

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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CHESAPEAKE & OHIO CANAL

COMPLETING THE "FIFTY MILE SECTION"

Early in 1835, the nearly bankrupted C&O Canal Company mortgaged the canal to Maryland for a \$2 million loan in the form of state bonds. Fortunately the bonds found a ready market, and the company quickly forged ahead with its ongoing construction on the 27-mile section from Dam 5 to Dam 6. But the \$2 million was expected to be sufficient to complete the canal to Cumberland, so the company also began to focus on "the fifty mile section" --as the part of the canal from Dam 6 to Cumberland was called.¹

The company's first step in the spring of 1835 was to send out a team under Thomas F. Purcell, chief engineer, to survey the region for resources and evaluate the routes that the canal could take. In his report, Purcell stated that he had never seen a region so destitute of good building stone—a view supported by Superintendent of Masonry, A. B. McFarland. Similar concerns had already risen along the line below Dam 6, and the canal company board had even considered building temporary wooden locks as construction began in these areas.² They reasoned that later, when the canal was completed to Cumberland, stone could be far more cheaply boated from distant quarries to build permanent stone structures. In addition, the company would then be in better condition financially to make such improvements.

However, Charles B. Fisk, who had been recently promoted to the position of resident engineer on the Third Residency between Dams 5 and 6, advised the canal company directors that they had been misled into believing "that there is a scarcity of good stone suitable for cutting between Dam No. 5 and the mouth of the Cacapon" (Dam 6).³ Fisk would continue for several years to believe that sufficient stone for cut masonry could be located even above Dam 6.

This disagreement between Purcell and Fisk on the availability of suitable stone was not the only area of disagreement between them. In the summer of 1835, after Fisk surveyed certain undesirable changes taking place in the locks between Brunswick and Shepherdstown, an argument erupted between the two over the specifications to which locks were being built.⁴ It also became increasingly clear that Fisk was committed to creating a work that would be of the highest and most permanent quality, while Purcell appears to have been concerned that the company open navigation to Cumberland as quickly and cheaply as necessary.⁵

As these disagreements emerged, the engineers were also making important decisions on the fifty-mile section. A route was proposed through the Paw Paw bends that would have moved the canal to the Virginia (now West Virginia) side of the Potomac and that would have required building a tunnel near Doe Gully (where a Railroad tunnel initially built by the B&O exists today).⁶ In December 1835, however, an all-Maryland route with a much more ambitious tunnel



Paw Paw Tunnel During 1956 Restoration - Hahn Collection

¹ The Great National Project, Walter S. Sanderlin, Johns Hopkins Press, 1946, p. 104

² 7th Annual Report (1835), p. 8

³ Sanderlin, *ibid*, p. 124; The Masonry Locks, Chesapeake and Ohio Canal National Historical Park, Historic Structure Report by Harlan D. Unrau, p. 57

⁴ Unrau, The Masonry Locks, *ibid*, pp. 53-62

⁵ Sanderlin, *ibid*, p. 124

⁶ Sanderlin, *ibid*, p. 124

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was decided upon. Other possibilities were also rejected, such as building temporary river locks to allow river navigation for part of the way.

In March 1836, Purcell resigned. Most sources suggest that he did so largely because the board of directors sided with Fisk on the disagreements between the two engineers and that he believed the company was making a serious mistake in its preference for construction alternatives that were slow and costly. With Purcell's departure, Fisk was promoted to chief engineer, a position he would retain, with the exception of a six-month period 1840-41, until September 1852.⁷

The \$2 million Maryland loan of 1835 did not resolve the Canal Company's financial difficulties and in June 1836, Maryland passed an ill-fated \$8 million Internal Improvements Bill. This bill provided \$3 million to the still-desperate C&O Canal Company, \$3 million to the only-somewhat-better-off B&O Railroad, and divided the remaining \$2 million among other projects in the state, including a company that was to build a cross-cut canal from the C&O to Baltimore. Again the money would be in the form of bonds.⁸

In June 1837, eager to take advantage of the money they expected to raise from the sale of their \$3 million worth of bonds, the canal company began to let contracts on parts of the fifty-mile section. On the ten-mile section from the Narrows to Cumberland (a section where adequate stone for its masonry structures existed), work progressed to the point where its four locks (72 to 75) and Evitts Creek Aqueduct were virtually completed by 1840-1841.

However, from Dam 6 to Old Town construction was plagued by inadequate building materials, dramatic increases in the cost of labor and materials, and the growing inability of the company to pay contractors or of contractors to pay their creditors and workers. The result was slow and sporadic work with the abandonment of most contracts ultimately bringing all construction on the fifty mile section to a halt by 1842.

The period from 1837 to 1843 is a dramatic one in canal history. The state bonds from the \$8 million bill proved all but impossible to sell as Andrew Jackson's specie circular triggered a banking crisis in 1837 and the country slipped into an era characterized by national and international depression, financial instability, tightened credit, and disastrous inflation. The result was that the grim financial situation of the canal continued, lessened only slightly in 1839 by Maryland's purchase of an additional \$1,375,000 worth of canal stock. During this time Maryland became the primary underwriter of canal construction costs and in the process gained control of the canal company presidency and board.

The labor picture during this time was characterized by unrest and violence—frequently the result of the nonpayment or grossly inadequate payment of workers, and the efforts of Irish laborers to control and improve their conditions and job security. These struggles led to deaths (such as that of a worker thrown into a fire at a camp near Little Orleans in August 1839); the destruction of property (as during the January 1, 1838 riot at Old Town when Nicholas Ryan's tavern was almost demolished); and the driving away of contractors (such as John Daily in November 1838). The labor violence also led to the hiring of a labor spy (possibly the first such occasion in American labor history), one James Finney

who was paid \$100 by the canal company in August 1839 to obtain information on the leaders and the secret societies that were believed to be behind the laborer's militancy.⁹

Several major construction decisions were made during this period. Most significant perhaps, was that made by Chief Engineer Fisk in September 1839 to build cheaper, composite locks that would necessitate minimal cut-stone masonry. The decision came a month after Fisk had rejected engineer Elwood Morris' suggestion for composite locks that used rubble stone set in hydraulic cement. The specifications Fisk ultimately provided were similar to those used on New York's Chenango canal. They called for "all the lock from a point seven feet below the upper gates down to the tail of the lock" to be built of rubble-stone drywall masonry lined with two layers of wood planking attached to wooden studs bolted into the stone wall. The wood was chemically treated in a process called kyanization to prolong its utility, and it was attached in a manner intended to prevent the seepage of water from the lock chamber into the lock wall behind the wood. Locks 59-71 would be built to these new specifications.¹⁰

Other important engineering changes during the 1837-42 period included the elimination of Dam 7 and lock 65 in the tunnel hollow. The failure to build Dam 7 may have been more a result of the engineers' inability to solve the problems with its possible locations, than of a definite decision by the board not to build it.¹¹ The decision to omit lock 65 accounts for the curious numbering of locks 63 1/3 and 64 2/3 (followed by lock 66), as well as the fact that the C&O Canal has only 74 lift locks although the final lift lock, 9 miles below Cumberland, is number 75.

Another important and particularly colorful aspect of this period was the canal administration. In June of 1839, Francis Thomas, Jr., a Frederick County Democrat and Jacksonian congressman, was appointed president by Maryland Governor William Grason (whom Thomas would succeed as governor in 1842). President Thomas found himself faced with a staggering debt, the obvious need to complete the canal to Cumberland if it was ever to become financially successful, and the necessity of working virtually alone, often without even a quorum of directors. His response was to negotiate the sale of the Maryland bonds at whatever level they would sell—sometimes for as little as 26% below the par value.

Thomas also determined to continue construction on the basis of the unrestricted issuance of canal scrip. This provoked strong objection from canal company employees and the result was the dismissal or voluntary retirement of a large number of long-term company employees, among them Chief Engineer, Charles B. Fisk. Engineer Elwood Morris, who had been hired in 1835 at Fisk's recommendation, was promoted to chief engineer in Fisk's place.¹²

Thomas' decisions to sell bonds below par and issue unrestricted scrip incurred the wrath of many Maryland politicians as well as canal company employees. In January 1841, a new legislature initiated an investigation of Thomas and his board. In response, the board did an abrupt about-face, forbidding the issuance of more scrip and preparing to suspend all construction. This action came too late to halt the investigation, however, and ultimately Thomas' presidency would be regarded as one of the most controversial in canal

⁷ Draft Manuscript, C&O Canal National Historical Park, Historic Resource Study, Chapter V, by Harlan D. Unrau, p. 191

⁸ Sanderlin, *ibid*, p. 110-111

⁹ See sources such as Common Labor, Peter Way

¹⁰ The Composite Locks, Historic Structures Report, Edwin C. Bearss, 1968, pp. 12-15

¹¹ Sanderlin, *ibid*, p. 114

¹² Sanderlin, *ibid*, pp. 134-137

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company history. In April 1841 Thomas and his board were ousted and a new board appointed with Michael C. Sprigg as president. Charles B. Fisk was immediately rehired as Chief Engineer and Elwood Morris resigned.¹³

Sprigg's presidency was marked primarily by the abandonment of contract after contract on the construction line. By December 1842, all construction had ceased, ten million dollars had been spent on canal construction and related expenses, the company was nearly \$1.2 million in debt, and the company had mortgaged its assets. Still uncompleted on the final 50 miles were 18.5 miles of canal, 17 locks, 3 aqueducts, the tunnel (which had been holed through in 1840) and the deep cut at the tunnel's downstream end.

Given this bleak situation, it is no surprise that Sprigg promptly resigned in December 1842, when it was suggested that Col. William Gibbs McNeill would accept the presidency. McNeill, canal supporters believed, would bring with him substantial out-of-state financial support for the canal. McNeill's background was significant, as he had led one of three teams in 1824 under the Corps of Topographical Engineers that surveyed potential routes for the future C&O Canal. Subsequently he had been detailed from the Corps to the B&O Railroad 1827-1830 and become one of the country's foremost railroad engineers during the 1830s, initially with the Corps and then independently after resigning from the Corps in 1837.¹⁴

Col. McNeill did not take office until April 1843, but it was he who initiated the negotiations with the B&O Railroad to haul coal from Cumberland to Dam 6 where it could be transferred to canal boats--an arrangement finalized under his successor. McNeill is remembered primarily for the Letson-Rutter affair, however. In an effort to get construction started again, McNeill negotiated with the Letson-Rutter construction firm, only to have a first and then a second proposed contract with them rejected by the board, which then set stringent requirements for all subsequent construction contracts. In July 1843, McNeill entered the company offices in Frederick during the absence of the board and the clerk, and used the company seal to unilaterally execute a contract with Letson-Rutter. The board responded to McNeill's audacious action by nullifying the contract, and the state responded by removing him as president.¹⁵

McNeill was succeeded by one of the Canal Company's most powerful and effective presidents—James M. Coale. President Coale was a canal company director at the time of his appointment and it was under him that construction eventually started again and the 50 mile section was completed. He would serve as president until February 1851.

Within a month of Coale's August 1843 appointment, the worst flood in the canal's history to-date would occur, and Coale would finalize arrangements with the B&O to haul coal to Dam 6. While this arrangement is often cited as a rare example of cooperation between the railroad and the canal, it was a very risky one for the canal company as it was used by canal company enemies to support the argument that there was no need to complete the canal. Further, the railroad facilities at Dam 6 were minimal and consequently little coal could actually be received there by the C&O, and indeed, the amount

of coal shipped on the C&O Canal prior to 1850 was negligible.

Coale responded to the danger in the B&O coal-carrying arrangement by formulating a strong argument for completing the canal. He did this by comparing, in ways favorable to the canal, the costs of C&O and B&O shipping as well the comparative costs of canal and rail shipments in England. He also emphasized the enormous amount of coal that the B&O would have to haul to Dam 6 (and clearly was not willing to haul), if the canal were to be able to pay the interest on its bonds and return to the state anything on its investment. Although the latter point amounted to "in for a penny, in for a pound" reasoning, it reflected the fact that Maryland politicians still clung to the hope that the canal might yet provide some return on the state's enormous investments--or at least become a major boon to the regions through which it passed and thereby indirectly benefit the state's coffers.¹⁶

By 1843, canal company officials had decided that the only way the Canal would be able to resume construction was if they could pay contractors with bonds secured with future revenues. However, to mortgage canal revenues, it was necessary to get Maryland to waive its sizable prior liens on the canal. Coale and his board immediately launched into a campaign to get legislation through the Maryland Assembly that would do just that. In the election of 1844, one of two major issues in Maryland was the condition of the canal, and this issue played a major role in the election of Thomas G. Pratt as Governor and many new Assembly members who were, like Pratt, friendly toward the canal. On March 8, 1845, Maryland passed a C&O Canal bill that allowed the issuance of \$1.7 million of preferred construction bonds on the mortgage of canal revenues. The bill stipulated however, that the company must first obtain guarantees of 196,000 tons of trade annually for 5 years.¹⁷

Coale promptly went to work, traveling to coal company headquarters in Boston and New York, seeking the required guarantees. What he found in these cities indicated that the B&O was equally busy trying to prevent the fulfillment of the guarantee requirement. In New York city this took the form of a NY Herald article, reputedly inspired from Baltimore, that cast doubt on the value of the canal, exaggerated the duration of winter closures, and emphasized the more frequent handling and transshipment of coal with its greater damage to the product. Once again Coale's persuasive arguments saved the canal serious damage by its enemies, and by late July the canal company had surpassed the required guarantee, having obtained 28 instruments, both personal and corporate, for the annual shipping of 225,000 tons.¹⁸

In September, 1845, a contract was signed with Gwynn & Co. (a partnership including Walter Gwynn, William Thompson, James Hunter, and Walter Cunningham) for the completion of the unfinished sections of the canal and structures on the fifty mile section. It now seemed that the canal would soon be completed to Cumberland! However, Gwynn & Co., subcontracted the work to various contractors under whom it progressed slowly and with insufficient workers at many construction sites. By June 1846 Gwynn & Co. was unable to meet deadlines, the subcontractors had ceased to work, and its contract was declared abandoned.¹⁹

In 1847 the old Gwynn & Co. was reorganized. Gwynn and Cunningham retired and Hunter and Thompson continued with

¹³ Unrau, Draft Manuscript, C&O Canal National Historical Park, Chapter V, *ibid.*, p. 173, pp. 183-184.

¹⁴ See Roads, Rails, & Waterways: The Army Engineers and Early Transportation, Forest G. Hill, 1957

¹⁵ Sanderlin, *ibid.*, pp. 148-150

¹⁶ Sanderlin, *ibid.*, p. 151

¹⁷ Sanderlin, *ibid.*, p. 152

¹⁸ Sanderlin, *ibid.*, pp. 152-156

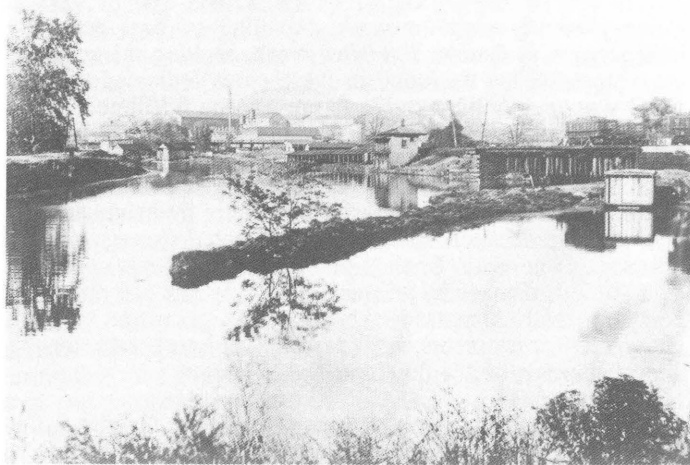
¹⁹ Sanderlin, *ibid.*, pp. 155; Bears, The Composite Locks, p. 30

"FIFTY MILE SECTION" - continued

a new partner, Thomas Harris. The contract was modified and executed with Hunter, Harris & Co. who again subcontracted so that construction was renewed by mid-November. In May 1849, the Cumberland paper announced that the canal would surely be completed by Fall, and Fisk announced that the work would certainly be done by the October 1, 1849 contractual deadline. But as the year progressed into summer, the labor supply fluctuated, rains and heat limited the work the men could do, and Hunter, Harris & Co. began to have difficulty raising capital. In December the company asked for an extension to April 1, 1850.

The winter of 1849-50 was a hard one, limiting the work that could be done. On March 3, 1850, Hunter, Harris & Co. assigned their contracts to trustees. Due to the Hunter, Harris & Co. failure, the date for completion was delayed in April, but by July the trustees' resources were also exhausted. Once again all work stopped and the board declared the contract abandoned.

At this point, into the breach rode Michael Byrne. Byrne had been a contractor on many of the canal's structures, including the Monocacy Aqueduct. Also, 12 years earlier, his firm had worked on locks 59-66, the contract which he'd been forced to abandon when the canal company could not pay him. The contract negotiated with Byrne by the canal company resulted in the Cumberland Civilian exuberantly assuring its readers that "as Byrne is an old and experienced contractor and possessed of ample means, there can be little doubt that the work will be finished at the time designated." And indeed he did! The last sections to be completed were those known as the Seven-mile Bottom sections that included locks 59-60. Water was let into these on October 8th, and the fifty mile section was ready for its formal opening on October 10.²⁰



Cumberland Basin. Mertens Boatyard to the right, C&P RR wharf and entrance to Shriver Basin. Note wooden hopper cars. Hahn Collection Photo

Guests began to arrive for the great opening in Cumberland on October 9th and the celebratory activities began at 8:30 a.m. on the 10th with the Eckhart Artillery demonstrating their marching, followed by five loaded canal boats moving into the canal amid salvos of artillery and band music. Then a procession of officials, dignitaries, military units, and citizens marched from the United States Hotel to the canal. After two long speeches and a eulogy, officials and some local citizens boarded the packet ship Jenny Lind and the canal boat C. B. Fisk for a trip about 10 miles down the canal. There the celebratory boats stopped and their passengers enjoyed a generous amount of food and drink before returning to

Cumberland. The five canal boats, loaded with coal, continued down the canal. Two would get stuck above Dam 6 because of low water in the canal and one would terminate in Williamsport as it had intended. The remaining two, the Freeman Rawdon and the Southampton, would race for tidewater, arriving on the evening of the 17th, the Freeman Rawdon only a short distance ahead of the Southampton.²¹

- - Karen Gray

JAMES M. COALE, PRESIDENT OF THE C&O CANAL COMPANY IN 1850

In this 150th anniversary year of the completion of the C&O Canal to Cumberland it is appropriate to remember the president of the company at that time, James M. Coale. Indeed, without his efforts or those of someone equally competent and dedicated, it is likely that the canal's western terminus would have been at Dam 6, its period of operation dramatically shorter, and its route never preserved as a National Historical Park.

James Coale became president of the C&O Canal Company in the midst of one of its worst scandals. His predecessor, Stephen Gibbs McNeill, became president when the incumbent, M. C. Sprigg, resigned December 3, 1842, to make it possible for McNeill to be elected to the position. McNeill had been a Captain in the U.S. Topographical Engineer Corps, and had headed one of the federally-funded survey groups in 1924 seeking the best canal route to connect the Potomac with the Ohio. Later he had worked on B&O Railroad surveys and then been employed by the B&O, leaving it as a result of a dispute with construction supervisor Caspar Wever (the latter a troublemaker for the canal also). After leaving the B&O he worked for the Baltimore and Susquehanna and several New England lines. (#2, p. 31 & 299 f.)

McNeill was attractive because it was believed he would bring to the canal new energy, expertise, and connections that would enhance the possibility of fresh sources of capital. By December 1942, the company was desperate, as new construction on the canal had ground to a halt due to lack of funds. It was McNeill who, in June 1843, along with canal representative and politician, William Price, negotiated an arrangement with the B&O to carry coal to Dam 6 from Cumberland.

As the canal company did not have money to continue new construction, it sought to pay contractors with company bonds. The potential contractors, however, insisted that they be given a lien on the canal's revenues. As the State of Maryland already held such a lien, it would take legislation to make it possible to meet these demands. In July 1843, McNeill, who believed the board should not wait for the legislature to take action on this issue, entered company offices in Frederick when no one was there (some sources describe this as a "break in"), and seized the official seal with which he executed a contract that resulted in the resumption of construction on the canal above Dam 6. (#1, p. 149-150)

McNeill's actions precipitated, as one would expect, a clash with the directors who demanded an explanation of his action, subsequently rejected his response, and annulled the contract. The majority of the stockholders (at this point, the State of Maryland), supported the board and removed McNeill, replacing him with Coale who, at that time, was one of the directors. (#1, p. 150) Coale found himself in a situation where the idea of finishing the canal to Cumberland was rapidly losing support. The B&O Railroad had reached

²⁰ Bearss, *The Composite Locks*, pp. 56-57.

²¹ Sanderlin, *ibid*, p. 160

JAMES M. COALE - continued

Cumberland and the arrangement made with the railroad to carry coal to Dam 6 where it would be transshipped to C&O Canal boats, was more harmful than helpful for two reasons: 1. The amount of coal handled in this way was too little to even be recorded in official documents of the time ("inconsequential" in Sanderlin's words); and 2. it invited the suggestion that completion of the canal to Cumberland was unnecessary. Also, by 1842, the advantages of the railroad as a mode of transportation were becoming obvious to virtually everyone, as were the difficulties of building and maintaining the C&O.

The B&O took its arguments against the canal to the Maryland legislature where Coale presented a comprehensive defense. To quote Sanderlin: "He cited the experiences of railroads and canals in England, the comparative costs of transportation on the Baltimore and Ohio and the Chesapeake and Ohio as now constructed, the size of the Maryland investment in the canal, and the amount of trade required to pay the interest on the bonds issued for the canal." While much of Coale's argument boils down to an "in for a penny, in for a pound" situation for Maryland, it was persuasive for legislators who desperately hoped to recoup some of the state's enormous past investment, or at least have something of significant value to show for it. The initial vision of a great and essential route to the Ohio was dead (although as late as the 1930s estimates were published for the cost of completing the C&O to Pittsburgh). (#1, p. 151)

Under Coale the arrangements with the B&O to transport coal to Dam 6 were finalized and the necessary sidings constructed. Also, arduous efforts were made to secure legislative approval for the waiving of the state lien on canal revenues. In the election year of 1844 the major issues in Maryland were the condition of the canal and of the state's debt. A stamp act to help meet the interest on the state debt was successful as was the canal bill. It not only waived Maryland's liens on canal property and revenues, but also authorized the canal company to issue \$1,700,000 in preferred bonds. Needless to say there was chagrin in Baltimore and delight in Western Maryland and the District cities. (#3, p. 110)

Seeking to take full advantage of the more-favorable situation in which the canal company now found itself, Coale went to Boston and New York to negotiate for the canal the best possible arrangements with officials of coal companies. In England Daniel Webster's services were used to try to gain a loan from the great British banking house, Barings—although to no avail. (Interestingly, Webster had argued the side of the B&O before the Maryland Court of Appeals on Dec. 30, 1831, in the legal battle over right of way through the narrows between Point of Rocks and Harpers Ferry.) (#1, 153-154)

By early 1845 construction was expected to start again and a date of November 1, 1847 was set for the completion of the canal. But it was not until October 1845 that any work actually did begin, and by May 1846, the work force was only nominal and a mere \$55,384 of work had been done. Once again financial arrangements were failing and the canal suffered from the vicissitudes of national difficulties, this time as the result of the war with Mexico. In July, work on the canal ended entirely. The core of the problem was that the bonds could not be sold and it was not until Maryland improved its credit standing and Virginia, Washington, Georgetown, and a group of citizens in Alexandria guaranteed \$100,000 of canal bonds, that financial arrangements could be made allowing work to begin once more, on November 18, 1847. (#1, 155-157)

At this time, still under Coale, the company was reorganized and the directors adopted such economy measures as the substitution of kyanized wood for stone in the locks and

postponement of the construction of lockhouses and of the arching of the tunnel. (#1, p. 157)

The crises were not over, however. In April 1850, there were labor troubles and the contract was taken over by trustees. The date for the completion of the canal was extended to July 1. In July, however, work stopped as the trustees ran out of resources and the board declared the contract to be abandoned. A new contract was then negotiated with Michael Byrne, a contractor whose name is associated with sites along the canal such as the Monocacy Aqueduct and locks at Four Locks. It was Byrne who completed the remaining work to be done on the canal, allowing the last 50 miles to be formally opened on Thursday, October 10, 1850, with Coale giving the keynote address. (#1, p. 158)

Coale, who would be succeeded in 1851 by Samuel Sprigg, should be among those we remember with gratitude for the canal we now enjoy so much. Unlikely as was the completion of the C&O in 1842 when new construction stopped, it would surely have been impossible without a strong and effective president at the helm of the company to direct the legislative, financial and administrative efforts necessary to turn the situation around. Coale's name, too little remembered today, can at least be found along with that of the directors and other notables on the monument at the northwest end of the Wisconsin Avenue bridge over the canal in Georgetown, that commemorates the completion of the canal to Cumberland.

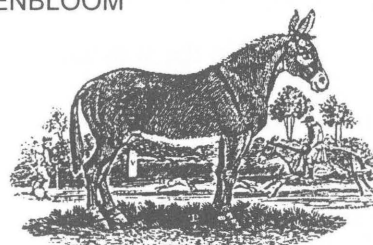
1. Sanderlin, Walter S.; The Great National Project: A History of the Chesapeake and Ohio Canal; The Johns Hopkins Press, 1946
2. Dilts, James D.; The Great Road: The Building of the Baltimore & Ohio, the Nation's First Railroad, 1828-1855; Stanford University Press, 1993
3. Ward, George Washington; The Early Development of the Chesapeake and Ohio Canal Project; published in the Sep.-Nov., 1899 issue of the Johns Hopkins University Studies in Historical and Political Science, Herbert B. Adams, Editor.

- - Karen Gray

ACKNOWLEDGMENT OF CONTRIBUTIONS

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B. BERINGER	M
Carlos SALINAS	M
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THE CHARLES DELMAR FOUNDATION	M
Paul W. TOURIGNY	CM
Dorothy STOKLEY	M
John and Gloria LINDT	M
Harriet ROSENBLOOM	M



The Mule

FROM THE PRESIDENT

It is a pleasure to report that volunteerism is alive and well! We have an audit committee, and have new volunteers for our archives. Adam Foster has agreed to serve as co-chair to help Molly Schuchat. We can always use any number of archivists, and this issue contains an example of some of the interesting things to be discovered there. We have "volunteered" our first speaker to talk about the Monocacy Aqueduct and its history - who better than Carl Linden?

We are still working on the idea of portable greeting stations or kiosks to be set up at popular access points along the towpath, and coordinators and volunteers will be needed. We hope to have something ready by the time the weather breaks in the spring.

Bob Perry's professional duties have become so demanding that he has asked to be relieved of his editorship which has been devoted and outstanding. Fred Mopsik has agreed to take on the principal duty, provided we can give him some typing help. I'm sure we can do that and provide any needed editorial review assistance as well.

It is time to think about next year's program and Sonny DeForge is already putting together our calendar of events in coordination with the Park Service and others. Any ideas or comments should be referred to either Sonny or to Tom Perry. These gentlemen would appreciate your assistance, especially since we are losing the enthusiasm and good work of John Viner who is moving out of the area, but I hope we see him from time to time.

See you along the towpath.

-- Ken Rollins

FROM THE ARCHIVES



—Star Photographer Joseph Silverman

WALKING THE C&O CANAL—AGAIN

Justice William O. Douglas donned his hiking boots again this morning for his yearly Chesapeake & Ohio Canal Reunion Hike. Jackson

Weaver of WMAL's Hardin and Weaver Show rests his hand on the justice's shoulder. The hike from Seneca to Glen Echo is 15.3 miles.

This picture appeared in the *Washington Star* on April 25, 1970 following our reunion hike. The kilted gentleman to Justice Douglas' right was a frequent participant in our reunions. Although he is not named in the caption, further research should disclose his identity. The stout gentleman to the Justice's left is properly identified as Jackson Weaver. To Weaver's left with the mustache is Frank Hardin, his partner on WMAL radio. For several years these two had provided much useful publicity for the reunion hikes, and this was the year they finally yielded to Douglas' challenge to hike with him. Jackson Weaver later boasted that he had hiked with Justice - all of fifty feet.

ON THE LEVEL

by Level Walker Chair Karen Gray

At the year's end I will be moving off the active list those walkers who have not worked and reported on their level at least once during the year. This process inevitably leaves some levels without active Level walkers. As I write this in early November, it appears that some 11 of the 69 levels, representing 32.5 miles of our canal, are in this category. So while we have a wonderful group of nearly 90 active Level Walkers, we can still use more. If you need a little help in deciding whether to volunteer, consider the rewards:

- It is one of life's rare, deep pleasures to become deeply familiar with a part of the canal, learning its beauties and enjoying its historic structures and other resources.
- There is a real satisfaction in helping improve park conditions by removing litter and small hazards on the towpath, and learning to see things that other more casual users will miss.
- Your report offers you the opportunity to speak to the Association board and the Park Service, commenting on work done and improvements made as well as sharing concerns and drawing attention to issues or conditions that appear to you (an expert on your level) to need attention.

Becoming a Level Walker is not just something you do for our canal –it's something you do for yourself!

Miscellaneous matters: Sandy and Marv Kahn (Level 11) remind us that winter's bare poison ivy branches can sometimes cause reactions. This infamous plant is one of nature's more important contributions to our park, so I'd like to collect our members experiences with it, and their preferred ways of coping. If you have something you'd like to share, write and mail or e-mail it to me. I will share what I receive in a future column.

The deadline for reports included in the next issue is Feb. 10. Reports can be mailed or e-mailed but in whatever form you submit them, **please use the standard 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, D.C. 20037-2307.

New assignments during the past quarter include: Bryan Scott Line and Alison James to #14; Brent Tolbert-Smith assigned to #31; and Irvin and Helen Keck, #45. **Assignment changes** include: After 25 years on level #44, Jane and Hal Larsen moved to #26; Nancy and Tim Thorpe moved from #36 to #37.

HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early August to early November.

#1 Tidelock to the Incline Plane: 8/17, 9/6, 9/14, 9/18, 9/29, 10/5, 10/10, 10/19, 10/24, and 11/6, **John Barnett:** Reported Oct. 19 that the temporary dams that had shortened the Georgetown boat trips this Fall, had been removed as a troublesome leak had finally been found and repaired. 9/28, **B.K. Lunde:** Reported that the pedestrian bridge over the canal on Potomac St. (belonging to the city of Washington) has been repaired with a plank step replaced and the welding of a plate over a badly corroded section.

#2 Incline Plane to Lock 5: 9/16, **Bill Quinn,** reported that the area from Fletchers boathouse to the incline plane was the cleanest that he'd seen it on his level walks.

#3 Lock 5 to Cabin John Creek: 10/9-10, **James Wilson:** reported the recently fallen trees were no longer blocking the canal.

#4 Cabin John Creek to Lock 14: 9/4, 10/16, **Fred Mopsik** with canine assistants **Cleo** and **Logan:** Reported a great blue heron that allowed Fred and Logan to come within 10 feet before taking flight. 9/4, **Judy Olmer** reported sections along the side of the canal that had been mowed down to bare bank. 10/26, **Carolyn Reeder** reported the balance beam missing on the downstream gate of lock 8 and partially missing on the upstream gate, both gates on the towpath side.

#5 Lock 14 to Cropley: 8/7, 10/18, **Dorothy Camara** and **Bobbie Thorberg** identified birds and plants by species and noted seeing a green-backed heron swallowing a fish.

#6 Cropley to Lock 20 (Gt. Falls Tavern): 9/11, **Harry Bridges:** Noted that several of the lock gates need replacing.

#7 Lock 20 to Swains Lock: 10/2, **Alan and Becky Hedin** reported the area remarkably free of trash with lots of walnuts on the trees and path.

#8 Swains Lock (21) to Pennyfield Lock (22): 8/21, 9/18, 10/23, **Paul and Maggie Davis's** reports included a description of a large tree that had fallen over the canal and been cut in sections by the Park Service so that it was possible to paddle past it. They also had a close encounter with a large toad "so ugly he was handsome."

#9 Pennyfield Lock (22) to Seneca Aqueduct: 8/1, **Michael Schuchat** reported two trees blocking the way for canoers.

#10 Seneca Aqueduct to Lower end of Tenfoot Is.: 8/24, **Angela Fitzgerald,** filled a large garbage bag and five small ones with trash that appeared to have been left by one group in the picnic area. THANK YOU, Angela! 10/13, **Carol Purcell** recounted a sighting of an Eastern ribbon garter snake with a frog, vocalizing its distress, in its mouth. 10/29, **John and Val Wheeler** reported that they had never found the level with so many people on it or so clean.

#11 Lower end of Tenfoot Is., to Sycamore Landing: 8/1, **Judy and Don Plumb:** reported most of the litter they picked up was in the Sycamore Landing parking and fishing areas. 10/1, **Marv and Sandy Kahn** happened on ripe paw paws. Their

advice for harvesting them: "Shake a tree and wear a hard hat."

#13 Edwards Ferry to Harrison Island: 8/10 **John and Eliane Viner** filled two bags with beer cans, mostly from the shoreline and apparently left by fisher folk and boaters parties.

#16 Woods Lock (No. 26) to the Monocacy Aqueduct: 9/10, **Michael Cianciosi** advises that the two problems he'd reported previously (open window at Lock 27's lockhouse and a sink hole at mile 41.2) had been resolved.

#18 Noland's Ferry to Point of Rocks: 8/24, 11/6 **John and Patty Hawley** collected 6 bags of trash, most in the parking lots in Aug. and reported numerous deer on the towpath in November. 9/21, **Eric Dutrow** expressed concerns about the ruts created largely by bicycles along this part of the towpath

#19 Point of Rocks to Catoctin Aqueduct: 11/5, **Jack and Pat Cook:** reported that the Lockhouse at Lock 29 has been freshly painted.

#23 Lock 33 to Dam 3: 10/29, **Tammy Davis** described the bypass culvert at lock 33 is nearing completion but that the wall along the towpath is still being worked on. There was a lot of litter along this busy level and some of lock 33 construction fencing was down while other pieces of it lay along the towpath.

#24 Dam 3 to Dargan Bend: 9/20, **Ron Howard** removed a large number of tree branches from the towpath. 10/29, **Karen Gray** commented on the

ON THE LEVEL - continued

nice new porta-johns and a large group enjoying a substantial gravel and rock bar exposed by unusually low levels of the river.

#25 Dargan Bend to Lock 37: 8/26, **Don Juran** encountered a group of scouts from Richmond on a 2-day trip from Williamsport to Great Falls. Also a fallen tree previously reported had been removed.

#31 Lock 40 to Marsh Run Culvert: 10/22, **Brent Tolbert-Smith**, collected a bag of litter and was among the many reporting woolly bear caterpillars this fall. He added at the end of his first report: "A beautiful champagne day to start off our level-walking career! It makes us eager to do it again!"

#33 Dam 4 to McMahons Mill: 9/10, **Jack Stickle** (reporting on the section from Dam 4 to where the towpath is closed) found the boat ramp parking lot full of cars and collected 2 bags of litter largely from that and the picnic area.

#34 McMahon's Mill to Lock 42: 8/30, **Tom and Linda Perry** expressed concern at the deterioration of the mill, which predates the canal. Graffiti on cliffs is now in black, blue, red and yellow and debris continues to hang down from the Galloway cliffs.

#35 Opequon Jct. to Lock 43: 9/9, **Dave Engstrom** reported that the lock 43 lockhouse has a new roof, gutters and downspouts, and has been freshly painted.

#36 Lock 42 to Falling waters: 8/25 **Nancy and Tim Thorpe** also commented on the refurbished lockhouse and the branches and sticks they removed from the towpath—blown down from a recent storm.

#37 Falling waters to Lock 44: 10/28, **Ellen Holway with Elizabeth Scott and Therese Cornellier** reported that the reconstruction of Lock 44 is complete.

#41 Dam 5 to 4 Locks: 10/10, **B. K. Lunde** commented on the plentiful, almost-ripe paw paws.

#42 Four Locks to McCoys Ferry: 10/2, **Diane Summerhill** encountered a Park ranger who asked about "suspicious hikers" and commented that Park Staff were on the lookout for a sexual molester reported around Licking Creek.

#43 McCoy's Ferry to Fort Frederick: 10/15, **Karen Gray** noted new witness posts appearing along the canal presumed to be part of the new mapping project going on in the park.

#44 Ft. Frederick to Ernstville: 10/29, **Hal and Jane Larsen** in their last report before taking up their new level reported 28 cyclists, most in a single group.

#45 Ernstville to Licking Creek Aqueduct: 10/15, **Joe Kochenderfer** noted that the gas station at Ernstville just off the I-70 ramp is once again open. He noted that bikers on the paved Western Maryland RR trail can easily get from that trail's parking lot to the towpath by the Ernstville road—a distance he estimated as about 200 yards.

#47 Little Pool to Hancock: 7/10, **Carroll Yingling** observed that the ruins of lock 51's lockhouse are badly graffitied.

#49 Round Top Cement Mill to Lock 53: 8/26, **Bill and Sue McAllister** removed two large trash bags of debris from the canal prism, including two apparently-new golf balls and three unopened cans of tuna.

#50 Lock 53 to Lock 55/Dam 6: 8/20, **Gren Whitman and Janice Plotczyk** reported on several bad spots in the towpath that are difficult to get past when filled with water.

#51 Dam 6 to Sideling Hill Aqueduct: 9/26, **Aubrey Pearre** understands that Lock 56's lockhouse is to be painted this fall or next spring. He has also become concerned at the condition of the four historic culverts on his level. 9/29, **John Popenoe** commented on the eight old tires in the canal prism on this level.

#52 Sideling Hill Aqueduct to 15 Mile Creek Aqueduct: 8/25, **Irving Soloway** finds that most of the litter along the canal consists of Power Bar wrappings that he describes as the "scat/droppings of homo yuppians, subspecies – biker." Among the fauna sited on his level was a herd of 20-25 black Angus cattle.

#57-58 Lock 61 to Paw Paw Tunnel Parking: 11/3, **Bill Burton** found a 6" tree dropped by beaver across the towpath and other nearby trees the beaver have been working on. He met Paw Paw policeman, Wade, who reported that the Paw Paw police force keeps an eye on the tunnel area. [Our thanks to the Paw Paw police department!]

#60 Mouth of Cacapon to Town Creek Aqueduct: 10/27, **John and Judith Lilga** noted that six trains went by in the three hours they were on the towpath.

#69 Wiley Ford Bridge to the Cumberland Terminus: 8/15, 9/4, 10/15, 11/1, **Jim and Joanna Mullenex** are reporting regularly on the progress on the new roadway to South Cumberland and canal ditch being built beside it. In November they noted that precast forms are being put on the roadway wall that will abut the canal prism..

RESTORATION OF LOCK 44

The restoration of Lock 44 at Williamsport, as reported in the September issue of *ALONG THE TOWPATH* had its nostalgic overtones. It carried me back to the early 1920's when as a young boy I and several of my companions frequently stopped by as canal boats entered and departed from that snug harbor.

We had occasion to be on hand because of a favorite swimming hole a short distance below the lock; and whenever a boat approached we were on hand to oversee the proceedings. The huge levers that controlled the flow of water to and from the lock were usually manipulated by Mr. Harvey Brandt or a member of his family. We watched transfixed as the boat rose or descended, depending on the direction it was taking either westward toward Cumberland or eastward to Georgetown.

The procedure consumed an estimated 10 to 15 minutes during which fresh mules took over on the many occasions to which we were witness. During my boyhood, competition from the railroad resulted in the discontinuance of the Canal

as a mode of transportation in 1924, a year in which Lock 44 saw little activity.

- - Abner Kaplan

NATURE NOTES

A four-year-old boy was charmed into quiet as he watched a tiny caterpillar descending an almost invisible strand of silk. Once the caterpillar disappeared, he wanted to see a snake. I told him that a snake might be hard to find on a chilly morning in October. To his delight, we found a skink slowly scrambling over dead wood heaped along the wooden pathway to the falls overlook.

Pawpaw fruits were plentiful in places along the trail at the river's edge above Great Falls Tavern. The sacks we carried to pick up debris of a less acceptable kind were soon filled with the moist, dark fruit. Pawpaw bread made by an applesauce cake recipe was shared at lunch after the next scheduled walk in early November. As taller trees shed their leaves to the fall breezes, the big yellow pawpaw leaves became conspicuous in the woods at the edge of the towpath.

NATURE NOTES - continued

Two broad-winged hawks sailing overhead attracted us on one early fall walk. Later, on a sunny November morning, we saw another hawk sitting on the lower limb of a tree at the overlook above Great Falls Tavern. Probably a young bird, he defied sure identification as he briefly soared from his branch and returned to another nearby perch. Acorns scattered on the ground and starting to split with moisture may have furnished food for small woodland creatures that later served as food for a hungry young hawk.

Persimmons still hang yellow globules from leafless branches of two tall trees overhanging the towpath near the Tavern. Still not ripe enough to fall in late October, severe frost in November will bring them rustling to the ground, toothsome treats for an early winter walk.

Witch hazel burst its tight buds in early November with a scattering of scraggly yellow blossoms along Berma Road. Small clusters of purple asters and a few straggling stems of white asters still persist. Red berries line the branches of bush honeysuckle and a single holly tree bears red berries near the concession stand. Close by is another holly tree without red berries. Both trees of this pair have flowers in the spring, suggesting that one is male and the other female. Unless the flower-bearing male tree is nearby, facilitating cross pollination, a female holly tree will not have berries in the fall.

Bluebirds started returning to local woods in late October. Cedar waxwings, clustered in small flocks, flew from tree to tree, back and forth across the canal. A lone cormorant appeared near Conn Island in mid-river. The return of the eagles was observed by a local birding group in late October, although not yet seen by members of the *Sights and Sounds of the Season* group on their regular walks. Within a month or so, as the New Year approaches, the pair of eagles can be expected to start the renovation of their nest on Conn Island for another season. This has happened repeatedly over the last 20-odd years.

A walk across the Goldmine Tract in back of the Tavern took us to the site of Allegheny Mound Builder ant mounds. We saw no ants, but it was chilly for ants to be active. What we found puzzling was the annual growth of grassy weeds over the mounds, suggesting that no ants inhabited them any longer. In the past, no other Allegheny Mound Builder ants have been reported closer than the Blue Ridge mountains.

Three deer, one with antlers, appeared on the canal berm one morning as we walked toward Swain's Lock. The signs at the lock seemed to indicate that the Swain family would be back on the canal at their usual stand next summer despite newspaper stories to the contrary. The family has served at this location for 100 years, still remembering the days when a family ancestor was on hand to help boatmen negotiate the lock in front of their home.

The dry remnants of the nonnative garlic mustard become increasingly noticeable in the woods near the towpath as the brown stalks stand above green cover in the winter woods. Is there a possibility that this conspicuous nonnative weed could be eradicated by trained volunteers next year before it has had a chance to spread further? Are there other nonnative plants in the park that are readily identifiable (e.g., wormwood) that could likewise be eradicated by trained volunteers? Could a volunteer *Weed Patrol* help keep our park natural and beautiful?

FOOTNOTE:

A second Saturday walk after the regular *Sights and Sounds of the Season* morning walk was shared in November with

three visitors from New Jersey. The two teenaged girls and their mother watched the canal boat lowered in the lock beside Great Falls Tavern. We saw the boat dock and the passengers emerge from the last trip of the day. Then, we hurried down the towpath and crossed the bridges to the Great Falls overlook. The late afternoon light enhanced the colors of the trees and the two girls were entranced by the maneuvers of kayaks on the Virginia side of the falls.

Reluctantly, we hurried back to the car, hoping to reach home before the evening light had faded to darkness. (I no longer drive after dark.) Shortly after we passed Old Anglers Inn on MacArthur Boulevard, we heard the frightening crunch of a flat tire. We walked back to a house with light showing through its windows. There we called the AAA for emergency help. We also called the friend who expected us for dinner that evening. Then, we sat in the car, listening to night sounds and talking while darkness set in.

An hour and a half later a car with bright lights drove up, facing the four of us in our disabled car. Thankfully, we expected that the AAA truck had finally arrived. Instead, a man in a park ranger's uniform appeared. A quick telephone call check determined that the AAA had failed to find us, thus accounting for their long delay. Rather than waiting longer, the park Ranger determined that we had a spare tire and the equipment for making a change. Thanks to the ranger, we were soon on the road to a service station where he pumped extra air into the spare tire and set us on our way. Back in Bethesda, dinner was still waiting for us. For three visitors from New Jersey and one long-term park volunteer, park rangers have become good friends in a new and very real way!

- - Helen Johnston

CONTINUING HIKE SERIES

In 2000 we started an ambitious series of hikes intended to cover the entire canal in two years. The last 75.7 miles will be covered in 2001. All will involve a car shuttle to reach the starting points. March, May, and September will have Saturday-Sunday back-to-back hikes. If hikers are interested, campouts can take place on those Saturday nights. (Call Pat to arrange. Campouts will not occur without interest.)

Sat 1/13/01	Licking Creek Aqueduct Access to 4 Locks. Meet at Four Locks Parking Lot (under culvert near river) at 10:00 A.M..
Sun 2/18/01	Licking Creek Aqueduct Access to Hancock. Meet at Hancock Boat Ramp at 10:00.
Sat 3/24/01	Cohill Station to Hancock. Meet at Hancock Boat Ramp at 10:00.
Sun 3/25/01	Cohill Station to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00.
Sat 5/19/01	Bonds Landing to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00.
Sun 5/20/01	Bonds Landing to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00.
Sat 9/22/00	Oldtown to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00.
Sun 9/23/00	Oldtown to Lock 75. Meet at Lock 75 Parking Lot at 10:00.
Sat 11/17/00	Lock 75 to Cumberland. Meet at Cumberland Visitors Center at 10:00.

The New Year's Hikes will continue. These have been a lot of fun in the past. Watch for the location announcement.

Pat White - 301-977-5628

CANDIDATES FOR ELECTION - 2001 ANNUAL MEETING

In accordance with the Bylaws of the Chesapeake & Ohio Canal Association, Inc., a year 2001 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 3, 2001 in Williamsport, Maryland.

We appreciate the following Nominating Committee members for their efforts in presenting the slate for the new year:

Helen Shaw, Chair
Wayne Cerniglia
Nancy Hartman
Bill Hibbard
Fred Mopsik
Jack Stickles

OFFICERS

PRESIDENT, Ken Rollins
Ruther Glen, Virginia

As a forty-one-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 up-dating 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 life long 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 dose fly when you are having fun). I have served on the "Save the Monocacy Aqueduct Committee" since its beginning and have served as one of the directors on the Board of Directors. I have participated in two through hikes and am familiar with our park's 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 have been a member since 1977 and served as a member of the board or as an officer for most of those years. This is my second period as 2nd VP and Level Walker Chair (the first in the early 1990s). Needless to say, I love the canal and all its facets: its natural wealth, its history and engineering, and the resources that the Park Service has provided.

I also believe that the Level Walker program is extremely important. Clearly, the role of level walkers in helping to remove litter and minor obstructions is invaluable. I think this part of the Level Walker's obligations is fundamental. But the reports are also a crucial product of the program. These provide a unique and often substantive perspective on conditions throughout the park, and its use. The Level Walkers are very much the eyes of the membership on the park, and as such they provide the board and officers, as well as the Park staff, with a citizen's view of what is good about the park and what needs attention.

For these valuable goals to be fully achieved, it is important that the entire canal be covered by active Level Walkers submitting useful reports and assisting in the litter control. We haven't achieved that yet and I would like the opportunity to serve another year working for this, as well as being sure that the level walkers have their work and the information they provide in their reports, shared with the Park staff and the board in useful and significant ways.

SECRETARY: DONALD R. JURAN
Rockville, MD

I have been Secretary of the Association for the past year. In 1999 I was elected to the Board of Directors, cutting short my term to run for Secretary. I have also chaired Registration for the 1999 through-hike and served as Nominating Committee chair and on the editorial committee for *Along the Towpath*. Carol and I are Level Walkers for the level from Dargan Bend to Mountain Lock.

Again I look forward to doing my part for the Association and this beautiful, fascinating ribbon of real estate we love.

TREASURER: DAVID M. JOHNSON
Bethesda, MD

Treasurer 1995-2000, 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 business-like manner.

INFORMATION OFFICER: MICKEY REED
Bethesda, MD

Both my husband and I have been enthusiastic towpath and trail walkers, along with our collies, since we moved to Bethesda in 1974. Since retirement in 1997 from Rep. Connie Morella's legislative staff it has been wonderful to be able to give back to the park service and C&O Canal Association whatever help is needed to keep this Potomac River basin area such a special place. This is my first year as a Director and working as Information Officer was a new experience for me. I hope I have learned additional and better ways to reach both members and our neighbors in the contiguous states so they, too may know about events and activities in this wonderful National Historical Park. I welcome your suggestions and appreciate your support.

DIRECTORS (In alphabetic order)

ADAM FOSTER
Washington, D.C.

Rockwood "Adam" Foster. Career Foreign Service officer, former D.C. Commissioner and representative for the District on the C&O Canal Advisory Commission. As a member of the Interstate Commission for the Potomac River Basin was co-sponsor with Congressman Gude of the 1975 "Potomac River Trip" from the Fairfax Stone to Chesapeake Bay. Hiked the entire canal in 1979 and participated in other through-hikes. Volunteered to co-chair Archives Committee and can contribute to fund-raising efforts.

NANCY HARTMAN
Bethesda, MD

In November 1998 I read Kate Mulligan's "Towns Along the Towpath" in which she described taking a walk, "a very long walk"—the 1994 through-hike of all 184 ½ miles of the C&O Canal. There was no question in my mind that I wanted to follow the same path. Hal Larsen answered my inquiry to say I would need to become a member of the C&O Canal Association, come to the annual meeting, put my name on the list, all of which I did and will be proud to do again in 2004 for the 50th anniversary commemorative through-hike.

I discovered the C&O Canal in 1978, shortly after moving to Washington, DC. Since then I have spent hundreds of hours walking the towpath, hiking the trails, canoeing the canal, riding the mule barge, picking up litter and supporting the presence of this national treasure during flood crises as well as quieter times. Now, in the C&O Canal Association, I have discovered a body of dedicated, involved people who also hold dear this place that I continually look to for recreation, exercise, natural beauty and solace.

In between through hikes there is much to do; supporting programs, creating outreach, broadening the membership base, fundraising, general day to day housekeeping, etc. I feel pleased and honored to have been

DIRECTORS - continued

nominated to serve on the Board; I look forward to increasing my contribution and further perpetuate the Association and its mission in the capacity of Board member if so elected.

When I'm not on the towpath, I am a home health care nurse living in Bethesda, MD with my daughter Leslie and cats Penobscat and Chamomile. I am an active member of the Folklore Society of Greater Washington and a board member of the Institute of Musical Traditions, an organization that produces a weekly concert series of folk music, singer-songwriters, world music and burgeoning local performers.

FRED MOPSIK

Cabin John, MD

I have been a board member for the last six years, and I have used that period of time to give back to the Association, and through it, the Canal, a small payment in return for all that I have received from being associated with the C&O Canal. In that time, I have taken part in representing the association in environmental issues, including the Food and Lodging guides in collaboration with Karen Gray and the membership brochures. I have been part of the Monocacy Aqueduct committee and I am about to assume the duties of Newsletter editor. I have even enlisted the services of Cleo and Logan, who are invaluable level walkers and who help ensure that Level 4, the Seven Locks area, is kept in good condition.

In the coming years, I would like to make an effort to expand our membership[base and expand our association's visibility in the park. I believe that this will become increasingly important for the future of both the canal and the association.

BARBARA SHERIDAN

LaPlata, MD

A native of D.C., I find it hard to believe that I have lived and worked in this area my entire life without discovering the C & O Canal. While I knew it existed, only in recent years have I learned to appreciate and enjoy the many benefits of this great resource. My favorite activities are hiking, canoeing and learning more about the historical significance of the Canal while enjoying the fellowship of other Association members. Completing the 1999 Douglas Through-Hike (my first camping experience) will always be one of my fondest memories.

I have been a member of the Association for the past 4 years and have been a Level Walker (2 levels) for most of that time. I was on the Registration Committee for the 1999 Through-Hike and presently serve as the Membership Coordinator.

While many people use the C & O Canal for various recreational activities, I believe that growing and maintaining an active membership in the Association is vital to the preservation and protection of this valuable asset for future generations. If elected, I will work toward that goal and serve the C & O Canal Association to the best of my ability.

RICHARD STOLL

My wife, Anita and I have been members since the late 1980s. We are Level Walkers at the Monocacy Aqueduct. I took the Cumberland to Georgetown hikes in 1994 and 1999. I'm was Budget Committee Chairman for the 1999 Thru Hike.

We've lived in Montgomery County, MD since 1963. I am retired from the Federal government, where I was employed as an Operations Research Analyst. One of my positions was in the Department of Energy, where I was involved with energy conservation in general and solar energy in particular.

As a Board Member, I will try to develop programs that will encourage other members to enjoy the facilities of the Park and to become more active in our organization.

THE NEWS FROM ENGLAND

Can you imagine a canal only 20 miles long with 74 locks and a tunnel more than three miles long? See for yourself at the Pennine Way in the Peaks District of England between the industrial cities of Manchester and Huddersfield. Here you'll find the Huddersfield Narrow Canal (a spin-off from the Huddersfield Broad Canal), built to develop an additional watered route through the rugged terrain that was a barrier between these manufacturing centers.

Between these cities stretches the high moor known as the Pennine Way, topped by the village of Standedge. Under this village are now railway tunnels connecting the two industrial centers as well as the canal tunnel. Before 1811 when the waterway was completed, packhorses used the line of the Huddersfield Narrow to transport goods across the Pennines as the shortest route between the two coasts. Where someone might have thought inclined planes could do the job, the early engineers who crafted this canal decided on the locks-and-tunnel combination as the way to cross this pesky elevation. The result was the longest and highest canal tunnel in Great Britain.

Work began in the winter of 1998-99 on a major ca. \$43-million renovation of this canal from Aston-under-Lyme in Tameside to Huddersfield, a waterway that was an important connection in Britain's inland waterways network. The canal eventually succumbed to competition from the railroads in 1944. The decision to restore resulted from the establishment by some enthusiasts in 1974 of the Huddersfield Canal Society, which sought to reopen the waterway. These canal buffs spent the next 20 years agitating for support. Victory came with the establishment of the Millennium Canal Commission by the British Government. This body was established to celebrate the millennium by funding the restoration of important historic sites in Britain. With the commission's commitment to provide about half the cost of the renovation, the canal society began work in earnest, first by establishing the Huddersfield Canal Company to manage the restoration. The English Partnerships, a national agency involved in restorations, provided most of the additional funding. The three local councils serving the communities through which the canal runs are providing further funding.

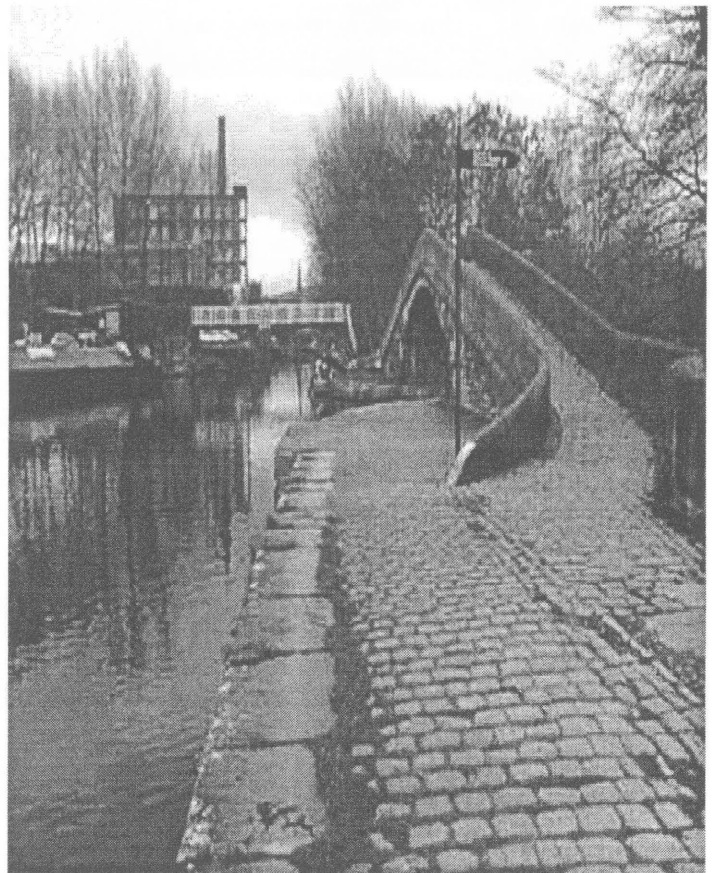
Target date for the restoration is April 2001. After that, the society will busy itself with maintaining the waterway for recreational boating. The canal has been restored from Marsden in the Colne Valley, where the tunnel emerges at its northern end, to the village of Slaithwaite, but the towpath is usable all the way to Huddersfield. At Marsden, the tunnel keepers' cottages have been converted to an information center. For hikers who don't relish three miles of darkness a 12-mile circular trail extends from Marsden at the northern end to the southern end of the tunnel at Diggle.

Fortunately the canal was in reasonably good shape except for incursions by road building and private use. Work remains to be done: dredging of silted sections is in progress; repairs to locks are also needed. A few roads or streets that have

obstructed the canal will be reconstructed. At a thoroughfare called Wool Road the work now in progress involves exposing an original arched bridge that earlier roadwork buried. Restoration of the flights of locks from both ends of the tunnel is now also underway.

The result of this restoration will open this remarkable short canal to hikers, bikers and boaters. This influx of recreational users will also enhance the economies of the contiguous communities. The opportunity to hike the Huddersfield Narrow Canal will afford a unique experience, especially for hikers who like to go uphill and downhill. And then there is the tunnel. As the British would say, "Don't forget your torch."

- - Hal Larsen



Portland Basin in Ashton under Lyne, where the Huddersfield Canal meets the Ashton and Peak Forest Canals



LOSS OF A LANDMARK

On Thursday November 11, 2000, *The Washington Post* ran a short piece titled "Fire Destroys Popular Country Store." It was practically hidden toward the end of the regional news briefs, but to those of us who know and love the C&O Canal, Bill's Place in Little Orleans, MD was special.

The Post article mentioned the 6,000 dollar bills stuck to the ceiling that we all know were left by customers just in case they were short on cash and needed a cold beer on their next trip through. They talked of the store and tavern's offerings of food, country music and canoe rentals making it a popular stop for hikers, anglers and Potomac River boaters.

What the Post could not say was what a welcome sight Bill's Place was to a band of wet and weary 1999 Thru-hikers who had just spent three and a half days hiking through chilly rain and mud. A warm, dry haven that served up great cheeseburgers, french fries and frosty cold beer made it "the" place to stop for lunch no matter how early it was in the day.

My last trip into Bill's was at the end of the Paw Paw Bends canoe trip in mid-October. Even though the floors were freshly oiled and the kitchen closed, we were welcome to sit a spell, sip a cool drink and pay a visit to the "Mayor's Office".

Most of us have a lot of good memories associated with trips to Bill's Place. Even though I have seen the remains of the sooty foundation with my own eyes, I find it hard to believe that it's gone.

- - Barbara Sheridan

**Cumberland Times-News, Cumberland, Maryland,
Thursday, November 9, 2000
Little Orleans fire accidental, investigator says**

JEFF ALDERTON
Times-News Staff Writer

LITTLE ORLEANS -- Fire that raced through Schoenadel's Grocery Store has been determined to be accidental following a daylong investigation Wednesday by the State Fire Marshal's Office. "It was definitely not incendiary and it originated in the kitchen," said Deputy Chief Fire Marshal Mark Bilger of the Western Region Office at Hagerstown.

"There is nothing suspicious and it appears to be purely accidental. We collected some materials that were found at the point of origin in an effort to determine the exact cause," said Bilger, who also employed an arson-detecting dog in the investigation of the 3 p.m. fire that destroyed the 3,540 square-foot building located a stone's throw from the C&O Canal.

While the loss was estimated initially at \$350,000 at the business known as Bill's Place, the number could rise.

"The final damage cost has not yet been determined. Based on the size of the building, contents, antiques, cooling boxes and freezers, our rough estimate is \$350,000 but that figure could go up," said Bilger.

The owners, William and Edith Schoenadel, had no insurance to cover their loss. "There is no insurance involved. The building was so old that no one would insure it," said Bilger. The property was estimated to be at least 100 years old and Schoenadel had owned it for the past three decades.

The business was reportedly closed when the fire occurred after Schoenadel had left to vote and then cut grass on his nearby property. A relative started toward the store for refreshments when she saw the fire and alerted Schoenadel, according to Bilger.

The building, consisting mostly of heavy timber construction, was destroyed by the two-alarm fire that was fought by 40 volunteer firefighters.

"There is nothing that the owner can rebuild. Everything will have to be cleared out. The owner has indicated that he will look at rebuilding," said Bilger.

The Schoenadels are now reportedly staying with relatives.

THE LANDMARK AT LEVEL 53

It can only live now in Towpath lore
The storied bar - All contents galore
Mark the passing of "Schoenadel's Grocery Store"
The Landmark at Level 53
A Legend in its time

by Jim Preston

Schoenadel's Grocery Store - Also known as Bill's Place, Bill and Ethel Schoenadel, Owners

THE MONOCACY AQUEDUCT REPORT



Ruins of warehouse next to boat basin at the Monocacy Aqueduct

Anyone who today goes to the Monocacy Aqueduct sees the nearby stone foundation of an old warehouse and the outline of the adjacent boat basin (now empty and with trees growing out of its bottom). If you happen to look inside its walls you will now see sections of aqueduct railing stored there by the Park Service after they were torn off the aqueduct by debris rushing down the Monocacy River in the 1972 Agnes Flood. Today's scene was not always like this. A thriving Village of Monocacy sprung up close to the Monocacy Aqueduct during the C & O Canal's hay day. Here close to the aqueduct the village stood - its houses its flour mill, a doctor's home and a post office. Now we only see meadow and woodland. The warehouse, which was probably several stories high, stored grain and other items of commerce that passed through this little canal port. Local farmers shipped out grain and produce and goods came in by canal boat to serve local needs. At this point we know of no photographs showing scenes of the old village. However, we have in our archives a copy of a page taken out of an old commercial directory (evidently like today's yellow pages without the phone numbers - no phones) telling us something about Monocacy Village. We reprint the directory item below. C. W. Collier, the grain dealer listed, evidently, owned and operated the warehouse and it likely was dubbed the Collier Warehouse much like the Cushwa in Williamsport. This is a surmise. In any case, we think our readers will find the item revealing.

From an old Montgomery County commercial directory, circa 1909-10-11

Monocacy - Is a Village Located in Montgomery County, near the Monocacy River and C & O Canal, 24 miles northwest of Rockville c h, and banking town. Ship to Dickerson, 2 ½ miles on Met Br B & O R R. Daily stage to Dickerson. Population, 23
Colier C W, grain dealer
Gott John S, flour mill
Shreve C W, physician

Monocacy Farmers

David Conrad, John Cornwell, William Eagle, John Frey, L Jones, Andw Melon, BT Shreeve, CW Shreeve, B F Shreeve, T J Shreeve, G B F Walter, John C Whalen

- - Carl Linden

BIKE TRIP OCTOBER 2000

Eight pilgrims left Georgetown on Monday, October 9 on the fall thru bicycle trip to Cumberland. The pilgrims were led by Tom Perry and included Kitty McEwan, Dick Zorn, June Heise, Agnes Castleman, Fred Slick, Jon Wilson, and Al Shane. They were soon joined by Annilee Oppenheimer. The group pedaled past crew boats practicing on the Potomac. There were two contingents with the group: the campers and the motel muffins. As the name implies, the campers slept in tents and even made some early attempt at cooking over campfires. However, reason soon prevailed, and Tom was able to lead them to meals in restaurants thereafter. Dick Zorn was the lone muffin on Monday night, but was soon joined by Norn Liebow and Al Cohen at Whites Ferry.

The motel muffins stayed in hotels and bed and breakfasts. Their complaints of wrinkled sheets and tepid showers fell on deaf camper ears. Monday was cold and overcast, and the pilgrims experienced rain and sleet late in the afternoon, but by Tuesday the weather was improving and they would not have to deal with mud, the most discouraging of trail conditions.

Tuesday morning the friends left Whites Ferry after a hot breakfast from the grill and donuts provided by Norn L. They passed the Monacacy Aqueduct and discussed restoration of the structure and politics. Office holders were condemned or praised based on their commitment to the C&O Canal National Park.

Al Shane showed the bikers a swivel bridge at Point of Rocks that was the site of a confrontation between John Mosby and some Union troops during the Civil War.

That night, thanks to Tom's negotiating skills, an extra dollar bought the campers a shower at the Harpers Ferry Hostel where they were camping in the yard. The squeaky clean campers met the muffins at the Cindy-Dee restaurant for dinner and breakfast the next morning. The health benefits of scrapple for breakfast were discussed.

Wednesday's destination was Williamsport. Tom P.'s connections allowed the group to find a cold drink and snack at the Western Md. Sportsman's Club. Our hosts, Paul and Evelyn Schlotterbeck provided the group with trail magic (Special hospitality at just the right moment in time). After lunch the bikers took the detour to McMahon's Mill (A.K.A. Charles Mill) and rode on to Williamsport. Tom and Linda Perry were the hosts Wednesday evening. Linda provided a midpoint celebration with hot apple cider and ginger cake topped with hot lemon sauce. In a spirit of conviviality the group voted to give the \$300 from registrations to the Canal Place Authority, with the request that this donation be used for beautification/maintenance of the canal boat replica.

After a breakfast at the Williamsport American Legion, the pilgrims rode on to Hancock where the owner of Shives Pizza entertained them with one-liners and lunch. Thursday's destination was Little Orleans, or more precisely Bill's Store, which is the hottest topic of conversation by hikers and bikers from Cumberland to Fort Frederick. Bill's Store is a combination restaurant, tavern, camp store and natural history

museum. Shane, Bill's grandson, waited on the group and entertained with songs and guitar playing. Shane is developing a hostel-like facility nearby that might be of future service to canal travelers.

Friday's weather was perfect with sun on fall leaves. The muffins, always good hosts to the campers, provided a wonderful lunch. The group rode on to the rail station complex at Cumberland, met by a welcoming committee of Jon W.'s wife and children. There were hospitality tents and dignitaries galore present for the celebration of the completion of the canal in 1850. Tom was able to wangle an invitation to a lovely reception where the group provided a unique answer to the *How did you get here* question. The answer: They had biked 185 miles to be present for the festival and deliver a \$300 gift!

- - Fred Slick

COMMENT FROM PARTICIPANTS IN THE 2000 THROUGH -BIKE RIDE:

"I've never seen ripe Paw Paws before, and they are similar to papayas, only green, with delicious smooth yellow innards and big brown seeds. I scrambled around picking up handfuls"....

"We saw a bald eagle overhead and later flushed a whole flock of turkeys near the towpath."

"Three campers were not seen until the end of the day and missed the catered lunch. It was necessary, because of the Trash Free Park Policy, to eat all their lunches".....

"From the train station everything in Cumberland is up."

"Tom took us up a steep slope at 138.5 to see a tunnel "in use;" but it was "in use" for people and chipmunks".....

Welcoming comments at a certain place: "no heat in bath, no heat in bedroom; morning dawned

cold." *For Sale* sign pointedly displayed in yard".....

The saddle-sore bikers were seen riding proudly to their destination.



Through Bikers - Year 2000

2001 THROUGH BIKE TRIP

Next year our bike trip will return to its usual format, taking advantage of the Columbus Day holiday but moving from west to east, and doing the 185 miles in six days. Of late we have been able to integrate the camping contingent with those who prefer the comfort of motels or B&Bs (affectionately dubbed muffins), so we plan our schedule so that both types of riders can participate.

The muffins are responsible for making their own reservations; we provide names and phone numbers of places to stay. The ride will start in Cumberland and reach Georgetown on October 8 (observed as Columbus Day). Instructions for registration will appear in the next issue of *Along the Towpath*, but if you have questions or suggestions already you can call Tom Perry at 301-223-7010.

ERIE CANAL HOSTS WORLD CANALS CONFERENCE



The workboat TRENT, from the Trent-Severn Waterway in Ontario, arrives at Corn Hill Landing during the grand flotilla that marked the opening of the World Canals Conference in Rochester, NY.



Governor Pataki inspects the New York State Canal System exhibit

The World Canals Conference held in Rochester, New York, in September commemorated the 175th anniversary of the completion of the original Erie Canal. By all standards of measurement, the conference was outstanding. From the opening flotilla of boats to the closing fireworks in the rain, it was an artistic, intellectual and logistic success.

The Sunday grand opening featured the arrival of a flotilla of boats at Corn Hill on the Genesee River. The highlight or the welcoming luncheon the next day was an address by New York Governor George Pataki. The five-day conference program included many excellent speakers. They were organized into three concurrent program tracks for delegates to choose among, including History, Education and Interpretation; Economic Development and Commercial Utilization; and Tourism, Recreation and Promotion. Monday afternoon field trip options included several walking tours of canal sites in the city of Rochester. On Tuesday, the delegates traveled to Pittsford to visit the canalside development at Schoen Place, before returning for dinner at the George Eastman House. Wednesday's field trips offered delegates a choice. Those traveling east went to Camillus and the Nine-mile Creek Aqueduct on the old Erie Canal near Syracuse, with stops at several locations on the modern barge canal, including the dry-dock and Lock #27 at Lyons. The group that went west visited the flights of locks at Lockport and various sites along the way. The two tours re-united at Fairport in the afternoon to board boats for a canal cruise across the Great Embankment to Richardson's Canal House for dinner and entertainment.

The conference was co-hosted by the Canal Society of New York State and the New York State Canal Corporation. The latter, a subsidiary of the N. Y. Thruway Authority, promotes, maintains and operates the New York State Canal System. The canal society, much like the C & O Canal Association, is an all-volunteer group founded in 1956 and dedicated to fostering study or New

ERIE CANAL HOSTS WORLD CANALS CONFERENCE - continued



On board the SAM PATCH on the Erie Barge Canal. Front John and Gloria Lindt, Adam Foster. Rear Sonny DeForge, Ken Rollins, Carl Linden.



Conference delegates view the Genesee River Aqueduct in Rochester. When the barge canal replaced the old Erie Canal in 1918, the aqueduct was converted to a street bridge and is still in use.

York canals and preserving the historic legacy of the state's canal system, structures, sites and records.

The conference also served as the occasion for the annual membership meetings of the American Canal Society and Inland Waterways International.

The C & O Canal Association was represented at the conference by a large delegation led by President Ken Rollins and vice-presidents Chris Cerniglia and Karen Gray. Among other Association members attending were Wayne Cerniglia, Sonny DeForge, Adam Foster, Dave Johnson, Nolan Jones, Bob Kapsch, John Lamb, Carl Linden, John and Gloria Lindt, Kate Mulligan, Dick Pfefferkorn, Lee Struble, Bill Trout, and Pat White. Rangers Kathleen Kelly and Sandy Tennyson represented the C&O Canal National Historical Park.

The Rochester conference was the thirteenth annual meeting in a series that began as a modest symposium for managers of historic canal parks and has grown into a major international event. The WCC has changed greatly since its beginning in 1988 as the National Conference on Historic Canals. It quickly attracted participation by non-professional canal enthusiasts representing state and local canal organizations. It became the International Historic Canals Conference in 1990, when the third conference was hosted by Parks Canada at the Rideau Canal in Ontario. The 1992 conference at Harpers Ferry was jointly hosted by the C & O Canal Association and the National Park Service. The name "World Canals Conference" first appeared in 1996 when the conference was held in Birmingham, England. Of the thirteen conferences to date, eight have been in the United States, three in Canada, one in the United Kingdom and one jointly in France and Belgium. The 2001 conference will be held next May in Dublin, Ireland.

- - Dave Johnson
Photographs - Carl Linden

THOSE INCREDIBLE SHRINKING LOCKS

As David Johnson noted in his article in the June issue on the Shenandoah River Lock (A Case of Lockjaw, Vol. XXXII, No. 2, June 2000, p. 5-6), it can't be taken for granted that the width of C&O Canal locks is 15 ft. In reality there were changes and variations that make the issue of lock width less than simple. Some of this complexity is documented by National Park Service historian, Harlan D. Unrau, in his June, 1978 historic structure report on the Chesapeake and Ohio Canal's Masonry Locks. The information below is primarily from this source.

A report by company President Charles Fenton Mercer submitted Sept. 10, 1828, stated that the locks of the canal would be 15 ft. wide "in the clear," (p. 10); and C&O Canal Co. specifications issued in both 1829 and 1837, were for locks that were 15 ft. wide. (p. xi). The C&O Canal's first Chief Engineer, Benjamin Wright, responded on Sept. 1, 1829 to Mercer's request for information on the size of boats adapted to C&O locks by

saying that the maximum size of a C&O boat would of 90 ft. “from stem to stern” and 14 ½ feet width, “having 6 inches play....” (p. 22).

It wasn’t long however before the problem of “pressing in of the walls” had to be confronted. In an extensive report on June 16, 1835 chief engineer Charles B. Fisk reported to canal Commissioner George Bender that he had “lately had the locks from Berlin [Brunswick] to Shepherdstown measured...about every 20 feet in length of the locks.” This resulted in evidence that “the only part of the lock on the timber bottom, that holds its own, is that immediately in line with the breast wall.” (The breast wall is the wall that constitutes the rise from the floor of the lock chamber to the floor of the level of the prism of the upstream level.)

Fisk then recommended a change in the way the foundations were built that he believed “will prevent unequal settling lengthwise of the masonry, and is an additional security against the pressing in of the walls.” He recommended, among other things, that there be a batter in the walls between the gates, so that the locks will be 15 ft. wide at the bottom but 15 30/100 ft. at the top. And he states: “This batter is not continued regularly throughout the chamber, but swells gradually to the center from either end.” (pages 53 and 56) He also recommended changes in the way the foundations were built.

Resident Engineer Thomas F. Purcell strenuously objected to Fisk’s suggested changes. He did not deny the problem but rather noted that “further examination of this subject has led me to know that in all the locks this partial collapse of the walls has taken place, and that the quantity of it, is proportioned to the degree of firmness of the foundation on which the timbers rest, that sustains the weight of the walls.” His analysis of this problem, the factors that contribute to it, and the way to minimize it, differs in several basic details from Fisk’s. (p. 56).

In 1836 the board accepted Fisk’s recommendations and his specifications are found in “The Instructions for Constructing the Locks” sent to Purcell on July 3, 1829, are Fisk’s. (p. 66)

As the opening of the canal all the way to Cumberland approached in 1850, engineer William Bryan was instructed to “measure the dimensions of the locks and to determine the operating capacities.” Bryan found lock 36 [1.74 mi. above Harpers Ferry] “was only 14 6/10 ft. wide at the narrowest point and 14.8 ft. at the gates.” Bryan suspected this was “the worst lock upon the canal.” (p. 77)

A year after the 1850 opening of the canal from Cumberland there were complaints from boats owners “that several lock chambers were not wide enough for their boats.” Chief Engineer Fisk responded by instructing that up to 3/4ths of an inch be taken off the face of each wall of those locks that were too narrow. (p. 79) In giving these instructions he noted that “the walls have not pressed in equally throughout their entire length” but rather “a few feet of their top [has] yielded more than that below.” The dressing of the face therefore was to strive for uniformity. That uniformity, Fisk states, should be “14 ft. 8 ½ in. as the least width the locks should have at all points.” (pages 79 & 82)

That problems remained is clear from the fact that on July 1, 1857, the board ordered the division superintendents “to measure all the locks...and to report...and such locks as do not entirely correspond in their dimensions with the established standards of 100 ft. by 15 ft.” (Was this board unaware that 6 years previously Fisk had set 14 ft. 8 ½” as the minimum width?) The responses of two superintendents were found by Unrau, and they report Locks 56-57 (above Dam 6 near Sideling Hill) varied from 15 ft. to 15 ft. 7” while locks 27-40 varied from 14 ft. 7” to 14 ft. 10”. (pages 82-83)

That the movement inward of lock walls, or portions of the walls continued to be a problem is obvious from reports such as that in 1887 that the towpath wall of Lock 2 had been rebuilt because it had settled in a way that prevented boats from passing. It can also be presumed that the loss of wall stability and narrowing of the chamber sometimes necessitated the rebuilding of foundations. (p. 126-127).

Unrau notes that little information is available about work on canal structures during the years that it was operated under the court appointed receivers, the B&O Railroad, and/or its subsidiary, the Chesapeake and Ohio Transportation Company (1890 to 1924). Nor does Unrau cite any references to the issue of lock width in his brief coverage of the rehabilitation of the locks between Georgetown and Seneca by the Civilian Conservation Corps between 1938 and 1942. Today the inward leaning of lock walls and sometimes even the bulging inward of the upper, center wall stones is apparent to the unaided eye on many locks. When sufficiently severe, this deterioration in lock stability necessitates the bracing of lock walls (e.g. lock 6) and the filling in of some lock chambers (e.g. lock 36) to prevent their collapse. One wonders if any lock, except perhaps those recently rebuilt, still measure 15 ft. in width.

- - Karen M. Gray

Membership Renewal Changes

Time really flies when you are enjoying the countless amenities along the C & O Canal. Where has the year gone? Can it already be time to renew your membership in the Association for 2001? The answer, of course, is yes!

As you know, annual membership runs from January 1 through December 31 regardless of the date you joined the Association or the date you paid your dues last year. The only exception is for new members who join late in the year and have their dues credited for the following year (check expiration date on the membership card). As specified in the by-laws, all renewals are due on January 1.

It is important to receive renewals early in the year to assure that funds are available for our various programs and projects. Our previous practice of including renewal notices in the December and March newsletters, followed up later by a letter to those members who have not responded, has not been as effective recently as it has in the past. Therefore, the board of directors has approved a modification to the renewal process.

Included in this issue of *Along the Towpath* is your first dues renewal notice. This notice includes a survey on your interests relative to the park and space for comments. You can save the Association a considerable expense and many volunteer man-hours by using this form and responding promptly to renew your membership for 2001. Members who have not responded by the end of January will receive a second notice in the mail.

Your continued support and membership in the Association are needed to assure this valuable resource will be there in the future for all to enjoy. Remember, COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

Hopefully these changes will produce the desired results of funding the budget early in the year, reducing the membership renewal process from 6 months to 3 months or less, and providing information to the Board so we may address your concerns and better serve your interests. Please help us to achieve these goals.

- - Barbara Sheridan
Membership Coordinator

THE ASSOCIATION WELCOMES NEW MEMBERS

Bachtell, James B	Hagerstown, MD
Blackburn, Jessie	Takoma Park, MD
Bowman, Don & Jone	Williamsport, MD
Brevetti, Rossella	Washington, DC
Close, Lou	Hancock, MD
Conde, Rich	Mt. Airy, MD
Crago, Gordon F.	Falls Church, VA
Davis, Tammy	Gaithersburg, MD
Dixon, Michael	Washington, DC
DuVal, Frank	Frederick, MD
Edson, Charles L.	Chevy Chase, MD
Eicke, John	Silver Spring, MD
Ellenbogen, Benjamin S.	Washington, DC
Etter Jr, Thomas C.	Arlington, VA
Fink, Michelle	Poolesville, MD
Fitzgerald, Angela E.	Washington, DC
Gardner, Tish	Washington, DC
Hafkin, Nancy S.	Rockville, MD
Hampton, Laurence C	Silver Spring, MD
Hiett Family, Jan ,Kenneth	Hagerstown, MD
Hutter, Paul	Cumberland, MD
Jantzen, Franz M	Washington, DC
Jeffreys, John S. & Helane	Columbia, MD
Kane, Barbara L	Waldorf, MD
Kaplan, Walter & Benita	Gaithersburg, MD
Kapsch, Robert J.	North Potomac, MD
Kohn, B. Alexis	Rockville, MD
Kottler, Rose Anna	Phoenix, MD
Krizek, Dennis M.	Gaithersburg, MD
Lambert, Jane	Winchester, VA
Larew, Telford W.	Greencastle, PA
League, John	Williamsport, MD
Lesser, Nancy & David	Bethesda, MD
McCleaf, Craig	Hagerstown, MD
Mora, Jeffrey G.	Washington, DC
Mullenex, James & Joanne	Cumberland, MD
O'Brien, Patrick & Bobbie	Alexandria, VA
Oppenheimer, Annilee & William	Bethesda, MD
OuterQuest Schools	Poolesville, MD
Petersen, Paul	Winchester, VA
Reitwiesner, Mrs. George W.	Gaithersburg, MD
Rivers, Sabrina	Gaithersburg, MD
Sacks, Thomas	Bethesda, MD
Schaffrath, Danielle	Washington, DC
Schmidt, Albert	Washington, DC
Schmidt, Kathryn	Washington, DC
Schwinn, Gerald Allan	Washington, DC
Shah, Michael & Faith	Silver Spring, MD
Shane, Alan R	Williamsport, MD
Snyder, Albert	Oldtown, MD
Steffey, Phoebe	Sykesville, MD
Strada, Joseph	Fairfax, VA
Taylor, Gatewood	Vienna, VA
Tennyson, Mark & Tina	Alexandria, VA
Vankevich, Peter	Washington, DC
Wilk, Joe & Tara	Gaithersburg, MD
Zoeller, M/M Michael J.	Washington, DC
Zubeck, John C	Reston, VA

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
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 - locations and activities to be determined. Call NPS Volunteer Office for information, 301-767-3706 or 301-714-2233.
2000		
Dec 31	Sun	New Year's Eve Hike. Meet at Hancock Visitor's Center at 2:00 P.M. Dinner will be shared after the hike. Contact Pat White, 301-977-5628.
2001		
Jan 1	Mon	New Year's Day Hike. Meet at Hancock Visitor's Center at 10:00 A.M.
Jan 13	Sat	Continuing Hike Series. Licking Creek Aqueduct Access to 4 Locks. Meet at Four Locks Parking Lot (under culvert near river) at 10:00 AM. Contact Pat White, 301-977-5628.
Feb 4	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Feb 18	Sun	Continuing Hike Series. Licking Creek Aqueduct Access to Hancock. Meet at Hancock Boat Ramp at 10:00. Contact Pat White, 301-977-5628.
Mar 3	Sat	C&O Canal Association Annual Meeting. Williamsport Fire Hall. Hike at 10:00 A.M. Meet the candidates at 1:30 P.M. Meeting 2:00 - 4:00 P.M. Happy Hour at 4:30 P.M. Banquet at 5:30 P.M. Reservation form enclosed.
Mar 24/25	Sat/Sun	Continuing Hike Series. Saturday - Cohill Station to Hancock. Meet at Hancock Boat Ramp at 10:00. Cohill Station to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00. Contact Pat White, 301-977-5628.
Apr 1	Sun	Board Meeting. Williamsport Library. 1:00 P.M.
Apr 21	Sat	March for Parks. Carderock and Williamsport. Details in the next issue.
Apr 28	Sat	Justice William O. Douglas Hike. Georgetown to Glen Echo. Details in the next issue.
May 15-19	Wed-Sat	World Canal Conference. Ireland. Write to Conference Partners, 96 Haddington, Ballsbridge, Dublin 4, Ireland. Brochures available at the Annual Meeting in March.
May 19 and 20	Sat/Sun	CanalFest. Cumberland, MD. Contact Mary Anne Moen, 301-759-3197.
May 19 and 20	Sat/Sun	Continuing Hike Series. Saturday - Bonds Landing to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00. Sunday - Bonds Landing to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00. Contact Pat White, 301-977-5628.
May 20-22	Sun-Tue	85 Mile Bike Ride. Cumberland to Williamsport. Contact Tom Perry, 301-223-7010.

Jun-Aug	Sat/Sun	Lock 75 Lockhouse, North Branch. Volunteers needed to staff the Lockhouse and provide visitors with Park and Association information. Contact Ranger Rita Knox, 301-722-8226.
June 3	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Jun 16/17	Sat/Sun	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 7	Sat	Montgomery County History Tour Day. Monocacy Aqueduct, 1:00-5:00 P.M.
Jul 8	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association. 5:30 P.M. Bring lawn chairs and a dish to feed six persons.
Aug 5	Sun	Board Meeting. Williamsport Library. 1:00 P.M.
Aug 18-25	Sat-Sat	Montgomery County Fair. The Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact Rita Bauman, 540-888-1425.
Aug 25/26	Sat/Sun	Williamsport Canal Days. Contact Tom or Linda Perry, 301-223-7010.
Sep 15/16	Sat/Sun	Hancock Apple Days, Contact John Popenoe, 301-678-6379.
Sep 15/16	Sat/Sun	Sharpsburg Heritage Festival. Contact Joan or Bob Fisher, 301-416-6379.
Sep 15/16	Sat/Sun	Day trip canoe weekend on the Monocacy River. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934 for information and reservations.
Sep 22/23	Sat/Sun	Continuing Hike Series. Saturday - Oldtown to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00. Sunday - Oldtown to Lock 75. Meet at Lock 75 Parking Lot at 10:00. Contact Pat White, 301-977-5628.
Oct 3-8	Wed-Mon	Through-bike-trip. Cumberland to Georgetown. Led by Tom Perry, 301-223-7010. Camp or stay at B&Bs/motels.
Oct 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Oct 27	Sat	Annual Heritage Hike and Joint Event with the Pennsylvania Canal Society. Williamsport area. Ride bus or hike; evening banquet at the Williamsport Fire Hall. Details later.
Oct 27	Sat	Spook Thing at the Great Falls tavern. NPS event. Details later.
Nov 17	Sat	Continuing Hike Series. Lock 75 to Cumberland. Meet at Cumberland Visitors Center at 10:00. Contact Pat White, 301-977-5628.
Dec 1	Sat	Annual Frostbite Hike. Location to be announced. Contact Ken Rollins at 804-448-2934.
Dec 2	Sun	Board Meeting, Williamsport, Tom and Linda Perry's, 116 Conococheague St., Williamsport, 1:00 PM.
Dec 16	Sun	Carol Sing at Great Falls tavern. 1.00 P.M.
Dec 31	Mon	New Year's Eve hike. Details later.

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

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

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Membership in the C & O Canal Association is open to all persons with an interest in the C & O Canal, the C & O Canal Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, and are assessed on a calendar-year basis. Dues should be mailed to the C & O Canal Association at the above address. A newsletter subscription is included with membership.

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

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

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<u>Treasurer</u> David M. Johnson 301-530-7473	9211 Wadsworth Dr. Bethesda, MD 20817
<u>Information Officer</u> Mickey Reed 301.469.9180	8221 Burning Tree Road Bethesda, MD 20817-2908

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

Archives	Molly Schuchat
Canal Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Ralph Donnelly/Fred Mopsik
Level Walkers	Karen Gray
Festivals	Rita Bauman
Programs	Thomas Perry
VIPs	John Lindt
Membership Coordinator	Barbara Sheridan
Editorial	Frederick Mopsik

Editorial Staff
Editor: Frederick Mopsik 301-320-2111
mopsikj@erols.com

Associate Editors Carl A. Linden, Nancy Long, Dave Johnson

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 Asst Ch. Ranger & Chief, Visitor Protection Branch 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 Vacant Doug Stover Debbie Conway Bob Hartman Nancy Brown Don Copenhaver
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PALISADES DISTRICT
11710 MacArthur Blvd, Potomac, MD 20854

District Ranger 301-767-3707 Supv Ranger - Fee Collection 301-767-3703	Tom Nash Terry Barbot
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<u>GEORGETOWN VISITORS CENTER</u> 1055 Thomas Jefferson Street, Washington, D.C. Sup. Ranger - Interpretation	202-653-5190 Kathy Kupper
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<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 301-714-2236 Western Subdistrict 301-478-5063 Central Subdistrict 301-842-3279	Dwight Dixon Matt Stoffolano John Bailey George DeLancey Luis Krug
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Eastern Subdistrict 301-432-6348 District Interpreter	Bill Orlando Martin Gallery 301-582-0813
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<u>WILLIAMSPORT VISITORS CENTER</u> 205 West Potomac Street, Williamsport, MD 21795 Park Ranger - Interpretation	301-582-0813 Donna Swauger
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<u>HANCOCK VISITORS CENTER</u> 301-678-5463 326 East Main Street Hancock, Maryland 21750 Park Ranger - Interpretation	Paul Apple
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<u>CUMBERLAND VISITORS CENTER</u> 301-722-8226 Western Maryland Station, Cumberland, Maryland 21502 Park Ranger - Interpretation	Rita Knox
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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.

OTHER USEFUL TELEPHONE NUMBERS:

24-Hour Emergency Georgetown Boat Operation Abner Cloud House Fletcher's Boat House (Concessionaire) Canal Clipper, Great Falls Tavern Swains Lock (Concessionaire) Carderock and Marsden Reservations	301-739-4206 202-653-5844 202-472-2679 202-244-0461 301-299-2026 301-299-9006 301-299-3613
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FOR LIFE-THREATENING EMERGENCIES DIAL 911

**CHESAPEAKE AND OHIO CANAL
ASSOCIATION
ANNUAL MEETING**

**Saturday, March 3, 2001
Williamsport Volunteer Fire Hall
Williamsport, MD
See Insert**

Please Note:

**Address and Email Change for Submission of
Articles for Publication in *Along the Towpath*.
See Page 23**

Welcome to our new editor, Fred Mopsik.

A Happy Holiday Season to All

**It's Time to Renew Your Membership
See Page 19 and the Insert**

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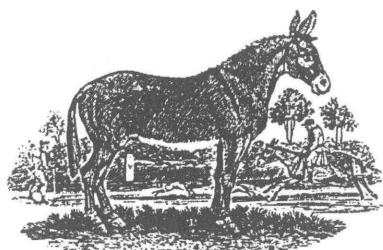
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