



C & O Canal Association

# ALONG THE TOWPATH

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

VOLUME XXXII

March 2000

NUMBER 1

## THE SENECA EDITION

The lead article by Gary Petrichick in December 1999 of *Along the Towpath, The First Quarter Millennium*, provided an excellent summary of the Canal Era from the start of the Ohio Company to the making of the Chesapeake and Ohio Canal National Historical Park. This, the first of four installments on the completion of *our* Canal, will discuss the origination of the Chesapeake and Ohio Canal Company, the groundbreaking, and the completion of the Canal from Georgetown to Seneca. Credit is due to Walter S. Sanderlin for his research and the references found in *The Great National Project*, The Johns Hopkins Press, Baltimore, 1946.

The influence of George Washington and his vision of a Potomac pathway to the West became the primary impetus for the establishment of the Potowmack Company in 1785, with the respective Assemblies of Maryland and Virginia approving the company's charter. The company was formed to improve navigation along the Potomac River through removal of obstacles and the building of skirting canals to provide safe passage around falls and rapids. From the beginning, the company was beset with problems of money, labor, food for labor, and other hindrances. In 1821, a joint committee appointed by the legislatures of Virginia and Maryland found that the Potowmack Company had failed to fulfill its charter to provide navigation for boats carrying 50 bushels of flour in the driest season. In fact, in 1822, the Virginia Board of Public Works recommended dissolving the company and building a complete canal system. Debts of the Potowmack Company continued to mount and the financial condition of the company deteriorated until the annual profit was insufficient to pay the interest due its creditors. To make matters worse, the sporadic pattern of river flow - the result of drought and floods during the course of the year - hindered the boatman's ability to transport cargo.

Indeed, until the company's latter years, its interests centered primarily on the economical transportation of agricultural products to the East from newly settled, fertile western areas. For whatever reason, the Potowmack Company had not considered the value of water as a means of power to operate mills and other industrial facilities. Neither had it considered the river as a source of food. The company viewed the river for the purpose of



The Seneca Aqueduct c 1915 - Tom Haun Collection

navigation, that is, for cheap transportation of goods. The company seemed also to have a limited vision of development beyond the Potomac Valley. The West was extending into areas outside the valley, but the company's concentration was limited therein. Again, not until the later years when merchants in Virginia, Maryland, and the District of Columbia tried to establish new companies to reopen the western route, did the Potowmack Company see the further development of the river as a means of bringing products from the new West to the East. The company declined rapidly and was eventually transferred to the newly formed Chesapeake and Ohio Canal Company in 1828, which coincided with the genesis of the American Canal Era.

New York State began development of the Erie Canal in 1817. Pennsylvania, Ohio, and the western states entered the competition soon thereafter. Maryland and Virginia, too, were planning their route west. As Walter S. Sanderlin wrote in *The Great National Project*,

Promoters of schemes to replace the Potowmack Company were able to draw from five valuable lessons from the experience of the enterprise. Thus they might avoid the pitfalls of the earlier undertaking while striving to attain the fruits of success which eluded it. The first and most obvious lesson was the need of adequate financial support for a renewed undertaking. A second vitally necessary preliminary would be the successful integration of the interests of Virginia, Maryland and the federal government (for the District of Columbia) in the new endeavor. The

new company might expect to encounter engineering problems arising from the rocky, narrow, and winding nature of the valley and the question of an adequate supply of water for navigation. There was also every reason to anticipate further trouble for securing cheap, skilled labor of all kinds. Finally, the new company, like the old, would eventually have to provide for technological improvements, that is to solve the problem of obsolescence. Inability to meet any one of these problems might easily spell failure for the enterprise. Yet, as clear as the lessons must have been, the Chesapeake and Ohio Canal Company never completely solved any of the difficulties.

Be that as it may, the new company could reasonably expect a fair return on its investment if the navigation was improved. The Potomac route remained an established route of trade and communication both to and from the West. It also served as the seat of the national government and a pathway to the Chesapeake Bay. To be successful, a buy-in by the federal government was vital to obtain the necessary funds from public and private sources. Doing so also meant that the federal government would support local internal improvements. According to Sanderlin,

The crux of the whole problem during the administration of Jefferson, Madison, and Monroe was the constitutional question involved.

It is impossible to say positively what arguments were decisive in bringing about the change in attitude, but all of the following were advanced at one time or another. The disposal of surplus revenue, one of the earliest, appeared even before the Gallatin report and was used again in the discussion in the twenties. The military necessity plea was a favorite theme as early as 1803. Of course, after the experiences of the War of 1812, it became a much more popular point. The claim that certain projects were national in scope, beyond either the means or the local interest of the several states, also may have borne weight. The filling up of the West after the War of 1812 made it both a political force in Congress and an economically attractive market for the Eastern merchants in the postwar period. The support of these interests, especially in the Clay-Adams wing of the Republican party, should not be discounted. The growing popularity of the American System among the electorate was referred to indirectly by President Monroe as a reason for his shifting ground. Finally, the glittering assembly at the first Chesapeake and Ohio Canal Convention, held in the Capitol itself, apparently made an impression on the President as an indication of the course of Popular opinion.

While proponents of a Potomac canal were working to secure the favor of Congress, between 1812 and 1823, in Virginia three separate attempts to secure a charter and construct a canal from Seneca to Alexandria were defeated in that state's legislature. The Potowmack Company, obviously opposed these attempts, sought and secured the services of Charles Mercer, later the first President of the Chesapeake and Ohio Canal Company, to assist in defeating these efforts.

Virginia created a Board of Public Works in 1816 to organize the state's internal improvements. As previously mentioned, as part of the board's study of current internal improvements, the board concluded that the Potowmack Company had not fulfilled the requirements of its charter. This conclusion led to a more detailed study of the company and a survey of the land between the Potomac and the southern branches of the Ohio to determine if a connection of the two rivers was practical. Thomas Moore of Virginia and Isaac Briggs of Maryland conducted two surveys, one in 1820, and the other in 1822. The results of the surveys was that, indeed, a connection between the Potomac and the Ohio was practicable. From the first survey, Moore estimated the cost to complete such a route at \$1.1M. Unfortunately, Moore died during the second survey, but Briggs completed it and estimated the cost at \$1.6M.

The Virginia Assembly subsequently passed an act to incorporate the Potomac Canal Company and construct the improved canal. But the consent of the state of Maryland was a stipulation to make the incorporation effective - Maryland was required therein to make a substantial contribution to the new company. For this reason, the Maryland legislature failed to pass the bill as a result of local opposition and that of Baltimore merchants.

A meeting was called in Loudoun County, Virginia (Mercer's home), on August 25, 1823, to discuss among other things, building a canal all the way to the Ohio river. In Congress, significant progress was being made in the campaign for federal support and on November 5, as a result of the Loudoun meeting, the first Chesapeake and Ohio Canal Convention met in Washington. Delegates from Virginia, Maryland, Pennsylvania, and the District of Columbia adopted resolutions in support of the canal to the West and established committees to develop plans and petition Congress and the states of Maryland, Pennsylvania, and Virginia for consent and financial assistance. Before the close of the year, Congress responded with \$30,000 for the U.S. Board of Engineers to survey the proposed route. The Virginia legislature passed the action on January 24, 1824. Maryland failed in that year, but in 1825 confirmed the Virginia act of incorporation. The petition to Pennsylvania failed. Not until Congress confirmed the Virginia incorporation, did Pennsylvania confirm the charter early in 1826.

The U.S. Board of Engineers preliminary report of February 1825 concurred with the earlier opinion of surveyor Thomas Moore and with the connection to the West. However, their December 1826 report submitted to Congress revised the original estimate to \$22M, not good news to proponents that were thinking in terms of \$4-5M. A second convention was called to refute the new estimate and call for another survey and estimate - proponents needed to provide some assurances to now dubious potential supporters. In fact, the convention found that the labor, masonry, walling, and excavation estimates used by the engineers were excessive. Another survey, completed by James Geddes and Nathan Roberts in 1827, resulted in an estimate of \$4.5M. The iron was hot.

Subscription books were opened on October 1, 1827, but formal organization of the company didn't take place until May 1828. Congress subscribed to \$1M in Company stock, which fulfilled the condition of Maryland's \$500,000 subscription. Congress allowed the three cities of the District of Columbia to subscribe another \$1.5M to the company. The formal organization of the Chesapeake and Ohio Company took place at a convention of June 20-

## The Seneca Edition - continued

23, 1828. Charles Mercer was elected the first president. The Board members included: Phineas Janney, an Alexandria banker, Walter Smith, a landholder and merchant in Georgetown, Peter Lenox, a Washington merchantman, Dr. Frederick May of Washington, ex-Governor Joseph Kent of Maryland, and Representative Andrew Stewart of Pennsylvania. The Board appointed Judge Benjamin Wright as chief engineer at its June 23 meeting and approved the Bylaws on July 3. A gala celebration was planned for July 4, 1828, to mark the beginning of this great project. President John Quincy Adams was asked to turn the first spadeful of dirt. It was a beautiful day. So after an early breakfast in Georgetown, President Adams, escorted by calvary troops, Cabinet officers, senators, representatives of several foreign countries, and the Marine Corps Band, boarded boats to begin the trip upriver to the groundbreaking site at the powder magazine at the head of Little Falls.

Taking place at the same time in Baltimore, another major event would shape the country's future and be of major impact on the C&O Canal - the groundbreaking ceremony for the Baltimore and Ohio Railroad.

Conveyance of the Potowmack Company's rights to the Chesapeake and Ohio Canal Company occurred on the 21<sup>st</sup> of August 1828. The Chesapeake and Ohio Canal Company was busy preparing for construction. It considered the location and dimensions of the canal and adopted the 1827 route of Geddes and Roberts (at dimensions of 40 feet by 4 feet). Later, the board decided on a width of 60 feet and depth of 6 feet to make water resistance negligible. Contracts were let for construction.

According to Sanderlin's research,

The directors divided the entire canal into three parts—eastern, middle (mountain), and western. Inasmuch as the charter required that construction begin in the East, that leg of the canal was subdivided into three parts of 120 sections each. The average section was a half a mile in length, and twenty sections formed a residency.

Trouble was brewing. The Baltimore and Ohio Railroad had obtained an injunction preventing work on the canal above Point of Rocks (The decision in favor of the C&O Canal Company was not rendered until 1832). And even though the engineers selected were technically capable, decisions on every question were delegated to the board. Without authority, the board considered the sale of excess waterpower from the canal. And, there was the question of the eastern terminus of the canal. Given the threat of pullout of funding from the three districts in Washington, the extension of the canal to the mouth of Tiber Creek as opposed to the base of Little Falls was readily agreed to by the directors. Other problems such as the availability of good-quality hydraulic lime, a sufficient labor base from which to draw the required workforce, contractors pricing work too low, and land disputes, all served to work against the company. In 1829, aware that the completion of the canal could be in financial jeopardy, the C&O Canal Company opened books in Europe, with \$6M in subscriptions for the eastern section and \$10 M for the entire canal.

Nevertheless, in 1831, the section from Georgetown to Seneca was completed. (The section between Little Falls

and Seneca was completed in 1830.) Canal operation began with the first boat on October 1, 1830. According to Kathy Kelly, Interpreter, COCNHP, the boats were smaller than the canal boats with which we are familiar, and the cargo was primarily agricultural products such as flour milled at Seneca and products conveyed during the operation of the Potowmack Canal.

Problems continued to plague the completion of the C&O Canal. Perhaps the beautiful weather on the day of groundbreaking was a bad omen. In spite of all, the Canal was completed and today is preserved as a National Historical Park. Read on in the next issue as we review the completion of the Canal to Harpers Ferry.

- Robert Perry

## THE TOWN OF SENECA

There was a town at the mouth of Seneca Creek before the Canal—at least an attempt at one. In 1787 John Garrett laid out a town on the west Bank of the creek and sold lots as prizes in a lottery. The tickets sold for 5 pounds each. But few of those who won the lots ever built houses and the town, which Garrett had dubbed Newport, never materialized. There is evidence, however, that there was a mill where River Road forded the creek as early as 1780.



Poole's Store - Susan Soderberg Photo

Even with the mill and a tavern across the road, an actual town didn't appear until the C & O Canal was built. Lock #24, Riley's Lock, was east of the aqueduct that carried the Canal over Seneca Creek and a wide turning basin lay west of the aqueduct. The first superintendent of the Canal from Violet's Lock to Brunswick, Samuel Sidney Connell, and his wife Hattie lived in a house beside the "Basin" for 55 years. There is also an intake lock for the Canal about 1/4 mile east of Seneca Creek. In 1830 the C & O Canal was completed from Little Falls to Seneca and the new town at the mouth of Seneca Creek was named Rushville in honor of Richard Rush, former Secretary of the treasury under President Adams. That name, however, did not last as long as the town that started as a canal boom town and evolved into a vacation village.

The Seneca Sandstone Quarries became famous for supplying stone for government buildings in Washington,

## SENECA TOWN - continued

D.C. The quarries began operation in 1850 and were located near the turning basin with a separate gate in the Canal for the barges loaded with stone from the mill. The ruins of the large stone cutting mill can still be seen at the Canal end of Tschiffely Mill Road. The quarry master's house overlooks the quarries and is an historic site which has been restored. Seneca Quarries employed up to 100 men in its heyday, but had ceased operation by 1900.

Milford's Mill was located on the north side of River Road next to Seneca Creek. The mill race ran along the west side of the creek almost a mile to the dam and mill pond near Berryville Road. In 1855 the mill was purchased by John Darby and his son Upton Darby. The mill burned twice while the Darby's owned it and after the second time it was rebuilt on the south side of the road. When River Road was re-aligned in 1959, with a new bridge over Seneca Creek, the new road was placed directly over where the mill used to be. The John Darby & Son Milling Company had its own canalboat fleet and a railway track carried sacks of flour and cornmeal from the mill to the Darby warehouse next to the Canal. They also handled fertilizer, seed, hay and straw.

In 1902 the mill was sold to Wilson B. Tschiffely. After his death, his sons Tom and Worthington kept the mill running until 1930. The Tschiffely Mill was a three-story building, the lower story of stone and the two upper of wood. The mill wheel was an undershot design and ran a stone burr wheel for the cornmeal and five roller mills for the wheat flour. The Copperwaite Pie Company and the Corby (Continental) Baking Company, among others, in Washington used flour from this mill.

When John Darby and his son Upton Darby purchased the mill in 1855, they built a house next to the mill. In 1902, the mill and house were sold to Wilson B. Tschiffely who immediately sold the house and surrounding 2 ~ acres to Frederick Allnutt who had a store near the Canal. Mr. Allnutt built a general store facing River Road on the property. When Frederick died in 1915, the store passed to his widow, Ada Allnutt, then, in 1915, to Guy and Hilda Allnutt. In 1965 Ray and Billie Poole purchased the store and renamed it Poole's General Store. It is the oldest general store in continuous operation as a general store in Montgomery County. It is even better known by the locals, though, for having the best hotdogs anywhere around.

Many workers at the mill and the quarries built houses on both sides of Seneca Creek from River Road to the Canal. But from the beginning, a majority of the houses were vacation homes for people living in Washington and Montgomery County. Seneca became quite a vacation resort in the early 20th century with a hotel, the Riverside Inn, and a "Camp Club" founded by Maude Broome that had a clubhouse between the Canal and the Potomac River. There was a store near the mouth of the Creek beginning in the 1850s. It was leased by Frederick Allnutt from the Gunnell family before he built a new store on River Road in 1901.

During the Civil War Union troops were stationed at Seneca to protect the Canal. They led a peaceful existence until June 10, 1863 when John Singleton Mosby came across the Potomac River just below Seneca with his Confederate cavalry raiders and attacked the camp of the 6th Michigan Cavalry, driving them back to Poolesville. Artillery and infantry defenses were set up at Poolesville, but Mosby's men never attacked. At Seneca the losses

were: Union, four killed, one wounded, sixteen missing; Confederate, two killed, two wounded. Mosby returned to the area during the Confederate attack on Washington, July, 1864, but found the Union camp at Seneca abandoned. On the retreat from that attack, four regiments of Gen. John McCausland's Confederate cavalry passed by Seneca on River Road on their way to return to Virginia at White's Ferry. They were followed by the Union VI and XIX Corps.

Today, homes and cottages line both sides of Seneca Creek in the little town. The Girl Scouts give guided tours of Riley's Lockhouse every weekend. The hikers and bikers throng the tow-path along the C & O Canal. Locals and travelers swap tales at Poole's General Store.

- - Susan Soderberg

## FROM THE PRESIDENT

I want to give you an update on the continuing effort of your Board of Directors to discern and pursue the future course of our organization. (Those of you who were present at our annual meeting in March have heard much of this, but it is important to bring our membership on board.) I believe that we are arriving at a consensus.

As we face new challenges and opportunities, we want to build upon the strength of what we have done well in the past, and indeed what we are doing now. This would seem to indicate that our changes will be evolutionary rather than revolutionary. We may want to move in the direction of paid staff and an office or headquarters. But we have reservations about becoming primarily a fundraising organization for the Park. And we do not seem to feel that it is necessary that we should be the only citizens group supporting the Park.

Our first step aims simultaneously to (1) increase our membership, (2) raise additional revenues for the Park, and (3) get more of our members involved in the effort. We will be appealing to our membership to do more than give money and show up for an occasional hike. We need warm bodies out on the Towpath for the purpose of getting the word out that the Park needs help and that we, the Association, are a channel by which it happens. Even now, we are not able adequately to staff all of our activities.

The Board of Directors is not overlooking the tremendous resources we already have available in the commitment of time and treasure on the part of members and that we make a significant contribution. But, we are also aware of a certain amount of ineffectiveness of our efforts owing to lack of any central coordinating person and office. A recently-appointed Vision Committee is charged with working out a plan to better realize our potential by means of focused activity and coordinated efforts. And we so hope to be able to articulate and direct our mission more effectively.

Please give us your input, your presence and involvement. We need your help to make it happen.

Tom Perry  
President

*The right to be let alone is indeed the  
beginning of freedom.*

- - William O. Douglas

## WANTED: VOLUNTEERS WITH VISION

Our Park is a treasure, filled with natural and historic resources that never cease to fascinate, delight, and challenge us to learn more about them. But its natural resources are continually challenged by the effects of increasing population and development in the Potomac Valley, and our historic structures continue to suffer the effects of time and nature's devastations such as floods. This means that we have unlimited possibilities for improvements, restorations, increased interpretation and improved public services in the C&O Canal National Historical Park. Whether the Park's resources and services deteriorate, languish or improve over time depends to a great extent on the vision and human and financial resources of its supporters.

Our Association is concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin. How we will act on that concern and what we will achieve depends on our vision and our resources. Many of us desire to see the Association do more to help stabilize, restore, and improve our Park. But to do more, we need more resources—specifically we need more people with more skills and volunteer time to contribute; and more money.

To respond to this need the Association is establishing a VISION COMMITTEE and we are inviting any member in good standing who wishes to participate to become a part of this committee. If you wish to share in the development of our Association's plans for future growth and activities and to make a substantial difference in the future of the C&O Canal National Historical Park, please consider offering your abilities, enthusiasm and time and becoming a part of this working group.

The Committee's role and actions will depend to a great extent on those who make it up and the enthusiasms and abilities they bring. In forming the committee, the Board has outlined areas for the VISION COMMITTEE to provide leadership, including the following:

- Membership development
- Fund raising
- Formation of a core group of members whose extensive knowledge and communication skills make them excellent speakers and interpreters
- Possible organizational changes of the Association
- Projects such as the Monocacy Aqueduct or Big Slackwater towpath restoration.
- Publishing

Please provide your name and contact information (postal address, phone numbers and e-mail address if you have one) to Karen Gray at:

825 New Hampshire Ave. NW, Apt. 304  
Washington, DC 20037-2037, or

E-mail: [kmgrayphd@cs.com](mailto:kmgrayphd@cs.com)  
Phone: 202-333-6947 (leave a message, speak distinctly please)

We invite those with a specific interest or area of concern to indicate that when contacting us.

## WELCOME TO OUR NEW MEMBERS (Since 11/15/99)

The Association welcomes new members and invites you to participate on one of the committees. See the directory for a listing and contact the chairman using the Association telephone number listed. **You can make a difference.**

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William A. SCHMIDT	M

## NATURE NOTES

Visitors from California, New Jersey, Iowa, Delaware, Florida and Pennsylvania joined local walkers in one or more of the "Sights and Sounds of the Season" walks during 1999. Forty-eight seasonal walks--four for each month--have been led by three Canal Association members in each of the last 20 to 25 years. Local Garden Club members walked with the group last April. Joe Metzger, Maryland Native Plant Society, helped to identify strange plants on several spring walks. Pat Schindler readily detected and identified small birds seen or heard on many trips. Dick Tibbetts mastered a tricky screen for showing local slides of plants, birds, and the landscape in different seasons. Slides taken in the Park are used to introduce each walk.

The first trip of the year 2000 followed a loop using the towpath from the Tavern to a creek flowing under the canal, from there by path to the river, and following the river's edge back to the Tavern. Both adult bald eagles were plainly visible in high trees on Conn Island where they nested in past years. Perhaps as many as 1,000 Canada geese sunned themselves on the river, suddenly rising in groups of ten or more, swooping back and forth above the river, and settling down again. Meanwhile three swans and a few mallards kept to themselves on the bank of Conn Island.

On the second trip of the year we had a beautiful blue sky with fleecy white clouds. We followed the towpath downstream to the head of Widewater, stopping to examine the recently restored stop lock, and discussing its purpose in terms of blocking flood waters that might damage canal structures downstream. A half dozen cedar waxwings flitted about the tops of tall, spindly trees. Clustered at the edge of a swamp area, tall cattails were beginning to shed down-like brown fluff from their solid seed heads.

Most of us bypassed the rocky break in the towpath, preferring the less risky side path at the edge of the woods. Once below the break in the towpath, we soon took to the woods to try to find the seed pods of angle-pod, a rather rare type of milkweed. We failed to find the angle-pod and eventually wound up on

Billy Goat trail with its recently painted blue blazes. Here we had exhilarating views of rocks and river. Betty Henson led us cautiously along Billy Goat trail to a point where we found a cluster of prickly pear cactus. From there we followed another trail back to the towpath, winding up with our box lunches at the Tavern.

- - Helen Johnston

Footnote:

Each of the "Sights and Sounds" leaders spent 108 hours during 1999 conducting walks. In addition, at least an equal number of hours was spent in selecting and arranging slides appropriate to the season to introduce the walks for each month.

## HAGERSTOWN COMMUNITY COLLEGE ELDERHOSTEL PROGRAMS -

featuring the Chesapeake and Ohio Canal

March 26 to March 31, 2000

The Maryland Campaign of the Civil War  
The Chesapeake and Ohio Canal Mystique

This is a two part course featuring an in-depth study of the Maryland Campaign of the Civil War and the C&O Canal. As the population of the country moved West, canals were viewed as critical to the support of that movement. An overview of the unique people, Civil War history and life that existed during the era of the Chesapeake and Ohio canal transportation era. Field trips to area Battlefields and C&O Canal Historical Park sites.

August 13 to August 18, 2000

Chesapeake and Ohio Canal National Park: A Walker's  
Paradise April 30 to May 5, 2000

Discover the history and beauty of the Chesapeake and Ohio Canal Historical Park along the scenic Potomac River. Join noted C&O Canal historians as you explore the Canal's Civil War, transportation, and natural science history. Exploration of this first multi-use trail in the United States will take place through guided walking experiences, highlights include the historic Paw Paw Tunnel; Harpers Ferry Fort Frederick; and Antietam Iron Works. Easy to moderate walking on the flat, well maintained C&O Canal Towpath. Field trip to include C&O Canal Boat ride at Great Falls.

The Civil War at Antietam and Harpers Ferry  
The French and Indian War: A Forgotten War?  
The C&O Canal Mystique

This three-part course will focus on the Maryland Campaign of the Civil War, the French and Indian War and the C&O Canal. If you are interested in history and enjoy great field trips and lectures by noted historians, you will enjoy this three part Elderhostel course.

For more information please call:

Anne Myers

301.790.2800, Ext. 582

Hagerstown Community College, Elderhostel Coordinator

## ON THE LEVEL

by Level Walker Chair Karen Gray

The deadline for reports to be included in the next issue is May 10. Reports can be mailed or e-mailed but remember to follow the standard form. Let me know if you need either paper forms or an e-mail form. Contact me by phone at 202-333-6947; by e-mail at kmgrayphd@cs.com; or by mail at 825 New Hampshire Ave., NW #304, Washington DC 20037-2307. **Note my new e-mail address. Mail to the old address is forwarded but won't be forever.**

New assignments during the past quarter include: Fred and Judie Mopsik added level #4 to their long-time assignment to #58. They are assisted by canine members of the family, Cleo and Logan who specialize in olfactory examination of the level. Judy Olmer also accepted #4; Sandy and Maru Kahn took on #11; Jim Naugle who is assisted on his walks with his friend Jim Twyman is now on #38; Michael and Margaret Brown, and Sandy and Monda Salgalkin accepted assignment to #30; and Mary Ann Moen and Corey the Wonder Dog added #68 to their long-time assignment to #64.

With the end of 1999, those level walkers from whom no report was received during the year were moved to the inactive list (although people newly assigned in 1999 are kept as active even if they did not report during 1999). As neither mail delivery systems nor myself are perfect, it is possible that someone appeared to be inactive who was not. I am very aware that, in particular, I could have failed to get reports submitted in January and February, 1999, before my election at the March annual meeting. Please, don't get upset! Just let me know that you did submit a report and you'll be restored to the active roll without question. If you have a copy of the report you submitted, I'd still like to have it for the archives. Anyone who wasn't active this past year will be immediately re-instated on the active list with the first report received from them this year.

Below is the list of walkers who reported and the number of reports received from them in 1999, based on my possibly imperfect records.

#1: John Barnett (10), Douglas Bork (1), Carl Linden (1), Rachael Stewart (1)  
#2: Bill Quinn (2)  
#3: James and Joan Wilson (2)  
#4: Fred and Judie Mopsik (1)  
#5: Jim and Jan Heins (1), Bobbie Thorberg and Dorothy Camara (1)  
#6: Harry Bridges (1), Dave Johnson (1), Helen Johnson (1)  
#7: Alan and Rebecca Hedin (1), Jack Magarrell (2)  
#8: Wayne and Chris Cerniglia (1), Paul and Maggie Davis (12)  
#9: Mike Schuchat (4)  
#10: John and Valerie Wheeler (1)  
#11: Sharon Freedman (1) [resigned subsequently]  
#12: Stephen Pollock (2), Rich and Ginny Wagner (1)  
#13: John and Eliane Viner (3)  
#14: Barry Beals (2)  
#15: Richard and Andrea Tibbets (4)  
#16: Michael Ciaciosi (1)  
#17: Richard and Anita Stoll (1)  
#18: Eric Dutrow (1), John and Patty Hawley (2)  
#19: John and Sue Anderson (1)  
#20: Sylvia and Charles Diss (1), Thad Hecht (2)  
#21: Ron Milberg (2); Becky Taylor and Girl Scout Troop 1625 (2)  
#22: Ron Milberg (1)  
#23: George Wyeth (1)  
#24: Karen Gray (2), Ron Howard (2)  
#25: Don and Carol Juran (3)  
#26: Thad Hecht (1)  
#27: Philip Adams (1), Ruth Conard (1), Judy and Randy Peterson who are assisted by friends Carol and Jim Branscome (3), Ken Rollins (1)  
#28: Sonny Deforge (2), John Frye (1)  
#29: Jack Magarrell (2)  
#31: Deborah and Barry Kistler (3)  
#32: Bill Wentzel (1)  
#34: Earl Lowery (4), Tom and Linda Perry (4)  
#35: Dave and Audrey Engstrom (2)  
#36: Harry and Phyllis Davis (1)

#37: Ellen Holway (1)  
#38: Dave Brown (1), Donald Quigley (1)  
#39: Paul Kimble (1)  
#40: Bill Hibbard (4)  
#41: B.K. Lunde (2)  
#42: John Ziegler (1)  
#43: Karen Gray (2), Teresa Harshman (3)  
#44: John Bowman (2), Hal and Jane Larsen (1), Pete and Thelma Peterson (1)  
#45: Joe Kochenderfer (4)  
#46: Richard and Patricia Blackman (1), Gerry Bunker (2)  
#47: Olivia Casasnovas (2), Mark Podvia (1), Carroll and Phyllis Yingling (1)  
#48: Bill Hibbard (3)  
#49: Bill and Sue McAllister (2)  
#50: Ed and Karen Leisinger (1), Janice Plotczyk and Gren Whitman (2)  
#51: Aubrey Pearre (4), John Popenoe (2)  
#52: Irving and Rose Ann Soloway (1)  
#53: John and Valerie Wheeler (1)  
#54: John and Valerie Wheeler (1)  
#55: Norm Cook (1)  
#56: Patricia White (1)  
#57: Bill Burton and Barbara Sheridan (2), Patricia White (1)  
#58: Bill Burton and Barbara Sheridan (2), Judie and Fred Mopsik (1)  
#59: Robert and Martha Stevenson (1)  
#60: John and Judith Lilga (1)  
#63: Jim Preston (1)  
#64: Mary Ann Moen (1)  
#65 & #66: Jim Preston (2)  
#67: Jim Preston (1)

**Level Walkers are always needed. If you are interested, contact me and I'll assign you to the level you would most like. No level can be walked and reported on too often but some levels badly need walkers and I especially hope to find folks willing to take them on.**

## HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early Nov. to early Feb.):

#1 Georgetown: 11/4 & 8, 11/26 & 12/3, 2/8, John Barnett: Park has built steps down to the Crescent Trail next to the Incline Plane interpretive sign; 1/16 Rachael Stewart: counted 17 runners, 19 cyclists, 15 pairs of walkers, and 4 children.

#2 Incline Plane to Fletchers: 12/30 Bill Quinn: A fine new wood, steel and cement pedestrian bridge has been completed over the canal at Fletchers, but lots of garbage on this level.

#3 Lock 5 to Cabin John Creek: 1/12-14, James Wilson: 10 trees down in canal.

#4 Cabin John Creek to Lock 14: 12/7, 1/3, Fred and Judie Mopsis: Discussed parking problem at the end of Riverside Drive in Cabin John, observed a pair of great blue herons making their home on this level and beaver between locks 8 and 9. Heard reports of an albino deer in the area.

#6 Cropley to Lock 20 (Gt. Falls Tavern): 1/1 & 3, John and Mary Fondersmith: Signs of beaver at locks 19 and 16, recent fencing on the overlook trail, need to replace timbers on the lower end of Lock 17 that are rotted and cracked; culvert downstream from Lock 15 is rusting out, new bridge and handrail at Cropley. 12/29 Helen Johnson: Repair of stop lock completed, rocky area below the lock (where there is no towpath as such) is still dangerous, especially when wet and difficult to negotiate.

#8 Swains Lock (21) to Pennyfield Lock (22): 11/29, 12/28, 1/12, Paul and Maggie Davis: Noted the improved view with leaves off the trees, trees down on land side of the canal between mile 18 and 19; in Dec. many geese on the rocks mid-river, in Jan. removed many small branches from winds, recognizing their danger to bikers. 12/19 Chris and Wayne Cerniglia: Very little litter but 24 hikers and 18 bikers seen on level.

#9 Pennyfield Lock to Seneca Aqueduct: 12/30 Michael Schuchat: Signs of beaver off blockhouse Point, lots of usage with more than 25 walkers, 2 joggers and more than 15 bikers.

#12 Sycamore Landing to Edwards Ferry: 12/26, 1/1, Stephen Pollock: Parking lot at Sycamore Landing being used as a drop-off area for trash including stove, sofa cushions, cinder blocks—all within site of large dumpster.

#13 Edwards Ferry to Harrison Island: 12/4, John and Eliane Viner: With a group of 5 Boy Scouts working on Capitol Dome Arc, reported sighting of young beaver.

#16 Woods Lock (26) to Monocacy Aqueduct: 1/8, Michael Cianciosi: area at aqueduct recently mowed and fallen trees cleared; measured huge maple at Lock 26 with a 24-foot circumference.

#20 Catoctin Aqueduct to Brunswick: 12/5, Thad Hecht: Large amount of litter in the Brunswick water treatment plant and campground area. Planning on cleaning between culverts and river his next walk he notes: "a level walker's work is never done." [Amen to that! Thad!]

#24 Dam 3 to Dargan Bend: 11/7, Karen Gray: Eroded area on edge of towpath directly above river could be dangerous. Noted Lock 36 filled in since William Davies wrote about it in his book on C&O Canal geology and engineering [available through the Association only]. Davies comments: "This lock was most troublesome to the boatmen because of its narrowness and short length (89 ft. 11 inches, the only lock on the canal less than 90 ft. long)." 12/9, Ron Howard: Most of the trash between the road and canal at Dargan Bend recreation area.

#27 Antietam Creek to Lock 38 (Shepherdstown): 11/27, Phil Adams: Noted large amount of litter on Canal Road (berm) side. 12/23, Ruth Conard: reported seeing cardinals, chickadees and titmice. 12/5, Judy and Randy Peterson: large flocks of ducks and geese on the river; busy towpath with 14 cyclists, 17 walkers, 6 horseback riders and at least 10 dogs, most not on leashes.

#30 Snyders Landing to Lock 40: 1/16, Mike and Margaret Brown: Spent 4:30 hours and collected 9 large leaf bags of litter, mostly in the canal, at Snyders Landing parking lot, and Taylors Landing boat ramp.

#31 Lock 40 to Marsh Run Culvert: 11/9, Debbie Kistler: Reported strong objections by bikers and proprietors of Reels and Wheels store at Taylors Landing to removal of Park garbage cans (part of the Park's "Trash-Free Park" program).

#34 McMahon's Mill to Opequon Hiker-Biker: 12/15, Tom and Linda Perry: Picked up a lot of trash usually hidden by leaves and reported graffiti on cliffs between 88.2 and 88.5.

#40 Nettle RR Piers to Dam 5: 12/21, Bill Hibbard: Collected four bags of litter.

#43 McCoy's Ferry to Fort Frederick: 12/5, Karen Gray: Met NPS policeman at McCoy's Ferry who reported recent sighting of eagle in the area.

#45 Ernstville to Licking Creek Aqueduct: 12/31, Joe Kochenderfer: Sink holes in prisms and culverts on this level and Aqueduct sign missing.

#47 Little Pool to Hancock: 11/28, Carroll and Phyllis Yingling: Milepost 124 defaced and mileages obliterated on Little Pool campsite sign; sign of beaver cuttings at mile 122 and turtle seen crossing towpath. [An insomniac? — kg]

#48 Hancock to Round Top Cement Mill: 12/23, Bill Hibbard: Collected 3 bags of litter and met only one person—a cyclist.

#51 Dam 6 to Sideling Hill Aqueduct: 11/18, John Popenoe: Wineberries becoming more common on this level. Saw not one person during walk. 12/18, Aubrey Pearre: Several limbs/small tree trunks across the towpath about .25 mi. below lockhouse 56. Access road to Lock 56 "now even better than ever." Lockhouse needs painting.

#52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct: 1/9, Irving and Rose Ann Soloway: Noted bear track between mile 129 and 130 while walking up to this level.

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## TOWPATH TEASER ANSWERS

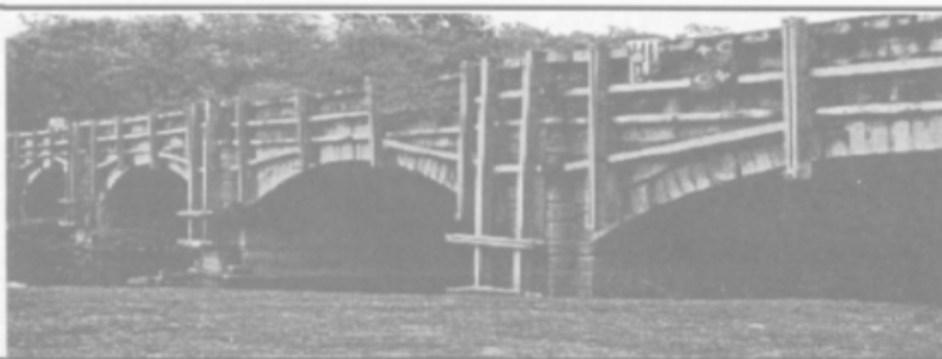
Here are the answers to last issues Towpath Teasers puzzle.

Rain, Redbud, Redwing, Rein, Skin, Snake, Song, Sore Feet, Star, Stop, Storms, Sun, Sycamore, Tents, Through hikers, Tired Hiker, Towhee, Towpath, Trash, Trees, Turtles, Twig, Violets, Vireo Walk, Water.

Thanks to Eliane Viner for putting this puzzle together for us.

So, how did you do?

# The Monocacy Aqueduct Report



## A BIT OF GOOD NEWS ON THE AQUEDUCT FRONT

There is good news on the Monocacy Aqueduct front. Doug Faris, Superintendent of the C&O National Historical Park, believes that he will soon be able to obtain NPS funds for the engineering design for the aqueduct's repair and that the NPS looks toward initiating repairs in 2002 and 2003. Preparing the engineering design is the essential first step in carrying out the stabilization and rehabilitation of the Monocacy Aqueduct. Recently, the NPS Regional Office had indicated that it was ready to match the Association's Monocacy Aqueduct fund as a way of covering the cost of the engineering design. If the Canal Park obtains the whole amount for the design from NPS funds, then our fund will remain available for use for some other aspect of the aqueduct project—for example, for the aqueduct railings, a wayside exhibit on the aqueduct, or for general use in the repairs. In the meantime, the fund will continue to grow. The fund has now reached \$140,000. While this amount is only a small portion of the eventual 5 million dollar cost of the full repair of the aqueduct, the money we have raised represents many contributions from our members and friends of the C & O Canal.. While we have received a small number of contributions in the \$1,000 to \$10,000 dollar range, the bulk of the contributions range from \$25 to \$200. We now have compiled a register of our contributors in four volumes- one for each of the past four years. This display of public support for the rehabilitation of the aqueduct gives a real boost to our efforts to encourage Congress and other governmental funding sources to provide the larger funds for completing the task.

Work on the engineering design, which takes about a year to complete, will keep up the momentum for the aqueduct's ultimate repair and should provide incentive for our representatives to make funds available for the repairs in a timely fashion. Our efforts to raise money for the aqueduct in the private sector and at the local, state, and federal levels of government continues. Nonetheless, small contributions from many individual citizens remains very important in encouraging needed action from our elected representatives.

In any case, there is still a fair distance to go in our effort to "Uphold the Monocacy Aqueduct." We appeal to our corps of contributors among our members and the many friends of the Canal to keep up the good and generous work they have done so far. In addition, we also seek donations from foundations and corporations as well as sources of funding at the state and local governmental levels. This is a public-private initiative that will succeed when all sides do their share in seeing to it that the historic Monocacy Aqueduct, a true American treasure, is preserved.

## ATTENTION COLLECTORS! USPS TO ISSUE 150<sup>TH</sup> ANNIVERSARY CANCELLATION SERIES

The US Postal Service is planning to issue a series of pictorial cancellations on cachet envelopes to mark this year's 150<sup>th</sup> anniversary of the completion of the C&O Canal. The series will be keyed to a number of anniversary events that will be held at various locations along the Canal from this April to October culminating in the anniversary celebration in Cumberland (October 14<sup>th</sup> and 15<sup>th</sup>). Local post offices set up temporary stations to issue the pictorial cancellation at the site of the event. In addition to the art of the cancellation itself, the artwork on the cachet envelope will be appropriate to the Canal location and the event. The Canal Park, the Association, and the USPS are working closely together on this project. Tom Kozar, our canal artist, is working up the art for each cachet envelope and is working with Robert Reyes who is the postal service expert on pictorial cancellations. A set of six pictorial cancellations imprinted on cachet envelopes will be produced and be available to Association members, the public, and collectors. The upcoming series will also be advertised in the USPS national philatelic bulletin. The series will be a memorable souvenir of the Canal anniversary for all canallers and the full set is likely to be sought after by collectors increasing in value as time goes on.

Here is the schedule of 150<sup>th</sup> anniversary events where the pictorial cancellations on the cachet envelopes will be available:

### Schedule of Events - 150<sup>th</sup> Anniversary of the Completion of the C&O Canal

1. April 22d - March for Parks - Carderock, Md.
2. June 3d - National Trails Day - Monocacy Aqueduct, Dickerson, Md.
3. July 1<sup>st</sup> - J.Q. Adams Inaugurates Canal Project - Fletcher's/Abner Cloud House, D.C.
4. Aug 26<sup>th</sup> - Lock 44 Reconstruction Completed - Williamsport, Md.
5. Sept 16<sup>th</sup> - Hancock Canal Apple Days - Hancock, Md.
6. Oct 14<sup>th</sup> - Celebration of 150<sup>th</sup> at Canal Terminus/ Opening of Visitors Center - Cumberland, Md.

Attend all these special Canal events and end up with a fine memento of the 150<sup>th</sup> C & O Canal Anniversary year and a valuable commemorative postal set. See you there!

CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.  
CONSOLIDATED FINANCIAL STATEMENTS  
STATEMENT OF INCOME AND EXPENSE

	1999	1998
<b>ADMINISTRATIVE FUNCTIONS</b>		
Income:		
Membership Dues	\$ 16,015	\$ 18,175
Interest and Miscellaneous	3,103	511
<b>TOTAL ADMINISTRATIVE INCOME</b>	<u>19,118</u>	<u>18,686</u>
Expenses:		
Newsletter & Bulletin (1)	\$7,211	\$ 10,446
Membership Coordinator and Committee	2,095	3,306
Monocacy Fundraising Committee	3,399	3,933
Other Committees and Officers	853	1,014
Depreciation & Maintenance	1,198	1,789
Other Expense	668	954
<b>TOTAL ADMINISTRATIVE EXPENSE</b>	<u>15,424</u>	<u>21,442</u>
<b>NET ADMINISTRATIVE INCOME (LOSS)</b>	<u>3,694</u>	<u>( 2,756)</u>
<b>SALES</b>		
Income	4,117	3,080
Expense (2)	2,078	1,517
<b>Net Sales Income</b>	<u>2,039</u>	<u>1,563</u>
<b>SPECIAL EVENTS (Annual Meeting, Hikes)</b>		
Income	5,340	5,405
Expense	5,116	5,077
<b>Net Special Events Income</b>	<u>224</u>	<u>328</u>
<b>1999 THRU-HIKE</b>		
Income	13,890	6,155
Expense	16,090	525
<b>Net Thru-Hike (3)</b>	<u>(2,200)</u>	<u>5,630</u>
<b>FUNDS (C&amp;O, Davies, Monocacy)</b>		
Income	\$ 22,990	\$ 17,485
Expense:		
C&O Canal Fund grants	5,274	8,166
National Park Foundation	20,629	13,753
<b>Net Funds Outlay</b>	<u>(2,913)</u>	<u>(4,434)</u>
Other		
Book Donation	5,175	0
C&O Film Production (4)	(2,500)	0
<b>TOTALS</b>		
Income	70,630	50,811
Expense	67,111	50,480
<b>Net Operating Results</b>	<u>\$ 3,519</u>	<u>\$ 331</u>

**BALANCE SHEET**

	12/31/1999	12/31/1998
<b>ASSETS</b>		
Checking Account	\$ 33,852	\$36,320
Money Market Fund	14,422	13,389
Other Current Assets	2,178	1,445
Inventories - Sales Items	5,582	884
Fixed Assets - Net value (5)	610	919
<b>TOTAL</b>	<u>\$56,644</u>	<u>\$52,957</u>
<b>LIABILITIES AND NET WORTH</b>		
Current Liabilities	\$ 1,565	\$ 1,396
Reserve - C&O Canal Fund (6)	7,167	5,777
Reserve - Davies Fund (7)	14,422	13,464
Reserve for Publications	600	0
Accumulated Operating Results	32,890	32,320
<b>TOTAL</b>	<u>\$56,644</u>	<u>\$ 52,957</u>

**SUMMARY OF FUNDS ACTIVITY**

	C&O Canal Fund	Davies Fund	Monocacy
Balance, 1 January 1999	\$ 5,777	\$ 13,464	\$ 86,688
Contributions received	6,665	320	15,367
Dividend Income	0	638	0
Profits from shirt & mug sales	0	0	1,832
Thru-Hike surplus	0	0	3,430
Net Investment Income - NPF	0	0	24,300
Expenditures	( 5,274)	0	0
Balance, 31 December 1999	<u>\$ 7,167</u>	<u>\$14,422</u>	<u>\$131,617</u>
	(6)	(7)	(8)

Notes:

- (1) In 1999, there were four newsletters and no bulletins. In 1998, there were five newsletters and two bulletins.
- (2) Sales expense includes cost of goods sold and postage and handling expense. Profits from shirts, mugs, and videos which were transferred to the Monocacy Fund are included in Net Sales Income.
- (3) The two-year net surplus from the 1999 through-hike, \$3,430, was transferred to the Monocacy Fund.
- (4) The C&O Canal documentary film expenditure offsets a contribution received in 1997.
- (5) Fixed Assets - Net value reflects acquisition cost (\$11,753) less accumulated depreciation. Most items have reached or are near full depreciation.
- (6) The C&O Fund is included in the checking account.
- (7) The Davies Fund is deposited in the money market account.
- (8) The Monocacy Fund is managed by the National Park Foundation and is not included on the balance sheet.

- Submitted by David M. Johnson, Treasurer

# CALENDAR OF UPCOMING EVENTS

Date	Day	Event	(Bold faced items represent a calendar change or addition)
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 a.m. to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.	
Apr-Nov		NPS Workdays - location, time, and activity to be determined. Call NPS Volunteer Office for more information, 301-767-3706 or 301-714-2233.	
		2000	
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. <b>Hikes start at 10 a.m. Contact pat White at 301-977-5628. On April 8, also join in dedication of <i>Seneca</i> and <i>Seneca Store</i> historic markers - 1 p.m. Lunch served by Seneca Store. Location River Road and Tschiffely Mill Road. Call Susan Soderberg for more information at 301-563-3400.</b>	
Apr 2	Sun	Board Meeting, Williamsport Library, 1:00 p.m.	
Apr 22	Sat	<b>March For Parks. Williamsport west, or Carderock east. See article in this issue and the insert.</b>	
Apr 29	Sat	Justice William O. Douglas Hike. Hancock area. Details in this edition.	
May 20-21	Sat/Sun	CanalFest. Cumberland, MD. Contact Mary Ann Moen, 301-759-3197.	
May 20-21	Sat/Sun	Continuing Hike Series. Park at Whites Ferry on Saturday. Hike starts at Nolands Ferry. Park at Brunswick. Hike starts at Nolands Ferry. Hikes start at 10 a.m. Contact pat White at 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. Hikes start at 10 a.m. Contact pat White at 301-977-5628.	
<b>Jun 21</b>	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.	
Jun 24-25	Sat-Sun	Overnight Bike trip. Williamsport to Fort Frederick. Contact Tom Perry at 301-223-7010.	
Jul 9	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association (6:00 p.m.).	
Jul 9	Sun	<b>Montgomery County History Tour Day. Monocacy Aqueduct 1:00 - 5:00 p.m.</b>	
Aug 6	Sun	Board Meeting, Williamsport Library, 1:00 p.m.	
<b>Aug 12-19</b>	Sat-Sat	Montgomery County Fair--the Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact COCA Coordinator--Nancy Long, 301-320-2330, for information.	
Aug 26-27	Sat-Sun	Williamsport C&O Canal Days. Contact Tom and Linda Perry 301-223-7010.	
Sep 9-10	Sat-Sun	Continuing Hike Series. Park at Shepherdstown on Saturday. Hike starts at Taylors Landing. Park at Dam 4 picnic Area. Hike starts at Taylors Landing and returns to that location. Hikes start at 10 a.m. Contact pat White at 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 <a href="mailto:triversorg@ncnic.net">triversorg@ncnic.net</a> , or write to P.O. Box 227, East Rochester, NY, USA, 14445	
Sep 16-17	Sat-Sun	<b>Hancock Canal Days- Canal Apple Days. Contact John Popenoe, 301-678-6379.</b>	
Sep 16-17	Sat-Sun	Sharpsburg Heritage Festival. Contact Joan or Bob Fisher, 301-416-6379.	

Sep 16,17	Sat-Sun	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.
Sep 16-17	Sat-Sun	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. See article in this issue.
Oct 13-14	Sat-Sun	C&O Canal 150-year celebration at Cumberland.
Oct 14-15	Sun-Mon	Annual overnight Paw Paw bends canoe trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934. Change due to the 150-year celebration in Cumberland. Call-in reservations by 10/8.
Oct 28	Sat	Annual Heritage Hike. Near Shepherdstown. Details later.
Nov 11-12	Sat-Sun	Continuing Hike Series. Park at the Williamsport Visitor Center on Saturday. Hike starts at McMahons Mill. Park at 4-Locks on Sunday. Hikes start at 10 a.m. Contact Pat White at 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	Sat	New Years Eve hike. Location to be announced.

#### MARCH FOR PARKS C&O CANAL NHP

The C&O Canal Association is sponsoring a March for Parks event on Saturday, April 22 at the C&O Canal National Historical Park. As the largest walk event for America's parks, March for Parks raises awareness and funds for local, state, and national park projects. Held annually since 1990, March for Parks has grown to become America's largest Earth Day event. More than 1,000 events in all 50 states are expected for this year's March for Parks.

Join hundreds of supporters of the C&O Canal for a 4-mile round trip hike along the Towpath to raise money for the Park. The proceeds will benefit the Park's education programs by providing exhibits and equipment for youth. Participants are encouraged to solicit pledges from family members, business associates, and friends in order to help this worthwhile project.

Two locations have been selected; Carderock Recreation Area, located in the metropolitan D.C. area and Williamsport, located in scenic western Maryland. Registration begins at 9:00 am with the March kick-off at 10:00 am. A rally with prizes for the top contributors will follow the march.

Pledge forms are enclosed in this issue or are available at the visitor centers along the Canal or call 301-767-3706 or 301-739-4200 and press 0.

**Please note: Item (6) is missing from the pledge form and should read:**

6. Make check payable to the *C&O Canal Association*

#### THROUGH BIKE TRIP 2000

This year's bike trip in October is timed to coincide with the celebration of the Canal reaching Cumberland in 1850. We will begin in Georgetown on Monday, October 9 (celebrated as Columbus Day) and arrive at Canal Place in the Queen City on Saturday, October 14 (possibly Friday, October 13) so that we can share in both the Canal Festival Anniversary and the Rail Festival. We will have our encampment in Canal Place. This trip is planned as a camping experience, as we will stop at hiker-bikers along the way, and at the Youth Hostel at Sandy Hook. Cooking in camp will be minimal as we visit various eating places along our route. Each biker needs to be able to do 35 comfortable miles a day, carrying his or her sleeping bag, tent, and clothing, since there is no sag wagon provided.

Since our 1999 trip was filled to capacity, we are announcing registration early and honoring those who sign up first. You may send a non-refundable check for \$15 made out to: Thomas L. Perry, in order to secure your place and receive detailed plans as we move toward the time. (When people sign up and don't go along at the last minute they often cut someone else out of participating.)

If you would like to know what kind of time we have on the bike trips, please read the article on the 1999 trip in December's *Along the Towpath*. If you need more information, please call Tom at 301.223.7010.

If you would like to find out more about bike camping see the adjoining article in this issue, and consider going along for a mini-ride overnight experience.

The Association's Through Bike Trip 2000 promises to be an event to remember. I hope to welcome many old timers and meet new friends.

- - Tom Perry

## MINI BIKE CAMPING EXPERIENCE

Have you ever wondered what it would be like to ride your bike on the towpath during the day and then spend the night at a hiker/biker? Or have you perhaps signed up for a through-bike trip and then developed cold feet? Why not give it a try on a weekend experience? Tom Perry invites you to go with him from Williamsport on Saturday June 24 up to the Fort Frederick - Hancock area and return on Sunday, June 25. You will need a tent and sleeping bag and some way to carry them with you. We will do a little cooking in camp and we will help you with bike maintenance, packing, and setting up camp. Contact Tom at 301.223.7010 or write him at 116 S. Conococheague St, Williamsport, MD 21795.

-- Tom Perry

## MID-WEEK STRIDERS

Calling all mid-week *striders*. Ann Stanford has volunteered to lead a Mid-Week *Striders* group on the eastern end around Old Anglers Inn and Great Falls from 10 a.m. - 2 p.m. on one or more of the following Thursdays:

1. April 6
2. May 4
3. June 1

If you would like to join a walk, please call Ann at 703.323.0893.

## CONTINUING HIKE SERIES

In recognition of the 150<sup>th</sup> 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 as necessary so check the dates as the time approaches in the CALENDAR in *ALONG THE TOWPATH* or on the Association web site (<http://www.omcdsigns.com/canal>), or through a call to our information line at (301) 983-0825.

## CONTINUING HIKE SCHEDULE

From Mile:	To Mile:	Date	Park At:	Start At:
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

## CONTINUING HIKE SCHEDULE - continued

From Mile:	To Mile:	Date	Park At:	Start At:
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	Taylor's Landing
81.0	85.4	9/10/00	Dam #4 Picnic Area	Taylor's Landing
85.4	86.5	9/10/00	Circuit (Same Day)	Taylor's Landing
88.1	99.8	9/10/00	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
TBD	140.9	2/18/01	Little Orleans	Station/Dam #6
140.9	150.1	3/17/01	Little Orleans	Cohill
150.1	156.2	3/18/01	Paw Paw Tunnel	Station/Dam #6
156.2	166.7	4/21/01	Paw Paw Tunnel	Bonds Landing
166.7	175.6	4/22/01	Lock 75	Oldtown
175.6	184.5	5/19/01	Cumberland	Oldtown Lock 75

## 2000 ANNUAL DOUGLAS HIKE

Walkers, hikers, ramblers, rovers, strollers, stragglers. Lend an ear (eye) and bend a leg!

There will be something for all at the Annual Douglas Hike, Saturday, April 29, 2000. We will meet at the Hancock C&O Canal Visitor's Center at 10:30 a.m. Plenty of parking is available. We'll be bused (\$3.00 per person) to Fort Frederick, and then to various points along the walk as folks desire. Enjoy either a.....

- ▶ 10.5-mile hike from Fort Frederick (112.1) to Hancock (122.6) Lock 51 - 52, or a
- ▶ 6.5-mile hike from Licking Creek Aqueduct (116.0) to Hancock, or a
- ▶ 3-mile ramble from Little Pool (119.54) to Hancock.

There is lots to see along the way including Fort Frederick, the 18th century frontier fort (1755), the *dragon teeth* of a spillway (113); the Licking Creek Aqueduct, a single arch limestone structure built between 1836-1838; Big and Little Pools, used as turning basins; the Tonoloway Creek Aqueduct (123); and seasonal flora and fauna.

Bring a sack lunch, water, and a sense of celebration as we recall Justice Douglas' hike of forty-six years ago. We'll conclude the day with dinner at the Hancock American Legion Hall (\$15/person). Happy hour will begin at 4:30 and dinner will be served at 5:30.

A reservation form is enclosed. Your completed form must be received by April 22, 2000.



# The National Park Service

## NEWS RELEASES

### SIGHTS AND SOUNDS OF THE SEASON

A "Sights and Sounds of the Season" program are offered at the C&O Canal Great Falls Tavern Visitor Center on the first and last Wednesday and Saturday of each month, from 10 to 11 a.m.

Join volunteer naturalists Helen Johnston, Betty Henson, and Betty Bushell to explore the winter season near Great Falls, Maryland. There is a brief slide presentation followed by a nature walk through the park. Wear sturdy shoes.

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.

### VOLUNTEER BIKE PATROL RECRUITMENT FOR THE C&O CANAL

The C&O Canal Bike Patrol is gearing up for another successful season on the towpath and is currently recruiting volunteers. Volunteer members of the bike patrol ride the towpath in pairs assisting rangers and visitors by providing information on the park resources and safety, resource protection reminders, and first aid. Currently, bike patrol members have been patrolling the Great Falls, Williamsport and Cumberland areas of the park. This season, the program is expanding to three new sites along the canal: Georgetown, Brunswick, and Hancock. Applications are now being accepted. Selected candidates are required to complete a 17-hour training course to begin in April. For more information or an application, call 301-767-4200 or 301-739-4200 and press 0.

### FIVE-MILE BICYCLING TRIP OFFERED ON THE C&O CANAL

A five-mile round-trip bicycling trip on the C&O Canal will be offered on Sunday, April 2, from 1 to 3 p.m. leaving from the Brunswick Visitor Center and biking to the Weverton Lockhouse.

Ranger Richard Briggs will point out interesting sights and give entertaining bits of history along the way. When participants return to the Brunswick Visitor Center, a brief film will be shown about the canal. Bike helmets are required. Dress appropriately for the weather and bring plenty of water and snacks.

Visitors who do not wish to bike the towpath, may drive their vehicles to the Weverton Lockhouse and meet the bicycling group at 1:30. At the lockhouse, visitors can view the foundation of a gristmill and the stonework in the

locks. Learn about the skilled Irish stonecutters and what life was like on the canal.

The Brunswick Visitor Center is located on the corner of Potomac and Main Streets, 40 West Potomac Street, Brunswick, Maryland. For more information, call (301) 739-4200 and press 0.

### RILEY'S LOCKHOUSE TOURS BEGIN

Tours of Riley's Lockhouse, located along the C&O Canal, will begin on Saturday, March 18. Girl Scouts, dressed in period clothing, will demonstrate tasks as they tell the story of a typical lockkeeper and his family. Free tours will be given every Saturday and Sunday from 1 to 4 p.m.

Riley's Lockhouse is located at the end of Riley's Lock Road, about nine miles west of Great Falls Tavern Visitor Center, off Highway 190 in Seneca, Maryland.

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

### ALEXANDRIA MAN PLEADS GUILTY TO HUNTING IN C&O CANAL NATIONAL HISTORICAL PARK

An Alexandria man pleaded guilty to possessing a weapon, using a weapon, and hunting within the boundaries of the C&O Canal National Historical Park. The defendant appeared before U.S. Magistrate Judge Thomas M. Digirolomo on January 21 to answer charges filed in November.

Park rangers Todd Gearman and Joe Pond found the defendant attempting to remove a freshly killed eight-point white-tail deer from park land. Further investigation revealed that he had killed the deer with a bow from a portable tree stand set up inside the park.

The man was fined \$1000 plus court costs and ordered to pay \$300 in restitution costs to the National Park Service (NPS) for the loss of the deer. He was placed on supervised probation for a period of one year during which time he is banned from NPS lands in Maryland. In addition to the fines imposed, the court ordered Heavey to forfeit his archery equipment, portable tree stand, and other hunting equipment to the NPS for disposal under agency regulations. Heavey was cooperative with the rangers throughout the investigation.

Hunting is strictly prohibited on all National Park Service land.



## 2000 Mule-Drawn Canal Boat Georgetown Ride Schedule

All rides last approximately 70 minutes, go through a historic lift lock, and are guided by park rangers dressed in the clothing of the 1870s. Call 202-653-5190 for group reservations or for more information.

### SPRING SCHEDULE (April 1 through June 9)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.
					1:30 p.m.	1:30 p.m.
			3:00 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.

Additional times (9:30 a.m., 12:30 p.m., and 5:00 p.m.) are available on Thursday and Friday for group reservations. Groups must consist of at least 10 people and may be no larger than 80 during these additional times (no larger than 40 at other times).

### SUMMER SCHEDULE (June 10 through September 15)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
		11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.
		1:30 p.m.	1:30 p.m.	1:30 p.m.	1:30 p.m.	1:30 p.m.
		3:00 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.
					4:30 p.m.	4:30 p.m.

### FALL SCHEDULE (September 16 through November 5)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			11:00 a.m.	11:00 a.m.	11:00 a.m.	11:00 a.m.
					1:30 p.m.	1:30 p.m.
			3:00 p.m.	3:00 p.m.	3:00 p.m.	3:00 p.m.

Additional times (9:30 a.m., 12:30 p.m., and 5:00 p.m.) are available on Thursday and Friday for group reservations. Groups must consist of at least 10 people and may be no larger than 80 during these additional times (no larger than 40 at other times).

<b>2000 FARES:</b>	<b>Adults (15-61)</b>	<b>\$7.50</b>
	Seniors (62 and over)	\$6.00
	Children (4-14)	\$4.00
	Children 3 & Under	Free
	School or Youth Groups (age 14 and under) of 10 or more	\$4.00 per person
	Other Groups of 10 or more	According to age

The Georgetown is wheelchair accessible.

The schedule for the *Canal Clipper* at the Great Falls Tavern Visitor Center was not available at the time of printing. Information on that schedule may be obtained by calling 301-299-3613.

## NEWS NOTES

### CANAL BOAT REPLICA MOVED TO CANAL PLACE

Ownership of the C&O Canal Association of Cumberland's canal boat replica, once located at North Branch, has been transferred and the canal boat has been moved to the festival grounds at Canal Place. The boat was built in 1976 from historical plans with the help of the Naval Reserve. The Canal Place Authority assumed ownership of the boat late last year. A dedication ceremony took place at Canal Place on January 18, 2000.

### CANAL NAMED A MARYLAND TREASURE

The Maryland 2000 committee named the C&O Canal National Historical Park a state treasure in Cumberland last January 18. The honor increases the possibility that more money and attention will come to the Park. Grants in the amount of \$10,000 to \$50,000 will be announced in April. Superintendent Doug Faris indicated that the Monocacy Aqueduct would be the focus of the C&OCHNP's application. Then COCA president, Tom Perry stated: "It is heartening, because whenever the Canal receives publicity and is put in front of people, it is good with us."

### ALLEGANY COUNTY BIRD CLUB / C & O CANAL BIRD COUNT

Members of the Allegany County Bird Club assisted in a count on January 23 that took place along the full 184.5 miles of the C&O Canal. Nineteen members covered the 48.5-mile stretch in Allegany County.

This is the second year for the Maryland-DC Audubon Council and the Maryland Ornithological Society-sponsored event.

### VOLUNTEERS RECOGNIZED

The December 29 issue of the *Gazette Community News*, carried a photograph with the Great Falls Tavern in the background with members of the Little Farms Garden Club of Potomac. The club members were recognized on December 13, 1999, after decorating the Tavern for Christmas. The club has been decorating this historic structure for more than 20 years. Hear. Hear.

### ANTIETAM TO GET \$2.9 MILLION RESTORATION

NPS will spend about \$2.9 million this fiscal year to restore buildings at Antietam National Battlefield according to Park Superintendent John Howard. A federal fund for park projects will pay for the work on the Otto House and the Mumma House and barn. The two-story Otto House served as a hospital during and after the Battle of Antietam in 1862. The two-story Mumma House burned to the ground during the battle and was later rebuilt. Superintendent Howard said the park will also have \$2 million from a federal conservation fund to buy land within its borders. Land for this purchase is yet to be identified.

### REDUCED HIKER-BIKER RATES OFFERED

The Cliffside Inn is offering discounted rates to hikers and bikers on the Canal. Contact them at 800.STAYHERE for more information.

## THE NEWS FROM ENGLAND

With the Industrial Revolution in England came the canals. In the late 18<sup>th</sup> century in the regions where mines and factories were springing up, canal mania intensified. By the 1780s this development had not reached West Sussex, whose citizens realized that they were missing out. However, when the Somerset coalfield was discovered they sprang into action. The result was the Wilts & Berks Canal, linking the Kennet & Avon Canal near Bath to the Thames River near Cricklade. Private investors headed by the Duke of Bridgewater put up the money, and the great 18th-century canal builder, James Brindley, designed the waterway. Parliament approved the scheme in 1795 and the project was completed in 1819.

The Wilts & Berks was never a huge success. It was built for 7-foot-beam narrowboats. The 14-foot boats that served the Kennet & Avon meant a faster and more economical trip to London, even though the Kennet & Avon's distance from the capital was greater than that through the Wilts & Berks. When the Somerset coalfield ran out rather quickly, the Wilts & Berks's main reason for being disappeared. The rural area that the canal served provided little high-value cargo and meager profits.

The 1830s were the best years for the Wilts & Berks. When the Great Western Railway came along, its course ran close to the canal, which provided the transport for the vast quantities of materials needed to build the railroad. Thus, as the canal prospered it also contributed to its own downfall.

The 19th century saw a steady decline for the Wilts & Berks as shippers favored the railway and the canal channel silted, reducing the loads that could be carried by boat. By early 1901 canal-boat traffic had all but ceased. The end came that year when the Stanley aqueduct that carried the waterway over the Marden River lost an arch one stormy night and the water simply ran out, leaving a long, dry prism. No money was available to rebuild, and the various parties with interests in the canal spent more than a decade seeking abandonment, which Parliament finally granted in 1914.

Nature reclaimed its own during the nearly 100 years following that stormy night in 1901. Locks filled with domestic trash and were used for target practice during World War II. Meanwhile, the canal land was returned or sold to adjoining landowners. Despite all this destruction, however, the waterway remained in basically good shape, largely because of its placement in a generally unchanging rural area. Although restoration through clearing and dredging was possible, a larger problem was rebuilding the structures. An even greater problem was recovering land ownership or establishing easements.

Nonetheless, after the Wilts & Berks's long slumber, people decided to try to restore the 70-mile canal. The Wilts & Berks Amenity Group, formed in 1977, sought to resurrect the canal for navigation by narrowboats. Thus far only seven miles have been restored and watered for recreational use, and several locks and bridges have been rebuilt.

A trust was recently formed to finance the restoration. Funding comes from government grants, private industry, and individuals. In addition, the local jurisdictions through which the canal passes have provided financial and

practical contributions. These governmental bodies are represented on the trust and participate actively in decision-making.

While the canal is for the most part unobstructed by later development, two major problems exist. The waterway runs for 18 miles through the town of Swindon. In the almost 100 years since the Wilts & Berks closed, roads, houses, and shops have been built where the canal existed. The options are to build a channel around the town or to restore the canal on its original course. Planners recognize that the latter scheme could bring substantial economic advantage to Swindon as a tourist center and are giving serious consideration to this option. In addition, the M4 highway's intrusion on the course of the waterway will require a change in the routing.

All the jurisdictions along the Wilts & Berks, the longest unrestored inland waterway in England, agree that the canal's recreational use is economically desirable. The restoration will take time, but the people involved in pushing this scheme are confident that the entire canal will eventually be fully restored. Comments in the regional and national media indicate that the project has strong support. Whitehall has already made grants and is expected to make more.

This major project is but one in an enthusiastic trend toward canal restoration throughout the United Kingdom. Our British cousins who support the Wilts & Berks seem determined to reach their goal of rebuilding, restoring, and rewatering its entire 70 miles. Prospects for completing the project are encouraging.

Imagine a 70-mile stretch on the C&O Canal being similarly brought back into service! For example, the segment from Georgetown to Shepherdstown, with the entire prism cleaned up, dredged, and relined where necessary, all the locks restored to full operation, and the aqueducts rebuilt (at Catoctin) or rehabilitated, and the entire length rewatered and crowded with boats again. Such a development would mirror what is happening on the Wilts & Berks in west England. We can dream.

-- Hal Larsen

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## BUDDY BOY FINDS A HOME

Hikers from last year's William O. Douglas Memorial hike may remember the skinny, friendly little beagle who followed them for more than a day (and who almost got ditched when he threw up in someone's tent). Here's an update on the story.

Last April, I took my daughters, Liana (14) and Nastia (11) on a field trip to the C&O Canal near Harper's Ferry, where we met the hikers—and the dog. The beagle ran up to the girls, tail wagging, a big grin on his face, obviously wanting to play. Some hikers passing at that moment asked the girls if the dog was theirs. "I wish!" said my older daughter, Liana.

My husband, Darryl, had a "NO DOG" edict in full force for several years, though lately he had shown signs of weakening. Perhaps that's why I didn't object too forcefully when one helpful hiker said, "You should take him to the vet, then take him home and give him love." My girls heard him, and suddenly I found myself

## BUDDY BOY FINDS A HOME - continued

confronted with three pairs of eyes (one pair belonging to the brown-eyed beagle) looking at me wistfully.

So we brought home the stinky but friendly little dog. When my husband came home from work, he saw Liana walking him on a leash. "Oh, whose dog is that?" he asked innocently. By the sheepish look on her face, he knew what had happened before she uttered the classic reply: "Dad...he was lost and we brought him home. Please, can we keep him?"

It turns out the dog had severe hookworm, which caused him to throw up all food and drink. The vet said he was about two years old. (Our "free" dog ended up costing almost \$500 by the time we were done with shots, emergency medical care for the hookworm, neutering, crate, leash, toys, etc. etc.!)

I later spoke with a park ranger during Canal Days at Williamsport, who told me that people often let loose their unwanted animals in the park. In fact, he was trying to find a home for an abandoned Golden Retriever that day. He said that finding so many stray animals is the most difficult part of his job.

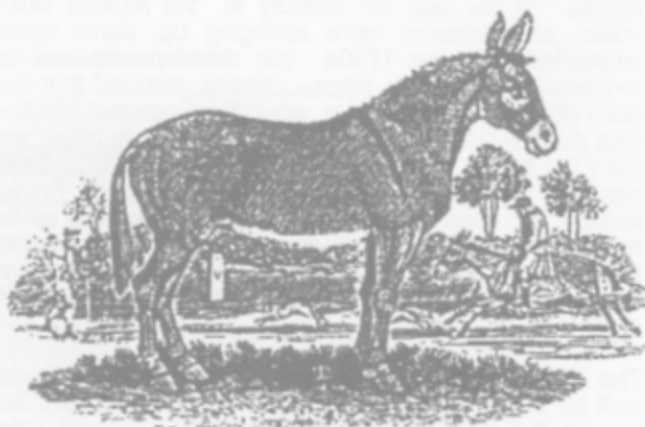
Darryl named the beagle "Buddy Boy," and Buddy now has a VERY good life with our family. He's played with, petted, cared for, and loved. He's a sweet-natured dog and loves to play with his ball and other toys. This Christmas, like any two-year-old, he kept trying to open his presents early (he sniffed out which ones were his), so we finally had to put them up on the mantel until Christmas Day.

Some of you may have read the report we wrote about our field trip, which ended with a wish that we might be able to keep the dog. Well, that report has a happy ending for Buddy Boy—and for our family as well.

- - Tawn O'Connor



Nastia and Liana with Buddy Boy



The Mule

## GUIDELINES FOR THE SUBMISSION OF ARTICLES FOR ALONG THE TOWPATH (ATP)

At the Association's annual meeting in March, members were encouraged to submit articles for publication in ATP. For those of you who do so, here are a few guidelines.

Publication dates for ATP are the 15<sup>th</sup> of March, June, September, and December. Articles for publication are due by the 15<sup>th</sup> of the month prior to publication (February, May, August, and November). The preferred method of generation is via computer with transmission by email as an attached file. If you don't have email, you mail send a diskette via USPS or any other carrier.

Paragraphs should be in block style, with no paragraph indents and one return between paragraphs. Sub-column alignment should be by use of the tab key, not the space bar. If you do not have a computer and use a typewriter, that's okay. Type, preferably on white paper, but do not write or make corrections on the paper. The scanner does not know what to do with handwritten text. Consider submitting any corrections on a separate page - handwritten or typed. I'll input the corrections. Finally, because we don't want to miss out on the opportunity to hear from you, if a computer or typewriter are not available, submit you handwritten article for publication. If you have any questions or please send an email message or give me a call.

If you send diskettes or photographs, I will return them. My home and email addresses appear in each ATP issue on the Directory page.

So, why not sit down now and write an article for a future issue? Writers are needed for the next two lead articles - completion of the Canal: 1) From Seneca to Harpers Ferry; and, 2) Harpers Ferry to Dam Number 6.

Thanks - Bob

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 2000 Association Officers

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Many thanks to the Monocacy Aqueduct Committee for assisting in the editing process and those who have provided articles for publication.

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

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

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Georgetown Boat Operation	202-653-5844
Abner Cloud House	202-472-2679
Fletcher's Boat House (Concessionaire)	202-244-0461
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Carderock and Marsden Reservations	301-299-3613

FOR LIFE-THREATENING EMERGENCIES DIAL 911

CHESAPEAKE AND OHIO CANAL  
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ANNUAL JUSTICE DOUGLAS HIKE

SATURDAY, APRIL 29, 2000  
HANCOCK, md

See details on page 14 and the enclosure

PLEASE NOTE:

On the *March for Parks* pledge form, Item (6) is missing. It should read:

6. Make checks payable to the  
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