF ROCKS, UNTIL IT CLOSED IN 1924, AND CONTINUED TO LIVE THERE UNTIL HIS DEATH IN 1933.

MY LATE MOTHER WAS LULA MAE FULTON PYLES. MY GREAT GRANDFATHER WAS ALSO NAMED WILLIAM FULTON, BORN AROUND LOUDOUN CO. VA. AND MARRIED MARY L. YOUNG OF FREDERICK CO. ON DECEMBER, 24, 1862. THE MARRIAGE TOOK PLACE IN FREDERICK. CO.

I'D LIKE TO HEAR FROM ANYONE WITH ANY GYNECOLOGICAL INFO ON THE FULTON FAMILY OR ANYONE WITH RELATED STORIES FROM THE AREA. ALSO, WHO PRINTS HISTORY ABOUT THE CANAL? I HAVE A COUPLE OF STORIES.

garypyles@hotmail.com



The Mule

Along the Towpath

CANDIDATES FOR ELECTION - YEAR 2000 ANNUAL MEETING

In accordance with the Bylaws of the Chesapeake & Ohio Canal Association, Inc., a year 2000 slate of nominations for the Board of Directors has been prepared by the duly elected Nominating Committee. The election will occur at the annual meeting on March 4, 2000 in Shepherdstown, West Virginia.

Many thanks to the following committee members for their efforts in presenting a slate of well-qualified and enthusiastic candidates for the new year:

Patricia Barnett-Brubaker
John Fondersmith
Mary Ann Moen
Nancy Long
Robert Perry, Chairman

OFFICERS

PRESIDENT, Ken Rollins
Ruther Glen, Virginia

As a forty-year member having served as Treasurer, President, and Board member, I will use these experiences to guide the Board as we deliberate the present and determine our future direction. I am an original Level Walker, the instigator of through-hike services, and a participant in all six hikes. In addition, I am the originator and long-term chairman of the Programs Committee. Though generally conservative, I am willing to compromise historical purity, if necessary, such as in the Towpath area above Dam 4. In addition to the Monocacy Aqueduct and Big Slackwater projects I will stress archives work and updating the Clague map series.

FIRST VICE PRESIDENT: CHRISTINE CERNIGLIA
Rockville, MD

I was lucky enough to be born along the C&O Canal. Growing up right next to the lock house at Lock 8 in Cabin John has left me with a lifelong interest in the canal and a desire to do what I can to help preserve it. My husband Wayne and I have been active members of the C & O Canal Association for 10 years now (time really does fly when you are having fun). I have served on the Save the Monocacy Aqueduct Committee since its beginning and have served as on the Board of Directors. I have participated in 2 through hikes and am familiar with our parks beauty and its problems. I thank you for a chance to further serve.

SECOND VICE PRESIDENT AND LEVEL WALKER CHAIR: KAREN GRAY
Washington, D.C.

I joined the Association in 1977 after discovering what a delight the Canal and Association members are during the Douglas hike that year, which I participated in at the invitation of another member. Shortly thereafter I accepted assignment as a Level Walker to the level from McCoys Ferry to Fort Frederick; and, a couple years ago, I added the level from Dargan Bend to Dam 3, and so now have two. I have served on the board in a variety of positions during most of the years since I joined, and was Level Walker chair for several years in the early 1990s. I ran for and was again elected to the position last year because the program had languished under the previous chair and I hoped to help return it to a vital and valuable program that I know it can be. Thanks to the response of past Level Walkers and the help of a good number of new ones, there has been a lot of progress made this year. However, there is still much to do and I would like the

opportunity to serve another year as Second VP and Level Walker Chair.

SECRETARY: DONALD R. JURAN
Rockville, MD

I have been a member of the Board of Directors for one year, and chaired Registration for the 1999 through-hike. I have also served as Nominating Committee chair, volunteer laborer and (most recently) bartender, and contributed a through-hike narrative to *Along the Towpath*, trite versifying, and pompous letters to the editor of *Along the Towpath*.

My goal as Secretary will be to prepare minutes and correspondence with clarity, velocity and conciseness. I look forward to working with the other officers and board members.

TREASURER: DAVID M. JOHNSON
Bethesda, MD

Treasurer 1995-1999, 1989-1991; President 1991-1993; Director 1985-1989; 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.

INFORMATION OFFICER: MICKEY REED
Bethesda, MD

My childhood was spent in New York City and summers in Stamford, CT with four brothers and a doctor father who loved to collect seedlings on the mountainsides of New England. After college, work on the Hill, and marriage, we had seven daughters, living first in Cambridge and then outside NYC while John worked at White & Case. We vacationed during summer vacations with our camper and sleeping bags in different national and state parks of the US and Canada. We moved to Bethesda in 1974 and soon thereafter I began to work with Maryland Delegate Connie Morella. When she was elected to Congress in 1986, I came to the hill, as her legislative assistant. In 1990, John took charge of his law firm's office in Singapore and that move gave me the opportunity to travel throughout SouthEast Asia, often with nature conservancy and museum organizations. Returning home in 1994 I went back to work with Connie until 1997, then retired and began hiking more seriously with John and our collie dogs. The highlight obviously was the C&O Canal Through-Hike last April. Now I am employed part time in Connie's campaign office and serving on the Monocacy Aqueduct Committee under Carl Linden.

DIRECTORS (In alphabetic order)

CARL LINDEN
Brookmont, Md.

A member for close to four decades, I might be thought an 'old-timer.' However, our Canal fellowship ever renews me. Your President on two occasions from 1971-74 and, more recently, from 1994 to 1995, I am ready to serve on the Board again if you so wish. I have kept busy chairing our Monocacy Aqueduct Committee. The Monocacy Aqueduct is now listed by the National Trust for Historic Preservation as one of America's *most endangered historic places* and is counted as one of America's *treasures* in the *Save America's Treasures* program. There is plenty for us to do in working to protect and

DIRECTORS - continued

preserve the integrity of our great national and historical Canal Park.

NANCY LONG
Glen Echo, MD

The C&O Canal Association is facing a challenging future. Paramount among important decisions to be made is whether the Association should become a major fund-raising organization with a paid professional fund-raiser. The Association must also continue to be mindful of proposed development pressures both within the C&O Canal National Historical Park and outside its boundaries. I would like to return to the Board of Directors to participate in framing the Association's future, and to assist in arriving at decisions that are both reasonable and will best serve to continue our support for the park.

By way of background, my membership in the Association began in 1969. I have served as secretary, president, board member, newsletter editor, and hike chairman, and am currently a member of the Monocacy Aqueduct Committee. I also serve as a representative from Montgomery County on the C&O Canal National Historical Park Commission; I was appointed its first chairman, and had the singular honor of being sworn in to that office by Supreme Court Justice William O. Douglas. Growing up in the Town of Glen Echo, which overlooks the Canal along the Potomac River palisades, I became a canal and river enthusiast early in life. That interest has never waned, and I want to do my best to ensure that future generations will be able to enjoy and appreciate the Canal and river as I am privileged to do.

MARY ANN MOEN
LaVale, MD

I have been a member of the C&O Canal Association for the last three years and a Director for almost that long. I enjoy it enormously - including the people, and I believe strongly in the goals of the Association.

Practically a D.C. native, I have lived close to the C&O Canal most of my life. I went to Sandy Spring Friends School in Sandy Spring, Maryland, and to Vassar College. I then worked in Washington, D.C. for several years before attending law school at the University of Maryland School of Law. I moved to Cumberland, Maryland, in 1988 to clerk for the two Allegany County Circuit Court Judges. I stayed on, working as a prosecutor for the Office of the State's Attorney, and then was hired in 1990 for the position I hold now, as an Estates and Trust Officer with Allfirst Trust Company. I live in LaVale, Maryland, with my husband, James Moen, and Corey the Wonder Dog.

JAMES R. PRESTON
Mountain Lake Park, MD

Native of Maryland. Born in Frostburg. Graduate of Beall High School. Veteran of World War II. Retired in 1991 after 32-plus years with the Maryland Department of Natural Resources.

I joined the C&O Canal Association in 1994. I attend, participate, and support many of the Association's activities and projects. A Level Walker, and a volunteer at Lockhouse 75 and Canal Place, I have a present goal which is to identify and list numerically the previous Presidents/Chairpersons of the Association. I am presently serving a first term on the Board of Directors.

A husband of one, father of two, grandfather of three, and I most proudly proclaim comradeship with some 1300 goldangest, enthusiastic, dedicated, obstinate mule-go-er protectioneer-preservationist *concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River basin.*

I thank you for your support.

RACHEL STEWART
Arlington, VA

Briefly, Rachel Stewart Believes:

The year 2000 marks the 150th anniversary of the C&O Canal's completion, and will be a year filled with special events. A renewed and revitalized Canal terminus in Cumberland is an especially exciting prospect. The Board of Directors must also plan for a renewed and revitalized Association, by increasing membership and stimulating more active participation by members. And the Association must also expand its partnership role in supporting the Park financially, as federal funding continues to fall. Thus, the year 2000 may see the Board of Directors redirecting the energy and attention of the Association. I want to be active in that process and continue to serve the Association as a Director.

PETER WHITNEY
Arlington, VA

Peter Whitney is Economist in Residence at American University where he has taught Economics of Globalization, Country Economic Analysis and Macroeconomics. He is also Senior Advisor on Latin America for Control Risks Group, a consultancy handling due diligence, confidential investigations, security and crisis management. He teaches Trade Dispute Resolution and related short courses at the Foreign Service Institute. He retired from the Foreign Service in 1997 after a 30 year career.

His principal interests and hobbies include environmental preservation and hiking. He has negotiated environmental agreements with Argentina and Brazil, has taken courses in the environment and botany and is a member (definitely amateur) of the Botany Society in Washington. He and his wife Martha's favorite type of vacation is hiking from inn to inn. They have greatly enjoyed walking and plant identification along the Canal when they have been posted to the Washington area. They joined the C&O Canal Association in 1998 after they moved back to the area. Peter participated in the Through Hike in 1999. The canal park is a unique and inspirational resource offering recreation, solitude from the spreading city and preservation of nature and history. It deserves strong support from citizens and government.

CHESAPEAKE AND OHIO CANAL ASSOCIATION

ANNUAL MEETING

Saturday, March 4, 2000

Clarion Center

Shepherdstown, West Virginia

ON THE LEVEL

by Level Walker Chair Karen Gray

A BIT OF HISTORY: On other canals the comparable term for level walker was sometimes “bank boss,” “pathmaster” and “bank watcher” according to *Canal Terminology of the United States* by Thomas Swiftwater Hahn and Emory L. Kemp.

GENERAL INFORMATION:

The deadline for reports mentioned in the next issue is February 10. Remember to include DESCRIPTION OF THE LEVEL (number, mileage and landmark at each end); (2) your NAME, ADDRESS AND PHONE, (3) DATE, TIME AND WEATHER; (4) GARBAGE AMOUNT AND COMMENTS; (5) VEHICLES in parking areas and HUMAN USAGE; (6) CONDITION of the towpath and other structures or facilities; (7) FLORA AND FAUNA; and (8) ADDITIONAL COMMENTS on anything else.

LEVEL WALKER ASSIGNMENTS AND ACTIVITY AS OF 8/13:

There are 140 Level Walker assignments (some assignments include more than one person and some Level Walkers have accepted assignment to more than one level), with 139 reports from 85 of these. I have reports on 62 of the 69 levels and no report on:

- #4 Cabin John Creek to Lock 14
- #30 Snyders Landing to Lock 40
- #33 Dam 4 to Charles Mill. This is the Big Slackwater area and on only part of this, at each end, is the towpath usable. But we still need reports on what can be walked and the detour between the two.
- #61 Town Creek Aqueduct to Lock 68
- #62 Lock 68 to Lock 70
- #68 Evitts Creek Aqueduct to Wiley Ford Bridge (our only officially empty level in need of a Level Walker).
- #69 Wiley Ford Bridge to the Cumberland Terminus

WE ALWAYS NEED LEVEL WALKERS (call, write or e-mail me to join up); but we are within reach of the goal of getting a report on every level on the canal during this calendar year.

LEVEL WALKERS ASSIGNMENTS AND RESIGNATIONS:

- Welcome to the following to new Level Walker assignee: Michael Ciaciosi, #16; John and Mary Fondersmith, #6; Ed and Karen Leisinger, #50; Jim Maddy and Barbara Chapman, #28 and 29; Irving and Rose Ann Soloway, #52; Bobbie Thorberg and Dorothy Camara, #5; Phyllis & Carroll Yingling, #47; and Dave Johnson to #6 after many years on #21.
- To Norma Hendrickson who resigned and Sharon Freedman who requested being moved to the inactive list for the time being, THANKS for your past years of service!

HIGHLIGHTS FROM NEW LEVEL REPORTS:

#1 Georgetown: 8/19, 9/20, 10/11 & 10/22&23; JOHN BARNETT: A stairway has been built to the Capital Crescent Trail next to the Inclined Plane interpretive sign. Expressed concern at all the broken glass on the Alexandria Aqueduct abutment. 9/6, RACHAEL STEWART: Most of the stones have been laid on the canal face and top of the Canal Road retaining wall.

#3 Lock 5 to Cabin John Cr.: 9/30-10/2, JAMES & JOAN WILSON: Trash cans are back in the busy parking lots on this level, all 3 of which were overflowing on the Saturday included in this report.

#5 Lock 14 to Croyley: 9/18, JIM & JAN HEINS: Estimate 60% of the trash they picked up was recyclable. 11/9, BOBBIE THORBERG & DOROTHY CAMARA: People encountered included one of the mounted Park police; only litter was one beer can.

#6 Croyley to Great Falls Tavern: 10/18, DAVID JOHNSON: A new timber fence has been installed atop Mary's Wall, replacing the plastic barrier that had been there since the 1996 floods. [Dave's report was 2 1/2 dense pages of useful and detailed information including reports on a freshwater mussel survey and test of a balloon floated at 125' to evaluate the visual intrusion of a cellular telephone tower proposed for the area.]

#8 Swains Lock to Pennyfield Lock: 9/14, 10/26, PAUL & MAGGIE DAVIS: Filled a 5 large garbage bags in September and 2 in October; reported a large 14' hole on the embankment above the towpath east of Pennyfield Lock.

#12 Sycamore Is. to Edwards Ferry: 10/23, RICH & GINNY WAGNER: Lots of flood debris close to the river on this level. Culverts and Goose Creek river locks in good condition.

#15 Whites Ferry to Woods Lock: 10/24, RICHARD & ANDREA TIBBETS: Rocks holding the foundation slabs for lockhouse at Lock 26/Woods Lock are progressively being removed and scattered on the ground in apparent acts of vandalism. Observed a muskrat feeding on the aquatic plants in the canal.

#17 Monocacy Aqueduct to Nolands Ferry: 8/22 RICHARD & ANITA STOLL: Encountered about a dozen groups of cyclists.

#18 Nolands Ferry to Point of Rocks: 10/15, JOHN & PATTY HAWLEY: Between mileposts 46 and 45 many large trees had fallen and been cleared by park personnel. Met some 50 members of a bike club from all over the U.S.

#20 Catoctin Aqueduct to Lock 30: 9/10, SYLVIA & CHARLES DISS: Collected 4 bags of garbage. We enjoy the sound of trains heard often on this level.

#21 Lock 30/Brunswick to Lock 31/Weaverton: 9/19, REBECCA G. TAYLOR and 10 girls from SCOUT TROOP 1625 (ages 10-12): Each girl picked up a small bag of trash. 10/16, RON MILBERG (report included #22). Old dump located between the canal & railroad in vicinity of Sandy Hook. Maybe a cleanup crew could be organized someday to get to it.

#22 Lock 31/Weaverton to Harpers Ferry/Lock 33: See Ron Milberg's report for #21.

#24 Dam 3 to Dargan Bend: 11/7, KAREN GRAY: One place where river-side erosion of towpath could become a hazard.

#25 Dargan Bend to Lock 37: 10/9, DON and CAROL JURAN: No-trash policy seems to be working better. Huge (estimated 14" x 10") puffball mushroom near mile 66.

#28 Lock 38/Shepherdstown to Lock 39: 8/23, SONNY DEFORGE: Filled half of his car trunk with garbage, 95% from the Lock 38 parking lot where no-trash policy is not working. Several downed trees recently cleared from towpath. 11/1 JOHN FRYE: Both locks in good shape, clear of brush and debris.

#29 Lock 39 to Snyder's Landing: 8/28 JACK MAGARRELL: Park Service has been filling in ruts and puddles, mowing and removing downed limbs. Tree was blocking towpath 600 yds. upstream from Lock 39.

#35 Opequon Jct. to Lock 43: 9/2, 10/16; DAVE & AUDREY ENGSTROM: Lockhouse at Lock 43 has loose drain pipe. Saw dead copperhead snake (18"-20" long) with head cut off.

#36 Lock 43 to Falling Waters: 8/30 HARRY & PHYLLIS DAVIS: Fishing club has put down new layer of gravel on towpath that looks great and it keeps canal prism mowed, creating a nice look.

#41 Dam 5 to Four Locks: 8/22, B.K. LUNDE: Less litter than before the park became "trash free." Lots of various butterflies.

#43 McCoy's Ferry to Fort Frederick: 10/10, KAREN GRAY: Two large historic masonry culverts above Milepost 111 with holes that formed in the prism and had been growing since the early 1980s have been repaired by the park staff and the prisms sowed with grass and mowed. Beautiful job! 10/17 BOB & TERESA HARSHMAN: Saw 17 deer. Water in prism from Ft. Frederick to 111 and again at 110.4.

#44 Fort Frederick to Ernstville: 10/15, JOHN BOWMAN: Erosion into towpath near 112.6; about 100 geese on Big Pool; culvert at 114.4 caving in at 2 or 3 places. 10/24, JANE & HAL LARSEN: Big Pool seems to shrink/sink a little more each walk. No signs of recent beaver incursions.

#45 Ernstville to Licking Creek Aqueduct: 9/26, JOE KOCHENDERFER: 14 vehicles in the Western Maryland RR trail parking lot on the berm side of the canal. Culvert at mile 115 has a sinkhole in the prism.

#46 Licking Creek Aqueduct to Little Pool: 10/23, RICHARD & PATRICIA BLACKMAN: Rolled a tire and wheel from about 119.5 to Little Pool parking lot and notified Nancy Brown for NPS pickup. Depressions in towpath need filling. 9/25 GERRY BUNKER: Only litter was two wrappers, minor muddy spots on towpath.

#48 Hancock to Round Top Cement Mill: 9/2 BILL HIBBARD: Flag person was halting towpath traffic under 522 bridge as needed due to maintenance work on the bridge.

#51 Dam 6 to Sideling Hill Aqueduct: 9/28 AUBREY PEARRE: Road to Lockhouse at Lock 56 improved. YEA maintenance crew!! One box turtle making its way on the towpath at something less than mule speed.

#52 Sideling Hill Aqueduct to 15-Mile Creek Aqueduct: 11/11, IRVING SOLOWAY: Work being done on and near the 15-Mi. Cr. Aqueduct with a short detour between the aqueduct and the towpath gate at the downstream end of the campground.

#53 15-Mile Creek Aqueduct to Lock 59: 10/3, 10/9, JOHN & VAL WHEELER: Lots of people camping at the 15-Mi. Cr. park. Probably 1/3rd of the garbage left by the 15 Boy Scouts on the level 10/9.

#57 & 58 Lock 61 to Tunnel Parking area: 9/18 BILL BURTON & BARBARA SHERIDAN: Equipment tracks at end of board walk beyond the north portal suggested prism had just been cleaned out. New crossover bridge installed over lock 66 looks like a job well done.

#60 Opposite Mouth of Little Cacapon to Town Creek Aqueduct: 10/8 JOHN & JUDITH LILGA: Entrance/parking area to the aqueduct and ravine areas on both sides of towpath at mi. 162 have heavy trash. Filled one 30 gal. bag on this walk. Judith, an experienced birder, identified by sight or sound 14 species of birds.

The Geology and Engineering Structures of the Chesapeake and Ohio Canal, by William E. Davies

William E. ("Bill") Davies began to collect and organize the information in this book in the late 1940s and was still doing so at the time of his sudden death, June 27, 1990. One of the organizers of the C&O Canal Committee (the predecessor of the Association) and a participant in part of the March, 1954 Justice Douglas/*Washington Post* hike, Davies was a United States Geological Survey geologist with many publications to his credit and an illustrious career with that agency.

Consisting of both printed text and handwritten notations, as well as multiple drawings of both engineering structures and geological exposures along the canal, Bill provides a densely fact-filled view of the C&O at the time of his work on it. Very much a work in progress, it contains some historical information at odds with other sources on the canal--an inevitable situation, as anyone knows who works with the canal's original and secondary sources. Also, some of the structures he documents have been altered since he made his record of them. Rather than lessening the value of this document, these characteristics of the work provide future canal historians with the perspective of a keen and expert observer of and researcher on the canal in the latter half of the 20th century.

Commenting on the geology in the book, Smithsonian Institution geologist Dr. William G. Melson noted that it is a work of geological engineering, as contrasted with a general geology of the region. It is, in his opinion, an invaluable source of reliable geological comments on and drawings of outcroppings and masonry that identifies in general terms the major formations exposed along the canal.

Seventy copies of this book were produced and given to the Association by Bill Davies's wife, Gerry Davies, and his friend, Thomas W. Richards. Recognizing its singular value as a major document on the canal, and the likelihood that it will become a rare, much-sought resource by those doing research on the canal in the future, the Association's Board of Directors has set a price of \$75 for each copy of this limited edition, 622 page 8 1/2" x 11" volume that is 1 1/2" thick. The income from the sale of these books is to be used for future publications about the canal which the Association hopes to undertake.

If you wish to purchase a copy of this book call the Association's information line (301-983-0825) and leave a message with your name and phone number clearly stated. Your call will be returned by someone who can assist you.

- - Reviewed by Karen Gray

Canal Parks, Museums and Characters of the Mid-Atlantic
By Kate Mulligan
Wakefield Press, 128pp., \$13.95

One day you went out to see the Great Falls of the Potomac. You were surprised to find that you had to cross a canal-lock to get to the falls. A ranger told you that this was part of a national park that goes all the way from Georgetown to Cumberland. You had learned about the Erie Canal when you were in grammar school, but you never knew that there were other towpath canals in America. You began to explore the towpath and realized that it is not just another nature trail; it is a remnant of American history. As your interest in the canal era was whetted, you began to wonder what other traces of our historic waterways still exist, and where you can find them.

BOOK REVIEW - continued

Unfortunately, very little of the great canal network that was built during the first half of the nineteenth century has survived as completely as the C&O Canal. However, many short segments and structures have been preserved, from New England to Georgia and from the Atlantic Ocean to the Mississippi valley. Kate Mulligan, a former board member and officer of the Association, has written a well-researched guide to some of these, specifically to canal parks and museums in Maryland, Pennsylvania, and New Jersey, that expands on the theme and format of her earlier book, *Towns Along the Towpath*. In addition to brief histories of the principal canals covered, and descriptions of the museums and parks, the book contains a list of major annual events, names and addresses of canal organizations and local tourist information offices, and other useful books to enhance your visit to the sites.

Illustrated with maps and photographs, this is a very helpful book to keep handy for vacations and weekend trips. It can be used to plan a canal-related tour of sites within a day's drive of the C&O Canal or to pinpoint interesting stops and side-trips on a longer journey. Good directions on how to reach the sites are provided, although they do not identify whether the road numbers refer to interstate, US, or state routes. This can be rectified with a good road map.

Note:

For those interested in Pennsylvania canal sites, the Pennsylvania Canal Society has recently prepared an excellent brochure showing twenty-seven parks and museums in the state, several of which did not make it into Kate's book. For a free copy of the brochure, write to the Pennsylvania Canal Society, P.O. Box 2537, West Chester, PA 19380-2537, and request a copy of the "Guide to Pennsylvania Canals."

- Reviewed by Dave Johnson

THE NEWS FROM ENGLAND

We have the C&O Canal; England has the Kennet and Avon. Our two waterways have much in common: both were built in the early days of canal development, were later rendered obsolete by railroads and fell into neglect and decay. Designed and built in the 1790s by James Rennie, a leading canal builder of his time, the Kennet and Avon stretches between Bristol and Reading, crossing the Limley Stoke Valley on the giant Avoncliff aqueduct. The canal has another aqueduct at Dundas and a flight of 29 locks at Caen Hill west of the village of Devizes. (Visitors to the Rideau Canal at Ottawa will recall the stairsteps of only eight locks.)

The Kennet and Avon Canal went into decline when the Great Western Railway came along in the 1830s. From then until the early 1980s the canal slept, became overgrown, and its man-made structures slowly deteriorated. Thus the similarities with the C&O. The working canal with a towpath was constructed to accommodate narrowboats and prospered until the railroad came along -- shades of the race between the railroad and canal along the Potomac.

In the past 15 years or so, there has been much progress in restoring the Kennet and Avon for use by pleasure boats, hikers and bikers. Even the 29 locks at Caen Hill are restored for boaters. The Kennet and Avon Canal Trust, with strong recent support from the British government, sponsored much of this work. British canallers are lucky to have an angel in Whitehall. Deputy Premier John Prescott, whose portfolio is transportation (including canals), has managed to attract increased funding for canal restoration for the purpose of

bringing them back into commercial and recreational use. This project has its economic and social merit, as the canals contribute to the nation's productivity and reduce truck traffic on England's roads.

A major ongoing restoration is the rehabilitation of the Avoncliff aqueduct, an effort that will strike a responsive chord with Carl Linden and his gallant band of protectors of the Monocacy aqueduct on the C&O Canal. The Avoncliff, now more than 200 years old and Rennie's main contribution to the Kennet and Avon, is a magnificent high structure of beautiful Bath stone. First-time visitors to the aqueduct today, startled by a pronounced sag in the middle, might wonder if the old crossing will hold up. Not to worry. The sag was evident right after the aqueduct was built, perhaps the result of settlement of a pier or two. Since then the structure has held up very well and is perfectly safe for crossing as it has been for these two centuries. The work now underway on the aqueduct consists of replacing bricks used for patching purposes with blocks of Bath stone. This stone was used to build many Georgian houses in nearby Bath. British Waterways (BW) is doing this work with a government grant. This winter BW will make additional repairs on the Avoncliff as well as the Dundas aqueduct. The Avoncliff, most in need, takes priority. Work has already begun on its outer two arches to arrest some of the deterioration.

Aside from government funding in a package for about \$160 million put together by John Prescott earlier in the year, private sources are helping canals across Britain. The Kennet and Avon, for example, has formed partnerships with companies such as Fibreway to generate income. Local friends groups have also pitched in. The Friends of the Flight at Devizes is organized to clean up and maintain the 29 -lock stairsteps at Caen Hill. Other similar volunteer groups have sprung up throughout England.

All this sprucing up of canals comes from a new popular enthusiasm for the long-neglected canals, coupled with a government realization that it would make economic sense to put the waterways to good use. For us on the C&O the message is clear: canals can be put to use, for recreation if not for commerce. But it takes public and private support, and we can do our part by backing efforts to rehabilitate the C&O Canal, especially the Monocacy aqueduct. This splendid structure with its seven graceful segmental arches may pale beside the Avoncliff, but it's the treasure of the C&O and deserves first consideration. Linden and company have worked hard for support and funding for the canal, and we as members of the association should rally to the cause.

- - Hal Larsen

NATURE NOTES - Some Wild Life Observations in the C&O Park Over the Years

Casual hikers and bicyclists along the Towpath may not notice but each year seems to bring changes in the number and variety of creatures that make their homes in the park. Perhaps the most striking change in recent years is the increase in the number of deer. The sighting of a deer used to be a rare experience, especially in the lower reaches of the park, but no longer. Deer routinely linger near roads and trails. Even fawns sometimes appear near a trail, lying motionless in a brushy place.

In the upper reaches of the Park, bears as well as deer are being reported rather often. Pressures on the bear population elsewhere may account for the increasing number reported in the park. About 25 years ago the sighting of a Canada goose was newsworthy. Now flocks of Canada geese make their home in the park year-round. Pairs of geese can be seen every

spring conducting their young down the Towpath or giving them a swimming lesson on the canal.

About 20 years ago, a pair of bald eagles nested for the first time on a small island in the Potomac river above Great Falls. A few years later a major flood carried the island with the nesting tree down river. Some of us wondered whether the eagles would return. Return they did, built a new nest in the crotch of a tall tree on a larger island, and have raised one or two young birds in that location every year. Early each year they seem to rearrange sticks or otherwise repair the nest to make it ready. Easily visible from the concrete platform just above Great Falls Tavern, the nesting eagles attract many Park visitors.

Another easily noticed change in nearby bird populations is the loss of nesting barn swallows on the wooden pillars upholding the roof and upstairs offices at Great Falls Tavern. Each of the half-dozen swallow nests used to be the "home" of four or five young birds in early spring. No Park visitor could miss seeing them as they squawked hopefully for more food. No sooner had one of the parent birds darted in with a tasty morsel than he darted out again, and again the squawking began.

A large tree draped with a wisteria vine used to contain the nest of a pair of cardinals each spring, hanging from a branch high above the Canal. The male cardinal would take time off to whistle lustily as he helped his mate in nest-building and care of young birds. This year the male cardinal sang loudly for a short time near the Tavern, but no female appeared and no nest was built. This fall the Park Service removed tree and vine.

A barred owl once watched Towpath-users from a perch high in a dead tree overlooking the Towpath en route to Swain's Lock. A bird-watcher could depend on the owl's appearance almost every time he passed that way. Then a midsummer storm took down the tree and the owl disappeared. However, a pair of barred owls in the Carderock area continues to use a grove of evergreens between the Towpath and the river for a nesting site each spring.

A nesting pair of bobwhites once made their home on the Gold Mine tract near a concentration of mounds made by Allegheny Mound Builder ants. The mother bird was once observed shepherding her flock from the goldmine tract to a grove of trees on the other side of MacArthur Boulevard. This happened 20 or more years ago when fewer cars used MacArthur.

Before the canal was re-watered a dozen or more years ago, the brushy prism used to attract dozens of small birds, especially during the winter. A similar concentration of small birds has not been found elsewhere.

Nevertheless, the 184 ½ mile-long Park provides a resting spot for hundreds of small birds during spring and fall migration periods. Anyone with a keen eye and ear, a good pair of binoculars, and plenty of patience can revel in the Park's plenteous supply of bird life.

-- Helen Johnston



CANAL CHARACTERS

by THE Canal Character himself Ken Rollins

WILLIAM J. STEVENSON

I don't believe I ever met William J. Stevenson in person, but I came to know him through unusual circumstances. I have put together lots of little clues to construct a picture which I hope some of his surviving friends can help to clarify.

Years ago someone relayed to a Board meeting an offer of a slide collection. It seems that someone had set out to photograph the entire Canal in increments of several hundred feet - looking forward to a target and then backward from that target to cover everything in both directions. At that time the Board was surprised by the idea and somewhat intrigued, but the consensus seemed to be that there was no foreseeable use for such a collection, and no action was taken. Although I have not searched the minutes (there may be no record), I am now convinced that the offer came from William Stevenson or someone on his behalf. In any event, the William J. Stevenson collection of some 2,800 color slides made over a number of years in various time frames is contained in our archives. He died at his retirement home in Florida about 1987. His widow respected his love of the Canal and appreciated the value of his collection. Unsure of how to proceed, she turned it over to a retired professional photographer who by way of a mutual friend conveyed it to the Association through Dave Johnson in 1992.

From the letter of conveyance by one Jack Wilson: "Prior to moving to Florida Mr. Stevenson had engaged in many outdoor activities in this area, including hiking the C&O towpath, helping maintain sections of the Appalachian Trail, swimming and canoeing with the old Washington Canoe Club. etc., but mainly as founder and first president of the National Speleological [sic] Society, I do not know whether he was ever a member of your organization."

When the Association's collective archives - from the '54 hike to the creation of the Park and into the '90's - outgrew its resources, they were conveyed in 1996 to the Special Collections of the George Washington University Gelman Library. Here began the process of identifying and cataloguing. Having some experience with photography and some familiarity with the Towpath, I became a logical candidate for this task and was duly assigned by the Gelman archivist.

Anyone who has worked with photographic materials knows the difficulty of finding the best way to identify and catalog slides. There are more systems than there are photographers. The Stevenson collection contained four distinct series, each with evolutionary markings. Some numbers within each series were duplicated, a few were skipped, but many were supplemented with decimal additions, usually representing different times or seasons. Terminology varied, and clues to direction were sometimes cryptic. The task was to identify the entire collection by mileage, location, direction, special features and date in a consistent system suitable for a computer index. It helped that the processing data on the slide mounts made it possible to reconstruct the film roll sequences; however, the photographer had marked and intermixed his results.

I have pieced together a story from these slides. Stevenson had made some 25 slides in the Georgetown and Seneca areas beginning in December 1960 which, according to the markings, he used for a kind of "show and tell," perhaps to show to his friends what he had found. It appears that during that time he expanded his vision and decided to undertake the whole Canal. Through May of 1974 he had made over 1,400

CANAL CHARACTERS - continued

slides covering about 86 miles upstream. Meanwhile, over 430 slides were made from Cumberland downstream from October 1970 through November 1971 to mile 162.

There is a gap - in both time and mileage - until the downstream series was resumed in July 1976 and covered some 40 miles with about 600 slides through September of 1976. Approximately 40 miles were either never covered or the results were misplaced. Judging from the care with which the collection as a whole was marked and filed, it is unlikely that anything was lost - the gap was probably never covered, and Bill Stevenson's dream evidently ended heading downstream at mile 124 in September 1976.

Slides and their mounts contain much information if one is careful in his detective work. My guess is that Stevenson had a health problem which accounts for the gap. Among the clues are the scenes themselves. Before July of '76 almost no slides indicate the presence of others, and in the few slides where a bicycle is visible, there is only one. After that time there are often other people and other bicycles. I assume that these scenes represent friends who would have been concerned about him, shared his dream, and were helping him to carry it out. Perhaps some reader can provide more information.

Slide mounts and notes also revealed the evolution of the photographer's materials and techniques. There were experiments with both lenses and films. Predominant film was standard Kodachrome, but also used were Ektachrome and Agfachrome, all in 35 mm, and there were a number of size 110 (square) slides (compounding the necessary remount process). There is evidence that Stevenson ran into some of the mileage problems a few of us are aware of. Suddenly his mileages began to be resolved with some very precise figures. To explore this mystery, I carefully reviewed frames showing his bicycle. Sure enough, about the time the mileages became so precise, there appeared an odometer on the front wheel.

Stevenson was devoted to his project through all seasons, and he leaves us with some beautiful winter scenes.

When the work is completed (presently at some 80-90 percent) all slides will be enclosed in protective mounts and renumbered in one sequence by mileage, date, direction, and significant features. For example, it will be possible to go to slide 0819 and see the Monocacy Aqueduct looking upstream on the river side in 1971, number 0821 looking across the railing to the River, number 0823 "looking downstream on towpath - excellent view of railing", and number 0824 "upstream from towpath near River wingwall - good view of capstones and railing," all before the 1972 Agnes flood.

The historical value of this collection will only increase in time. It will permit any researcher to look up any of the covered locations during that time.

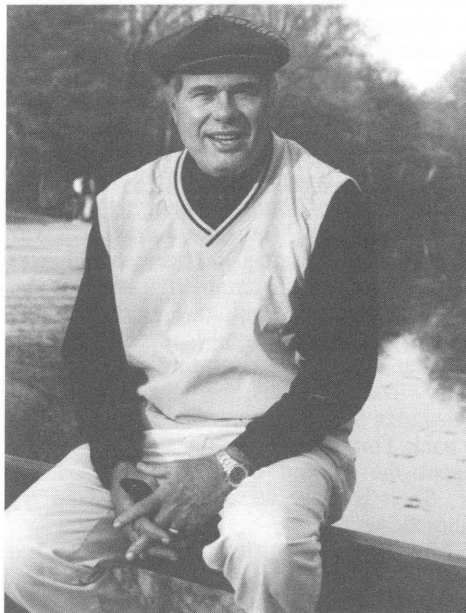
There is a challenge here that some current Association member may wish to undertake a series to cover those approximately 40 miles that Stevenson missed.

There are also morals involved here. One is to be careful what you leave behind - someone may come along and reconstruct you. Another is to be proud of your dreams - others will be glad to assume and share them. Still another is that if you can find a little time to spend in our archives you will be richly rewarded. I found a friend I didn't get to know otherwise. I not only shared his dreams, but I re-lived many beautiful scenes. When someone remarked that mine was a tedious task, I had to disagree: "It was the next best thing to being out there."

Through his slides I have walked side by side with this remarkable gentleman.

TOM KOZAR - FRIEND OF THE CANAL AND THE ASSOCIATION

Many of us in the Association have gotten to know Tom Kozar as a friend and as an enthusiastic supporter of the C&O Canal. Many of us are familiar with his work. Tom exhibits his work at canal festivals, county fairs, and on other occasions in our region. A highly skilled professional artist, he gives unstintingly of his time and talent to the cause of the Canal. He captures the beauty and spirit of the Canal in the many classic Canal scenes that have come from his pen and brush. His arresting and evocative images take us home to our favorite spots on the Canal. To those who do not or little know about the Canal, his drawings beckon them to come and discover its charms for themselves. Tom's forte lies in his ability to combine an accurate representation of Canal settings and structures with the magic of an artist's perspective and insight. Tom is a fine draftsman whose pen and ink drawings conjure up an image that is wholly faithful to the original in its lines, proportions, perspective and details. At the same time his art helps us see the familiar on the Canal in new and engaging ways. He'll lend a touch of romance to the prosaic canal boat as its helmsman steers his craft into an all-enveloping pink twilight, invoke the marvelous in a graceful, many-arched aqueduct lifting the Canal above and over a river cutting across its path, or call forth the tranquil moments of canal life by showing a boy quietly fishing canal waters next to his roughhewn lockhouse home. Tom especially enjoys the beauty of nature, the charm of country life, and the drama of man's engagement with natural forces. The C&O Canal and its riverscape displays all of this, and thus for Tom is the perfect and limitless subject for his art.



Tom Kozar - Friend of the Canal

Tom has been an NPS Artist in Residence at the C&O Canal, Antietam Battlefield and Rock Creek Park. His portrait of Justice William O. Douglas hangs over the fireplace in the lobby of the Great Falls Tavern. He painted the portrait showing Douglas on the towpath in his hiking garb for the justice's 100th birth anniversary. The portrait was unveiled at a special observance marking the anniversary at the Great

Falls Tavern in October 1998. Recently the Canal Park purchased a large Kozar painting of a familiar canal scene in Georgetown. You can see it in the NPS Visitor center by the Canal across from the old Foundry in Georgetown.

Tom's lending of his time and talent to our Association has been a godsend to us. He gave us half of his limited edition of his striking rendering of the Monocacy Aqueduct for our use in fund raising for the aqueduct. Many in the Association have the print hanging in their homes and many outside of the Association as well have come to know the aqueduct through Tom's fine drawing. Tom also is doing the art work on the series of coffee mugs the Association is issuing. Proceeds from the sale of the mugs go to our Canal and Monocacy funds. These fine blue and white mugs are our "Canal Wedgwood!" So far the Monocacy Aqueduct and the classic "John Boy" scene of a boy guiding mules and canal boat up canal from the Great Falls Tavern have been produced. Tom is now working on the art for the mug showing the Cushwa Basin in Williamsport. All this Tom is doing pro bono - for free, that is! More in the series are coming. Undoubtedly, collectors will be avid to obtain a full set of our "Canal Wedgwood." Someday someone may show off an old but unblemished set at the Antiques Road Show. Tom is also working with us and the park on a project that will mark the 150th anniversary of the Canal's completion next year. Keep tuned for further developments.

For us Tom is the artist for all seasons on the Canal, but we must nonetheless allow that his career as an artist transcends the Canal. Though we suspect that the Canal is his favorite subject and his association with canallers enjoyable, Tom is widely recognized both here and abroad for his work in a variety of media and for the broad subject matter of his art work. Tom's versatility is remarkable. He is highly skilled in drawing, painting, sculpture, graphic design, and photography. Tom has created a number of bronze statues of well-known figures—a bronze of Harry Truman for the Truman Library in Independence, Missouri and one of JFK for the Kennedy Library in Boston. He also has done bronzes of Clyde Aitchison, a leading figure of the Interstate Commerce Commission for 34 years, another of Murray Bowen, an eminent physician, for the Georgetown Family Center and very recently a nine-foot statue of Francis Asbury, the famed Methodist preacher, for the Asbury Methodist Home. He was commissioned by the AMVETS to do a painting which was presented to the Philippine people in commemoration of the 40th anniversary of the liberation of Manila. He designed the Veteran's Monument for the City of Gaithersburg, Md.. These are only a few examples of the wide ranging art Tom has created over the years. Tom also has been the recipient of many best of show awards at exhibitions across the United States. A few years back Tom was chosen by the Department of State to represent the United States in the Art for Embassies Program. So it is clear we can't claim Tom for ourselves and the Canal alone.

However, the boon for all of us in the Association has been Tom's gift of his time and talent and for those of us who have the pleasure of working with Tom, his friendship.

p.s. Tom is always welcoming of anyone who would like to stop by and see his studio. You can call him at 310 921 6345. His home is at 22214 Creekview Dr. Gaithersburg, MD. 20882. If you are not familiar with the area, you should get directions from Tom. He lives a bit out of the way.

-- Carl Linden

It was a somewhat ominous day on October 23, when we started out from home, although not worthy of that famous beginning "It was a dark and stormy night..." The fall color that day was probably at its peak as we drove to Cumberland from Cabin John, but there was a chilly wind that reminded us of the very first hike that we both took part in 10 years ago. That day was cloudy and cold and we did not have such modern conveniences as fleece. It was a chill that is still remembered.

Fortunately, by the time we reached Cumberland, the sun shone occasionally and we could tell that the memory would be of the fall color rather than the chill. After some confusion about where to park, we bussed to Spring Gap for the start. While it was too cold for the piper to play. Superintendent Doug Faris gave a good introductory talk that told of the improvements coming to Canal Place, including the moving of the canal boat from Lock 75 to the Station.

We then started out on a clear sunny day that, while breezy, was a good walking day. The fall colors were as good as promised on the ride up and another enjoyable day had begun. As we left Spring Gap, some wonderful places came into view that almost made me (Fred) wish I had taken my camera equipment, but it was nice not to have the weight this time. Those spots will just be filed away as places to go back to when the great Canal project is finally undertaken. What made them more interesting was that we were now walking in the reverse direction from the through hike this past spring and there was not the rain and mist of that time either. The view of Cumberland along the river was much more striking for this reason, as was the one of the five hills surrounding the Mexico Farms area.

As we were walking along this stretch, we happened to encounter some C&O Canal members walking in the opposite direction. When we asked why, we found out that confusion caused some people to miss the bus to Spring Gap. In order to protect the innocent, we will omit any names involved in the incident, but if nothing else Judie and I did get to have some very pleasant conversations along the way with people that we might have missed if we were all going in the same direction.

As we neared Cumberland we had the opportunity to see the new construction associated with the parkway and relocated Canal near Canal Place. None of this had been started at the time of the through hike, and the spatial problems for both the road and the Canal were evident. Hopefully, when the Canal is rewatered and the project is completed, this section will be better delineated than in the past and it will become a more appropriate terminus.

At the banquet we did have the opportunity to hear the builders of the canal boat, John Kunis, John Millar, Charles Merritt, and Harold McDonald, Sr., explain how it grew from the love of the Canal. It just was another way in which our C&O Canal has reached out to so many and how those that it has touched have felt the need to give something back.

-- Fred and Judie Mopsik

PREVIEW OF NEXT YEAR'S OCTOBER THROUGH BIKE TRIP

The bike trip in 2000 will be arranged to coincide with the celebration of the Canal's opening in Cumberland in October 150 years ago. For this reason we will start in Georgetown at Mile 0 and finish at Cumberland in time for a Saturday celebration. This means that we are not necessarily taking advantage of the Columbus Day holiday to gain an extra day

for those who are still gainfully employed, but we think the advantages outweigh the disadvantages. Watch ATP for exact dates and a registration form. This will be a big one and registration will be given to those who sign up first.

1999 CANAL BIKE THROUGH TRIP

The 1999 bike through trip was full of contrasts. We had campers and motel muffins (the preferred-terms were outsiders and insiders, but this never caught on); sunshine and rain; recumbents and mountain bikes; couples and singles; old-timers and first-timers; fried chicken and ice cream; and -- of course -- men and women. 16 people met on October 9th in Cumberland to ride the 184.5 miles to Georgetown in 6 days. They came from not only Maryland, the District of Columbia and Virginia, but also from Texas and California and Pennsylvania. Ages ranged from 29 to 65 and number of miles cycled in a lifetime ranged from a hundred-odd to many thousands. In total we had 17 riders, as Katrina Hedlesky joined us for the first 3 days and Brenda Rosenthal for the last 4. An honorary member of our group was Phyllis McCullough, who provided sag and emergency taxi service well beyond the call of duty, and we all are grateful to her.

And what a delightful time we had. We shared our departure in Cumberland with a group of Boy Scouts, and thrice had to pass a large pack of horses slowly and skittishly moving along the towpath. We were happy to be beginning our adventure, but it was difficult to get a rhythm as a group with all the competition for the towpath and a foreboding sky -- and running over a snake in our path seemed a bad omen. Luckily for the motel muffins, the rain held up until we reached Paw Paw, but the campers got no respite, and decided to set up their tents under a bridge to get a dry (if extremely noisy) night. The night of the 9th, the rain poured down, and we collectively feared what tomorrow had in store.

Sunday the 10th began with rain and its inevitable companion, mud. Thankfully, the rain left us on Sunday and did not return for the remainder of the trip. Mud, however, remained with us for the duration, though never as bad as when combined with rain. As we progressed and slogged through mud puddles, our bicycles lost pigment and were encrusted with sludgy brown and the splatter marks on our bodies were merging together. When we arrived in Hancock many broke one of the cardinal rules of bicycle care and aggressively hosed off their steeds, risking rust and loss of lubricant. However, we had survived the day and emerged strong, cohesive, and convinced we could tackle anything as long as there was a hot meal to enjoy at the end of it.

For the remainder of the days, the sun shone down, though the wind and temperature varied dramatically. Monday the 11th we reveled in warmth and the beauty of the two Pools (Little Pool and Big Pool), and enjoyed a relaxing sojourn at a sunny and peaceful Fort Frederick. In the evening in Williamsport, we experienced the kind hospitality of Tom and Linda Perry. It was a special treat when Tom played a polka on his livingroom organ and Tom and Phyllis McCullough danced with grace and verve. Tuesday the 12th was the longest day, 46 miles to Harper's Ferry, where we popped across the bridge to have ice cream and visit Jefferson's Rock. Wednesday the 13th saw visits to caves and antiquing in Brunswick, and then, suddenly it was almost over, and we were rushing on to Georgetown -- stopping in Great Falls to see the majestic rush of water and a canal boat full of tourists being taken through the locks and to receive colorful commemorative bandanas designed by Norman Liebow's sister.

A valuable sweep service was performed by Norman Liebow and Dick Zorn, who are charter members of the C&O Canal

volunteer bike patrol. They helped fix flat tires and assisted during a minor accident, but most importantly their presence provided a sense of comfort and security. Bike patrollers can be found on a stretch of the canal near you wearing identifying vests, toting radios, carrying first aid and repair kits, and full of good will and helpful information. Thank you, Norman and Dick, for your care of us all.

Historical interpretation highlighting the prominence of Potomac in the Civil War was provided by Tom "McCumbent" McCullough, complete with dramatic readings of fragments from contemporary letters. Perhaps that should be Tom "McKenBurns" McCullough? For all other interpretation, Tom Perry was a remarkable font of canal lore and anecdote. He also was our stalwart leader, coping admirably with campers and muffins and a large group of people. Thank you, Tom, for doing what you do so well.

The disparate people outlined at the opening of this article bonded into a unit. We sang off-key as we barreled down the towpath and chatted and joked. We talked of our lives, our bicycles, our children, the spectacle of nature around us, food, and cycling together again. We quickly came to care for each other, and this shared concern for our collective welfare was a hallmark of the trip. It was an enriching experience. On a personal note, as a repeater from 1998's through trip, traveling the Towpath in sunshine, seeing a flock of wild turkeys, and getting to see and taste the elusive Paw Paw were the standout treats.

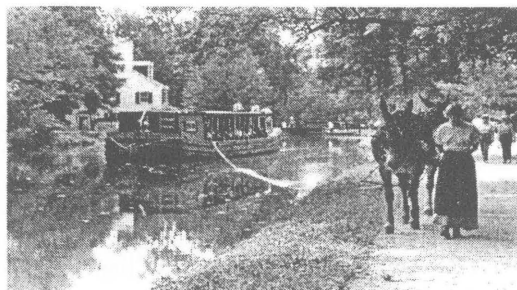
The campers and the muffins traveled harmoniously together, in spite of different weight loads on their bicycles and experiences at night. With apologies to Rogers and Hammerstein, here's a version of "The Farmer and the Cowman Should be Friends" from Oklahoma, modified to speak to our experience.

Oh, the camper and the muffin should be friends
Oh, the camper and the muffin should be friends
One man likes to stake a tent,
The other likes to watch CNN,
But that's no reason why they can't be friends.

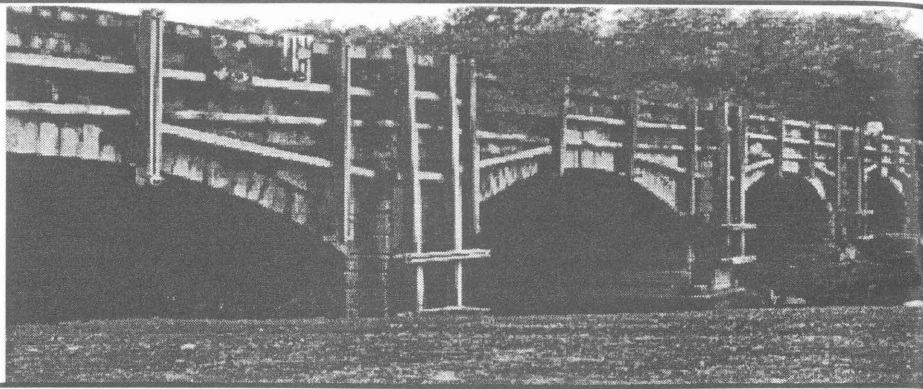
Oh, C&O Canal bikers should stick together
C&O Canal bikers should all be pals,
Muffins give the Campers showers,
Campers watch the muffins' bags.

Oh, the camper and the muffin should be friends
Oh, the camper and the muffin should be friends
Muffins eat and then retire
Campers like to build a fire.
But that's no reason why they can't be friends.
(Fred Slick's verse)

-- Wendy Carter



The Monocacy Aqueduct Report



MONOCACY FUND TOPS ONE HUNDRED TWENTY FIVE THOUSAND

The Monocacy Aqueduct Fund steadily moves upward on the tide of generous contributions, both large and small, Association members and our many friends and supporters are making. Over the past couple of months some very generous contributions from long time donors and from the Association itself have added another \$20,000 to the coffers. Another notable source of increase comes from what is in effect the mutual fund in which our fund participates through the National Park Foundation. The NPF manages the Monocacy Aqueduct Fund along with the many other funds similar to ours throughout the nation and invests these monies in a combination of stocks and bonds. With the steady rise of the stock market index the funds have been doing rather well. We keep our fingers crossed that this now long time upward trend in the index continues at least until the point our fund can be best applied to the aqueduct rehabilitation project. There is reason to hope that this can be done relatively soon.

We are hopeful that the Monocacy Fund will play an important role in the next step toward the aqueduct's rehabilitation: namely, the production of the engineering design. This is not simply a proposed plan, but the actual working blueprint for the final stage construction work that will restore the aqueduct to its original (if not better) condition of its glory days. At this point we await the release of the Interior Department budget as approved by Congress. We expect to find therein an instruction to the park service to move ahead with the design work and to allocate enough funds to make this possible. The Monocacy Fund at its present level can probably cover about a third of the cost of the engineering design with the Park Service providing the rest. The preparation of the engineering design is very important in our joint effort to sustain momentum on the aqueduct project. The completion of the design, which will take about a year, opens the door to the final stage of actual rehabilitation.

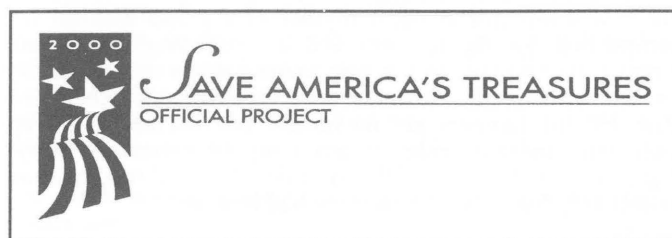
Let us keep our fingers crossed and keep our generous contributions coming! The Fund has reached a point where it can put some punch into our UPHOLD THE MONOCACY AQUEDUCT drive. With our donations we can move from lightweight to heavyweight!

WE PRESENT THE "SAVE AMERICA'S TREASURES" LOGO

In the last issue of *Along the Towpath* we proudly announced that the National Trust for Historic Preservation formally designated the Monocacy Aqueduct, C&O Canal NHP, as an Official Project of the Save America's Treasures Program. (See the Sept. issue, p. 12 for details) It should be noted that the Association's Monocacy Aqueduct Committee is authorized to use the red-white-and-blue logo of the *Save*

America's Treasures program in its correspondence and activities. The projects of the program are on a special list of four hundred American historic "treasures" that have been singled out as especially noteworthy and in serious need of preservation. The list is sort of like a social register of the most eminent in town, but in this case of the most neglected and most in need of timely help, despite their eminence.

We thought our readers should see what the logo looks like. Here it is:

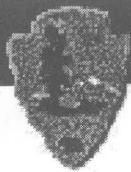


FOR CYCLIST THE AQUEDUCT IS A "BUMPY ROAD AHEAD"

One of the many boons that will come as a result of the aqueduct's rehabilitation will be for the many cyclists that travel up and down the Canal towpath. With the removal of the steel harness from the structure, cyclists no longer will find the towpath-parapet of the aqueduct a bumpy road. For the past twenty seven years thousands of cyclists have had to dismount, then walk and bump their bikes across the many reinforcing rods and their wooden casings that obstruct the towpath right-of-way on the aqueduct. To illustrate, see the photo below of a youngster pushing and bouncing his bike across the aqueduct. The boy is saying: "Can't they get rid of these things? Why doesn't somebody fix it?"



A Young Man Traversing the Monocacy Aqueduct Parapet.



The National Park Service



NANCY BROWN - 1999 PARK EMPLOYEE OF THE YEAR

Superintendent Faris stated in a recent morning report:

Nancy Brown, C&O Canal National Historical Park Partnership and Volunteer Coordinator, was honored by Regional Director Carlstrom during the September Superintendents Workshop by his recognition of Nancy as the "park employee of the year" for the National Capital Region for 1999. For the past three years Nancy has coordinated the park's volunteer, youth, internship, partnership enhancement programs. Most recently in 1999, she served as the key person for organizing and training over 100 bike patrol volunteers. The bike patrol is very successful and provides much needed assistance to visitors on the towpath.

C&O CANAL BRUNSWICK VISITOR CENTER OPENS

C&O Canal National Historical Park Superintendent Douglas Faris announced the opening of the Brunswick Visitor Center on Saturdays from 10 a.m.-4 p.m. and Sundays 1-4 p.m. The new visitor center highlights the transportation history of Brunswick through exhibits and artifacts.

The C&O Canal NHP and the Brunswick Railroad Museum are cooperating in this joint venture to provide a visitor center and museum in the same building, located at 40 West Potomac Street in Brunswick, Maryland.

Both the C&O Canal and the B&O Railroad began development westward through the Potomac valley in 1828, and soon began legal battles to determine which company would have access along the Maryland side of the Potomac River in the vicinity of Point of Rocks and Brunswick. The companies finally agreed to share the right-of-way upstream to Harpers Ferry.

In 1924, following two great floods on the Potomac River, the C&O Canal ceased operations, and rail transportation expanded its influence. In December 1953, the last steam locomotive was retired locally, and Brunswick became familiar with diesel locomotion.

VOLUNTEERS NEEDED FOR NEW MUSEUM

If you have an interest in railroad and canal history, enjoy talking with people, or have experience operating a scale model railroad, please contact the C&O Canal volunteer office at 301-714-2233. Your commitment of time can vary from 4 hours a week to 4 hours a month. The visitor center will operate on weekends with potential to expand to weekdays. This is a great opportunity to learn more about the competition between the railroad and the canal.

150th Anniversary Commemorative Calendar

The Chesapeake and Ohio Canal will celebrate its 150th anniversary in the year 2000. Between March and October, the C&O Canal National Historical Park will host several events to commemorate the completion of the canal in 1850. As a memento of this year-long celebration, a calendar for the year 2000 is available for purchase either by mail or at one of the park's five visitor centers. This calendar, with many historic photographs and descriptions of canal life, will be a collector's item. **To order, use the enclosed form.** A limited supply is available, so order now and don't miss this opportunity!

VOLUNTEER PROGRAMS

There are many opportunities for Association members to participate in C&O Park activities. As examples: serve as a volunteer at NPS workdays; be a LEVEL WALKER; join the BIKE PATROL; serve as a NPS Visitor Center Volunteer; or, help with Association events

NPS VOLUNTEERS ON THE CANAL is the replacement program for what was **VIP WORKDAYS**, with which the Association had long been associated, on the first Saturday of most months. Park Service activities will include repairing trails, clearing vegetation, removing trash and debris, painting picnic tables, cleaning camp grounds and more. Projects are scheduled starting in March 2000 for the spring and fall months along the whole length of the Canal. All projects are open to the general public, special interest groups and C&O Association members. **VOLUNTEER ON THE CANAL** schedules are mailed by NPS on request, or call 301-767-3706 or one of the visitor centers for more information. Ranger Nancy Brown is the VIP coordinator.

The response to efforts to initiate a new Association-sponsored volunteer program, **CANAL DAYS** last summer were not productive. Therefore, the **CANAL DAYS** program was suspended and now you can volunteer for any of the other activities listed here.

LEVEL WALKERS - A C&O Canal Association-sponsored program in which individuals may select a level - about a three mile section of the canal - which they visit several times

NPS REPORT - continued

during the course of a year, to make notes on conditions, perform minor maintenance, and report on items of interest. LEVEL WALKER reports are carried in each edition of *Along the Towpath*. Those interested in becoming LEVEL WALKERS may contact Karen Gray (202-333-6947).

VOLUNTEERS AT VISITOR CENTERS - Volunteer docents at Visitor Center, are in demand to supplement NPS staff by providing assistance to visitors. They staff visitor counters, lead nature walks, provide roving interpretation, may join the new bike patrols, or work on replica canal boats and there are many other opportunities. Volunteers receive training and are asked to commit to a schedule for a period of time. Interested? Call the interpretive ranger at a Visitor Center near you.

LOCKHOUSE 75 - C&O Canal Association members provide interpretation at Lockhouse 75 in the summer. Contact Rita Bauman or Ranger Rita Knox (301-722-8226).

BIKE PATROL - Over one hundred people have participated in this NPS-sponsored program which aids and educates towpath users. Membership will be open to new applicants in the spring.

ASSOCIATION ACTIVITIES - You are welcome to help with C&O Canal Association field events or committees.

VISITOR CENTERS

Georgetown (Sat & Sun)	202-653-5190	Kathy Kupper
Great Falls	301-767-3702	Faye Walmsley
Williamsport	301-852-0813	Donna Swauger
Hancock	301-678-5463	Paul Apple
Cumberland	301-722-8226	Rita Knox

- - John Lindt

DO IT ALL! ON WEEKENDS THE CONTINUING HIKE SERIES

In recognition of the 150th anniversary in the year 2000 of the completion of the C&O Canal to Cumberland, the "Canal in Pieces" hike committee has scheduled a series of weekend hikes that will cover the length of the canal with 9 to 11 mile walks each day. All but one of the hikes is designed to be one-way, which requires the use of a shuttle system. This will be arranged at the start of each hike if sufficient cars and drivers are present. A round trip hike of one-half of the planned distance will be substituted if a shuttle can't be arranged. Mileages missed due to this situation or to cancellations due to other reasons such as snow, will be made up in a series of hikes arranged after the initial series of eleven weekends listed below.

The schedule is subject to change, so check the dates as the time approaches in the CALENDAR in *ALONG THE TOWPATH* or on the Association web site (<http://www.omcdesigns.com/canal>), or through a call to our information line at (301) 983-0825.

Note: There are no hikes in July, August, October, or December of 2000.

CONTINUING HIKE SERIES

From Mile:	To Mile:	Date	Park At:	Start At:
0.01	10.0	3/18/00	Carderock	Thompsons Boat House
10.0	19.6	3/19/00	Carderock	Pennyfield Lock
19.6	27.2	4/8/00	Pennyfield	Sycamore Landing
27.5	35.5	4/9/00	Whites Ferry	Sycamore Landing
35.5	44.6	5/20/00	Whites Ferry	Nolands Ferry
44.6	55.0	5/21/00	Brunswick	Nolands Ferry
55.0	64.9	6/10/00	Dargan Bend	Brunswick
64.9	72.8	6/11/00	Dargan Bend	Shepherdstown
72.8	81.0	9/9/00	Shepherdstown	Taylors Landing
81.0	85.4	9/10/00	Dam #4 Picnic Area	Taylors Landing
85.4	86.5	9/10/00	Circuit Same Day	
88.1	99.8		Williamsport	McMahons Mill
99.8	108.7	11/12/00	4 Locks	Williamsport
108.7	116.7	1/13/01	4 Locks	Licking Creek Aqueduct
116.7	124.1	1/14/01	Hancock	Licking Creek Aqueduct
124.1	TBD	2/17/01	Hancock	Cohill Station/Dam #6
TBD	140.9	2/18/01	Little Orleans	Cohill Station/Dam #6
140.9	150.1	3/17/01	Little Orleans	Bonds Landing
150.1	156.2	3/18/01	Paw Paw Tunnel	Bonds Landing
156.2	166.7	4/21/01	Paw Paw Tunnel	Oldtown
166.7	175.6	4/22/01	Lock 75	Oldtown
175.6	184.5	5/19/01	Cumberland	Lock 75

MEMBERSHIP RENEWALS ARE DUE

Membership in the C&O Canal Association runs concurrent with the calendar year and expires on December 31. The Association encloses renewal forms with the winter and spring issues of *ATP*. This practice saves the expense of a separate mailing, plus many volunteer hours for stuffing and addressing envelopes.

We also hope that you will consider making a donation to one or more of the Association's three funds. Contributions to the MONOCACY AQUEDUCT FUND are used toward restoration of the aqueduct. THE C&O CANAL FUND supports various projects and interpretive programs proposed by the Park Service that cannot be budgeted with appropriated funds. The DAVIES FUND is a reserve to support legal actions and other special uses that may become necessary to defend the C&O Canal against threats to its historic and environmental integrity.

The C & O Canal Association is classified as a non-profit organization as defined by section 501(c)(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 in support of the Park. We appreciate your past support and hope that you will continue to be an active member of the Chesapeake and Ohio Canal Association.

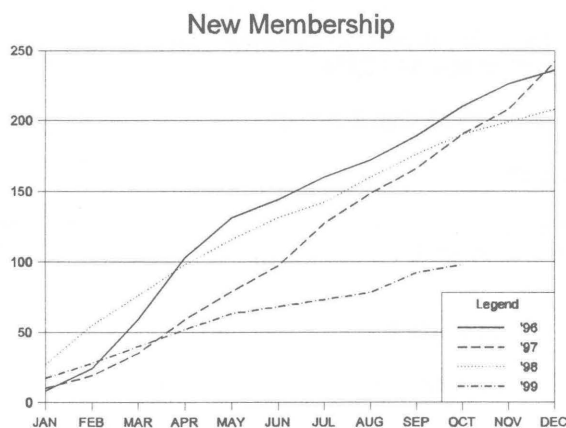
CALENDAR OF UPCOMING EVENTS

Date	Day	Event
Monthly	Wed, Sat	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 a.m. to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston. Apr-Nov NPS Workdays - location, time, and activity to be determined. Call NPS Volunteer Office for more information, 301-767-3706 or 301-714-2233.
Dec 31, 1999	Fri	New Year's Eve Hike. Meet at Hancock Visitor's Center at 2:00 p.m. Dinner will probably be at Weaver's - plans are in progress. Contact Pat White at 301-977-5628.
2000		
Jan 1	Sat	New Year's Day Hike. Meet at Hancock Visitor's Center at 10:30 a.m.
Jan 23	Sun	Special Board meeting, Glen Echo Town Hall, 1:00 p.m.
Feb 6	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Mar 4	Sat	C & O Canal Association Annual Meeting , Clarion Hotel & Conference Center, 17 Lowe Drive, Shepherdstown, WV, 1:00 p.m., Happy Hour 4:30 p.m., Dinner 5:30 p.m.
Mar 18/19	Sat/Sun	Continuing Hike Series. Park at Carderock. Hike from Thompsons Boat House on Saturday and Pennyfield Lock on Sunday. 10:00 A.M. Contact Pat White - 301-977-5628.
Apr 8/9	Sat/Sun	Continuing Hike Series. Park at Pennyfield on Saturday. Hike starts at Sycamore Landing. Park at Whites Ferry on Sunday. Hike starts at Sycamore Landing.
Apr 2	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Apr 29	Sat	Justice William O. Douglas Hike. Hancock area. Details to be announced.
May 20-21	Sat/Sun	CanalFest. Cumberland, MD. Contact Mary Ann Moen, 301- 759-3197. Continuing Hike Series. Park at Whites Ferry on Saturday. Hike starts at Nolands Ferry. Park at Brunswick on Sunday. Hike starts at Nolands Ferry. 10:00 a.m. Contact Pat White - 301-977-5628.
Jun-Sep	Sat/Sun	Lock 75 Lockhouse, North Branch. Volunteers needed to staff the Lockhouse and provide the public with Park and Association information. Contact Rita Bauman, 540-888-1425
Jun 4	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Jun 10/11	Sat/Sun	Continuing Hike Series. Park at Dargan Bend on Saturday. Hike starts at Brunswick. Park at Dargan Bend on Sunday. Hike starts at Shepherdstown. 10:00 A.M. Contact Pat White - 301-977-5628.
Jun 17	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 9	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association (6:00 p.m.).
Aug 6	Sun	Board Meeting, Williamsport Library, 1:00 p.m.
Aug TBD	Sat/Sun	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.
Aug 26-27	Sat-Sun	Williamsport C&O Canal Days. Contact Tom and Linda Perry 301-223-7010.
Sep 9-10	Sat-Sun	Hancock Canal Days - Canal Apple Days. Contact John Popenoe, 301-678-6379. Continuing Hike Series. Park at Shepherdstown on Saturday. Hike starts at Taylors Landing. Park at Dam 4 picnic Area on Sunday. Hike starts at Taylors Landing. 10:00 A.M. Contact Pat White - 301-977-5628.
Sep 10	Sun	Happy Birthday Montgomery County - Co-hosted by Montgomery County Historical Society. Contact Ellen Holway 301-738-7894.

Sep 10-15	Sun-Fri	World Canal Conference, Rochester, NY, USA. For more information contact triversorg@acninc.net , or write to P.O. Box 227, East Rochester, NY, USA, 14445
Sep 16-17	Sat-Sun	Sharpsburg Heritage Festival. Contact Joan or Bob Fisher, 301-416-6379. Day trip canoe weekend on the Monocacy River. Saturday - Route 40 to State Route 80. Sunday - State Route 80 to the Monocacy Aqueduct. Contact Carl Linden, 301-229-2398, or Ken Rollins, 804-448-2934. Frederick County Fair. Contact Jack Smith, 301-663-9073.
Oct 1	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Oct 7-8	Sat-Sun	Brunswick Railroad Days
Oct 9-14	Mon-Sat	Through-bike trip -- Georgetown to Cumberland, led by Tom Perry. Details later.
Oct 14-15	Sat-Sun	Annual overnight Paw Paw Bends canoe trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934.
Oct 28	Sat	Annual Heritage Hike. Near Shepherdstown. Details later.
Oct TBD	Sat	Continuing Hike Series. Park at the Williamsport Visitor Center. Hike starts at McMahons Mill.
Nov 11	Sat	Continuing Hike Series. Park at the Williamsport Visitor Center on Saturday. Park at 4 Locks on Sunday. Hike starts at Williamsport 10:00 A.M. Contact Pat White - 301-977-5628.
Dec 2	Sat	Annual Frostbite Hike. Contact Ken Rollins, 804-448-2934.
Dec 3	Sun	Board Meeting, Tom and Linda Perry's, 116 Conococheague Street, Williamsport, MD, 1:00 P.M.
Dec 31	Sun	New Years Eve hike. Location to be announced.

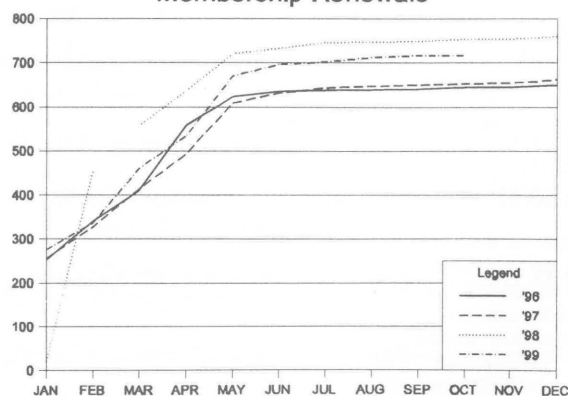
MEMBERSHIP COMMITTEE REPORT

New membership in the Association has slowed down these past 5 months. Through May we were recruiting an average of 12 new members per month. These past 5 months it has been only 7 new members per month. During the previous 3 years, at the end of October, we had signed an average of 196 new members. This year, at the end of October, we have only signed 98 new members.



Membership renewals to date exceed similar data for '96 and '97; but not for '98. We averaged 683 renewals, at the end of October, over the last 3 years. The current renewal number, 717, is 105% of that 3 year average. Can we find just 42 more members to renew and replicate '98?

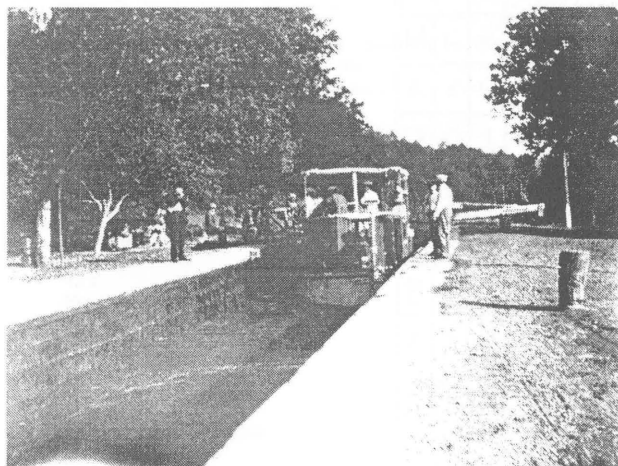
Membership Renewals



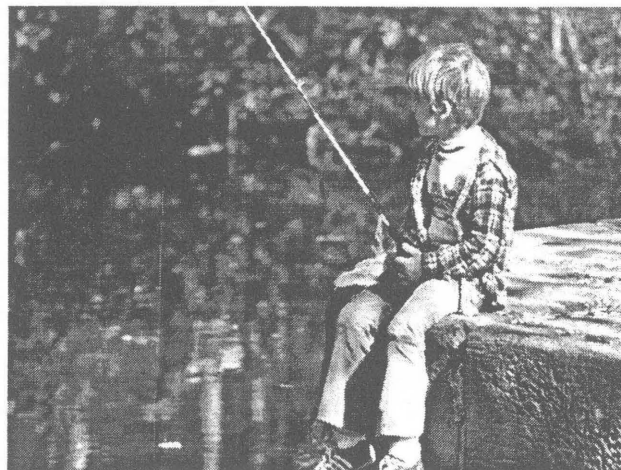
After adding in the memberships that carried over from 1998, we now have 898 total memberships. Over the past 6 years, our average membership for the end of December has been 923. Let's renew memberships and find new members so we can break 1000 again. We did it in '98, let's do it again in '99.



A WINTER SCENE AT THE TAVERN



LOCKING THROUGH



GONE FISHIN'

Photographs from Helen Johnston's collection.

National Park Service
News Release
December 6, 1999
CAROL SING AT C&O Great Falls Tavern

Join the Friends of the Historic Great Falls Tavern in their annual carol sing on Sunday, December 19, from 1 to 2 p.m. at the C&O Canal Great Falls Tavern Visitor Center.

Traditional holiday songs will be sung inside the visitor center and refreshments will be provided. The Tavern will be decorated in holiday splendor and can be viewed daily from December 14 through January 2, during the operating hours of 9 a.m. to 4:30 p.m.

The visitor center will be closed Saturday, December 25 and Saturday, January 1.

The Great Falls Tavern Visitor Center is located at 11710 MacArthur Boulevard near the intersection of Falls Road in Potomac, Maryland. The program is free; however, an entrance fee of \$4 for private motor vehicles or \$2 for hikers and bicyclists is charged.

For more information, contact the Great Falls Tavern Visitor Center at 301-299-3613.

TOWPATH TEASER – A puzzle by Eliane Viner.

Things one can do, see, hear, or run across the C&O Canal. The block contains words that can be read forward, backward, up, down, and diagonally. See how many you can find. The answers will be in the next issue of *Along the Towpath*.

T	I	R	E	D	H	I	K	E	R	E	D	W	I	N	G
R	T	G	T	E	N	T	S	M	O	L	E	S	K	I	N
E	S	T	A	R	D	U	C	K	S	G	E	I	W	E	H
E	I	U	G	T	O	W	P	A	T	H	R	T	S	R	D
S	G	N	N	H	G	Z	H	V	I	R	E	O	M	E	N
K	O	S	K	I	N	G	F	I	S	H	E	R	R	D	E
S	L	C	K	I	D	S	T	O	P	S	M	E	O	B	R
B	O	T	A	N	I	S	T	L	L	A	R	O	T	U	O
L	I	R	C	N	C	L	R	E	D	R	E	X	S	D	M
I	B	R	E	W	A	A	Q	T	B	T	B	E	O	Y	A
S	M	Q	D	F	M	D	V	S	O	W	L	S	I	Q	C
T	O	W	H	E	E	I	A	W	A	T	E	R	B	L	Y
E	O	A	V	R	R	E	E	G	R	E	T	B	A	T	S
R	N	L	E	Z	A	S	T	U	O	P	U	M	P	I	N
S	P	K	E	L	U	M	T	J	C	O	W	S	E	Z	A
B	I	L	L	S	P	L	A	C	E	G	S	K	I	N	K
B	J	T	H	R	O	U	G	H	H	I	K	E	R	S	E

Along the Towpath is published in March, June, September, and December by the C&O Canal Association. 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:janeandbob.perry@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:

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

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.omcdesigns.com/canal>. The COCA Webmaster is Olivia Casasnovas. COCA also maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

C & O CANAL ASSOCIATION 1999 Association Officers

<u>President:</u>	leperry@erols.com Thomas L. Perry 301-223-7010	116 S. Conococheague St. Williamsport, MD 21795
<u>First Vice President:</u>	William J. Evans 410-243-5677	830 W. 40 th Street, #616 Baltimore, MD 21211
<u>Second VP & Level Walker Chairperson:</u>	kmgrayphd@compuserve.com Karen M. Gray 202-333-6947	825 New Hampshire Ave. NW #314, Washington, D.C. 20037-2307
<u>Secretary</u>	Rachel L. Stewart 703-237-4727	5914 N.. Washington Blvd. Arlington, VA 22205
<u>Treasurer</u>	David M. Johnson 301-530-7473	9211 Wadsworth Dr. Bethesda, MD 20817
<u>Information Officer</u>	Mary A. Lurch 301-657-9542	6417 Western Ave., NW Washington, DC 20015-2448

Board of Directors:(Terms expire in 2002) Robert Humphrey, Don Juran donjuran@crosslink.net, Robert C. Perry, Gary M. Petrichick petrichick@aol.com, Patricia White paw@the.usp.org (Terms expire in 2001) Fred I. Mopsik mopsikj@erols.com, Helen L. Shaw, Michael Schuchat, Richard Stoll, John G. Viner.(Terms expire in 2000)Christine Cerniglia cerniglia@erols.com, Carl Linden, Mary A. Moen, James Preston, Ken Rollins

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

Archives	Molly Schuchat
Canal Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Fred Mopsik
Level Walkers	Karen Gray
Membership	Rita Bauman
Programs	Sonny DeForge/Ken Rollins
VIPs	John Lindt
Membership Coordinator	William Bauman
Editorial	Robert C. Perry

Editorial Staff

Editor: Robert C. Perry 703-590-5568
janeandbob.perry@erols.com

Associate Editors

Carl A. Linden, Dave Johnson, Don Juran., Gary Petrichick, Jane D. Perry, Ken Rollins

Many thanks to the Monocacy Aqueduct Committee for assisting in the editing process.

DIRECTORY C & O CANAL NHP TELEPHONE NUMBERS AND PERSONNEL

<u>C & O CANAL NHP HQTRS</u> Box 4, Sharpsburg, MD 21782 Superintendent Assistant Superintendent Chief Ranger Admin Officer Chief, Natural and Cultural Resource Mgmt Branch Chief, Interpretation Branch Chief of Maintenance Volunteer Coordinator Flood Recovery Team	301-739-4200 Douglas Faris Kevin Brandt Keith Whisenant Pat Clark Doug Stover Debbie Conway Bob Hartman Nancy Brown Don Copenhagen
--	---

PALISADES DISTRICT
11710 MacArthur Blvd, Potomac, MD 20854

District Ranger 301-767-3707	Tom Nash
Supv Ranger - Fee Collection 301-767-3703	Terry Barbot

<u>GEORGETOWN VISITORS CENTER</u> 1055 Thomas Jefferson Street, Washington, D.C. Sup. Ranger - Interpretation	202-653-5190 Kathy Kupper
---	------------------------------

<u>GREAT FALLS TAVERN VISITORS CENTER</u> Great Falls Tavern Information Sup. Ranger - Interpretation 301-767-3702	301-299-3613 Faye Walmsley
--	-------------------------------

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

<u>WESTERN MARYLAND DISTRICT</u> District Ranger 301-842-3128	Mark Spier
Western Subdistrict 301-478-5063	Matt Stoffolano

Central Subdistrict 301-842-3279	John Bailey George DeLancey Luis Krug Bill Orlando Martin Gallery 301-582-0813
Eastern Subdistrict 301-432-6348 District Interpreter	

WILLIAMSPORT VISITORS CENTER
301-582-0813
205 West Potomac Street, Williamsport, MD 21795

Park Ranger - Interpretation	Donna Swauger
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HANCOCK VISITORS CENTER
301-678-5463
326 East Main Street Hancock, MD 21750

Park Ranger - Interpretation	Paul Apple
------------------------------	------------

CUMBERLAND VISITORS CENTER
301-722-8226
Western Maryland Station,Cumberland, MD 21502

Park Ranger - Interpretation	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:

24-Hour Emergency	301-739-4206
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
Carderock and Marsden Reservations	301-299-3613

FOR LIFE-THREATENING EMERGENCIES DIAL 911

CHESAPEAKE AND OHIO CANAL ASSOCIATION ANNUAL MEETING

Saturday, March 4, 2000
Clarion Center
Shepherdstown, West Virginia

See Insert

CORRECTIONS

I regret that mistakes are made and welcome the opportunity to make corrections. Editor

In the September issue of ATP, **Deborah Vollmer** was inadvertently left out of the new members listing even though her husband Erwin was included. I've listed you both this issue..... Welcome, both of you.

The caption under the photograph on page 20 of the September issue of ATP incorrectly identified the structure as *A Hydraulic Lift*. The picture shows the huge new funicular lift at Strepv-Thieu, Belgium, which when completed, will raise and lower canalboats 75 meters. The photograph is a **funicular**, not a **hydraulic**, lift.

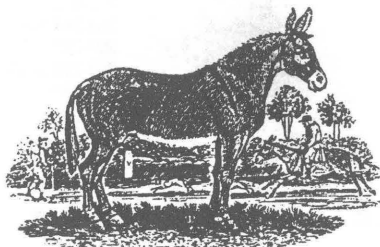
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