



C & O Canal Association

ALONG THE TOWPATH

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

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ANNUAL MEETING MARCH 5, 2005

The 2005 Annual Meeting of the Chesapeake and Ohio Canal Association will be held on March 5, 2005 at the Williamsport, Maryland American Legion Hall off Conococheague Street at the south end of town. Three events are planned, all beginning at 10 a.m., for your enjoyment including:

1) At the Williamsport Memorial Library, C&O Canal friend, historian, and association member John Frye will have on display and discuss the Douglas Papers, the collection from our beloved Justice Douglas. Through John's efforts, the Hagerstown Public Library has consented to allow the collection to be on display at the Williamsport library for our edification.

2) At the American Legion Hall, Carl Linden will present and discuss "Washington's *Heroic Enterprise*: The Patowmack Canal." See the article on page 2.

3) Those wishing to hike will meet Pat White at the Cushwa Basin and hike downstream, where you will view the Route 11 bridge (1908-09), the railroad lift bridge (1923), the Bollman bridge (1879), the Interstate 81 bridge (1965-67), a relatively modern railroad bridge (1913-1916) and the ruins of an earlier RR bridge that was destroyed twice by floods (built 1871-72, rebuilt 1878 and 1889), then come back by way of the cemetery and the Abner Doubleday memorial. Total hiking distance is 4.5 to 5 miles round trip.

You will need to provide your own lunch or visit one of the many restaurants in the Williamsport area.

At 1 p.m., plan to meet fellow members and the 2005 candidates for Officers and Directors at the American Legion Hall for a social hour prior to the meeting.

The annual meeting will start at 2 p.m., followed by a happy hour at 4:30 and dinner at 5:30. An information sheet and reservation form are enclosed herein.

Mark your calendar.

Don't miss this yearly opportunity to meet friends, both old and new, to learn a little something new about our Canal, and lend an ear to the happenings of the last year and plans for the new.

We look forward to seeing you.



HELP WANTED

EDITOR, *Along the Towpath*

The Association is seeking an individual skilled in the use of computers and software to serve as Editor, *Along the Towpath*.

Questions or interest? Contact Robert Perry, 703.590.5568 or rperry5568@comcast.net.

BIRD-WATCHING ENTHUSIAST

The Association is looking for a bird-watching enthusiast to lead walks. The Program Committee intends to do this in conjunction with the Audubon Society.

Questions or interest? Please contact Tom Perry at 310.223.7010.

Washington's "Heroic Enterprise:" The Patowmack Canal

By Carl Linden, GWU. A talk given on Nov. 6, 2004, at a "Symposium on George Washington and the Potomac River" at Mt. Vernon.

George Washington as a young man explored and surveyed the Potomac watershed and lands west in the Ohio country. As a surveyor he got to know the lay of the land. In the course of his travels he came up with an audacious notion that became a fixed conviction of his later years. His idea was that the upper Potomac river must be made navigable and become the prime corridor of trade and commerce tying the western lands to the navigable tidewater Potomac, the nation's capital and the eastern seaboard. By the time the American revolutionary war broke out the idea of a Potomac route had become the central element in his strategic vision. For Washington it was manifest that the new American republic must draw the western country and its inhabitants into its orbit and exclude Great Britain and Spain, or any other foreign power for that matter, from gaining dominion over the western regions.

He had to put his plan for the Potomac route aside while he was absorbed in the war with Britain for American independence. With victory he promptly returned to his Potomac project promoting it with the same passion and heroic determination that he had fought the war. He was driven by a sense of urgency that the nation must win the Ohio country into its orbit or lose it. He saw imminent danger that the inhabitants of the western regions would turn away from the newly formed United States and join the British in the north or the Spanish to the south. In his view, time was of the essence. The Patowmack Canal project was his short cut to winning over the western country. He told Jefferson in a letter (March, 1794) that "not a moment ought to be lost in commencing this business."

Washington's first task was to gain political and then financial support for his Patowmack Company proposal. This he accomplished in short order. In his glory as the author of victory in the revolutionary war he met and overcame all resistance. Washington was a tireless lobbyist. He worked around opposition in Maryland, mainly from Baltimore merchants, to opening up the Potomac as a trade route. He had to lend his support to Virginia's own project for a James River navigation to the western country in return for the state's backing his plan. He thus lined up the legislators in the Virginia and Maryland assemblies behind him and got both bodies to agree that free trade along a Potomac route was essential. That principle was duly incorporated into The Mount Vernon Compact signed between the two states in 1795 and later became part of the U. S. Constitution in the inter-state commerce clause.

Virginia and Maryland also put their money where their mouths were. They purchased a fifth of the Company's stock. The remainder was bought up by a number of eminent and eager private purchasers. The Company was entrusted with the construction of a series of canals skirting the major rapids on the Potomac River. Washington was made the Company's first President and he actively engaged in the project until his election as the first President of the republic under the new constitution. In any case, his strong interest in the project never waned right up to his death in 1799.

Washington's determination to realize his dream of a Potomac route to the Ohio country was a striking example of what Alexis De Tocqueville in his *Democracy in America* called the American proclivity to engage in "heroic enterprises." Washington's canal project was an early exemplar of just such an enterprise. Washington's courageous perseverance in war now turned to overcoming formidable natural obstacles in transforming the Potomac into a working transportation salient into the Ohio country.

Making the Potomac River into a navigable trade route was, if not a mission impossible, no easy task. Anyone paddling by canoe on the Potomac's reaches as Washington did will encounter all kinds of obstacles and dangers: rapids, rock ledges, boulders and rock gardens.

There are, however, five major rapids along the Potomac that challenged the Patowmack Company's ingenuity and resolve. These were the most serious obstacles to navigation on the river and required the construction of navigation channels either through or around them. These are: Little Falls just above the end of the tidal Potomac and at the fall line just above Chain Bridge, Great Falls spilling over the edge of the Piedmont plateau that rises some 14 miles up river from Georgetown, Seneca Falls another seven to eight miles further on the river just below where Seneca Creek enters the Potomac and, finally, two sets of rapids at Harper's Ferry: House Falls just above the town and Shenandoah Falls just below the town at the Potomac's junction with the Shenandoah.

Little Falls already had its by-pass canal. A canal promoter, John Ballendine, built the canal in the early 1770s around the rapids. He constructed three rather primitive locks in the two mile section in order to overcome a 38

The Patowmack Canal, continued

foot drop. He owned a mill, a bakery by the rapids and had his home there as well. The Great Falls presents the greatest and most precipitous drop of some 77 feet and required a three-quarter-mile skirting canal with a deep cut into the solid stone cliff of the adjoining Mather Gorge. The drop at Seneca Falls is only seven feet but extends over nearly a mile of rapids. A channel of fast-flowing water needed to be cut through this series of rapids which today still makes a good run for a canoeist or kayaker. The drop at Shenandoah Falls is 15 feet over a mile-long stretch of rapids and required the clearing of a navigable sluice through the rapids. The drop at House Falls is but three feet over a distance of 150 yards. This was the least formidable of the major rapids and building the channel through it was the least difficult.

Without a doubt the greatest obstacle facing the canal builders was the Great Falls. Even in the nine mile section from Great Falls to Little Falls, as all paddlers know well, there are a series of other intervening rapids: the Maryland Chute, Yellow Falls and Stubblefield Falls are among the more notable of them. These lesser boat wreckers also needed to be got around or through. However, these were only minor obstacles when compared with the grand and rocky rampart of the Great Falls.

John Davis, a visiting Englishman and writer, recorded the effect the falls had on him at first sight: "I now ascended a hill that led to the Great Falls and on a sudden my steps were suspended by the conflict of elements, the strife of Nature. I beheld the course of a large river abruptly obstructed by rocks, over which it was breaking with a tremendous roar, while the foam of the waters seemed ascending to the clouds and the shores that confined it to tremble at the convulsion. I gazed for some time in silent awe at this war of the elements..." Davis visited America around 1800 but his impression of the mighty falls has been shared by many other first time viewers since then.

The task facing the builders at the Great Falls was an engineering challenge of the first order. These were times when civil engineering was unknown in the new country. The construction of the skirting canal at Great Falls was the *piece de resistance* of the entire Patowmack Canal project.

What had to be done was to blast and cut a deep cleft through the solid rock of a cliff rising seventy seven feet from the river level below to the river level above the Falls. The passage through the rock wall had to be large enough to accommodate loaded batteaus, a channel no less than twelve feet across. The typical batteau was anywhere between fifty to seventy five feet long and five feet in width and carried up to 20 tons of cargo. Five locks were built to surmount the 77 foot change in elevation at the site. The creation of a working system of locks through the barrier was in itself an impressive technical achievement.

Washington engaged James Rumsey, the famed experimenter and inventor of steamboats, to be the first Superintendent of the Patowmack Canal. He inveigled him to leave his steamboat experiments for a time and take on the canal project. "The ingenious Mr. Rumsey," as Washington called him, came closest to an inventive and resourceful engineer that could be found.

Rumsey first of all persuaded Washington that a skirting canal at Great Falls could only be operated safely with a system of locks. He prudently argued that no roller coaster sluice around the Great Falls could take boats through without extreme risk. Washington had evidently thought that sluices and cuts were enough to do the job.

Though he had never seen a well-engineered European canal lock, Rumsey came up with an excellent lock design. Though no locks were actually built under his supervision the example of his design went a long way in making the Great Falls canal a technological success. Rumsey leaped into the project with great energy. He divided his work force into three contingents: one at Great Falls, another at Seneca Falls and the third at Shenandoah Falls at the Harper's Ferry gap. But within the year Rumsey quit in high dudgeon. He characterized the people working on the project as a "troop" of "villains." He left his well paid position, some 200 pounds per annum, to return to his first love, to his experiments with steam propulsion up river at Shepardstown.

Washington was not entirely mistaken in hiring Rumsey. In his brief incumbency Rumsey came up with a crucially important and effective design for the locks. Without the decision to use a lock system the project would not have succeeded.

In any case, the principal reasons for Rumsey's early departure were clear. By year's end he had had enough.

His problems were not technological, but human. He found himself in constant tussles with his workers and this was compounded by clashes with his assistant manager, Richardson Stewart. Though feisty, Rumsey's labor troubles were not simply of his own making. They were real. Finding skilled labor was next to impossible and finding enough workers to take on the hard labor most difficult. Workers on the job often found the toil too much to bear and abandoned the work sites. Rumsey sent out bulletins on the runaways, chased them down and put them back to work whenever he was able to do so. Irish workers were the most troublesome. Their pugnacity and drunken brawls upset the management and alarmed the local community.

Rumsey was candid in his comment: "Every time that they get a little drunk, I am cursed and abused about their money in such a manner that contrary to my wish, I am obliged to turn abuser."

His most important squad of workers were his "blowers." Rumsey faced difficulties here also. At one point he reports that: "We have been much imposed upon the last two weeks in the powder way—we had our Blowers, one run off, the other blown up. We therefore were obliged to have two new hands put to blowing."

After Rumsey's departure work crept along and the desperate search for reliable workers continued. First free laborers, then indentured servants, and then slaves hired from their owners, were employed. None fully fit the bill. Moreover, there was not enough money. This meant the project had to be done on the cheap. To build an artificial canal along the length of the Potomac route after the European model was beyond the financial reach of the Company or the country in those years.

There were no trained canal engineers to direct the project. The whole project was an early instance of do-it-yourself, though without a how-to-do-it manual. The work proceeded through trial-and-error and for the canal builders it was on-the-job training. A skilled and willing work force was very hard to come by.

The tools and machinery employed in the project belonged to the pre-industrial revolution – picks, shovels, crowbars, hand augers, block and tackle and elemental machines were all the builders could muster. The toil was back breaking and full of danger.

Black powder was the only explosive available for breaking down and clearing away rocky formations. "Blowers" had to be found willing to face the high danger of setting and igniting black powder charges. A blower's misstep often meant death or maiming. Blowers were the reckless heroes of this heroic enterprise. They blew and broke their way through the Mather Gorge cliff to make the passage for the last three and most impressive of the five locks of the skirting canal. Some 4300 cubic yards of rock shattered by the explosives had to be removed from the cleft by hard labor.

Though some of the river traffic began as early as 1788, it took about twelve years to put the by-passes into full operation, not the five years as originally contemplated. Then, it took another five years to finish the canal at Great Falls. Only when Leonard Harbaugh, the most able of the superintendents, arrived in 1797 did the work at the site accelerate. Harbaugh was good at lock construction and, especially, at getting the most difficult locks built. These were the three locks descending precipitously down the cliff to the lower river. He was very good at encouraging his workers to work harder. To use behaviorist terminology, he was good at negative reinforcement. He tells us in one report that: "in excavating for the lower locks a borer's work was estimated to be six feet; in case he did not complete that amount, he was to be deprived of his daily quota of whiskey." Harbaugh's tactics worked. In 1802 he had the satisfaction of celebrating the completion of the skirting canal. Up until then boats had to be portaged around the Falls and lowered into the river. This took time and hard work. Now boats locked through with ease in about an hour.

The opening of the by-pass canal was by any measure a great technological feat and a heroic conquest of nature's embattlements at the Great Falls. The canal at the falls was clearly a technological achievement of the first order but, sadly, did not bring in a lot of cash in tolls for the Company.

Washington and his fellow stockholders had cherished the hope that a flourishing town would grow at the Great Falls site. This was not to be. "Light horse Harry" Lee, father of Robert E. Lee, was sure that a town there would be a highly profitable venture. He was wrong. With his wife Matilda's money he began to build the town of

Matildaville next to the holding basin at the Great Falls canal. A few buildings and structures were raised at the site. Among them were Dickey's Tavern, the Superintendent's house, workers quarters, a store, a grist mill, an iron works, a sawmill, a wharf and an icehouse. In the end, the Patowmack Canal venture did not prove a boon to the Company's stockholders and the hamlet, Matildaville, did not grow into the thriving town that its founder hoped. Traffic along the canal never reached a level to support such a town.

Though not enough to support a town, boat traffic did come regularly through the Great Falls canal during its years of operation. For example, 305 boats were locked through in 1802 after the opening of the canal that year, in 1805, 405 boats and in 1811, 1300. The number of boats coming through each year was dependent on the number of days the wild and unpredictable Potomac was runnable in a particular year. In the bonanza year of 1811 more than 16,000 tons of cargo came through worth some \$925,000. However, the Company's tolls amounted only to some \$22,000.

Over the years of its operation from roughly 1788 to 1830 more than ten million dollars worth of products and produce came through the Patowmack Canal system. In current dollars that amount needs to be multiplied, say, fifteen to twenty times.

Despite the successful operation of the canal and locks at Great Falls, the Patowmack Company steadily lost ground financially. By 1817 the Company had expended \$650,000 on canal improvements but had only collected some \$162, 000 in tolls. The operation of the canal at the Great Falls was impressive but the Company did not win the financial reward commensurate with its achievement.

The boatmen plying the Potowmack Canal system did profit from their audacity in navigating the river. A successful trip reaped hard cash. The risks of travel on the river were high. The boatmen must be counted among the heroes of the heroic enterprise. They were intrepid in facing the river's many hazards. They had to pole their batteaus, sharpers, gundolas (a local name) and glorified rafts around rocks and rapids and over ledges between the by-pass canals and sluices. It was a rough and perilous ride. They had to use high skill and be shrewd in calculating risk as they shot through rapids and sluices. Wrecks there were and valuable cargoes lost. Yet these perils did not stop them. They made the trip to Georgetown in three to five days. Not bad time when travel with small loads by horse and wagon was slow, jarring and exhausting. Once in Georgetown many boatmen dismantled their boats, sold the lumber for a good price and walked back home. Some boatmen with more valuable boats, like the "sharper," did pole their way back to Cumberland. It took ten to twelve days of laborious poling against the current to get back home. They also carried profitable cargo to settlements up river on the return trip. With a little bit of luck they came home with cash padding their pockets.

Although the Patowmack Company ran in the red for most of its career, the boatmen using its canals plied their trade for a good three and a half to four decades until the C & O Canal Company came on the scene in 1828 and began building a continuous and unobstructed canal to Cumberland. The C & O Canal was the direct inheritor of Washington's Potomac project and carried its cause forward.

During its time the Patowmack Canal did realize to some degree Washington's vision of the Potomac route to the western country. Goods from the extensive Potomac watershed and from the Ohio country did move up and down the route. Even furs from the Missouri country reached Georgetown. The disadvantage was that goods to and from the Ohio country had to be carried overland across the continental divide to navigable streams in the Ohio watershed. By later standards the trade along the 200 to 220 mile run along the Potomac route was distinctly limited but it was not insignificant at the time. It did establish an early link between the eastern coastal and the western regions.

The Patowmack Company was innovative in introducing a working system of canal locks into the new country's until then primitive transportation network. Navigation on the Potomac was now possible for a month or two each year when water levels provided sufficient draft for the boats. Transport on the river, despite its limitations, was far better and more efficient in the volume and weight of goods carried than carriage along the bad roads and trails in the wilderness. Washington spoke of one road in the Cumberland area as "the worst road ever trod by man or beast."

It is worth remembering that the Patowmack Canal belonged to the age of the horse and boats propelled by

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hand or sail. Advanced canal technology and the advent of the steam-powered railroad had not arrived. With this in mind the Patowmack Canal was no mean achievement.

The 19th century transportation revolution was approaching but was still in the future. Washington would have welcomed the new technologies and the age of steam as his patronage of Rumsey made clear. In any case, Washington's vision and perseverance was needed to energize and unify the new American republic. As Alexis De Tocqueville noted, a democratic people needs the challenge of higher goals and lofty visions rising above its preoccupation with satisfying daily material needs.

Washington provided a powerful and inspiring example of a courageous leader with such a vision and whose plans and single-mindedness resulted in effective action. Although the Potomac route was his passion, he could not monopolize the action. The way was left open for others to excel and the opportunity was there to take on a piece of the action.

George Washington chose to be the American republic's first citizen and eschewed kingship. He won great authority but not absolute power. He did not seek it. Indeed, the actions of others who came after him fulfilled his vision beyond his dreams. The great routes westward and the new technologies that brought them about were realized not long after his death and the United States was on its way to becoming the world's leading nation.

Sources:

- 1) Joel Achenbach, *The Grand Idea: George Washington's Potomac and the Race to the West*, New York: Simon & Schuster, 2004.
- 2) Alexander Crosby Brown, "The Potomac Canal: America's Greatest 18th Century Engineering Achievement," reprint by the Virginia Canals & Navigations Society from *Virginia Calvacade*, Vol. 12, 1963, pp. 40-47.
- 3) Wilbur E. Garrett and Kenneth Garrett, "George Washington's Patowmack Canal: Waterway that Led to the Constitution," *National Geographic*, Vol. 171, No. 6, June 1987, pp. 716-753.
- 4) Lynn Doney Howlett, "The Patowmack Canal: From Canal to Constitution," The Virginia Canals & Navigations Society, revised 2nd edition, October 2001. 28pp.
- 5) Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal*, Baltimore: The Johns Hopkins Press, 1946. See chapter II, "Predecessors of the Canal," pp. 22- 44.



2004 Nominations Committee

At the 2004 Annual Meeting of the Association, the membership elected a Nominating Committee to prepare a slate of officers and directors to be voted on at the March 5, 2005 meeting. The Nominating Committee members are:

Chairman: Don Juran
Members: Nancy Long
Jim Preston
Richard Stoll
Lorraine Weaver

The Association thanks each of you for a job well-done.

The Nominating Committee's slate of C&O Canal Association Officers and Directors for 2005 are as follows:

OFFICERS

President

Robert C. Perry, Woodbridge, VA

In the same spirit and for the same reasons that Justice Douglas led the "Immortal Nine" and walked the towpath leading the fight to save the C&O Canal from becoming a highway, the Chesapeake and Ohio Canal Association (COCA) continues to confront challenges and meet opportunities. A member since the late 1980s, I have served as a director, as editor, *Along the Towpath*, and most recently as First Vice President. This spring marked my First Through-Hike. I uphold our involvement in restoration and support of the Park and endorse a close relationship with the National Park Service as advocate and watchdog. Further, I strongly believe that we have an obligation to this and to future generations to ensure that the C&O Canal National Historical Park, created by the people, remains a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door - - a wilderness area where we can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns (Justice William O. Douglas). Guided by this spirit, bearing this obligation in mind, and with your help, I will endeavor to serve as President, COCA.

First Vice President
Barbara Sheridan, LaPlata, MD

A native of D.C., I find it hard to believe that I have lived and worked in this area my entire life without discovering the C&O Canal. While I knew it existed, only in recent years have I learned to appreciate and enjoy the many benefits of this great resource. My favorite activities are hiking, canoeing and learning more about the historical significance of the Canal while enjoying the fellowship of other Association members. Completing the 1999 Douglas Through-Hike (my first camping experience) and the 2004 50th Anniversary Through Hike will always be two of my greatest memories.

I have been a member of the Association since 1997 and have been a Level Walker (2 levels) for most of that time. I have served as a Director since 2001. I was on the Registration Committee for the 1999 Through-Hike and Coordinated the 2004 Through-Hike as well as serving as the Registration Committee Chair. I have also been serving as the Membership Committee Chair since 2000.

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

Second Vice President and Level Walker Chair
Bill Burton, Warrenton, VA

I joined the C&O Canal Association in 1998 for the fellowship with others who enjoy many of the same activities that I do (hiking, canoeing and camping) and who also share the same appreciation of the C&O Canal NHP. During most of this time I have been a level walker and have been a Board member since June 2001. For the past three years I have supported the Level Walker Program as the Level Walker Chair.

During this time I have learned to truly appreciate both the historical and recreational benefits of the C&O Canal National Historical Park. If elected, I will accept the responsibility for, and do my best to continue the Association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP can not be over emphasized. It is essential to ensure that this historical canal, with all its recreational opportunities, will be available for future generations.

Secretary
Charlotte Loveless, Hagerstown, MD

As a member of the COCA for the past 8 years, I am continually impressed by the dedication of the members for the preservation of the C&O Canal. Many members and certainly members of the Board work hard to educate visitors and neighbors about the value of preservation of and the rich history of the canal.

For the past 3 years I have served as a Board Member and for sure my learning experience far outweighed my contribution. I would however willingly serve as secretary if given the opportunity.

I have lived in Washington County for 20 years and I have enjoyed hikes and outings on the towpath for the past 30 years. The Canal and towpath were certainly part of my attraction to Washington County. I will continue to help in preservation of the Canal and towpath.

Treasurer
Linda Willard, Bethesda, MD

My husband and I retired from the Federal government early in 2002. Shortly before retiring, we joined the Canal Association. With only two or three years' membership, we are comparative newcomers to COCA.

My qualifications for Treasurer are as follows: I am a CPA, with 26 years' experience auditing defense contracts with the Defense Contract Audit Agency (DCAA). I am also an attorney and a member of the Maryland bar with no legal experience beyond serving seven years as audit liaison to the Defense Procurement Fraud Unit of the Department of Justice. This means I'm MUCH better at auditing than at bookkeeping (the Treasurer is primarily a bookkeeper). On the other hand, with seven years' experience as DCAA's Chief, Auditing Standards Division, I do have some idea of the importance of good internal controls to any organization and the necessity of clearly communicating pertinent financial data. My campaign slogan (assuming I need one) is, "Financial statements exist to inform the user." In a nonprofit organization, board members are the primary users, but all members should be users. My campaign promise (again assuming I need one) is, "If you want help understanding COCA's financial statements, send me an e-mail and I'll explain."

My husband and I have participated in three COCA events, including this year's Douglas thru hike (as Motel Muffins). We've signed up our sons (both Eagle Scouts) and grandchildren as members of COCA, perhaps in the hope of providing fresher blood than ours.

Information Officer

Miriam B. Reed (Mickey), Bethesda, MD

John and I have been living in Bethesda for 30 years. We enjoy the proximity of the C & O Canal more and more each year. Having participated in two Douglas Hikes I have come to appreciate the Park throughout its full 184.5 miles. I am presently serving as Information Officer of the Association. As our seven daughters went through school and then away to college, we knew we always had a dog or two to walk or run the towpath with us.

After graduating from Mount Holyoke College, I began my career on Capitol Hill as a member of the staff of Congressman Harlan Hagan from California. After our seven daughters were well along with their education I began working as a Legislative Assistant for Congresswoman Connie Morella first when she was a member of the General Assembly in Annapolis and then in Congress. In 1990 John was transferred for four years to Singapore so I was granted a leave of absence from my job. I returned to work for Connie in 1994 and retired in 1997.

I was working on Capitol Hill at the time of the great floods. One of my most satisfying assignments was to help with the funding of the restoration. I will never forget going with Connie to Great Falls and watching an eagle soar over us as President Clinton rededicated the area so damaged by the Hurricane. With time to volunteer I "geared up" doing small tasks and eventually was elected Information Officer. I would like to continue getting out information about our events and encouraging all to join as they wish. I would appreciate your support.

DIRECTORS

(In Alphabetic Order)

Blair T. Bower, Arlington, VA

My spouse and I came to Washington in April of 1965. The following spring my spouse spotted an announcement in the POST of the annual C&O reunion hike. We decided to go, met Justice Douglas, and joined the Association.

Since then we have been on a number of the annual reunion hikes, and a number of heritage hikes. These hikes represent a major difference from our typical wilderness hikes in the American West. But they are equally important. In 1974, I walked the Canal from Cumberland to Washington, solo, in 8 days. This trip added significantly to my appreciation of the Canal as a great recreational resource, and hence my willingness to expand efforts to further its saving and restoration. I hope that, if elected, my contribution to the board will further that objective.

Jim Heins, Kensington, MD

Since my involvement with the canal and the association starting in the mid 1990s, I have participated in a number of park cleanup and maintenance activities, have been an active member of the volunteer bike patrol at Great Falls since its inception 5 years ago, have worked several years as a volunteer on the boat crew on the canal boat at Great Falls, and have helped with activities such as sand bagging for an anticipated flood and frequent repair and maintenance of the canal boat.

For several years, I have participated as an interpreter at Monocacy Elementary School during their Canal Week activities. Currently, I am working with a group to help find a way to replace the now defunct canal boat at Great Falls.

Within the association, I have been involved in a number of the scheduled hikes, including the most recent Douglas Hike this past spring as well as thru-hiked to Cumberland in 2000 and I have biked twice with Tom Perry on the annual thru-bike ride in October. I am currently chairing the recently reactivated Volunteer committee and have been a level walker for a number of years.

I believe the C&O Canal National Historical Park provides a wonderful opportunity for people to witness and enjoy one of the great parks within our park system. However, in light of recent directions that the system is taking, there is a tremendous need for all the care and support we can offer. Our association gives us a chance to take from the park but equally important to give to it. As a board member, I believe I can effectively contribute to that end.

Ron Howard, Rockville, MD

I have been a member of the C&O Canal Association for more than 10 years, and have been a levelwalker since the fall of 1994. In 2004 I assumed the duties of levelwalker for a second section. I participated in the 1999 through-hike, have attended annual meetings, as well as other C&O Canal Assn events. Now I have the desire to take a more active role, after having volunteered in other national parks. As a member of the Board of Directors I feel I can better assist the association in the many worthwhile projects for the preservation of C&O National Historical Park.

George E. Lewis, Jr., Jefferson, MD

I have been a member of the Chesapeake & Ohio Canal Association (COCA) since late in the final decade of the last century, and a Frederick County, Maryland nominee to the C&O Canal National Historical Park (C&OCNHP) Advisory Commission for just about as long. I have been involved with the restoration of the Lockhouse at lock # 29, and with

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numerous other improvements within the C&OCNHP. I have been active in challenging the approval process for the proposed new, and oversized, Georgetown University Boat House.

Recently, I had the opportunity of a lifetime -- to participate in and complete the COCA sponsored 50th Anniversary Justice Douglas Through-Hike; and along the way to utilize my skills as a veterinarian by now and then treating a hoof or two of a number of limping fellow bipeds.

My wife Pam and I reside in Lander (Catoctin), Maryland where we raise beef cattle on our Catoctin Station Farm -- which overlooks the C&OCNHP at the 51 mile mark.

I serve as a consultant for Anteon Corporation to the US Army Medical Research and Materiel Command. In addition, I am a board member / trustee of the Historical Society of Frederick County, Rotary District 7620, Frederick County Forestry Conservancy District, Community Foundation of Frederick County, Francis Scott Key Memorial Foundation, Jefferson School, Point of Rocks Community Historical Society, and the Lander Community Association.

I seek the opportunity to better serve the COCA and in doing so facilitate the preservation and interpretation of our C&OCNHP, as a member of our COCA Board of Directors.

John Lindt, Bethesda, MD

A member since 1991 when my interest in the canal was sparked by a visit to Great Falls Tavern. For thirteen years I have served as a NPS volunteer interpreter at the tavern and along the towpath telling people about the canal. I also participated in the Association sponsored VIP WORK DAYS eventually serving as VIP coordinator, also LEVEL WALKER, and a member of the Board. I am also active with the Friends of the Historic Great Falls Tavern, and a member of the American Canal Society. My wife Gloria, and I have attended nine World Canal Conferences. We are proud to be members of the C&O Canal Association, surely one of the most effective support groups assisting in America's National Parks.

Dward A. Moore, Jr., Brunswick, MD

I have enjoyed serving on the Association board for the past three years. I wish more Association members would attend our meetings to see what an active group this is and how much is done for the Canal by the board. It has been a pleasure to serve on the board and work for our beloved C & O Canal and I look forward to the possibility of another three years. With the activation of the volunteers in the park program I am hoping that we can do even more to assist the over-stretched National Park Service in maintaining the park. My wife, Jeanine, and I have lived in Brunswick and enjoyed the park for 17 years and have spent several weeks boating on the canals of England.

John Wheeler, Washington, DC

I have been a member of the C&O Canal Association since the mid-1980's. My wife, Val, and I are levelwalkers for levels # 10 (Seneca Creek to Tenfoot Island) and #53&54 (15 Mile Creek to Lock 60) and we participated in this year's 50th Anniversary Douglas Hike. This year I retired from the Environmental Protection Agency and am now devoting much more time to volunteer activities. I am particularly interested in outreach to other organizations and the preservation of the Western Maryland Railway right-of-way as a rail-trail. I look forward to serving the Association whether or not elected to the Board.

Peter Whitney, McLean, VA

Peter Whitney is Economist in Residence at American University in Washington, D.C. and Adjunct Professor at the Fuqua School of Business at Duke University. His courses for American have included Economic Policy Analysis for Emerging Markets, Competition in an Interdependent World, Macroeconomics and Economics of Globalization. For Duke he teaches Economics of International Business in the Cross Continent Program at the Fuqua School of Business. As Senior Advisor on Latin America for Control Risks Group, an international management consulting company, he has performed political and business risk assessment and confidential investigations. Each summer he also teaches a course on the WTO and Trade Dispute Resolution for the Foreign Service Institute and each Sept. or Oct. a course on Global Trade for the Intermodal Transportation Institute at Denver University.

In the Foreign Service he was posted as Deputy Chief of Mission, Economic Counselor, Consul, Economic Officer and Commercial Officer to Argentina, Brazil, Chile, Jamaica, Japan, and Portugal and carried out assignments in Africa, Eastern Europe and most of Latin America and the Caribbean. Service at the State Department Director of Economic Policy for Latin America and the Caribbean, travel to 19 countries to explain NAFTA and negotiation of tax, trade, investment, environment and textile agreements with various governments.

He has written on many economic policy issues in publications in Latin America and on the economics of modern Latin America for the *Journal of Interamerican Studies & World Affairs*, CSIS and A.E.I. and on terrorism in *Risk Map 2002*. He is the author of the section on the WTO and GATT in a textbook, *Fundamentals of U.S. Foreign Trade Policy*, published in 2003.

His principal personal interests include environmental preservation and hiking. He has negotiated environmental agreements with Argentina and Brazil, has taken courses in the environment and botany and is a member, and was President in 2003, of the Botany Society in Washington. He and his wife Martha's annual vacation is hiking from inn to inn. They have greatly enjoyed walking and plant identification along the canal when posted to Washington. They joined the C&O Association in 1998 after returning to the area. Peter participated in the Through Hike in 1999 and did a plant inventory for that hike and keeps notes on plants seen in various sections of the canal at different times of the year, but especially in spring.

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Dec 31	Fri	New Year's Eve Hike at Monocacy Aqueduct. - 2:00 p.m. Contact Pat White, 301.977.5628.
Jan 1	Sat	New Year's Day Hike at Monocacy Aqueduct - 10:30 a.m. Contact Pat White, 301.977.5628.
Monthly	Wed & Sat	Sights and Sounds of the Season Nature Walks are scheduled four times monthly on the first and last Saturday. Meet in Great Falls Tavern at 10:00 a.m. to begin with a brief slide show. Hikes are led by Park Service Volunteers.
Jan 23	Sun	Continuing Hike Series. Meet at Carderock at 10:30 a.m. Park in the first lot on the right. Contact Pat White, 301.977.5628
Feb 6	Sun	Board Meeting at Williamsport Memorial Library at 1:00 p.m.
Feb 26	Sat	Continuing Hike Series. Meet at Big Pool Exxon Station at 10:30 a.m. and travel to Fort Frederick. Contact Karen Gray, 301.739.3073.
Mar 5	Sat	C&O Canal Association Annual Meeting at Williamsport American Legion Hall. Three options for activities at 10:00 a.m. Meet the Candidates at 1:00p.m. (American Legion), Meeting at 2:00 p.m., Happy Hour at 4:30 p.m., Dinner at 5:30 p.m. Please see announcement and registration form in this issue.
Apr 2	Sat	Continuing Hike Series. Meet at 10:30 in the western parking lot at Sugar Loaf Mountain for hike on the blue trail. Contact Rachael Stewart, 703.237.4727. Hike will be followed by an afternoon potluck at Monocacy Aqueduct.
Apr 30	Sat	Justice William O. Douglass Spring Hike in the Harper's Ferry area. Meet at Brunswick railroad station at 10:00 a.m. to ride to 3 starting options. More information in the March issue.
May	TBD	Dedication of the stabilized Monocacy Aqueduct. Date and time TBD.
May 28&29	Sat, Sun	Canoe day trips on the Monocacy River. For information and registration contact Barbara Sheridan, 703.306.6549.
Jun - Aug	Sat, Sun	Volunteers are needed to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman, 540.888.1425.
Jun 4	Sat	Presidents' Breakfast at Little Orleans, 9:00 a.m. Contact Jim Preston for information and registration, 301.334.9760.
Jun 5	Sun	Board Meeting at Williamsport Memorial Library, 1:00 p.m.
Jun 11	Sat	Canoe trip at Violettes' Lock. Contact Sonny DeForge at 301.530.8830 for information about this introduction to canoeing.
Jun 18&19	Sat, Sun	Oldtown Summer Fest. Contact Vicki Koch at 301.777.0293.
Jun 25	Sat	Hancock Barge Race on the Canal. Contact the town for information and time. 301.678.5622.
Jun 26	Sun	Joint Potluck Dinner with Friends of the Tavern. 6 p.m. More information later.
Jun 26	Sun	Bike Ride in Hancock area. Contact Tom Perry at 301.223.7010.
Jul 8-10	Fri-Sun	Canal/Rail Fest in Cumberland at Canal Place. Contact Jessica Wagoner, 301.724.3655 or Ranger Rita Knox, 301.530.8830.
Jul 16	Sat	Canoe trip from Brunswick to Monocacy. Contact Sonny DeForge, 301.530.8830.
Aug 7	Sun	Board Meeting at Glen Echo Town Hall, 1:00 p.m.
Aug 13	Sat	Canoe Trip in the area of Balls Bluff (White's Ferry). Contact Bill Burton, 703.306.6303.
Aug 22-27		World Canals Conference in Sweden. Website: www5.auderis.se/wcc2005
Aug 27&28	Sat, Sun	Canal Days in Williamsport. Contact Tom or Linda Perry, 301.223.7010
Sep 17&18	Sat, Sun	Hancock Apple Days. Contact John Popenoe, 301.678.6379.

Calendar of Events, continued

Sep 25	Sun	Continuing Hike Series. Meet at Cohill Station parking area at 10:30 a.m. Contact Pat White, 301.977.5628
Oct 2	Sun	Board Meeting at eh home of Tom and Linda Perry. 1:00 p.m., in Williamsport.
Oct 6-11	Thu-Tue	Through Bike Ride, Cumberland to Georgetown. No sag wagon. Contact Tom Perry, 301.223.7010.
Oct 8-10	Sat-Mon	Canoe trip from Paw Paw to Hancock. Contact Barbara Sheridan, 703.306.6549.
Oct	TBD	Continuing Hike Series, Carderock area, followed by a potluck supper and Life and Death on the Canal at Great Falls Tavern. Date and time to be announced later.
Nov 5	Sat	Heritage Hike in the Spring Gap area. More information to follow.
Nov 20	Sun	Continuing Hike Series in the area of Fort Duncan. 10:30 a.m. Park by the church on Pleasantville Road off Harpers Ferry road. Contact Pat White, 301.977.5628
Dec 3	Sat	Frostbite Hike at Great Falls , VIRGINIA, at 10:30 a.m. Contact Pat White, 301.977.5628
Dec 4	Sun	Board Meeting at Glen Echo Town Hall. 1:00 p.m.
Dec 11	Sun	Carol Sing at Great Falls Tavern. 1:00 p.m.
Dec 31	Sat	New Year's Eve Hike at Fletcher's Boat House at 2:00 p.m. Contact Pat White, 301.977.5628
Jan 1	Sun	New Year's Day Hike at Fletcher's Boat House at 10:30 a.m. Contact Pat White, 301.977.5628

2004 50th Anniversary Through Hike

Although the September issue of *Along the Towpath* contained a list of Through Hike Participants, there were a few errors that have necessitated the reprinting of the list. This final list contains the names of all 68 registered hikers. There were 58 who signed up to hike the entire two weeks, 7 people signed up only for the first week and three for only the second week. Of the 58 who committed to do both weeks, 36 actually completed the entire hike and they are noted below with an asterisk (*) before their names. Congratulations to one and all!

Two Week Hikers (58)

* Lisa Angstadt	Gettysburg, PA	* Don Juran	Rockville, MD
Patricia G. Barnett-Brubaker	Mitchellville, MD	* Louis LaBorwit	Bowie, MD
* John W. Betting	Altoona, PA	* Phyllis LaBorwit	Bowie, MD
Lauren Brubaker	Mitchellville, MD	* George E. Lewis Jr	Jefferson, MD
Bill Burton	Warrenton, VA	Mike Lewis	Hendersonville, NC
Chris Cerniglia	Rockville, MD	* C. Gage Linden	Bethesda, MD
* Wayne Cerniglia	Rockville, MD	Carl A. Linden	Bethesda, MD
* Joseph D'Amico	Washington, DC	* Walter F. Lipski	Cinnaminson, NJ
Kristine Dudley	Rockville, MD	Larry Mills	Vancouver, WA
* Sonja Elmer	Arlington, VA	* Fred Mopsik	Cabin John, MD
* Stacey C. FitzSimmons	Chevy Chase, MD	* Judie Mopsik	Cabin John, MD
Carol Galaty	Washington, DC	Louis A. Odom	Flat Rock, NC
* Laura Gilliam	Washington, DC	* Robert C. Perry	Woodbridge, VA
* Neil M. Gilliam	Chevy Chase, MD	Gary M. Petrichick	Belmont, NY
Nancy Hartman	Bethesda, MD	* James R. Preston	Mountain Lake Park, MD
* Jim Heins	Kensington, MD	Carol M. Purcell	Boyd's, MD
Gil Hill	Washington, DC	* John Reed	Bethesda, MD
* Bill Holdsworth	Rockville, MD	* Mickey Reed	Bethesda, MD
* Patricia Hopson	Alexandria, VA	* Tom Reid	Falls Church, VA
* Sharon L. House	Washington, DC	Ken Rollins	Ruther Glen, VA
		* Paula Rosasco	Germantown, MD

R. Winona Rowat	La Jolla, CA
* Nasra A. Sakran	Potomac, MD
* Barbara Sheridan	La Plata, MD
Dorothy J. Skinner	Alexandria, VA
* Leo Snarr	Woodstock, VA
* Jack Stickles	Chevy Chase, MD
* Richard D. Stoll	Kensington, MD
Porter W. Venn	Racine, WI
Eliane Viner	Durango, CO
John Viner	Durango, CO
* Lorraine Weaver	Leonardtown, MD
* John Wheeler	Washington, DC
* Valerie Wheeler	Washington, DC
* Patricia A. White	Gaithersburg, MD
* Sheila Wickowski	Washington, DC
Daniel Willard	Bethesda, MD
Linda Willard	Bethesda, MD

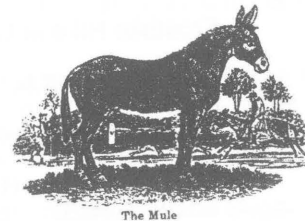
First Week Only Hikers

(7)

Steve DeLanoy	Bethesda, MD
Arlene Drewes	Bethesda, MD
Pam Lantz	Parkersburg, WV
Tom Perry	Williamsport, MD
Marion Robertson	Chevy Chase, MD
Betsy Williamson	Chevy Chase, MD
James Williamson	Chevy Chase, MD

Second Week Only Hikers (3)

Dave Lipski	Cinnaminson, NJ
Sue Lipski	Highlands, NJ
Elizabeth Milner	Annandale, VA



The Association Welcomes New Members

We hope to see you at the Annual Meeting

Chris & Jordan ALLAN	Raleigh, NC
Phillip & Jane AMERO	Falling Waters, WV
Susan & Coleman BAKER	Waterbury Center, VT
Geoff BEAN	Gaithersburg, MD
Janet BERKSON	University Park, MD
Ron & Carol BOBBY	Charleroi, PA
John BOGDAN	Keyser, WV
Pam BRADLEY	Lancaster, PA
Arlette CAHAN-COPPOCK	
and Rob COPPOCK	Washington, DC
Dorothy CAMAGNA	Gaithersburg, MD
Patrick CODY	Washington, DC
Jerome A. CONLON	Washington, DC
John & Sharon CRANFORD	Montgomery Village, MD
Kathryn DERDICH	McKeesport, PA
Manbeth EVANS	Silver Spring, MD
Leslie & Ross FOWLER	Mt. Airy, MD
J.B. GOOD	Bethel Park, PA
John HAAGA	Bethesda, MD
Don HAMILTON	Little Rock, AR
Lisa HENDRICK	Martinsburg, WV
Deborah & Robert KOVACH	Washington, DC
Joel F. LECKRON	Greencastle, PA

Tim & Terry LEWIS	Gaithersburg, MD
M/M F. Dennis LIGHT	Bethesda, MD
Bert LUSTIG	Berkeley Springs, WV
Kristine MARAMES	Whitestone, NY
Jerry A. McCOY	Washington, DC
Martin J. McDONALD	College Park, MD
David L. McGILL	Bel Air, MD
S. PORTER	Arlington, VA
Katie RAPP	Gaithersburg, MD
Chap & Marysue RICHARDSON	
	Frostburg, MD
M/M Lawrence C. SAMUALSON	
	Ridgeley, WV
Michael D. SCHALLENBERGER	
	Baltimore, MD
Burt & Roslyn SELLERS	Williamsville, NY
Timothy R. SNYDER	Hagerstown, MD
Len VALENTI	Gaithersburg, MD
Megan WARD	Arlington, VA
Robert W. WEBSTER	Salisbury, MD
Kevin WITHROW	Falling Waters, WV
Kathy WOOL	Snow Hill, MD
Vicki & Denny WOOMER	Altoona, PA

On The Level

By Level Walker Chair Bill Burton

As usual, many Level Walkers have been out on the towpath volunteering their time in support of the Park and the Association's Level Walker program. Many commented in their reports on how beautiful this fall has been and on the abundance of paws paws and wildlife this year. If you haven't walked your level this year, there is still time to get out and enjoy the Park while volunteering. So far this year 147 reports have been received covering 47 levels (correction to the September column).

Please welcome two new Level Walkers to the volunteer program, **Joel Leckron** and **Roger Winter**. Also, Level Walker vests are still available at the Association's cost of \$10, if interested, please let me know.

Highlights from the reports received from late August through mid November:

Level #1 Tidelock to Incline Plane; 8/25, 9/3, 9/12, 9/22, 10/1, 10/21, 10/28, 11/11, **John Barnett** commented on the preparations for the retirement party for Frances, a 28 year old canal boat mule. (Frances is now enjoying retirement at the Carter Farm in Plains, GA.)

Level #2 Incline Plane to Lock 5; 11/6, **Bill Quinn** noted the water level in the prism from Lock 5 to the Incline was far below normal with just a trickle in the Fletchers area.

Level #5 Lock 14 to Bridge at Croyley; 9/1, **Jan and Jim Heins** encountered 6 hikers with dogs (all on leashes), 25 bikers, 15 hikers, joggers and kayakers along the towpath.

Level #7 Great Falls Tavern to Swains Lock (21); 10/19, **Alan and Becky Hedin** spotted numerous flora, including Ageratum, Boneset, Daisy Fleabane, Goldenrod, Jewelweed, Knotweed, small purple aster, Winged sunflower and Tickseed sunflowers.

Level #8 Swains Lock (21) to Pennyfield Lock (22); 9/16, **Steve DeLanoy with Pat Hayner** reported the Pennyfield House has fallen down on the right side and someone had set fire to the fence by the parking lot.

Level #9 Pennyfield Lock (22) to Seneca Aqueduct; 8/24, 10/8, 11/11, **Mike Schuchat** noted that the towpath had been recently graded and new gravel added which made a big improvement in conditions for hikers and bikers.

Level #10 Seneca Aqueduct to Milepost 25; 10/4, **Carol Purcell** noted that persimmons had dropped from a loaded tree between mileposts 23 and 24.

Level #11 Milepost 25 to Sycamore Landing; 8/31, **Sandy and Marv Kahn** commented on the large number of paw paws beginning to ripen this year.

Level #12 Sycamore Landing to Edwards Ferry; 10/26, **William Tammaro** spotted hawks at Sycamore Landing and removed 4

truck tires, an office machine and 4+ bags of trash.

Level #16 Woods Lock (26) to Monocacy Aqueduct; 10/30, **Michael Ciansiosi** reported that bulldozers had been on the towpath making repairs, the most notable repair was the erosion at mile 41.96, the culvert over Little Monocacy.

Level #18 Nolands Ferry to Point of Rocks; 8/23, 9/21, **Gaye and Jed Tucker** reported the Park Service had made considerable progress on the new bridge construction at Point of Rocks.

Level #19 Point of Rocks to Catoclin Aqueduct; 9/6, **Jack and Pat Cook** found a lot of trash at the Point of Rock boat ramp, but little on the towpath. 9/19, **Allan Jelacic** commented on how many people were out on the towpath on a football Sunday afternoon, 59 in all. 10/17, **Marlow Madeoy** commented that the Pivot Bridge at Point of Rocks has been completed and is in use for vehicles.

Level #21 Lock 30 to Lock 31; 11/11, **Ron Howard** had a hiker join in picking up trash and may be potentially a new Association member.

Level #23 Lock 33 to Dam #3; 8/23, **Mike Landrigan and Julie Atkins** commented that the canal beside Harpers Ferry Road is a frequent trash dump by passing motorists which unfortunately detracts from the beauty of the area.

Level #26 Lock 37 to Antietam Aqueduct; 8/22, 10/23, **Jack and Karen Forster** enjoyed a absolutely beautiful day on the towpath and commented on the small blue wildflowers.

Level #27 Antietam Aqueduct to Shepherdstown Lock (38); 9/1, **Roy Shilling and Marce Tissue** reported the bridge work at Shepherdstown still causes delays on the towpath and sighted Asiatic Dayflowers in bloom.

Level #32 Marsh Run Culvert to Dam 4; 9/12, 11/6, **Dave and Kathy**

Peterson noted serious erosion, with a 5 foot vertical drop next to the river, between MP 83 and 84.

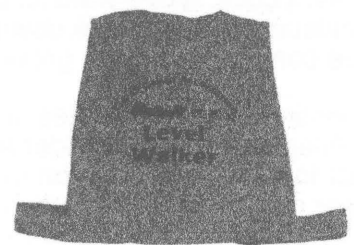
Level #37 Falling Waters to Lock 44; 9/10, 9/16, **Russ Meinke** spotted two deer near mile 95 and a dog without an owner in the same area.

Level #40 Nessle RR Bridge Piers to Dam 5; 11/1, **Bill Hibbard** observed two deer and noted the towpath was covered in leaves.

Level #41 Dam 5 to Four Locks; 9/5, **B.K. Lunde** reported a lot of activity on a beautiful day at Dam 5, and 39 bikers on the towpath.

Level #51 Dam 6 to Sideling Hill Aqueduct; 8/16, **John Popenoe** noted extensive rail trail work was still underway on the berm side.

Level #60 Opposite Little Cacapon to Town Creek Aqueduct; 11/2, **John and Judith Lilga** reported the towpath was in excellent shape with some repairs evident between miles 160 and 161.



New Level Walker Vest
Available from Bill Burton

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

-- By Helen Johnston, Taken from the December 1999 issue of *Along the Towpath*

Below we reprint one of Helen L. Johnston's "Nature Notes," a column she wrote for "Along the Towpath" for many years. Helen had a distinguished career as a civil servant starting as a secretary in the Farm Credit Administration in the mid-1930s and finished her career heading up the migrant health program in H.E.W. She retired in 1972 and became an NPS volunteer leading nature walks from the Great Falls Tavern for more than 25 years. The study and observation of nature was her favorite pursuit. She was an avid photographer of the birds and flowers she encountered on her walks. The Audubon Society and Rockwood Manor Park share her fine photo collection. Helen passed away on September 29th this year at 95 years of age. Her longevity was enriched and we might suspect was extended by her abiding love of the glories of nature.

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

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

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

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

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

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

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

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

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

Along the Towpath is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15th of the month prior to publication. Currently the Editor position is unfilled. In the interim until the position is filled, please send articles to the above address. Electronic format is preferred.

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. A copy of our current financial statement is available upon request by contacting C&O Canal Association at P.O. Box 366, Glen Echo, MD 20812-0366 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Matthew James Teigen, barnacle@freeshell.org. COCA also maintains a telephone for information and inquiries at (301)983-0825.

C&O CANAL ASSOCIATION

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

Archives	Molly Schuchat
Projects	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Sonny DeForge
Nature	Peter Whitney
Membership Coordinator	Barbara Sheridan
Editorial	Vacant

Editorial Staff

Editor: Vacant
Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Judie Mopsik, Ken Rollins

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C&O CANAL NHP Telephone Numbers and Personnel

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1850 Dual Highway, Suite 100, Hagerstown, MD 21740		
Superintendent	(301)714-2201	Kevin Brandt
Deputy Superintendent	(301)714-2201	Bill Justice (acting)
Chief Ranger	(301)714-2222	Rob Danno
Admin Officer	(301)714-2204	Jeannie Denk
Chief, Natural and Cultural		
Resource Mgt Branch	(301)714-2231	Vacant
Chief, Interpretation	(301)714-2214	Bill Justice
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-5817	Donna Swauger
Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Vacant
Volunteer Coordinator	(301)714-2238	John Noel
Engineer	(301)745-5818	Dan Copenhagen

Palisades District

11710 MacArthur Blvd, Potomac, MD 20854	
District Ranger	(301)767-3720 Vacant
Fee Collection Supervisor.	(301)299-3603 Paul Johnson

Georgetown Visitors Center (202)653-5190
 1057 Thomas Jefferson St., NW Washington, DC 20007
 Sup. Ranger - Interpretation Kathy Kupper

Great Falls Tavern Visitor 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).

Western Maryland District

District Ranger	(301)714-2236	Dwight Dixon
Cumberland Subdistrict	(301)722-0543	Matt Huelskamp
Hancock Subdistrict	(301)678-5463	Vacant
Ferry Hill Subdistrict	(301)714-2206	Alex Negron, David Carter

Williamsport Visitor Center (301)582-0813
 205 West Potomac Street, Williamsport, MD 21795
 Supervisory Park Ranger Carla Beasley

Hancock Visitor Center (301)678-5463
 326 East Main Street Hancock, Maryland 21750
 Park Ranger - Interpretation (part time) Lynn Barrett

Cumberland Visitor Center (301)722-8226
 Western Maryland Station, Cumberland, Maryland 21502
 Park Ranger - Interpretation Rita Knox

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

OTHER USEFUL TELEPHONE NUMBERS:

24-Hour Emergency	1-(866)677-6677
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)767-3731

24-HOUR EMERGENCY

(TOLL FREE)

1-(866)677-6677

HAZARDS CHOH_Hazards@nps.gov

CHESAPEAKE & OHIO CANAL ASSOCIATION ANNUAL MEETING

Saturday, March 5, 2005

2:00 P.M.

American Legion Hall

Williamsport, MD

Please Note :

**Check your address label on this issue.
It may be time to renew your
membership!
Renewal Form Enclosed.**

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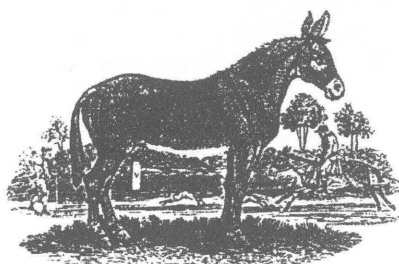
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