



C & O Canal Association

ALONG THE TOWPATH

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

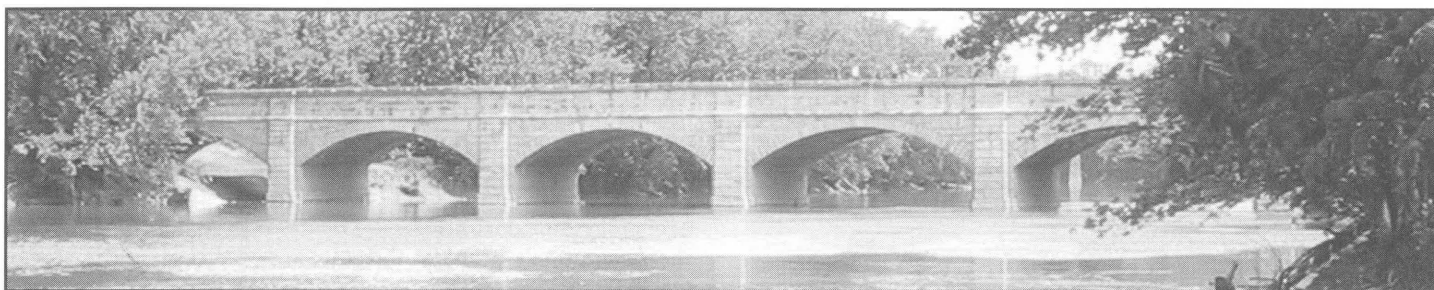
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Monocacy Aqueduct Restoration Celebrated

By Dave Johnson



The aqueduct as seen from downstream on the day of the rededication ceremony.

The Monocacy Aqueduct is the largest of the eleven stone aqueducts on the Chesapeake and Ohio Canal. It is considered the crown jewel of the entire park, as well as one of the most significant standing structures of all American towpath canals. For the last thirty years, it was encased in a wood and steel harness that obscured its beauty. On May 21, 2005, ten years after the C&O Canal Association initiated its Uphold the Monocacy Aqueduct campaign, more than 300 people turned out on a bright, clear Saturday morning for the gala rededication celebrating the completion of the stabilization and restoration of the historic structure.

The enthusiastic crowd gathered under a marquee overlooking the aqueduct as the chorus from Monocacy Elementary

School entertained them with a selection of canal and other songs, ending with *America the Beautiful*. Kevin Brandt, Superintendent of the C & O Canal National Historical Park, welcomed the audience and introduced the keynote speaker, U. S. Senator Paul Sarbanes. The senator discussed the importance of preserving national treasures such as the canal, and gave a glowing tribute to the park's late superintendent, Douglas D. Faris, who spearheaded the project throughout his entire time in that position. The next speaker was Joseph M. Lawler, director of the National Capital Region of the National Park Service, who spoke of the importance to the national parks of the kind of public-private partnership that brought about this achievement. Bernard Dennis, representing the American Society of Civil Engineers, and

The Next Challenges: a Barrier and a Boat

Members of the C&O Canal Association (C&OCA) and other supporters of the National Historical Park were cheered by the well-planned celebration described in our lead article. C&OCA's years of effort have played a key role in helping the National Park Service to preserve the canal's premier aqueduct, shown in its renewed state in the photo above. The two images at left are less pleasing, but serve as reminders that other demanding projects are at hand. The "stop" sign is nailed to a wooden barrier near the downstream end of Big Slackwater, an area where the towpath is impassable to hikers and bicyclists alike. Repairing this eroded section is one of the important goals of the Association's funds, which are explained in an article on p. 5. The banner on the hull of the high-and-dry *Canal Clipper* is part of an energetic drive, led by the Friends of Historic Great Falls Tavern, to build a new boat (see p. 4 for details).





Participants in the May 21 ceremony prepare to cut a "ribbon" inscribed with words honoring the late Superintendent Douglas D. Faris, the C&O Canal Association, American Society of Civil Engineers, and National Trust for Historic Preservation. (Photo: Jim Heins)

Grant DeHart, representing the National Trust for Historic Preservation, followed. Barbara Sheridan, first vice-president of the C&O Canal Association, introduced the final speaker, Carl Linden, chairman of the Association's Monocacy Aqueduct Committee. Carl spoke of the two mottoes of the C & O Canal Com-



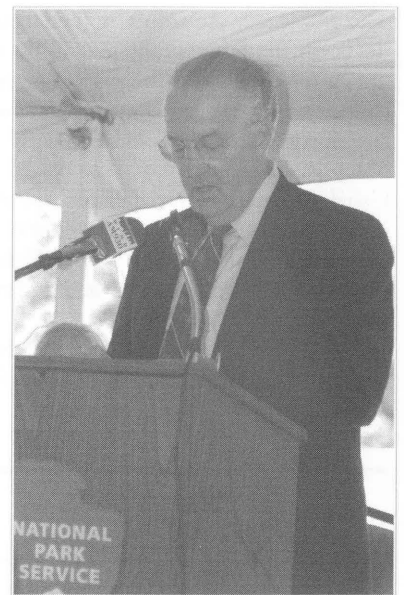
C&OCA's First Vice President Barbara Sheridan and Monocacy Aqueduct Committee Chair Carl Linden accept a photo of the aqueduct from canal park Superintendent Kevin Brandt. (Photo: Jim Heins)

pany, "Perseverance" and "Perpetuity," and added "Preservation" to make a trio of goals. Prominent preservationist Minny Pohlmann was then called on to unveil a new plaque commemorating the completion of the project. A ribbon cutting concluded the formal part of the event, and the crowd was then treated to a picnic lunch and tours of the aqueduct led by Bob Kapsch and Denis McMullan.

Following the Hurricane Agnes flood in 1972, the National Park Service became very concerned about the vulnerability of the historic structures on the canal. Less than a year before Agnes, a flash flood took out one arch of the Seneca Creek Aqueduct, and a local flood in 1973 knocked down the weakened Ca-toctin Aqueduct. In 1975, therefore, an unsightly steel and wood banding support system was installed to stabilize the Monocacy Aqueduct and to prevent its collapse. While the harness probably contributed to the aqueduct's survival during the floods of 1985 and 1996, it was an ugly piece of work, greatly diminishing the structure's classic appearance. As the years passed without further repairs, fears increased that the next great flood might bring the aqueduct down. The National Park Service was well aware of the potential for disaster, but funds were not available to address the

problem.

Writing in the June 1994 issue of *Along the Towpath*, Carl Linden, then president of the Association, noted that the Monocacy Aqueduct was at the top of the park's list of major restorative work to be done. "The loss of any aqueduct," Carl wrote, "constitutes a breach of park continuity; the loss of the Monocacy would be the most serious. The Monocacy after two decades is still held together by an erector set of external rods designed only as a stopgap prior to major restoration. Destruction through erosion and flood of this irreplaceable structure, officially counted in Maryland as one of its 'seven wonders,' would be something like the Statue of Liberty losing her uplifted arm and torch." The C&O Canal Association established the Monocacy Aqueduct Fund early in 1995. In August of that year, the Association's board of directors accepted the request of the C&O Canal Advisory Commission to serve as the focal organization for creating public awareness and fund-raising, and undertake the leadership of the preservation drive. The key task of the campaign was to generate strong public support for the restoration, to demonstrate to elected officials at the federal, state and local levels that a broad constituency for the aqueduct existed. The board established the Association's Monocacy Aqueduct Committee. Carl Linden continued as chairman of the committee after his term as president ended. Former congressman Gilbert Gude, who had been key to the passage of the bill that created the C&O Canal National Historical Park in 1971, chaired an honorary advisory committee, and was active throughout the campaign making presentations to potential supporters and providing media interviews. The committee met regularly and frequently during the next decade to plan fund-raising and public relations activities.



Senator Paul Sarbanes delivering the keynote address. (Photo: Jim Heins)

Disaster struck the Potomac Valley and the C&O Canal

in January 1996. Early in the month, a blizzard dumped more than two feet of snow across the region. This was followed a week or two later by a sudden thaw and heavy rainstorm. The melted snow and rain could not be absorbed into the still-frozen ground and a massive flood roared down the valley, damaging 70 to 80 percent of the park. Severe erosion scoured the towpath, locks, lockhouses and many other park features. The flooding approximated the 1972 Agnes levels along the lower sections of the park. The Monocacy Aqueduct was completely submerged, and when the waters receded, tons of debris were left on and behind the structure.

The National Park Service immediately undertook a comprehensive assessment of the damage to all park resources and began to plan for repairs. Then September brought Hurricane Fran, and it happened all over again. Two hundred-year floods in nine months sent the repair estimates soaring. Again, hundreds of volunteers turned out to clear the flood debris from the towpath and canal. The inspection teams began to reevaluate the damage to structures and property, most of which had not been repaired from the January flood. Once more, the Monocacy Aqueduct was buried in debris.

National Park Service maintenance crews removed the piles of flood debris from the top of the aqueduct. In May 1997, the Army Corps of Engineers used a floating crane to reach the tangled mass of logs, trees, limbs, old tires and other material that was lodged against the upstream side of the aqueduct. Remarkably, the great old bridge had once again withstood everything that nature could throw against it.

Very early in the campaign, the National Capital Section of the American Society of Civil Engineers became interested in the aqueduct project. Over the years, the Society provided valuable technical support, including the installation of instrumentation to monitor the stability of the structure and evaluate the effectiveness of the harness.

An engineering study team was assembled in 1997. Robert J. Kapsch, at the time a special assistant to the director of the National Park Service, was appointed to manage the project and serve as the government's technical representative. The Park Service enlisted several contractors to undertake the engineering study: architrave p.c. architects (overall supervision and architectural analysis); McMullan and Associates (structural engineers); Robinson & Associates; and Bregman & Company (environmental concerns). Abba Lichtenstein, a prominent specialist in historic bridges, also served as a consulting structural engineer.

A team of divers from the Bureau of Reclamation arrived from Idaho to study the condition of the underwater piers. The divers found significant undercutting of the piers where they rest in bedrock, as much as two feet deep into four of the piers, and that all grouting between structural stones of the piers had washed away.

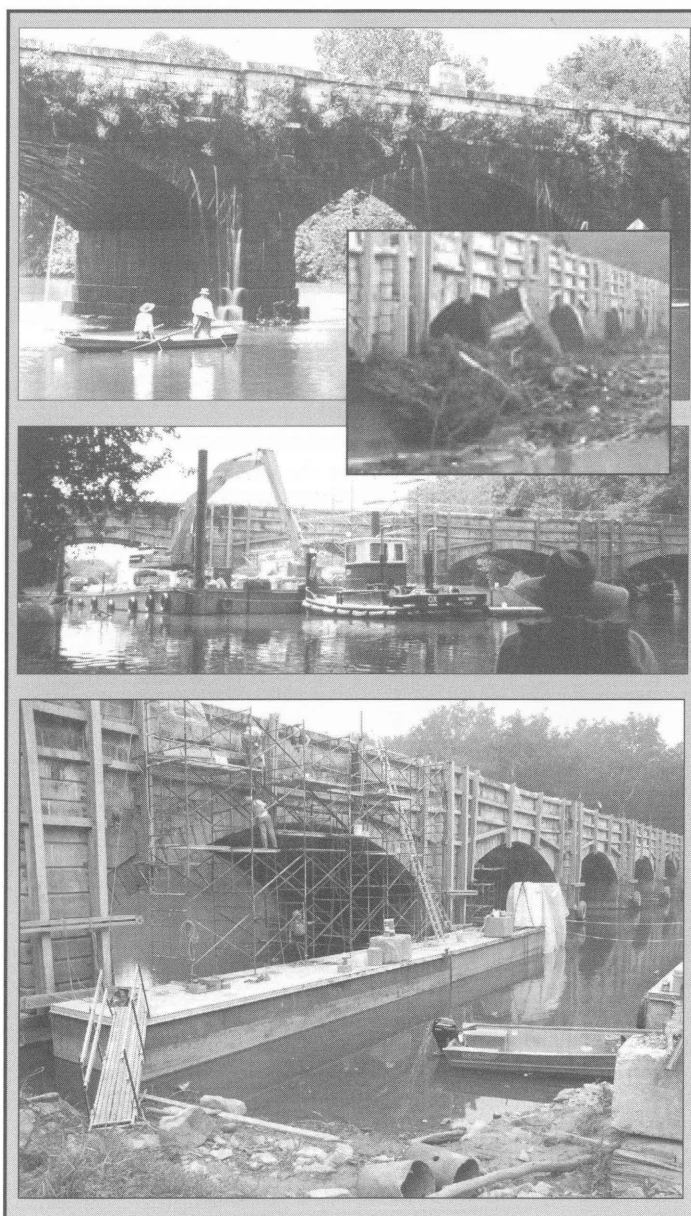
Denis McMullan and Abba Lichtenstein conducted the primary structural analysis. Bernie Dennis and his ASCE colleagues provided expert advice. The aqueduct was leaking water down through the masonry, which was of concern because of the resulting leaching action and freeze/thaw damage. There were a substantial number of voids in the rubble fill. Numerous cracks were observed in the masonry, including a longitudinal crack running the length of the underside of the berm wall which indicated separation of the wall from the main structure. Many

stones were partially displaced and there was a very noticeable bulge in the aqueduct's upstream wall.

The final report of the consulting engineers was submitted in the spring of 1999. The preferred alternative proposed the removal of the steel and wood harness and its replacement with a reinforced concrete slab incorporated into the structure. The pier foundations would be repaired, cracks and voids filled, mortar joints repointed, damaged stonework, walls and abutments repaired, parapets anchored, and missing coping stones reset. The entire structure would be sealed with a waterproof membrane. Finally, the historic railing destroyed by the Agnes flood would be replaced. Now, all that was needed was money.

(Continued on p. 16.)

Below are some stages in the aqueduct's later evolution, from top to bottom: idyllic but leaking in the early 20th Century (Hahn Collection); sustained by its bracing during a flood (NPS); under repair with heavy equipment (Carl Linden); and receiving the attention of workers in another stage of the now-complete stabilization (NPS).



Canal Boat Campaign Gathering Momentum

by Ned Preston

Important developments have given a boost to the effort to replace the canal boat that formerly provided interpretive rides to park visitors at Great Falls. The drive to raise \$600,000 for this purpose is being led by the Friends of Historic Great Falls Tavern (FHGFT). In April, the Maryland legislature approved \$200,000 to help FHGFT acquire a new boat for the National Park Service. The state allocation followed the C&O Canal Association's pledge of \$50,000 toward the cause.

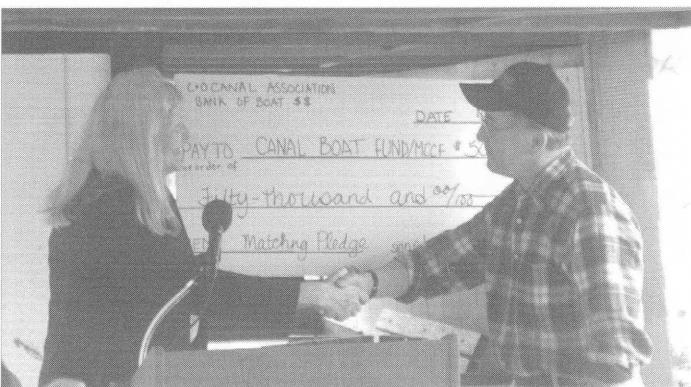
Both contributions were formally announced at an April 23 gathering that officially launched a campaign to raise the remaining funds. The event was held aboard the *Canal Clipper*, which now stands on blocks in a dry section of the canal near



The Canal Clipper on blocks near Great Falls Tavern.

Lock 20. Because of irreparable cracks in its hull, the vessel has not carried passengers since 2002.

Last spring, pupils at Seven Locks Elementary School in Bethesda began working to correct the situation, and then completed a year-long effort to plan an educational fund raiser at the school. They succeeded in raising \$3,160 for the campaign that FHGFT is now carrying forward.



C&OCA's First Vice President, Barbara Sheridan, presents a symbolic check to FHGFT President Don Harrison. (Photo: Jim Heins)

While still in service, the now-disabled canal boat gave enjoyable, educational rides for some 18,000 patrons annually. The new craft will be even better adapted to carrying passengers, since it will be modeled on a historical packet boat rather than a



Presentation of a check representing the State of Maryland's allocation toward a new canal boat. From left to right are (back row): Sen. Brian E. Frosh; Don Harrison; and Del. Jean B. Cryor; (front row): Seven Locks Elementary School students Amy and Rachel Baer; and Del. William A. Bronrott.

freight carrier, and its design will be more authentic. Meanwhile, the *Canal Clipper* is playing a key role in creating its successor. Weekend volunteers are staffing the craft, serving free lemonade, providing period garb for use in photo opportunities, and discussing canal history and the benefits of a new boat. (For further information about this program, please contact: Jo Reynolds at 301-983-2320 or joreynolds@mrisc.com; or Ranger Kathleen Kelly at 301-767-3709 or kathleen_kelly@nps.gov.)

By May 12, the FHGFT-led campaign had raised \$1,700 from donation boxes in the park, as well as more than \$1,800 from donations for photographer Harrison Owen's photos on display at the Historic Tavern. (A new exhibit to benefit the Canal Boat Fund is now installed, thanks to photographer Vince Stanford.) By the same date, FHGFT had also received \$33,300 from mailed-in contributions, and the organization itself had directly donated \$3,500. The C&O Canal Association is also continuing to accept contributions for this cause, in addition to the pledge mentioned above. Combined with the state allocation, these funds bring the drive about halfway toward its goal of bringing interpretive boat rides back to the Great Falls section of the canal. ❀



Ron Howard sports a boatman's hat and shows off other period-style clothing that volunteers use as props aboard the Canal Clipper.

Twice the Bang for the Buck

Widewater Fund's Success Creates New Opportunities

by Linda Willard, Treasurer

Projects Committee chairman Carl Linden recently announced that, thanks to the outpouring of public support for the restoration of the towpath near Widewater, this project has been fully funded through the National Park Service. Because of the generosity of our many wonderful donors, the Association now has over \$150,000 in its Widewater Fund which can be applied to other needed restorations along the Canal. Your Widewater donations have already helped the Canal by prompting Congress to take action, and they are still available to help with other projects.

The C & O Canal Association solicited Widewater donations with the understanding that they would be applied to the Widewater project. Such donations are restricted, and normally may be used only for the designated purpose unless the donor removes the restriction. The Kimbrough foundation, a major Widewater donor, has agreed to the redirection of its contribution, first to underwrite the Association's pledge of \$50,000 to the Friends of Great Falls Tavern project of providing a model packet boat for visitor trips along the Canal at Great Falls. The balance will be applied to purposes that may include the newly established Association fund for restoration of the towpath at Big Slackwater. The Canal Boat and Big Slackwater funds are also restricted, and amounts donated or redirected may be applied only to the designated purpose unless the donor consents to the change.

The Association invites donors to the Widewater Fund to redirect their contributions. Choices are not limited to Big Slackwater or the Canal Boat project. Two other restricted funds, the Davies Legal Defense fund and the Western Maryland Rail Trail fund, are currently active. Assets of the Davies Fund may be applied to legal costs incurred to defend the integrity of the Canal, its property, and its structures. It is presently being used to oppose the Georgetown University boathouse proposal. Assets of the Rail Trail Fund will be applied to the costs of design, construction, and maintenance of the continuation of the Western Maryland Rail Trail from Pearre to North Branch on the right-of-way already owned by C&O Canal NHP. WMRT is currently focused on a survey of the tunnels and bridges to assure that they are safe for hiker/biker use.

The Association maintains an unrestricted fund, the C & O Canal Fund, which is used to finance short-term projects that further our mission of preserving and promoting the Canal, such as Towpath Tags and grants to groups sponsoring Canal festivals. The Canal Fund is also the repository of memorial gifts for which no specific purpose has as yet been established, such as the Douglas D. Faris Memorial Fund. Canal Fund assets may be applied, at the discretion of the Board of Directors, to any project within the Association's mission, including any project covered by a restricted fund.

Donors who wish to redirect their gifts may do so by notifying the Association of the amount and approximate date of

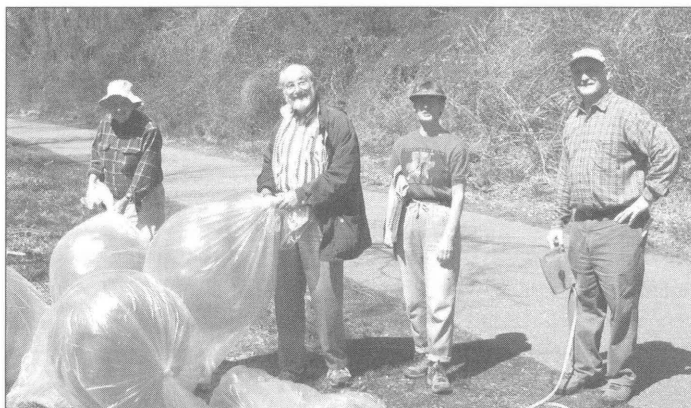
their Widewater contribution, and the fund to which the gift should be transferred. Donations which are not redesignated to other projects will first be applied to the Canal Boat project, then to the Big Slackwater restoration as discussed above. Notification should be in writing, and should be sent to the C&O Canal Association, P.O. Box 366, Glen Echo MD 20812. Further donations are also most welcome. ❀

Boathouse Report

by Fred Mopsik, Environmental Committee Chair

We are still awaiting the results of the Environmental Assessment (EA) for the private boathouse that Georgetown University proposes to build on land within the canal park. There has been no assurance that it will lead to an Environmental Impact Statement (EIS), which we believe is required and for which we continue to press.

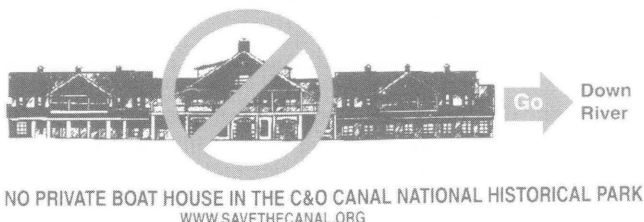
As part of the EA process, National Park Service consultants have begun an historical review under Section 106 of the National Historic Preservation Act. The Notice of Proposed Development has not named any consulting parties, a status that the C&O Canal Association has had in the past as the only independent organization that can represent the park's interests. We have applied for such status, but have received no acknowledgement. We have also appealed to the Advisory Commission for Historic Preservation to ask NPS to request such participation by C&OCA. Failure to invite outside consulting parties, including C&OCA and the Advisory Neighborhood Council 3D (Palisades District), has been unfortunate.



Preparing to launch balloons on April 5 are (left to right): Dave Winer, Fred Mopsik, Sally Strain, and Ernie Brooks.

In April, C&OCA participated in raising balloons to the height of the roof along the length of the proposed boathouse. This allowed us to take photographs showing just how imposing the building would be as viewed from the towpath. This photographic evidence was then presented to the C&O Canal NHP Advisory Commission, and entered in the minutes of their recent meeting.

(Continued on next page.)



The bumper sticker that the C&O Canal Association is distributing uses a red "no" symbol to express strong opposition to Georgetown University's plan to build a private boathouse within the canal park. The web site address shown belongs to the Defenders of Potomac River Parkland, an alliance to which C&OCA belongs.

Boathouse Report, continued:

At that same meeting we and the Commission had a chance to present the issue to Joseph Lawler, the new Director of the NPS National Capital Region. I also had a chance to request that NPS officials John Parsons and Sally Blumenthal recuse themselves from the EA procedure, as they have been involved in the zoning application for the boathouse and in favor of the land swap upon which the proposal is based. We received no commitment for such action.

C&OCA has printed a bumper sticker with the logo illustrated above, which is designed to raise public awareness of the boathouse issue. The sticker will be distributed at future events, and is also available to those making donations to the Association's funds. Donors requesting a sticker should enclose a stamped, self-addressed envelope that is at least 3¼ by 6¼ inches in size. ❀

Rail Trail Phase Three

On May 19, a ribbon cutting ceremony at Pearre Station near Hancock marked the completion of the Western Maryland Rail Trail (WMRT) project's third phase, a two-mile section from Dam 6 to Pearre. This is the final section of the original trail as planned by the Maryland Department of Natural Resources. Its terminus at Pearre would be where the rail trail that the Canal Association is working on would begin, in order to complete the route through the Paw Paw Bends to North Branch.

The photo below, by Sonny DeForge, shows some of the C&O Canal Association members who participated: left to right (front row), Gage Linden, Ken Rollins, and Emmie Woodward, chair of the Association's WMRT committee; (back row) Carl Linden, and Jeremy Cooper. On the far the right in the back row is canal park Superintendent Kevin Brandt. ❀



VIP Program Makes Rapid Progress

by Jim Heins and Steve DeLanoy

The renewed Volunteers in the Park (VIP) program has begun on a very positive note. We have had four work sessions, each with a good turnout, from March through May: vegetation removal at Seneca Creek; invasive plant removal near Cabin John; rehabilitation work on the Billy Goat Trail; and vegetation removal in preparation for the Monocacy Aqueduct rededication ceremony. Additional projects scheduled this year include:

June 18, 9-1: Another session of invasive plant removal at Great Falls;

July 23, 9-12: Marsden Tract Camping Area, minor repairs and cleanup;



VIP workers prepare to attack vegetation harming the masonry at Seneca Creek. Left to right: Steve DeLanoy, David Tune of NPS, and Barbara Sheridan. (Photo: Jim Heins)

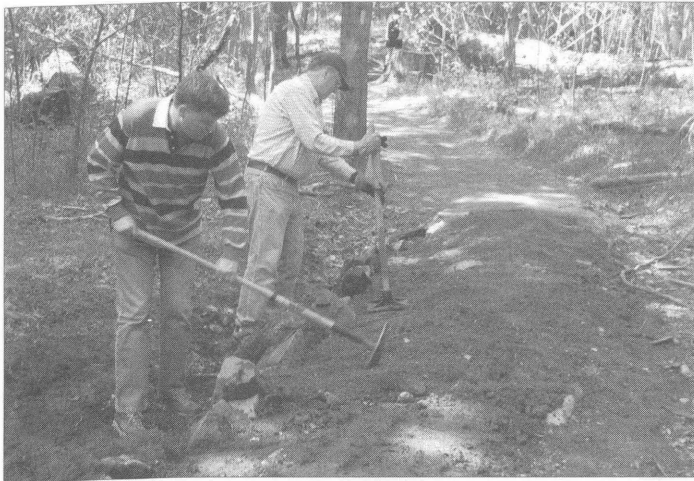
Aug. 20, 9-12: Georgetown, mostly painting;

Sept. 24, 9-12: Fletchers Boathouse, pruning, cleanup, minor repairs; and

Oct. 15, 9-12: Pennyfield Lock, minor repairs, pruning and cleanup.

One of our goals is to identify useful projects throughout the park. In meeting with maintenance personnel, we found that there is less need for projects in the western end of the park, due to less use and abuse and better staff coverage. There is a much greater requirement in the eastern (downstream) section, particularly from White's Ferry to Georgetown. We are also asking anyone who believes there is a potential project in their area of the park to contact us so that we may pursue that issue with the Park Service.

Invasive plant removal can only be done from Great Falls to Georgetown, and only under authorized supervision, under current NPS regulations. We are working on broadening the scope of this program, and will likely schedule more project dates for this specific activity. There are also a large number of Wayside Exhibits (information signs) to be installed all along the tow-



VIP work party members Neil Gilliam (left) and Bill Burton help to restore the Billy Goat Trail. (Photo: Jim Heins)

path. Their locations have not yet been identified to us, but we will be the group who will install them.

At times, projects come up unexpectedly or on short notice. We are asking that anyone who might be interested in helping the VIP program in general to please contact us now. When a project becomes available, we can let you know what it is and when it is, using e-mail or telephone. There will be no pressure -- we are all busy and understand busy schedules. To keep abreast of our program, please also visit the C&O Canal Association website (www.candocanal.org).

We are excited about the potential of the VIP program in helping with the needs of the C&O Canal NHP, and thank all of you who have been so supportive. To date, the following members have generously given of their time on one or more of our projects: Marge Bradley-1; Bill Burton-2; Frances Cerbins-1; Nik Cerbins-1; Mike Ciansiosi-3; Steve DeLanoy-4; Carol Galaty-1; Neil Gilliam-4; Thad Hecht-1; Jim Heins-3; Jan Heins-1; Gil Hill-1; Emily Kirby-1; Skip Magee-3; Drew McLane-1; Helen Shaw-1; Barbara Sheridan-2; Rachel Stewart-2; David Toleman-1; Jean Toleman-1; Eric Wentworth-1; and John Wheeler-1.

VIP e-mail address: c&ocanalvip@toyhouse.org; telephone: Jim Heins at 301-949-3518; or Steve DeLanoy at 301-879-0013

DOUGLAS MEMORIAL HIKE, 2005

by Don Juran and Ned Preston

It didn't look good the morning of April 30 -- chilly, with a steady rain falling, as we drove to the Brunswick railroad station, the gathering point for the 2005 Douglas Memorial Hike. However, the rain abated and finally stopped as we stood in the parking lot and waited for the buses. And waited.

Along the Towpath

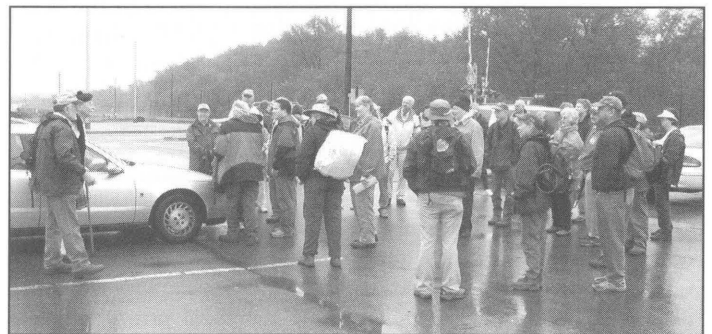
Finally, Tom Perry called the bus company, whose representative informed us that one of our group had told them that, due to the inclement weather, we had called off the hike and therefore were canceling the buses. Tom assured them that we hardy souls had done no such thing, and buses were quickly dispatched.

Just who this nefarious, bus-canceling saboteur might be is currently under investigation.

Meanwhile, Karen Gray, Pat White and Bob Perry set forth to shuttle 10-mile hikers to Dargan Bend. Bob had gone only a few blocks when he spotted the buses, so he returned to the parking lot. The buses took the hikers to Dargan Bend and the starting points for the 6- and 3-mile hikers.

The day turned out to be good for hiking after all. Temperatures were in the low sixties, and a steady breeze neutralized the high humidity. There were a number of puddles from the previous night's heavy rain, but only a few covered the width of the towpath, and the footing was otherwise firm. Not a drop of rain fell, and even a few patches of blue sky (Don's brother calls them "sucker holes") peeped out from the clouds.

We saw plenty of spring wildflowers and birds. Despite the chill, lots of turtles appeared in the watered stretches of the canal. The stars of the wildlife show, however, were a family of Canada geese, parents and six goslings, a few feet from the tow-



Bob Perry and Ken Rollins welcome hikers to a drizzly start at the Brunswick train station.

path. Predictably, mama and papa hissed at us viciously as we passed by.

Bill Justice, NPS Chief of Interpretation for the canal park, hiked with us. Bike patrollers Jo Reynolds and Norm Liebow rode back and forth, offering goodies and encouragement.

Happy hour and dinner were at the Quality Inn, on US Rte. 340 on the far side of Harpers Ferry. The menu featured beef, chicken, roasted potatoes, steamed mixed vegetables and salad, with a tempting selection of dessert cakes. During dinner, the clouds thickened and the rain resumed, underscoring how fortunate we were with hiking weather.

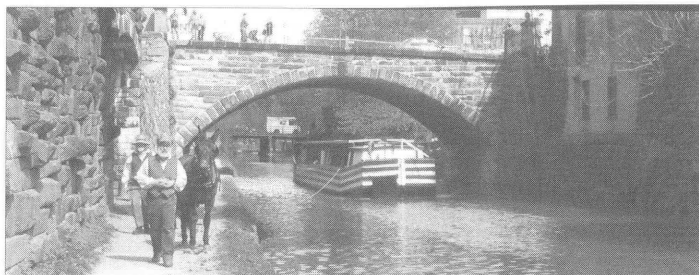
The featured speaker for the evening was Tom Hulst, author of *The Footpaths of Justice O. William Douglas: A Legacy of Place* (for a review of this fascinating book, see p. 15). Hulst illustrated his remarks with a Powerpoint presentation that included images from Douglas' life and quotations from his works. The show also featured spectacular photographs of Western scenery taken while Hulst and members of his family retraced the outdoor wanderings of the Justice.

Hulst reviewed Justice Douglas' career, focusing on his appreciation for nature and his role in championing its preserva-

tion. He described the 1954 C&O Canal hike as the prime example of Douglas' leadership in this area, and explained how this successful event drew Douglas into other campaigns to protect natural treasures. Hulst discussed the Yakima tribe's recent rejection of a proposed resort development at Mt. Adams as an exam-

ple of the Justice's continuing legacy. He also touched on Douglas' belief in the importance of a sense of place, and his understanding that shared outdoor experiences build a sense of fellowship. The theme and sincerity of the presentation made it a particularly fitting close to this year's Douglas Memorial Hike. ❁

PROJECTS AND PARTNERS



Rides Begin on Rewatered Canal in Georgetown

With water flowing throughout the Georgetown section of the canal, the 2005 boat ride season began as planned on April 20 (see p. 13 for schedule). During the winter, repairs to the Wisconsin Avenue bridge, Lock 3, and Level 3 Holding Basin had required draining of the canal prism. In the photo above, the *Georgetown* passes under Wisconsin Avenue on April 27.

"Motion" at Point of Rocks

On May 7, a special History in Motion day at Point of Rocks offered activities designed to enhance appreciation of the C&O Canal. Among the highlights were ceremonies marking the completion of the rebuilt bridge spanning the canal prism and two new wayside exhibits at Lock 28. In his remarks (photo below), canal park Superintendent Kevin Brandt noted the new bridge's appearance is similar to the historic pivot bridge, yet it is designed to accommodate today's heavy rescue and maintenance vehicles. The wood-faced span contains steel, and the use of Geogrid net-



ting will also help the structure to resist flood damage. The project's success was the result of a partnership between NPS, the Federal Highway Administration, Canam Steel, community leaders, and volunteers from multiple organizations. This joint effort

was symbolized by a ribbon cutting (photo below) by representatives of many of the participating groups.

History in Motion was organized by the Point of Rocks Community Historical Society (PORCHS) in cooperation with NPS, the C&O Canal Funds of the Community Foundation of



Frederick County, and MacIntosh Realtors. In addition to the dedication ceremonies, the program included a birding walk, guided tours, children's games, music, a history lecture, and a variety of exhibits and demonstrations.

Center Opens at Lock 8

Another partnership project reached fruition on May 14 when the Potomac Conservancy opened the renovated lockhouse at Lock 8.



Restored to its historical appearance, the structure will be staffed on weekends by volunteer interpreters. "We want to expand appreciation of the importance of the park, canal, and the Potomac River," said Conservancy president Matthew Logan, whose presentation acknowledged the many individuals who assisted the renovation. NPS representatives at the ribbon cutting ceremony included Superintendent Brandt and Regional Director Joseph Lawler, who announced a new \$30,000 grant to help the Conservancy with lockhouse operations. At the close of the program, Boy Scouts assisted in planting a serviceberry tree to replace a tree that formerly stood between the lockhouse and the lock.

Wayside Exhibit in Brunswick

On the same Saturday as the Lock 8 event, a ceremony in Brunswick marked the installation of a new wayside exhibit. Its theme is the role of water power provided by the canal in helping to create industries such as the Wenner Mill. The NPS exhibit was funded through a donation from the C&O Canal Fund of Frederick County held in the Community Foundation of Frederick County. ❀

Smale Receives Top NPS Award

The National Park Service has given special recognition to Georgeann Smale, a member of the volunteer bike patrol, the Potomac Appalachian Trail Club (PATC), and C&OCA. NPS director Fran Mainella recently presented to her the George B. Hartzog, Jr. Award for Outstanding Volunteer Service, which is the agency's highest honor for a volunteer. In the NPS photo below, Georgeann is shown holding the award. To her left and right are Mrs. Mary Lou Smale and Dr. Bernard Smale.



The award paid tribute to achievements that include establishing a new Leave-No-Trace program to help protect the Billy Goat Trail, Section A, one of the canal park's most heavily used hiking paths. Georgeann serves as a PATC overseer for the trail, and worked with the Club to secure a grant to support the training and equipping of ten volunteer trail stewards. ❀

Survey Documents Park Structures

The Park Service is currently conducting a three-year survey updating the portion of the List of Classified Structures (LCS) that covers the canal park. The LCS is an evaluated inventory of structures that have historical, architectural, and/or engineering significance within the National Park system. The work is being directed by NPS contractor Corri Jimenez, who on April 3 briefed the C&OCA board on her project. She plans to call for volunteer assistance later this year, and more information on this opportunity will appear in the September issue of *Towpath*. ❀

Along the Towpath

IN THE MEDIA

The Name "Carderock"

We thank Bill Feller for a copy of an article from the *Carderock Newsletter* in which he reported his investigations into the origin of the name of a small Montgomery County community near the C&O Canal. Although some believe that the name "Carderock" refers to a town or village in Scotland, a British Embassy official told Bill there is no such place in either Scotland or England.

Bill then visited Washington's National Museum of the American Indian to check a suggestion that the name might be an Indian one. A librarian there disagreed with this theory, showing a copy of *The Place Names of Maryland* by Hamill Kenny. According to Kenny's book, "The name is evidently from 'Carter Rock' in the Great Falls."

Further research in archives in Annapolis and College Park revealed that Carderock was mentioned several times in documents as early as 1700. At the Montgomery County Historical Society in Rockville, a review of the Census of 1783 showed three Carters living in the county: Samuel Carter, Daniel Carter, and Thimsey Carter. In addition, a book entitled *Revolutionary Patriots* listed several Revolutionary War soldiers from Montgomery County whose name was Carter.

On the basis of his research, Bill concluded that the name "Carderock" is derived from the family name Carter and the word "rock." He invites comments and questions (301-229-0106). ❀

Hungering for a Cause

In his *Washington Post* column on May 8, Richard Leiby included an item entitled "The C&O Canal Diet?" He reported that a group planned to hike the length of the canal in ten days, beginning on May 31, while denying themselves food and the use of sleeping bags. Each participant would receive a single tea bag, but otherwise would consume nothing but water.

On May 16, we spoke with Brian Armstrong, one of the organizers of this "slog" to promote the National Geographic Society's Afghan Girls Fund. Asked the reason for the hike's unusual rules, he stated, "We think the increased hardship will draw attention to our cause, the education of women in Afghanistan." Armstrong said that the through-hikers were expected to number at least eight, and that one-day participants are invited to join them to walk downstream from Swains Lock for the final leg of the trek on June 9.

A subsequent visit to the group's evolving web site showed that the towpath is only part of their 200-mile itinerary from Frostburg, Md., to the National Geographic's headquarters in downtown Washington. Further information is available at www.e-angel.net/slogblog/index.php.

On June 1, WTOP.com carried an Associated Press report that the hikers had begun their journey after breakfast in Frostburg. The participants were described as five men and four women, all from the Washington area. ❀

(In the Media continued next page.)

CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to its funds since the last report in *Along the Towpath*. (For a discussion of the funds currently available, please see "Twice the Bang for the Buck" on page 5.) Contributions received after April 30, 2005, will be acknowledged in a future issue of the newsletter.

Mario ABBATE
Mr/Mrs. William BAUMAN
Suzanne BECKWITH
John & Irene BENNETT
Robert & Donna BOIES
Michael & Judith BUCCI
Bill BURTON, Jr.
Dave & Jan CALLANAN
Joseph CARPENTER
Frank & Nell DASPIT
Clyde & Doris DAVIS
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Sonny & Lynn DeFORGE
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John & Valerie WHEELER
Jane WHITSON
Dan Curtis & Kris WILSON
Emmie WOODWARD
George WYETH

IN THE MEDIA, continued

River Gauge Status

On April 28, the *Washington Post* carried a story concerning the stream gauge on the Potomac River at Little Falls, equipment that is important to the National Park Service's flood warning plans. The report indicated that the U.S. Geological Survey might shut down the gauge in the absence of matching funds from nonfederal sources, support that has been supplied in the past by the Metropolitan Council of Governments.

On May 26, Gary Fisher of USGS told us that the matching funds had not yet been received, but he was confident that the support would be forthcoming. Fisher said that USGS would use contingency funds to keep the gauge in operation if the situation should remain unresolved at the end of June.

Barrel "Mystery"

This spring, numerous plastic barrels have turned up along the shore in the lower canal park. In a May 9 story, *Washington Post* writer David A. Fahrenthold termed the occurrence one of the Potomac's "oddest ecological mysteries." Fahrenthold suggested that many of the barrels might be used juice containers that river-side residents purchased from a company in Frederick, then lost due to high water or carelessness. According to the story, one

barrel was found to contain a noxious substance. The May 11 issue of the Bethesda *Gazette* reported a statement from the Maryland Department of the Environment that the barrels posed no imminent threat to the environment or public health. Despite this, the National Park Service is treating the containers as potentially hazardous. Bill Justice, the canal park's Chief of Interpretation told us on May 18 that NPS planned to contract for the barrels' removal. Meanwhile, park staff and volunteers have been advised not to handle them.

Tree Cutting Issue

On June 1, the *Washington Post* reported second thoughts among some who had once supported the agreement that the National Park Service made with Daniel Snyder concerning tree-cutting on his canal-side property. That evening, we were among more than 100 citizens attending a community forum that Rep. Chris Van Hollen hosted in Potomac. Speakers included canal park Supt. Kevin Brandt and Rose Krasnow of the Maryland-National Capital Park and Planning Commission (M-NCPPC), as well as representatives of three conservation groups. Brandt outlined steps to improve the management of scenic easements, measures included in a document to be posted on the park's web site (www.nps.gov/choh). Krasnow described M-NCPPC's role in forest protection, and said that the commission would soon complete its investigation of the Snyder affair. Recommendations aired during the forum included more public participation regarding easements and the formation of a task force to protect the canal park's trees.

FROM THE ASSOCIATION

From the President

The following is from my opening statement made to the Board of Directors at the April 3, 2005, meeting. As members of C&OCA, an important and respected organization, it is equally applicable to each of us:

"Early in the history of the Association, an attempt to 'stack the board' occurred during one of the annual meetings. Then President and current Douglas Award recipient, Ken Rollins, was serving one of his terms. As it happened, a number of non-members were proposed as candidates for the board. At the time, a nominations committee was not in existence. Nominations were made from the floor, and the elections occurred. Astute to what was taking place, Tom Hahn voiced the question, 'Are these candidates members?' They were not members and therefore were not qualified to serve as directors. Who knows what direction C&OCA would have taken had they been elected?

At the 2005 Annual Meeting, several irregularities related to payment of membership dues occurred that must be corrected. Each of us has a responsibility to ensure that we are "members in good standing," to vote and to run for office, which means paying our membership dues prior to the annual meeting. It is otherwise unacceptable for an organization that is subject to public scrutiny and entrusted by its members with handling large sums of money, all in the interest of protection and preservation of the canal."

The recent irregularities were inadvertent, the result of minor oversights by valued colleagues, and revised procedures should help to prevent any repetition. How do we make sure all individuals running for office and those that vote have paid their membership dues? At the April meeting of the board of directors, we discussed this issue and agreed on a number of points:

1. That the president should request that the Nominating Committee present a slate of officers and directors that fills the required number of vacant director positions, plus the officers.
2. Giving the committee the latitude to perform its mission, in the event that the Nominating Committee decides to present more candidates than required to fill the vacant director positions, at least two candidates more than the required number shall be presented.
3. All candidates must be in good standing prior to the election. Members proposing candidates and the candidate/s they propose from the floor at the annual meeting must be in good standing, as well.
4. Prior to the start of the annual meeting, the Membership Chairperson shall provide a list of members in good standing to the Nominating Committee Chairperson.
5. It shall be the responsibility of the Nominating Committee Chairperson to ensure that members given ballots are members in good standing.

I trust these measures will, in fact, prevent a recurrence and help us to focus more effectively in future elections.

As I look forward to the summer and seeing friends, both old and new, along the towpath, I reflect on the April 30 Douglas Hike and presentation by author Tom Hulst. The rain cleared and it was a fine day for a hike, enjoyed by some seventy people. By publication time, a major Association milestone, the rededication of the stabilized Monocacy Aqueduct, will have occurred. Many other activities are planned for this summer and fall including canoe, biking and hiking trips, the President's Breakfast, VIP projects, and the June board meeting. I hope you are able to take advantage of at least a few of these activities and join in the fun and fellowship each one provides.

Bob

From the Editor

During his excellent address at the Monocacy Aqueduct rededication, Carl Linden challenged the audience to name the motto of the C&O Canal Company. "*Perseverando!*," many voices replied without hesitation, perhaps a tip-off that we had been coached. The motto was fitting to emphasize, however, because perseverance on behalf of the public good was definitely one of the qualities that saved the aqueduct.

It's interesting to pair Carl's question with one heard at a recent meeting where citizens were quizzing their Maryland legislators. "Why do we have to buy a canal boat?," someone asked a bit peevishly, referring to state legislation granting funds to help achieve that goal. Fortunately, Jo Reynolds of the Friends of Historic Great Falls Tavern was on hand to ably explain the many benefits of the project.

The citizen's question, of course, also reflected a larger problem that affects much of what C&OCA and its allies plan to accomplish. By "we," the questioner meant Maryland taxpayers, and his assumption seemed to be that the National Park Service should be taking care of the problem. Americans have been schooled to assume that shortfalls in federal service are the result of bureaucratic failure rather than stingy budgets. Widespread acceptance of this view has forced federal agencies to cut back on their activities, and NPS is no exception. This reality is a commonplace to Association members, but comes as startling news to broad sections of the general public. Many of these people would be sympathetic if they understood the situation, so communication with potential supporters will continue to be essential.

The current atmosphere makes volunteerism and partnership ever more important to the canal park. Several of the illustrations in this issue of *Towpath* show ribbons being cut simultaneously by many hands, a procedure that underscores this point (while taxing the skills of amateur photographers trying to record such events). Cooperation from state and local government, nonprofit groups, business, and individuals was indispensable to the completion of these projects -- and this same approach will doubtless remain the key to future success.

Ned

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Jun - Sep 5	Sat, Sun	Volunteers are needed as substitute docents at the lockhouse at Lock 75, open on weekends through Labor Day. Contact William Bauman, 540.888.1425.
Jun 4	Sat	Presidents' Breakfast at Little Orleans, 9 a.m. Contact: Jim Preston, 301.334.9760.
Jun 5	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
Jun 11	Sat	Canoe trip at Violettes' Lock. Contact Barbara Sheridan at 703.306.6549 for information about this introduction to canoeing.
Jun 11	Sat	Community Commons paddle trip on Monocacy headwaters, 9-4. Contact Hilari Varnadore, 301-662-3000 or visit www.communitycommons.org .
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 Vicki Koch, 301.777.0293.
Jun 18	Sat	Volunteers in the Park (VIP) invasive plant removal in the Great Falls area, 9-1. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Jun 25	Sat	Third Annual Barge Bash, Hancock. Contact the town for time and info, 301.678.5622.
Jun 25 & 26	Sat, Sun	Bike mini-ride overnight, Williamsport/Hancock. Contact Tom Perry, 301.223.7010.
Jun 25 & 26	Sat, Sun	Heritage Days, Montgomery Co. Historical Society, C&OCA 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 2	Sat	Community Commons paddle trip on the Monocacy, 9-noon. Contact Hilari Varnadore, 301.662.3000, or visit www.communitycommons.org .
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 8-16	Fri-Sat	Alliance for Chesapeake Bay's Potomac River Sojourn, with canoe trip, Shepherdstown to Great Falls area. For info: www.acb-online.org or Jamie Alberti, 202.466.4633.
Jul 16	Sat	Canoe trip from Brunswick to Monocacy. Contact Sonny DeForge, 301.530.8830.
Jul 23	Sat	Volunteers in the Park (VIP) repairs and cleanup, Marsden Tract Camping Area, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Aug 7	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug 13	Sat	Canoe trip from Monocacy to Edwards Ferry with a stop at the Balls Bluff Battlefield. Contact Bill Burton, 703.801.0963.
Aug 20	Sat	Volunteers in the Park (VIP) work in Georgetown area, mostly painting, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Aug 20-21	Sat, Sun	Weekend bike ride, Williamsport to Little Orleans round trip. Contact Tom Perry, 301-223-7010. (See announcement on p. 15)
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 3	Sat	Community Commons paddle trip on the Monocacy, 9:30 - 4. Contact Hilari Varnadore, 301.662.3000, or visit www.communitycommons.org .
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 Rita Bauman, 540.888.1425.
Sep 24	Sat	Volunteers in the Park (VIP) pruning, cleanup, and repairs, Fletchers Boathouse, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org .
Sep 25	Sun	Continuing Hike Series. Meet at Cohill Station (mile 130.7) parking area at 10:30 a.m. Contact Pat White, 301.977.5628.

CALENDAR, continued

Oct	TBA	Continuing Hike Series, Carderock (mile 10.4, first parking lot to the right) at noon, followed by a potluck supper at 4 p.m. and "Life and Death on the Canal" living history event at Great Falls Tavern. Date to be announced
Oct 2	Sun	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct 6-11	Thur - Tue	Through Bike Ride, Cumberland to Georgetown. No sag wagon. Contact Tom Perry, 301.223.7010.
Oct 8-10	Sat-Mon	Canoe trip from Paw Paw to Hancock. Contact Barbara Sheridan, 703.306.6549.
Nov 5	Sat	Heritage Hike in the Spring Gap area. More information to follow.
Oct 15	Sat	Volunteers in the Park (VIP) repairs, pruning and cleanup at Pennyfield Lock, 9-12. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
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 p.m.
Dec 11	Sun	Carol Sing at Great Falls Tavern. 1 p.m.
Dec 31	Sat	New Year's Eve Hike at Fletcher's Boat House (mile 3.13) at 2 p.m. Contact Pat White, 301.977.5628

National Park Service Activities

Please note the following NPS-sponsored events and programs. These activities are usually announced in the *Canaller*, which will be issued later in a revised format.

The Great Falls Tavern Visitor Center (301-767-3714) is the information point on the following activities:

Sights and Sounds of the Season, a two-hour nature walk led by volunteer naturalists, first and last Wed. and Sat. of each month, 10-noon. Meet at Great Falls Tavern Visitor Center. The walk is not handicapped accessible.

Lockhouse 8 River Center: Potomac Conservancy volunteers answer questions about the canal and river, most Sat. and Sun.s, 10:00 a.m.-2:00 p.m. Reach the lockhouse from Lock 8 parking lot on eastbound Clara Barton Pkwy. Not handicapped accessible.

Rileys Lockhouse Tours led by Girl Scouts in period clothing, most Sat.s and Sun.s through June 26, 1-4. Reach the lockhouse from the end of Rileys Lock Rd., off Rte. 190 in Seneca, MD. Not handicapped accessible.

Lock 20 Demonstrations, showing the operation of this lock near Great Falls Tavern: Wed.s through Fri.s, 2:00-2:30 p.m.; Sat.s and Sun.s, 1:30-2:00 p.m.

Kings Park Concert Band, light classics and marches, Sun., June 12, 3:00-4:00 p.m., near Great Falls Tavern. Bring a lawn chair or blanket.

Impromptu Musical Get-togethers, Sun.s, 3:00-4:00 p.m., beginning June 19th, on the old *Canal Clipper* at Great Falls Tavern: see separate announcement on p. 14.

The Georgetown C&O Canal Visitor Center, 1057 Thomas Jefferson St., NW (202-653-5190) is the information point on the following activities. Unless otherwise noted, these events are free, and will begin or take place at the Georgetown Center:

Mule-drawn Canal Boat Rides, one-hour narrated trips through Georgetown: Wed., Thurs., and Fri., 11 a.m. & 3 p.m.; Sat. and Sun., 11 a.m., 1:30 & 3 p.m. Cost: \$8 per adult, \$6 per senior citizen, and \$5 per child 4-14 yr.s old.

Canal Music, traditional music and sing-along 1:00-1:30 p.m. (one-half hour before boat rides) on Sat., June 4; Sun., June 12; Sun., July 3; and Sat., July 16.

Georgetown in the Civil War, a walking tour led by a park ranger, 12:15-1:30 p.m. on Sun., June 19; and Sun., July 3; Sat., July 30; Sun., July 31.

Scandals, Scoundrels, and Scallywags, a re-enactor's portrayal of a local 19th Century policeman, 12:15-1:30 p.m. on Sat., June 11; Sun., June 26; Sat., July 9; Sat., July 23.

Once Upon a Time on Georgetown's Herring Hill: a park ranger leads a walk through a neighborhood rich in African-American history, 12:15 to 2:00 p.m., on Sun., June 12; Sat., July 16; and Sun., July 24.

The Port of Georgetown, a history walk through the waterfront, 12:15-1:15 p.m. on Sat., June 18, and Sat., July 2.

A Very Retail Georgetown, a walking tour focusing on the history of local retailing since colonial times, 12:15 to 1:00 p.m. on Sun., July 10.

Black History Walk exploring the role of African-Americans in Georgetown's history, 12:15 to 1:45 p.m. on Sat., June 25.

(Continued on next page.)

National Park Service Activities, continued:

Georgetown Alley Crawl, a two-mile history stroll down some of Georgetown's back streets, 12:15 to 1:45 p.m. on Sun., July 17.

Civil War Encampment, 10 a.m. to 4 p.m. on Sat., July 30, and Sun., July 31, including recreations of actual wartime events along the canal (which will take place during the regularly scheduled canal boat rides), as well as music, a fashion show, and walking tours.

NPS Bike rides: Except as noted, participants will meet at the Georgetown C&O Canal Visitor Center, 1057 Thomas Jefferson St., NW. (202-653-5190). That Center is also the contact point for info and reservations, regardless of the ride's starting point. Free bike loans are available to the first ten riders on most trips.

Pedal through the Past, a 12-mile round trip, Georgetown

to Little Falls, 11:30 to 2:00, Sun., June 12 and Sun., July 3.

Washington Waterways Ride, a five-mile round trip, noon to 2:00, Thur., June 16 and Sat., July 2.

Georgetown to Great Falls Ride, 14-mile trip with transportation back to Georgetown, 11:30 to 4:00, Sat., June 18

Fletcher's to Great Falls Ride, a 20-mile round trip, 10:00 to 4:00, Sat., June 25 and Sat., July 23. Meet at boat rental counter at Fletcher's Cove, Canal Road at Reservoir Road, NW.

Great Falls to Seneca Ride, a 15-mile round trip, noon to 4:30 on Sun., June 26. Meet at the Great Falls (MD) Visitor Center, 11710 MacArthur Blvd., Potomac, MD.

Canal Through Rides, Sat., July 9 to Tue., July 12, and Thur., Aug 4 to Sun., Aug 7, from Cumberland along the whole length of the canal. Reservations required.

Great Falls to Shepherdstown Overnight Ride, Sat., July 16 to Sun., July 17. Reservations required. ❀

ANNOUNCEMENTS

Weekend Bike Trip, Aug. 20-21

by Tom Perry

We are announcing the third and last of the weekend bike rides along the towpath, an 84-mile round-trip to Little Orleans from Williamsport. It is set for Saturday and Sunday, August 20-21.

In contrast with the first two rides, we will not be heading for a special event this time, but for a special place. At Little Orleans, we can camp in a federal park or take advantage of a private campground with showers and store (there is also a B&B nearby). There will be plenty to do. We can hike to an abandoned railroad tunnel or a rail bridge crossing the Potomac River, make use of a wonderful canoeing area, visit Bill's "store," or visit historic St. Peter's Catholic Church. In addition, riders will get to see the recently extended rail trail, which now goes as far as Pearre. On the way back, time permitting, we will stop at the 1757 Fort Frederick, which will soon be gearing up for its 250th anniversary celebrations.

As on the other trips, each rider will carry his/her own stuff, which will need to include a water bottle and rain gear. Anyone is welcome to go along, and there is no fee, but some money will be needed for food and possible camping expenses. Out of consideration for the rest of the group, we ask that only those participants who have been preparing bike and body for the trip. Signed waivers will be required. Please call Tom Perry at 301-223-7010 to register and for more information. ❀

Music on the Canal

What: Impromptu musical get-togethers.

Who: Anyone who wants to play, listen, or perhaps "sing along" -- be sure to bring those instruments!

When: Sundays from 3-4 beginning June 19, through at least July

Where: On the old *Canal Clipper* at Great Falls Tavern

No reservations necessary. For more information, contact Jo Reynolds at 301-983-2320 or joreynolds@mrisc.com. ❀



Paddling Ahead

Upcoming C&O Canal Association activities include four canoe trips: June 11 at Violette's Lock; July 16, Brunswick to Monocacy; August 13, Ball's Bluff area; and October 8-10, Paw Paw to Hancock. For contact information, please see the Calendar on p. 12. C&OCA is also helping to sponsor a series of paddle trips organized by Community Commons of Frederick County. These excursions will take place on: June 11 (on the Monocacy River's headwaters); July 2 (on the Monocacy, Rt. 77 to Creagerstown Park); and September 3 (on the Monocacy, Buckeystown Park to the Monocacy Aqueduct). For further information, please visit www.communitycommons.org, or contact Hilari Varnadore at 301-662-3000. ❀

Birding Walk Set for September 10

A fine opportunity to observe migrating and resident birds along the canal will be offered by Jack Devine, a Montgomery County native who is an experienced amateur ornithologist. We hope to observe such species as grebes, broad wing hawks and fall warblers.

Jack will lead a walk that will start at Lock 22 (Pennyfield Lock) on Saturday, Sept. 10, with a rain date of Sept. 24. To reach the access point, drive west from Potomac on Rt. 190 and turn left at Pennyfield Lock Rd. Please arrive promptly at 7:00 a.m., bringing your own binoculars and field guide, if you have one.

After the walk, participants are invited for coffee and bagels at the Devines' newly renovated barn, some three miles from Lock 22 on Travilah Rd. This free event is limited to 15 persons. To sign up, please contact Jack by Sept. 3 at 301-921-0572. ❀



(Announcements continued on p. 17)

Along the Towpath

THE ASSOCIATION WELCOMES NEW MEMBERS

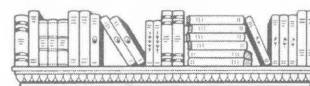
Jerry J. COLLEY
Jack DEVINE
Bill & Fran GLEADALL
Lindsey HOGGLE
Durl JONES
Kathleen KELLY
George, KENNETT
Marguerite KLEIN
Daniel LEUBECKER
Lynn LIPTAK
Marianne MARAMES
Ian NEWPORT

Stone Mountain, GA
Potomac, MD
Leesburg, VA
Gaithersburg, MD
Ft. Collins, CO
Frederick, MD
Avenue, MD
Rohrersville, MD
Alexandria, VA
Olney, MD
Bethesda, MD
Falls Church, VA

Charles NOTLEY
Sarah OSTAD
John & Susan PATTON
Barbara PETERMAN
Rod PUTMAN
David RITTER
Amy ROGERS
Judith S. RUBY
Gretchen N. SCHWARTZ
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Clay TEUNIS

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Fairfax, VA
Silver Spring, MD
Rockwood, PA
Potomac, MD
Arlington, VA
Quicksburg, VA
Wheaton, MD
Woodland, PA
Silver Spring, MD

THE BOOKSHELF



The Footpaths of Justice William O. Douglas: A Legacy of Place

By Tom R. Hulst (iUniverse, Inc., 2004, 289 pages, \$21.95)

Reviewed by Ned Preston

Tom Hulst's *Footpaths* mixes a biography of William O. Douglas with descriptions of the author's own visits to the wilderness tracts that the Justice loved and fought to preserve. The author also includes accounts of the careers of other famous naturalists, episodes of local history and legend, and comments on current affairs that will resonate with many who are concerned with today's environmental issues. Readers who accept the book's discursive organization will be richly entertained, and also rewarded with numerous insights.

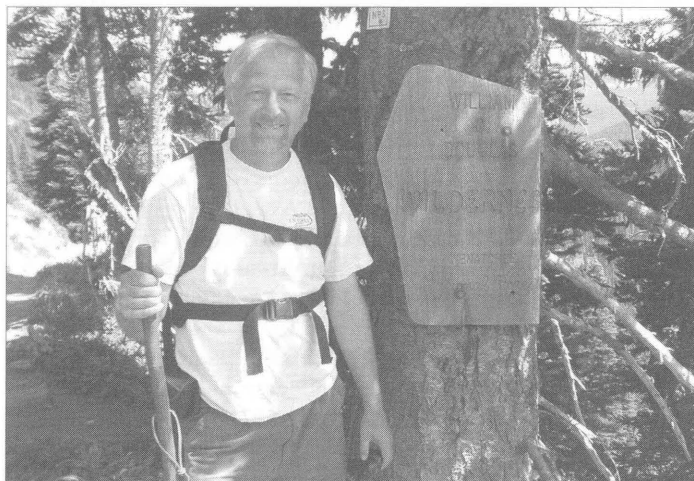
Hulst sketches Douglas's early life, including his resort to wilderness hiking as an antidote to childhood illness and an over-protective mother, and then considers his years at the Securities and Exchange Commission and the Supreme Court. He notes that Douglas' colorful personality included less-than-admirable traits explored in such works as Bruce Allen Murphy's *Wild Bill*. Hulst's goal, however, is not to analyze all the dimensions of the Justice's character. He concentrates on Douglas' impact as a jurist, and even more on his role as an advocate for saving natural areas.

Footpaths underlines the strong link between Douglas' legal and social philosophy and his urge to preserve wilderness. A passionate determination to uphold individual liberty and privacy was the theme of many of his important opinions from the bench. As a corollary, he demanded that citizens have access to unspoiled spaces in which those rights could be exercised to their fullest.

Members of the C&O Canal Association will be particularly interested in the context that Hulst provides for the famed 1954 walk that led to the waterway's preservation, since we may tend to view that event in isolation. Four years later, Douglas led a party on a three-day hike along the rugged edge of the Olympic Peninsula. This trek helped to save some fifty miles of untrammeled coastline from highway development, and Douglas followed it by

other such campaigns.

As a nature writer, Hulst is engaging and unsentimental. He juxtaposes anecdotes from Douglas' life with his own outdoor excursions, often undertaken with his wife and children. Readers can sympathize with his account of literally "drinking in" the Potomac after a rafting mishap near Harpers Ferry. Hulst is a resident of Douglas' native state of Washington. Much of the book is set in the west, and may serve as an invitation to explore the stunning scenery of that region.



Tom R. Hulst

(Photo: Jack St. Clair)

A useful reference feature of *Footpaths* is a complete listing of the papers and published works of the Justice, and the text is generously laced with quotations from these sources. Hulst aptly concludes his book with a passage from *Go East Young Man* that includes these words of Douglas concerning the American people: "I hope that before it is too late they will develop a reverence for our rich soils, pure waters, rolling grass country, high mountains, and mysterious estuaries. I hope that they will put their arms around this part of the wondrous planet, love it, care for it, and treat it as they would a precious and delicate child." ❀

Monocacy Aqueduct, continued from p. 3:

In June 1998, the National Trust for Historic Preservation placed the aqueduct on its list of the country's eleven "most endangered historic places." Hillary Rodham Clinton, then First Lady, joined Senators Paul Sarbanes and Barbara Mikulski, Congressman Roscoe Bartlett, the Hon. Gilbert Gude, and association and park service officials at the aqueduct as Richard Moe, president of the National Trust, announced the Trust's national list of endangered sites for 1999. The following year, the Trust designated the aqueduct as an official project of the Save America's Treasures Program. This recognition greatly enhanced the visibility of the project.



Over many years, the protruding stone shown above gradually moved out of line with the underside of the arch, and it has been allowed to remain in that position. The objective of Park Service engineers was to stabilize the aqueduct and to approximate its original appearance, but not to erase all visual effects of aging.

In 1999, Dave Humphrey produced an outstanding 20-minute video on the aqueduct for the Association. This was used for fund-raising and shown regularly at the park's visitor centers. Throughout the campaign, artist Tom Kozar contributed artwork that the Association reproduced on prints, coffee mugs, and commemorative cachet envelopes. These and other items were sold or given as gifts for donations to the Monocacy Fund.

By the end of 2001, the Monocacy Fund had grown to approximately \$165,000. Some of this had come from substantial grants (\$1,000 or more) from a few major donors, but most of the funds raised came in numerous generous contributions in the \$25 to \$200 range from the public, including hundreds of Association members. Other organizations, including the Friends of Historic Great Falls Tavern and the Maryland Volksmarch Association, added contributions to the fund. Additional money was generated through the sale of T-shirts, videos and our popular series of C&O Canal coffee mugs. This broad-based demonstration of public support paid off when Congress included \$6.4 million for the aqueduct in the fiscal year 2002 National Park Service appropriation. The support of Maryland's congressional delegation, particularly Representatives Bartlett and Connie Morella, and Senators Sarbanes and Mikulski, was critical to that authorization.

With full funding in hand, the restoration contract was awarded to Corman Construction Company, and work began in the fall of 2002. The contractor brought in an impressive array of major equipment. This included a powerful tug boat to move floating work platforms in the river, and a large tower structure where grout could be prepared for pressure injection into the voids in the interior of the aqueduct. Initial grouting was not as effective as had been hoped, but the contractor developed a new, improved process that was successfully implemented. Progress was slowed by high water events over the last year, but by the summer of 2004, the 1975 harness was coming off and work was completed in the spring of 2005. The aqueduct has been restored to its 1833 appearance. Most importantly, the stabilization of the structure will ensure its preservation.

In addition to the restoration of the aqueduct itself, the surrounding parkland has been refurbished. The parking area has been moved back behind the entrance road, and the former parking area landscaped so that visitors may view the entire scene of the canal, aqueduct, and river without the intrusion of automobiles.

The work of the park staff, including management, rangers and particularly Bob Hartman's maintenance department, was essential to success. Unquestionably, the individual who deserves the greatest credit for the restoration of the Monocacy Aqueduct is Doug Faris, who passed away in 2004. The aqueduct's condition was one of the first issues he faced upon becoming superintendent in 1995, and he immediately undertook steps to place it among the park's highest priorities. It remained near the top of his list even during the flood crises of 1996 and the many other urgent situations during his tenure. With his hard-working staff, he organized special events and worked steadily within the National Park Service and with the politicians to promote the project. Upon his retirement in 2003, the Association presented the William O. Douglas Award to Doug. The citation included the following regarding his leadership for the aqueduct project: "Your achievements on the canal have been many

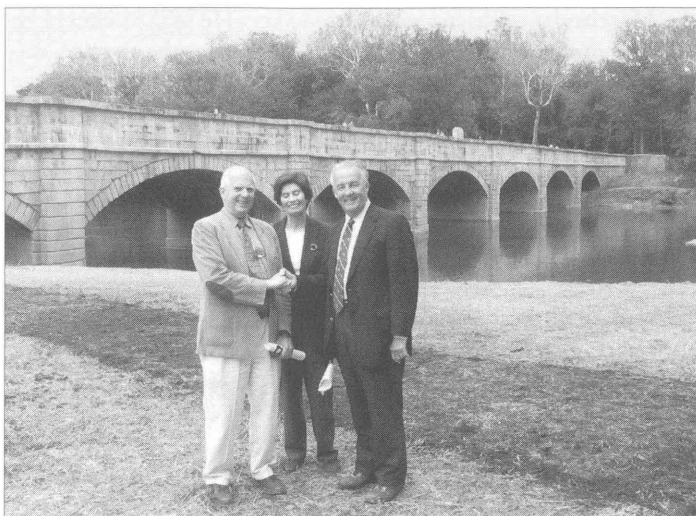


Douglas D. Faris (NPS photo)

but the full restoration of the Monocacy Aqueduct now in progress truly stands out. You have saved the crown jewel of the C&O Canal and it is now being restored to its original glory and with added luster! . . . We in the Association have been honored to have joined with you in partnership in the seven year long campaign which has ended in victory! Your work has become part of the C&O Canal's heritage."

The Monocacy Aqueduct was built between the years of 1829 and 1833. The first contract was awarded to Hovey and Legg in August 1828. Judge Benjamin Wright, the chief engineer for the C&O Canal Company, prepared ground plans and elevations for both the Seneca and Monocacy Aqueducts in October. Work on the Monocacy began early in 1829, when Hovey

opened Nelson's quarry at Sugarloaf Mountain, built cofferdams, and constructed the first three piers. However, Wright soon discovered that the stone from Nelson's quarry was too soft and was already showing signs of decay. He ordered the piers torn down and rebuilt with a harder stone. In December, he ordered that stone from Joseph Johnson's quarry be used for all structural pur-



Carl Linden (left) with Sen. and Mrs. Paul Sarbanes at the newly rededicated Aqueduct.

poses. Hovey defaulted, and the contract was awarded to Asher Osbourn. By the end of 1830, Osbourn had been replaced by Byrne and Lebaron. In June 1831, the board of directors reported:

"The aqueduct . . . across the Monocacy has been three times let, the contract for its construction having been once abandoned, and once transferred by assignment. It is now in the hands of an efficient contractor, who by the terms of his assignment, is allowed 'til November next for its construction. The . . . stone first chosen . . . having proven defective, it required to be built of a white granite; for the transportation of which, the contractor has found it necessary to construct a railway exceeding two miles in length. This stone is quarried with facility, but it is so hard as to require great labor to cut it, and the contractor has experienced delays, for various accidents . . . and the frequent freshets of both the Potomac and the Monocacy . . . The foundation of the piers are laid and secured to the rocks on which they stand; the abutments and several of the piers are ready for the centers, one of which is up, and the arch now turning upon it. A doubt notwithstanding exists, that unless the ensuing Autumn shall prove more healthy than the last, this work will not be ready for the admission of the water through it before the end of next spring. That it will be then finished is confidently expected."

An additional year was needed before the aqueduct was finished in April 1833. However, because the protracted litigation between the canal company and the Baltimore & Ohio Railroad had delayed completion of the canal to Dam #3 above Harpers Ferry, the aqueduct was ready when water was finally admitted into the section down to Seneca in November 1833. The completed aqueduct was 516 feet long and stood on seven 54-foot arches. The hardness of the stone and the quality of the workmanship was proven during the Civil War, when the structure successfully resisted two attempts by the Confederate army to

destroy it during the Antietam campaign in 1862.

A boat basin, 500 feet long by 100 feet wide, was appended to the canal near the downstream end of the aqueduct, and a small community grew around the site. A flour mill and granary were built, and the village became a busy canal port for the local farmers. In addition to the miller and grain dealer, there was a doctor and post office. The 1910 population was twenty-three, and a stagecoach still ran to the B & O Railroad station at Dickerson, two-and-a-half miles away. After the canal closed in 1924, the village faded away, and today only the masonry foundation of the granary remains. The rest of the village has reverted to forest.

The grand old Monocacy Aqueduct has stood for 172 years, surviving floods, war, and winter ice. Grateful thanks are due to all of the organizations, volunteers, civil servants, elected officials, contractors, and individual donors who contributed to its repair and stabilization, and especially to the members of the C&O Canal Association who served on the Monocacy Aqueduct Committee over the years. We confidently anticipate that the structure will now stand for at least another 172 years as a lasting monument to the pioneers of American civil engineering and an icon of the canal era, carrying hikers and cyclists over the Monocacy River as they experience the pleasures of the unbroken tow-path. The Monocacy Aqueduct has been upheld! ❀

ANNOUNCEMENTS

Continued from p. 14

Audit Committee Seeks Members

Volunteers are needed to serve as members of the Audit Committee. Appointments will be made in the fall. If you are interested or have any questions, please contact Robert Perry (rperry5568@comcast.net or 703-590-5568). ❀

Photographers Needed

The Information Committee wishes to maintain a list of members who would be willing to volunteer their photographic skills and to share their images of scenes and activities in the canal



park. The purpose is to help the Association to more effectively communicate its message via the newsletter, web site, and news media. Those interested should please contact Mickey Reed (301-469-9180, mreed8221@aol.com) or Carol Galaty (202/232-7259, carolgalaty@speakeasy.net). ❀



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

Arthur Pue Gorman C&O Canal Company President

The C&O Canal Company relied heavily upon Maryland's investments in the waterway during the construction years. By the early-1830s the federal government, under the hostile Jackson administration, had ended its support of the company. By 1839, Maryland had laid out \$4,375,000 for preferred and \$625,000 for common stock, giving it control of 5/8ths of the company securities. In addition, it had made a \$2 million loan in return for a mortgage on the waterway in 1834, and in 1845 it waived its prior lien so the company could issue \$1,700,000 in preferred construction bonds on mortgage of the company's revenues.

In such a situation, the canal rapidly became a victim of the system of political spoils and patronage, as jobs ranging from that of locktender to company director and president were being used by successful politicians to pay off supporters. The presidency in particular was a plum to be picked, and even used by ambitious men to climb the political ladder. No better example of this exists than that of Arthur Pue Gorman, the company's nineteenth president, who served for more than a decade, from June 1872 to August 1882.

Gorman was born on March 11, 1839 in Woodstock, Maryland. A tutor hired by Gorman's father to teach the community's children provided Arthur with a somewhat limited formal education. In December 1850, when only eleven years of age, Arthur was sent to Washington to serve as a page in the United States Senate for William T. Hamilton and General Edward Hammond. He subsequently rose through a series of Senate positions filled by political appointment, and during the Civil War years his appointment to the Senate Postmaster position kept him from being called to military duty.

It is commonly believed that Gorman was a protégé of the powerful Illinois Democrat, Stephen A. Douglas. There is little evidence for this theory, however, although the two men knew one another in the small world of the mid-nineteenth century Senate. A particularly interesting aspect of Gorman's early career in Washington was his support for the new game of baseball, in which he actively participated as a player. He was even elected president of the National Association of Base Ball Players in 1867.

On September 1, 1866, Gorman's string of political appointments in the capital city ended. In 1867, however, he was able to gain an appointment in his native Howard County as Collector of Internal Revenue for the Treasury Department in Maryland's Fifth Congressional District. At that time, he was newly married to a young widow named Hannah Schwartz. When another appointee received the Collector's position three years later, Gorman turned his attention to politics.

Gorman's political network had grown throughout his time in appointed positions, and in November 1869 he was elected to the Maryland Legislature as a Democrat. He was re-elected in 1871, and chosen Speaker of the House during the ensuing session. In 1875, he was elected to the Maryland Senate. For the next decade, between 1869 and 1879 he and Isaac Freeman Rasin constructed the powerful Democratic Party machine that would come to be known as the "Old Guard." It would exercise remarkable control over Maryland politics, and extend its influence far into the national arena for a quarter century, and into the first decade of the twentieth century.

In 1880, Gorman was elected to the United States Senate, succeeding William Pinkney Whyte. He was reelected in 1886 and 1892, but lost the election in 1898. Gorman was elected



Senator Arthur P. Gorman (Photo: U.S. Senate Historical Office)

again in 1902, serving from March 4, 1903, until his death in Washington, D.C., June 4, 1906. During his political years, he served as Democratic caucus chairman in 1890–1898, and again in 1903–1906. Gorman's involvement in the Wilson-Gorman Tariff act is an excellent example of his power and skill. In 1893, President Grover Cleveland and Congressman William Wilson of West Virginia, both Democrats, drafted a bill to lower tariff rates. However, after the House passed a slightly revised version, Senator

Gorman was able to gather a strong majority of senators to radically alter it into a high-tariff bill—a stunning victory for Gorman, and a degrading defeat for President Cleveland.

As was characteristic of political careers at the time, non-elective positions would play an important part in Gorman's growing influence, and this was true of his involvement with the C&O Canal. In June 1869, the year that he won his first campaign for a political position, he was also appointed to a directorship of the C&O Canal Company—an entirely political appointment. It was, however, a position in which his hostility toward the Baltimore and Ohio Railroad would be both fed and find expression. It should also be noted that Gorman was a supporter of Governor Oden Bowie, whose promotion of the Pennsylvania Railroad's branch line into Maryland, created grave problems for the B&O.

In 1871, a battle for control of the Democratic Party in Maryland broke out over the nominee to replace Governor Bowie, whose deal with the Pennsylvania Railroad had made the B&O and its supporters his implacable enemies. The candidates for the nomination were William T. Hamilton—a crucial mentor and aid in Gorman's rise to political power—and William Pinckney Whyte, a friend of the B&O's Garrett family. When Whyte won both the nomination and the governorship, Gorman shifted his allegiance—in the eyes of some, having been “bought” by Whyte with the appointment to the presidency of the C&O Canal Company.

Gorman's interest in this position is obvious to scholars of the period. It gave him the opportunity to build a broad political base in Western Maryland, gain direct control over a large number of jobs available for political patronage, and add a substantial salary of \$10,000 a year to his income. Everyone understood that he would run the company in the interest of the Democratic Party and Governor Whyte, and he would later state that such was his policy. As his biographer has noted, however, “in the final analysis he used his management of the canal to enhance his own prestige, not Whyte's” (Lambert, p. 37).

When Hamilton won the nomination and governorship in 1879, Gorman was back in his camp—although it has been said that Hamilton's success was more a case of Gorman permitting it to happen than of Gorman actively working for it. In any case, Gorman's power at that point was such that Hamilton knew he must work with the politician despite their mixed history.

By 1872, when Gorman became C&O Canal Company president, \$1,835,000 in unpaid coupons were due on the 1844 issue of Canal bonds alone, and Maryland's original outlay of \$7 million, along with the interest, had more than doubled its retirement value. At least part of this dire situation was due to the changes in management that occurred with each shift in political power in Annapolis, and to the appointment of presidents and directors who had no business experience. Indeed, Gorman himself represented a return to this pattern after the brief reprieve provided by the presidency of James C. Clarke.

Clarke, an appointee of Governor Bowie, was a man of considerable experience in inland transportation. It was he who arranged for the inclined plane just above Georgetown, and it was under his direction that the canal began to show a profit and to reduce its indebtedness. The era of prosperity for the canal that began in the early 1870s was largely due to the rapid expansion of the coal-carrying trade following the Civil War (trade rising from 661,772 tons in 1870 to 968,827 tons in 1871); however, it was

Clarke's business acuity that maximized this trend's benefit to the canal company.

Given Gorman's political focus, his presidency took directions that are somewhat surprising. Although ever the politician, Gorman used his power to further the interests of the canal company and to oversee the canal's first *sustained* period of prosperity and physical improvements with considerable skill and energy. In addition, he had a long-term vision for the canal that included: lengthening the locks to increase shipping capability and efficiency; developing better terminal facilities; and even extending the waterway to the coal fields themselves.

Under Gorman, the six-foot depth of the canal was restored, the banks strengthened, and some of the chronically muddy sections of towpath were macadamized. In addition, a steam dredge was purchased in 1873 to clean out the Rock Creek basin (the canal's important but often dysfunctional eastern terminus), and in 1875 an improved steam pump was installed below Lock 72. This pump replaced the unsatisfactory steam pump at Lock 68 that had been installed to provide additional water during dry periods along the fifty miles from Cumberland's Dam 8 inlet locks to Dam 6—a deficiency resulting from the failure to build Dam 7. These changes made it possible for canal boats to increase their tonnage from 109.5 in 1872 to 113.5 in 1873.

Another major improvement came about as a result of Gorman's arrangement in 1875 for the canal company to lease the Potomac Wharf at Cumberland. Control of fees at this wharf allowed the company to cut them when necessary, forcing other owners of terminal facilities to do the same. For the first time, if B&O and C&O competition led to a reduction in shipping rates, wharf owners could not insist on maintaining their own rates, thereby forcing the canal company to absorb the entire effect of the reduction.

It was also under Gorman that a telephone line with forty-three stations was developed along the entire route of the canal, facilitating shipping and improving the ability of the company to quickly identify problems and initiate responses. When completed in 1879, this was one of the longest phone circuits in the country. However, this modernization was not achieved without some complaints from conservative bondholders, as seen in the Bill of Complaint, *Stewart v. The Chesapeake and Ohio Canal Company*.

[In the Winter issue of *Along the Towpath*, the Gorman story will continue with a discussion of his program to lengthen locks; the impact of a depression, epidemic, flood, and labor unrest; Gorman's departure from the company, and the investigation of Gorman and his canal company presidency.]

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ON THE LEVEL

by Level Walker Chair Bill Burton

As many of the Level Walkers have commented in their reports, the past couple of months have been a glorious time to be out on the towpath. With the redbuds in bloom, followed by the dogwoods and many varieties of spring flowers, including blankets of bluebells in some areas, one can hardly fail to appreciate what a great and beautiful resource we have for our enjoyment and recreation. Many thanks to all the Level Walkers that have helped to keep the Park beautiful by removing unsightly trash, clearing the towpath of tree limbs and sticks, and reporting maintenance items that need attention by the Park Service.

Several Level Walkers have commented on the public reaction to the new Level Walker vests. Often, a conversation is started by an inquiry about what Level Walkers are, what they are doing, and what the C&O Canal Association is. This presents an excellent opportunity to inform other park visitors about the Association and possibly recruit new members to help us support a great treasure. The vests are still available at the Association's cost of \$10. If you would like to order one and be readily identified as a Level Walker volunteering in the Park, please contact the Level Walker Chair (703-801-0963, levelwalker@earthlink.net).

Steven Johnson has volunteered to become a Level Walker. Welcome aboard, and we are looking forward to working together in support of the park we all care about and enjoy.

So far this year, 55 reports have been received covering 35 levels. Listed below are highlights from the 45 reports received between mid-February and mid-May:

Level #1: Tidelock to Incline Plane; 2/23, 3/20, 4/21, 5/1, 5/12, John Barnett reported the canal boat has started running and is once again going through the restored lock, also noted that construction continues on the Wisconsin Ave. bridge.

Level #3: Lock 5 to Cabin John Creek; 3/6, Derek and Laura Byerlee reported seeing a large beaver swimming in the canal and noted new erosion just upstream from Milepost 6.

Level #4: Cabin John Creek to Lock 14; 3/24, 3/30, Fred and Judie Mopsik noted the canal is still empty above Lock 8, construction on Lock House 8 continues, and a plastic fence has been installed around the hole caused by erosion at Culvert #9.

Level #5: Lock 14 to Bridge at Cropley; 4/12, Bobbie Thorberg reported erosion around Lock 14 and west of the Marsden Tract, also commented on the beautiful display of spring beauty with redbud, dogwood and a variety of spring flowers in bloom. 4/18, **Jim and Jan Heins** removed 5 small bags on trash and a very old manual typewriter exposed by the lowered water level in the prism.

Level #7: Great Falls Tavern to Swains Lock (21); 4/9, Alan and Becky Hedin reported no trash on the towpath, but noted four large bags had been collected from what appeared to be a cleanup activity.

Level #9: Pennyfield Lock (22) to Seneca Aqueduct; 4/18, Mike Schuchat noted towpath repairs are still underway east of Pennyfield Lock.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 5/8, Mike Cianciosi cleaned up the level for the Monocacy Aqueduct Rededication on May 21st and noted the area around the aqueduct has been graded and only needs grass seed or sod to be completed.

Level #18: Nolands Ferry to Point of Rocks; 3/21, 5/9, Jed and Gaye Tucker commented on how the area around Point of Rocks had been thoroughly cleaned up after the event the previous week and had kudos for the organizers and Park Service.

Level #19: Point of Rocks to Catoctin Aqueduct; 5/4, Marlow Madeoy prepared the level prior to the History In Motion event on May 7th at Point of Rocks, which was well attended and very successful.

Level #21: Lock 30 to Lock 31; 4/12, Ron Howard removed 4 ½ large bags of trash, which a contractor doing tree cutting and cleanup volunteered to haul away.

Level #24: Dam #3 to Dargan Bend; 3/7, Howard McGowan noted the towpath was very clean and removed only ¼ bag of trash. 4/5, **Ron Howard** removed a large amount of trash, including a car wheel with the tire in place.

Level #26: Lock 37 to Antietam Aqueduct; 4/9, Jack and Karen Forster noted a stripped all-terrain vehicle across the canal at mile 67.7, with the tires, seat, and handlebars removed.

Level #27: Antietam Aqueduct to Shepherds-town Lock (38); 3/7, Roy Schilling and Marce Tissue reported that a new perma-

nent restroom facility has been installed at the Antietam Campground.

Level #29: Lock 39 to Snyders Landing; 5/15, Jack Magarrell noted that two large trees that had fallen across the towpath had been cleared and the towpath was in good shape.

Level #30: Snyders Landing to Lock 40; 2/27, Maribeth Evans spotted a herd of at least 8 deer and reported the towpath in good condition.

Level #31: Lock 40 to Marsh Run Culvert; 2/3, 4/15, Mary-Fran and Todd Stotler reported that the porta-potty at Taylors Landing has been moved up along the towpath where there is less chance of it washing away during high water.

Level #32: Marsh Run Culvert to Dam 4; 4/9, Dave and Kathy Peterson removed two large bags of trash and noted the recent high water beside the towpath just below Dam #4 was extremely evident, with debris caught in the tree branches.

Level #34: McMahon's Mill to Opequon Jct. Hiker-Biker; 4/20, Tom Perry and Gary Naugle noted some evidence of erosion above mile 89 and encountered a black snake on the towpath.

Level #37: Falling Waters to Lock 44; 3/22, 3/30, 4/11, 5/5, Russ Meinke removed a large amount of trash and encountered two men from the State of Maryland recording the traffic sounds from I-81.

Level #39: High Rock Quarry to Nettle RR Bridge Piers; 4/9, Jean Swank noted a large

ON THE LEVEL, CONTINUED

towpath washout near mile 104.4, which left a "pothole" 5 feet across and about 1 foot deep.

Level #40: Nessle RR Bridge Piers to Dam 5; 4/9, Bill Hibbard reported the towpath was in good condition and Dutchman's breeches and trout lilies in bloom.

Level #42: Four Locks to McCoy's Ferry; 4/24, Diane Summerhill reported a veritable symphony of bluebells around North Mountain Hiker-Biker campsite and an immaculate towpath.

Level #43: McCoy's Ferry to Fort Frederick; 2/26, Karen Gray combined the level walk with an Association Continuing Hike and reported that one of the hikers spotted a tree where a bear had been rubbing its back against the bark.

Level #44: Fort Frederick to Ernstville; 2/7, John Bowman removed numerous sticks from the towpath and saw several hundred noisy geese on the ice at Big Pool.

Level #45: Ernstville to Licking Creek Aqueduct; 3/5, Joe Kochenderfer reported that

"Walk Bikes Over Aqueduct" signs were missing at both ends of the Licking Creek Aqueduct.

Level #47: Little Pool to Hancock; 3/30, John Betting sighted 3 pileated woodpeckers, 3 deer, 3 great blue herons, and one huge beaver on the canal bank.

Level #49: Round Top Cement Mill to Lock 53; 3/26, Bill and Sue McAllister commented on the easy access to the towpath from the Happy Hills campground after combining the level walk with a camping trip.

Level #51: Dam 6 to Sideling Hill Aqueduct; 3/21, John Popenoe noted the Rail Trail paralleling the towpath has been completed but not yet open to the public [it has since been opened].

Level #52: Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 3/18, Roger Winter collected 5 bags of trash and heard unidentified "peepers" in the canal.

Level #53: 15 Mile Creek Aqueduct to Lock 59; 3/24, Mary and Steve Huebner en-

countered a group of four young people from the Philadelphia area who were biking from Pittsburgh.

Level #54: Lock 59 to Lock 60; 3/26, Dennis Kubicki reported a significant increase in beaver activity and noted the areas around Locks 59 and 60 were very clean.

Level #61: Town Creek Aqueduct to Lock 68; 4/23, Steven Johnson sighted ring-necked pheasants and reported that, according to Oldtown locals, they are coming back to the area.

Level #65: Spring Gap Rec. Area to Lock 74; 5/6, Bill and Marsha Romano talked to a biker participating in Relay For Life "Ride Across America" who was on his way from San Diego to Atlantic City to raise money for cancer research.

Also, on 4/6 **Doug Bork** walked from Georgetown to Great Falls and submitted a report commenting on Park Service employees painting the "Georgetown" canal boat in preparation for the first trip on the season. ❀

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

Total: \$ _____

Name to appear on badge: _____

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

Gift from: _____

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

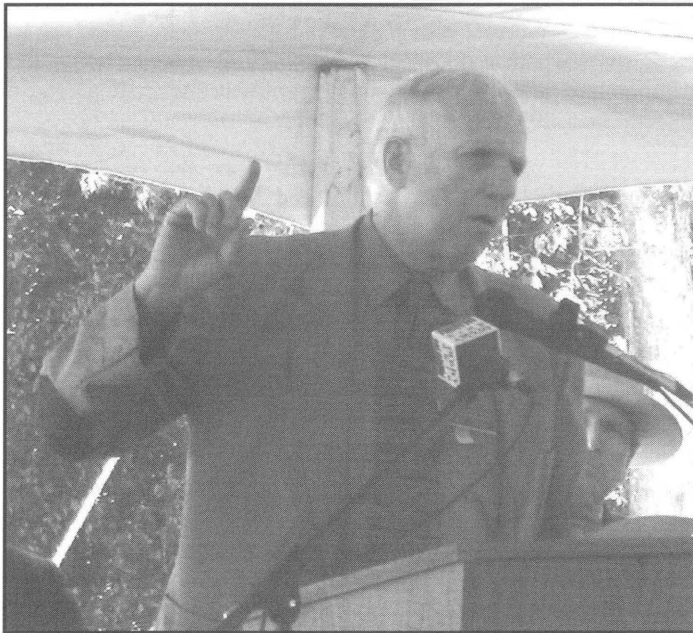
Perseverando! and Esto Perpetua!

by Carl Linden,

based on his address at the Monocacy Aqueduct Rededication

These two Latin mottoes appear on the old C & O Canal Company's seal. "*Perseverando*" may be rendered as "By Persevering" and bears the sense that by means of perseverance noble work is done.

"*Perseverando*" appears at the base of the seal. Above the motto is a sketch of a portal of the Paw Paw Tunnel. Could there be a better evocation of the perseverance that the canal project demanded of those who toiled to build it? The tunnel was hand



Carl Linden speaking at the rededication ceremony.

cut, chiseled, drilled, and blasted through the hard rock of Tunnel Hill.

While the Paw Paw Tunnel is the hidden glory of the canal's projectors, the Monocacy Aqueduct is the most visible one. The first, like John Henry, "busts clean through" the adamant interior of a mountain; the second, like Paul Bunyan, strides over the Potomac's grand tributary. The aqueduct provides us another great example of that quality of perseverance.

These works of heroic enterprise, in fact, have their original inspiration in that exemplar of steadfastness, George Washington. Charles Mercer, the canal company's first chief, saw himself as embarked upon a struggle to fulfill Washington's vision of the republic extending to the Ohio and the West along a Potomac

corridor of transportation and commerce. Washington's Patowmack Canal project had been an earlier, primitive attempt to realize that vision. One can little doubt that Mercer had Washington in mind in imprinting "*Perseverando*" on the canal company's seal.

The Aqueduct was built under the demanding craftsmanship of Benjamin Wright, also famous for his work on the Erie Canal. Three arches had been built when Wright arrived, but he ordered them taken down because the stone used was too soft. The work began again with suitable hard quartzite from a quarry up river. Wright's persistence paid off and accounts for the aqueduct's standing strong to this day.

Let us move forward toward our present time. Perseverance was a prime factor in the saving of the C&O Canal as a national park. After Justice Douglas' historic walk down the towpath in 1954 to save the canal, he and the C&O Canal Association strove for seventeen years to bring the national park into existence through steady advocacy and annual reunion hikes (precursors to the walkathon).

More recently, it took ten years of perseverance on the part of the National Park Service, the Association, and many others, to prevent the loss of the severely deteriorating aqueduct and to return it to prime condition. Ben Wright would be proud of the fine engineers and craftsmen who have brought the structure's beauty of line and proportion back into view. They removed the stabilizing but obscuring "harness" fastened upon it after the ravages of the Hurricane Agnes flood of 1972, and gave it reinforced strength to face the forces of nature. It will last for a long time to come, if cared for and not again subjected to neglect. This happy outcome is the result of the enduring partnership of dedicated supporters of our historical canal park, both professional and volunteer. It is not inappropriate, then, to see the rededication of the Monocacy Aqueduct as a further chapter in the history of perseverance in America—now a case of perseverance in the preservation of our nation's historical treasures.

The work along our canal is far from finished - - and here is where the second motto comes into play. "*Esto Perpetua!*" means, roughly, that the task of maintaining the canal is continuing and perpetual. And so it is. The eleven aqueducts are links in a chain of connections. They need attention. The beautiful Catoctin Aqueduct was brought down by a flash flood in 1973, and it cries out for rebuilding. The continuity of the towpath is also essential in sustaining the integrity of the 185-mile-long park that begins at our nation's capital. The Widewater break in the towpath is now under repair, but the two-mile-long break along the Big Slackwater above Dam #4 is in dire need of correction. The detour on county roads around the break is hazardous and a threat to public safety.

So, let us join once more in partnership in the ongoing but rewarding work of preserving our C&O Canal National Historical Park. *Perseverando! Esto Perpetua!* ❀

*If you are not already a member of the Chesapeake and Ohio Canal Association, please consider joining our organization. Among the benefits are: hikes, bike rides, canoe trips, and social events; volunteer programs that help to maintain, improve, and interpret the park; the opportunity to participate in discussions concerning the park's future; and a subscription to our quarterly newsletter, *Along the Towpath*. Membership is an effective way to show your support for preserving the park as a national treasure! To join, simply **clip out and mail the form** that is printed on the reverse of this page. — Many thanks!*

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C&O CANAL ASSOCIATION

Membership in C&OCA 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. C&OCA 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 C&OCA 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.

C&OCA maintains a home page at <http://www.CandOCanal.org>. The webmaster is Matthew James Teigen, barnacle@fsdf.lonestar.org. C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

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C&O CANAL NATIONAL HISTORICAL PARK

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C&O CANAL NHP Headquarters

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Superintendent	301-714-2201	Kevin Brandt
Deputy Superintendent	301-714-2201	Bob Hartman, Acting
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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	Bradley Hofe, Acting
Partnerships Coordinator	301-714-2233	John Noel
Volunteer Coordinator	301-714-2238	Dave Tune
Engineer	301-745-5818	Dan Copenhaver

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Palisades District

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

Georgetown Visitor Center	202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007	
Supv. Park Ranger, Interpretation	Kathy Kupper

Great Falls Tavern Visitor Ctr.	301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854	
Supv. Park Ranger, Interpretation	301-767-3702 Rod Sauter

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	Martin Gallery, Acting
Cumberland Subdistrict	301-722-0543	Matt Huelskamp
Hancock Subdistrict	301-678-5463	Vacant
Ferry Hill Subdistrict	301-714-2206	Alex Negron, David Carter

Williamsport Visitor Center	301-582-0813
205 West Potomac St., Williamsport, Md. 21795	
Supv. Park Ranger, Interpretation	Carla Beasley

Hancock Visitor Center	301-678-5463
326 East Main St., Hancock, Md. 21750	
Park Ranger, Interpretation (part time)	Vacant

Cumberland Visitor Center	301-722-8226
Western Maryland station, Cumberland, Md. 21502	
Park Ranger, Interpretation	Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Boat House at Fletcher's Cove (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

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Please accept our *cordial invitation* to visit C&OCA's web site, www.candocanal.org. Check in regularly for updates on news and events, and don't forget to bookmark the site. Even better, make it your home page.

Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

Bumper sticker available, p. 6

Many volunteer opportunities!
Please see the
articles and announcements
on pages 6, 17, and 20.

New Members Form, p. 21

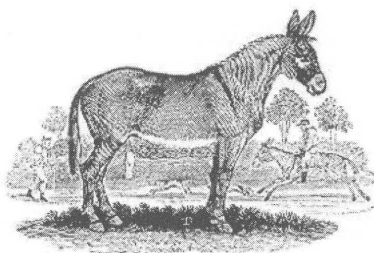
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