



ALONG THE TOWPATH



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CHESAPEAKE & OHIO CANAL ASSOCIATION

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

DOUGLAS HIKE COMMEMORATIVE STAMP CAMPAIGN

Write Your Letters of Support Now!

The C&O Canal Association has proposed to the US Postal Service that it issue a Douglas Hike Stamp in 2004 to mark the 50th anniversary of Justice William O. Douglas' 1954 hike to save the C&O Canal. Douglas walked the towpath from Cumberland to Washington to head off plans to pave over the canal bed as a scenic highway and to promote the establishment of the C&O Canal National Historical Park.

Write your letter of support to the Postal Service for the issuance of a Douglas Hike stamp. Already we have letters of support from Senators Sarbanes, Mikulski, Congresswoman Morella and Justice Sandra Day O'Connor as well as other dignitaries. Such letters are needed, but original, written letters from private citizens are essential. The decision to issue a stamp is based in part on the depth of support for the issue. We are asking our membership to join in the campaign to honor the event that led to the Canal Park that we all love.

Say in your own words why you think such a stamp is appropriate and needed in celebrating the 50th anniversary of the Douglas Hike in 2004. To aid in your letter writing, we are presenting some suggested ideas.

Douglas stamp, continued on page 2



Justice William O. Douglas leading the 1954 Hike to save the Canal

DOUG FARIS HONORED FOR RESTORATION WORK

On April 25, Superintendent Doug Faris, Regional Director Terry Carlstrom, Stewart Fox, Daniel Copenhagen and Robert Kapsch were cited by the American Society of Civil Engineers, National Capital Section for running the outstanding Civil Engineering Project, the C&O Canal Flood Recovery Program. This project included not only the restoration of the Canal from the two 1996 floods, but also the campaign, which officially started in January of 1996, to restore the Monocacy aqueduct.

The citation specifically calls attention to the large outreach program both in terms of volunteers and professional assistance. The emphasis on sustainability for future floods in all its aspects, from hydrology to climate to historic preservation, was especially noted so that the C&O Canal NHP will survive in the future.

Especially gratifying was the mention of the effort to restore the Monocacy aqueduct. In particular, \$7 million has been requested by the Department of the Interior for the design and restoration of the Aqueduct. The role of the C&O Canal Association, in partnership with the NPS, was recognized as a vital part of this effort.

As a member of COCA it was especially rewarding to see this program reaching fruition. It is also testimony to the long, continual and effective effort of Carl Linden, who heads the Monocacy Committee and has made sure that we never lost our way no matter how hard the task had seemed.

Fred Mopsik



DOUGLAS HIKE TOURS GEORGETOWN

This year's Douglas hike started from the Tidelock, mile zero, to as far as mile 10.5 at Carderock. The format was a little different as there was a common starting point for the different length hikes with the finish spaced out due to parking restrictions at Thompson's Boat House. There were some bus problems, but not enough to spoil the day, which was sunny and in the 60's, almost perfect walking weather.

Karen Gray gave a marvelous historical picture of the Tidelock area which is in sight of the River, Key Bridge and the Washington Cathedral in the background, high above the trees. During this time we could see many boat crews entering and leaving the river for practice. One of the highlights of the hike was being piped from the Tidelock at Thompson's Boat House, to the



Start of hike at Thompsons Boat House led by piper . Carl Linden

formal start of the canal in Georgetown as we walked along Rock Creek Parkway. The looks on some of the drivers as we passed by was a combination of puzzlement and joy.

This was the first time that I had actually started a walk in this area in this direction, usually I am walking into Washington, at least for the first part of the walk. It certainly changed the perspective on this part of the canal and for some reason made the walk seem shorter. It also made me turn around often to make sure as to just where I was.

In the evening we met at the Bannockburn Club house where Karen gave another talk on the life of Charles Fenton Mercer, the first President of the C&O Canal Company. The history is being serialized starting in this issue on Page 6.

Fred Mopsik



Canal in Georgetown. Fred Mopsik

Douglas Stamp, continued from page 1

- The Douglas Hike led to the creation of a great national park on the Capital's doorstep.
- Without it we would have another highway instead of a national treasure.
- The C&O Canal NHP preserves in the Canal and its structures the history of the great canal era and our young nation's move westward. It is the best preserved of all the canals that were so prominent in the early 19th century.
- The canal and its structures are a marvel of early American civil engineering. These include the Monocacy Aqueduct and the Paw Paw Tunnel.
- The Park captures much of America's past way of life and history. The canal played an important role during the Civil War.
- The Canal Park protects our great and scenic national river, the Potomac with its natural beauty and recrea-

tional resource for all our citizens.

- The C&O Canal is one of the top ten parks. Three to four million visitors a year come to the canal each year.
- All of this was made possible by Justice Douglas, his fellow hikers and the C&O Canal Association which they formed to bring the C&O Canal National Historical Park into existence.

Send your letter to:

CITIZENS STAMP ADVISORY COMMITTEE

c/o Earlene Fleming

U.S. Postal Service, Room 4474E

475 L'Enfant Plaza

Washington, DC 20260-2437

THESE LETTERS ARE VERY IMPORTANT IN TIPPING THE BALANCE IN FAVOR OF A DOUGLAS HIKE STAMP. DO NOT DELAY. WRITE YOUR LETTER TODAY!

GEORGETOWN PARADE

Thousands Turn out for Mopsik's Birthday in Georgetown

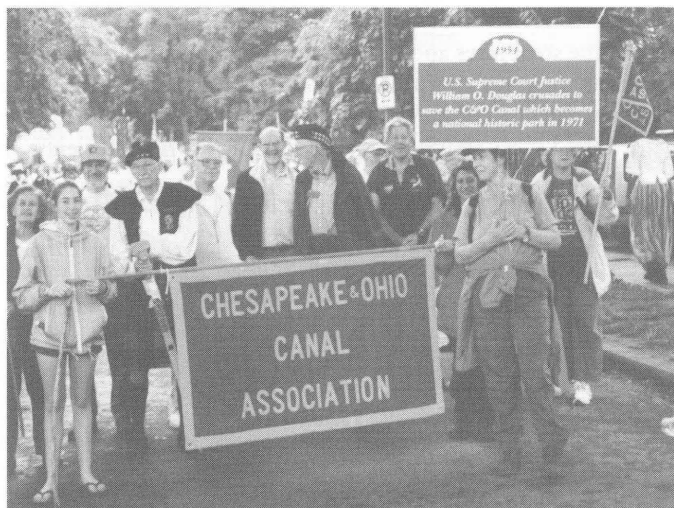
On May 20, a contingent of the C&O Canal Association represented the Douglas hike of 1954 and the start of the C&O Canal preservation. The parade marked the founding of Georgetown 250 years ago. The parade was organized chronologically so we were towards the end. Since the participants were to dress in appropriate costume, the members of COCA came as hikers. Other groups representing historical events were dressed according to the period they represented and the bands and similar groups dressed according to appropriately. Some of the highlights included a beer keg and kitchen tongs band, a high stepping dance troupe and a marvelous group of Bolivian dancers that never stopped dancing along the route from S Street to the waterfront.

As a participant, I could not help but notice the smiles and applause that we received as we marched down Wisconsin Avenue. At first I thought that it was for having my birthday on that day, but, alas, I kept hearing mention of the C&O Canal from those giving us the applause. It made all of us who participated happy and for the recognition for our work to protect the canal. Membership brochures were welcome along the entire route and afterwards at the waterfront.

Many thanks to the marchers who turned out: Judy Davis, John and Mary Fondersmith, Nancy and Leslie Hartman, Don and Carol Juran, Fred Mopsik, Dick Lehman, Bill Quinn, Ken Rollins, Irving Sablosky, Donald and Helen Shaw, Carlos and Karin Stern and Richard Stoll.

[subheadline supplied by John Fondersmith - ed.]

Fred Mopsik



COCA members waiting for start of Georgetown Parade.
John Fondersmith

INPAKU

Japanese Student Walk Across the USA

The Japanese Student Trans America walk (Inpaku in Japanese) across the USA that started on April 1, is still continuing. The walk, which started at Arlington National Cemetery and will finish on September 7 in San Francisco to mark the 50th Anniversary of the signing of the Japanese Peace Treaty. The only break will be from Salt Lake City to Sacramento California, a walk of 5000 km (3100 miles).

The first days of the trip were along the entire length of the C&O Canal. As part of the walk, various groups arranged to meet with the 13 walkers who form the team. From the Association Sonny DeForge Don Juran, John Lindt, Jack Stickles, Richard Stoll and Mike Schuchat met with them along the Canal where they were presented with the Canal guides authored by Gary Petrichick. At the Tavern, Ellie Pisarro provided the team with refreshments.

By May 15th the team was at Bedford, Indiana and seemed to be going strong. It is clear that their reception all along the route has been warm and well appreciated. The walk in its entirety can be followed on the web at:

<http://www.yomiuri.co.jp/inpaku/english/home.htm>.

At this web site, each day is marked by comments of a team member. These comments describe the day's events, such as coping with weather and road conditions. They provide a good view of how we are perceived by our guests as well as cultural surprises making the site well worth visiting.

Fred Mopsik



Members of the Japanese Trans America Walk team with John Lindt, left, and Sonny DeForge, second from right. Sonny DeForge

C&O Canal Awareness Week at Monocacy Elementary

Debbie Summers, Physical Education Teacher and Project Sponsor
Monocacy Elementary, Montgomery County, MD

Not too many schools can claim that they share the same name as the aqueduct, but our Monocacy Elementary is less than four miles from the crown jewel of the C&O Canal. As a result of a family bike ride on the towpath in 2000, I discovered that our students knew very little about the canal and about the aqueduct! Something had to change.

Having developed my own personal love for the C&O Canal, I was inspired to create a cross curricular program that connected my discipline, Physical Education, with other areas of student learning, such as social studies, reading and science for our fourth and fifth grade students. Our school staff and principal eagerly supported the idea, but I had to find funds to back up the plan.

During the fall, I attended several special canal events and gathered ideas that gave me a direction. I applied for an educational foundation grant, outlining the interdisciplinary project, and centering around the social studies curriculum of transportation, Maryland history and the westward movement. Students would learn about various parts of the canal through guest speakers, a field trip, and a culminating family bike ride on the towpath. This project would address the WHOLE child through different methods of learning and challenge multiple levels of thinking. I wanted the students to come away from C&O Canal Awareness Week with a better understanding of the history of the canal, life on the canal, and an appreciation for the aqueduct. I also wanted to plant the seeds of preservation and conservation in their heads through a nature hike and the bike ride. I wanted to encourage them to stay healthy and fit for a lifetime through activities such as biking, hiking, and walking. The C&O Canal is perfect for all of these. Our grant was approved in October and the planning was full speed ahead for the week of April 23 - 29, 2001.

Our C&O Canal Awareness Week was just a few weeks ago. As I reflect on the week, I can't think of anything I would change. We proudly hung the aqueduct banner, borrowed from the Canal Association, in our school foyer for the entire week. Signs were added to the banner about our special week. The week before, I talked to the students about canal week and the bike ride, then I showed them a short clip about the canal from a video. They were

very interested. The video showed the race between the canal and the railroad. This sparked even more interest. I shared pictures of the canal, and outlined the plan for the students. The students were buying into the project. The bulletin board outside our gymnasium was transformed into the canal center.

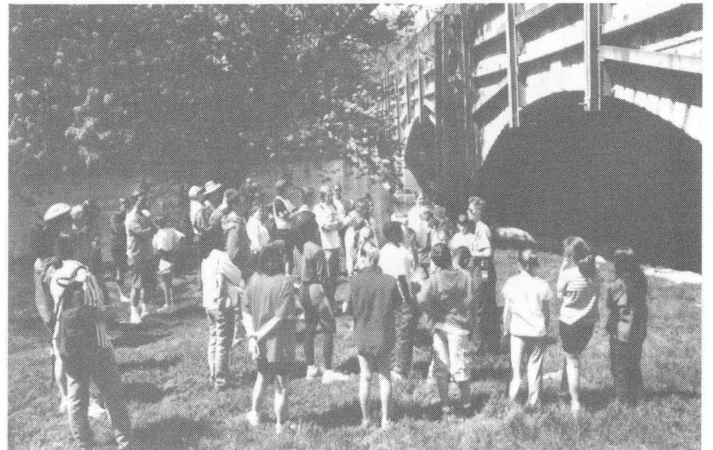
Mr. Frank Galvin and his "Birds of Prey" kicked off our week. The students were eager to learn about the birds and their habitat. Mr. Galvin was kind enough to present several times so that every child in the school could learn about the birds. This made the beginning of the week very exciting for the entire school. Parents were also invited to come to the "Birds of Prey" presentation. Not only did we learn about birds in our area, but the program blended into the science curriculum. We have had nothing but positive feedback from this program.

Since the weekend was dedicated to the family fitness bike ride, day two featured Mr. Bob Mallisch from Bob's Bikes in Poolesville. "Mr. Bob" presented a brief history of how the canal became a national park, reviewed safety rules, basic bike maintenance, and shared personal stories with our students. Mr. Bob spoke highly of the C&O Canal towpath as a great place for bicycling. The students were amazed that one could ride a bike from Cumberland, Maryland to Georgetown. They were even more impressed when they learned that I (their Physical Education teacher) had completed the 184.5 mile tour twice!

Day three was our field trip to Great Falls. Grant money paid the fare for each student to participate. The mule-drawn boat ride was a thrill for the students and all adults in our group. We learned so much about life on the canal. Students' hands shot up with questions for our tour guide. Our students were thinking a lot and formulating their own questions based on what they'd experienced and their prior knowledge. The project seemed to be working and starting to fulfill the objectives. While at Great Falls, we learned about geology in the area from National Park Service Ranger, Mr. Rod Sauter. We also hiked downstream and noted some of the structures and locks along the towpath. The students calculated their walking mileage using the mile markers. After lunch, we went on another fitness walk along the towpath and out to the falls. Upon arriving back at school, we had just enough



Frank Galvin and Birds of Prey. Debbie Summers



Class at Monocacy Aqueduct. Debbie Summers

time to sprawl out on the gym floor and watch the video, "The Monocacy Aqueduct" in preparation for the bike ride on Saturday and Sunday. We also were able to view the four minute video, about the C&O Canal. Both videos were borrowed from the C&O Canal Association. The students could now relate a personal experience with the videos. The aqueduct video showed an aerial view of the area close to our school, talked about Sugarloaf Mountain and several other areas that the students could relate to. Seeing Great Falls, where we had just been, on the video got the students really excited. What a day of learning!

The fourth and fifth grade bike ride on the towpath was scheduled for Saturday and Sunday. Students could choose to attend one or both days and one parent was required to accompany every two students. Bike helmets were a must. The weather could not have been more perfect for a bike ride. On Saturday, we met at White's Ferry and rode to the aqueduct and back. (Almost

thirteen miles). Eighteen participants had lunch at the aqueduct, walked around the site, and headed back to White's Ferry. Sunday's ride started at 1:00 from White's Ferry. Upon arriving at the aqueduct, NPS Ranger Donna Swauger met us and presented a wonderful history of the aqueduct and a tour of the structure. Parents and students had many questions for our guest speaker. We then headed back to White's Ferry. Almost sixty people attended Sunday's ride! Our bike ride ended up being about a "three hour tour."

That was C&O Canal Awareness Week 2001 at Monocacy Elementary. I think the week covered the original goal of the project. Students were not only participating in lifetime fitness by walking, hiking, and biking, but at the same time learning and gaining valuable knowledge about our past. Everyone is starting to talk about Canal Week NEXT YEAR!!!!



New Help and Hazard Access

There is now a new toll-free telephone number to report problems along the Canal that are not life threatening. It connects directly to Ferry Hill and the Park Rangers. It is 1-866-677-6677. The old number, listed on the signs, connects to the Park Police, and is not specific to the Canal. For life threatening emergencies, 911 is still the number to be used. Both numbers appear at the end of the listings for the Park Service on the inside back cover of *Along the Towpath*.

There is also a new way via the Internet and email to report any hazards that may be observed. These include, but are not limited to, such items as fallen tree limbs and holes in the towpath. The email address is:

CHOH_Hazards@nps.gov

In the subject line, enter the mile post directly downstream from the reported hazard. This is an anonymous site but you are encouraged to add a contact address in the message for reference. The browser address is:

<http://www.nps.gov/choh/hazards1.htm>.

Our Level Walker Chairman, Karen Gray also asks that you tell her so that you may be credited with a report. Her email address remains at kmgrayphd@cs.com.



Bill's Place Reopened

If you're like me, you never visited the western end of the canal without a stop at Bill's in Little Orleans. Whether hiking, biking or driving through, Bill's was always a welcome oasis to a tired, thirsty traveler and Bill Schoenadel and his loyal customers never failed to make me feel welcome. When I heard of the fire that destroyed the building last November I was devastated.

Not long after the fire, Bill's dear wife Ethel passed away, and more than ever I could understand him throwing in the towel. Then at the April Board Meeting, we got word he was rebuilding. At the Cumberland CanalFest, Bill Burton and Barbara Sheridan

announced they had coffee there that morning, and on Saturday, June 2nd, my son Glenn and I sat down at the newly built bar and had a cold beer! The kitchen was not yet open, but BILL'S IS BACK!

The old two-story warehouse has been replaced with a charming one-story log faced building, complete with front porch. Much remains to be done to restore the former atmosphere, and for now, he is no longer accepting dollar bills for the ceiling. Bill was attending his granddaughter's graduation the day I stopped in and I didn't get the chance to talk with him. To those who have yet to experience Bill's, I say get to Little Orleans. To Bill, I say THANKS!

Gary M. Petrichick



Historic Properties Available for Lease

Seven historic houses located within the C&O Canal NHP are becoming available for lease as private residences. Six of the houses are listed in the National Register of Historic Places and the other is part of a historic farmstead.

The places include the Brown Farm, consisting of 138 acres north of the Monocacy Aqueduct and includes a farmhouse dating to the 1850's. The Bussard House is a two story Gothic revival house from 1875 on the north side of Antietam Creek. The Barr House, circa 1800, was part of the Ferry Hill Plantation. The Rohrer House, circa 1891, just downstream from Four Locks. The basement may have served as a speakeasy. The Weber House, circa 1804, is in Four Locks. The Baker House, also in Four Locks dates to 1843. The Moore House dates from 1878 and is believed to be the site of the original Col. Thomas Cresap home of 1740 in Oldtown.

Information about the program is available from Sonny Sanders, architect for the C&O Canal, at 301-714-2220 and at the web site at www.nps.gov/choh/lease.htm. The houses will be open to the public on June 29, 30 and July 13, 14 from 9:30 AM to 2:30 PM. Bids close at 4:00 PM on Friday August 14.

Charles Fenton Mercer and the Birth of the C&O Canal

Karen Gray

If anyone deserves to be called the Father of the Chesapeake and Ohio Canal, it is surely Charles Fenton Mercer, the C&O Canal Company's president for its first five years. Far more than that, however, Mercer was the guiding spirit and predominant politician behind the vision of a continuous canal from the Federal District to Pittsburgh. Indeed, it is extremely unlikely that the C&O Canal would ever have been built without Mercer's decade of work before the first shovel was ceremonially sunk in the line of the canal. There was simply no other person during those years who would or could have shepherded through a contentious Congress the approximately 16 pieces of canal legislation (not all initially successful) that were crucial to providing the legal basis and obtaining essential Federal funding and engineering assistance for the project. Mercer's relative obscurity and absence from memorials and interpretive materials up and down the canal is something crying out for correction.

Mercer comes down to us as no pristine hero, but as a real and complex man who is now viewed in the light of profound changes in culture and values that have taken place in the intervening years. Born into one of Virginia's great planter families on June 16, 1778, in the middle of the American Revolution, he was a typical Virginia aristocrat in many ways, sharing many of the elitist attitudes and biases of his class. However, receiving his advanced education in the more northern atmosphere of the College of New Jersey (now known as Princeton), he developed a belief in industry and internal improvements, and especially in roads and canals. This often put him at odds with the agrarian ideals of the south and many of its legendary leaders, such as Thomas Jefferson.

Other formative forces and experiences in his early years included a personal relationship with George Washington who records in his diaries a visit with the young man on October 28, 1798. In addition, like most great American families of the time, the Mercer family was deeply in debt. A major part of that debt was owed to his uncle, George Mercer, who had returned to Britain prior to the Revolution. Upon earning his law degree, Charles journeyed to England to resolve financial affairs between George Mercer's estate and his brothers (Charles' uncles) in America. During his year abroad from October 1802 to October 1803, he traveled in England and France, observing both the evils and the benefits of the burgeoning industrial revolution. His belief that all white boys and girls should have at least three years of education as well as his desire to broaden qualifications for voting rights to include more white males, appear to have been strengthened by his experiences in Europe.

Although personal and family indebtedness would create difficulties for Mercer throughout his life, he had inherited nearly 300 acres of good farmland in Loudoun County, and in 1804 he built his relatively modest home there, naming it Aldie after the Mercer ancestral home in Ireland. He also established a mill nearby on the Little River, a tributary of Goose Creek. Over time a village grew up around this core and Mercer's home, mill, and the village remain on US 50 just east of Middleburg, Virginia.

The mill, recently restored by the Virginia Outdoor Foundation, is often open for tours.

In the period 1806 to 1809 Mercer became involved with and promoted the Little River and the Leesburg toll roads. In 1810 he ran for the Virginia state legislature representing Aldie's district. With the exception of a time in 1813-1814 when he served with Virginia's 2nd brigade during the War of 1812 (ultimately earning a commission as brigadier general), he continued to serve in the Virginia legislature until 1817. During this time he worked to expand the banking system, to establish an extensive free education program, and expand voting rights (failing at these latter two goals).

In addition, while a state legislator, Mercer helped to bring order to Virginia's internal improvements by playing a primary role in the establishment of Virginia's first general fund for internal improvements and first Board of Public Works, on which he served. Mercer began the investigation of the failing Potomac Company and recommended a continuous canal up the Potomac valley. However, he opposed a proposed canal from above the Seneca falls to Alexandria—a project which, had it been carried out, would likely have worked against the greater vision of a waterway up the Potomac to the west.

In 1817 Mercer ran for Congress. The contest with his wealthy opponent, Armistead Mason, was a bitter one and Mason unsuccessfully contested Mercer's narrow victory. Mercer's congressional service, which began in January 1818, continued until his resignation in November 1839. During those years he would first achieve and then lose enormous power, experiencing both extravagant praise and vicious personal attacks as he served under the largely congenial administrations of James Monroe and John Quincy Adams, as well as that of his more-powerful personal and political enemy, Andrew Jackson.

(To be continued)

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Park-Wide Bird Counts

Dianne Ingram, NPS

May and June are prime birding months at C&O Canal National Historical Park. Male birds sing to attract females for mating. They do this in May as some species pass through while migrating north. Others stay and continue singing into June during the breeding season. By the time this newsletter comes out, park staff and many birding volunteers will have conducted three park-wide breeding bird counts in seven years, 1995, 1998 and 2001. The 2001 count is scheduled for June 2 — 17. The counts document the location and number of bird species using the park for breeding. Why? Because the Potomac River flood plain provides habitat for many migrating and breeding birds and is becoming increasingly important as natural areas are lost or fragmented in Maryland and all over the U.S. Scientists have found that certain migratory birds that utilize much of the habitat type found at C&O for breeding are declining world-wide. Birds that need this type of habitat are given the name forest-interior dwelling birds or FIDS. The information from these bird counts provides park managers and others with quantitative data on which to assess park breeding bird populations and the value of park habitats. Data are analyzed to determine relationships between bird species abundance and landscape variables. In the long-term, this information also allows us to monitor the health of forests in and adjacent to the park. The Park staff plan to evaluate the data and after the 2001 data are collected determine the need, timing and methods for future monitoring of this important landscape feature.

A lot of effort goes into a project such as this. We use the point count method to collect the data; that is, we establish and mark off in the field 554 points along the towpath, one every 0.33 miles. Volunteer birders are assigned a section of towpath and then count the number and species of birds heard or seen at each point over a 5-minute timed period during peak breeding season. It takes over 40 observers to cover the whole park; over 70 people have assisted in some way to accomplish the count.

What have we discovered or learned from this data? Out of 113 bird species expected to breed here, 108 have been documented during the counts. Dr. J. Edward Gates and Steven Walters, both of University of Maryland Center for Environmental Science, Frostburg, Maryland, provided the analyses of the data from 1995 & 1998 (2001 data is currently being collected) relating bird species abundance to changes in landscape variables and have

formed several conclusions:

Abundance (number of species per unit area) patterns of most species were similar in 1995 and 1998, demonstrating a strong environmental influence. For example, FIDS (birds requiring large forest tracts to survive) were most abundant along portions of the towpath where the amount of forest and forest patch-size were highest, and the amount of forest edge was lowest. These forest-interior birds were least abundant near the urban centers at either end of the park, Washington, D.C. and Cumberland, Maryland, and where agriculture made up a high percentage of the landscape, the Hagerstown and Frederick valleys. 1

What are some of these FIDS? They include the scarlet tanager, yellow-throated vireo, wood thrush, yellow-billed cuckoo, pileated woodpecker, sharp-shinned hawk, cerulean warbler, american redstart, and prothonotary warbler.

Gates and Walters analyzed differences in the data at the eastern end (towpath miles 0-60) and western end (towpath miles 61-184.5) of the park. The landscape at the eastern end was found to be more fragmented, smaller forest blocks interspersed with agriculture and urban development. Woody wetlands near miles 15-30 may compensate for the effects of forest fragmentation. Also, cowbirds were found in higher numbers near mile marker 20. This species is considered a nest parasite, meaning it lays its eggs in the nests of other species of birds, allowing the host parents to raise its young. Other species, such as Red-winged Blackbird, are particularly susceptible to cowbird parasitism, to the detriment of the reproductive success of the host species. Count data show FIDS in higher abundance in the western end of the park, particularly between towpath miles 110-174. The adjacent landscape has more forest cover, less agriculture and much less development. However, agriculture and urban development had a positive influence on certain species, such as red-winged blackbird and song sparrow, and house finch and european starling, respectively.¹

Gates and Walters also note that "Besides providing important riparian habitat, the Park contains many large specimens of sycamore and other riparian tree species important to several bird species [barred owl, cerulean warbler, prothonotary warbler for example.]" And "Because the Park only ranges from ...100 ft. to ...13,300 ft. in width, birds breeding within the Park are at high risk from anthropogenic landscape alterations outside the Park boundary."¹

This project along with other species inventories (winter bird counts, amphibian/reptile/plant and small mammal inventories) is on-going or planned through 2005. The data contribute to our baseline knowledge by documenting what species are here and will be used to determine monitoring plans for the future.



1. Gates, J. Edward, and Steven Walters, Draft Final Report "Breeding Bird Response to Landscape Patterns along the 296.9-KM (184.5-Mile) Chesapeake and Ohio Canal National Historical Park, USA", July 2000, Appalachian Laboratory, University of Maryland Center for Environmental Science, Frostburg, MD, 62pp.

THE NEWS FROM ENGLAND

Hal Larsen

Much has been written in the U.S. and elsewhere about the great canals of England, those that feature mighty aqueducts, unbelievable stair-step locks, and other notable examples of late 18th- and early 19th-century canal building. But many other less remarkable waterways are also part of the system. They served their purposes, unsung and unheralded, yet were vital parts of this major transportation network. Perhaps the least noteworthy of them all, the ugly duckling of England's canals, is the Ashby Canal, a minor waterway by English standards that suffered an ignominious history, and whose earnings never came close to meeting its cost of building.

The 43-mile Ashby Canal completed in 1804 was built to carry coal from the mines in the Moira and Measham area to a junction with the Coventry Canal. It was never a huge success. The railroads that were rapidly taking over British transportation in the 1830s and 1840s soon eroded the purpose of the canal. Indeed, the Midland Railway in 1846 bought the Ashby to use the right-of-way for its tracks, paying little more than half the original construction cost. Almost from the beginning, the canal was affected by the subsidence caused by the waterway's close proximity to the coal mines. A major breach at Moira in 1918 almost closed the Ashby. Continued subsidence throughout the early 20th century resulted in further repeated closures, bringing the canal by 1966 to its present 21.5-mile length between the Coventry junction and the terminus just beyond the Snarestone Tunnel.

The original idea was to build a 43-mile lock-free canal. That plan was not practicable, however, because the northernmost 13 miles covered difficult terrain that would have required many locks and a tunnel. The builders could manage the tunnel, but there wasn't enough money for locks, too. As a consequence the canal builders laid down "plateways" (early railways) to reach the coal mines. (History does not record why the planners didn't know in advance that the last 13 miles would require locks.) Even before the canal was finished, it became apparent that the quality and quantity of coal to be found in these west Leicestershire mines were inferior. The backers of the Ashby thought it would be doomed to failure before it could be put to use.

With all the plateways that eventually extended as tentacles from the canal to the mines, the Ashby soon more resembled a railroad than a canal. So it was not surprising that when the Midland Railways pushed through the area in 1846 it gobbled up the waterway. As a railroad-owned canal, however, it continued into the 20th century to carry coal by boat. Indeed, it remained one of the very few canals in England that never closed. Many bridges had over time been built across the canal. As a consequence of the subsidence, these bridges sank to the point where boats could not pass under them. The last commercial cargo floated languidly through the Ashby in 1980, but recreational boating continued to give the canal reason for being, such as it was. Boaters now have to push their way through the debris at the junction with the Coventry to pass by the unkempt banks into the Ashby Canal. But soon the scene changes as boaters pass the

green banks of a now rural countryside. Gone are the mines, replaced by cottages and grazing cows on both sides and numerous small stone bridges crossing the canal. An occasional "narrow-boat" slides quietly along this short span of canal, all that remains of an inauspicious enterprise whose almost two centuries of existence described the canal's undistinguished career as a means of transport.

Only a canal buff could love this ill-favored structure. But, as it happened, there were enough buffs to form the Ashby Canal Association in 1966. These enthusiasts dreamed of restoring the canal for its entire original length. This was an ambitious undertaking, however, given that subsidence and neglect had left most of the waterway as overgrown and shabby remnants. Alarmed by the continuing decline of the canal, association members vowed to prevent any further closures and to restore the abandoned sections. A feasibility study showed that subsidence had caused many sections of the abandoned portion to sink deeply, in one instance as much as 40 feet. Other sections were completely blocked by new buildings. Fortunately, however, the very railroad that doomed the Ashby in 1846 was now abandoned and its right-of-way remained, offering a new channel for a restored canal. A railroad bridge would have to be converted to an aqueduct for the canal to cross a road. Money for the restoration was awarded but then temporarily withdrawn when an obstinate landowner refused to give up his piece of the abandoned canal. The canal association is now exploring the British equivalent of eminent-domain seizure. Meanwhile, funding is promised as soon as rights-of-way can be established.

The restored Ashby Canal will provide a pleasant channel for recreational boaters, passing through green fields under many stone bridges. A large blast furnace from 1804 survives near the northern section of the abandoned portion. A British national landmark, this building will serve as an attraction for visitors. A little farther down, a colliery site will be redeveloped in order to illustrate the canal's role as a carrier of coal. In addition, the 220-yard Snarestone Tunnel will be restored. Work is under way to create a "national forest" adjacent to the canal as a point of interest. Boaters will be able to stop off at Bosworth Field, where Henry Tudor became Henry VII by killing Richard III in 1485. The boaters will also find along the canal Gopsall Park, where Handel was living when he composed "The Messiah." The house is gone, but the area is relatively unchanged from the composer's time in the early 18th century.

Every English canal, however humble, seems to have its friends group. The popular enthusiasm can be seen wherever one encounters these waterways. Often seen are brightly colored recreational boats. Those canals not yet watered are being worked on by local groups brought together to restore them. England's love affair with its canals is further evidenced by the many English homes placed along the banks, usually with splendid rose gardens along the shore to brighten the scene for boaters. There seems to be no aspect of a canal that cannot be brought to use as an environmental or recreational enhancement. Even the lowly Ashby, when its restoration is completed, will be a gem among its larger and more famous connections.



FROM THE ASSOCIATION

From the President

By the time you read this, we should have our new portable kiosk ready to go. It will consist of three two by three foot panels mounted on a tripod to bring it to about eye level. One panel tells in "bullet" fashion who we are, one tells about activities, and one is available for current projects such as Monocacy Aqueduct restoration. The idea is to move it around to the various places where people access the Canal and have some of us there to answer the questions that it is designed to stimulate; in other words it is a recruiting device so that people can no longer accuse us of being a secret organization.

All of this means that we are calling for volunteers again. Anyone who has a few hours to tell visitors about our treasure will find such an experience very interesting. It has been my observation that people who "discover" the Canal are usually full of questions and are glad to find someone to ask; the displays are designed to stimulate such questions. I plan to use the kiosk at my stint at Lock House 75, and it should be useful to others who will be manning the lock houses. It can be used anywhere, and I am hopeful that it will have a trial run at the Monocacy before you read this.

I am sure Rita Bauman will be glad to integrate this kiosk with her "Lock Tenders" and festivals, but I don't think we should ask her to take the additional burden of caring for the kiosk in the manner that I think this merits. What we need is someone to serve as coordinator and keep track of the materials. I know you are out there!

Ken Rollins



From the Editor

On Sunday, May 20, I had the pleasure of taking part, along with other members of our Association, in the Parade celebrating the 250th Anniversary of Georgetown. As we marched down Wisconsin Avenue, I often heard applause.

This applause was for the Association and the Canal that we all represent and love. It made the parade a very happy experience, but it also made me think about other matters. One is just how much the Canal means to so many people. We all know the large visitation numbers, but they still cannot convey what impact the Canal makes on its visitors the way applause for representing the Canal does.

Another is that we always worry about where the next member is coming from and how we can maintain our relevance. They are valid concerns, but if the parade was any test, the concerns can be resolved and expansion is possible. The audience is there; we must all do our part to reach out.

The third is that occasional recognition is always in order. This is too often forgotten, yet the cost is so small for the rewards that it gives. In this spirit, I hope that I can be reminded if, from time to time, I forget to thank all of the members that contribute to this newsletter. It takes all of us to make it possible.

Similarly, I had the pleasure of attending the awards dinner of ASCE honoring Doug Faris. Doug has earned the award for the tremendous work that he has done to improve our canal. The occasion was made extra special by the recognition that was given to COCA for its work supporting the Canal, especially for the campaign to restore the Monocacy Aqueduct. While there is no time to sit back until the project is completed, my own congratulations to Carl Linden and the entire Monocacy Committee.

This issue has its first Letter to the Editor from Tom Hahn. It is a sidelight to the recounting of the story of the events at Old Angler's Inn. I hope that this will not be the last.

As a reminder that the C&O Canal has a long history, immediately below are announcements of the deaths of people long associated with the Canal.

Fred Mopsik



ACROSS THE BERM

It is sad to recognize the passage on March 6 of Lillian Crampton Langdon in Waldorf, Maryland from Alzheimer's Disease. Members will recall that Lillian was born on a canal boat in Georgetown and named by her father, Captain "Bud" Crampton, for his favorite mule. When we helped the Park Service acquire a new mule, the question of a name immediately arose. Lillian was delighted to pass along her name and was present at the dedication ceremony at Harper's ferry. She was an avid supporter of the Association and joined us when she could. Her last appearance was at the Monocacy Aqueduct when we saluted her as the "Queen of the C&O Canal." On that occasion, she remarked that "canal life was hard-- but we didn't know it." She left us a beautiful handmade quilt and handmade Raggedy Anne and Andy dolls representing the way it was on the Canal. She will be missed.

We also recently lost two other friends who were not members but were great supporters of our activities and were always glad to see us: Frederick "Bubba" Swain whose father Robert was the last lock tender at the family lock 16, and Ethel Schoenadel who quietly supervised her husband's hosting of us at the famous Bill's place at Little Orleans.



Lil Langdon at presentation of Lil, March, 1995. Carl Linden

ISSUES

Techway, Sprawlway, or Truckway? – “No way” say opponents to the proposal for a new six-lane bridge across the Potomac River to connect Interstate 370 near Gaithersburg and Washington Dulles International Airport. The Federal government planned to fund a \$2 million study to determine the feasibility of another river crossing, and to identify options for crossing points. U.S. Route 15, which crosses the Potomac from Loudoun County to Point of Rocks, was considered one option where an existing bridge could be widened; another option would reach Maryland at Blockhouse Point near the Seneca Breaks. The Montgomery County Council has voted unanimously against any new highway through the county to Northern Virginia. Solutions Not Sprawl is a newly formed organization of citizen groups in Maryland, Virginia, and Washington, DC that opposes another bridge, and will seek funding to research possible solutions to the area’s traffic problems. Member groups include the Chesapeake Bay Foundation, Sierra Club, West Montgomery County Citizens Association, Audubon Naturalist Society, Sugarloaf Citizens Association, Izaak Walton League, the Coalition for Smarter Growth, Darnestown Citizens Association, and the Piedmont Environmental Council. Bridge supporters include Marylanders for a Second Crossing as well as a new business coalition and a coalition of technology groups in Maryland and Virginia. For information on Solutions Not Sprawl, check the Web site at www.solutionsnotsprawl.org or call 202-332-3301, 301-916-3510, or 703-669-2205.

Update: As a result of a May 22 meeting in Great Falls, Virginia, at which hundreds of angry people voiced their strong opposition to the Techway, Rep. Frank Wolf withdrew his support for the \$2 million Federal study. Since he had been the principal instigator promoting the study, federal highway officials now say that they will not proceed with the study without his support. The Washington Post reported that Rep. Wolf “was persuaded, by opposition from his constituents and talks with federal highway planners, that the new Potomac crossing would probably never be built.”

[As this issue goes to press, others, including Gov. Gilmore are asking for the study. - ed]

Power Plants Proposed – Point of Rocks and Tuscarora in Frederick County are under consideration as locations for two new power plants, one a 700-megawatt facility proposed by Standish Energy Inc., the other a 640-megawatt plant proposed by Duke Energy North America. Both plans have been presented to the Frederick County Board of Commissioners, although final approval, if granted, would rest with the State of Maryland. The Washington Post reported on April 5 that “the proposed plants are part of a recent influx of power-plant proposals since the state began deregulating electricity last year.” Both sites are sufficiently close to the C&O Canal to cause concern about the potential impact of such facilities. Superintendent Faris is quoted in the Washington Post as follows: “We would be concerned about

noise. We would be very concerned about air quality and about visual impact.” There is considerable public opposition to these proposals. The plant planned for Point of Rocks would encompass about 25 acres and would have two 150-foot smokestacks; it would cost \$250 million, and, if approved, would be in operation by 2005. At Tuscarora, a \$350 million plant would cover eight to ten acres adjacent to the B&O railroad tracks near the banks of the Potomac. Its two smokestacks could range in height from 150 to 225 feet.

Urban Sprawl Threatens Charles Town – Developers have proposed a planned village adjacent to Charles Town, West Virginia, to be named Hunt Field, that would eventually contain 1,947 single-family houses, 803 town houses, 450 multi-family units, and 200,000 square feet of commercial space. The proposal foresees development of these facilities over a 20-year period. The end result would be a town over three times the current size of Charles Town. The Jefferson County Planning Commission heard more than 40 speakers urge rejection of the planned development, with only three in favor. Despite this strong public opposition, the commissioners voted 7 to 3 to approve the project. Association members should follow this proposal carefully.

Comment: The three items above are symptomatic of the increasing development pressures confronting the C&O Canal National Historical Park, the Potomac River, and environs. The Association must take responsible action to protect, preserve, and enhance for public use and enjoyment these priceless resources.

Update: Legal Battle Between Maryland and Virginia Over the Potomac River

*Maryland owns the Potomac River. Virginia applies for permit to build a 725-foot pipeline into the Potomac so that the Fairfax County Water Authority can draw water further from the shoreline to avoid muddy water conditions nearer the shoreline

*Maryland denies permit, citing environmental concerns.

*Case goes to U.S. Supreme Court, which rules that Virginia can sue Maryland for right to build pipe.

*Supreme Court appoints Special Master expert in boundary disputes to referee situation. Master will hold hearings, collect evidence and information, and recommend solution to Supreme Court.

*April 11, 2001, Circuit Court judge rules that Maryland cannot withhold permit to build pipe; gives Maryland 30 days to appeal.

*April 16, Special Master holds first hearing during which attorneys for Maryland and Virginia engage in heated exchanges over the intent of the 1632 charter from King Charles I that gives ownership of the Potomac to Maryland, and a 1785 interstate compact that gives Virginia the right to build on the Potomac shore.

*Fairfax Water Authority has begun construction of \$10 million pipe project.

*Maryland does not file appeal by May 11 deadline.

*Special Master continues boundary dispute resolution procedures. Any guesses on the outcome?

NEWS

C&O Canal 2001 Budget and Annual Performance Plan Available for Review – Highlights of the park's total budget of \$7,286,900 include: \$356,500 for resource preservation and management including preservation and maintenance of historic structures and preservation of cultural landscapes through programs such as agricultural leasing and easements; \$1,899,900 to address visitor services including law enforcement, operating six visitor centers, managing two canal boat operations, continuing extensive interpretive programs, and developing new facilities; \$341,500 for a regional dispatch center to expand to a 24-hour per day seven days per week center for dispatch and criminal inquiry capabilities for five parks throughout the National Capital Region; \$3,597,000 for facility operations and maintenance including general items throughout the park such as maintaining the towpath, mowing, cleaning restrooms, and maintaining equipment, with a portion of the funding dedicated toward establishing a crew to concentrate on preserving the park's deteriorating historic structures; \$1,092,000 for general administration and management of the park. Contact Pat Clark at 301-714-2204.

Monocacy Kiosk Update – The C&O Canal Association and the American Society of Civil Engineers are jointly funding the development and installation of an interpretive kiosk at the Monocacy Aqueduct. The three-sided kiosk will provide interpretive and educational materials on the Aqueduct during the Civil War, its engineering and construction, and general information on how an aqueduct works. One side will be a bulletin case. Initially, this side will be used to provide visitors with information on the restoration of the aqueduct and on fund-raising. After the restoration is complete, the case will contain information about upcoming events. On April 30, several members of the Monocacy Aqueduct Committee met with Interpretive Specialist Debbie Conway to discuss placement of the kiosk; they decided the best location would be near the ASCE marker designating the Aqueduct a Maryland Historic Civil Engineering Landmark. The kiosk will be sheltered with a shake-shingled roof. It will be placed on a concrete platform so that it can be handicapped-accessible on all three sides. Those meeting at the Aqueduct were Adam Foster, Charles Weir, Carl Linden, Ken Rollins, Fred Mopsik, Dave Johnson, Mickey Reed, and this writer.

C&O Canal Detour – A temporary bicyclist and pedestrian detour went into effect April 12 for the towpath above Hancock from the Polly Pond waste weir (Milepost 134.2) to Lock 55 (Milepost 134.1). The detour is expected to be in effect until June 12. It is not handicapped-accessible and requires park visitors to walk approximately 20 stairs and to use a steep earthen ramp. This action is necessary to allow work to proceed on the stabilization of the waste weir, and to install a new outflow structure to handle heavy volumes of water from large storms with minimal impact on park resources.

Good News – There will be a new Bill's Place at Little Orleans! A new building is under construction, and may be ready to open in July. Canal aficionados were saddened last November at the news that the original Bill's had burned to the ground. Though the historic oasis was not insured, owner Bill Schoenadel and his son, Jack, set about making plans to build anew. How about an Association event there to celebrate the opening of the new Bill's?

PEOPLE

Comments from Membership Survey;

House of Delegates member Bill Bronrott: "I am interested in seeing a public safety campaign for this spring and summer, especially around Great Falls, to encourage people to stay out of the river and off the high slippery rocks."

Paul Hagen: "Is there anything that the Association can do to stop the clearing of trees on the Virginia side of the Potomac? The area from Seneca through the Gorge to Georgetown has suffered great losses in recent months."


Gene Long: "I spent the first 18 years of my life living in Lock House 68. My family owned the adjacent farms in both Maryland and West Virginia. The canal and Western Maryland railroad cut through that property from Oldtown to Town Creek. Also, the road used by General Braddock and General Washington on the way west went right beside Lock House 68."

Mark Real: "We bicycled the towpath in four days last fall from Cumberland to Washington. Thank you for preserving this national treasure."

David Romanowski: "I am an exhibited writer-editor at the Smithsonian. If a need for my skills should arise, please feel free to contact me by phone or email. I have done exhibits and collections volunteer work at other National parks."

...AND ANIMALS – Back in October, seven C&O Canal mules decided to take a hike. The trail they chose, however, was not the towpath. They meandered instead through several yards in Potomac Falls Estates, munching their way contentedly on the neighborhood's lawns for about two hours. It is opined by a US Park Police officer that the mules may have opened a latch on their pen, and then simply took advantage of an open gate. Having been successful this time, will they try this again? Maybe Lil knows.

During the May commencement exercises at Frederick Community College, Lucy received a degree. This event might not seem unusual, except that Lucy is a dog – a companion dog for student Barbara Eichorn, who is confined to a motorized wheelchair as a result of a brain tumor. Lucy, a Catahoula leopard dog, accompanies Ms. Eichorn to all classes, negotiates elevators and ramps, and assists in such tasks as opening doors, pushing elevator buttons, and picking up dropped items. She is well-known and well-liked throughout the campus, and was the first dog to receive a degree from FCC, reportedly garbed in cap and gown for the commencement ceremony.

Any opinions expressed in this column do not necessarily reflect the intent of the C&O Canal Association. 

Level Walker Chair Karen Gray

I have moved! Please note my new postal address and new phone number:

1747 Edgewood Hill Circle #102

Hagerstown, MD 21740-3373

Phone: 301-739-3073

E-mail remains the same: kmgrayphd@cs.com

Several new Level Walker assignments were made this past quarter: David and Jill Drupa to #3, Chris Srancke to #6, David and Susan Romanowski to #19, Howard Solomon to #22 and #48, Paul Petersen to #40, Gary Laco to #53, Paul and Ann Hutter to #68. Thanks for volunteering folks!

Aubrey "Beau" Pearre has resigned after many years on #51. We thank him for his past work on the level. Angela Fitzgerald who walks on Level #22 that begins at Seneca, would like to walk her level with a birder who could help her identify the birds she sees and hears. This level is a particularly good one for birds. If you are interested, please contact me and I'll put you in contact with Angela.

As this is being written in early May, the following levels need a walker:

#55, Lock 60 to culvert 208

#59, Tunnel parking area to opposite the mouth of Little Cacapon

#64, Kelly's Road culvert to Spring Gap Recreation Area

We're doing well this year as we approaching the half-way mark, with 78 reports from 59 of the 114 assigned Level Walkers that cover 48 of the 69 levels. However no level can we walked, worked, and reported on too often. Also many badly need more Level Walker activity. If you have a level, you owe it to yourself to enjoy it! And in the process, you can help keep it neat and help us keep track of its condition and use by getting a report of and assuring you remain on the active Level Walker list.

NOTE: The deadline for reports included in the next issue is Aug. 10. Reports can be mailed or e-mailed but in whatever form you submit them, please use the standard form. Contact me at my new phone or address provided above.

HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early March to early May:

#1 *Tidelock to the Incline Plane*: 3/8, 3/24, 3/31, 4/10 & 12, 4/19 & 20, 4/28, 5/4, **John Barnett**. John has hauled out some 16 large bags of trash so far this year and cleaned the level before the Justice Douglas Hike on April 27th. John noted in early April that a large amount of brush and trash had been swept down the canal and against the lock doors, giving park staff a challenging job of getting ready for the boat operation. 3/9, **B.K. Lunde** commented on the planting by the Flour Mill condominiums and concern about the possibility of the parking area down along the river being done away with.

#2 *Incline Plane to Lock 5*: 2/24, **Paul Hagen** and **Christine Jahnke** reported erosion in the canal bank under the RR trestle and Chain Bridge as well as lots of new graffiti on the latter. 4/4, **Bill Quinn**, also commented on the erosion problem but also noted the damaged (vandalized?) 5-mile milepost had been

replaced with a new one.

#3 *Lock 5 to Cabin John Creek*: 4/1, **Jim and Joan Hughes**, Noted many tent caterpillars infesting small trees, the large number of wildflowers this spring, the lack of ducklings and quantity of turtles-and wondered if there is a connection between the latter.

#4 *Cabin John Creek to Lock 14*: 2/27, 3/24, 4/25, 5/8, **Fred Mopsik** with canine assistants **Cleo** and **Logan** reported that two trees were removed near Lock House 8-a large silver maple the stump of which showed significant borer damage at the center, and the other was causing the lock wall to bulge. 4/13, **Carolyn Reeder** commented on eroded areas and construction at lock 9.

#5 *Lock 15 to Cropley*: 4/16, **Dorothy Camara** and **Bobbie Thorberg** provided a lengthy list of birds and wildflowers seen on their walk including a pair of ruby throated kinglets in a bush alongside the towpath. 4/3 **Jim** and **Jan Heins** itemized the trash they picked up and reported 31 glass bottles, 8 plastic bottles, 25 alumi-

num cans, and 130 other items including 6 balls, an old bucket, and an assortment of bike pumps.

#8 *Swains Lock (21) to Pennyfield Lock (22)*: 3/29, 4/19, **Paul and Maggie Davis** noted a number of recently-fallen trees, including two that the park staff had removed tops from because they extended over the towpath. In March they observed 9 herons on nests in the heronry on an island in the river.

#9 *Pennyfield Lock (22) to Seneca Aqueduct*: 3/19, **Michael Schuchat** noted that the Outerquest Schools and Camps now occupying the white house at Seneca had the place looking very nice. He also reported that recently planted trees at Seneca and Lock 23 appear to be doing well.

#10 *Seneca Aqueduct to Tenfoot Island*: 4/23, **Angela Fitzgerald** commented on the large number of enormous houses being built on the Virginia side as well as the heavy use of the river by jet skiers. (Angela sees many birds and would love to walk with a birder.) 2/9, **Carol Purcell** noted a car from Quebec in the parking

lot, recent grading of the towpath that had leveled a previously rough and pot-holed area.

#12 *Sycamore Landing to Edwards Ferry*: 3/2, **Stephen Pollock** reported two trees across the towpath but also the installation of a much-needed new fence and gate at Sycamore Landing.

#13 *Edwards Ferry to Harrison Island*: 2/11, **Stacey Cramp** and **Scott Douglas** commented on the large number of branches they removed from the towpath.

#16 *Woods Lock (No. 26) to Monocacy Aqueduct*: 3/18, **Michael Ciansiosi** reported new wood shingles on the lockhouse at Lock 27 and the cutting down of trees and bushes growing inside the old warehouse foundation at Monocacy.

#17 *Monocacy Aqueduct to Noland's Ferry*: 4/8, **Eric Wentworth** mentioned that campers at Indian Flats campground had commented on noisy owls in the early morning hours and that the raccoon that sleeps in a hole in a tree is still in residence.

#19 *Point of Rocks to Catoctin Aqueduct*: 3/25 **Jack** and **Pat Cook** reported the lockhouse at Lock 28 had a new shake roof and that at Lock 29 was repainted.

#22 *Lock 31 to Lock 33*: 4/29, **Howard Solomon** assisted by his daughter **Beth**, reported that the grassy area around Lock 31 had recently been mowed.

#24 *Dam 3 to Dargan Bend*: 3/4, **Karen Gray** with **Emmie Woodward** walked in a heavy rain but noted that the towpath remained firm.

#25 *Dargan Bend to Lock 37*: 4/6, **Don Juran** accompanied the Japanese Trans--USA hiking group along and beyond his level. Reported a campfire left smoking on the flat between the towpath and river near Lock 37.

#26 *Lock 37 to the Antietam Aqueduct*: 3/11, **Rick Clements** counted 35 cyclists during his walk and reported the sighting of 2 barred owls. 4/14, **Hal** and **Jane Larsen** commented on the berm hillside along Lime Kiln Rd. between miles 68 and 69 where large objects such as mattresses, old stoves, etc. have been illegally dumped. (Wouldn't it be great to get these places, of which there are a number along the canal, cleaned up some day?)

#28 *Lock 38 to Lock 39*: 3/15, **John**

Lindt and **Sonny DeForge** had to remove many branches from their level but noted the sides of the towpath had recently been cut back by park staff.

#29 *Lock 39 to Snyder's Landing*: 4/3, **Jack Magarrell** reported the removal of fallen trees on the towpath and the trimming of brush along the edges leaving the section in good shape.

#32 *Middlekauff's Basin to Dam 4*: 4/4, **Bill Wentzel** noted a new picnic table at Big Woods Hiker/Biker and a lot of tree debris especially in the vicinity of the H/B.

#34 *McMahon's Mill to Opequon Jct.* H/B: 2/22, **Tom Perry** and **Gary Naugle** ended up doing part of their walk in a snowstorm but had a muskrat sighting. Tom's concern continues about the wood debris at the bluffs that is at risk of falling on towpath users.

#36 *Lock 43 to Falling Waters*: 4/5, **Harry** and **Phyllis Davis** commented on branches blow into Lock 43 that could not be reached.

#37 *Fallingwaters to Lock 44*: 4/27, **Ellen Holway** and **Elizabeth Scott** reported on the Lock 44 end of the level where they walked and commented on the attractive wooden footbridges built over the newly-rebuilt lock and by-pass flume.

#38 *Lock 44 to High Rock Quarry*: 3/21, **Gary Naugle** noted that on this mid-week walk there were only 6 cars in the parking lot at the increasingly-busy Cushwa's Basin site.

#39 *High Rock Quarry to Nessle RR Piers*: 4/29, **Paul Kimble** reported hearing wild turkey's at about mile 104.6.

#40 *Nessle RR bridge piers to Dam 5*: 5/11, **Bill Hibbard** encountered two young men carrying a large tree root (that they declared was not from park property) to their cars that was to be a Mothers Day gift.

#41 *Dam 5 to Four Locks*: 3/11, **B.K. Lunde** found the level in good condition.

#43 *McCoy's Ferry to Fort Frederick*: 5/6, **Karen Gray** found that a culvert repaired a couple years ago had once again developed a large hole on the berm bank, although in a slightly different location. 4/1, **Teresa Harshman** noted that the entire level had water in it.

#44 *Ft. Frederick to Ernstville*: 2/19 **John Bowman** commented on the large num-

ber of branches and twigs he had to remove from the towpath.

#45 *Ernstville to Licking Creek Aqueduct*: 3/11, **Irvin** and **Helen Keck** collected a quarter of a bag of candy wrappers and plastic bottles. 3/3, **Joe Kochenderfer** reported that the sign identifying the Licking Creek aqueduct is still missing.

#47 *Little Pool to Hancock*: 4/7, **Carroll** and **Phyllis Yingling** encountered a rider on a mule and collected two bags of litter, much of it from the Little Pool vicinity.

#48 *Hancock to the Roundtop Cement Mill*: 3/28, **Bill Hibbard**, filled 6 small bags with mostly paper and plastic litter.

#51 *Dam 6 to Sideling Hill Aqueduct*: 3/31, **Aubrey Pearre** reported a new stair down to Lock 55 which improves access at the Dam 6 end of the level.

#57 & 58 *Lock 61 to the Paw Paw tunnel parking area*: 3/9, **Barbara Sheridan** noted many signs of beaver activity around mile 153.75 and the removal of beaver-damaged trees by park staff.

#61 *Town Creek Aqueduct to Lock 68*: 5/4, **Carol** and **Mike Shaw** met a fisherman who had caught a yellow perch and redbreast sunfish and they reported large carp spawning in the canal.

#63 *Lock 71 to Culvert 223*: 4/11, **James Preston** walked a distance with the TransAmerica hikers but also filled two bags with litter.

#66 *Lock 74 to Mexico Farms*: 4/22, **James Preston** reported that the lockhouse at Lock 75 has been repainted.

#67 *Mexico Farms to Evitts Creek*: 4/22, **James Preston** noted that dead trees had recently been removed from the towpath area.

#68 *Evitts Creek Aqueduct to Wiley Ford Bridge*: 3/?, 4/28, **Paul** and **Ann Hutter** reported that a large tree that had been leaning dangerously over the towpath had been removed.

#69 *Wiley Ford Bridge to the Cumberland Terminus*: 2/28, **Jim** and **Joanna Mullennex** noted that beaver are busy even in this area and that the construction that had created a bad situation at the Wiley Ford Bridge end of the level was completed although debris was still present in the canal and bushes.

❄ NATURE NOTES ❄

Helen Johnston

SIGHTS AND SOUNDS OF THE SEASON WALKS - A BRIEF HISTORY

About 1975 I celebrated a major incident in my life...the termination of nearly 40 years of Civil Service employment. At the same time I was recovering from an accident that left me with a broken leg and collar bone. My friend, Ellen Holway, shared my interest in the C&O Canal – especially for its birds and wildflowers – so she took me on frequent trips to the Canal, especially to the Tavern area.

Once I was on my own again, I continued to haunt the same area, getting acquainted with the rangers and sharing observations of wildflowers and birds. One ranger had a genius for recruiting volunteers. Betty Henson was recruited for wildflower walks and I found myself recruited at about the same time for general nature walks. Since I was uncertain about my proficiency, the ranger went with my group on several of my first walks. After that I was on my own. A few years later, Betty Bushell retired and joined me in leading four walks each month. Soon we asked Betty Henson to join the two of us and our trio has faithfully turned up at the Tavern to lead four walks each month on the first and last Wednesday and Saturday morning for the last 25 years.

We have watched floods come and go, spring turn to summer and summer to winter. Betty Bushell keeps a record of participants and is good at remembering people's names. Betty Henson not only remembers people's names but also remembers the names of wildflowers and a "regular" on the walks--Pat Schindler--remembers the names of birds. We used to rely on Bob Caswell for the birds but he no longer is able to come as frequently as in the past. I can find the trails to follow, but the names of people, plants and birds often escape me--exasperating, since I never used to have this trouble.

And so--in the 25th year of "Sights and Sounds" walks in the C&O Canal NHP – we are starting again this spring. Early in April we heard a barred owl calling in the woods between the

towpath and the river. We heard him in the same area where we used to find a barred owl repeatedly, watching towpath hikers from the hollow of a large tree. When the tree fell in a windstorm, the owl disappeared. Now we will again look for an "owl tree" as we walk up the towpath toward Swain's Lock.

Canada geese flock along the shore of Conn Island and a pair of bald eagles again use the nest built about a dozen years ago on the same island. The nest is easily visible from the woods below the towpath but to see the eagle sitting on the nest requires good binoculars or a telescope. Rather often, someone with a telescope sets up near the river's edge and provides good sightings for any passerby.

Other birds seen or heard this year include cedar waxwing, a yellow-rumped warbler, sapsucker, cormorant, cardinal, chickadee and Carolina wren. Spring beauties in bloom carpet the grounds in some places. Colt's foot blooms along the towpath. Dutchman's breeches, violets in shades of yellow, blue and white, and golden ragwort also come up for counting on our wildflower lists.

Lost this year is the patch of arbutus on the slope near the Tavern. Apparently the hillside has been used by too many people, and people have strayed from the narrow, steep path. Other wildflowers and ferns have disappeared from the woods on the Gold Mine Tract above the Tavern, probably victims of the herd of deer that have taken up residence there. Apparently deer do not like skunk cabbage. At least the skunk cabbage continues to thrive along small streams.

Some might ask, "Isn't it boring to go over the same trails again and again? The answer is a resounding "No! With the changes brought by the seasons, and by occasional storms and floods, places are never the same. They change from day to day as well as with the seasons. And the "Sights and Sounds" trio will be there four times a month to help visitors see the current beauties of the area as long as we possibly can. ❄

THE ASSOCIATION WELCOMES NEW MEMBERS

Lisa A. ANGSTADT
Cliff BARTLETT
Leila M. BEDARD
Liz & Dave BEEBE
Norman BERNHARDT
Peter & Gretchen BLOOM
Evadne CHAN
Lisa DEAN
Sarah M. & Brian E. EVANS
Chris & Ric FRANCKE
Gladys E HORTON
Patricia S. HURLINE

Gettysburg, PA
Bethesda, MD
Derwood, MD
Camillus, NY
Glen Echo, MD
Rome, Italy
Washington, DC
Pittsburgh, PA
Williamsport, MD
McLean, VA
Gaithersburg, MD
Warfordsburg, PA

M/M Andrew D. KLINGENSTEIN
James F. KURTZ
Gary LACO
Pam LANTZ
Walter F LIPSKI
Gene LONG
Harry J. MAHR JR
Jay W. MAYER
M/M William NITZE
The NORRIS HOUSE INN
Terry PROESCHOLDT
Paula ROSASCO
John & Marcia ROUNSAVILLE
Carolyn SEXTON
Allen & Debi SHEETS
Jane SMITH

Potomac, MD
Bethesda, MD
Bethesda, MD
Parkersburg, WV
Cinnaminson, NJ
Ridge, MD
Pittsburgh, PA
Valley View, PA
Washington, DC
Leesburg, VA
Germantown, MD
Germantown, MD
Bethesda, MD
Frederick, MD
Bendersville, PA
Washington, DC

Gary W. SPICKLER
Deb & Dwight SUMMERS
Suzanne WELLS
George WHETZEL

Hagerstown, MD
Keedysville, MD
Washington, DC
Hancock, MD

Winston & Mary WHITNEY
Jacqueline P. WILSON
Leepo C. YU

Behtesda, MD
Myersville, MD
Bethesda, MD

CONTRIBUTIONS TO ASSOCIATION FUNDS

With Appreciation, the C&O Canal Association acknowledges the following who have contributed to the Association Funds since the last report

Neil ADAMS
Ellen, Jeff, & Taylor ALEXANDER
Corinne AXELROD
Regina BELL & MICHAEL J. ZOELLER
Trudi R. BENFORD
David K. BISER
Jessica Ruth BLACKSTEN
Jessica BLACKSTEN
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 Leepo C. YU

The C&O to Smell Better

At the risk of sounding like Tony Kornheiser, especially near Lock 8 and near Chain Bridge, the Canal seems to smell of eau de toilette (pun intended). Most people have ascribed the perfume to the C&O Canal, but it is truly a code brown, the Potomac Interceptor sewer. As a result of the threatened suit by the Canoe Cruisers, action was finally taken to do something, even though it was a condition of operation of the sewer. The following note is from one of our members who has followed (smelled?) The situation. - ed.

As many of you nose, a walk along the towpath is frequently interrupted by bad smells...most times it is the Potomac Interceptor Sewer vents which are the culprit. On March 17 representatives of the National Park Service, Montgomery County, D.C. Water and Sewer (which owns and operates the Interceptor) and their Consultants, Metcalf and Eddy gave a brief tour of what is to be done to eliminate the smell from the sewer. Most vents are to be sealed and a power-vent with filters and noise-reducing measures will be built at Anglers (perhaps combined with permanent restroom facilities), and near Locks 10 and 5. Citizen inputs will be sought as the Environmental statements are completed. Final sites will be chosen by May and design may take

about a year (2002) with construction to also take about a year (2003).

Larry Heflin



ANNOUNCEMENTS OF COMING EVENTS

Through Bike Ride 2001

There are still spaces available for our annual bike ride in October, especially for campers, but also open to those who prefer to stay in B&B or motel each night. Dates are October 3-8, ending in Georgetown on Columbus Day holiday. We average 30 miles a day, sometimes less and sometimes a little more. We do not provide a "sag wagon", but we are accompanied by uniformed Bike Patrol volunteers who serve as "sweeps." If you would like more information about the trip, please call Tom Perry, at 301-223-7010. If you would like to register, send Tom Perry a nonrefundable check for \$15. at 116 S. Conococheague Street, Williamsport, MD 21795 and indicate whether you are a camper or a "motel muffin."

Tom Perry



Continuing Hike Series - Fall 2001

We will be finishing up our epic Georgetown to Cumberland series this fall with hikes between the Paw Paw Tunnel and Lock 75 in September 22 and 23 and from Lock 75 to Cumberland on November 17. These hikes require a shuttle but are no more strenuous than the 10 mile options for the Heritage and Reunion Hikes. They are a lot of fun, and a good way to get to know people. The group is small, averaging about six hikers. You don't have to hike both days in September. An overnight camp out at Spring Gap is an option if people are interested. On Saturday September 22 we hope to have Gene Long whose family lived at Lockhouse 68 join us at the Lockhouse and discuss life on the canal. We meet at 10:00 AM and shuttle to the starting points. The meeting places and dates are: Paw Paw Tunnel Parking Lot on Saturday Sept. 22, Lock 75 Parking Lot on Sunday Sept. 23, and Cumberland Visitors Center on Saturday Nov 17. Advance reservations are not needed, just come.

Pat White 301-977-5628



New Events at Fort Frederick

Fort Frederick State Park, located at mile 112.4 on the C&O Canal, is home to a well-restored stone fort in North America. The original fort was built by Maryland in 1756 during the French and Indian War to protect settlers from Indian raids. It also served as a British and colonial military supply depot. Today, the fort is used as a center for the study of the French and Indian War and also as a living history interpretive site for the public.

New activities this summer include Native American interpretive programming that began May 5-6 and continues through July 28-29th. Funded by the Maryland Humanities Council and the Friends of Fort Frederick, this new program honors the Cherokee, Iroquois, Catawba, and other Native American nations who served as allies of Maryland, Pennsylvania, and Virginia during the French and Indian War. Native American Village structures serve as permanent exhibits. Currently under construction on a hill overlooking the fort are wigwags (huts), an 18th century longhouse, and a Native American garden. Each weekend, diverse living history interpreters in regalia demonstrate Native American crafts from the 18th century and interpret the history of the fort and its Native American allies.

Within the fort, living history demonstrations on weekends this summer range from domestic chores such as cooking to military demonstrations. Other activities of Fort Frederick State Park include restoration work on the "catwalk" (walkway for sentries around the fort's stone walls) as well as the "Governor's House" where the 1757 treaty with the Cherokees took place within the fort. It is anticipated that these restorations will be completed by 2006 - the 250th anniversary of the fort's construction.

The park is located at Big Pool, Maryland (exit 12, I70). Regular hours for living history demonstrations are 9:00AM - 3:00PM. For further information, call the park office at 301-842-2155.



C&O CANAL ASSOCIATION

Minutes of Annual Meeting, March 4, 2001, Williamsport, MD

President Ken Rollins called the meeting to order at 2:12 PM.

Nominations Committee Chair Helen Shaw presented the following slate of officers and directors:

President:	Ken Rollins
1st Vice President:	Christine Cerniglia
2nd VP (Level Walkers):	Karen Gray
Secretary:	Donald Juran
Treasurer:	David Johnson
Information Officer:	Mickey Reed

Board of Directors Full 3-year terms:

Adam Foster, Nancy Hartman, Fred Mopsik, Barbara Sheridan, Richard Stoll

1-year unexpired term: Thomas Perry

Moved to declare the slate elected by acclamation. Carried by unanimous voice vote.

Nominating Committee members elected for the 2002 election are: John Chandler, Barbara Sheridan, William Bauman, Blair Bower, Donald Juran, Rachel Stewart

David Johnson presented the Treasurer's Report. The annual Financial Statement appeared in the March 2001 issue of "Along the Towpath."

Adam Foster presented the Audit Committee Report. The audit determined that the Association's financial records are in excellent order. Foster recommended that a third signatory for checks be designated, and that checks would henceforth require signatures of two of the three signatories. Moved, carried by unanimous voice vote. Moved to accept report. Carried by unanimous voice vote.

The following reports were presented:

President's report	Ken Rollins
Editorial review/publications	Fred Mopsik
Festivals	Rita Bauman
Level Walkers	Karen Gray
Membership	Barbara Sheridan
Monocacy Aqueduct	Carl Linden
Program	Thomas Perry
Public Relations	Mickey Reed

The meeting was adjourned at 4:18 PM.

Respectfully submitted,
Don Juran, Secretary



CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Jun 17	Sun	Canoe from Violettes Lock to Great Falls. Ideal introduction to canoeing -great for old-timers, too. Contact Sonny De Forge 301-530-5830 or Ken Rollins 804-448-2934.
June 20	Wed	C&O Canal Advisory Commission. Clarion Hotel and Conference Center, 10:00 AM - 3:00 PM. Contact Nancy Long, 301-332-3823.
Jul 7	Sat	Montgomery County History tour Day. Monocacy Aqueduct, 1:00-5:00 PM
Jul 8	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association at Carderock Recreation Area . 5:30 PM Bring a dish to feed six persons.
Jul 21	Sat	Brunswick canoe trip. Contact Ken Rollins 804-448-2934 or Sonny De Forge 301-530-8830.
Aug 5	Sun	Board Meeting. Williamsport Library. 1:00 PM
Aug 11-18	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 Rita Bauman, 540-888-1425.
Sep 15/16	Sat/Sun	Two one-day canoe trips 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 - Lock 75 to Paw Paw Tunnel, meet at Paw Paw Tunnel Parking Lot at 10:00. Sunday - Lock 75 to Cumberland, meet at Cumberland Visitors Center at 10:00. Contact Pat White, 301-977-5628.
Sep 29/30	Sat/Sun	Annual Paw Paw Bends Overnight Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934 for information and reservations.
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 Banquet with the Pennsylvania Canal Society and American 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, 1:00 PM. Place to be announced
Dec 16	Sun	Carol Sing at Great Falls tavern. 1.00 PM
Dec 31	Mon	New Year's Eve hike. Details later.



LETTER TO THE EDITOR

In the March 2001 edition of *Along the Towpath* you had an article called "Tramp, Tramp, Tramp (the Boys are Marching)." Your readers may enjoy reading a bit more of the interesting day and a follow-up to it. My son, Chris Hahn, and I were on that Chesapeake and Ohio Canal Association hike and were a part of the dismal day on Saturday 9 May 1961, the eighth anniversary of the famous Justice Douglas Hike of 1954. Chris was about ten years old and I was about 35 at the time. I appear to be the "Navy commander" mentioned in the article. The story in *Along the Towpath* doesn't include the author of the Washington Post article, but I believe the author was Aubrey Graves, who wrote a column for the Washington Post called "The Squire of Grigsby Hill." The style of writing reads like his. [The story was from the Washington Daily News - ed]

In the early days, the annual "Justice Douglas Hikes," (though I don't think we called them by that term yet in 1961) were preceded by a simple dinner and a camp out on the Friday that preceded the Saturday hike. I remember the dinner and the camping at a camp ground near Seneca, Maryland for the 1961 hike. At the moment I can't recall the name of the camping site, but it was off Seneca Road. A person named "Bill" prepared the simple camp supper in those days. In later years, for two for perhaps three years, my wife Nathalie and I prepared a chili dinner for the Friday night camp out, and then the tradition was lost. In any event, the Friday night before the hike was the best part of the event as far as I was concerned. As I recall, on that Friday afternoon of the 1961 event, I picked up a very interesting person and took him to the campsite. He was a well-known national cartographer and birder. There were usually several persons from the original hike of 1954 and other interesting personalities. It was a glorious experience to sit around camp with Justice Bill Douglas and the others. The camaraderie of the Friday evening was usually lost the next day with the publicity of the hike, and at the anticlimactic dinner that followed. It was either on this particular Friday evening or on the one the following year that Chris and I were chastised by Bill Douglas (and his second wife). We were sleeping out of doors in sleeping bags, as were the Douglas's next to us. Chris and I were talking about some of the stars, planets, and constellations of that night's sky. Apparently we were a bit long at it, because Bill shouted over, "Don't you guys ever go to sleep?" Oh well, in this case I can't say that better people have chewed me out, because there weren't any better than Justice Douglas.

The hikes in the early days were usually much longer than those of more recent years. You were expected to go the distance, no matter what, as a sort of a rite of passage. This particular hike began at Seneca (mile 22.82) and probably ended at Glen Echo or somewhere in that area (about milepost 7). Usually we have had pretty decent weather for the annual C&O hikes, but that particular Saturday was dark and rainy from the beginning to end. Lunch consisted of a brown bag. You can imagine what the bags and owners looked like after slogging through the rain. There were no rain plans for lunch, so we sought whatever shelter there was to be had. The nearest shelter the group I was hiking with came across at lunchtime was the Old Anglers Inn (mile 12.28).

The Old Anglers Inn was an upscale restaurant owned by a person who was well known in the newspapers of the day because of a notorious trial. In any event, she was not a very gracious hostess, and one could hardly blame her. I believe the first persons there were Ralph Donnelly with Naturalist "Sully" Sullivan and two of (Secretary of the Interior) Stewart Udall's children. Ralph recently described to me the formal jackets that the waiters wore, and the elegant grand piano. His little group had already started "lunch" when the bunch I was with entered and helped ourselves to the tables and chairs. I thought that my lunch bag nicely complemented the grand piano. Chris and I happened to be seated with Senator Paul Douglas of Illinois and someone else. About that time, the excited owner descended the stairs, shouting angrily in English and German. I must admit that we were a pretty motley group with our rain-soaked gear, rain-soaked lunch bags, with orange peels scattered all about the room. There wasn't a large crowd in the restaurant, and certainly not the 176 hikers that the Post reported to be on the hike. By this time many of the persons would have dropped out because of the rain and fatigue; others undoubtedly found shelter elsewhere. I liked to hike with or as near Bill Douglas as possible, so I happened to be in this smaller group. It is true that the owner, Mrs. John T. Reges, ordered Senator Douglas and us off a rug and to a less auspicious spot. Secretary of the Interior Stewart Udall had been canoeing the Potomac River. He arrived particularly bedraggled, with water pouring off a slicker he wore. When Mrs. Reges saw him, she said, "That bum has to go!" I tried to reason with her and explained who these people were and asked her to make the best of it, she was adamant. Poor Stewart Udall slinked outside and ate his lunch there in the rain. As I recall, Justice was very low key during the whole episode.

I was with Washington Post Aubrey Graves at the beginning of the hike. He told me he saw no point in spending a miserable day in the rain and had other things to do, such as filing a story on the hike. He was a very outgoing, personable guy and I always enjoyed his company. That evening we were sitting next to each other at the dinner--I can't remember where. He asked me if anything interesting had happened. I told him of the incident at Old Anglers Inn and he immediately left the table and never returned. He sensed a good story, and sure enough, there it was on the front page (I think) of the Washington Post the next morning. The story later appeared in *Time* magazine.

Years later, about 1973-1974, when I was the Supervisory Ranger at Great Falls for the Restored Chesapeake and Ohio Canal from Washington to Seneca, I was with Bill Douglas one day, and we talked about the Old Anglers Inn incident. I mentioned that I had thought that the owner should have apologized for her poor handling of the situation. He told me that she had and that she had offered to have a dinner for those involved, but that he had told her that it wasn't necessary. In any event, it made a good story and one worth telling years later.

Perhaps at some other time, I will write a little article on my acquaintanceship with Bill Douglas. He was certainly one of the mentors in my life. I always enjoyed being with him, and in later years on the hike with his wife, Cathy Douglas. Tom Hahn, Former Level Walker Chairman and first editor of *Along the Towpath*





C&O Canal Association Standing Committees

Archives

Molly Schuchat
Adam Foster

Auditing

Adam Foster
Blair Bower
Thad Hecht (Alternate)

Editorial Review

Fred Mopsik
Nancy Long
Carl Linden
Dave Johnson
Don Juran

Environmental

Peter Whitney
Ralph Donnelly
Fred Mopsik
Nancy Long

Festivals

Rita Bauman

Finance

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Bill Evans
John Chandler

Legal Advisory

Helen Shaw
Bill Evans
Mary Ann Moen

Level Walkers

Karen Gray

Membership

Barbara Sheridan
Bill Burton
William Bauman

Nominating

John Chandler
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William Bauman
Blair Bower
Don Juran
Rachel Stewart

Program

Tom Perry
Sonny DeForge
John Lindt

Public Relations and Publications

Mickey Reed
Mary Ann Moen

Monocacy Aqueduct

Carl Linden
Chris Cerniglia
Sonny DeForge
Gilbert Gude
Dave Johnson
John Lindt
Nancy Long
Fred Mopsik
Mickey Reed
Mike Schuchat
(Others are welcome)

Nature

Peter Whitney
Helen Johnston
Betty Bushell
Betty Henson

Maps

Ellen Holway
Sonny DeForge

First person is Chairman.

Additional volunteers are welcome, contact the Association



LETTER TO MEMBERSHIP

February 9, 2001

Barbara Sheridan
Membership, C&O Canal Association

Dear Miss Barbara;

Many thanks for not rejecting out of hand my application for renewal of my membership. I know that you were a tad diffident about the renewal when you began to entertain suspicions that perhaps I was not exactly a homo sapiens so to speak. No, I am now persuaded that there was nothing personal in it. Indeed, your enlightenment and sensitivity towards a fellow biped/ quadruped shines through your final O.K. of the renewal without reservations of any kind. You surely are on solid ground. There is nothing, absolutely nothing, in the Association by-laws that specifically puts a ban on a chap who just happens to be an ursus sapiens, especially one for whom the C&O Canal park is home, Home, Sweet, Home.

By the way, I had a time of it getting my dues check into the hands of the Treasurer. I saw him strolling down the towpath a few days ago. "How convenient," I thought. I stepped out from behind the bee tree I was investigating with check in paw. For some reason he turned tail and began running lickety split down the towpath! I really had to push it to catch up shouting the whole time "Hey! Dave! It's me, your buddy, Teddy!" At last he stopped. We were both winded, you know. He turned about and said: "Fancy meeting you here!" He was a bit hoarse but he thanked me for the check. Then, he reached into his jacket and said "I just happen to have a little somethin' for you too." Can you possibly guess? Eureka, it was a full-to-the-brim jar of apple blossom honey, my favorite! How

could I refuse. Speechless, I could only grunt my appreciation. What a spirit of generosity and inclusiveness there is in this Association! I belong! I am not bowling alone. I could just give you both a big hug!

Yours as ever and ever true,
Theodore

p.s. I wish I could renew at least once a month or even more. By the way, do you have any parties coming up?

February 16, 2001
Theodore E. Bear
General Delivery
C&O Canal National Historical Park

Dear Theodore,

I am so sorry that you had to chase our Treasurer down in order to give him your renewal dues. I do hope the "jar of honey" was ample compensation for your efforts.

It is good to know that we will be seeing you along the towpath for another year, pursuing your study of bees and occasionally joining other Association members for fun and feasting.

As always,
Miss Barbara

**MEET AND HELP OTHERS MEET
TED E. BEAR, JOIN TODAY!**

Chesapeake & Ohio Canal Association - Membership Form Have a Friend Join or Make One a Member

Please enter the following membership in the C&O Canal Association in the category indicated at right:
(Select One)

NAME: _____ ☐ Individual \$15

ADDRESS: _____ ☐ Family \$20

CITY/STATE/ZIP: _____ ☐ Patron \$25

EMAIL: _____

PHONE: _____

Total \$ _____

Name to appear on badge: _____

Name on 2nd badge: _____

Gift from: _____

Please make your check payable to the C&O Canal Association and mail to:
P. O. Box 366, Glen Echo, Maryland 20812-0366



Montgomery County Historical Society, Inc.

111 West Montgomery Avenue • Rockville, Maryland 20850

301-340-2825 • www.montgomeryhistory.org • kylottes@montgomeryhistory.org

Contact: Karen Yaffe Lottes, 301-340-6534

HAVE FUN WITH HISTORY AT THE 4TH ANNUAL MONTGOMERY COUNTY HISTORY TOUR SATURDAY & SUNDAY, JULY 7 & 8; FROM 12-4:00

WHAT: A county-wide history tour celebrating Montgomery County's rich historical and cultural past. From Sandy Spring to Seneca and Chevy Chase to Dickerson, 25 sites representing Montgomery County's history and heritage will be open with special activities, exhibits, tours and demonstrations. Make ice cream, create a grave rubbing, take a hay ride, hear gospel music and more. This event is co-sponsored by the Montgomery County Historical Society, the county's Department of Economic Development and the county's History Community.

WHEN: Saturday & Sunday, July 7 & 8 from 12-4:00

COST: Free

INFO: www.montgomeryhistory.org or 301-762-1492. Brochures will be available from participating groups, local libraries and community sites

WHERE: The following sites will be participating in the History Tour:

BOTH DAYS:

- Beall-Dawson House & Stonestreet Museum of 19th Century Medicine—Rockville
- Agricultural History Farm Park—Derwood
- Seneca Schoolhouse—Seneca/Poolesville
- John Poole House & General Store—Poolesville
- Lincoln Park Historical Association—Poolesville
- Hyattstown Mill—Hyattstown

SATURDAY ONLY:

- Jesup Blair Park, Silver Spring
- Chevy Chase Historical Society, Chevy Chase
- Old St. John's Church & Cemetery, Silver Spring
- National Park Seminary, Silver Spring
- Gaithersburg Community Museum, Gaithersburg
- Gaithersburg Model Railroad Society, Gaithersburg
- Old House Parts, Gaithersburg
- Monocacy Aqueduct, Dickerson
- St. Paul's Community Church, Poolesville
- Historic Waters House & Barn, Germantown

SUNDAY ONLY:

- Rockville City Hall, Rockville
- Red Brick Courthouse, Rockville
- Gaithersburg International Latitude Observatory, Gaithersburg
- Monocacy Cemetery, Beallsville
- Brookeville Academy, Brookeville
- Oakley Cabin, Brookeville
- Sandy Spring Slave Museum & African Art Gallery, Sandy Spring
- Sandy Spring Museum, Sandy Spring
- Woodlawn Manor, Sandy Spring.



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Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Olivia Casasnovas. COCA also maintains a telephone for information and inquiries at (301)983-0825.

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Supv Ranger-Fee Collect.	(301)299-3613	Terry Barbot

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1057 Thomas Jefferson St.,NW Washington, DC 20007	
Sup. Ranger - Interpretation	Kathy Kupper

Great Falls Tavern Visitors Center

11710 MacArthur Blvd., Potomac, MD 20854	
Great Falls Tavern Information	(301)767-3714
Sup. Ranger - Interpretation	(301)767-3702 Rod Sauter

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

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Hancock Subdistrict	(301)678-5463	Bob Conway
Ferry Hill Subdistrict	(301)714-2206	Adam Hurt
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Williamsport Visitors Center (301)582-0813

205 West Potomac Street, Williamsport, MD 21795	
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	Donna Swauger

Hancock Visitors Center (301)678-5463

326 East Main Street Hancock, Maryland 21750	
Park Ranger - Interpretation (part time)	Paul Apple
	Jim Seibert

Cumberland Visitors Center (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	(301)739-4206
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
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FOR LIFE-THREATENING EMERGENCIES DIAL 911
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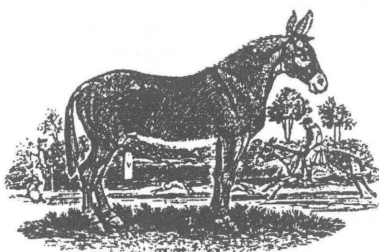
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