



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

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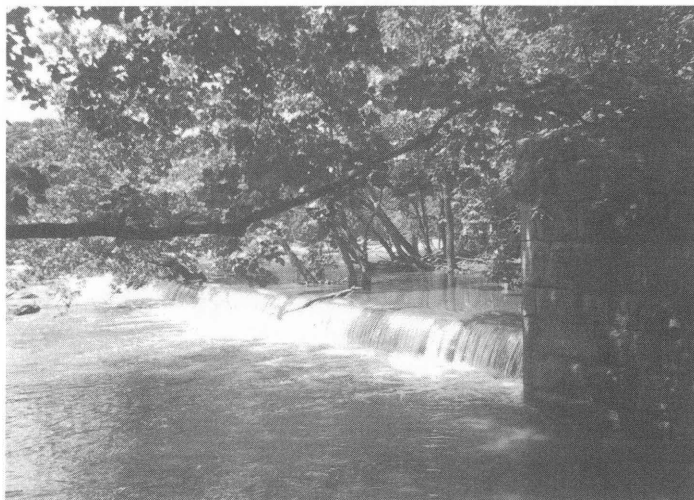
William O. Douglas Memorial Hike Set for April 30

The Douglas Hike, one of the C&O Canal Association's most popular annual activities, will take place on the last Saturday in April. The event celebrates the famed 1954 trek through which Justice Douglas won support for the canal's preservation. This year's hike will take place between Dargan and Brunswick, an area that includes some of the most scenic and interesting sections of the canal park. (In an article beginning on page 2, Karen Gray has provided a guide to the many historic points along the route.) Hikers will be offered the choice of walking for three, six, or ten miles.

That evening, participants are invited to enjoy a happy hour and buffet banquet in Harpers Ferry. Details about arrangements for the hike and dinner are given in Tom Perry's announcement on page 2, and a mail-in reservation form is inserted in this issue of the newsletter.

A highlight of the banquet will be an address by Tom R. Hulst, author of *The Footpaths of Justice William O. Douglas: A Legacy of Place*. Mr. Hulst published this new work after his retirement from a distinguished career as an educator in Washington state, where much of the narrative is set.

The book traces Douglas' western travels along the Salmon River, on the slopes of Mt. St. Helens, and in wilderness areas of the Olympic and North Cascade mountain ranges. It also describes how the Justice discovered the charms of the C&O Canal and became its successful champion. *Footpaths* examines other



The Armory Dam (Dam No. 3) near Mile 62, one of the sights on the 2005 Douglas Hike route.
(Photo by Karen Gray)

occasions on which Douglas organized hikes designed to save unspoiled areas from development. The author demonstrates how Douglas' life as an outdoorsman and activist created a powerful and enduring effect, leading many others to appreciate nature and to become better stewards of the environment. ❀

New Towpath Tags Available

This year's design, by Tom Kozar, celebrates the Monocacy Aqueduct. Produced by COCA, these handsome laminated tags are available at the park's visitor centers in exchange for a \$5 donation to NPS. Wearing one is an ideal way to show off your support for the canal park.



New Fund Honors Superintendent Faris

On February 6, the Board of Directors of the C & O Canal Association (COCA) voted to establish the Douglas D. Faris Memorial Fund. The action is a tribute to the outstanding contributions of the late Superintendent Faris, who headed the C & O Canal National Historical Park from 1995 until early 2004. He led an effective response to the devastating floods of 1996 and to Hurricane Isabel in 2003, and his many other achievements included establishment of new visitor centers and setting the Monocacy Aqueduct restoration on the road to success. The fund will remain open through 2005, and contributions may be sent to COCA at P.O. Box 366, Glen Echo, MD 20812-0366. Checks should be payable to the C & O Canal Association, with a notation on the memo line that they are for the Faris Fund. ❀

The Douglas Hike, April 30

Tom Perry

Our annual spring hike along the towpath honors Justice Douglas, who walked to secure support for saving the Canal. The date is Saturday, April 30, and the place is the area between Dargan and Brunswick, with an evening banquet at the Quality Inn, formerly the Cliffside. Hikers should drive to the MARC train commuter parking lot in Brunswick to load onto the bus at 10:30 a.m. Optional starting points for three, six, and ten mile treks will be at, respectively: Weverton, Lock 31; Harpers Ferry Rd. between Locks 33 and 34; and Dargan. Please bring your own lunch and drink, or prepare to eat at a restaurant.

At the conclusion of the hike, those who are attending the evening banquet should drive on Route 340 over to the Harpers Ferry area. You will pass by the Harpers Ferry National Historical Park Visitor Center and, over the top of the hill, turn left into the Quality Inn Motel. A cash bar Happy Hour begins at 4:30 p.m., with buffet banquet to follow at 5:30 p.m. We are very privileged to have as our featured speaker for the evening Tom Hulst, author of *The Footpaths of Justice William O. Douglas: A Legacy of Place*. He will have books available to sell and autograph.

There is no charge for the hike, but each participant is asked to contribute \$2.00 to defray the cost of the bus. The buffet meal will be \$23, and reservations are needed by April 18. Please do not request any adjustments after that date. (A reservation form is inserted in this issue of *Along the Towpath*.) If any person would like overnight accommodations at the Quality Inn, please call 304-535-6302 for reservations. You may want to tell them that you are with the C&O Canal Association. ❀



ACCOMPANIED BY THE PAST by Karen Gray

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 BCE–43 BCE), Pro Publio Sestio

2005 Douglas Hike: Dargan Bend to Brunswick

Note: Mileages are taken from Hahn's Towpath Guide.

The longest version of this year's Douglas Hike covers about ten miles between Dargan Bend (mi. 64.89) and Brunswick (mi. 55). These miles include some of the richest history, most dramatic scenery, and most important structures along the canal, and you won't want to miss any of it. In fact, before setting off downstream, good walkers may want to walk about a third of a mile up the towpath to view the abandoned **limestone kilns** on the berm (mi. 65.21). These were connected with nearby quarries and operated by O. J. Shinham through World War II and for a number of years after the war (Hahn says until 1960, p. 115; Davies estimates until 1950–52, p. 224).

Mile 65.10 may mark the upper end of the ruins of the **Potomac Refining Company**. Hahn (p. 115) refers to this as the "beginning" of their holdings and works, but Davies (p. 221) locates them north of the waste weir at mi. 62.5 — although at some point he inserted a hand-written note in the margin that reads: "?? check if this is not at Dargan Q[uarry]." In 1910, the company issued a 12.5" x 9", twenty-four page, well-illustrated booklet with a cover that boasted: "Sixty Dollars a Second: The Business that Makes Men Millionaires." The booklet explains "Why and How Manganese Shows 900 percent Profit," and included sections titled: "Enough Limestone to Keep 1,000 Men Working 100 Years," "A Big Fortune in Marble Alone," "Acres of Iron Await Refining," and "Ochre, Tripoli and Fireclay Make a Rich Trinity." It is also emphasized that the site has "a direct water route from the dock of our property down the C. & O. Canal."

Also referred to in the Potomac Refining Company's booklet are the three companies operating "almost within a stone's throw": The **Bakerton Lime Kilns** operating "at an estimated profit of \$500,000 a year;" the **Knopp Quarries**, operated "continuously for three generations"; and the **Virginia Ore Banks** across the river "in operation over one hundred years." As walkers head downstream through this mineral-rich area, Back Road—previously known as **Shinham Road** (likely after the operator/owner of the kilns mentioned above) parallels the canal to mile 64.2. Cliffs then create a dramatic river-side stretch of the canal 63.29 to 63.05. The **Huckleberry Hill Hiker-Biker Overnighter** (HBO) is passed at mile 62.56.

Mile 62.44 to 62.33 contains **lift locks 36 and 35**. At Lock 36, the current trail leaves the towpath and continues on a high embankment that encircles a low area containing the ruins of a **lockhouse**, before crossing over the filled-in remains of the **Dam 3 Guard lock**, and following beside the **inlet canal** that carried water to the C&O canal that it joined just below lock 35. Walkers are urged, however, to follow the towpath down to Lock 35, even though the absence of the bridge that carried the towpath over the inlet lock will necessitate a return to Lock 36 and the embankment service road. It's only a few extra steps and well worth taking them.

Lock 35 is very important because of the **drydock** on the berm side of the lock—one of two still to be found, although the other (beside Lock 47 at Four Locks), is overgrown and nearly-completely-destroyed. Lock 36 is likewise important because, as Davies (p. 219) reports, "this lock was most troublesome to the boatmen because of its narrowness and short length, "89 ft. 11 inches, the only lock on the canal less than 90 ft. long." In my Sept., 2000 article, "Those Incredible Shrinking Locks," I discussed the problem with maintaining the lock width of 15 ft. However, the length issue is even more serious, as it raises questions about the **maximum possible length of the C&O Canal freighter design**. Those boats are often represented as being sig-

nificantly over 90 ft. in length and sometimes even over 100 ft. Assuming Davies' information is accurate (and I am aware of no evidence that it is wrong), the boats could not have been more than 90 ft. long with the rudder folded tightly against the end of the boat.

Originally the C&O Canal Company had planned to build its third dam below Harpers Ferry, but ultimately obtained permission to draw water from behind the **Armory Dam** at mile 62.27 (also known as the U.S. Potomac Dam and Armory Potomac Dam). First built between 1799 and 1800, the dam was rebuilt by engineer, expert bridge builder, and inventor Lewis Wernwag in 1828, and extended in 1832–33 to accommodate the C&O Canal. It consisted of a masonry foundation with a superstructure of square timber piers bolted together and filled with stone, and was referred to as **Dam 3** in the C&O Canal Company records. (Gilbert, p. 27 and 57) The Dam 3 intake provides water for the more than forty miles of the C&O Canal between it and the Dam 2 intake at Violettes Lock (Lock 23 at mile 22.12).

The Armory Dam not only provided water for the **Armory Canal** (also known as the U.S. Armory Potomac Canal), and later the C&O Canal, but had also watered the **Patowmack Company's Long Canal** (the uppermost of the company's five major skirting canals, which was sometimes called the **House Falls Canal**). The entrance to that skirting canal was on the Maryland side of the Potomac, just above the dam and very possibly at or near the location of the present C&O guard lock and inlet canal. During low water this usage for the Maryland canals sometimes resulted in inadequate water for the Armory canal, and at some point a gate was placed across the Patowmack Company's skirting canal that had to be opened for the passage of boats.

In 1859 the government began work on the **New Armory Dam** that was to be a masonry dam just below the old one at mile 62.20. Work stopped with the outbreak of Civil War, and, with the destruction of the Harpers Ferry Armory in 1861, the government's involvement in manufacturing at Harpers Ferry came to an end and work on the new dam never resumed. The abutment and some of the foundation of the dam is visible from the towpath.

All accounts indicate that the C&O Canal was built largely on the line of the Patowmack Company's approximately one mile long canal below Dam 3. Virginia's engineer, Thomas Moore, provided this description of the Long Canal in his report on August 1, 1820, during his survey of the Potomac to determine the feasibility of a continuous canal up the Potomac:

Below Sheppards Town the navigation is then good to the head of the long canal at the beginning of the Shenandoah Falls, the entrance to this canal is somewhat difficult in high water, it may be rendered safer by extending an abutment into the river on the lower side to prevent the strong draft of water just without the present entrance. The current is very strong through the canal, but with care safe to descend. The ascent is very laborious but is much facilitated by a substantial wall and tracking way where ropes can be used to great advantage.

The canal is squeezed between cliffs and river along much of the stretch down to **Lock 34** (Goodhearts Lock). Deep rope grooves may be seen at the east end of this lock and the foundation of the lockhouse is between the towpath and river. Hahn (p. 110) included Willard Goodheart's account of the destruction of the

lockhouse in the 1836 flood. In that statement, Goodheart describes the house as brick, but Davies (p. 211) suggests the house was frame and notes his inability to find any bricks in the vicinity.

The Harpers Ferry location deserves a column of its own, but most notable of the structures at this location are **Lock 33** (in the final stages of a major reconstruction by the Park Service) and a remnant of the C&O Canal's **Shenandoah River Lock**. Harpers Ferry was to have been a major port on the C&O, but this was prevented by intractable problems. These difficulties were not only with the **B&O Railroad**, but also with the **Wager family**, who had inherited significant land in the town from Robert Harper, and most importantly, the Point, where the Potomac and Shenandoah meet.

The failure to establish access to the Point and Harpers Ferry meant that the river lock (one of three river locks on the canal, the others being the Goose Creek staircase locks and the Shepherdstown river lock) was not ever heavily used — if used at all — by the full-sized C&O freighters. By the Civil War, the lock was no longer wide enough to allow passage of such boats, and after its



Historical photo of Harpers Ferry

destruction in the flood of 1889, the remnants of the lock were sealed off as part of the canal's 1890–91 reconstruction by the receivers who operated the canal after the C&O Canal Company's 1889 bankruptcy. Changes in the river, towpath, and canal prism since 1889 are indicated by the fact that the visible remnants of the river lock are those that were at the river end of the lock.

Below Harpers Ferry was the Patowmack Company's **Shenandoah Canal**—actually two short skirting canals that were, according to some sources, called by the boatmen the **Bullring Canal**. Thomas Moore's 1820 report on these canals reads as follows:

About half a mile below the Ferry are two short canals (called by the boatmen—the Bullring falls), taken together with a short sheet of smooth water between them, the distance may be one quarter of a mile, the fall is 5.5 feet.

It should be noted that in most sources, including the Patowmack Company's own records and reports, there is great confusion as to the exact location, lengths, names, and character of the canals above and below Harpers Ferry. Also, the canal down Virginian Island (on the Shenandoah side of Harpers Ferry) was sometimes called the Potomac Canal and is often confused with the Armory

Canal (on the Potomac side of Harpers Ferry), with the Patowmack Company's canal on the Maryland side of the Potomac River across from the armory, and even with the C&O Canal.

From Lock 33 down to mile 59.91 was the **Long Wall**—8/10ths of a mile of stone wall on the river side of the towpath that “rose from the bedrock of the river to as much as 12 ft. above the towpath level.” (Hahn, p. 98) A stone wall still exists, maintaining the towpath bank, but it is not as impressive as that on the berm that stabilizes the ledge on which the railroad operates. Farther downstream in the vicinity of mile 59, walkers headed toward Brunswick should turn at times to enjoy the **view up the river toward Harpers Ferry**.

You will need to have sharp eyes to recognize **Lock 32 at Sandy Hook**, so badly has it been damaged by flood waters as they force their way through the narrow water gap that make the views downstream from Harpers Ferry so dramatic. During operating days, this lock was frequently rebuilt or substantively repaired and it has been essentially abandoned by the Park Service—the only lift lock for which no significant efforts at protection of the remains has been made (a reasonable choice, given limited funds and this lock's location and history).

The **Millers Narrows**—third in the series of four narrows that were at the heart of the **B&O Railroad and C&O Canal's legal battle for right-of-way 1828 to 1832**—is encountered in the 58.99–58.72 mile area. Although an appeals court ruling on January 5, 1832, gave the canal company primary access through the narrows, the canal company lost the political battle for sole use of that route over the next year and was forced to conclude the **Compromise of 1833** with the railroad. The Compromise arranged the routes for both transportation systems through those narrow points between Point of Rocks and Harpers Ferry. This was also the document that forced the B&O to the then-Virginia side of the river from Harpers Ferry up to the flats below Cumberland.

Lock 31 (mile 58.01) is located near the upper end of **Weverton**, the would-be industrial center of Casper Wever. The lock is of particular interest because of a mill's tailrace that passes under the upper part of the lock — a complication that substantially increased the original construction costs of the lock. Also the towpath wall of this lock is concrete. This was necessitated by the continual shaving off of the wall's facing stones to maintain the requisite width of the lock in the face of instability that caused the walls to lean inwards. When most of the facing stone had been removed, concrete replaced it.

Casper Wever, Weverton's founder and prime visionary, was variously an engineer, builder of B&O Railroad bridges, rogue, dreamer, and generally a thorn in the side of the C&O Canal Company and, in the end, a problem for the railroad as well. A fuller treatment of this man awaits a future column, but Weverton is inarguably one of his more amazing undertakings. Ruins of what were intended to be factory buildings and mills can be found in the woods between the canal and the river, along with remnants of the raceway that was to have provided them with waterpower. The forebay gates for the raceway are still visible on the riverbank approximately opposite mile 57.88.

Brunswick's **Lock 30** (mile 55) boasted a swing bridge, the first of which was built by Lewis Wernwag, who is best known for his “Colossus” — a magnificent wooden arched bridge across the Schuylkill in Philadelphia (1812–1838). Wernwag also

built the first bridge across the Potomac at Harpers Ferry (the Wager bridge, 1826–1838), and he worked with B&O Railroad engineer, Benjamin H. Latrobe Jr., on the railroad's first Harpers Ferry bridge (1837–1840). Among his other bridges were the Monongahela bridge in Pittsburgh (1818–1845), the Trenton bridge across the Delaware (1804–1875), and several bridges in Kentucky. His involvement in C&O bridges and, for a time in 1832, in the construction of Lock 33, is therefore significant.

Brunswick (originally named Berlin) was the location of a major B&O Railroad gravity yard, built to allow the sorting of cars by letting them roll down on a slight slope where changes to the setting of switches would determine onto which track they would be diverted. Repair shops and a roundhouse made this a major railroad center from 1890 well into the 20th century. Today Brunswick is a major commuter station on the MARC line into Washington.

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NEWS AND REPORTS

Environmental Committee Report

Fred Mopsik

The Georgetown University boathouse fight has been very active and the status is changing quite rapidly. On October 7, 2004, along with the Washington Canoe Club (WCC), we filed a National Environmental Policy Act (NEPA) suit with Andrea Ferster as our attorney. The suit demands a complete Environmental Impact Statement (EIS) for the proposed GU boathouse. This led very quickly, on October 14, to NPS beginning an Environmental Assessment (EA) to invalidate our suit. Since the requirements for an EA are much less stringent than an EIS, this is clearly an attempt to fulfill only minimally the NEPA compliance that we have been demanding for almost two years.

A scoping meeting on January 11, 2005 took place in Georgetown with about 100 people, including members of COCA. Many supported our position and demanded a full EIS, and some even called for the removal of John Parsons and Sally Blumenthal of NPS from the NEPA process to ensure impartial-

ity. Demands included asking for alternative sites, and meeting participants questioned the validity of the land exchange and the impact of such a large structure, which would rise 51 feet above the Capital Crescent Trail (CCT), or 23 feet higher than the towpath, and be nearly 300 feet long. Also, mention was made of the lack of traffic studies, impacts on the CCT, and engineering studies such as of the potential for damage to the Canal bank from flood or accident.

The propriety of a land exchange that would set a precedent for more intrusions on park land was questioned. This exchange lacks a valid appraisal, despite a legal requirement for comparable value.

This process has also made the defense to the C&O Canal NHP the primary focus of the fight, even among our allies who

the private use of public national historical park land.

While there is still much more to go, I would at this time especially thank: Larry Scheutte, Dave Winer, and Amber Jones of the WCC; Ernie Brooks of the CCT; Sally Strain of the Coalition to Save Potomac Parkland; Bob Morris of the Sierra Club; architect Frank Morgan; our own Carl Linden and Ned Preston; and the many unmentioned members of our coalition who have enthusiastically rallied to the defense of our park. Also, I wish to acknowledge the excellent support of Rep. Roscoe Bartlett. ❀

Rail Trail Committee Report

Emmie Woodward, Committee Chair

The Western Maryland Rail Trail Committee reports that progress is being made in getting the trail finished all the way to North Branch. The existing rail trail, under the Maryland Department of Natural Resources, has now been paved all the way from Ft. Frederick to Pearre, and as soon as the guard rails have been installed on the last two miles, that section will be open to the public. There will be parking at Pearre, and automobile access via Woodmont Road.

The committee feels that a completed rail trail will be an asset to the Park, relieving the "primitive" section of the towpath between Hancock and Cumberland from the heavy, fast, through bikers. In addition, the completed trail will bring a whole new group of people, who can't help but be curious about "that path," visible now and again, and the locks, aqueducts, dams, and the Paw Paw Tunnel. Perhaps they will be infected by the towpath "bug" and join COCA, too.

It has been determined that the first thing that needs to be done, to complete the trail to North Branch, is to have the bridges and tunnels inspected to make sure they are in good enough condition to be made into a trail. As you may remember, six high trestle bridges cross the Potomac and three tunnels occur within 11.3 miles through the Paw Paw Bends. Superintendent Brandt has approved the choice of an engineering firm, Stone Consulting of Pennsylvania, and will send the Park's Chief Engineer with them to inspect these structures.

We are currently seeking funds to pay for these inspections, and we hope to get the job done this spring. In the meantime, the Maryland DNR has indicated that it might go ahead and finish 10 more miles of the trail from Pearre to Orleans. That would be a wonderful help, if it does in fact happen.

The Committee members have been diligently contacting government officials and their staffs to inform them of the project, and how it would affect their jurisdictions. We have met with officials on the county, state and federal levels. The project has been received favorably. When we get the reports on the conditions of the bridges and tunnels, we will then work with the Park Service and the various jurisdictions involved to get the trail built.

If you haven't looked at the web site done by a young rail fan who wants very much for this Western Maryland Rail Trail to happen in order to preserve the history of the railroad, please do so. The site is www.wmwestsub.com, and features images of places on the stretch from Pearre to North Branch. Wonderful photography. ❀



View from the wooded shoreline in the Canal Park at the site of the proposed GU boathouse. (ATP photo, 12-8-04)

have other concerns, since this is actually the key issue. NPS and Georgetown University have tried, so far successfully, to make it an issue about our not wanting rowing, to mask the true nature of the threat. Our coalition has been very careful to say that we are not opposed to rowing on the Potomac, but rather to the impacts and location.

Since then, a motion has been made to dismiss our suit, but that is still in process. In addition, in our zoning appeal, briefs have been filed and the next stage will be oral argument. Our attorney for this case is Richard Nettler. This particular suit, if successful, could get the entire issue restarted.

In the current situation, it is very critical to make our concerns known, and we must get as many voices as possible heard. We now have some press attention, and weight of opinion does count. I would ask all members, and anybody they know who is sympathetic to our concerns, to write to the entire congressional delegation requesting that no parkland be used for private purposes, as well as citing the above arguments. Letters to the Editor, to the extent that they are published, are also important. Given the compressed timetable for an EA, these must be written as soon as possible. We want to emphasize that the C&O Canal NHP is for more than rowers, given its purpose and origins. Especially important targets are the *Washington Post*, Rep. Chris Van Hollen, Del. Eleanor Holmes Norton, and Sen.s Sarbanes and Mikulski. Make sure that you demand, at the least, a full Environmental Impact Statement and not an EA, and object to

Tree Cutting Stirs Concern

Ned Preston

COCA members and other towpath users have been disturbed by the removal of a large number of trees from an area bordering the canal park upstream from Swains Lock. The land is the property of Dan Snyder, owner of the Washington Redskins, whose mansion atop a ridge above the canal is now more clearly visible from the towpath.

On February 6, park Superintendent Kevin Brandt gave the Association's Board a detailed briefing on the cutting and the response by the National Park Service. Brandt explained that NPS held a scenic easement, dating from the 1970s, on the property in question; however, its terms did not prohibit the removal of trees measuring no more than 6 inches diameter-breast-height (dbh). Since the trees cut by Snyder were within that size limit, their removal did not represent a violation of the easement. NPS was concerned by the impact of the cutting, however, and therefore negotiated an Exchange of Interest Agreement.

Provisions of the new agreement permitted Snyder to cut 133 additional trees of more than 6 inches dbh., nearly all of which are non-native species or defective, and allowed him to control the height of vegetation in 33 percent of the easement property. For his part, Snyder agreed to a permanent ban on cutting of trees of any size, except for alien and invasive species, in over 56 percent of the area, and to more limited cutting restrictions on another 11 percent. He also committed to permanent control of exotic vegetation, stabilization of potential erosion, and removal of certain downed logs. In addition, Snyder agreed to plant many new native trees. About 660 of these have so far been planted, including such species as redbud, dogwood, red cedar, beech, ironwood, hackberry, and oak. More trees will be planted in the spring, particularly on the upper areas of the property. (For further details, see Brandt's letter posted under "Management Documents" on www.nps.gov/choh.)

Brandt stressed that the agreement is in the long-term interests of the park. He described it as a good outcome, considering circumstances that included the limited nature of the original easement. President Chris Cerniglia thanked the superintendent for a clear and careful presentation. In subsequent discussion, some of those present expressed the view that Snyder had acted within his legal rights, and pointed out beneficial aspects of his new agreement with NPS. Others criticized the initial cutting as a violation of the spirit, if not the letter, of the easements intended to protect the park. A number of meeting participants voiced their belief that the incident should not become a precedent for similar tree removal by other park neighbors. ❀

Volunteers In the Park (VIP) Program

Jim Heins and Steve DeLanoy

At COCA's October board meeting, as the result of a plea for help from John Noel, volunteer coordinator for the C&O Canal NHP, it was decided to reactivate our Volunteers In the Park (VIP) program. Jim Heins was asked to organize and structure this program. Steve DeLanoy has agreed to share in this duty.

Due to continual reduction of staff and allocated funds, the park administration is struggling to keep up with maintenance projects throughout the park. Although this restructuring is not

complete, we want to get started helping the Park Service with some of needs of the park.

The goals of the VIP program are:

1. Encourage as many people as possible to become volunteers in our association;
2. Identify volunteers willing to assume leadership roles on work parties;
3. Divide the park into sections with a supervisor for each section (someone living close to that section);
4. Provide volunteer support for needed projects throughout the park, and hopefully find volunteers living near each section.
5. Provide the energy necessary not only maintain, but also to improve conditions throughout our wonderful park.

Jim and Steve are working closely with John Noel and Dave Tune of the Park Service to determine areas of need and how our association can help. Several projects have been identified so far:

Sat. March 19, 9-12: Vegetation removal, Seneca Creek Aqueduct.

Sat. April 16, 9-1: Invasive plant removal with Nature Conservancy, below Great Falls (Potomac Gorge area).

Sat. May 7, 9-12: Trail rehabilitation, Great Falls area.

Sat., June 18, 9-1: Invasive plant removal with Nature Conservancy, location to be announced.

The Potomac Watershed Cleanup at various sites along the river on Sat., April 2, is not sponsored by COCA this year, but check website www.potomaccleanup.org for information on that program. Future announcements on other COCA-sponsored projects will follow in later issues of *Along the Towpath* and on our website www.candocanal.org.

If interested in volunteering, please contact Jim Heins or Steve DeLanoy by email at c&ocanalvip@toyhouse.org, or by phone: 301-949-3518 (Jim Heins); or 301-897-0013 (Steve DeLanoy). We will verify your participation by return email or by phone.

We are developing a procedure that will result in each project working smoothly and being a pleasant and rewarding experience. The C&O Canal NHP needs your help, and COCA, your association, needs your support by your volunteering your time and energy to keep our park an outstanding place for all to visit. ❀

Docents Needed for Lockhouse 75

William Bauman

The Association plans to have Lockhouse 75 open on weekends from Memorial Day (May 28) through Labor Day (Sep 5). First-time docents receive an informational package, approximately two weeks before their starting date, from Ranger Rita Knox. After reading that material, volunteers should be ready to answer most questions from the hikers and bikers. Docents pick up the lockhouse key from Ranger Knox at the Cumberland Visitor Center, then drive south on MD 51 for about 7 miles to the access point, near Mexico Farms. Typical hours are 10 a.m. to 4 p.m. Usually, it is a quiet time to talk with park visitors, no telephone or TV in the background to distract the conversation. There are still several openings during June and July. To volunteer, contact William Bauman at 540-888-1425 or wdbauman@visuallink.com. ❀

PARK SERVICE UPDATE

Monocacy Aqueduct

Stabilization of the Monocacy Aqueduct is nearing completion. Designed by the distinguished Benjamin Wright, this graceful and impressive structure is considered an outstanding example of



Work at Monocacy Aqueduct, 1-4-05

(ATP photo)

American civil engineering. The largest of the 11 aqueducts along the canal, it carried boat traffic over a span of 438 feet above the Monocacy River. Following severe damage by Hurricane Agnes in 1972, the structure received external bracing that marred its appearance but sustained it through subsequent floods. Under the current project, the bracing has been removed, and the aqueduct is being restored to closely resemble its original appearance. A rededication ceremony will take place at 10:30 a.m. on Saturday, May 21.

Georgetown

Repairs at Lock 3 and the Level 3 Holding Basin have been funded, and NPS stone masons are expected to render the basin water tight by about April 18. Temporary use of Lock 4 as the loading point for interpretive boat rides apparently increased water infiltration through the lock walls. An investigation has shown the condition to be readily correctible through selective repointing and limited masonry repairs. The work at Lock 4 will be accomplished during the spring, if time allows.

Further west, repairs continue on the 1831 bridge spanning the canal at Wisconsin Ave. Due to the project, the canal has been drained from the Sea Catch Restaurant to the Georgetown Park Mall canal level entrance and the towpath in that section will remain closed until about mid-March. Meanwhile, rehabilitation of the Georgetown Visitor Center begins in March and is expected to be complete in the autumn.

Boat Rides

Canal boat rides are scheduled to begin in Georgetown on Wed., April 20. The schedule for the 2005 season is Wed.-Fri. (11 a.m. & 3 p.m.) and Sat. & Sun. (11 a.m., 1:30 p.m., & 3 p.m.). Due to structural damage, the *Canal Clipper* at Great Falls will not run in 2005. Please call the visitor center or refer to the *Canaller* for alternative programs.

Widewater

A contract was awarded in the fall for the challenging rehabilitation of the towpath below Lock 15, and work is under way. Because of the construction, the towpath has remained closed since January 3 from the stop gate to the head of Widewater above Angler's Inn, and hikers should use the existing biking detour.

Great Falls

An Environmental Assessment has been completed on planned improvements to the entrance road and parking area, and a Finding of No Significant Impact is under development. Funding awaits passage of the Federal Transportation Act.

Bridge Projects

Replacement of the canal bridge at Point of Rocks is complete except for final site work and paving of the approaches, which will be done in the spring.

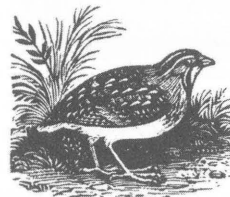
Also planned for the spring is a rededication ceremony, which will include thanking the park's partner, Canam Steel, for its role in the project. The existing Rumsey Bridge crossing the Potomac at Shepherdstown will be replaced by a new bridge up-



Point of Rocks Bridge, 1-4-05

(ATP)

river, which is now scheduled to open at the end of July 2005. Removal of the existing bridge and site restoration will be completed in the summer of 2006. Rehabilitation of the 1879 Bollman Bridge spanning the canal near Williamsport is expected to take place in summer 2005, and to require the structure's closure for as much as six months. ❀



Help Wanted: Bird-Watching Enthusiast

The C & O Canal Association is seeking someone knowledgeable and enthusiastic about birds to lead walks in the canal park. If you are interested in volunteering or have questions, please contact Tom Perry at 301-223-7010.

Welcome back . . .

In a few short weeks, six weeks according to Punxsutawney Phil, who made his forecast on February 2, our annual and perennial friends should be returning. As temperatures reach 41 degrees F and bees begin activity, and 55 degrees F and insect pollinators become active,¹ our early spring wildflowers will emerge.

These familiar species are adapted to the shifting temperatures of early spring and they require the sunlight permitted by the still unfilled canopy.² The earliest to appear include the familiar Skunk Cabbage which blooms in February and then in early to mid-March, Harbinger-of-Spring, Spring Beauty and Hepatica.



(Doug Ripley)

Harbinger-of-Spring (*Erigenia bulbosa*) identification notes: close to ground, not over 10" high; flowers white with red-brown anthers; one or two stem leaves are compound and divided into narrow or oblong segments and often not developed when plant begins to flower. *Newcomb's*, p 224.³



(Doug Ripley)

Spring Beauty (*Claytonia virginica*) ID notes: pink/white flowers with dark pink veins, 1/2-3/4" wide, narrow leaves. *Newcomb's*, 270.



(Peter Whitney, 04-03-03)

Round-Leaved Hepatica (*Hepatica Americana*) ID notes: Also called Liverleaf. From 3 to 6 inches tall; flowers have 6-12 petal-like blue (sometimes pink or white) sepals, beneath which are 3 green bracts. *Newcomb's*, p 338. Leaves were thought to have a medicinal value for treating liver ailments.

List and some observed flowering dates for species shown in this article

A few natives (family, botanical name, one common name, date seen flowering)

Portulacaceae	<i>Claytonia virginica</i> (Spring Beauty)	Mar 15
Apiaceae	<i>Erigenia bulbosa</i> (Harbinger-of-Spring)	Mar 16 (mid flower)
Ranunculaceae	<i>Hepatica Americana</i> (Round-Leaved Hepatica)	Mid-Mar (photo later date)
Brassicaceae	<i>Dentaria laciniata</i> (Cut-leaved Toothwort)	Mar 25 (early flower)
Brassicaceae	<i>Dentaria heterophylla</i> (Slender Toothwort)	April 2
Papaveraceae	<i>Sanguinaria canadensis</i> (Bloodroot)	Mar 26
Boraginaceae	<i>Mertensia virginiana</i> (Bluebells)	Apr 2 (early flower)
Fumariaceae	<i>Dicentra cucullaria</i> (Dutchman's Breeches)	Apr 3 (middle flower)

Two examples of invasives

Brassicaceae	* <i>Alliaria petiolata</i> or <i>officinalis</i> (Garlic Mustard)	Apr 15
Graminaceae	* <i>Microstegium vimineum</i> (Japanese Stilt Grass)	(full flowering in summer)

Other widespread species . . . These include Cut-Leaved Toothwort, Slender Toothwort, Bloodroot, and the Bluebells that cover some of the campsites that the C&O Canal Association uses on the through hikes.



(Doug Ripley)

Cut-leaved toothwort *Dentaria laciniata* **ID notes:** White or pink flowers, ½ - 1" wide, in a small terminal cluster; stem leaves 3, lance-shaped, deeply serrated or lobed, attached near the middle of the stem; no basal leaves when in flower; *laciniata* = torn into divisions. *Newcomb's*, p 162.



(Peter Whitney, 04-02-03)

Slender Toothwort (*Dentaria heterophylla*) **ID notes:** similar flowers to Cut-leaved Toothwort; stem leaves generally two, the leaflets narrow, entire or toothed, noticeably different from the egg-shape of the basal leaves. *Newcomb's* p 162.



(Peter Whitney 04-02-03)

Bloodroot *Sanguinaria canadensis* **ID notes:** single leaf, 5-9 deep lobes, 8-12 petals. *Newcomb's* 364. Their pollinators are ants which come in search of eliasomes, a fatty substance that is found with the seed. Extracts from the plant were used in the past certain brands of mouthwash and toothpaste for their

antibacterial properties. They are no longer used because extensive use caused mouth lesions in some people. However, sanguinarine and other compounds of the plant are being studied for possible medicinal purposes.



(Peter Whitney, 04-03-03)

Dutchman's Breeches (*Dicentra cucullaria* **ID notes:** racemes of dangling white flowers, with 4 petals, wide spurs at the top of the flower (*kentron*-spur, *cucullaria*-hoodlike). The flowers look like pantaloons hung out to dry. They are found in rich woods and often on the sides of hills. *Newcomb's*, p 34.



(Peter Whitney, 04-05-03)

Virginia Bluebells *Mertensia virginica* **ID notes:** flowers pink when young then blue, showy, nodding, trumpet-shaped; plant disappears above ground after spring. *Newcomb's*, p 196.

(Continued next page)

The species and their annual, perennial return

Just as a “shotgun wedding” is a “must-make choice of wife or death,” so the anthers’ pollen must make the stigmas for the cycle to be repeated each spring. Botanists are not certain why some species seem to be more successful than others, but it is clear that some particularly aggressive species tend to crowd out the more traditional species. One theory postulates that since invasives are relatively new to an area that they do not yet have predators that have adapted to consuming them. These invasives are especially noticeable in disturbed areas, e.g. along the canal, at entry points to the canal, near to parking lots, places where the ground has been trampled on or dug.

So in addition to these incredibly beautiful native plants, spring greets us with a number of both handsome and not-so-handsome non-natives. How most botanists feel about them is clear from the other common names for non-native plants such as “invasives,” conjuring up occupied territory, or “aliens,” from a different country or planet. Another term is “exotics.” Are botanists drawing parallels to exotic dancers with their forward approaches?

In informal plant inventories I have done, such as the one for the 1999 C&O Canal Association through hike and one I did on Potomac border parkland on the Virginia side of the river for a botany course, I found that roughly 20 percent of the identified species were non-native. I don’t know how good such an estimate is of the true value. If individual plants were counted, rather than the number of species identified, the percent might be much higher.



(www.invasivespecies.gov)

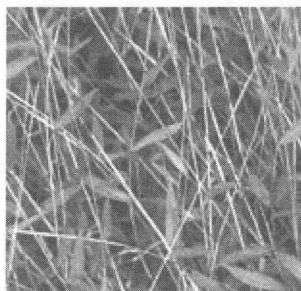
Garlic Mustard ID *Alliaria petiolata* or *officinalis*

ID notes: leaves coarsely serrated, one stalk, leaves smell of garlic when crushed; white flowers with four petals which is common to the Mustard or Brassicaceae family. *Newcomb’s* 138. A number of uses for this plant can be found in *Eyewitness Handbooks Herbs*, Neil Fletcher & Matthew Ward, Dorling Kindersley, London & New York, 1994.

What is certain is that a few of the invasives are spreading and crowding out native species quite steadily. Since our association is dedicated to preservation of the C&O Canal Park might we be able to help? Perhaps in the same way that level walkers remove trash, a few select, easily identifiable, and particularly pernicious, invasives could be torn up when we see them. Before we were to embark on such a program we would need to check carefully with the Park Service. One problem is that some valuable and not-too-common, even endangered, species might be residing right in a patch of non-native plants, and pulling out the non-natives could inadvertently destroy plants that are struggling. Also, not all non-natives spread like wildfire and truly “invade” and destroy everything else, and plant spreading across boundaries is often natural.

One preliminary thought might be to discuss two possible candidates for removal with the Park Service. These are widespread, are sharply reducing species diversity and, importantly, are both shallow-rooted and with care could be extracted easily with less likely damage to other plants.

Two candidates which come immediately to mind are *Alliaria petiolata* or *officinalis* (Garlic Mustard) of early spring and *Microstegium vimineum* (Japanese Stilt Grass) which does not



(Ted Brodner, www.nps.gov)

Japanese Stilt Grass *Microstegium vimineum* ID notes: pale green, lance-shaped leaves, about 3” in length, with distinctive silvery stripe of reflective hairs down the middle of the upper leaf surface. A single plant can produce 100 to 1,000 seeds that remain viable in the soil for up to three years. It germinates readily following soil disturbance. Some of worst

outbreaks occur in areas where there are many deer. With their sharp hooves, they both tear up the ground and spread seeds. Since the grass is shallow-rooted it can easily be pulled up.⁴

reach its full bloom and fruiting until late summer. In the case of stilt grass, a removal program can only be a good thing because once it starts, it spreads seemingly without interruption. Large areas of native plants on parks in our Piedmont area have been replaced by this pernicious alien. In the case of Garlic Mustard, perhaps it is best to make use of it when found outside of parks or other lands where plant removal by visitors is prohibited. In an early spring hike, pack a ham sandwich, and when you come across a freshly emerged Garlic Mustard, take a handful of its leaves and put them on your sandwich, and you will have a wonderful substitute for mustard.

Notes:

¹ Marion Lobstein, John DeMary and Suzanne Lohr, “Spring Wildflowers of the Mid-Atlantic Region,” text of video, Botanical Views, LLC, 1998, p 2.

² In general, in our Mid-Atlantic region, in early March a good 50% of the sunlight is available at ground level. It drops to around 30% in mid-April and to roughly 10% or less in early May. Lobstein et al, op cit p 2.

³ *Newcomb’s Wildflower Guide*, Lawrence Newcomb, Little, Brown and Company, Boston, 1977.

⁴ Swearingen, J., K. Reshetiloff, B. Slattery, and S. Zwicker, “Plant Invaders of Mid-Atlantic Natural Areas,” National Park Service and U.S. Fish and Wildlife Service, 2002 pp 22-23. Look-alikes include Virginia cutgrass (*Leersia virginica*) and Pennsylvania knotweed (*Polygonum persicaria*) but the silver stripe of hairs along the midrib of stilt grass is distinctive. ☘

CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to the C&O Canal Fund, Widewater Fund, and Davies Fund since the last report in *Along the Towpath*. The C&O Canal Fund is a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park. The Widewater Fund was established to restore a section of the towpath below Lock 15, but has been redirected to other aims (see page 12). The Davies Legal Fund is a reserve to cover legal costs to defend the canal against threats to its environmental integrity. Contributions received after January 31, 2005, will be acknowledged in a future issue of the newsletter.

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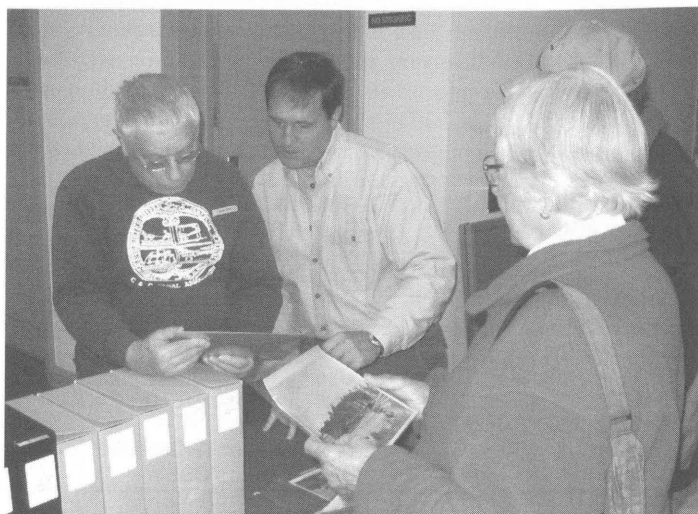
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ANNUAL MEETING NEWS

Opening Activities

In addition to important decisions and announcements, the Association's Annual Meeting in Williamsport on March 5 included a variety of very pleasant activities. During the morning, participants enjoyed three options: a towpath hike led by Pat White; an illustrated talk on the Patowmack Canal by Carl Linden; and a display of historical papers by John Frye, librarian of the Western Maryland Room at the Washington County Free Library in



John Frye (left) shows an item from his collection. The archival boxes at the lower left contain the Douglas papers.

Hagerstown. In addition to his personal collection of canal images and memorabilia, Frye displayed the Justice William O. Douglas Papers. Owned by COCA but maintained at the Western Maryland Room, the Douglas Papers are an important primary source for research on the history of the canal park.

NPS Briefing

The meeting itself got under way at 2:00 p.m. with a briefing by Superintendent Kevin Brandt and other members of the C&O canal park staff. Brandt thanked COCA members for their support, which is increasingly vital in view of the park's declining manpower. He explained that the staff has dropped from 125 to 95 full time equivalents, and that the interpretive division has been cut by more than half to a current level of about 11. The situation has forced the park to become more entrepreneurial and increasingly reliant on volunteers and partnerships.

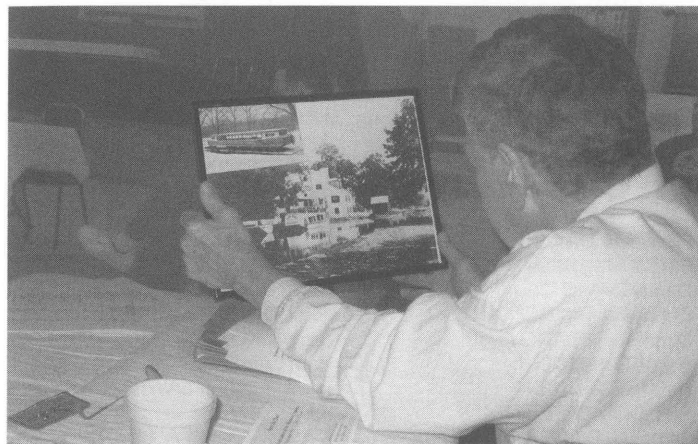
Among these partners is Eastern National, an organization that now operates various park services, and which helped to make possible the recent publication of Handbook 142 (see p. 19). Eastern National's backing is also expected for another important publication event, the reprinting of Walter S. Sanderlin's *The Great National Project* (1946), a key work on the canal's history. Brandt also mentioned that the Park Service is negotiating with Guest Services for contract operation of Fletcher's Boat-house after Joe Fletcher's retirement.

Brandt said that the park is working to control contaminants at Carderock and the Brunswick train yard, and will emphasize river safety in response to recent drownings. He spoke of three major park projects awaiting funding: improvements at Great Falls, stabilization of the Seneca Aqueduct, and Big Slackwater. He also briefed the audience on the status of projects currently under way, and on the continuing controversy over tree removal on the Dan Snyder property above Swains Lock (see related stories on pages 6 and 7).

Widewater Fund Redirected

Among the committee reports to the assembled members, one of the most significant was that of the Projects Committee. Chairman Carl Linden noted the success of the Widewater Fund in demonstrating public support for the restoration of the towpath between Widewater and Great Falls. The resulting federal funding has made it possible to apply the Fund's resources to other goals, and this transfer has received the approval of the Kimbrough Foundation and other donors.

One of the two projects selected is the acquisition of a new canal boat to provide interpretive rides at Great Falls. COCA has pledged \$50,000 to this project, which is being spearheaded by the Friends of Historic Great Falls Tavern. Don Harrison and Elie Pissarra-Cain of the Friends expressed their thanks for the pledge and explained the current status. Plans call for the purchase of a packet boat similar to those which carried passengers to



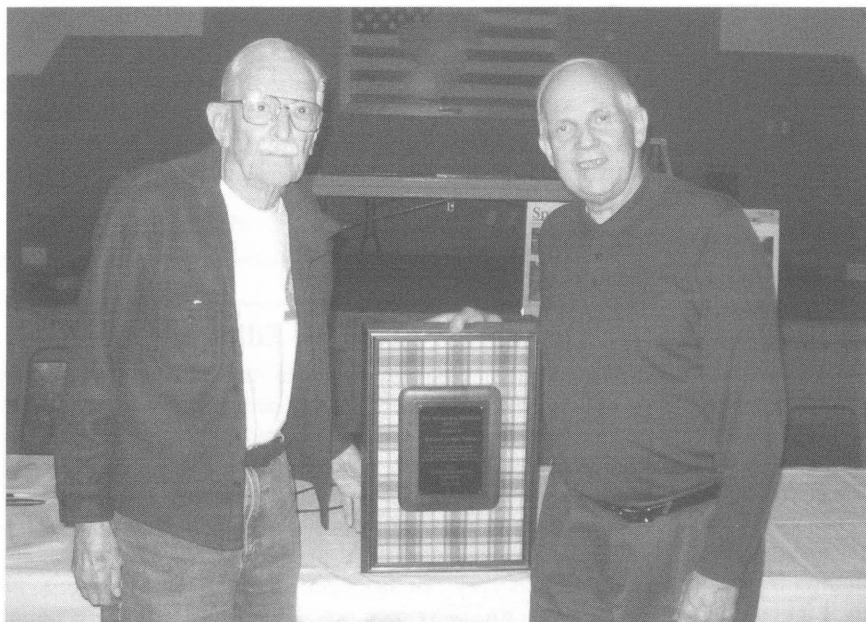
Blair Bower examines an historical photo of a packet boat similar to the new craft to be built for Great Falls.

the tavern in its heyday, a craft expected to cost between \$500,000 and \$600,000. It is also intended that the inoperable canal boat currently at Great Falls will be refitted as a coal carrier and become a static display on land.

The second project is the restoration of the towpath at Big Slackwater, where a major detour disrupts continuity for hikers and bikers. COCA has established a new Big Slackwater Fund and will also redirect a significant portion of the Widewater Fund to the project.

Ken Rollins Receives Douglas Award

A very special highlight of the Annual Meeting was the presentation of the Association's highest commendation, the William O. Douglas Award. The citation reads, in part, "Presented to Kenneth Stewart Rollins for his life long devotion to the C&O Canal and the Potomac River, and the inspiration he has given to many in cherishing these treasures of our Nation."



Shown at left in the photograph, Ken Rollins is one of the most respected leaders in COCA's history. A member for well over forty years, he currently serves on the Board and is a past President and Treasurer. Ken was one of the original Level Walkers and is an inveterate participant in the Association's through-hikes series, which he instigated. In making the presentation, Carl Linden (right) recalled some of the critical points at which Ken's actions proved decisive, ranging from timely use of a fire extinguisher to staunch resistance to an attempt to "pack" the Board with non-members.

The plaque on which the citation is engraved is mounted on a field of Douglas plaid, which is appropriate for its associations with both Justice Douglas and Ken's own Scottish heritage.

Election Results

Balloting by the members confirmed the following slate of officers, all of whom were unopposed:

President: Robert C. Perry
First Vice President: Barbara Sheridan
Second Vice President: Bill Burton
Secretary: Charlotte Loveless
Treasurer: Linda Willard
Information Officer: Mickey Reed

Five new Board members were elected to serve a three-year term: Blair Bower, Jim Heins, George Lewis, Dward Moore, and John Wheeler. In addition, Ron Howard was elected to serve the two years remaining in the term vacated by Barbara Sheridan.

Contributions Recognized

In addition to the Douglas Award (see box above), the program included three Mule Shoe Awards showing appreciation for excellent service to the Association. In the photo at right, outgoing President Chris Cerniglia (left) accepts her mule shoe plaque from her successor, Bob Perry, while Barbara Sheridan applauds. Barbara herself received the same award in recognition of her success

as Membership Coordinator and other achievements. Outgoing Secretary Pat White, hailed as "mother of the continuing hike series," also received the mule shoe honor. In addition to these awards, several other COCA members received verbal commendations. These included Matthew Teigen, cited for his work in improving and maintaining the web site candocanal.org.

Other notable features of the Annual Meeting included the screening of an eight-minute film produced by Dave Humphrey. The film ably describes the career, character, and accomplishments of the late Douglas D. Faris, in whose memory the Association has established a new fund (see page 1).

- - - Ned Preston



FROM THE ASSOCIATION

From the President

Thank you for entrusting me to serve as president of the Chesapeake and Ohio Canal Association (COCA) for 2005-06. We are members of an organization that continues to grow in its ability to promote good causes for and to positively influence the future of our beloved canal. Our successes as an organization are the direct result of your contributions. Using our collective talents and passions, we can sustain the canal and ensure its existence into perpetuity. Let us work together in a new year of opportunities, endeavors, and challenges.

Here is a COCA snapshot. Currently, the Widewater improvement and stabilization project is well underway. For at least the fifth year in a row, COCA membership continues to increase. By the end of 2004, memberships in all categories (family, individual, and patron) numbered 1105. Our Level Walker Program is vigorous. COCA's new editor brings experience, energy, and enthusiasm to *Along the Towpath*. We reflect on a very successful 50th Anniversary Justice Douglas Hike. COCA is involved in festivals and events along the canal. New life has been given to the VIP Program and management of our inventory. The newly established Western Maryland Rail Trail Committee is making progress in the movement to keep the rail bed and structures between North Branch and Pearre in NPS. In May, we will celebrate the long-awaited reconstruction of the Monocacy Aqueduct. Yet, COCA is faced with challenges: NPS needs a replacement canal boat at Great Falls; the Georgetown Boathouse struggle continues; and easements along the canal are questioned.

Sharing our considerable talents and resources along with our indomitable spirit, I am confident COCA will remain a strong and formidable organization in which we take great pride. As we proceed, let us remember those who have done so much to bring us to this point. As a result of more than a half-century of devotion and service to our canal and our association, Ken Rollins, THE Canal Character, was awarded the Justice Douglas Award at the March 2005 Annual Meeting. To all of you who, following in the Justice's footsteps, work so hard to protect and preserve the Chesapeake and Ohio Canal National Historical Park (COCNHP), thank you.

To pay tribute to Superintendent Doug Faris and his significant contributions to the COCNHP and to ensure the opportunity for all who desire to contribute, the Board voted to establish the Doug Faris Memorial Fund. This fund will be open through the 2005 calendar year. During the year, the Board will consider possible uses, consult with Jean Faris, and decide upon the memorial to be established. Your ideas are always welcome.

The Friends of Historic Great Falls Tavern are actively involved in raising funds for a replacement canal boat. COCA has pledged to support this worthwhile endeavor.

When the Monocacy Aqueduct restoration project was but a lofty goal, Association member and former Canal Commissioner Ed Miller informed us relentlessly of the need to repair the washed-out towpath at Big Slackwater and make it passable for hikers and bikers once again. Admonished Ed, "No Slack at Big Slack." Ed pointed out the danger to the public when confronted with the detour. With limited lines of sight between drivers and

bikers and hikers the road is perilous. At association meetings and events, Ed indefatigably urged NPS and COCA to assume this project. This year, we begin the campaign to make a lofty goal a reality. At its February meeting, the Board of Directors decided that COCA will support the Big Slackwater project by transferring resources from the fund originally established for the Widewater towpath restoration, and also created a new Big Slackwater Fund to which we can direct contributions. The aim is to make "Big Slack" our next major success on the road to restoration and preservation of structures along the canal. Thanks to Ed's persistence, the contribution of the Kimbrough family, and the support of members like you, we now look to the day when the ribbon is cut, the towpath is continuous, and hikers and bikers are able to safely travel through the Big Slackwater area.

So mote it be!

— Bob

From the Editor

It's a great privilege (and a little daunting) to take a turn at editing a publication that has been so ably prepared in the past. We will do our best to make sure that *Along the Towpath* continues to keep you abreast of park news and COCA programs, as well to bring you interesting features about history and nature. The world refuses to move at a quarterly pace, however, so we're also sending occasional electronic updates to our members. If you think COCA may not have your current e-mail address, please send it to presto77@verizon.net. We'll use electronic communication sparingly, so that timely information doesn't turn into annoying "spam."

Another excellent way to keep current is to visit www.candocanal.org, maintained by our vigilant webmaster, Matthew Teigen. There's a lot going on, so let's stay in touch!

— Ned Preston

From the Membership Coordinator

As of mid-February, approximately half of the memberships in the C&O Canal Association had been renewed for the year 2005. Many thanks to all of you who have responded so promptly! For those of you that submitted comments and/or suggestions with your renewal, rest assured that they have been submitted to the Board for consideration and/or action.

A special thanks to all who indicated on their form that they would be interested in one or more of our volunteer opportunities. Your names, areas of interest and contact information have been passed to the new Volunteer Committee. You should be hearing from someone soon. Members who had not renewed their membership as of March 5 have been sent reminder notices in the mail. If you received a reminder and have already responded, thank you very much. If you have not yet replied, please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*.

If you attended the Annual Meeting this month, then you already know we finished the year 2004 with an all-time record of 1,105 memberships. I truly believe we can continue this trend with a little effort. Growing and maintaining an active membership in the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal.

If you have questions or suggestions regarding membership, please contact me at (703)306-6549 or barbara.sheridan@gsa.gov.

— Barbara Sheridan

THE ASSOCIATION WELCOMES NEW MEMBERS

Roger C. ABE	Cumberland, MD	Ann LOCHSTAMPFOR	Washington, DC
William ALBRECHT	Mountainside, N J	Rod MACKLER, Susan VanHAFTEN	Arlington, VA
Frank D. CORREL	Chevy Chase, MD	Emily MICHELSEN	Davidsonville, MD
Linda, DUERR	Aspers, PA	Herbert MORAIS	McLean, VA
Dr. William D. FELLER	Bethesda, MD	Lester & Gay NURICK	Potomac, MD
Silvia FOSTER	Potomac, MD	Mrs. Edythe S. PERRY	Winchester, VA
Thomas HAYES Family	Fairfax, VA	Ned & Leni PRESTON	Bethesda, MD
Steven JOHNSON	Chesapeake, VA	Sally SHERMAN	Washington, DC
Kathleen KINGSLEY	Conshohocken, PA	Leslie SMITH	Washington, DC
Anthony LAING	Olney, MD	Jim WARD, Jr.	Hagerstown, MD
Paul LEATHERMAN	Hagerstown, MD	Chris WRIGHT	Chevy Chase, MD

ANNOUNCEMENTS

Bike Rides Scheduled

Tom Perry

Three Bike Mini-Rides, Spring and Summer

We are announcing a series of weekend bike trips, each one a little longer than the preceding, which will introduce participants to the joy of bike camping. There will be no sag wagon, so each rider is expected to carry his/her own gear for spending Saturday night in the woods, and will need to sign a waiver of liability form.

The first mini-ride is set for April 23-24. We will leave from Williamsport and ride 12 miles to participate in the Market Fair and Rifle Frolic at Fort Frederick State Park. After camping overnight on the C&O Canal, we will return to Williamsport.

Our second, and longer, ride takes us to Hancock from Williamsport on the weekend of June 25-26. On Saturday, we can attend the Hancock barge race on the rewatered C&O canal, and on Sunday we will participate in a non-competitive ride on the Western Maryland Bike Trail, and then return to Williamsport on Sunday afternoon. Hancock is 24 miles from Williamsport.

A third and yet still longer excursion is planned for mid-summer and will be announced in the next issue of *Along the Towpath*. (Its destination will be Little Orleans.) There is no fee for participating in these rides, but please contact Tom Perry at 301-223-7010, since departure and return times will be set by group consensus. Call him also if you have questions or need further information.

Through Bike Trip, Oct. 6 - 11

Again this fall, we will hold our Through Bike Trip, from Cumberland to Georgetown, taking advantage of the Columbus Day holiday. The dates are Oct. 6-11 (Thurs.-Tues.). Our group will include both campers and motel people, with both sections coordinated and sharing breakfast and dinner in restaurants. We provide no sag wagon, which means that each rider needs to be prepared to carry his/her own stuff. However, for the safety and comfort of all, we are accompanied by "sweeps" of the Canal Bike Patrol volunteers, who are well-prepared to deal with minor bike

breakdowns and bodily discomforts. We all get ourselves up to Cumberland independently. At the end of the ride we engage a shuttle service which, for a fee, transports us back to get our vehicles at Canal Place.

This is a popular ride, and to be fair, we use a first-come, first-served policy in registering participants. Each participant is required to sign a waiver absolving the Association from liability. If you would like to register, please send your name and address with a non-refundable registration fee of \$25, payable to Thomas L. Perry, to 116 S. Conococheague St., Williamsport, MD 21795. The fee is for overhead and does not include meals. If you would like more information, contact Tom at 301-223-7010. Upon receipt of your application, you will receive the trip itinerary and a list of possible accommodations. ❀

Salute to the Presidents Breakfast and Hike, June 4

Jim Preston

Third in Series — Salute to C&O Canal Association Presidents

Date: June 4, 2005 — 9:00 a.m.

Breakfast at Bill's Place, Little Orleans, MD

In general, the '05 plan is similar to Salute #1. We will use the camping area Friday night at the group area for those who like to camp. Breakfast will be at 9:00 a.m., Saturday, followed by the "Salute Program," which will be similar to '04, with a possible additional category theme included. The main speaker for the program will be past Association President #7, Mr. Paul E. Hauck. The '05 hike, following the program, will go to an as yet undetermined point, and return.

Directions to Bill's Place: Exit I-68 at Exit 68 — Little Orleans. 6 Miles to Bill's. Towpath and Camp Ground, 200 Yards by Potomac River.

Cut-off date for reservations: Wed., June 1, 2005. Cost: \$6.50 per person. Please make your check payable to the C&O Canal Association and mail to: PO Box 366, Glen Echo, MD 20812-0366. A reservation form is inserted in this issue of *Along the Towpath*. ❀

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Monthly	Wed & Sat	Sights and Sounds of the Season Nature Walks are scheduled four times monthly on the first and last Wednesday and 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.
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 Rachel Stewart, 703.237.4727. Hike will be followed by an afternoon potluck at Monocacy Aqueduct.
Apr 2	Sat	Annual Potomac Watershed Cleanup (see announcement on p. 17)
Apr 3	Sun	Board Meeting at the Glen Echo Town Hall, 6106 Harvard Ave., 1:00 p.m.
Apr 16	Sat	Volunteers In the Park (VIP) Invasive Plant Control, below Great Falls (see pp. 6 and 17)
Apr 23 & 24	Sat, Sun	Bike mini-ride overnight, Williamsport/Ft. Frederick (see announcement on p. 15)
Apr 30	Sat	Justice William O. Douglas Spring Hike in the Harper's Ferry area. Meet at Brunswick railroad station at 10:00 a.m. to ride to 3 starting options (see announcement on p. 2)
May 7	Sat	Volunteers In the Park (VIP) Trail rehabilitation, Great Falls area (see p. 6)
May 7	Sat	History in Motion at Point of Rocks celebrates the C & O Canal (see announcement on p. 17)
May 21	Sat	Rededication of the stabilized Monocacy Aqueduct near Dickerson, 10:30 a.m.
May 21	Sat	Potomac River Family Festival, Brunswick family campground, 11 a.m. – 3 p.m. (Rain date, June 11) Contact: Dward Moore, 301.834.6007
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 (see announcement on p. 6)
Jun 4	Sat	Presidents' Breakfast at Little Orleans, 9:00 a.m. See announcement on p. 15 and registration form inserted in this issue. Contact Jim Preston for information, 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 11 & 12	Sat, Sun	Heritage Days, Hagerstown, Roundhouse Museum. Contact Rita Bauman, 540-888-1425
Jun 18 & 19	Sat, Sun	Oldtown Summer Fest. Contact Rita Bauman, 540-888-1425.
Jun 18	Sat	Volunteers in the Park (VIP) invasive plant removal , 9-1, location TBA (see p. 6)
Jun 25	Sat	Third Annual Barge Bash, Hancock (see announcement on p. 17)
Jun 25 & 26	Sat, Sun	Bike mini-ride overnight, Williamsport/Hancock (see announcement on p. 15)
Jun 25 & 26	Sat, Sun	Heritage Days, Montgomery Co. Historical Society, COCA booth at Monocacy Aqueduct. Contact Rita Bauman, 540-888-1425
Jun 26	Sun	Joint Potluck Dinner with Friends of Historic Great Falls Tavern, at the Tavern, 6 p.m.
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	Mon - Sat	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 11	Sun	Happy Birthday Montgomery Co., Beall Dawson House, Rockville. Contact Rita Bauman, 540-888-1425
Sep 17 & 18	Sat, Sun	Hancock Apple Days. Contact to be announced.

CALENDAR, continued

DATE	DAY	EVENT
Sep 25	Sun	Continuing Hike Series. Meet at Cohill Station parking area at 10:30 a.m. Contact Pat White, 301.977.5628
Oct	TBA	Continuing Hike Series, Carderock area, followed by a potluck supper and "Life and Death on the Canal" living history event at Great Falls Tavern. Date and time to be announced.
Oct 2	Sun	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1:00 p.m.
Oct 6-11	Thur - Tue	Through Bike Ride, Cumberland to Georgetown. No sag wagon. Contact Tom Perry, 301.223.7010 (see announcement on p. 15)
Oct 8-10	Sat-Mon	Canoe trip from Paw Paw to Hancock. Contact Barbara Sheridan, 703.306.6549.
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, 6106 Harvard Ave., 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

ANNOUNCEMENTS, Continued

Annual Potomac Watershed Cleanup, April 2

Last spring, more than 3,500 volunteers hauled away 162 tons of trash from the Potomac River Watershed in the 16th annual cleanup. Mark Saturday, April 2, 2005 on your calendar as the day you can help make Our Potomac "Trash Free" by taking part in a local cleanup event. Volunteers are needed to adopt new sites and to help at existing sites – especially along the northern region of the C&O Canal. For a complete list of cleanup sites or more information visit www.potomaccleanup.org, or contact the Alice Ferguson Foundation at 301-292-6665 or potomaccleanup@fergusonfoundation.org. ❀

Invasive Plant Control, Saturday, April 16

Come help the Nature Conservancy and National Park Service to control exotic invasive plants along the Canal in the Potomac Gorge. The natural areas between Lock 20 and the Chain Bridge are exceptional in their biological diversity, harboring over 200 rare plant species and many rare plant communities. Efforts are underway to reduce the competition and invasion of non-native plants. We will be cutting and pulling species such as honeysuckle, garlic mustard, or bittersweet vines, to name a few, as we learn about and enjoy these special areas. All abilities welcome. See p. 6 on how to volunteer for this activity with COCA's VIP program. ❀

History in Motion at Point of Rocks, May 7

Point of Rocks Community Historical Society is organizing a C&O Canal awareness day on May 7 in "old town Point of Rocks," co-sponsored with the C&OCNHP and The Commu-

nity Foundation of Frederick Co. MD. The goal is to increase appreciation of the 1785 Potomac Company and its 1828 successor, the Chesapeake & Ohio Canal Company. Activities will begin at 7 a.m. with guided bird watching, followed by an interpretative walk and bike ride, and other events follow until 3 p.m. These will include a fly-fishing lesson, children's games, and a scavenger hunt, and music at Lock 28. Well-known author Mike High will speak on the history around "The Point" at 2 p.m. in the 1890 chapel of the Solid Rock Assembly of God Church on Rt. 28 (Clay Street). Special ceremonies will dedicate three new towpath waysides and the newly reconstructed C&O Bridge, rebuilt with the support of Canam Steel. A very special treat will be tours and exhibits in the Masonic Hall on Clay Street. Anyone with old photographs or documents pertaining to Old Point of Rocks may bring them to the Masonic Hall from 1 - 2 PM to have them scanned without charge. The event is free and open to the public. Food will be offered. For volunteer and supply inquiries, please contact: Pepper Scotto, P.O. Box 17, Point of Rocks, MD 21777, 301-834-9907, ckfpepper@aol.com. ❀

Third Annual Barge Bash, June 25

The Hancock Chamber of Commerce will hold its annual Barge Bash on Saturday, June 25. The event features competition between home-made barges, with means of propulsion limited to walkers, runners, bicyclists, dogs, horses or mules. Barges must be launched into the canal manually, and must be capable of carrying at least one human passenger. Trophies will be awarded to: Fastest Barge, People's Choice, Cutest, the Ugly Barge, etc. COCA will pay the \$100 entry fee for one participant willing to build and operate a barge on which the association's banner is prominently displayed. For additional information, contact Rita Bauman, 540-888-1425 or wdbauman@visuallink.com. ❀

LETTERS RECEIVED



Chirk Aqueduct and Railway Viaduct

(Dward Moore)

A Trip on English Canals

In the summer of 2002 and 2004, we spent several weeks on the canals of England. Traveling on the Shropshire Union Canal (SUC), Llangollen, Middlewich Branch of the SUC, the Trent and Mercy Canal, and the Macclesfield Canal was a fantastic experience that we would like to share with members of the Association and readers of *Along the Towpath*. Pictures from our trips are available at: www.ImageEvent.com/dwardandjeanine. These include the incredible Chirk and Pontcysyllte Aqueducts, tunnels, locks, and the restored Anderton Boatlift.

Jeanine and Dward Moore

Paw Paw Accommodations

Here is a bit of news for hikers who love the Paw Paw tunnel. There is a new restaurant in Paw Paw called Grandma's Country Kitchen, right on the main street (Rt. 9) in a red brick house. They hope to also have three guest rooms, each with bath, open by the first of April. Phone: 304 947-7751. This is good news for the old time COCA members because the restaurant(s) that used to be there closed a few years ago.

Emmie Woodward

COCA Members in Senior Olympics

Don Juran

Five COCA members, including four 2004 through-hikers, competed in the one-mile recreational walk at the Maryland Senior Olympics in October, 2004, at Towson University. Phyllis Laborwit and Don Juran won gold medals in their age/sex categories; Carol Juran (the non-through-hiker) and Jim Preston won silver medals in theirs, while Lou Laborwit took fifth place in his. Detailed results:

<u>Name</u>	<u>Category</u>	<u>Place</u>	<u>Time</u>
Carol Juran	Women (60-64)	2	14:36.32
Don Juran	Men (60-64)	1	11:27.48
Phyllis Laborwit	Women (70-74)	1	13:06.72
Lou Laborwit	Men (75-79)	5	13:01.37
Jim Preston	Men (75-79)	2	11:39.85

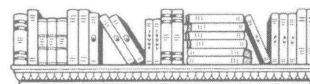
Bear Sighting

A rare photo of Ted E. Bear outside of the Potomac River Basin. In early June 2004, Mr. Bear, accompanied by Carl Linden and Ken Rollins on their way to the World Canals Conference in



St. Catharines, Ontario, visited the country estate of Gary Petrichick's daughter, Kirsten Salyer in Angelica, NY. Here, Ted regales two of Gary's eight grandchildren, Elise and Emma (twin daughters of son Seth), with stories of his life on the C&O Canal. Gary's palatial mansion lies over the hill in Belmont, N.Y.

Photo and caption by Gary M. Petrichick



Wedding of the Waters: The Erie Canal and the Making of a Great Nation

by Peter L. Bernstein

W.W. Norton & Co., 448 pp, \$24.95

Reviewed by Dave Johnson

The Erie Canal was the most important American engineering achievement of the first half of the nineteenth century, to be matched only by the transcontinental railroad in the 1860s. Not only did it link the west to the Atlantic seaboard, it proved the feasibility of such massive projects, opening the subsequent era of canal and railroad construction that finally tied the country together, made possible the Industrial Revolution and growth of national economic power, and led to the settlement of the continent.

The story of the Erie Canal has been recounted in many history books, but it has been nearly forty years since Ronald E. Shaw's *Erie Water West* (1966) devoted an entire volume to it. Now Peter Bernstein has produced a fine new book on the canal and its importance to New York and the nation. The title, *Wedding of the Waters*, refers to the celebration of the completion of the canal in October 1825, when Governor DeWitt Clinton emptied casks of Lake Erie water into the Atlantic Ocean.

The key to the Erie Canal's success was that the Hudson and Mohawk Rivers cut completely through the Appalachian Mountains. To the south, in Pennsylvania, Maryland, and Virginia, there were no continuous water routes across the mountains. Streams on the western slopes flowed to the Ohio, not to the Atlantic, and attempts in those states to build a canal over the summits were doomed to failure. (Pennsylvania linked its eastern and western canals by the Portage Railroad; the C & O Canal Company gave up on its plans to cross the Alleghenies beyond Cumberland.) New York, by following the Mohawk from Albany to Utica, was able to build a canal 363 miles long with a total elevation change between the Hudson and Lake Erie of only 675 feet, up and down, on eighty-three locks. (Compare this to the C & O Canal, 605 feet (seventy-four locks) in just 184 miles from Georgetown to Cumberland, with another two to three thousand feet up and down from there to Pittsburgh.)

Wedding of the Waters is much more than just a book on canal construction and operation. It is the story of the political and economic battles to get the canal approved and built. There was the issue of federal funding for the canal. When that fell through, the State of New York undertook it alone. Whether to build all the way to Lake Erie, or shorten the canal to enter Lake Ontario was a debate that festered for years between those with competing interests. And always there was the question of whether such a monumental project could even be built through a wilderness. No one had ever done anything like it before. The War of 1812 also played a significant role in the history of the Erie Canal. It delayed the start of construction, but in the end it became a deciding factor in the canal's authorization, because of the difficulties encountered moving troops and supplies from the Hudson to the

Niagara frontier, the principle theater of military operations. In addition, the blockades and embargoes before and during the war forced America to become more self-reliant in domestic commerce and industry, and made improved internal communications and transportation essential.

The hero of this story, of course, is DeWitt Clinton, but the cast of characters includes many others, both names that are famous and relatively unknown. In particular, Benjamin Wright, who went on to become chief engineer for the C & O Canal and to design the Monocacy Aqueduct, was one of the principal engineers on the Erie and receives significant mention in the book.

The end result was a 500-mile all-water route from Lake Erie to the sea, requiring no transfer of cargo, because the canal boats could be towed by Hudson River steamers between Albany and New York City. The Erie Canal's instant success following its completion in 1825 started the great canal building boom throughout the country, which lasted until the rail industry began to catch up by mid-century. Alas, no other towpath canal in America ever matched the Erie's success or the prosperity it generated. Buffalo became the gateway to Ohio, Indiana, and Chicago, and New York City became the greatest seaport and the economic capital of the country. New York truly became the Empire State because of the Erie Canal.

This book makes a fine sequel to Joel Achenbach's *The Grand Idea* (2004), which told of George Washington's vision for the Potomac as the gateway to the west. Bernstein devotes an early chapter to Washington and the Patowmack Company, and demonstrates why New York triumphed where Maryland and Virginia failed to develop an all-water route to the lands beyond the Appalachian Mountains. If you enjoyed Joel's book, *Wedding of the Waters* should be next on your reading list. ❀

Handbook 142 Reprinted

A reprinted edition of Official National Park Handbook 142, published in 1991, is now on sale for \$10.95 at C&OCNHP visitor centers. The handbook is also available from the Government Printing Office (<http://bookstore.gpo.gov>) for \$12 each, \$289 per 50 copies (price in U.S.); Stock Number: 024-005-01076-9. The title of the 111-page illustrated handbook is *Chesapeake and Ohio Canal: A Guide to Chesapeake and Ohio Canal National Historical Park, Maryland, District of Columbia, and West Virginia*. The handbook provides such information as how the canal was built, how it worked, and what it contributed to the economy. It also includes a concise travel guide with detailed canal maps, and other reference materials. ❀

Errata

In Carl Linden's article "Washington's Heroic Enterprise," on page 2 of the December 2004 issue of *ATP*, two dates appeared as 1984 and 1895. The correct dates are 1784 and 1785 respectively.

ON THE LEVEL

by Level Walker Chair Bill Burton

The C&O Canal Association has reinitiated a volunteer program, Volunteers In the Park (VIP), to better support the park through group activities on specifically identified projects. The Level Walkers, as a group, spend more time in the park than anyone else, and this presents an excellent opportunity to help identify potential projects for improving the park. As you walk your level, you may notice areas that need attention or have suggestions for projects that would be suitable for a volunteer group activity. If so, please include the information in your level report, which will be forwarded to the VIP chair or contact the VIP chair directly. More information on this program can be found on p. 6 in this issue of *Along The Towpath*.

Welcome to two new Level Walkers, **John Betting** and **Maribeth Evans**. Glad to have you join the Level Walker Program and look forward to working with you in supporting the park we all care about and enjoy. Listed below are comments from the 31 reports received between mid-November and mid February:

Level #1: Tidelock to Incline Plane; 11/28, 01/01, **John Barnett** removed a large amount of "party" trash from around the aqueduct area.

Level #5: Lock 14 to Bridge at Cropley; 11/26, **Bobbie Thorberg** found very little trash but noted that some of the repaired erosion places were beginning to wash out again.

Level #8: Swains Lock (21) to Pennyfield Lock (22); 11/07, 11/14, 01/02, 01/25, **Steve DeLanoy** enlisted the help of Brownie Troop 5979 of Bradley Hills Elementary School in removing trash after they learned about the history of the canal.

Level #11: Milepost 25 to Sycamore Landing; 01/11, **Marv and Sandy Kahn** reported the beavers have been busy near mile 25.3.

Level #12: Sycamore Landing to Edwards Ferry; 11/18, **Bill Tammaro** reported the removal of trash, mostly beverage related, has become a chronic problem at the Sycamore Landing parking area.

Level #15: Whites Ferry to Woods Lock (26); 11/26, **George Wyeth** reported that the extensive erosion near milepost 38 has been repaired.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 01/09, **Michael Ciansiosi** reported that a layer of packed gravel has been put down on the towpath over almost the entire level and work on the aqueduct appears to be almost finished.

Level #18: Nolands Ferry to Point of Rocks; 11/16, **Jed Tucker** commented the new bridge at Point of Rocks is a great improvement and a continuation of the towpath has been constructed under the bridge so hikers and bikers can avoid the boat ramp traffic. 11/18, **John and Patty**

Hawley encountered about 40 school children at Point of Rocks listening to a Park Ranger discuss the canal's history.

Level #19: Point of Rocks to Catoctin Aqueduct; 2/12, **Marlow Madeoy** noted that the towpath was well saturated with water from the recent snowmelt and that a new traffic light will soon be operational at the intersection of Rt.s 15 and 28 at Point of Rocks.

Level #21: Lock 30 to Lock 31; 11/17, **Ron Howard** spent a beautiful day in solitude on the towpath and removed six large bags of trash, mostly between Back Rd. and the canal.

Level #26: Lock 37 to Antietam Aqueduct; 01/01, **Jack and Karen Forster** noted that a previously reported fallen tree, which blocked the towpath, had now been removed.

Level #34: McMahon's Mill to Opequon Jct. Hiker-Biker; 11/15, **Tom Perry** reported that repair and restoration of McMahon's Mill were underway and that the roof had been replaced with a new metal roof.

Level #38: Lock 44 to High Rock Quarry; 12/31, **Joel Leckron** found little trash on a beautiful day and encountered numerous hikers and bikers.

Level #43: McCoy's Ferry to Fort Frederick; 01/07, **Carl Pedersen** surprised a red fox on the towpath and noted that NPS had done a good job removing debris from four fallen trees.

Level #44: Fort Frederick to Ernsville; 10/27, **John Bowman** found a pen he had dropped during a previous walk and encountered 19 bikers, including 1 bike patrol.

Level #45: Ernsville to Licking Creek Aqueduct; 10/17, **Joe Kochenderfer** encoun-

tered a woman driving a sag wagon for an author on a bike trip from Cumberland to Washington. The author is planning on writing a book about the canal.

Level #47: Little Pool to Hancock; 12/30, **Carroll and Phylis Yingling** noted that Park Service had done a good job of cleaning up fallen trees around mile 120.

Level #48: Hancock to Round Top Cement Mill; 06/01, 07/06, 12/28, **Pat Hurline** encountered a rider on horseback, and commented on what a great place the towpath is for horseback riding.

Level #50: Lock 53 to Dam 6; 11/11, **Ed and Karen Leisinger** noted the towpath was muddy and that the condition of the structures was unchanged from their last visit.

Level #53: 15 Mile Creek Aqueduct to Lock 59; 01/01, 02/05, **Mary and Steve Huebner** had a peaceful New Years Day walk and removed sticks from the towpath; also a pileated woodpecker was spotted on the recent walk.

Level #54: Lock 59 to Lock 60; 11/27, **Dennis Kubicki** encountered a group of hikers from a hiking club in New York and a huge beaver dragging a tree branch.

Level #56: Culvert #208 to Lock 61; 11/22, **Pat White** noted there were fresh beaver signs near milepost 152 and new beaver dams at miles 151.3 and 151.5.

Level #57: Lock 61 to Lock 63 1/3; 07/03, **Pat White** reported the towpath in good shape and the canal watered the entire length of the section.

Level #58: Lock 63 1/3 to Tunnel Parking Area; 07/03, **Pat White** reported lots of activity at the Paw Paw campground and that the rock slides in Tunnel Hollow had been recently cleared.

A total of 169 reports were received during 2004. These were completed by 79 Level Walkers and covered 53 levels. A well deserved "thank you" to all the Level Walkers for your volunteer work in the park last year. Because of you, there is certainly a great deal less trash in the park and many things that might have otherwise gone un-noticed have been reported. Listed below are the levels with the number of reports received from each Level Walker:

Level # 1 GEORGETOWN: John Barnett 25, Level # 2 FLETCHERS: Bill Quinn 2, Level # 3 BROOKMONT--GLEN ECHO: Derek Byerlee 1, Level # 4 CABIN JOHN: Carolyn Reeder 2, Fred and Judie Mopsik 3, Level # 5 SEVEN LOCKS: Bobbie Thorberg 4, Jan and Jim Heins 2, Level # 7 UPPER GT.FALLS: Alan and Rebecca Hedin 2, John Belz 1, Level # 8 SWAINS: Steve DeLanoy 3, Level # 9 PENNYFIELD: Mike Schuchat 4, Level # 10 SENECA: Carol Purcell 4, Level # 11 TENFOOT IS.: Marv and Sandy Kahn 2, Level # 12 McKEEBESHES: Don and Judy Plumb 2, Stephen Pollock 2, William Tammaro 2, Level # 13 EDWARDS FERRY: Stephen Pollock 2, Level # 14 BROAD RUN: Martha Shannon 1, Level # 15 WHITES FERRY: George Wyeth 1, Level # 16 WOODS LOCK: Michael Cianciosi 4, Level # 17 MONOCACY: Anita and Richard Stoll 1, Eric Wentworth 1, Level # 18 NOLANDS FERRY: Grace and Jed Tucker 6, John and Patty Hawley 2, Level # 19 POINT OF ROCKS: Allan

Jelacic 1, Grace and Jed Tucker 1, Jack and Pat Cook 1, Marlow Madeoy 3, Level # 21 BRUNSWICK: Ron Howard 3, Level # 22 WEVERTON: Lisa Angstadt 1, Level # 23 HARPERS FERRY: Mike Landrigan and Julie Atkins 3, Level # 24 DAM #3: Howard McGowan 1, Ron Howard 1, Level # 25 DARGANS BEND: Carol and Don Juran 2, Charlie Brown 1, Level # 26 MOUNTAIN LOCK: Jack and Karen Forster 4, Level # 27 ANTIETAM: Roy Shilling and Marce Tissue 2, Level # 29 FOOT OF SHARPSBURG: Jack Magarrell 1, Level # 31 TAYLORS LANDING: Mary-Fran and Todd Stotler 1, Level # 32 MIDDLEKAUFFS BASIN: Dave and Kathy Peterson 4, Level # 33 DAM #4: Karen Gray 1, Level # 34 CHARLES MILL: Karen Gray 1, Linda and Tom Perry 3, Level # 35 OPEQUON JCT.: Audrey and Dave Engstrom 2, Level # 37 UPPER FALLING WATERS: Russ Meinke 5, Level # 38 WILLIAMSPORT: Joel Leckron 1, Level # 39 MILLERS BEND: Jean Swank 3, Level # 40 LITTLE CONO-

COCHEAGUE: Bill Hibbard 3, Level # 41 DAM #5: B.K. Lunde 2, Level # 42 FOUR LOCKS: Diane Summerhill 1, Level # 43 McCOYS FERRY: Karen Gray 1, Level # 44 FT.FREDERICK/BIG POOL: James Biasco 2, John Bowman 3, Level # 45 ERNESTVILLE: Joe Kochenderfer 3, Level # 46 LICKING CREEK: Margie Knott 2, Level # 47 LITTLE POOL: Carroll and Phyllis Yingling 2, Level # 48 HANCOCK: Bill Hibbard 1, Pat Hurline 5, Level # 50 CACAPON JUNCTION: Karen Elliott and Ed Leisinger 1, Level # 51 DAM #6: John Pope-noe 2, Level # 53 LITTLE ORLEANS: Ann and Eddie Bilezikian 1, Mary and Steve Huebner 5, Level # 54 STICKPILE HILL: Dennis Kubicki 3, Level # 55 TOWN HILL: Karen Gray 1, Level # 56 SEVEN MILE BOTTOM: Pat White 1, Level # 57 TWIGG HOLLOW: Pat White 1, Level # 58 PAW PAW TUNNEL: Pat White 1, Level # 60 LITTLE CACAPON: John and Judith Lilga 2, Level # 64 KELLY'S ROAD: Kris Feldmeyer 1.

Membership Form for New Members

Chesapeake & Ohio Canal Association

Please enter the following membership in the C & O Canal Association in the category indicated:

(Select one)

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

E-MAIL: _____

PHONE: _____

___ Individual \$15

___ Family \$20

___ Patron \$25

Gift: \$ _____

Total: \$ _____

Name to appear on badge: _____

Second name to appear on badge (Family or Patron memberships) : _____

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

CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

FINANCIAL STATEMENTS

Comparative Statements of Income and Expense

Comparative Balance Sheets

	CY 2004	CY 2003
Membership		
Dues	\$18,970	\$ 19,325
Activities		
Annual Meeting	- 838	391
Douglas Hike	3,237	- 235
Thru Hike Adjustment		4,151
Heritage Hike	107	81
Presidents' Breakfast	39	-28
Expense		
Membership Expense	- 754	-1,951
Along the Towpath	-7,953	-7,576
Net Membership Income	<u>\$12,808</u>	<u>\$14,158</u>
Mission		
Income		
Publications income	158	1,503
C&O Canal Fund	19,964	- 2,902
Davies Fund	- 4,538	1,487
Widewater Fund	3,445	31,140
Expense		
Level Walker Expense	-59	-29
Dues and memberships	- 130	-180
Festivals	- 2,725	-545
Canaller	- 8,050	-191
Towpath Tags	- 1,889	
Other	- 1,967	
Net Mission Income	<u>4,209</u>	<u>28,780</u>
Administrative		
Income (Expense)		
Interest income	1,580	79
Officers' Expense	- 2,940	- 3,046
Telephone Expense	- 449	- 431
Depreciation Expense	- 39	- 268
Other		- 464
Net Admin. Expense	<u>- 1,848</u>	<u>- 2,627</u>
Net Income	<u>\$15,169</u>	<u>\$40,311</u>

	CY 2004	CY 2003
Assets		
Cash – SunTrust Bank	\$ 74,091	\$ 60,980
Investments – T.Rowe Price	169,332	167,679
Accounts receivable		51
Inventories		
Merchandise	3,643	4,132
Membership Materials	1,506	918
Prepaid Expense	235	1,100
Other	150	250
Fixed Assets, net	--	68
Total Assets	<u>\$248,957</u>	<u>\$235,179</u>

Liabilities and Fund Balance

Accounts Payable	\$ --	\$ 261
Deferred Credits		
Prepaid Dues	5,935	3,095
Prepaid Fees	330	152
Prior Period Adjustment		4,151
Total Liabilities	<u>6,265</u>	<u>7,659</u>

Fund Balances

<i>Unrestricted funds</i>		
C & O Canal Fund	\$ 14,635	\$ 7,911
Publications Fund	2,571	2,412
Subtotal unrestricted funds	17,206	10,323
<i>Restricted Funds</i>		
Davies Fund	15,399	19,937
Widewater Fund	151,188	147,742
Subtotal restricted funds	166,587	167,674
General Fund	58,899	53,699
Prior Period Adjustment		-4,151
Total Fund Balance	<u>242,692</u>	<u>227,520</u>
Total Liab. & Fund Balance	<u>\$248,957</u>	<u>\$235,179</u>

This summary is a condensed version of our financial statement. A copy of the full financial statement is available upon request from the Association. 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, Annapolis, MD 21401, for the cost of copying and postage.

Submitted by Linda Willard, Treasurer

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 submitted to the editor, at the address below, for receipt by the 15th of the month prior to publication. Electronic submission is preferred.

Editor: Ned Preston, 6306 Swords Way, Bethesda, MD 20817; presto77@verizon.net; 301-530-8153

Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, and Helen Shaw

C&O CANAL ASSOCIATION

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, assessed on a calendar-year basis, and include 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 fullest extent of the law. A copy of our current financial statement is available upon request by writing to COCA at the address above or calling 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 webmaster is Matthew James Teigen, barnacle@sdf.lonestar.org. COCA also maintains a telephone number for information and inquiries: 301-983-0825.

2005 Association Officers:

President: Robert C. Perry, 12713 Knightsbridge Dr., Woodbridge, Va. 22192-5159; 703-590-5568; rperry5568@comcast.net

First Vice President: Barbara Sheridan, 11550 Farm Dr., La Plata, Md. 20646, 703-306-6549, barbara.sheridan@gsa.gov

Second VP & Level Walker Chair: Bill Burton, 6400 Halifax Ct., Warrenton, Va. 20187-2219, 703-801-0963, levelwalker@earthlink.net

Secretary: Charlotte Loveless, 1636 Woodlands Run, Hagerstown, Md., 21742, 301-733-7611, charlov@earthlink.net

Treasurer: Linda Willard, 9401 Rockville Pike, Bethesda, Md. 20814, 301-530-0408, willardd3@verizon.net

Information Officer: Mickey Reed, 8221 Burning Tree Rd., Bethesda, Md. 20817-2908, 301-469-9180, mreed8221@aol.com

Board of Directors: (terms expire in 2008): Blair Bower, Jim Heins, George Lewis, Dward Moore, John Wheeler; (terms expire in 2007): James Gilford, Don Juran, Tom Perry, Ron Howard, Richard D. Stoll; (terms expire in 2006): Bill Hibbard, Steve DeLanoy, Carl Linden, Nancy Long, Ken Rollins.

Committees (contact at the COCA mailing address or tel. no. above): Archives, Molly Schuchat; Environmental, Fred Mopsik; Festivals, Rita Bauman; Level Walkers, Bill Burton; Membership Coordinator, Barbara Sheridan; Nature, Peter Whitney; Projects, Carl Linden; Programs, Sonny DeForge; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins and Steve DeLanoy; Western Maryland Rail Trail, Emmie Woodward.

C&O CANAL NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O CANAL NHP Headquarters

1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

General number	301-739-4200	
Superintendent	301-714-2201	Kevin Brandt
Deputy Superintendent	301-714-2201	Bob Hartman (acting)
Chief Ranger	301-714-2222	Rob Danno
Admin Officer	301-714-2204	Jeannie Denk
Chief, Natural and Cultural		
Resource Mgmt 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, extending from Milepost 0 (Tidelock) and to Milepost 42.19 (Monocacy River):

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854

District Ranger	301-767-3720	Tim Colyer (acting)
Fee Collection Supervisor	301-299-3603	Paul Johnson

Georgetown Visitor Center

1057 Thomas Jefferson St., NW, Washington, D.C. 20007

Sup. Ranger, Interpretation		Kathy Kupper
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Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854

Sup. Ranger, Interpretation	301-767-3720	Rod Sauter
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Western Maryland District, extending from Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

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

205 West Potomac St., Williamsport, Md. 21795

Sup. Park Ranger		Carla Beasley
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Hancock Visitor Center

326 East Main St., Hancock, Md. 21750

Park Ranger, Interpretation (part time)		Lynn Barrett
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Cumberland Visitor Center

Western Maryland station, Cumberland, Md. 21502

Park Ranger, Interpretation		Rita Knox
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OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Fletcher's Boat House (concessionaire)	202-244-0461
Swain's 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

Visit us on-line! Remember that *Along the Towpath* isn't the only way to keep up with COCA's programs and events. Be sure to check our web site at www.candocanal.org regularly for news and updates.

Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

Reservation Forms Enclosed
for Douglas Hike
and Presidents Breakfast

New Towpath Tag Available, p. 1

New Members Form, p. 21

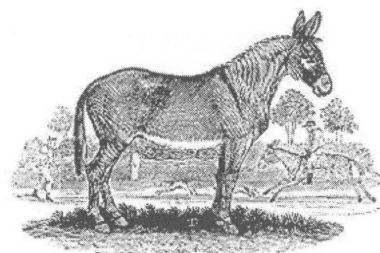
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CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.
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MEMBERSHIP EXPIRES: DEC-2005

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