



THE CUMBERLAND CHRONICLE

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June, 1972

Special Edition

SAGA Of The Western Terminus 1833-197?



View from the C & O Canal Basin, Cumberland, Md. (Circa 1910) courtesy of George L. Wellington, Bel Air, Md.

The First Struggle 1833

The C&O Canal was started in July 1828 with the vision of extending from Georgetown to Pittsburgh. By 1833 the funds which were allocated had been used and the Canal only reached Williamsport. The following memorial was sent to the congress of the United States by the Chesapeake and Ohio Canal Company on December 12, 1833.

MEMORIAL

Pursuant to a resolution of the stockholders of the Chesapeake and Ohio Canal Company, hereto attached, marked A, the president and Directors of said company beg leave respectfully to represent:

That this valuable and important undertaking is now in successful operation from the city

of Washington to Harper's Ferry, in Virginia and its advantages are speedily beginning to be felt and known to the inhabitants who reside along the line of its projection. A fertile and valuable region of country abounding in bread stuffs, and mineral and forest resources, is fast opening to commercial pursuit, and new avenues to industry and enterprise are unfolding themselves. Valuable materials, which for ages past have laid dormant on our shores and mountains, because of the forbidding expense of reaching a profitable market through this opened channel, must soon form an increased source of wealth, whereby to enrich its citizens, and to advance the general interests of the country.

Contracts have been entered into, and are in rapid progress towards completion, to a point beyond Williamsport, in Maryland, which are expected to be finished during the ensuing spring and summer, whereby a line of canal communication will be completed for more than one hundred miles west of the city of Washington.

Your memorialists are aware of the differences of opinion which exists in reference to the subject of internal improvement; they take leave, however, to say that, in the whole undertakings and plans, present and in prospect, none probably ought to be considered of higher national importance than the Chesapeake and Ohio Canal: Its importance may well entitle it to be considered a national work. Its tendency is to subdue obstacles which nature has interposed, and, in in-

terest and feeling, to unite those who in these respects are strangers to each other; thus to draw in closer ties the bonds of our Union.

Such may be the result of completing this canal to the Western waters; but, if this be an anticipation too flattering to be entertained, it is not unreasonable to say that the advantages in prospect should stimulate the parties interested to press forward its completion to the base of the Alleghany mountains, that the country may have the benefit of the many valuable materials which, even there, may be found. Timber useful to our navy and to other important purposes; valuable cements; all kinds of bread stuffs; iron ore and inexhaustible beds of coal, lie on the range and course of this canal. If the Government of the United States shall never receive any dividend

from their funds invested in this enterprise, their gain will nevertheless be great in the cheapness of living which will be afforded to the citizens of their capital, and the increased strength which it must necessarily afford to the Union. Preserve this, we should, at any sacrifice; and surely that is preferable which shall tend to bring us to a knowledge of the wants and necessities of each other, in virtue of those principles which the constitution of the country recognises.

It is not for us to argue and urge the necessity and importance of constructing and finishing this projected work; that is a subject which belongs to those whose right it is to inquire, and who are abundantly competent to decide. A large amount of public and private capital has already

(Continued On Page Two)

First Struggle

(Continued From Page One)

been expended in this enterprise, most of which must be lost if it now fail.

Entire success can only be expected from the liberality of Congress, Virginia, and Maryland, who are in interest, and the desire they may entertain to further a work which, fairly considered, promises to be of great public utility. Individual enterprise is incompetent to so great an undertaking, and yet there are persons who, to promote it, have in a spirit of liberality already embarked their fortunes beyond half a million of dollars. From the depreciated state of the stock, arising from a distrust of its final completion, any further private subscription is not to be expected.

The question for consideration is, shall the canal progress, or be arrested? The aid which Congress may afford, will at once answer the question. It is believed to be a work without the scope of the President's objections as to the subject of internal improvement, and one which Washington, the father of his country, was known fondly to cherish. It is important in a commercial point of view, and, being completed, cannot fail more strongly to unite the eastern and western sections of our country, and thus strengthen the Union. Whether a work thus defended and sustained by the highest considerations which should influence patriots and statesmen shall progress, is for Congress and the Executive to determine. The submission is made with entire confidence to their discretion and judgment.

It has been said, and often repeated, that his republic was becoming too mighty, and that ultimately it must sink and be destroyed by its own pressure. It may turn out to be true, but if true, to no cause will it be more ascribable than to a want of proper facilities to a free and friendly intercourse with each other, whereby the people of these States may be rendered one in feeling, and identical in interest. They should be so rendered, for let them become disunited in the great concerns which interest creates, and those ties which now connect and bind may be lost and destroyed. The social compact would never have been entered into, if it had not become necessary that the weak should be protected from that power which ever belongs to the strong. Make the parts of a community dependent on each, and affection and kind feeling will be the sure and inevitable result; disregard it, and schisms, and strife, and difficulties must and will arise to disturb our quiet, and interrupt our repose.

In 1828 the canal was commenced with a fund adequate to all the purposes of a beginning, but, in the opinion of one, sufficient for the completion of so great an undertaking as the connecting of the Eastern and Western waters. No one could have been so weak in thought or in calculation as to believe that without a liberal support from the Government the scheme could ever be effected. It was of immediate concern to some of the States of this Union; Virginia, Pennsylvania, and Maryland were directly, and the whole of the Western States eventually, interested. This city, the metropolis of the Union, is also materially and directly concerned, and upon its success her resources and credit have been risked. In the

same adventure the corporations of Alexandria and Georgetown, and the citizens of the District have liberally embarked their means and placed their hopes. The stock subscribed was 38,584 shares of one hundred dollars each, distributed as follows:

United States	10,000 shares
State of Virginia	2,500 shares
State of Maryland	5,000 shares
Corporation of Washington	10,000 shares
Corporation of Alexandria	2,500 shares
Corporation of Georgetown	2,500 shares
Private subscription	6,084 shares

To which add tolls received, and which have been applied to the construction of the canal \$93,552. Of which amount there was expended up to the 1st of the present month of December 1833 \$3,333,952. Leaving on hand, applicable to contracts not finished, a balance of \$618,000.00. From which, deducting on account of supposed insolvencies of individual stockholders \$100,000.00. There will remain at the disposal of the company for the further progress of the work about half a million dollars. Of this, two hundred and eighteen thousand are in six per cent. Washington city and Georgetown stocks, redeemable next July, and which, owing to the present pressure in the money market, are not at this time available to the company at par value. For the same reason, payments from individuals cannot be enforced, without occasioning much embarrassment and distress to subscribers. These facts are stated to show the necessity of early action on the part of the Government, if it be their pleasure that the work shall further progress.

In pursuance of another resolution, marked B, your memorialists beg leave further to represent that a portion of the stock remains unpaid; some of those who became subscribers have removed themselves from this section of the country, others are unable to pay, and to attempt to coerce them would only occasion litigation and expense to the company. In many instances but a single dollar has been paid on the subscription. It is proposed, therefore, that the President and Directors have authority granted to them, on giving three months' previous notice in some newspaper, to declare every subscription forfeited to the company where \$50.00 have not been paid on each share.

All of which is submitted for consideration.

By order of the stockholders and Directors of the Chesapeake and Ohio Canal Company.

John H. Eaton, President

The House and Senate of the State of Maryland sent the following resolution to Congress on March 11, 1834.

Whereas the Legislature and people of Maryland feel a deep interest in, and anxiously desire the early completion of the Chesapeake and Ohio Canal; and whereas the immense advantages in trade and commerce to result from the completion of that work to the whole people of the West, as well as the middle portion of the Atlantic seaboard, to say nothing of the inestimable value, as the strongest ligament and firm bond of our Union, give to it, emphatically, a national character, and claim for it the

liberal patronage of the General Government: Therefore,

Resolved by the General Assembly of Maryland, That the Senators of this State in Congress of the United States be instructed, and the Representatives requested, to use their best exertions to obtain from Congress, at its present session, Such a liberal appropriation of the public funds in aid of the further construction of the Chesapeake and Ohio canal, as

shall ensure its completion.

Resolved, That the Governor be, and he is hereby, requested to cause a copy of these resolutions to be transmitted forthwith to each of our Senators and Representatives in the Congress of the United States.

We certify that the foregoing is a true copy of the original resolution passed by both branches of the Legislature at December session, 1833.

Louis Gassaway, Clerk of House



Lock House at Cumberland, Courtesy National Park Service

The Second Threat 1956

The B&O Railroad made a proposal to the National Park Service in May 1956 to exchange lands in the Cumberland area which were part of the C&O Canal National Monument, for a tract of land owned by the railroad in Harpers Ferry, West Virginia.

The Harpers Ferry property was the original site of the John Brown Fort and the site of the Federal Arsenal during the Civil War. The National Park Service wanted to acquire the property for inclusion in the Harpers Ferry National Monument so that when funds became available the fort could be relocated on the original site.

The contemplated exchange however required special legislation because the lands to be exchanged were located in two different park areas and the C&O Canal exchange bill introduced by Senator J. Glenn Beall, Sr., in 1950 and passed in 1953 would not apply. Special legislation was introduced by Senators Randolph and Byrd of W. Va., in Sept., 1959 and passed on July 14, 1960.

The proposed lands in the Cumberland area included all of the Canal and towpath which paralleled the railroad tracks from Mexico Farms to the Terminus in Cumberland. The Railroad claimed that they needed all of the lands for a proposed expansion of their yards in South Cumberland and in addition proposed eliminating a railroad bridge over the Canal at North Branch and substituting a land fill for the tracks across the area. This would sever the Canal between locks 73, 74 and cut off any access to the river from the tract surrounding locks 73, 74 & 75.

Approval of the railroad proposal hinged on policy decisions which would have to be made by the Director of the National Park Service. These were:

1. The decision to terminate the Canal at Lock 75 and release all of the land above that lock for exchange would have to be made prior to the transfer of any land to the Baltimore & Ohio Railroad.

2. If the National Park Service were agreeable to the elimination of the bridge over the Canal between locks 73 & 74, a further

decision needs to be made as to whether we would reduce the area and reorient our thinking concerning the kind of terminus that would be established at Lock 75. If we withdraw from Lock 75, the terminus would have to be drawn back to Oldtown where no land is available for any terminus development at this time or to Paw Paw where there is sufficient holding that minimum terminus developments could be made.

3. At Harper's Ferry, there is a policy decision necessary as to the extent of holdings that we should seek at the John Brown Fort and Armory sites. And the resulting decisions recommended in March, 1962 by the Regional Director of the Park Service were:

1. We realize that pressure probably can be brought to bear that would require the exchange of lands requested between North Branch and Cumberland. Before such an exchange is made, we recommend that the Railroad submit a design for new trackage in order that we might determine whether we could retain a larger portion of the Canal bed and as much of the towpath as possible. We are somewhat concerned that the Railroad may not need as much of the Canal as indicated for its own use but may want it as an inducement to bring industrial development along its right-of-way. If it is impossible to preserve the towpath, we would then reserve the right to identify or mark on the ground the original route in order that it might not be lost entirely.

2. We further recommend that in case some exchange is approved, the ownership of the remainder of the Canal between North Branch and Cumberland be retained in order that it could be leased to the City of Cumberland or to Allegany County for future City and County park lands. We strongly recommend the retention of as much land at the terminus (Ballpark) as possible to interpret and identify the significance of the C&O Canal.

3. At North Branch itself, we recommend that the Railroad reconstruct its bridge over the towpath to permit an interpretive terminus development. We recommend acquisition of the

Jos. H. Nicholson, Clerk of Senate

In 1839 the State of Maryland subscribed to the C&O Canal Co. for \$1,375,000 giving the State control of the company and a mortgage on its property. The Canal reached Cumberland in 1850. June 17, 1850 was the date on which Wills Creek water entered the inlet locks in Cumberland and the operations officially began on October 10, 1850.

entire tract at the John Brown and Armory sites with an easement for such spur track as the railroad insists be retained.

4. With further reference to Harpers Ferry, we recommend against any consideration of adding to the width of the present right-of-way for the Shenandoah branch. Either a new trestle or a crib fill similar to that now used in part, should be considered.

In September 1963 the B&O gave up the idea of the North Branch fill and instead proposed a piece of land which the National Park Service owned in Harpers Ferry. In the meantime the B&O merged with the C&O and plans for the expansion in Cumberland were delayed.

By May 1965 the Regional Office of the Park Service had decided that the Western Terminus would be at North Branch and recommended to the Washington Office that transfer to the Railroad above North Branch would be justified and that the lands to be exchanged were of equal value. The Washington Office upon receipt of the recommendations decided an indepth study should be undertaken before such a drastic alteration of the Historic C&O Canal was permitted.

In the Summer of 1967 funds for the moving of the John Brown Fort became available and the National Park Service tried to reopen negotiations with the Railroad. At the same time intense interest in the Potomac National River Project developed and the N.P.S. decided to alter its plan and consider trading only those lands which the Railroad already occupied without clear title. Finally an agreement was reached in the Summer of 1969. Prior to this time it became necessary to move the John Brown Fort to make room for the Harpers Ferry Center and an alternate site was temporarily selected and the fort was moved in April 1968. This reduced the N.P.S. motivation at that time to continue the settlement.

Early in 1970, negotiations were still continuing when the C&O Canal Bill was introduced and looked like it would get a favorable report. The N.P.S. delayed negotiations and when the Bill was signed in January 1971, the philosophy and procedures for approving exchanges became a concern of the Canal Advisory Commission. This Commission composed of representatives from the counties and States involved in the Park, is very conscious of preserving the true historic integrity of the Park and is moving very slowly on anything as serious as giving away lands already part of the Park.

This "near miss" for the elimination of the true western terminus at Cumberland was prevented by the slowly turning wheels of bureaucratic red tape and policy changes due to the Railroad merger. For once, Cumberland can be thankful to those few individuals (not residents of the area) who recognized the value the Canal could have for the future and halted the original proposals.

The Third Blow 1971

The C&O Canal Bill (91-664) as passed and signed on January 8, 1971 was a compromise bill combining H.R. 658 and related Bills with Senate 1859 and H.R. 19342.

The hearings held in August 1970 on H.R. 658 and related bills contained testimony from residents of Allegany County which pointed out the need for total development of the Park into Cumberland. Those testifying were:

M.W. Collins, Chairman, Preservation Society of Allegany County:

"The Preservation Society of Allegany County, Maryland, located 184.5 miles from the eastern terminus of the C&O Canal would like to see the Canal restored in its entirety. Our Society believes it should be made into a National Park emphasizing its natural recreational aspects, as well as its cultural aspects.

We, at the western terminus of this masterpiece of engineering, believe a Visitor's Center should be established at the Canal site basin in the City of Cumberland, which will make the illustrious history of this canal complete. We thank you for this opportunity of expression."

Mrs. Ralph C. Isiminger, Sr., President, Operation Gateway: "The slender line that marks the C&O Canal on the maps of Maryland, West Virginia and Virginia could easily become the "life-line" of western Maryland. All along its winding length are towns and cities that could tie a knot in that "life-line" and hold on the values that are becoming more important each day to future generations of Americans. These values might be listed as follows:

1. Preservation of scenic and historic sites. The Canal, itself, is a historic landmark, and its surrounding area encompasses many historic and scenic sites. Some have been restored, but many others are waiting for such a boost, that a National Park would encourage.

2. Conservation of wildlife, birds, fish, etc. The area has a strong potential for providing a good, continued wildlife resource.

3. Recreational outlet for urban communities such as Baltimore and Washington. This Park would provide a place for recreation for many people with limited time and money from these areas.

4. Economic advantages that would accrue to the communities holding on to the "life-line" stretching from Washington to Cumberland- 185 miles of summer jobs for youngsters who are now leaving rural areas such as Western Maryland at an alarming rate. Tourism is "big business" and the establishment of the C&O Canal National Historical Park would serve as a magnet to attract the tourist dollar.

Allegany County in Western Maryland is an important final knot in this "life-line", and we will hold steady, at the terminus end, until the C&O National Historical Park is a reality."

Mrs. I.K. Dye, representing the Preservation Society of Allegany County:

"As a member of the Preservation Society and by the urging of Mayor Conlon of Cumberland, I am here today to present facts I believe should be considered before the passing of the appropriation bill.

We are more in favor of Senator Beall's bill but with some conditions.

Mayor Conlon, who is a member of the C&O Canal Association and long interested in its restoration approached our society some time ago to help him in getting people interested at our end of the canal.

We walked our end of the canal to the first aqueduct in July. He is listed in the Directory of the Level Walkers in section 65, but we decided to start at the first intake valve, which is just a few feet from the Western Maryland Railroad Station.

Originally there was a basin of water there where the boats came in. Much to our surprise we found the locks in good condition. We encountered at least a half dozen young people along the way that day.

Young people are very interested in the canal as well as in other historical areas. I believe the desire on the part of the young people has started the revolution in tourism to historical places of interest today. Let us keep our history correct, if for no other reason than to educate our young people in the truth and we should bring our canal to the terminus in Cumberland. They become very disenchanted with untruths.

Some time ago a few of our members read of the appropriation for the restoration of the canal. We wrote to the Department of the Interior and got a copy, and we noticed that the money was only allocated down to the North Branch area. There is nothing at all to come up to Cumberland.

We are aware of the efforts of the good Senator Beall, Sr., to originally save the C&O Canal from the concrete jungles. I would certainly hate to see macadam go over any part of it.

I am only interested in helping the City of Cumberland to improve its image. I believe a slight push in this direction would benefit the town not only in tourism but in that it would endow some sense of pride in the people again.

I do not believe that industries in Cumberland are keeping out other industry. I believe that when people come to Cumberland to look the place over they see nothing of interest. In fact, the way it is being torn down there really isn't much left to see. People looking for a place to settle are not interested in a rundown, dirty town with not even one cultural center, let alone a civic or recreational area.

The restoration of the C&O Canal along with the B&O Station which we now have in the hands of the Park Service would certainly help Cumberland.

I have with me a copy of the National Register of Historical Places 1969. Page 113 in the Maryland section has only one listing for Allegany County and that is the C&O Canal. So I don't see how the appropriations can stop at North Branch and not come on in to Cumberland.

As we are aware of the growing business in tourism from the west who come east on historical pilgrimages we feel that the depressed area of Cumberland could once again be given a lift if we are not forgotten.

I truly believe this is our last chance before complete evacuation starts. Our young people are leaving in droves as there is nothing in Cumberland to hold them. There is no work for them in the summer months. The Queen City Museum could provide work for these people, both in the

winter and summer. With the plans we have sleigh rides to the canal for ice skating and many other activities have been in our planning.

I implore you to take a second look at our area before passing the bill. The last census show we are now back to the number of people we had 60 years ago. Thank You.

Mrs. William E. Hinkle, (letter to the Chairman):

Dear Sir; I am definitely for the C&O Canal becoming a developed historical monument. We need to save our heritage for future generations. Let us present true history. I am sure that your committee is aware of Cumberland, Maryland as the most important link in the history of this canal.

For over thirty years, the eastern end of the canal, Washington, D.C., has enjoyed a recreational area, can you do less for the western terminus? Cumberland needs additional jobs, and the Visitor's Center could provide extra work and help bring tourism to our county. We have been very important in the development of our country. The building of the Visitor's Center would make others aware of our history. It could be the first step in the development of this history for tourism trade.

We are trying to save the B&O Station. This station is considered by the Interior Department as one of its kind still remaining in the United States. We have so little power to fight for what is rightfully our heritage against a large powerful company.

They call us the "Hillbillies or Hicks of Western Maryland." We are the people of the hills, but destroying our heritage will not remove us from the history books. Some will say that North Branch is within ten miles of Cumberland so jobs will be available to Cumberlanders. Do you think that the residents of Washington, D.C. would be pleased to have the White House located in Arlington, Va.?

Perhaps, we should change the city's name back to Fort Cumberland because we will soon have a population of the early days.

Sincerely,

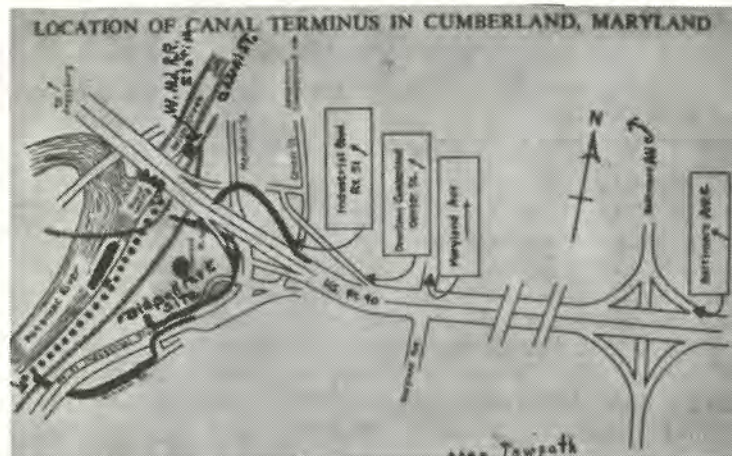
On December 15, 1970, because public notification did not reach Allegany County until two days before, only two residents of the entire county were present at the Senate hearings and testified:

Thomas F. Conlon, Mayor of Cumberland:

"I am a property owner abutting the canal. I agree with everyone here that the unfortunate experiences of the Department of Agriculture I think have made it amply clear to everybody in the West Virginia recreational area that while we favor control of the Federal Government over some of our recreational areas in order to prevent their eventually falling away from this purpose, we certainly have to oppose blanket condemnation.

I have been listening with great interest to this because I have seen this cause a great deal of local hatred for the local government and even went so far as to cause an unfortunate destruction of the beautiful overlook built on top of Spruce Knob shortly after it was dedicated, all because local people lacked confidence in process of condemnation.

Now I am not worried about anyone condemning my land because I don't have one of these villas or historic homes. I just have a piece of property and I am a home owner in Cumberland. It just so happens that our master plan has no open



spaces or pathway of any type level through the city except for the portions of the canal which enter the city on its southern or southeast boundary and terminate at the form of terminus. Now the thing that disturbs me is the fact that first of all there was no public notice given of the committee- this is not criticism of the committee itself, it is probably an oversight due to the mails. I understand those notices were mailed during the rail strike and they could have reached the papers late, and it was small papers. This is the kind of thing that causes unfortunate friction between the legislative process and the people.

The other point I would like to make is that we in Cumberland have had testimony that should be investigated by your committee from a land planner we engaged to plan a bridge near the canal in Cumberland who stated that the Interior Department was planning to convey away valuable portions of the canal property owned by the Department of Interior for some use planned by the B&O Railroad.

Now the B&O Railroad has never made any statement to me as mayor of Cumberland that they have any use for this land; there is nothing in our files to indicate this, yet our planner has advised that in designing this roadway he must bear in mind that the Department of Interior is going to sell lands and here we are talking about the Department of Interior buying other land.

I respectfully suggest to the committee that they look into the fact that if someone were to suggest the sale of the canal through Georgetown for a six lane highway, Mr. Volpe and everyone else would have quite a few hearings, I believe, before it was all over.

I am a member of the National League of Cities Steering Committee on the Environmental Goals of the Cities; certainly I can't stand still for any conveyance of public lands to a public utility which pays no taxes under its charter in Maryland. I have no disrespect toward the railroad, they are a good neighbor to a point, except they do not pay taxes. The Federal Government is adopting the principle that post offices should pay taxes, so I feel a public utility like the B&O Railroad is a good neighbor when it offers to pay taxes whether it is required by law or not.

I merely bring this to the attention of the committee. I hope an investigation will be conducted. Thank You."

Senator Moss replied: We appreciate that, Mayor Conlon. I can assure you the Dept. does not have any authority to sell any of these lands and could not do so without seeking authority. (Senator Moss was apparently unaware of the 1960 Act which authorized the exchanges which in effect is the same as selling)

Mary C. Miltenberger, Preservation Society of Allegany County and C&O Assoc., Allegany County Chapter:

"We were not prepared because, like the mayor, we got no warning from the papers as to when the hearings were to be held. A few weeks ago I sent to Senator Bible copies of the petitions which the Preservation Society had circulated in Allegany County with over 400 signatures supporting the bill with the reservation that the Canal will be developed in the Cumberland area.

If you will note on the map, under the House Bill where it defines the boundary map, the red area stops for development at North Branch. This we oppose. The terminus belongs in Cumberland which is the real terminus of the Canal, and this is the main thing that I want your committee to consider. We have been unsuccessful in getting this point across to the Park Service so far."

Senator Moss replied:

We will consider that. We are pleased to have you come and present that for the record so that in our deliberations we will know whether or not we want to put that in the bill or into the report, at least, directing how the development should be handled if the park is created.

The concerned resident of Allegany County having testified at both the House and Senate hearings felt they had done their share and that the problem would be resolved. We were unable to obtain copies of the compromise bill which was passed and signed by the President on January 8, 1971. Several months later when we finally received a copy we were shocked to learn that all our testimony had fallen on deaf ears and the original boundary map was unaltered and that the National Park Service could not acquire any land above the lock area at North Branch. This policy still exists today but through the efforts of the Advisory Commission, the National Park Service is studying the area with the intention of introducing legislation to amend the boundary map if enough support can be shown for such action by the residents of Cumberland and the elected officials of Allegany County and Cumberland.

THE CUMBERLAND CHRONICLE

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Editor; Mary C. Miltenberger

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Future Prospects For The Western Terminus

THE FIRST PLAN

The first draft of the plan for the development of the C&O Canal contained the following:

CANAL TERMINUS- There is almost no park land at the actual canal terminus in Cumberland, and no public access to it at all. About 1000 feet down the towpath, however, are some three acres of canal land where facilities can be developed to interpret the terminus and other historic features of Cumberland. But public access to this area is blocked by the Western Maryland Railroad, and a public crossing must be obtained before this area can be developed. Between North Branch and the Terminus everything possible should be done to define the towpath and keep them attractive for recreational use.

NORTH BRANCH- Here at the last lift lock on the canal is the main upriver gateway to the park. The 60-acre site is planned to accommodate an orientation and interpretive center and administrative headquarters for the Allegany District, and a 100 site picnic and luncheon area. A bicycle rental concession is seen as desirable here.

This was prepared by the National Park Service prior to the naming of the Commission.

THE SECOND PLAN- After the commission was sworn in and began to meet the entire plan was revised and the plan which will be presented to the public at hearings beginning May 17, 1972 contains the following:

NORTH BRANCH TO CUMBERLAND- The Evitts Creek aqueduct will be restored, and rewatering of the canal from the creek to North Branch will be studied. Boating is very good in the Potomac in this area and river access points will be considered. The land now owned by the National Park Service, formerly a part of the Canal basin in Cumberland should be cleared, edged with trees provided with picnic tables, gravel drive parking and marked so that visitors will have an opportunity to become acquainted with the role Cumberland played in the canal. A cooperative planning effort will be undertaken, with citizens and officials of Cumberland, and Allegany County to consider detail plans for the terminus and development of available land beyond North Branch which will require additional legislation.

NORTH BRANCH- A series of three lift locks and two lock houses in a very short distance provides an excellent opportunity for interpretation of the principles of the locks and would be appropriate for a barge trip through the locks to Blue Spring and return. Care must be taken to preserve Blue Spring which is the largest spring in Maryland. A large parking lot will be needed for visitors since this is also a good stopping and starting place for one-way bike rentals. A 100 site picnic and luncheon area is proposed and the existing picnic area will be relocated when this area is restored. The lock houses would be desirable for youth hostels, concessions, or interpretive facilities. A canoe launching facility is also desirable here.

CUMBERLAND BOUNDARY
COMMITTEE FORMED

At the January 29, 1972 meeting of the Advisory Commission the Cumberland Boundary Commission was formed with the following mandate:

This committee would undertake a special study to consider the canal terminus in Cumberland. Since no legislative authority exists at this time to purchase lands outside of the established park boundary, this committee would analyze lands adjacent to that boundary only for the purpose of advising on possible future legislation to acquire such lands. The committee would work to assure the public that such lands are not proposed for purchase until this amended legislation is authorized. This committee is chaired by Mrs. Mary Miltenberger, one of the Allegany County representatives on the Commission and has been busy contacting civic and governmental groups for ideas and support for amending the legislation which the National Park Service has agreed to study so that support when an amendment is introduced to the Congress. All public groups and private citizens should send letters of support to Mrs. Miltenberger at 201 Grand Ave., Cumberland as soon as possible. Attendance at the public hearing for Allegany County is very important.

PUBLIC HEARING- May 24, 1972

The public hearing for the review of the study plan for the development of the C&O Canal Park will be held on May 24, 1972 at 8:00 P.M. at Allegany Community College Theatre. Copies of the plan will be available to the public for review at all branches and mobile units of the County Library, ACC Library, the Mayor's Office, City Hall; The County Planning Office, Court House Annex; The Tri-County Council Office, Algonquin Hotel; Carroll and Clites Engravers, Mechanic St., and at 201 Grand Ave., Cumberland. The plan will be available in these locations after May 17, 1972.

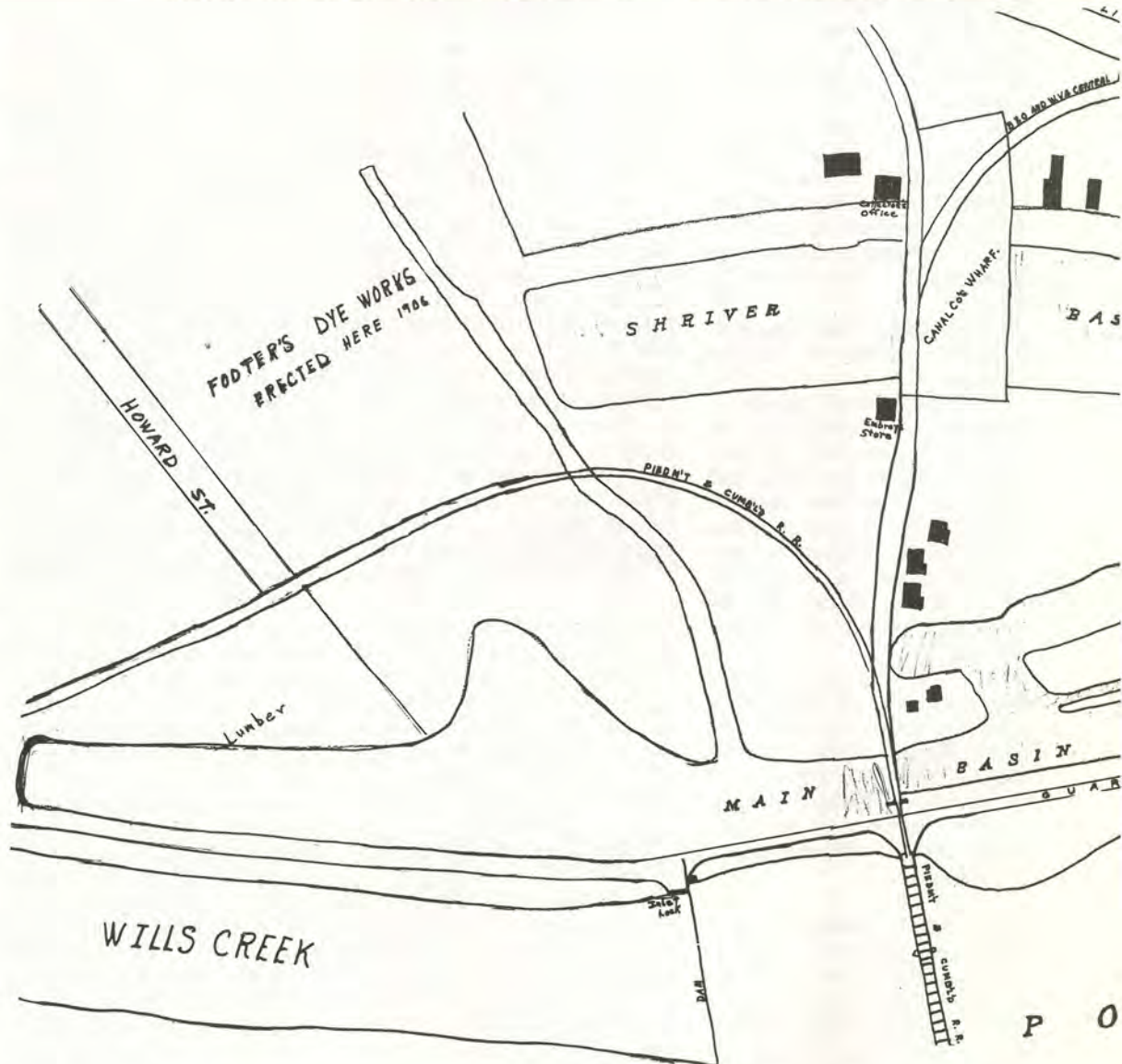
CITIZEN INVOLVEMENT & SUPPORT NEEDED

If Cumberland is to share in the benefits of the C&O Canal National Historic Park, now is the time for residents of the area to speak up and respond in writing to the Chairman of the Cumberland Boundary Committee. The opportunity to put Cumberland back on the map and derive the economic rewards from the Park is up to each person in the area. If YOU do not let your support be known, YOU will be the one who must share the blame for the Western Terminus being forgotten.



Western Maryland R.R. Station Today

CANAL BASIN



Local Artist Immortalizes C&O Canal

John Louis Wellington (1878-1965) was a well-known Cumberland banker and businessman, whose all-consuming interest in painting over the years has left us with a splendid record of life here in the County, starting well before the turn of the century and continuing until shortly before he died in 1965.

His subjects were the homey and familiar scenes; his children and grandsons as they enjoyed outings in the meadows and by the streams; wonderfully casual glimpses of downtown street activities; early shops, cars and citizens; nostalgic pastorals of the surrounding farmlands and mountains which are so typical of Western Maryland.

He had an abiding interest in the river and the canal, the latter becoming one of his most frequent subjects for painting and sketching. He was a good amateur photographer, and took many excellent photographs of life on the canal.

I met Mr. Wellington as a young girl, when his son George married into my family, and I was taken to visit the Wellington home at 303 Washington St. on numerous occasions. We usually sat

in Mr. Wellington's library-studio, where there was almost always a small unfinished oil propped up on his desk, surrounded by tubes of color and brushes.

One of my most treasured possessions is a very small oil painting which he did of his desk, showing its clutter of artist's paraphernalia and his brushes standing in a red Chinese-style vase. This painting hangs over my work-desk in my own library-studio today, and under it sits the very same red vase, a gift of the family, holding my own brushes. The little painting is an inspiration to me, and I keep hoping that the red vase will somehow impart a bit of his talent to my brushes!

He was always very kind to me, and interested in my efforts at drawing and painting, and would take the time to show me his portfolios and canvasses, encouraging me to continue working and to try to get instruction. I remember sitting for over an hour one afternoon as he showed me the now-famous "Canal Series" of paintings, telling me of one of his trips from Cumberland to Georgetown on a motor launch with George. Of course I couldn't foresee how historically important this series was to become, I only marvelled at the seemingly easy precision with which he had captured every nuance of the busy canal scenes he had passed.

When our editor asked me to get some information on Mr. Wellington's connection with the canal from his son, I began with a telephone interview during which George told me of his father's friendship with Mr. Fred Dreyer who operated a sort of "marina", Green Street Park, where he maintained motor launches and other boats for use on the canal and river. He even owned, at one time, a double-

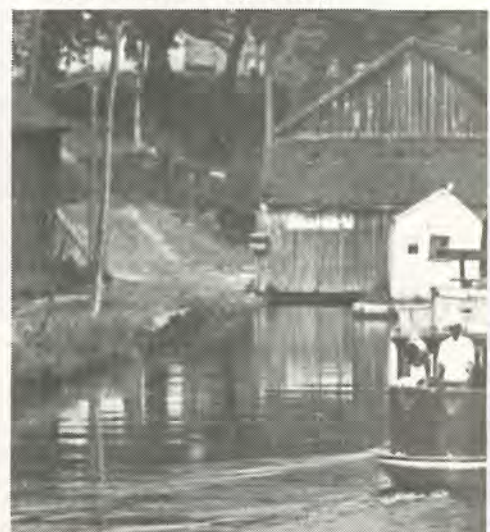
decker paddlewheel excursion boat for river trips.

At the close of our conversation, George promised to send me some written information and some photographs, which arrived a few days later. His brief charming letter tells the story far better than I could by re-writing it, so I quote it directly:

11 May 1972

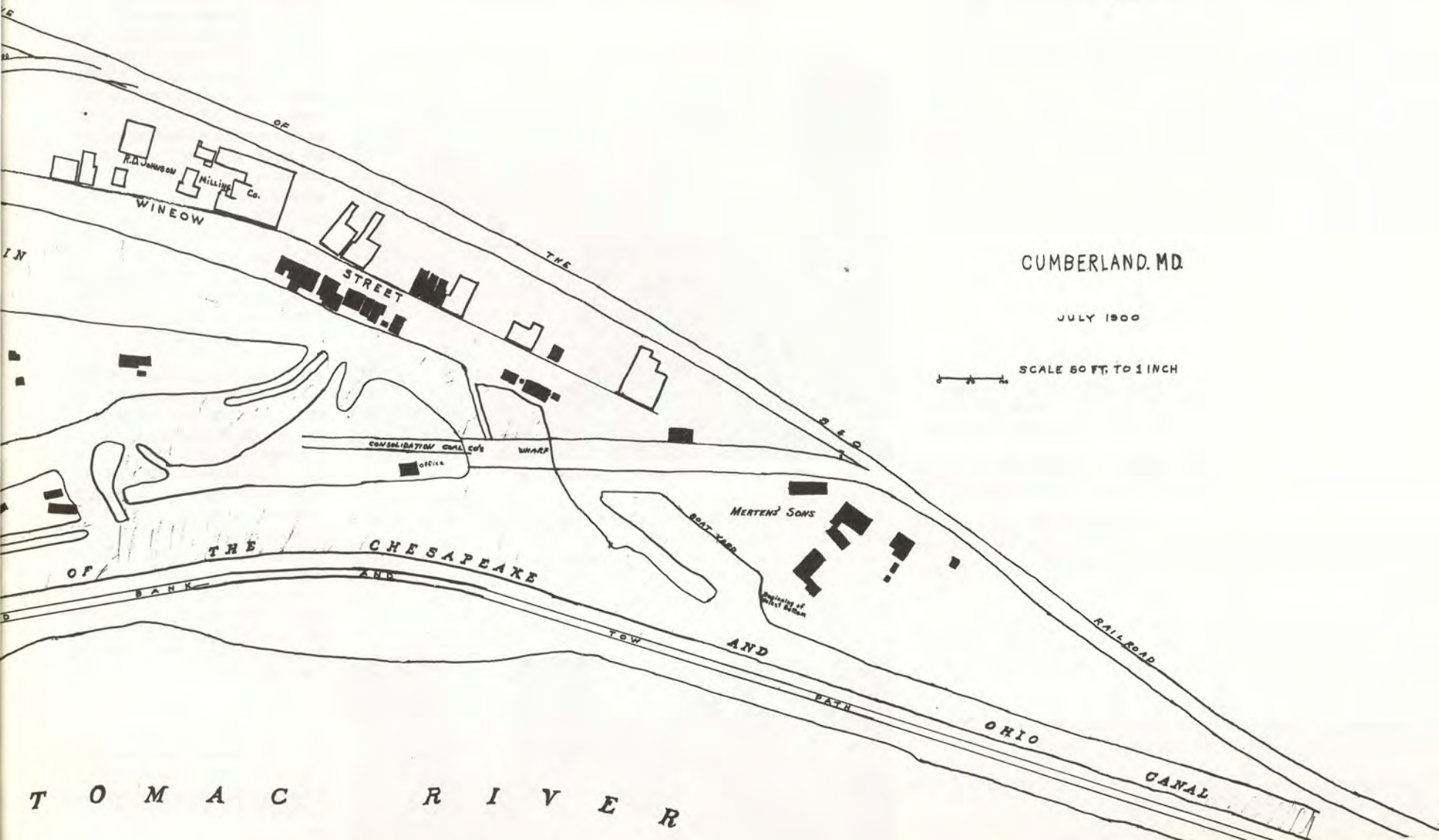
"Dear Jane,
I'm inclosing what I have on the canal from the Hagerstown showing.* The trip you mentioned was in September, 1916. I was 12 years old and happy to be taken out of school for a few weeks. In one of the Brochures there is mention of a canal trip in 1912; I know nothing of that one. I'm inclosing a map, too, and you can follow our route to Pigman's ferry, Oldtown, and on down to Dam # 5 and down to Dam # 1 at Washington. It was beautiful September weather all the way. We stopped and tied up for the night whenever we fancied. The boat was the "Cumberland", with a roof deck and glass windows along each side. We all slept inside at night. My father, my-

(Continued On Page Five)



Motor Launch owned by Fred C. Dreyer
Drew standing on the deck. Courtesy Geo

AT CUMBERLAND-1900



Local Artist Immortalizes..

(Continued From Page Four)
self, the owner, Mr. Fred C. Dreyer, his wife, Lucy, his son, Frederick, aged 12, Miss Ruth Fry, Mr. Dilger, a man whose first name was Lew, and a colored chef named John Drew made up the party. John Drew is immortalized in one of the 50 pictures in the canal series, standing in his galley on the stern of the boat. I'm inclosing a photograph of John Drew on the deck of the boat. The fishing was grand and we all fished. Mr. Dreyer knew the canal and the river and we stopped at the best places. On the way home we grew tired of a fish diet and at one point, several of us walked some four miles to a small town and bought an enormous steak which was brought back and served to all hands.

There was lots of boat traffic in those days, boats loaded with coal going down to Washington and boats coming home to Cumberland empty and riding high in the water. They had clotheslines full of clothes strung along the decks and many children playing on the decks and waving as we passed them. Each canal boat was pulled by two mules,

with two spare mules riding in the front cabin of the boat with their heads sticking out the front window. The middle cabin was filled with hay and oats for the mules and the rear cabin housed the boatman and his family. This cabin had large windows and bright curtains.

My father fished and took photographs and sketched and painted; mostly watercolors. Watercolors seem the best medium for that water-way and its wooden boats.

My father spent a lot of time at the canal basin and boat yard in Cumberland, and walking many miles down the tow path over a period of years. He took other boat trips on the canal and canoe trips on both the river and canal, as I did myself. The canal boat yard and basin was less than a mile from our house in Cumberland, and it was an extremely busy, interesting and colorful place before World War I and through the early 1920's. Boats were built there and repaired and loaded there... wonderful for Sunday walks, there and down the tow path.

I'm inclosing the Brochures and clippings from the Hagerstown Showing,* a picture of my father and a couple of canal photographs.

Love,
George

* The Hagerstown Showing mentioned at the beginning and again at the end of the letter refers to an exhibition of a specially selected group of John Wellington paintings which graphically trace the rise and decline of the C&O Canal from Cumberland to Georgetown, including some forty photographs from his excursions down the canal. The paintings were shown at the Washington County Museum of Fine Arts and the Photographs at the Washington County Free Library, both in Hagerstown, Md., January 5, 1972.

Jane McKenzie Patterson



Artist John Louis Wellington as a Young Man. Courtesy George L. Wellington Collection



Western Maryland R.R. Station circa 1920

Western Maryland Station

By Hazel Groves Hansrote

On May 27, 1952, the Maryland General Assembly granted a charter to the Baltimore, Carroll and Frederick Railroad Company, which, ten months later, became the Western Maryland Railway.

The George's Creek and Cumberland Railroad was chartered on Dec. 29, 1876. It extended for about twenty miles, from Cumberland to the Pennsylvania State Line. The main line and branches of the railroad had a mileage of 50.06 miles when it opened May 31, 1881. This railroad made an agreement with the Pennsylvania Railroad, in Maryland, by which they gained access to the C&O Canal basin, the Western Terminus in Cumberland, Md., on June 14, 1888.

In 1902, an act of the General Assembly extended the Western Maryland Railway to Cumberland. Those 60 miles of railroad cost 7 million dollars. On Nov. 1, 1905, it connected with the West Virginia Central Railroad system, which had its station at the corner of Baltimore and Canal Streets. By Feb. 6, 1906 all tracks were finished and by March 15 of that year, freight was being hauled over them. Passenger traffic began three months later.

By July 1, 1913, the Western Maryland Railway Company had acquired the C&O Canal basin land through the 1888 agreement of the George's Creek and Cumberland Railroad agreement with the Pennsylvania Railroad. The Western Maryland Station was opened in July 1913. The railroad terminal was 1400 feet long.



moving down the canal with Chef John L. Wellington Collection

Civic Association Endorses Extension of Canal Development

JOHN HUMBIRD
CIVIC IMPROVEMENT ASSOCIATION
717 Lafayette Avenue
Cumberland, Maryland 21502

March 18, 1972

Mrs. Mary Miltenberger, Member
C&O Canal Advisory Commission
201 Grand Avenue
Cumberland, Md. 21502

Dear Mrs. Miltenberger:

The John Humbird Civic Improvement Association endorses and urges complete support to continue the C&O Canal from North Branch to its original terminus point in downtown Cumberland.

We further urge that the Canal Historical Museum be developed in some appropriate area as close to the terminus as practical.

Our organization, which represents the largest population bordering on the southern edge of our city, urges that the canal be developed into camping and picnic facilities which will attract and accommodate tourists as well as local groups.

We feel that the cleaning up and development of the canal area will add to the attraction and desire for tourists to come to our city. The attraction of tourism to our city will greatly add to our economy.

Our organization appreciated the presentation which you and Mr. Ronald Clites made at our recent community meeting.

By copy of this letter, we are also urging that the Mayor & City Council of Cumberland support this effort.

Very truly yours,
John L. Estes, President
I. W. Malone, Vice President
Joseph Whalley, Recording Sec.
Paula E. Settle, Corresponding Sec.

Planning Commission Endorses Western Maryland Station

CITY OF CUMBERLAND
MARYLAND

May 3, 1972

Mrs. Mary Coffey Miltenberger
201 Grand Avenue
Cumberland, Maryland 21502

RE: C&O Canal

Dear Mrs. Miltenberger:

The Municipal Planning and Zoning Commission, at its regular meeting on April 10, 1972, reviewed the efforts of your committee to emphasize the extension of the C&O Canal to its rightful terminus and agree to support this effort in any way possible.

The proposed use of the Western Maryland Railway Station as a museum appears to be a realistic endeavor, and the Planning Commission also endorses this move.

Wishing your committee success in this matter, I remain

Very truly yours,
W. BRUCE DOUGLAS
Chairman
Municipal Planning & Zoning Com.

Tri County Council Letter To Alleg. Commissioners

TRI-COUNTY COUNCIL FOR WESTERN MARYLAND, INC.
Algonquin Motor Inn, Suite 510 Cumberland, Maryland

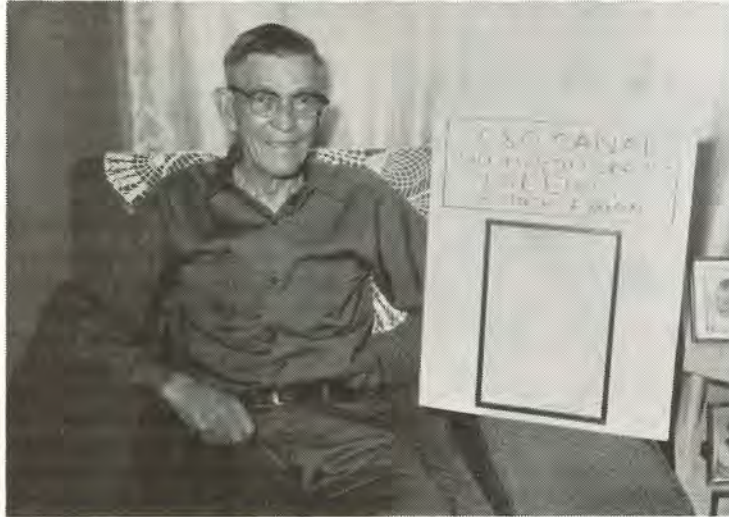
May 17, 1972

Board of County Commissioners
County Office Building
Prospect Square
Cumberland, Maryland 21502

Gentlemen:

Since the inception of the Tri-County Council for Western Maryland, its membership has been extremely interested in proposals

Cumberland Residents Prepare for Canal Museum and Archives



Ralph Porter, Cumberland

In picture No. 1 shown above is the end from a carpenter's tool box which was retrieved from a canal boat when three were covered with fill in May 1924 following the flood. Mr. Ralph E. Porter has had the box since that time when he helped as an employee of Cessna Lumber to cover the boats (2 barges and 1 packet) in the area behind what is now Bauer Lumber. Mr. Porter, himself a carpenter now retired, has given the plaque to the C&O Canal Commissioners for display when the museum is established.



F. Wade Coffey, Cumberland

Murphy's Store at the corner of Wineow and Thomas Streets was a general store which operated during the days of the Canal. Mrs. Murphy made overalls which were sold in the store of the type worn by the man on page 2- top.

Shown above is the sewing machine which Mrs. Murphy used to make the overalls. It belongs to Mr. F.W. Coffey, Cumberland, who is the son of Mrs. Murphy's niece. The machine has been handed down through the Coffey family since Mrs. Rose Coffey was also a seamstress who came here from Verona, Penna. to visit her aunt and help with the sewing.

Below is a hammer which was used by the Canal Boat builders in Cumberland. This particular hammer belonged to the grandfather of George Hast and was brought here from Germany. These are just some of the kinds of interesting artifacts from the days of the Canal which are residing in the homes of Cumberlanders who wish there was a place where they could be displayed for all to enjoy. It is hoped that the Western Maryland Railroad Station when it is abandoned by the railroad within the next two years will become the museum which can house these and hundreds of other items of the canal era.

Several civic and governmental groups have endorsed the idea of a museum in the old station and the National Park Service is studying the idea of including it as an archives for the deposit of all the records of the Canal Company now scattered in several libraries.



pertaining to the C&O Canal Historic Park. In recent weeks, we have been meeting on a regular basis with individuals involved in the preliminary planning for the proposed park. As you may be aware, one of the significant proposals is to initiate an amendment to the existing legislation allowing acquisition and development to continue beyond North Branch into the original terminus in Cumberland, Maryland. The existing legislation does not permit further acquisition beyond the North Branch area. The Tri-County Council recently went on record supporting this amendment concept. However,

before such an amendment can become a reality, many things have to be accomplished at the local level. It is extremely important that overwhelming consensus and agreement materialize for any plan regarding acquisition and development along the Canal, particularly in the area outlined in the proposed amendment. Real solid ideas on acquisition and development, attract by tract analysis, and figures justifying such an amendment need to be prepared. There is presently a diversity of ideas as to how development should take place along the Canal. All of these ideas must be put together in a viable planning document which is supported by officials and citizens alike.

The Tri-County Council is prepared to consider supporting appropriate proposals for acquisition and development plans which you may have along the C&O Canal. The Council would like very much to be included in the distribution of any such plans and proposals as may be made, so that we can know ahead of time what has taken place, what is being proposed, etc. With this type of communication, the Council can be in a better position to offer its support for the various proposals.

Sincerely,
Edward I. Heath
Executive Director

Commissioner Supports Park

March 13, 1972

Mrs. Mary Miltenberger,
Member

C&O Canal Advisory Commission
201 Grand Avenue
Cumberland, Md.

Dear Mary:

I was pleased to learn of the effort to continue the C&O Canal to the terminus point in downtown Cumberland, where I feel it should rightfully be. I would personally give my support for this project for the expansion of the C&O Canal to this area, with the exception of the approximately 80 acres just south of the present Cumberland Sewage Plant, which has been earmarked for development into the South Cumberland recreational area.

The ownership of this land by the City of Cumberland and its subsequent development into athletic facilities would in no way compromise any C&O Canal project, and would certainly be compatible with the development of the entire area by the National Park Service.

It is my feeling in looking at the maps that sufficient land is available from this proposed South end recreation area toward downtown Cumberland and that could be developed into camping and picnicking facilities adjacent to the Canal. As was mentioned in the meeting, the Wolfe farm would appear to be one area that could be developed into a camping facility by the National Park Service.

The purpose of this letter is to assure you my support of the development of the C&O Canal by the National Park Service to its original terminus, but I am opposed to the National Park Service acquiring the approximately 80 acre site which has

(Continued On Page Seven)

Local Happenings

ALLEGHENY FESTIVAL THEATRE OPENS SEASON:

The fifth summer season of Repertory theatre opens at Pullen Auditorium, Frostburg State College, Frostburg, Md., on Wednesday, June 28, 1972 with YOUR OWN THING by Hal Hester and Danny Apolinar.

"The new rock musical, YOUR OWN THING, is the sort of mischievously mirthful refresher every theatre season needs... a sophisticated modern parallel to .. Twelfth Night".

-Henry Hewes, Saturday Review

Evening performances begin 8:15, June 28, Wed. thru Sat. to August 12. Tickets \$2.50. Pre-season ticket coupons available 5 plays for \$10.00. Make checks payable to Allegheny Festival of the Arts. Other evening performances in June and July:

- June 29- Your Own Thing
- June 30- Miracle Worker by William Gibson
- July 1- Miracle Worker by William Gibson
- July 5- Your Own Thing by Hal Hester and Danny Apolinar
- July 6- Miracle Worker
- July 7- Ernest In Love by Anne Croswell & Lee Pockriss
- July 8- Ernest In Love by Anne Croswell & Lee Pockriss
- July 12- Miracle Worker
- July 13- Ernest in Love
- July 14- You're A Good Man, Charlie Brown by Clark Geesner
- July 15- You're A Good Man, Charlie Brown by Clark Geesner
- July 19- Ernest in Love
- July 20- You're A Good Man Charlie Brown
- July 21- Miracle Worker
- July 22- Your Own Thing
- July 26- You're A Good Man Charlie Brown
- July 27- Your Own Thing
- July 28- Ernest In Love
- July 29- Miracle Worker

This year the Allegheny Festival of the Arts is offering an enlarged season of music and theatre, one which they hope will add to the pleasures, for residents and visitors, of summer in Western Maryland.

The Allegheny Festival theatre has scheduled five productions including three recent hit musicals. As in the past, the repertory system should allow those who are in the area for only a part of the Festival season to see all of the plays.

Performances of the Delaware String quartet have for several years been received, by those fortunate enough to obtain tickets, as Western Maryland's supreme musical events. This year, the Allegheny Festival Chamber Ensemble is expanding the season to six concerts, offering an unusual and exciting variety of music.

The 1972 Allegheny Festival of the Arts also will include a series of programs of folk music of the Alleghenies on August 6, 7, and 8, sponsored by the Council of the Alleghenies, and a series of art exhibits in the theatre lobby.

In the past, the kind words of enthusiastic patrons have been the Festival's best advertising and reason for being. We hope you continue that support this year, and in the future.

PRE-SEASON COUPON

Name

Address

CityZip

Telephone

Number of coupons at \$10.00 each

Amount remitted \$

SEND CHECK TO:

Mr. Gary Mallow
Allegheny Festival Theatre
Frostburg State College
Frostburg, Maryland 21532

INTRODUCING THE

1972 ALLEGHENY FESTIVAL CHAMBER ENSEMBLE

With members of the University of Delaware Resident String Quartet in a series of six concerts at the Fine Arts Building
Frostburg State College

Laurence Shapiro and Jorge Gardos, violins
Walter Cogswell, viola
Gabriel Morales, cello

CONCERT I- JUNE 21

Clarinet Trio in Eb Major, K. 498 Mozart
Quartet No. 7 in D Major, Opus 49 (1950) Laszlo Lajtha
Quartet in D Major, Opus 44, No. 1 Mendelssohn

CONCERT II- JUNE 27

Quartet in G Major, Opus 76, No 1 Haydn
Quartet No. 4, Opus 83 (1949) Shostakovich
Quintet in A Major, Opus 114 ("The Trout") Schubert

CONCERT III- JULY 5

Sonata in D Minor, Opus 40 Shostakovich
Sonata in D No. 3 LeClair
Sonata (1962) Poulenc
Sonata Milhaud

CONCERT IV- JULY 10

Quartet No. 1 in D Minor Arriaga
Quartet No. 1 in A Minor, Opus 7 (1907) Bartok
Piano Quartet in A Major, Opus 26 Brahms

CONCERT V- JULY 17

Quartet in G Major, Opus 18, No. 2 Beethoven
Quintet for Winds and Strings, Opus 39 (1924) Prokofiev
Quartet in F Major, Opus 96 ("The American") Dvorak

CONCERT VI- JULY 24

Kleine Kammermusik for Five Winds, Opus 24, No. 2 ...Hindemith
Three Short Pieces for Woodwind Quintet Ibert
Three Pieces for Woodwind Quintet DesLandres
Serenade in C Minor, K. 388 Mozart
All performances- 8:15 P.M.- Room 132- Fine Arts Building

PRE-SEASON COUPON

Name

Address

CityZip

Telephone

Number of coupons at \$12.00 each

Amount remitted \$

SEND CHECK TO:

Allegheny Festival of the Arts
Frostburg State College
Frostburg, Maryland 21532

Tourism

The Mason-Dixon Country Commission, a recently formed group of residents from Bedford County, Penna and Allegany County, Md., met May 18, in the Fort Bedford Inn in Bedford, Pa. The dinner was followed by the monthly meeting of the Commission under the leadership of Robert Sweet of Bedford.

Several matters of historic interest were discussed and it was decided that the Commission should authenticate a property just north of Bedford Springs as one which was used by Alexander Hamilton for a summer home. If the report is true then every effort will be made to have the property properly marked for tourist interest. The other matter concerned the Old Forks Inn at the intersection of Route 30 & 31 in Bedford County. The property is available for sale and the Commission hope to encourage an historical group to purchase and promote the Inn.

MASON-DIXON WALK PROPOSED

A plan was adopted and a committee formed to develop plans for a walk across the Mason-Dixon line between Allegany County and Bedford County. The Walk is being proposed to call attention to the Mason-Dixon Commission efforts and to raise funds for tourist promotion by the group as well as promote physical fitness and historical appreciation for the rugged experiences of Mason and Dixon when they surveyed the famous line which for years divided our country, especially in the time of the Civil War.

It is planned to walk from Mile marker 161 near Rocky Gap Park to mile 169 at Eilerslie. The elevation of the climb is 3260 ft., so it will be an endurance walk much greater than the level walks along the C&O Canal towpath which originated in this area 18 years ago. Efforts will be made to develop this annual walk into badge work for Girl and Boy Scouts like the C&O Badges for Canal hiking.

The Walk is planned for fall and will be advertised widely with the hopes of enticing tourists to the area for a weekend to view the fall foliage.

TRAVEL COUNSELORS INVITED

The Mason-Dixon Country Commission is inviting to Bedford and Cumberland counselors from numerous companies for a two day visit to acquaint them with the historic and scenic opportunities in the area so that they will direct tourists to the area from other places in the country. It is the hope of the Commission that local motels and restaurants will cooperate with the Commission by providing rooms and meals for the counselors while they are here. Commission members will be contacting local businesses for their support.

GRAND OPENING

Bedford Heritage Commission will be holding a grand opening of its Craft Shop in the Anderson House, Bedford on May 25, 26, 27.

ARCHITECTURAL TOUR PLANNED

Operation Gateway is planning an architectural Tour of Washington Street in Cumberland from the County Library to the Woman's Civic Club. This will be a walking tour which will begin this summer.

MEMBERSHIP DRIVE

The Mason-Dixon Country Commission is conducting a membership drive and all residents of Allegany County and Bedford County are encouraged to join the group to foster the development of tourism between the two counties. The economy of our area needs every person's help to promote tourism which bring jobs to our area and help reduce the unemployment rate. Won't you help?
Detach and mail today to Mason-Dixon Commission, P.O. Box 1771, Bedford, Pa. 15522

Yes, I would like to help promote Allegany County and Bedford County.

NAMEADDRESS

PHONEEnclosed is my check for Individual membership \$5.00
Family membership \$10.00

Letters

(Continued From Page Six)
been proposed as the South Cumberland recreational area.

Very truly yours,
Ernest C. Kessell
Commissioner
Streets & Public Property

Council's Letter to Congressman Taylor

May 17, 1972

Honorable Roy A. Taylor
House of Representatives
Committee on Interior & Insular Affairs
Longworth House Office Bldg.
Washington, D.D. 20515

Dear Mr. Taylor:

The Tri-County Council for Western Maryland, Inc., is a recently formed non-profit corporation. The Council is a regional planning and development district committed by its articles of incorporation "To advance the economic, social, and cultural welfare of the people of Garrett, Allegany, and Washington counties..." Council membership is comprised of 21 members, including 6 elected officials, 12 of their appointed representatives and 3 ex-officio members.

Considerable interest has been expressed by members of the Council concerning the initiation of an amendment to the existing C&O Canal Historic Park legislation to give the National Parks Service legislative authority to proceed beyond an area known as North Branch in Allegany County. As you may be aware, the original terminus was located in Cumberland, Maryland and the Council membership feels that it is in the best interest of the people of Western Maryland to amend the park legislation to allow additional acquisition and development in the area between North Branch and Cumberland. The Council has gone on record as supporting such an amendment.

We also recognize the importance of preparing a plan which expresses a consensus of local need pertaining to acquisition and development. We intend to correspond with the two counties involved and express to them the importance of preparing such a local plan and at the same time, offering our assistance in coordinating their planning efforts.

Sincerely,
Lem E. Kirk
Chairman
/s/ Edward I. Heath
Executive Director

Senator Mason Supports Canal Museum

At the May 18, 1972 meeting of the Mason-Dixon Commission at the Fort Bedford Inn, Bedford, Pa., the Commission voted to write to the Pennsylvania Congressmen and Senators seeking their support in voting for an amendment to the C&O Canal Bill which is necessary
(Continued On Page Eight)

Bicentennial Progress Notes

The formal appointments of the Allegany County Bi-Centennial Committee were made by Judge Wilson K. Barnes, Chairman of the State Bicentennial Commission on April 17, 1972. The list of appointees included the Cumberland Committee which Mayor Thomas F. Conlon, Jr. appointed for the same purpose within the City of Cumberland and additional residents in the County.

LOCAL WOMAN NAMED CHAIRMAN OF ALLEGANY COUNTY COMMITTEE

Mrs. Miriam Mirkin, 223 Schley St., Cumberland was appointed to head the Allegany County Commission by Judge Barnes.

At the first meeting of the Allegany County Committee and the State Commission an interesting program was presented by local residents to acquaint the State Commission Members with the history of our area prior to and during the American Revolution. The meeting was held at Allegany Community College on Wednesday, April 26, 1972 and the following speakers addressed the group:

Dr. Ardell Haines, President of Allegany Community College welcomed the Commission.

Mrs. John Cupler, representing the D.A.R. spoke about "The Cresaps of Allegany County"

Mr. Donald Workman, History Teacher, Fort Hill H.S. introduced the role of Allegany County in setting the stage for the Revolution

Mr. Vaughn Whisker, Bedford County Historian addressed himself to the ties between Bedford County and Allegany County in that period of History.

Miss Mary Walsh, Cumberland Librarian, enumerated the Historical Resources and needs in Allegany County

Mr. Edward Heath, Executive Director of the Tri-County Council clarified the role of the Tri-County Council in the Bicentennial effort.

Judge Barnes stressed that the efforts of the Commission were geared to supporting lasting research, publications and preserving historical sites, buildings, artifacts etc., of that era for generations to come.

Additions will be formed to work on every aspect of the Bicentennial Celebration. Those serving on the Allegany Committee at present are:

Mr. David E. McDowell, 107 Columbia Street, Cumberland, Md.
Mrs. Mary Anna Dye, 611 Washington Street, Cumberland, Md.
Mrs. Hazel G. Hansrote, 519 Hilltop Drive, Cumberland, Md.
Mrs. Mary C. Miltenberger, 201 Grand Avenue, Cumberland, Md.
Lt. Col. E.L. Morrissey, 910 Holland Street, Cumberland, Md.
Mrs. Miriam Mirkin, 223 Schley Street, Cumberland, Md.
Mrs. Josephine Miltenberger, 531 Cumberland St., Cumberland, Md.
Mr. Edwin Rice, 455 Walnut Street, Cumberland, Md.
Mrs. Milton Bernstein, 731 Washington Street, Cumberland, Md.
Mayor Thomas F. Conlon, Jr., 531 Avirett Ave., Cumberland, Md.
Dr. Orville G. Swartley, 312 Decatur Street, Cumberland, Md.
Mrs. Alice Carney, Mt. Savage, Maryland.
Rev. Irwin Allen, Oldtown, Maryland
Mrs. Helen Hinkle, Hinkle Road, Cumberland, Md.
Mrs. Jesse Kave, 1112 Simpson Avenue, LaVale, Md.
Mr. Melvin W. Collins, Rt. #3, Bedford Rd., Cumberland, Md.

The committee is accepting suggestions from anyone as to the things which we should address ourselves to in this county. All suggestions should be written to Mrs. Mirkin, Chairman. Anyone wishing to work with the Committee on a sub-committee should also contact the chairman so that you will be invited to the next committee meeting which will be held in the near future.

Wagon Train Slated During Heritage Days

The fourth annual Heritage Days in Cumberland will begin Friday, June 23, according to Mrs. R.C. Isiminger Sr., president of Operations Gateway.

In a letter to the Mayor and City council, Mrs. Isiminger requested that the governing body give full cooperation to events that Friday, Saturday and Sunday.

One of the features of the celebration will be the arrival of an Appalachian wagon train consisting of 300 people in colonial costume riding in horse-drawn Conestoga wagons. They are from Somerset and Bedford counties.

The wagon train will arrive in the field above Super Shoes on Mt. Savage Road on the evening of June 23, when a public square dance will be held to greet the visitors.



Courtesy George L. Wellington Collection. Typical hard-working couple who made the Canal their life.

Letters

(Continued From Page Seven)
if the C&O Canal Park is to be developed from North Branch to Cumberland, Md. This kind of support across State lines gives real hope to those residents of Cumberland and Allegany County who have already gone on record by petition and letter endorsing the amendment.

Committee Wants History Interpreted Correctly

519 Hill Top Drive
Cumberland, Md. 21502
May 4, 1972

Chairman, Advisory Committee
C&O Canal Project
201 Grand Ave.,

Cumberland, Md. 21502

Dear Chairman,

The Maryland Historical Trust Committee of Allegany County concur with the opinions and plans of the Advisory Committee of the United States Department of the Interior, in their effort to have the history of the C&O Canal presented correctly in Cumberland, Maryland, the western terminus for 74 years.

Very truly yours,
Hazel Groves Hansrote
Chairman
Maryland Historical Trust
Committee, Allegany County

Park Plan Available To Residents

The National Park Service has prepared a plan for the development of the C&O Canal National Historical Park which is available for residents of the area to read at each of the branches and mobile unit of the Allegany County Library and at the Allegany Community College Library. Other places where the public may view the plan are, The Mayor's Office, Cumberland; County Planning Office, Court House Annex; Tri-County Council Office, Algonquin Hotel; Carroll & Clites Engravers, Mechanic St., Cumberland and 201

Next Month....

YOUR CITY FATHERS AT WORK: In-depth reporting of the issues at City Hall and City Council Meetings.

PLANNING CUMBERLAND: In-depth reporting of the Planning Commission projects.

RECREATION TODAY AND TOMORROW: the City Recreation Board Plans, programs and problems.

BICENTENNIAL PROGRESS NOTES: Cumberland Bicentennial Committee and Allegany County Committee plans for the celebration of our nation's 200th birthday.

CIVIC EFFORTS: A directory of civic organizations in Cumberland and meeting times.

TOURISM: Local efforts to promote tourism for the Cumberland area.

DIRECTORY OF CITY SERVICES: Who to call when problems develop.

READERS ASK: Questions from citizens about City problems. Must be submitted in writing and signed.

COMING & GOING: Public transportation to & from Cumberland.

ENTERTAINMENT THIS MONTH: Cultural and social events calendar with pre-views and reviews of events.

CITIZEN REACTION: Suggestions and actions of the Citizens Advisory Committee to the Mayor and City Council of Cumberland.

Canal Incidents From Lowdermilk

In January, 1836, it was announced that the appropriation for the Canal had been exhausted, and work was stopped, whereupon a panic occurred, and town lots were offered at insignificant prices.

A town meeting was held and resolutions passed urging the Legislature to appropriate \$2,500,000 to continue the work. David Shriver, John Hoyer, George

McCulloh, Robert Bruce and James Smith were appointed to a committee to go to Annapolis and present the petition.

In the construction of the Chesapeake and Ohio Canal thousands of Irish laborers were employed and as bad feeling existed between the clans, riots were of frequent occurrence. On New Year's Day, 1838, a number of men employed at the tunnel marched up to Oldtown, and made a raid on the place, almost demolishing Nicholas Ryan's tavern. Thomas Dowden, the Sheriff, summoned the Cumberland Guards, and other citizens, as a posse, and went down to quell the riot, but the disturbers had left.

In view of these troubles a company of riflemen was organized, and the Governor sent to Cumberland 189 muskets and 120 rifles to arm the militia.

August 27, 1839- In consequence of a number of serious riots on the canal, at the tunnel, Colonel Thruston went with the military companies of Cumberland to that point, where he was joined by Colonel Hollingsworth's troops from Washington county, and a company of cavalry from Clearspring, Md., under Major Barnes. Colonel Thruston took command, and arrested twenty-five of the ring-leaders, captured and destroyed about two hundred fire arms, and sixty barrels of whiskey, and pulled down fifty shanties. The prisoners were brought to Cumberland, and put in jail, and most of them afterwards sent to the penitentiary, for terms ranging from one to eighteen years.



Inlet Locks at Cumberland before Flood Control Work. Courtesy National Park Service

CONGRATULATIONS

ON THE FIRST ISSUE OF CUMBERLAND'S
NEWEST NEWSPAPER



Thomas F. Conlon, Jr.
Thomas F. Conlon, Jr.
Mayor

"Let's all get behind the
C&O Canal Amendment!"

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