



ALONG THE TOWPATH

A quarterly publication of the Chesapeake & Ohio Canal Association

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

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Annual Meeting Scheduled for March 4

By Tom Perry

The 2006 annual meeting of the Chesapeake and Ohio Canal Association will be held on Saturday, March 4, at the American Legion Hall in Williamsport at 400 South Conococheague Street, opposite the Fire Hall. At 1:00 p.m., a "Meet the Candidates" hour will allow an opportunity to become acquainted with the nominees for officer and director positions (see page 8 for their statements). The meeting itself will follow at 2:00 p.m.

Two optional activities will be provided in the morning, both starting at 10:00 a.m. As he did last year, John Frye will display and discuss historic documents from the William O. Douglas Papers in the basement of the Williamsport Library. Parking is available on the street, and also behind the library in the park. Please use the rear entrance.

The second option is to hike in the Big Slackwater area with Karen Gray. Participants may begin the hike at 10:00 at the small parking area at Dam No. 4, or join the group 30 minutes later at the boat launch area, where more parking is available. To

reach Dam No. 4 from I-70, take Route 623 (Downsville Pike) south through Downsville. At its intersection with Shaffer Road, Route 623 becomes Dam No. 4 Road. After a steep descent, the road turns right, and parking is available at either of the places mentioned above.

You may to bring a lunch or patronize one of the restaurants in the Williamsport area, then come to the Legion Hall to meet the candidates and to attend the meeting.

After the meeting, Happy Hour will begin at 4:30 p.m., followed by dinner at 5:30. The after-dinner presentation will highlight the need for restoration of the towpath in the Big Slackwater area.

To make reservations for the dinner, please use the form inserted in this newsletter. It is not necessary to register for the morning programs.

We look forward to your presence, to hear about the year past and make plans for the new one.



C&O Canal Park's Volunteer Program Is a National Award Winner

At the Department of the Interior on September 30, 2005, a "Take Pride in America" award recognized the outstanding contributions of volunteers to the success of the canal park. See the article on page 22 for details. (Photo: NPS)

NEWS AND REPORTS

WORLD CANALS CONFERENCE IN SWEDEN

by Dave Johnson

The 18th annual World Canals Conference convened on Monday, August 22, in Trollhätten, Sweden. The theme was "Historic and Commercial Canals in a Modern Society." During the week, delegates visited six of the eight operating canals in the country. The 2005 WCC must be ranked among the very best so far. Planning, programs, logistics, entertainment, meals, field trips,



World Canal Conference delegates: from left, standing: Gil Hill, Dorothea Malsbary, Leif Linden, Pat White, Carl Lennartson (NPS), and Dave Johnson; seated: Barbara Collins (NPS), Carol Galaty, and Carl Linden. Photo courtesy of Carol Galaty.

vessels and meeting facilities were all first rate, exactly what one would expect in Scandinavia. The conference chairman, Claes-Gören Österlund, director of the Göta Kanal and president of the host Association of Swedish and Norwegian Canals, organized and ran a meeting that set a standard against which all future conferences will surely be measured.

Papers presented during the first three days in Trollhätten covered a wide scope of topics. Following an introduction to the significance of Swedish canals for tourism, there were several interesting lectures on applications of modern technology to historic and commercial waterways. Subjects included: winter navigation, by the head of the Swedish Maritime Administration's icebreaking department; a description of a new vacuum mooring system that can secure a vessel at piers and in locks without heavy lines; and a discussion of remote control and automation of historic locks in Lower Saxony. Other panels discussed the future of inland waterways and the balance between cultural heritage, modern technology, and commercialism. Among the highlights was an historical overview of five hundred years of canals in Sweden, presented by the director of the collections department of the Swedish National Maritime Museum. A Danish journalist told

the fascinating story of three journeys taken on the Göta Kanal by Hans Christian Andersen, who had a passion for technology and science. Another interesting discussion dealt with the 1628 sinking in Stockholm of the royal ship *Vasa*, as well as its recovery, restoration, and current preservation problems. All of the sessions were in English, and all stimulated lively discussion and questions from the audience.

Afternoon field trips during the conference took delegates to visit the three generations of locks at Trollhätten (built in 1800, 1844, and 1916) and to the Håverud aqueduct on the Dalsland Kanal. The Trollhätte Kanal is an important commercial shipping route, connecting Lake Vänern to the Kattegat Sea at Göteborg; its locks can accommodate ships up to 89 meters long and 13.4m beam. The Dalsland Kanal also leads to Lake Vänern, and is considered one of Sweden's most beautiful waterways. It is now used primarily by recreational boaters, and extends for 250 km through long, narrow lakes in untamed wilderness. With surface area of more than 5,500 sq km, Vänern is the largest lake in Sweden (third largest in Europe) and is the hub connecting four canals. In Viking legend, the goddess Gefion created Vänern in one night by plowing the land with the help of her four sons, whom she had changed into oxen; the excavated soil was deposited in the Kattegat and became Zealand, while the resulting crater filled with water to form the lake.

The evening entertainments were enjoyable. On Monday night there was an outdoor barbeque, with a '50s rock and roll combo, dancing, and the introduction of the conference theme song, *Dansen på Sunnön*, (which we were challenged to learn by the end of the week.) Tuesday featured the formal banquet, followed by a walk down to the Trollhätten Falls, which were turned on especially for us. (The falls are impounded by a hydroelectric dam, and water is only released for short periods.) Wednesday night was a gala supper of crayfish and seafood, akvavit and beer. The Dink Award was presented to David Edwards-May, vice-president of Inland Waterways International. He received the award for some now-forgotten *faux pas*, (but mainly because last year he was an outspoken advocate of retiring this venerable honor). We were tested on our mastery of *Dansen på Sunnön*.

Approximately 135 delegates from the U.S.A., Canada, U.K., Eire, France, Germany, Finland, Norway, Denmark, and Sweden attended the Monday-Wednesday conference in Trollhätten. About a third of the U.S. delegation consisted of nine



Swedish canal officials relax on British narrowboats that were visiting at Trollhätten during the Conference. Photo: Dave Johnson

members of the C&O Canal Association and/or the National Park Service (see photo on the opposite page).

On Thursday, about eighty of the delegates began a three-day post-conference tour. We left Trollhätten in the rain early that morning in two motor coaches, and proceeded to Sjötorp, the western terminus of the Göta Kanal, on the eastern side of Lake Vänern. Göta Kanal, one of Sweden's most well-known tourist attractions, is the central link in the network of inland waterways, and connects Lake Vänern to the Baltic Sea. Its locks can accommodate boats up to 30m long by 7m wide.

After several stops for photos and snacks (our hosts made sure that we had something to eat and drink about every two hours), we arrived at Karlsborg and boarded two relatively small tourist boats. A fine luncheon of salmon was served as we cruised slowly about the quiet waters of the protected harbor. The food was good and everyone was happy. Then we boldly sailed out onto Lake Vättern for the 25 km open-water crossing to Motala. According to one guide to European waterways, Vättern "is deep, unobstructed, and capable of generating a really dangerous sea in bad weather. It is devoid of shelter and should only be crossed under good conditions." This day the weather front that had brought the rain also brought high winds driving up the lake from south to north. We wallowed in the troughs as we plowed directly across from west to east. Gil Hill kept me entertained with his tale of driving an LST directly into the face of an Atlantic hurricane for three days and, braced by his inspiration, I maintained my composure. Others missed his timely instruction, and were soon in distress. As our stalwart pilot continued to take the waves directly on the starboard beam, the sound of retching was punctuated only by the crash of breaking glass, as the bar lost most of its stemware while some passengers lost their lunches.

We finally reached the calmer waters of the bay at Motala and entered the eastern portion of Göta Kanal. We disembarked by a small canal museum for coffee or tea, and then boarded our buses for the ride to Linköping, where we would spend the night. A short boat ride on the Kinda Kanal took us to an informal dinner (i.e., only two politicians spoke.)

The next morning, after a short photo stop at the scenic Tannefors *slussar* on Kinda Kanal, we were off to the Hjälmare Kanal, where we were welcomed by more politicians and a brass band. There were, of course, light refreshments. We boarded two boats to cruise up the canal to Notholmen. This is the oldest navigable canal in Sweden, having originally opened in 1639. A little over 13 km in length, it connects Lake Hjälmaren to the western end of Lake Mälaren. We had lunch on board during this smooth and pleasant trip. Back on buses, we stopped that afternoon for a tour of Gripsholm Castle, a 16th century royal palace.

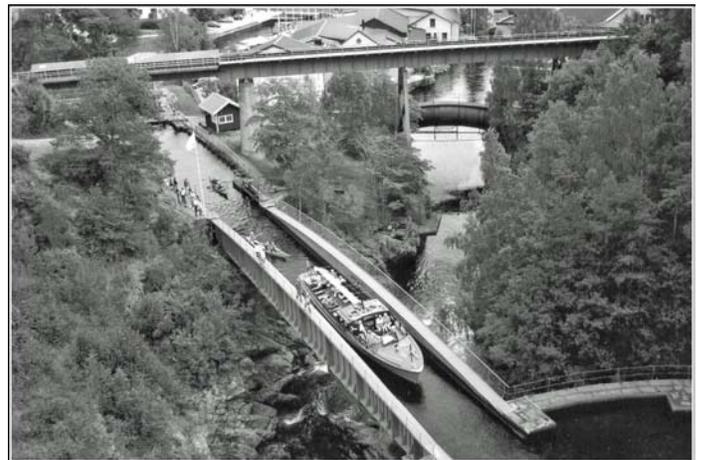
We traveled on to Södertälje and the canal of the same name, for more food and to see the largest lock (124m by 18m) in Sweden. This relatively short canal is a major shipping channel between the Baltic Sea and Lake Mälaren. We boarded a steamboat for a dinner cruise up the canal and through the lake to Stockholm. Docking near City Hall about 10 p.m., we walked up Vasagatan to our hotels located next to the railway station.

The final activity of the conference was a cruise through the Stockholm Archipelago on Saturday. This was also very pleasant, highlighted by a fine luncheon and the final rendition of *Dansen på Sunnanö*. The boat docked at the Vasa Museum and we bade farewell to our Swedish hosts, and to the old and new friends with whom we had spent a highly enjoyable week.

Along the Towpath



Above: A freighter on the Trollhätte Canal passes an English narrow-boat moored at the quay, Trollhätten, Sweden. Below: The Häverud aqueduct on the Dalsland Canal, visited by delegates to the Conference. Photos: Dave Johnson



The National Canal Museum and the Delaware & Lehigh National Heritage Corridor will play host to the next conference, which will be held at Bethlehem, Pa., September 12-14, 2006. The event will provide the opportunity to explore the historic 19th-century Delaware Division Canal and the Lehigh Navigation in Pennsylvania, and the Delaware & Raritan and Morris Canals in New Jersey. Its theme will be the evolution of these once-active coal canals into historic and recreational assets. The 2007 conference will be held in Liverpool, England, under the sponsorship of the Inland Waterways Association. The theme will be "New Opportunities for People and Places" and the dates selected are June 15-17. The 2007 conference will allow IWA to highlight its past achievements and focus on current campaigns to revitalize Britain's inland waterways. There will be a special emphasis on involving the voluntary sector, which has played a significant role in the restoration of many of Britain's waterways.

The steering committee of the World Canals Conference met in Trollhätten and accepted the proposal from Parks Canada to host the 2008 conference on the Rideau Canal at Kingston, Ontario. A proposal to hold a conference in Virginia was also submitted, and will be considered for 2010.

The World Canals Conferences have been held annually since 1988, with North Americans as hosts in even-numbered years and Europeans in odd years. In 1992, the C & O Canal Association and National Park Service hosted the fifth WCC, which was held at Harpers Ferry.

Through Bike Ride 2005

by Denny Sloppy

The days of October sixth through the eleventh of 2005 were a time I had looked forward to with great anticipation as it was to be my first through bike ride with the C & O Canal Association. Although I had ridden the towpath before, this time I would be with nineteen people I had never met, other than talking to Tom Perry by telephone. Tom was very reassuring, however, and from our first conversation I felt as if we were old friends.

Some of us were to camp out, while others were to stay in motels each night. We referred to the latter group as "Motel Muffins," which gives a picture of people all cozy and warm in their rooms while the campers "roughed it" along the towpath. Don't let that term fool you, though; some of the fittest people on the ride proved to be from the Muffin group.

Some of the thoughts that went through my mind in getting ready for the trip were: "I wonder if all the other people will be wearing fancy biking clothes?" and "Will I look odd in my cotton shorts and t-shirt?" (I realize that latter could still be true, regardless of what the others were wearing!) "How old will everyone be and what kind of shape will they will be in? I wonder how many will be men and how many will be women? I wonder if I'll



Through Bike Riders, 2005: Foreground: Pam Lantz. From left: (1st row) David Brooks, Jo Ann Condry, Dennis Sloppy; (2nd row) Phyllis Bachus, Bill Brooks, Jon Wilson; (3rd row) Gordon Brooks, Bill Trippel, Tom Perry, Paul Petersen; (single) Darlene Brooks; (4th row) John Betting, Paul Leatherman, Barbara Trippel, Debbie Poole; (back row) Greg Bachus, Bob

be able to pedal my bike once all this gear is loaded, since I never camped before on a ride." Arriving at the canal park visitor center in Cumberland, Md., many of my questions were answered. I won't give the ages of the other riders, but I will tell you that at fifty-one, I was somewhere in the middle, age-wise. This trip proved to me that age really is a state of mind. The group was made up of fourteen men and six women, and to my relief they were not all wearing fancy biking attire.

The riders hailed from ten different states: California, Colorado, Indiana, Maryland, Michigan, New Jersey, Pennsyl-

vania, Tennessee, Virginia, and West Virginia. Our leaders were experienced towpath riders, Tom Perry, Jim Heins, and Norman Liebow. Before the trip even started, it looked as though we were in for a good time, as these fellows engaged in friendly bantering about where the Park Service spends its money (upper canal versus lower canal) and who would pay the biggest bribes to the scribe to be spoken of kindly in this very story you are reading!

The ride began with nice weather on Thursday, but steady rain began to fall that night. By Friday evening, the rain was taking a toll on the trip, as survival and getting to the destination were overriding looking at scenic beauty and historic sights along the towpath. The canal is truly a wonderful place, packed so full of nature and history, and we had all hoped to "stop and smell the roses" a little more. As the rain continued on Saturday, my thoughts sometimes drifted off to "That which doesn't kill me only makes me stronger!" Before the trip was over, there were many flats, mostly blowouts through the sidewalls, which kept Jim and Norman busy. Between riding and fixing bikes, however, Jim found time to take more than 120 pictures that are pretty amazing and make this scribe's efforts pale in comparison.

After dinner at a local restaurant Saturday evening, the whole group was invited to Tom and Linda Perry's lovely house for dessert. Linda made a special cake and served it with hot apple cider, which we enjoyed in the "great room." Tom played for us on his pipe organ, and a warm fire added to the pleasant glow.

On Sunday, as we rode towards Harpers Ferry, Norman had been working on a surprise for everyone. We gathered around a picnic table where he rolled out a bunch of paw paws. For those who may have wondered what paw paws taste like: some of us agreed that the flavor was like a combination of bananas and kiwis. The next stop was the Harpers Ferry area. Many of the group parked their bikes at the railroad bridge, where Tom kindly guarded the bikes while they visited the historic town. Others headed for the Harpers Ferry Youth Hostel. Many of us spent the night at the hostel (which meant lights out at 10:00 p.m., at least for those of us bunking in the "men's" dorm), while others stayed at the Hillside Motel in nearby Knoxville, Md.

On Monday, we started our day with a chuckle. Tom could not find his pants. I found him on his hands and knees, looking through a pile of clothes saying, "Oh, my! Where could they be? I put them here last night, and now I can't find them!" His frantic search continued until Paul Petersen announced "Tom, I've got news for you! You can't find your pants because I'm wearing them!" Getting up early before the lights were on, Paul had just picked up what he assumed were his own trousers. As we were getting ready to leave, a hiker who was staying at the hostel remarked that rooming with our group was "just like being in a Disney movie!"

Monday provided some of the nicest weather and most interesting sights of the trip. First we stopped at Brunswick, Md., to see the rail yard. While there, we learned about what it is like to be a railway engineer from one of our own group, Jo Ann Condry, who runs trains for Amtrak into Washington, D.C. Next, we stopped at the ruined Catocin Creek Aqueduct, which collapsed in 1973, and admired the interpretive display with a picture and text about the structure. Just a short distance down the trail, Tom had arranged for Dr. George Lewis to meet us and deliver a talk about the restored lockhouse at Lander Lock (Lock 29). George took us through the house and described what life was like for the people who lived there when the canal was operat-

ing. He made history come alive for us, and we owe many thanks to him, and to everyone who had a part in the splendid restoration of lockhouse.

Another few miles downriver, we stopped at Point of Rocks for lunch, while some rode a short distance down the highway to see the Point of Rocks Railroad Station. Next on our list was the Monocacy Aqueduct. What a beautiful sight it is, now that the restoration is complete!

At the aqueduct, Jim told us a bit about its history. George Washington's vision was for a canal to unite the country by commerce. Ironically, however, the C & O Canal became a dividing line between North and South during the Civil War. Jim vividly recounted how a lock keeper convinced Confederate soldiers to destroy another part of the canal instead of trying to blow up the Monocacy Aqueduct, which he realized would have made the canal useless for a long time. The story goes that when officials found out about the lock keeper's negotiations, they wanted to try him for treason instead of giving him a medal for saving the aqueduct. Jim said he never did find out what happened to that lock keeper, in the end. At that point, Deb Poole asked "Jim, were you scared when you were talking to those Confederate soldiers?" Good timing Deb! Everyone roared with laughter.

For our last night, the campers stayed at the Turtle Run campsite and the Muffins crossed at Whites Ferry to their hotel in Leesburg, Va. On Tuesday, our final day, the main highlight came at Great Falls. There, we met in the dry-docked canal boat to learn about the status of efforts to have a new boat constructed, and to make our own contribution to that cause (see Tom Perry's article below). We also presented token gifts to Tom Perry, Norman Liebow, and Jim Heins in gratitude for their hard work in making the trip possible.

The Through Bike Ride 2005 was a very unique and special event. Rainy weather took away some of the shine, but also added something, in a strange way. We made some new friends. We went through hard times and good times together, in only six short days! Everyone from whom I have heard since the trip tells me that they had a great time. Some are already looking forward to next year's trip.

Bikers Donate Toward Great Falls Boat

by Tom Perry

The riders on this year's Through Ride donated generously toward construction of a new packet boat for the canal. Having survived two solid days of rain and three more of mud on the towpath, they arrived on the last day of their trek at Great Falls. They were greeted by Bill Justice, the park's Chief of Interpretation, and Don Harrison, president of the Friends of Historic Great Falls Tavern.

Don accepted the group's gift of \$1,850 for the canal boat project. This amount included the registration fees of all 20 riders, plus the fees of two who registered but were unable to participate. Added to this was a handsome challenge gift from one of the members, which was more than doubled by the contributions of the rest of the group. In return, Don presented each rider with a cap inscribed "Help Us Build the Canal Boat" - - which, of course, is exactly what we are trying to do.

Along the Towpath

Canal Boat Project Moves Forward

by Jo Reynolds

The drive to provide a new canal boat to operate at Great Falls is moving closer to its goal. The project is spearheaded by the Friends of Historic Great Falls Tavern (FHGFT), whose Boat Fund steering committee has visited three boat builders to date. Ted Cain is the volunteer Project Manager, with Dave Johnson of C&OCA as a volunteer consultant. The three main objectives for the boat are: safety; an appearance that is authentic to C&O Canal history; and suitability for interpretive purposes. Longevity and minimal maintenance are also important. The Park Service has requested an aluminum hull, with everything above the water line built of wood, preferably cedar.

To date, the campaign has raised about \$340,000, with the current goal of \$160,000 more. The money has come from many people, in small and large amounts, including C&OCA's pledge of \$50,000 and a Md. state grant of \$200,000. A group of C&OCA bikers recently made a substantial donation (see article above). Donation boxes at Great Falls have brought in more than \$7,000. On weekends, FHGFT and C&OCA volunteers offered information aboard the disabled *Canal Clipper*, while volunteer musicians, such as the Old-time Banjo Group, added to the fun.



Volunteer musicians (from left): Ellie Nielson, Donna Xander, Ruth Sexton, Howard Jones, and Rosemarie Nielson. (Photo: Jim Heins)

Donations from photos exhibited in the Tavern by Harrison Owen and Vince Stanford accounted for more than \$2,000. In mid-November, a new exhibit opened in conjunction with the publication of the gorgeous photo book, *The C&O Canal* by Dorothy Camagna (see page 17 for a review). Proceeds from all photos ordered from this exhibit will go to the Canal Boat Fund. In addition, Ms. Camagna is generously donating 35 percent of the cost of her book to the Fund when ordered through the Friends. The price is \$32.95. *Please contact Matt Jillings at 301-365-1298 or matt.jillings@verizon.net to order your copy, or for information about a book signing in Potomac, Md., on Dec. 10.*

For tax-deductible end-of-year gifts, mail checks payable to "C&O Canal Boat Fund/MCCF" to Friends of Historic Great Falls Tavern, POB 60481, Potomac, Md. 20859. For further information, please call Don Harrison (301-424-0229), Jo Reynolds (301-983-1375), or Elie Cain (301-983-1537).

Heritage Hike, 2005

by Don Juran with an assist from George Lewis

There is something special about hiking on a balmy, Indian summer day. In and around the C&O Canal NHP, the trees forming the canopy are mostly oak, sycamore, aspen, and hickory, and their fall display is of a subdued russet and gold palette, not the flamboyant fire of the more northerly maples.

And so it was for the Heritage Hike on November 4. The temperature reached the mid-70s, with barely a whisper of breeze, and a judicious mixture of clouds and sunshine showed the trees in different modes of lighting.

About 80 hikers gathered at Canal Place in Cumberland. Some 20 of us arrived early for a pre-hike briefing by Richard Pfefferkorn, Executive Director of Canal Place, on the progress of the Boat Basin at Canal Place. He pointed out that the decorative masonry in the basin has been completed, the dry dock has been constructed, and pumps are in place to fill the basin when the short portion of the reconstructed canal leading from the basin is completed -- hopefully in the Spring. The further extension of the watered portion of the canal awaits the elevation of a railroad track that is blocking towpath traffic — and elevation of the railroad awaits funding.

The buses arrived about 10:20 a.m. to bring us to the starting points for the four distances: 11, 9, 6 and 2 miles.

During the first several miles of the 11-mile hike, Karen Gray was consumed with the task of matching canal structures illustrated in a handful of historic photographs with current day bridge abutments and downstream bypass flume and lock wing walls -- she was assisted by a number of hiking colleagues offering her their unsolicited and varied "expert" opinions. When last seen, Karen was lagging well behind, mumbling to her photos and desperately trying to score at least one match among the lot.

The towpath was in fine shape despite the heavy October rains. Hikers quickly doffed sweatshirts and jackets in favor of t-shirts. In addition to the colorful leaves, there were purple asters and other fall wildflowers. Then again, there

were substantial algae blooms in some of the watered sections of the canal.

As I crossed Evitts Creek Aqueduct, I heard quite a squawking coming from the river. I couldn't quite see the birds, and couldn't make out whether it was a gaggle of geese or a murder of crows. However, my wife Carol and I saw a mega-gaggle of Canada geese on an island in the river at about Mile 184. There must have been more than 200 of them.

Those of us who finished well before happy hour found various ways to spend the rest of the afternoon: snacking, napping, or poking about in Cumberland's shops. I sat on a bench near Canal Place, taking in the lovely afternoon and chatting with Association members when they happened by, and reading a book when they did not.

Happy hour and dinner were at the Ali Ghan Club, three miles east of Cumberland, the same venue as for the kickoff banquet for the 2004 through-hike. The sumptuous buffet included baked ham, stuffed flounder, and marinated sliced steak, with a choice of pies and cakes for dessert.

Thus well-fed, the dinner participants heard Bob Hartman, C&O Canal NHP Deputy Superintendent, give his state-of-the-park address. We were encouraged to hear that towpath repairs at Widewater and Big Slackwater are going forward, though the latter will not be completed in time for the 2009 t h r o u g h - h i k e .

Next on the program was Bill Niedringhaus of the Potomac Heritage Trail Association, accompanied by fellow PHTA members Karen Jones and Ric Francke. The Potomac Heritage Trail, when complete, would run from Pittsburgh to the mouth of the Potomac and on both sides of the river. Bill presented PHTA's annual Volunteer of the Year plaque to Carl Linden for his leadership in the Monocacy Aqueduct restoration effort.

The final speaker was Roy Sewall, who has recently published *Our Potomac*, a book of his photographs of the lower Potomac river, specifically the 17-mile segment between Great Falls and Hains Point. (For a review of this book, see p. 17.) Roy provided background for each photo as it appeared on the screen. One of the photos was of our group of through-hikers



Heritage Hike scenes: (1) center, Richard Pfefferkorn points out boat basin improvements; (2) top left, boat basin area; (3) bottom left, hikers are briefed before boarding buses; (4) top right, a group of hikers cross Evitts Creek Aqueduct; (5) bottom right: Bob Perry congratulates Carl Linden, who holds his PHTA award. (Photos: 1 and 5, Jim Moen; 2 and 3, Ned Preston; 4, Jim Heins.)

posed at Great Falls on the final day of the 2004 event; another was of a large group of turtles sunning themselves on a log in the canal. The question arose: what is the collective noun for turtles? Someone suggested "bale."

A gaggle of geese, a murder of crows, a bale of turtles. What about us? Should we not also have our own collective noun? I propose "a blister of through-hikers."

A Birders' Eye View of the Canal

By Ned Preston

On September 10, a group including both novice and intermediate birders enjoyed an early morning outing led by amateur ornithologist Jack Devine. The walk began and ended at Pennyfield Lock. As Jack explained, this section of the canal runs through a region visited by enthusiasts from around the world because of its rich population of resident and migratory birds.

The morning's sightings did nothing to diminish the area's reputation. Masses of swallows skimmed over the river surface, while several species of herons and ducks patrolled nearby ponds. Smaller and more active, the many perching birds proved less easy to identify. An exception, however, was a black and white warbler that lingered obligingly a few feet from the towpath while it devoured a large insect. Other species, such as nuthatches and



Birders (left to right) are: Leni Preston, Frances Cerbins, Amy Damico, Joe Damico, and Jack Devine.

woodpeckers, made themselves known by their characteristic calls.

After the walk, Jack and his wife Joanna hosted the group for coffee and bagels at their newly-restored barn, adjacent to their residence on Travilah Rd. All agreed that the occasion had sharpened their appreciation of an exciting aspect of the park.

Holiday Gift Idea

Looking for a unique gift idea for this holiday season? Why not consider giving a gift that lasts all year, membership in the C & O Canal Association. New members will receive: membership card; badge(s); C & O Canal decal; 5 big issues of *Along the Towpath*.

If you would like, we can even enclose a card or note (your choice) indicating that this is a gift from you. Please indicate your preference on the "Membership Form" below.

Barbara Sheridan, Membership Coordinator

Membership Form for New Members

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

(Select one)

NAME: _____

Individual \$15

ADDRESS: _____

Family \$20

CITY/STATE/ZIP: _____

Patron \$25

E-MAIL: _____

PHONE: _____

Total: \$ _____

Name to appear on badge: _____

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

Gift from: _____ Enclose card Enclose note

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

NOMINATIONS FOR OFFICERS AND DIRECTORS

Under the bylaws of the C&O Canal Association, elections are held at each annual meeting. The Association's officers, except the directors, are elected to serve for a term of one year, and five of the directors are elected to serve for three years. In addition, a nominating committee is chosen at the annual meeting to nominate a candidate for each office to be filled the following year. Additional nominations from the floor are also permitted at that meeting.

Members assembled at the 2005 annual meeting selected a nominating committee chaired by Judie Mopsik and including members Bill Burton, Steve DeLanoy, Carol Galaty, Jim Heins, and Tom Perry. Incumbent officers for President, First and Second Vice President and Treasurer agreed to run again, and new candidates were identified for the positions of Information Officer and Recording Secretary. Of the five incumbent directors whose term expired, two (Carl Linden and Ken Rollins) had already served the limit of nine years, and were not eligible to run again this year. The remaining three have agreed to run again. Two new candidates have been nominated to fill the remaining board positions.

We are delighted that our list of nominees includes four new people who have stepped forward to support our Association with fresh ideas and energy. Thanks, too, to the nominating committee for engaging in a very collaborative process to develop the slate.

The nominating committee's slate of C&O Canal Association officers and directors for 2006 is as follows:

OFFICERS

President:

Robert C. Perry, Woodbridge, Va.

I am indebted to the officers, directors, committee chairs, and volunteers who have made 2005 a successful year for the Association. In the same spirit and for the same reasons that Justice Douglas led the "Immortal Nine" and walked the towpath leading the fight to save the C&O Canal from becoming a highway, the Chesapeake and Ohio Canal Association (C&OCA) continues to confront challenges and meet opportunities.

A member since the late 1980s, I have served as: a director; as editor, *Along the Towpath*; First Vice President; and currently serve as President. The year 2004 marked my first Through-Hike. I hold up our involvement in restoration and support of the Park and endorse a close relationship with the National Park Service as advocate and watchdog. Further, I strongly believe that we have an obligation to this and to future generations to ensure that the C&O Canal National Historic Park, created by the people, remains *a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door - - a wilderness area where we can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns* (Justice William O. Douglas). Guided by this spirit, bearing this obligation in mind, and with your help, I will endeavor to serve a second term as President, C&OCA.

First Vice President:

Barbara Sheridan, La Plata, Md.

I believe the C&O Canal NHP is one of the greatest historical and recreational resources on the east coast. I derive great pleasure from hiking, biking, canoeing, camping and learning more about the historical significance of the Canal while enjoying the fellowship of other Association members. Completing both the 1999 and 2004 Douglas through-hikes will always be two of my greatest memories.

I have been a member of the Association since 1997 and have been a level walker (2 levels) for most of that time. I served as a board member from 2001 thru 2004 and was elected 1st VP in 2005. I coordinated the 2004 through-hike and also served as the Registration Committee Chair. I have been the Membership Committee Chair since 2000 and am active in the newly revitalized VIP Program.

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

Second Vice President and Level Walker Chairman:

Bill Burton, Warrenton, Va.

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

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

Recording Secretary:

Bill Holdsworth, Rockville, Md.

I would welcome the opportunity to serve as the Secretary of the C&O Canal Association, an organization that plays a vital role in maintaining one of the nation's historic treasures. I have been a member of the association for over 10 years. I participated in the 2004 Douglas Hike. I organized the motel shuttle operation for those hikers not wishing to camp. The 2004 Douglas Hike was my second thru-hike. I am a program manager in the Finance Office of the National Oceanic and Atmospheric Administration. I have seven years' experience as Secretary of the Potomac Chapter of the National Railway Historical Society.

Treasurer:**Linda Willard**, Rockville, Md.

My husband and I retired from the Federal government early in 2002. We joined the Canal Association shortly before retiring, and so are comparative newcomers. We have participated in various events, including last years' Douglas thru hike (as Motel Muffins).

With seven years' experience as Chief, Audit Standards Division of the Defense Contract Audit Agency, I recognize the importance of good internal controls to any organization and the necessity of clearly communicating financial data. I have served as treasurer of the C&O Canal Association for two years. My goal is to automate the accounting system this year. My campaign slogan (assuming I need one) is, "Financial statements exist to inform the user." In a nonprofit organization, board members are the primary users, but all members should be users. My campaign promise (again assuming I need one) is, "If you want help understanding C&OCA's financial statements, send me an e-mail and I'll explain."

I am willing to serve one more year as treasurer. I've said any time the subject came up, "One year to learn it, one year to get it running smoothly, and one year to admire your handiwork." This is Year Two. It isn't running smoothly YET, but I have high hopes for a software package I bought recently (specifically for not-for-profit entities).

Information Officer:**Bill Onorato**, McLean, Va.

I am interested in serving in the position of Information Officer of the C&O Canal Association because I am a firm supporter of its goals and programs to preserve, protect and improve the canal. I am a frequent user of the towpath - at least three times a week - and a level walker for two levels between Lock 10 and Swain's Lock. I retired from full-time work at the World Bank several years ago and have pursued a very active life, with hiking and adventure travel as a central core. I am a graduate of Cornell, Penn and the University of Cambridge. I am a lawyer by profession and an environmentalist at heart and in my actions. I would be happy to bring my professional and personal skills to the position of Information Officer, if elected.

BOARD OF DIRECTORS**Nancy Long**, Glen Echo, Md.

The C&O Canal National Historical Park is a linear, fragile length of land possessing extraordinary beauty - and it is subject to increasing incursions into and around its natural and historical environment from many directions. Some of the problems, present and emerging, are: burgeoning populations in search of park experiences; economically depressed towns looking to the canal as a tourist attraction, a panacea, to solve their money problems; developers seeking to exploit the canal and river by bringing inappropriate development to the boundaries of the park; seekers of extreme recreational experiences who may be insensitive to the atmosphere and amenities the park offers; and insensitive owners of adjacent land thoughtful only of their own desires without concern for the public interest.

Along the Towpath

With these concerns in mind, I propose that we revive the Association's watchdog responsibilities, and resolve to: work more closely with other groups having an interest in the canal and river; make ourselves better known to towns and other jurisdictions along the park's boundaries; make certain we know about zoning plans and other potential development plans along the boundaries and across the river; and watch for actions such as tree removal on adjacent lands and misuse of park resources and structures.

I have been a member of the Association since 1969 and have served as president, secretary, board member, hike chairman and newsletter editor and columnist. Currently I am a member of the board, and of the special projects and editorial review committees.

I am one of two Montgomery County representatives to the C&O Canal National Historical Park Commission established by the law that created the park. The commission's mandate is to advise the Secretary of the Interior or his/her designee on general policies and specific matters related to the administration and development of the park. As a Commission member and its first chairman, I have developed a keen sense of the C&O Canal NHP as a complete entity, not as a segmented collection of local parks.

While I believe that our board of directors should always have new people among its membership, I also believe that there should be members that offer continuity of knowledge and experience to the board.

Bill Hibbard, Williamsport, Md.

I have been literally and figuratively close to the C&O Canal ever since I retired ten years ago. My home in Williamsport borders the park - I can stand with one foot on my property and the other in the park. I have been a volunteer in the Williamsport Visitor Center for almost the entire time, gaining a familiarity and appreciation of the Canal's history, the Park operation and the ways we serve the public. Serving on the association board the last three years has provided an insight to the broader operation of the entire Park.

My degree is in electrical engineering and my professional experience is 35 years as a space system engineer at NASA's Goddard Space Flight Center, a background not obviously appropriate to a 19th Century historical site. As one might expect, my interest in the Canal is focused on the technical and engineering aspects. I leave the activism and fund raising to other, better qualified, board members.

Stephen DeLanoy, Bethesda, Md.

I have been a member of the C&O Canal Association since about 1990. I joined because I wanted to give something back to the canal and river that I love and that has been such a big part of my life. My relationship with the C&O Canal started when I was four years old. With all its beauty and wonderful memories, I've come to feel that the canal is my own backyard; one that I share with all who come to enjoy it. During the floods of 1996 I worked with the VIP Workdays in cleaning up our canal and park. The best part was all the thousands of people who love the canal and came out to help! I'm one of the founding members of the C&O Canal Bike Patrol and have helped with the development of this group of dedicated volunteers. I have also worked

NOMINATIONS (CONTINUED)

with members of the National Park Service on the steering committee for the C&O Canal Bike Patrol.

In 2002 I was elected to the board and would like to continue in that role for another three years. I would like to help with the Widewater partnership. Being on the Bike Patrol, I see many people having great difficulties getting over the rocks. I have had to help many people with first aid from injuries received trying to get over those same rocks!

This is such an incredible association with all the wonderful things we've done with and for our canal and park. I would like to see our membership increase with more people who love the canal the way we do.

Marlow Madeoy, Ashburn, Va.

I would like to be nominated as a member of the board of directors for the 2006 election. I have been an active member with the C&OCA since 1987 and know the C&O Canal well since 1975. I have interest in the historical and environmental aspects of the canal as well as have the passion of walking along the canal for personal reflection. Currently, I'm a volunteer level walker on the towpath between Point-of-Rocks and Catoctin Aqueduct.

Outside of C&OCA, I served as treasurer for the railroad club for eight years and led numerous hikes for the Center Hiking Club for twelve years. I hold a bachelor's degree in geography and have completed some graduate level coursework. Currently, I work for the federal government as a nautical cartographer.

My purpose for serving on the board is to show leadership to the Association and to the citizens who live in surrounding communities along the entire towpath. My first agenda as a working board member would be to determine the strategies for reaching out to young members and the incentives for retaining them. Furthermore, C&OCA needs to tap into people from different cultural backgrounds that use the towpath but aren't well aware of our Association's existence. With all this being said, our Association will need to look into the future. If I get your vote, I assure you that I will work at my professional capacity to further the Association's continuing mission.

Dorothea Malsbary, Silver Spring, Md.

I am interested in serving on the board of the C&O Canal Association, for a number of reasons, primary among them is my desire to take a leadership role in three areas. I want to help expand the C&OCA membership and activities in areas above Frederick (beyond Harpers Ferry). I would also like to work with and encourage C&OCA members to participate more actively in, attend and submit presentations at the World Canals Conferences, especially the next one, which will be in Pennsylvania. I think the Association has a lot to give and a lot to learn at these meetings. As a member of other trail groups I also feel strongly that I would like to strengthen partnerships among the C&OCA and other like-minded recreation and conservation groups in the area.

I have lived in the DC area since 1980, and under the auspices of the MD Volkspport Association I walked the entire towpath in segments about eight years ago. I joined the C&O

Canal Association after interviewing Carl Linden and Ken Rollins for a paper I was writing on the Monocacy Aqueduct restoration project while I was pursuing a certificate degree in historic preservation. I am a level walker in the Harpers Ferry vicinity. Through these activities I became interested in canals around the world and have attended the World Canals Conferences in Montreal, Edinburgh, and Sweden and plan to go to the upcoming conferences in Bethlehem, Pennsylvania and Liverpool, England.

I retired from the US Public Health Service in 2003, and now do historic preservation work. My husband, Dick, and I are building a house in the eastern panhandle of WV, west of Martinsburg, but will also keep our house in Silver Spring, MD. I believe my energy and these dual home locations will give me an advantage in serving the Association, if I am elected to the board.

COMMITTEE REPORTS

Environmental Committee Report

by Fred Mopsik, Ned Preston, and Ron Howard

The National Park Service has not yet issued an Environmental Assessment of Georgetown University's proposal to build a private boathouse on a site now within the canal park, and the document is being redrafted. In numerous letters to editors and officials, C&OCA members and other citizens have continued to point out that this controversial project requires a full Environmental Impact Statement rather than an Assessment. They have also continued to show their opposition to the GU plan by distributing leaflets on weekends, an effort organized by the Defenders of Potomac River Parkland coalition, to which C&OCA belongs (see the Defenders' web site www.savethecanal.org).

During October and November, Defenders representatives made presentations explaining the issue to the Advisory Neighborhood Commissions with jurisdiction over two Washington areas, DuPont Circle and Foggy Bottom/West End. As support for the Defenders grows, the Montgomery Sycamore Island Club recently became the 19th organization to join the alliance.

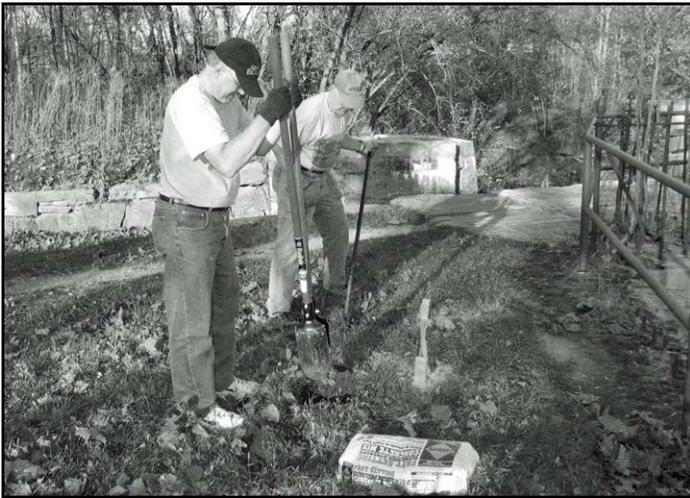
On September 8, the *Washington Post* reported that the Maryland-National Capital Park and Planning Commission had reached a settlement with Daniel M. Snyder and his wife Tanya, owners of an estate bordering the canal park near Swains Lock. According to the article, the terms included an agreement by the Snyders to pay \$37,000 to Montgomery County in connection with the removal of 130 mature trees from their property.

Congressman Chris Van Hollen has organized a group, now known as the C&O Canal Stewardship Task Force, which is looking into ways to ensure that incidents such as the Snyder tree-cutting will not be repeated. It is composed of about 20 members, including C&OCA representatives. The task force has submitted to the Montgomery County Council Transportation and Environment Committee proposed amendments to the county's Forest Conservation Law. These amendments would strengthen the law considerably and provide for more severe penalties. The proposed amendments will be considered by the Council in December.

VIP Efforts Continue to Help the Park

by Jim Heins

During the past quarter, our Volunteers in the Park (VIP) workers have again performed admirably. In August, a small but highly energetic group tried to paint the town red – but actually painted part of Georgetown an NPS brown. In addition to first-time painting of some surfaces, signs, posts, and ramps received a renewed coat (even some too-nosey park visitors got their share of brown paint). Our work received many compliments.



Above, John Betting and Denny Sloppy tackle the hard task of digging holes for installation of a wayside exhibit. Below, Skip Magee and Rachel Stewart wield paint brushes in Georgetown. Photos: Jim Heins



In early September, we installed seven wayside exhibits between Lock 10 and Georgetown. They seemed to get immediate attention and consequently, though a bit of hard work, this is a very satisfying type of job. Also in September, another ambitious group transformed the Fletchers Boat House vicinity into a much cleaner and attractive area. Picnic tables were repaired and repainted, grills were cleaned, and a great amount of trash and recyclable items were removed. Here too, it was interesting to see the results of visitors' not heeding the "Wet Paint" signs.

In October, VIP members gave Great Falls Tavern an ex-

tensive cleaning in preparation for the "Life and Death on the Canal" living history event (if you didn't see it, don't miss it next year.) A number of the VIP volunteers also participated in the presentation itself. *Our wonderful volunteers know no bounds!*

In November, a hardy group of six volunteers installed five wayside exhibits in the Williamsport and Hancock areas. Collectively, they spent over 63 hours on that project, due to some tough digging conditions. In addition to VIP co-chairs Jim Heins and Steve DeLanoy, they were Mike Cianciosi, Skip Magee, John Betting, and Denny Sloppy. They earned special recognition for a difficult but rewarding day. By the time this report goes to press, one more project dealing with wayside exhibits will have been completed between Violettes Lock and Whites Ferry. We have been meeting with NPS folks to develop activities for next year. It is an ambitious list of projects: see next year's calendar on page 12.

So far this year, we have had participation from 31 different members for one or more projects. Since our last report in September, the following energetic folks have volunteered time with us: John Betting, Bill Burton, Mike Cianciosi, Steve DeLanoy, Neil Gilliam, Jan Heins, Jim Heins, Wally Heins, Emily Kirby, Rod Mackler, Skip Magee, Drew McLane, Sandy McManaway, Ray Mushal, Marion Robertson, Harriet Rotter, Helen Shaw, Barbara Sheridan, Denny Sloppy, and Rachel Stewart. A few of this group are not C&OCA members, but all have a wonderful desire to help.

We would very much like to see even more involvement from additional members, since a relatively small group has provided the lion's share of time to date. Please check next year's schedule, and give some thought to joining us in helping to brighten up our park and give a little back to this wonderful natural and historical area.

Trail Connection Grows Nearer

The Fall issue of *Trail News*, a newsletter of the Allegheny Trail Alliance, reported that Maryland officials have secured from CSX the final tract of land needed to complete the state's section of the Great Allegheny Passage. The land acquisition makes it possible for the trail to continue into Cumberland and join the C&O Canal towpath at Canal Place. Progress on the trail has continued since the six-mile section from the Frostburg Trailhead to the Woodcock Hollow Trailhead opened in August. The newsletter noted that Allegheny Highlands Trail of Maryland (AHTM) hopes to open bidding soon on completion of the final section of the trail into Cumberland.

A Note on Digital Communication

Please remember that C&OCA's web site, www.candocanal.org, is available in those long, empty periods between issues of *Along The Towpath*. A timely feature of the site is a printable form that can be used for holiday gift memberships. (This may appeal to those who are reluctant to cut up their valued copy of *Towpath* by using the form on page 7.)

C&OCA also sends monthly electronic updates, and occasional special alerts, to those members whose e-mail addresses we have on file. If you have not been receiving those messages and wish to do so, please notify us at presto77@verizon.net.

C&OCA CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT (see also NPS activities on page 22)
Dec 10	Sat	Volunteers in the Park (VIP) installation of wayside exhibits. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Dec 11	Sun	Carol Sing at Great Falls Tavern, 1 p.m.
Dec 31 2005	Sat	New Year's Eve Hike at Fletcher's Boat House (mile 3.13) at 2 p.m. Contact Pat White, 301.977.5628
Jan 1 2006	Sun	New Year's Day Hike at Fletcher's Boat House (mile 3.13) at 10:30 a.m. Contact Pat White, 301.977.5628
Jan 29	Sun	Continuing Hike Series. Meet at Lander Lock (Lock 29) at 10:30 a.m. to hike downstream. Contact Pat White, 301.977.5628
Feb 5	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
Feb 25	Sat	Continuing Hike Series. Meet at Antietam <u>Campground</u> , 10:30 a.m. to walk downstream. Park near the aqueduct. Contact Pat White, 301.977.5628
Mar 4	Sat	C&OCA Annual Meeting at Williamsport American Legion Hall. Two options for activities, 10 a.m.; Meet the Candidates, 1 p.m.; Meeting, 2 p.m.; Happy Hour, 4:30 p.m.; dinner, 5:30 p.m. See p. 1 for details. A registration form is inserted in this issue.
Mar 18	Sat	Volunteers in the Park (VIP) work party. Paint the canal boat <i>Georgetown</i> and clean the dry canal at the terminus. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Mar 26	Sat	Continuing Hike Series. Meet at Paw Paw Tunnel parking area at 10:30 a.m. to walk upstream. Contact Pat White, 301.977.5628
Apr 2	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Apr 8	Sat	Volunteers in the Park (VIP) work party. Potomac Watershed Project at Great Falls Tavern. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Apr 29	Sat	Douglas Memorial Hike, featuring the recently improved Widewater area. Park at Great Falls. Buses will transport us for 10, 6, 4 or 3 mile hikes. More information will appear in the March issue.
May 6 & 7	Sat & Sun	Bike rides and camping in the Williamsport area; demonstration of basic bicycle maintenance. Contact Tom Perry, 301-223.7010.
May 7	Sun	Continuing Hike Series. Meet at Nolands Ferry to hike upstream, 10:30 a.m. Access is by New Design Rd. Contact Pat White, 301.977.5628
May 13	Sat	Volunteers in the Park (VIP) work party, 9 a.m. until noon. Billy Goat Trail restoration with Potomac Appalachian Trail Club Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
May 20 & 21	Sat & Sun	Two one-day canoe trips on the Monocacy River. Contact Barbara Sheridan, 703.306.6549.
Jun 3	Sat	Presidents' Day at Little Orleans. Breakfast at 8:30 a.m., with hike to follow. More information will appear in the March issue.
Jun 4	Sun	Board Meeting at Williamsport Memorial Library, 1 p.m.
Jun 10	Sat	Volunteers in the Park (VIP) work party. Paint the Great Falls mile Barn. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Jun 17	Sat	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge, 301.530.8830.

DATE	DAY	EVENT (see also NPS activities on page 22)
Jun 24	Sat	Hancock Barge Bash. More information will appear in a later issue.
Jun 24 & 25	Sat & Sun	Oldtown Summer Fest. Contact Vicki Koch at 301.777.0293
Jun–Aug	Sat & Sun	Volunteers needed to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman, 540.888.1425
Jul 8 & 9	Sat & Sun	Cumberland Canal and Rail Fest. Contact Ranger Rita Knox, 301.722.8226
Jul 8	Sat	Volunteers in the Park (VIP) work party at Marsden Tract (tentative). Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Jul 15	Sat	Canoe trip, Brunswick to Monocacy. Contact Barbara Sheridan, 703.306.6549.
Jul 29 & 30	Sat & Sun	Bike ride from Hancock to Little Orleans. Camp or stay at a B&B, then return next morning. Contact Tom Perry, 301.223.7010.
Aug 6	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug 12	Sat	Volunteers in the Park (VIP) work party. Painting at Georgetown Dock. Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Aug 26 & 27	Sat & Sun	Williamsport Canal Days at Cushwa Basin. Contact Tom or Linda Perry, 301.223.7010.
Sep 12 - 14	Tues - Thurs	World Canals Conference in Bethlehem, Pa. Visit www.delawareandlehigh.org or www.canals.org for information.
Sep 23	Sat	Volunteers in the Park (VIP) work party. Painting and general clean-up at Pennyfield (Lock 22). Contact Jim Heins (301.949.3518), Steve DeLanoy (301.879.0013) or c&ocanalvip@toyhouse.org.
Sep 30	Sat	Canoe trip in the area of Balls Bluff. Contact Bill Burton, 703.801.0963.
Oct 1	Sun	Board meeting at the home of Tom and Linda Perry in Williamsport, 12 noon.
Oct 4 - 9	Wed - Mon	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry, 301.223.7010.
Oct 14 - 16	Sat - Mon	Canoe trip in the western section, itinerary to be announced later. Contact Barbara Sheridan, 703.306.6549.
Oct 21	Sat	Continuing Hike Series: hike on the Billy Goat Trail at Great Falls (signing of waiver required); cookout at 4 p.m., followed by "Life and Death on the Canal." Contact Pat White, 301.977.5628
Oct 28	Sat	Volunteers in the Park (VIP) work party, details to be announced.
Nov 4	Sat	Heritage Hike in the area of Ft. Frederick State Park, 250th Anniversary Celebration.
Nov 18	Sat	Volunteers in the Park (VIP) work party, details to be announced.
Nov 19	Sun	Continuing Hike Series. Park at Cohill Station (mile 130) at 10:30 a.m., walk downstream to Little Roundtop. Contact Pat White, 301.977.5628
Dec 2	Sat	Frostbite Hike on Goldmine Trail at Great Falls, 10:30 a.m. Contact Carl Linden, 301.229.2398.
Dec 3	Sun	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec 9	Sat	Volunteers in the Park (VIP) work party, details to be announced.
Dec 10	Sun	Carol sing-along at Great Falls Tavern, 1 p.m.
Dec 31	Sun	New Year's Eve <u>2006</u> Hike from Monocacy Aqueduct parking lot, 2 p.m. Contact Pat White, 301.977.5628

FROM THE ASSOCIATION

From the President

All's Slack At Big Slack

You may recall that at our annual meeting last March, I announced restoration of the Big Slackwater area of the C&O Canal as a major project. The detour is extremely dangerous. The narrow highway contains many limited-sight areas where it is difficult for drivers to see hikers and bikers traveling the detour. Indeed, with the current work below Great Falls at Wide-water, "Big Slack" is the only area of discontinuity of the towpath.

Unfortunately, over the last year, little progress has been made on the project to restore Big Slackwater. After many hours of work, we suffered a setback last summer when it became necessary to cancel a tour of the area via boats. For the safety of the users of the canal and restoration of the continuity of the towpath, it is incumbent on us to move forward.

You did it for the Monocacy Aqueduct. Now it's time for Big Slackwater. I trust that you will support C&OCA's efforts through your ideas and through your financial contributions. In November, I wrote letters to our members in Washington County in the hope of finding a leader for the Big Slackwater effort, as well as several volunteers to serve on the Big Slackwater Restoration Committee. I hope that anyone in that county, or elsewhere, who is interested in assisting in this important work will contact me.

Once complete, we will bask in the pride and satisfaction of having a continuous towpath and a safe transition for hikers

and bikers. If you have any questions or want to discuss your thoughts and ideas, please call or e-mail me (703.590.5568 / rper-ry5568@comcast.net). Thank you.

No Slack At Big Slack!

— Bob

From the Editor

As the announcement on the opposite page indicates, I will be passing on the editorial baton during 2006. Although I may linger on in the job for one or two more issues, it's more than likely that an eager successor will be in place before March. For that reason, I'm taking this opportunity to thank the C&OCA leaders and members for their kind support and cooperation.

Editing *Along The Towpath* has been a great pleasure — as well as an education. I'm still no master of canal lore or terminology, but at least I have been successfully introduced to such entry-level mysteries as the correct spelling of Conococheague and whether "lockhouse" is one word or two. For this, and much else, I especially wish to thank the lynx-eyed members of the editorial committee, Dave Johnson, Don Juran, Carl Linden, Nancy Long, and Helen Shaw. I'm also very grateful to the newsletter contributors, who make this publication worthwhile through their skillful photography and their entertaining and instructive articles.

Best wishes to all for the holiday season and New Year!

— Ned

ANNOUNCEMENTS

Help Needed to Reopen Big Slackwater

Volunteers are urged to serve on the Big Slackwater Restoration Committee. This new committee will provide leadership to fulfill a major C&OCA goal, the reopening of the eroded towpath between Dam No. 4 and McMahon's Mill in Washington County. Hikers and bikers are forced to use a 4.7 mile detour, largely on public roads, which is an unacceptable situation. For more on this opportunity, see the "From the President" column above.

Editor Wanted

C&OCA is seeking a new editor for our quarterly newsletter, *Along the Towpath*. This volunteer position offers a rewarding opportunity to serve our members by helping to inform them about programs, events, and issues affecting the canal park. Those wishing to apply, or to receive further information about the post, may contact association president Robert Perry at 703-590-5568 or rperry5558@comcast.net. The current editor, Ned Preston, is also available to discuss what the job entails (301-530-8153 or presto77@verizon.net).

Logo Design Contest

Members are invited to enter a contest aimed at deciding upon a new C&OCA logo. The new design should be less detailed and more easily printable than the historic C&O Canal Company seal that appears on the front page of this newsletter; however, adoption of the new logo will not preclude continued use of the Company seal as an additional symbol of the Association.

Participants should submit their sketches to Projects Committee chair Carl Linden, C&OCA, P.O. Box 366, Glen Echo, Md. 20812. All entries will become the property of the Association. Dave Johnson, Barbara Sheridan, and Helen Shaw have volunteered to judge the entries, with the objective of recommending the winning design to the board for adoption as an official logo.

Catoctin Aqueduct Partnership

On December 4, C&OCA joined a group of organizations that are partners in the effort to rebuild Catoctin Aqueduct. Information on the project is available at www.catoctinaqueduct.com.

Continuing Hike Series

by Pat White

Come join us! These are our small intimate hikes, with usually fewer than 15 participants, in which we take time to investigate the area and get to know each other. We will be using the tow-path in an out-and-back fashion on most hikes.

The two New Year's Hikes this year will start at the Fletchers Boathouse parking lot at 2:00 p.m. on New Year's Eve and at 10:30 a.m. on New Year's Day. Lunch in Georgetown is an option for the hike on New Year's Day, 2006. We will hike upstream on December 31 and downstream on January 1. On Sunday, January 29, we'll meet at Lander Lock and check out the restored lockhouse and the Catoctin Aqueduct. On February 25, we'll meet at the Antietam Walk-in Campground and investigate the Antietam Aqueduct.

The complete schedule can be found in the Calendar of Upcoming Events on page 12. For further information, please contact me at 301-977-5628.

A New Canal Museum Opens

by Tom Perry

As you head south on I-95 and cross from Virginia into North Carolina, you might want to take a break at the first exit (Roanoke Rapids, Exit 173) and visit a brand new museum telling the story of the Roanoke Canal (1823-1885).

The locks in the area where the museum stands carried boats around dangerous rapids, and the museum itself is a relic from the time when the disused canal was harnessed to produce electric power. The Roanoke Canal boasts some of the best examples of nineteenth century canal building, and an eight-mile trail enables visitors to see the canal and its supporting structures.

The parking area is very accessible from the interstate. Current museum hours are currently 9-4, Tuesday-Saturday, and may be extended in the spring. The trail is open all week. Admission is free.

More information on the Roanoke Canal is available at 800-522-4282 or www.visithalifax.com.

THE ASSOCIATION WELCOMES NEW MEMBERS

John E. BOWEN
Thomas R. COOK
Dottie COUSINEAU
Richard GOODMAN
Gary HARVEY
Fred HERSHENFELD
Bruce R. HOPKINS
Karen JONES
& Bill NIEDRINGHAUS
Abner J. KAPLAN

Bethesda, MD
Baltimore, MD
Fairfax, VA
Mechanicsburg, PA
Vienna, VA
Laurel, MD
Kansas City MO
Springfield, VA
Baltimore, MD

Chris KNOPF
Lawrence KOKAJKO
Keri LEAMAN
Gerard & Germana MITCHELL
Richard RADHE
Jim & Polly REIERSON
Joel & Elizabeth TICKNOR
Peter VLIET
Don & Vell WALLINGTON

Cleveland Heights, OH
Damascus, MD
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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*. Contributions received after October 31, 2005, will be acknowledged in a future issue of the newsletter. Donation options currently include: the C&O Canal Fund (a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park); the Davies Legal Defense Fund; and the Big Slackwater Fund to restore the tow-path between miles 86.7 and 88.1 so that hikers and cyclists will no longer be forced to detour around that area.

Corinne J. AXELROD
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William and Carmel CLEM
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Tom COOK
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Shizue and John HOWE

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Abner KAPLAN
Michael MARMER
Louise RANSOM
Jessica RENNER
Ruth SEXTON
Jayme A. SOKOLOW
Peter VLIET

ON THE LEVEL by Level Walker Chair Bill Burton

Trash removal has always been an important responsibility, although not the only one, of the level walkers. As an item of interest, from October 1, 2004 through September 30, 2005 (the Federal fiscal year) level walkers reported collecting and removing 200 small bags (grocery or NPS size) and 68 large, 30-gallon bags of trash from the park. Several other items such as tires, a typewriter, metal cabinet, etc, were either removed or reported to NPS for pickup. All of this work is another example of the Association's support of the park. Not only is the appearance of the park improved for other visitors, but the workload of the Park Service's limited staff is reduced so they can focus more on the never-ending maintenance issues. Many thanks for all your time and support in trying to keep the park completely "trash free".

Three members, **John Popenoe** and **Carroll and Phyllis Yingling**, have resigned as level walkers after years of supporting the program. Their volunteer time and efforts have been appreciated and will be greatly missed. On the positive side, five members have agreed to become level walkers; **Dorothea Musgrave Malsbary**, **Karen Gildea**, **George Kennett**, **Emily Kilby**, and **Skip Magee**. Welcome to the Level Walker program of the C&O Canal Association, and thank you for volunteering.

Level #1, Tidlock to Incline Plane; 8/17, 9/2, 9/10, 9/16, 9/23, 9/30, 10/9, 10/16, 10/29, John Barnett noted the canal boat is now parked on its winter platform and that the Visitors Center in Georgetown is now closed until Spring due to restoration of the building.

Level #5, Lock 14 to Bridge at Cropley; 8/18, Bobbie Thorberg complimented the Park Service on a nice job improving the towpath, especially the area before Mile Post 12 near Cropley.

Level #7, Great Falls Tavern to Swains Lock (21); 10/23, Alan and Becky Hedin observed a photographer attracted to mushrooms growing in the hollow of an upright tree and sighted giant puffballs, almost as large as soccer balls, growing between the towpath and river near Great Falls.

Level #9, Pennyfield Lock (22) to Seneca Aqueduct; 9/26, Mike Schuchat reported a new display about Civil War history and Rowsers Ford at Rileys Lock, and that there is no longer a bench at Lock 23.

Level #10, Seneca Aqueduct to Milepost 25; 10/30, William Hermann saw lots of visitor activity on a beautiful day and found the towpath in excellent condition.

Level #11, Milepost 25 to Sycamore Landing; 11/1, Sandy and Marv Kahn noted the pump at Horsepen Branch Hiker-Biker Campsite had been winterized, and spotted a lot of tadpoles in the prism.

Level #12, Sycamore Landing to Edwards Ferry; 10/1, Skip Magee reported the parking area at Sycamore Landing was quite littered with trash, including a tire, all of which he removed.

Level #16, Woods Lock (26) to Monocacy Aqueduct; 10/29, Mike Cianciosi commented on the new wayside exhibit sign at

the aqueduct, entitled "Monocacy Aqueduct - Too Tough to Crack" in reference to Civil War activity.

Level #18, Nolands Ferry to Point of Rocks; 10/10, Jed and Gaye Tucker reported that areas repaired by the Park Service earlier in the year held up very well during the recent heavy rains.

Level #19, Point of Rocks to Catocin Aqueduct; 10/28, Marlow Madeoy noted that the biblical inscription on the tree trunk near mile 49, fallen from hurricane Isabel, has faded and is being replaced by fungus.

Level #20, Catocin Aqueduct to Lock 30; 10/3, 10/16, Emily Kilby noted that ripe and fallen paw paws were very fragrant, and met 45 bikers, including 16 teenage girls from a Virginia boarding school.

Level #25, Dargan Bend to Lock 37; 9/5, Carol and Don Juran encountered almost 100 bikers on a beautiful day, and removed a large amount of trash, mostly found around the boat ramp and in the parking lot. 11/8, **Charlie Brown and Howard McGowan** reported the level in good condition and noted the recent NPS maintenance in filling potholes and washouts.

Level #26, Lock 37 to Antietam Aqueduct; 9/3, 11/12, Jack and Karen Forster talked to a group called Concerns of Police Survivors (COPS) that were doing a two-day hike in support of survivors of police killed in the line of duty.

Level #29, Lock 39 to Snyders Landing; 9/2, Jack Magarrell found very little trash on the towpath, and encountered six artists busy at their easels capturing the beauty of the Park.

Level #30, Snyders Landing to Lock 40; 10/2, Hilary Walsh reported a sign closing

the towpath on Oct 3 due to construction of the new James Rumsey Bridge. and enjoyed a 75-cent ice cream cone at Barron's Museum and Store (what a deal!).

Level #32, Marsh Run Culvert to Dam 4; 11/5, 11/11, Dave and Kathy Peterson reported the towpath and canal surprisingly clean and noted that the Big Woods Hiker-Biker Campsite showed little evidence of use this season.

Level #33, Dam 4 to McMahan's Mill; 10/30, Karen Gray reported several trees were across the path between the inlet lock and barrier at Big Slackwater.

Level #37, Falling Waters to Lock 44; 9/7, 9/20, 11/1, 11/7, Russ Meinke reported two truck tires by the towpath under I-81, and observed a crew replacing a wire on the high voltage electric lines running over the towpath.

Level #39, High Rock Quarry to Nettle RR Bridge Piers; 9/28, Jean Swank reported a towpath washout that was previously reported had been filled in with gravel and was now very smooth.

Level #42, Four Locks to McCoy's Ferry; 10/20, Carl Pedersen spotted a family of seven turkeys. 11/1, **Diane Summerhill** encountered a group from Clear Spring HS and Fairview Outdoor School studying invasive species on land, and invertebrates and water chemistry in the river.

Level #44, Fort Frederick to Ernstville; 11/5, James Biasco reported the towpath in great shape and that some potentially hazardous trees near the towpath had been cut down.

Level #45, Ernstville to Licking Creek Aqueduct; 11/12, Joe Kochenderfer encountered hikers from State College, Pa., and one whitetail deer.

Level #47, *Little Pool to Hancock*; 10/23, **John Betting** noted that the porta-john at the Little Pool Hiker-Biker Campsite had been totally destroyed by fire.

Level #49, *Round Top Cement Mill to Lock 53*; 11/12, **Bill and Sue McAllister** collected two large bags of trash, mostly from the Cohill parking area, and removed an old tire from the prism

Level #53, *15 Mile Creek Aqueduct to Lock 59*; 10/10, 10/16, **Mary and Steve Huebner** encountered a group of hikers from D.C. headed towards Cumberland, and removed sticks and walnuts from the towpath.

Level #54, *Lock 59 to Lock 60*; 9/18, **Dennis Kubicki** noted that the Park Service had filled potholes previously observed on the level, and spotted several paddlers in canoes, even though the water level was very low in the river.

Level #55, *Lock 60 to Culvert #208*; 9/4, **Karen Gray with Gary McGinnis** remarked that there was a lot of activity at Bonds

Landing, and found very little trash.

Level #56, *Culvert #208 to Lock 61*; 9/4, **Karen Gray with Gary McGinnis** noted that the water level in the river seemed to be at an all-time low.

Level #63, *Oldtown to Kellys Road Culvert*; 10/4, **Jim Preston with Nasra Sakran** reported that mile marker 167 was broken and a downspout at Lockhouse 67 was disconnected, but otherwise the towpath was in excellent shape.

Level #66, *Lock 74 to Mexico Farms*; 10/18, **Jim Preston with Nasra Sakran** removed a large amount of trash on an absolutely beautiful day.

Level #67, *Mexico Farms to Evitts Creek Aqueduct*; 9/18, **Jim Preston with Nasra Sakran** encountered a photographer at work, and about 30 bikers, while picking up three bags of trash.

THE BOOKSHELF



Two recent photographic books will be of interest to all members and others who use the Potomac and the Canal. Both books are unique!

Reviewed by Mike Schuchat

Our Potomac: From Great Falls Through Washington, D.C.

By Roy Sewall
Image Publishing, LTD, 168 pages, \$42.50

In six chapters, *Our Potomac* presents the 17 miles from Great Falls to the D.C. waterfront. The objective is to inspire the reader to get to know and experience the many wonders of the river. The Maryland and Virginia sides of the river are covered separately. The pictures are titled and the settings and locations explained.

The photography is spectacular. Some of the pictures would appear to be from the National Gallery of Art. Some were taken at dawn, some at sunset, to show familiar places in unfamiliar lighting. And some seem to have been impossible to take, but the secret is revealed to be a device called a PoleCam, a 20-foot telescoping fiberglass pole on top of which is mounted a Canon PowerShot Pro1 digital camera. The PoleCam was invented by Tom Field, who is one of Sewell's collaborators.

The flowers are treated with special care. Even the 50th anniversary hike pops up!

The C & O Canal: From Great National Project to National Historical Park

By Dorothy Camagna
Belshore Publications, 124 pages, \$32.95

A new book about the canal is a fine addition to the literature. Dorothy Camagna tells and shows the history and beauty of the canal — and the color photographs are a fine introduction to people who are not aware of the canal, as well as a reminder to long-time users of the beautiful sites to be enjoyed.

The book also explores the many travails that the project has faced. The initial objective of linking the Ohio and the Potomac rivers is discussed, as well as the construction problems, the fight with the railroad, and the litigation. Of course, the canal persevered and overcame most of the problems, with the exception of the weather.

One section explains how the canal was constructed and how its locks and aqueducts were designed and built, and others show daily life and the geological aspects of the transition from tidewater through ridge and valley to the mountains. Still other sections discuss Harpers Ferry, Williamsport, Hancock, and the other towns on the way to Cumberland.

It is a fine book overall, but the pictures are the real delight. Canal users will find their favorite views — even Bill's Place is shown.

This book is probably unique in being dedicated to the real canal heroes — the C & O Canal mules.

NOTE: The C&O Canal may be purchased through the Friends of Great Falls Tavern, with 35 percent of proceeds to benefit the drive to build a new canal boat: see page 5 for details.



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

(Continued from the June 2005 issue.)

Arthur Pue Gorman's decade-long presidency of the C&O Canal Company began in June 1872 as the Democratic Party gained control of the Maryland Board of Public Works and his own political star was rising. While he was president, he would serve in the state legislature as a delegate (1869–1875) and then a senator (1875–1881), and in 1880 he would be elected to the U.S. Senate. In *The Great National Project*, Walter Sanderlin writes of his presidency:

Contemporary observers expected him to run the company as an adjunct of Democratic Party patronage. He proceeded to live up to expectations, and in so doing built a machine that carried him to the leadership of his party in the state and to an influential position in national councils. However, he also applied his energy and acumen to the problems of the waterway, perhaps considering it a challenge to this ability. In him the canal company gained for the first time a politically powerful president, who was an energetic promoter of its interests and an able antagonist of the Baltimore and Ohio's dominance in the state (p. 229).

During the summer and fall of 1872, extreme drought seriously affected the ability of the company to maintain water levels. Gorman responded by controlling the Georgetown manufacturers' use of water and by having the government restore the feeder from the dam at Great Falls and repair Dam 1. In September 1873, a severe storm following two weeks of rain washed out many of the canal culverts and did more damage to the canal than any storm since that of 1852. Special B&O trains carrying workmen and materials facilitated repairs.

Also in 1873, a disease hit many boatmen and about the same time a disease spread among canal mules, killing many. In the midst of these difficulties, however, 91 new boats were built in Cumberland, increasing the total number of boats on the canal to 554.

As the canal prospered, nearly all \$200,000 of earlier repair bonds was paid off, with interest, leaving the preferred construction bonds as the next layer of debt. Also under Gorman, the company escaped the Sabbath law (which had been sporadically enforced) by arguing that the canal was a public highway and therefore could be open at all times.

From the fall of 1873 until 1878 the country experienced a severe financial depression, yet in 1875 Gorman laid out an ambitious program of expansion and modernization. To justify the cost

of the changes, Gorman emphasized the increasing need to become more competitive with the B&O. He cited the significant cost reduction that the railroad would achieve with completion of its third track from Baltimore to Cumberland, and the fact that it benefited from superior port facilities compared to Georgetown's and Alexandria's. He also warned about the emergence of the Pennsylvania Railroad Company as yet another powerful competitor.

Gorman argued that the company must do more than restore the canal prism to its original depth and width to increase the tonnage of the boats from 109 to 120 tons, but also must enlarge the locks to allow for larger boats. In a preliminary step toward enlargement, the upper ends of Locks 5–7 were rebuilt to a plan that extended the locks by 10 feet in the winter of 1875–1876.

Further, Gorman realized that the company must gain control of all charges on the waterway, such as terminal charges, so that it could set and maintain uniform rates as did the railroads. This led to the company's leasing of the Potomac Wharf at Cumberland. In 1876, Gorman also shepherded a law through the state legislature that compelled the Cumberland and Pennsylvania Railroad—the primary carrier of coal from the mines to the canal—to reduce its charges.

In November 1877, a disastrous flood severely damaged the canal. Although a \$115,000 loan allowed the company to make enough repairs for it to open in April 1878, much more needed to be done. Gorman was able to convince the legislature to pass an act in February 1878 that both provided for repair bonds up to \$500,000, and that also waived Maryland's prior lien on canal property. In less than three years (on June 7, 1880), Gorman would state that "from Cumberland to Georgetown [the canal] is now unquestionably in better condition than it has been at any time since 1860." (Unrau, p. 88)

In January 1880, the holders of the preferred 1844 construction bonds instituted a suit asking the U.S. Circuit Court for the District of Maryland to appoint a receiver for the canal. Their



B&O Railroad photo of Lock 30 at Brunswick, one of the locks extended with a drop gate at the upper end. Courtesy of the National Park Service, C&O Canal NHP.

stated intent was to protect their claims by preventing the further issue of new repair bonds; however, they also made a sweeping attack on Gorman, alleging that his political machinations were to blame for the canal's misfortunes. They accused Gorman and his managers of keeping their own political agents on the canal payroll, interfering in county elections, and using company funds to elect or defeat candidates.

Gorman responded by calling for a complete legislative investigation of his management of canal affairs, and a joint committee of the Maryland House and Senate was established for this purpose. The committee appears to have carried out a remarkably nonpartisan and thorough investigation, and its findings ultimately vindicated Gorman and even commended his administration. (Lambert, pp. 65-75)

In a special report to the stockholders on May 20, 1881, during the last year of his presidency, Gorman proposed a more radical way of enlarging the locks than that abortively begun with the 10-ft. extensions of Locks 5-7. This new plan called for extending the locks by 100 feet. The result would be:

that two boats may be passed through together, being coupled and directed at all times in their movements by a patented device which makes but a single displacement of the water necessary, the two boats carrying two hundred and forty tons, and both being propelled by a power which only exceeds by one-sixth that which is required to propel a single boat carrying not more than one hundred and twenty tons, and manned by the same crew required for a single boat (Unrau, p. 89).

Such coupled boats could be uncoupled to pass through locks not yet lengthened.

Gorman's intent was to make changes that could be paid for with relatively modest increases in tolls, yet that would allow the coal companies to ship more efficiently and profitably. In January 1882, engineer A. Leslie Duvall produced the drawings for the lengthening locks according to this plan. Under Gorman, 14 locks were lengthened in this manner, and two more were lengthened by his successor, President Lewis C. Smith. It appears no subsequent lengthenings were ever undertaken.

Gorman was a U.S. Senator when he left the canal in June 1882, but neither the effect of his presidency nor his involvement with the canal ended with his departure. From 1884-1887, and again from 1894-1902, Gorman was a director of the West Virginia Central and Pittsburgh Railroad Company, which was among the railroads buying up 1878 C&O repair bonds. Because these bonds involved a mortgage of the physical canal, they represented the possibility of a majority bondholder gaining control of the canal lands. For the West Virginia Central this could have meant a tidewater outlet, and for the B&O, a monopoly in the Potomac Valley.

The final president of the C&O Canal Company, Stephen Gambrell, assumed the office in January 1888. Gambrell was Gorman's brother-in-law, and it appears both men believed that the 1889 flood had finished the canal and that it should be sold. Maryland took that position as well, although in doing so it may simply have been reflecting the position of the political boss of the majority party at the time—Gorman.

A final canal-related act leaves a dark cloud over Gorman's presidency and reputation. Just prior to the court's taking control

of the company's records in 1890, Senator Gorman and President Gambrell removed many documents from the company offices. Notwithstanding the favorable conclusion of the 1880-81 investigation, this raid on the company records lends credence to the charges that the highly politicized manner in which Gorman administered the canal went beyond even the loose standards of his day.

Nevertheless, those of us who love the canal are deeply in debt to Gorman. Had he not pushed through the 1878 repair bond bill that provided for Maryland's abandonment of its lien on canal property, the B&O would not have purchased the majority of those bonds, thereby creating the situation that led to the 1890 compromise with the court handling the Canal Company's bankruptcy. That compromise established the B&O-controlled receivership and required the receivers to restore the canal and continue its operation. If the route had been auctioned (the likely alternative), the canal lands would have been used for other purposes.

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The Old Ditch Booming Hagerstown Mail, December 22, 1892

Note: Many thanks to Tim Snyder for forwarding this article from a December when the canal's fortunes seemed on the upswing. The original clipping, which was discovered by Lauren Brantner, may be seen at www.rootsweb.com/~mdalleg/canal/oldtown.htm. Its subtitle was:

Next Year a Lively Time Expected and a Great Big Tonnage— It Will Pay

The Chesapeake and Ohio canal has closed business for the season, and the hoarse voice of the driver on the towpath, the melodious bray of the mule as he plods along, and the sharp orders of the captain will not be heard again until the warm rains dispel old winter, and the verdure begins to smile along the banks. On the 17th of this month all over the line traffic ceased and the boatmen tied up for the winter. One or two, caught with a load between Cumberland and Georgetown, continued on, but will in a day or two, at the least, follow the example of their brethren, and earn their daily bread in some other manner until the re-opening of the waterway in March. (Continued on page 21.)

ACROSS THE BERM

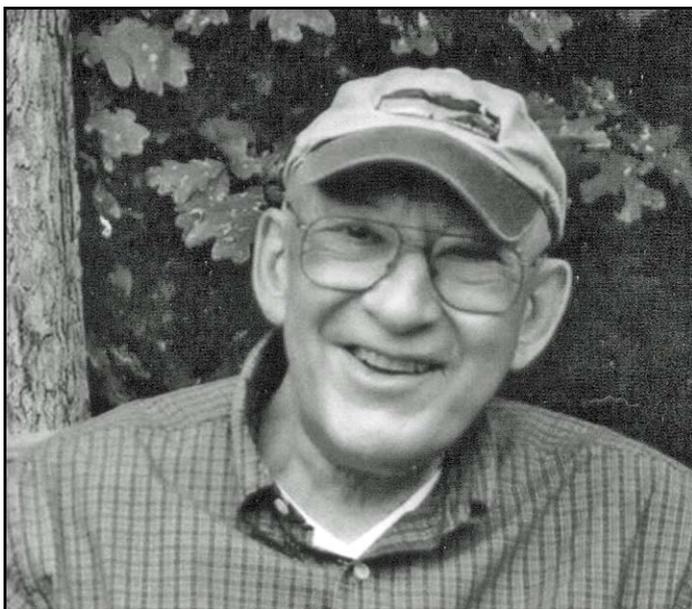
Paul William Tourigny

December 25, 1930 – October 17, 2005

by Walter Lipski

Paul was born in Lewiston, Maine, to parents of French descent, and from them learned to speak their language fluently. He was a devout Catholic, Boy Scout, paper boy, and enjoyed all sports. Paul's sister, Patricia C., was nine years younger, and he enjoyed being a big brother to her. He was educated in the Lewiston Public School System, and at 6 feet, 3 inches and 215 pounds, he became a high school football star and state champion. He often had to be the man of the house, since his father was frequently ill and died when Paul was only 21. His mother lived for another forty years, passing away in 1991.

In 1949, Paul entered Norwich University in Northfield, Vermont where he majored in economics and joined the Reserve Officers Training Corps (ROTC). He excelled as a tackle on the



Paul Tourigny in 2003

Photo: Jack Stickle

Norwich football team. He even earned an invitation to try out for the Pittsburgh Steelers, but was committed to the Army. Paul served in Communications and rose to the rank of major, spending most of his 20 years of service overseas. He received several medals of commendation, including a Bronze Star during his tour in Vietnam. Paul was also stationed in West Germany, Japan, and Zaire (the Congo), where he enjoyed his spare time traveling and getting to know the locals, conversing easily in French. While in Japan, he hiked to the top of Mount Fuji, whetting his appetite for strenuous hiking.

When he retired from the Army in 1974, Paul chose to "follow his bliss". From his early youth, he had always been sports- and outdoors-oriented, preferring to be active whenever possible. Hunting, fishing, and downhill skiing were sports that he enjoyed and continued. Backpacking was new to him, and

required time, which he now had.

In the summer of 1974, Paul hiked most of the Maine section of the Appalachian Trail (AT) with his nephew, John C. Charest, then age 13. Paul was hooked, and the next year, they both hiked the Long Trail (LT) in Vermont, from the Massachusetts border to Canada. He now had a yearly plan. In 1976, he completed the remainder of the AT from Georgia to New Hampshire (and picked up the nickname "Bigfoot" from the imprint of his size 14 lug-soled hiking boots). In the following year, he hiked the LT again, but this time from north to south. In 1978, Paul completed his second walk of the AT, from Georgia to Maine, in late September. In North Carolina, he met Walt Lipski, a hiker from New Jersey with whom he was to share many later experiences.

In the years that followed, Paul's various activities included developing a regular daily walking routine: about six miles in the early morning and three miles in the early evening. He claimed to be "a very well conditioned overweight man", as he did love to eat, especially ice cream. Paul backpacked the Bruce Trail in Ontario, Canada, the Florida Trail, and the C&O Canal towpath in 1987.

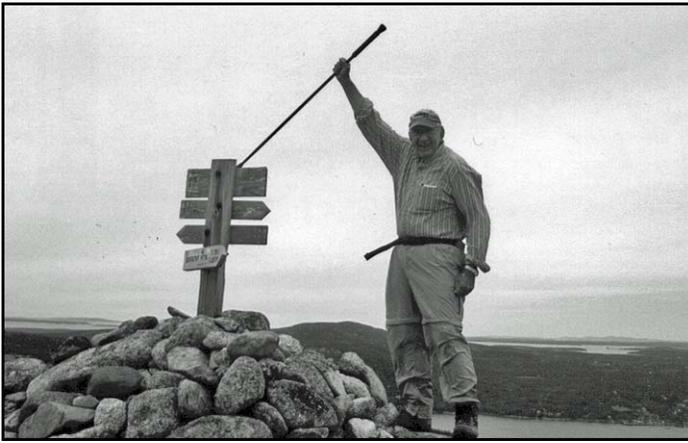
On this first trip along the canal, he heard about the C&O Canal Association, the organization that supported and helped maintain the towpath. He learned that the Association came into being as a result of the efforts of Justice William O. Douglas, whose famous hike in 1954 resulted in the creation of a national park. Paul was captivated, and in 1985 joined the Association, eagerly awaiting the 1989 Douglas Memorial Hike. This hike turned out to be a bit different, but what a great experience! Tent, sleeping bag, and extra clothes were stowed away in a sag wagon for *delivery* to every campsite along the way. Just take what you need from the lunch table, put it in your small pack with your other essential things, and walk 13.5 miles a day for 14 days.

Paul participated in other Douglas Hikes in '94 and '99. Due to ill health, he was able only to walk the last day of the 2004 Hike, shunning the canal boat ride at the end, but attending the banquet. He also attended other activities of the Canal Association whenever he could.

Early 1992 found Paul in North Port, Florida, where I joined him to hike the Florida Trail and various State Parks, as well sightseeing and sunshine. Paul told me about the C&O Canal, and that April we hiked the towpath in 10 days, with everything on our backs. That autumn, we backpacked Ontario's Rideau Canal trail from Kingston to Ottawa.

The '94 Douglas Hike was special for Paul because of the friendly rivalry that he developed with Don Juran in a 'mock' race to see who could finish first, and in hiking and socializing with Jack Stickle and others on the trip. Don later described this rivalry in a masterful 29-stanza epic, "The Ballad of Bigfoot Paul", printed in the C&OCA newsletter. At the 2004 Douglas Hike banquet, the last that Paul attended with his wife Shirley, Don read his famous ballad, and it was well received.

Almost every spring and fall, Paul would drive to Mount Desert Island, Maine, for at least two weeks and assist as a part-time volunteer trail maintainer for the National Park Service. He hiked almost all of the trails in Acadia NP, and several times to the top of Cadillac Mountain to be the first in the continental U.S.A. to see the sun rise. To be with him on some of these adventures was a special treat.



Major Paul Tourigny on a mountaintop near Bar Harbor, Maine, in June 2003. Photo courtesy of Shirley Tourigny

Anyone who knew Paul well knew that he had a passion for sending long chatty, very detailed, letters. At first his letters were very carefully typed, in his later years they were hand-printed in a very neat, firm style. With *black* ink! A postcard from Paul was a sight to behold, his footnotes and post scripts were at the bottom, top and sides. Paul was well read, and on familiar subjects he could hold his own, and then some. He had a conservative tilt.

Early in his career, Paul spent time in Winchester, Virginia, where he met Shirley Murray. When he heard that Shirley was no longer married, he decided it was time to take action. In 1999, he finally proposed, and they were married on April 15, 2000. Paul sold his property in Lewiston and moved to Sutherland, Virginia to live with Shirley.

In 2003, Paul had surgery for lung cancer, followed by chemotherapy that seemed successful. He and Shirley tried to go on leading 'normal' lives. They took motor trips to visit friends and family, including Paul's nephew John C. Charest and his niece Diana C. (Didi) Stevens, in both of whom he took a close avuncular interest. Just after the 2004 Douglas Hike, a tumor was found in Paul's left lung, and this time, treatments proved ineffective. Paul carried on as best he could during a gradual, steady decline. He passed away on the morning of October 17, 2005. BIGFOOT is gone!

In addition to his membership in the C&O Canal Association, Paul was a member of the Appalachian Trail Conservancy, the Florida Trails Association, the Lewiston Lodge of Elks, the Lewiston American Legion Post 22, and St. John Catholic Church in Dinwiddie, Virginia. He was a life member of the Sigma Phi Epsilon Fraternity and of the Military Officers Association of America.

Interment with full military honors will be at 1:00 p.m., Wednesday, December 21 at Arlington National Cemetery. Memorial contributions for cancer research may be made to the Jackson Laboratory, 610 Main Street, Bar Harbor, Maine 04609-1526.

A Letter from Don Juran

Few people merit their nickname as well as did Paul Tourigny. "Bigfoot" was a nickname of perfection. He was big all over -- not just his imposing physical presence, but also his

Along the Towpath

heart. He was generous to everyone, and always picked up trash the last few miles of a hike. And he had a big, booming voice, amplified by a vigorous Downeast Maine accent. I think he was not capable of entering a room without speaking, but neither was he capable of being the least bit pretentious.

Bigfoot and I started a rivalry during the 1994 through-hike, each trying to be the first into camp. I was the faster hiker, but he always awoke by 5:30 and got a huge head start. Others would ask me why I tried to beat him; I'd reply that I was tired of tripping in his footprints (his Size 14 hiking boots were legendary). On one occasion he encountered a slightly muddy spot and planted in it a huge footprint for my benefit.

Not long after I heard from Jack Stuckles that Bigfoot had taken a turn for the worse, I phoned Bigfoot, 4 days before he died. Although he must have been very tired, we conversed for 7 or 8 minutes. He did most of the talking, telling me he was ready for whatever might happen, and that he was grateful not to be in pain. I'm very glad I didn't put off calling him.

I will miss him a lot. The towpath will be an emptier place without him.

The Old Ditch Booming, continued from p. 19

On the 23rd of this month, Friday, the water will be drawn off the entire length of the canal. The stoppage is caused by the refusal of the boatmen to work after the first two or three cold snaps. They fearing being ice bound. The canal is in a better condition now than it has been for the past thirty years. The banks, from Cumberland to Georgetown, are in excellent shape, and all weak points have been strengthened with solid masonry. All locks have been repaired, and there is not a defect in the whole system. During the season just closed two hundred boats were kept on the go constantly, and over 270,000 tons of coal were shipped. The shipments would have been much larger, but owing to a scarcity of boats lots of the coal went down by rail. During the whole season just closed, from March to December, not one day was lost, even in the height of the dry spell. The canal was kept filled with water, even though the river was almost dry, and the carrying capacity was pushed to the utmost.

Next season bids fair to be one of the biggest that the old ditch has ever experienced. While everything is tied up this winter all of the boatyards will be worked hard. There are three in Cumberland, Felix Baries, near Baltimore st., and Mertens Sons' two yards in Shantytown. All of these places are working a full complement of men on full time and will continue during the winter turning out boats as fast as possible. The demand for boats will, in the spring, be large, and the company will endeavor to provide all that are necessary for the business.

During the past year the yards here have turned out in the neighborhood of one hundred boats, some new and others rebuilt from the old hulks that were left, some years ago, in the basin to rot. Baries has kept twenty hands employed. He has turned out seventeen new boats and rebuilt thirteen old ones. These were turned over to Meredith, Winship & Co., Georgetown, D. C. He will run his yard all of the winter, and has received orders to go ahead and build as rapidly as possible. Mertens Sons have turned out forty-five new boats and have rebuilt almost that many more. They are pushing things, and have a busy season before them.

AROUND THE PARK

C&OCNHP Wins Award for Top Volunteer Program in Federal Government

The following text is condensed from a National Park Service news release issued on Sept. 30. (See also page 11 for an update on C&OCA's VIP activities.)

Interior Secretary Gale A. Norton today presented volunteers and employees of the Chesapeake & Ohio Canal National Historical Park with "Take Pride in America's" Federal Volunteer Program award, the highest designation for a federal agency volunteer pro-



In this detail from an NPS photo, canal park employees and volunteers participate in the award ceremony at Interior Department. Secretary Gale Norton is shown to the left of Supt. Kevin Brandt, who holds the "Take Pride in America" symbol. To Brandt's right is John Barnett, holding the award plaque. John is a veteran C&OCA level walker, whose level in Georgetown is among the most difficult on the canal, with its very high visitors usage, large amounts of litter, homeless people living under bridges, and river debris often washed into Tidelock at high tide. In addition to frequent clean-ups along his level, John provides assistance at the Georgetown Visitor's Center.

gram. The Canal's award is for its Volunteers-in-Parks (VIP) Program. "Take Pride in America" is a national partnership program that engages, supports and recognizes volunteers who work to improve the nation's public lands.

Showing a significant increase in the number of volunteers and hours contributed, over the last year the Canal's VIP program grew from 1,847 volunteers to 2,396 volunteers, who contributed an estimated value of \$840,041 to the park. One staff person directs the Canal's VIP program with the help of an intern. The program has been designed to run virtually independently in order to allow park staff to concentrate on other necessary duties.

The Canal's VIP program engages youth, students and seniors in volunteering as: bike patrol members; administrative workers in visitor centers; campground hosts; living history interpreters; docents at lock houses; trail maintenance volunteers; resource management assistants; observers who conduct annual winter bird surveys; and level walkers who walk the towpath and update park staff on conditions. The bike patrol program alone has over 160 members who contributed over 5,700 hours to the

Canal in 2004. Park volunteers removed tons of trash along the Canal and the banks of the Potomac River. VIP program members pruned 20 miles of towpath, repaired five miles of trails and engaged youth in various park programs.

In 2004, the Canal's VIP program began a "western-end initiative" designed to increase volunteers in the western end of the park. Focusing on community service requirements of schools, over 18 service projects were started with over 580 volunteers who donated 2,273 hours. In the park's eastern section, in partnership with the Potomac Appalachian Trail Club (PATC), volunteers donated time to maintain the network of trails in the Great Falls area, helping to keep popular trails open and safe.

Projects Update

A section of the towpath near Shepherdstown that was closed in October due to demolition of the old Rumsey Bridge has reopened. The Georgetown Visitor Center will remain closed until about April for renovations that will include better exhibit space, utilities, and accessibility for the disabled. Towpath restoration in the Widewater area may be completed by year's end, depending in part on favorable weather. Lockhouse restorations funded by a Save America's Treasures grant are also close to completion.

National Park Service Winter Activities

December 11, 2005, through February 2006

For information on the activities listed below, call the Great Falls Tavern Visitor Center at 301-767-3714. The Center will be open 9 a.m. to 4:45 p.m. every day during this period, except Christmas Day (Dec. 25), and New Year's Day (Jan 1). Early dismissal may possibly affect programs on Dec. 24 and 31.

Rileys Lockhouse Tours led by Girl Scouts, last day of season, Dec. 11, 1-4 p.m. The lockhouse is at the end of Rileys Lock Road (about 9 mi. west of Great Falls Tavern Visitor Center), off Rt. 190 in Seneca, MD. Not handicapped accessible.

Annual Carol Sing, Sun., Dec. 11, 1-2 p.m. Enjoy some treats, warm up your voice, and join The Friends of Historic Great Falls Tavern in a living tradition of holiday singing at the Tavern. Handicapped accessible

Holiday Decorations, Dec. 12 through early Jan., Great Falls Tavern Visitor Center. The Little Farms Garden Club will decorate the Great Falls Tavern with traditional holiday decorations in early December. The exterior decorations may be viewed any day during daylight hours, and the interior decorations may be viewed during the Center's normal visitor hours. Call the Center to confirm. Handicapped accessible.

Great Falls Area Geology Hike, Sat., Jan. 14, Great Falls Tavern Visitor Center, 1:30 to 3:30 p.m. Join geologist Callan Bentley to explore the landscape of Great Falls and Mather Gorge. Be prepared for very rocky terrain, wear sturdy shoes, dress for the weather, and carry water. This excursion is limited to 25 people and a reservation is required: call the Center by 4 p.m. on the Friday before the hike. Not handicapped accessible.

Sights and Sounds of the Season, every first and last Wed. and Sat. of each month, 10 a.m. to noon. Meet at Great Falls Tavern Visitor Center and join volunteer naturalists to explore the ever-changing seasons. Dress for the weather and wear sturdy

Along the Towpath

shoes for this two-hour walk. Not handicapped accessible.

Ranger's Choice, Sat's and Sun's, 1:30 p.m. (ending time varies). Join a park ranger for a demonstration, talk, or walk to learn more about the park's resources. Call or stop by the Great Falls Visitor Center on the day of the program to find out the ranger's choice for the day. Programs begin at the Center; some of them are handicapped accessible.

C&O CANAL NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O CANAL NHP Headquarters

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

General number	301-739-4200	
Superintendent	301-714-2201	Kevin Brandt
Deputy Superintendent	301-714-2201	Bob Hartman
Chief Ranger	301-714-2222	Dwight Dixon, Acting
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	Nichol Albus
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

Palisades District, extending from Milepost 0 (Tidelock) and to Milepost 42.19 (Monocacy River):

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854

District Ranger	301-767-3720	Ryan Peabody
Fee Collection Supervisor	301-299-3603	Paul Johnson

Georgetown Visitor Center

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

Supv. Park Ranger, Interpretation		Kathy Kupper
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Great Falls Tavern Visitor Ctr.

11710 MacArthur Blvd., Potomac, Md. 20854

Supv. Park Ranger, Interpretation	301-767-3702	Rod Sauter
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Western Maryland District, extending from Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

Western Maryland District

District Ranger	301-714-2236	John Cunningham,
Cumberland Subdistrict	301-722-0543	Acting
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

Williamsport Visitor Center

205 West Potomac St., Williamsport, Md. 21795

Supv. Park Ranger, Interpretation		Carla Beasley
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Hancock Visitor Center

326 East Main St., Hancock, Md. 21750

Park Ranger, Interpretation (part time)		Vacant
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Cumberland Visitor Center

Western Maryland station, Cumberland, Md. 21502

Park Ranger, Interpretation		Rita Knox
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OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
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

HAZARDS CHOH_Hazards@nps.gov

Along the Towpath

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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, mjteigen@gmail.com. C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

2005 Association Officers:

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Committees (contact at the C&OCA mailing address or tel. no. above): Archives, Molly Schuchat; Environmental, Fred Mopsik; Festivals, Rita Bauman; Level Walkers, Bill Burton; Membership Coordinator, Barbara Sheridan; Nature, Peter Whitney; Projects, Carl Linden; Programs, Tom Perry; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins and

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Chesapeake & Ohio Canal Association

Please Note:

Inserted in this issue are forms for Annual Meeting dinner reservations, and for renewing your membership.

Belonging to C&OCA is a wonderful experience that you can easily share through a gift membership . . . simply fill out the new member form on page 7.

Happy holidays!

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