



C & O Canal Association

ALONG THE TOWPATH

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

VOLUME XXXIII

March 2001

NUMBER 1

THE CHESAPEAKE & OHIO CANAL

THIS YEAR'S DOUGLAS MEMORIAL HIKE Walking through History Along the Canal's First 10 Miles

CONSTRUCTION AND OPENING HISTORY

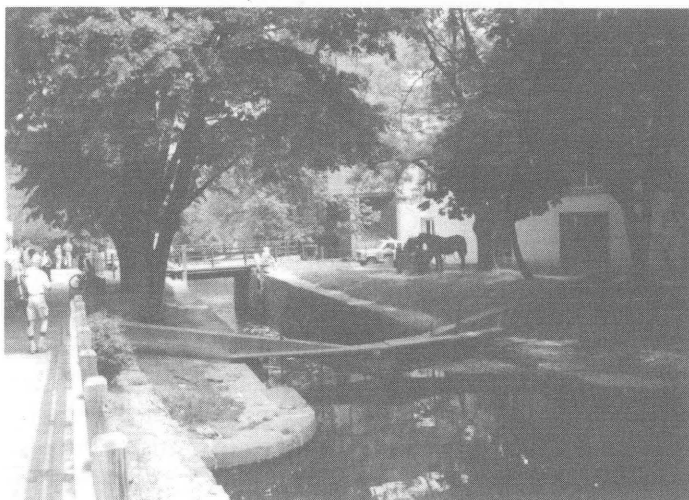
Last fall we celebrated the 150th anniversary of the Chesapeake and Ohio Canal reaching its western terminus at Cumberland and this spring the Douglas Hike appropriately features the eastern terminus. Here the canal makes a dramatic 10 mile, 14-lock climb from tidewater at Georgetown, past the first waterfalls of the Potomac, and into the Maryland piedmont. In terms of history, topography and engineering, perhaps no other ten-mile section of the canal is as significant or as filled with things to look at and learn about.

Surprisingly, neither Georgetown nor Rock Creek was the intended eastern terminus when construction of the canal was started. Indeed, when President John Quincy Adams dug the first spade of dirt for the canal on July 4, 1828, it was above lock 6, outside the Federal District, precisely because the issue of the eastern terminus was a political hot potato. At the time, canal company president, Charles Fenton Mercer, was hoping fervently to avoid dealing with the issue of the eastern terminus until the canal reached Harpers Ferry. That story and other

fascinating aspects of the canal in Georgetown, including the two canals the C&O had connections to there, will be discussed in my talk after the hike banquet.

The initial construction history of the locks on this part of the canal is complex. Locks 1 through 4 were begun in June and July 1829, and completed in April 1831, by contractor Dibble, Beaumont and McCord. But the contracts let in October 1828 to several different contractors, for locks 5 through 14, were replaced by new contracts on 5, 6, 7, 8, 10, 12, 13, and 14 the next year. Despite the difficulties with the initial contractors for these locks, by September 1830, locks 5 through 14 were completed and in October 1830, the first boat passed from the Little Falls area to Seneca, thus initiating service on the first part of the canal to be opened. By the end of November many boats were reported to have passed along the new canal.

On September 19, 1831, the packet boat *C. F. Mercer* (named after Charles Fenton Mercer, powerful congressman, canal company president, and the primary force behind the canal's existence) passed through the Georgetown locks with the canal company directors on board.



Canal in Georgetown. F. Mopsik



Canal in Georgetown. F. Mopsik

STRUCTURES ALONG THE WAY

Mile 0.0 on the C&O Canal lies just downstream beyond the Thompson boathouse at the mouth of Rock Creek. The milepost is located beside the C&O tide lock where there was once also a low, tumbling dam that created a shallow basin at the mouth of the creek. An extensive wharf, called the mole, was developed from the tide lock up to K Street, providing dockage for canal boats on the creek or basin side, and for sailing ships on the river side.

From the Thompson boathouse area walkers follow the paved path under the Whitehurst Freeway, across Rock Creek, past the ruins of the Godey lime kilns, to where the canal begins its rapid, 4-lock climb to the 4.5-mile-long level between locks 4 and 5. These first four locks place the canal 35 feet above the river's tidewater level-- a fact that accounts for the water-powered industry that developed along the river side of the canal and dominated the character of its waterfront well into the mid-20th century. Locks 1 through 4 lack by-pass flumes and were originally filled by wells and culverts constructed in the masonry of the side walls of the locks and discharging water into the bottom of the locks. This method of filling the locks was used on the first 27 locks with the exception of number 13.

In addition to the locks, the towpath passes many historically important structures in Georgetown, including the Duval Foundry (ca. 1856) across from the towpath at the foot of lock 3; the Old Masonic Lodge on the NW corner of the Thomas Jefferson Street bridge (begun in 1810); and a canal company house (now developed into apartments) at 1061 31st St. adjacent to the canal. Across from the canal house, note the plaque on the wall of Canal Place recognizing its importance as the birthplace of IBM's predecessor, the Computer Tabulating Recording Company of early computing genius Herman Hollerith.

The stone Wisconsin Avenue bridge is the only extant stone bridge of the original Georgetown stone bridges over the canal. Two plaques, largely illegible now, were set into the facing stone on the north and south sides of the downstream arch. There is a good deal of irony in the proximity of the names of canal president Charles Fenton Mercer and President Andrew Jackson on the north plaque, given that these men were bitter enemies from the days of Jackson's unauthorized invasion of Spanish Florida.

Just beyond the Wisconsin Avenue Bridge are steps that lead to Georgetown Park as well as up to Wisconsin Avenue. At street level, at the NW corner of the bridge, there is a unique historic canal obelisk-shaped monument that commemorates the opening of the canal to Cumberland in 1850. The next footbridge over the canal is behind the historic market house (now Dean and Deluca). Originally the canal went under a more extensive market house with bridges on both sides that created endless difficulties for the company.

On the river side of the canal wall, as one continues up the towpath, are former intakes for mills and, on the right, a stretch of recently and beautifully rebuilt drywall. The current mule crossover bridge, just before the Key Bridge, carries walkers to the river side of the canal. This approximates the original point where the towpath changed sides, but after 1858 the towpath

was continued on the land side to the Foundry Branch Culvert under the canal by which mules and humans could reach the towpath on the river side. The culvert is still used for foot traffic to the riverside towpath today, but when the towpath was developed for recreational uses, the route used today was established.

Just beyond the Key Bridge is the massive abutment to the Potomac Aqueduct—more commonly known as the “Alexandria Aqueduct” because it provided water passage over the Potomac for boats between the C&O Canal and the 7.5 mile Alexandria Canal (1843-1888). Two types of iron fencing on the abutment include a gothic lancet pattern fastened into the masonry itself and probably dating from 1868, and more utilitarian riveted strips that were part of the guard rail after the canal aqueduct was converted in 1888 into a bridge. Under the abutment are two vaults. That closest to the canal was enlarged when the Georgetown branch of the B&O was routed through it.

Farther upstream the canal crosses over the Foundry Branch culvert, named for Henry Foxhall's foundry that dominated this area in the first half of the 19th century. Next is the first of two concrete “mule drink” spillways that will be seen along the April hike route. These provide for the overflow of excess water and include a narrow footbridge for humans and a shallow walkway where the mules could pause to drink if excess water was flowing over the spillway from the canal here.

The site of the C&O Canal's inclined plane, one of the most spectacular engineering structures built on the C&O, reveals little of this remarkable 1876-1889 feature. Intended to solve the problem of Georgetown canal boat traffic jams, the plane was used to lower boats into the river above the congested area. From there, steam tow boats could take canal boats to wharves at Georgetown, Alexandria, or facilities farther down the Potomac.

The Fletcher's boathouse vicinity is rich in local history. The Abner Cloud House on the berm side dates from 1801 and is associated with one of the early mills in the area. As important, but represented by no clearly identifiable remains, were the Potomac Company locks that dropped boats from its Little Falls skirting canal into Lock Cove (the historic name for the boathouse area). Some sources indicate that even before the Potomac Company's canal, in the 1760s or early 1770s, a developer here named John Ballendine constructed or began to construct a Little Falls bypass canal.

The C&O Canal's line to Lock 5 is located either on top of or adjacent to the line of the Potomac Company's Little Falls canal. Along this stretch of towpath also is the second and exceptionally long “mule drink” spillway crossed during the hike. Mills, a distillery, and a granite quarry existed at various places and times along this stretch of the river. Little remains of these early industrial sites and Canal Road now dominates the berm side to historic Chain Bridge.

At mile 5 is Lock 5 (opposite Brookmont) and Inlet Lock 1, providing the only opportunity during this hike to observe the levee or guard dike that typically protects the canal at an intake point. The C&O Canal used the dam and feeder canal system to provide the canal with water. For those interested in the hydraulics and engineering of the canal, these parts of the canal are particularly interesting. From Inlet Lock 1 to a point above

the Canal Company's Dam No. 1, a long feeder canal carried the water to the main canal. This feeder appears to preserve part of the line of the Potomac Company skirting canal—the C&O Canal's predecessor. An upper guard or control gate on the feeder and can be seen by making a short detour from the towpath along the service road a short distance above lock 5.

Above Lock 5 the canal is watered for 17 miles by inlet lock 2 at lock 23 (Violettes Lock). The lower 22 miles of the C&O Canal from Rock Creek to Violettes lock, is the only lengthy portion of the C&O where canal structures are maintained sufficiently to control water levels and keep the canal "watered." (Other short "watered" sections are maintained at Williamsport, Hancock and Oldtown.) Restorations and reconstructions by the CCC (Civilian Conservation Corps) between 1939 and 1941 are largely the reason park service staff are able to keep water in this popular part of our 184.5 mile long canal.

The Magazine Lock, as lock 6 was known, is the second lift lock in the Brookmont area. Just upstream of this lock was a federal powder magazine that gave the lock its name. The location for the ceremonial beginning of the canal on July 4, 1828 also took place near here. Lock 6 provides the first extant lockhouse along this part of the canal and is one of those leased by the Park. It dates from 1848 and was a replacement for the original house destroyed by the devastating flood of 1847.

The line of the canal company's dam located about 100 ft. below the federal Little Falls Diversion Dam, is still often visi-

ble. The diversion dam's pumping station, blocking the view of the river from the towpath, supplements Washington's water supply (primarily provided from the Great Falls intake).

At mile seven, opposite Glen Echo, is Lock 7, just above the old granite quarry. This is one of the C&O locks modified to replace the upper mitre gate with a drop gate. The advantage of the drop gate was its ability to be operated much more rapidly, with much greater ease, and by only one person. The charming lockhouse is located on an island between the canal and bypass flume.

Visible from the towpath at Cabin John Creek is the spectacular Cabin John bridge. Built to carry the conduit of Montgomery Meigs water system from Great Falls for the city of Washington, it is one of the longest single stone arch bridges in the world. The creek itself is carried under the towpath in a modern culvert replacing historic masonry culvert #8.

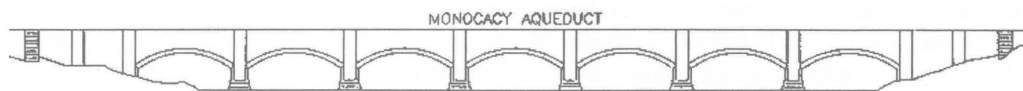
The stretch of the canal including Locks 8 through 14 was known by boatmen as the Seven Locks area. Here, in about a mile and a quarter, seven lift locks raise the canal 56 ft. to the level it maintains for the nearly four miles to the Six Locks area (with Locks 15 to 20) at Great falls. A mile above Lock 14 is the Carderock recreation area and in the river opposite this stretch of the canal are the Stubblefield Falls (a name frequently attached in the past to rapids in regional rivers).

Karen Gray



Rock Creek near its intersection with the C&O Canal. A canal boat is under the center of the bridge. Jan. 18, 1860.

The Monocacy Aqueduct Report



Since the writing of the following report, the Park has released the following announcement which confirms what is written in the report and is a tribute to the work of the committee. - ed.

MONOCACY AQUEDUCT AREA TEMPORARILY CLOSED

C&O Canal National Historical Park will be performing coring and drilling tests at the Monocacy Aqueduct on February 26, 27, and 28. During the testing, the Monocacy Aqueduct will be closed to all pedestrian and bicycle traffic. The testing will occur between 8 a.m. and 5 p.m. The trail will be open to traffic prior to and after the testing. The parking area and downstream portion of the towpath will remain open.

The 517-foot long Monocacy Aqueduct is a 19th century engineering masterpiece. The structure has been subject to damage from debris carried by floods over the years. After the 1972 flood, a metal banding system was placed on the structure to stabilize and preserve it. Congressional funding is expected in fiscal year 2002 to begin restoration of the aqueduct. The testing is part of on-going planning and design work being completed as part of the preservation strategy for the structure.



In this issue The Monocacy Aqueduct report features a "guest aqueduct." During the World Canal Conference in Rochester last October, a number of our Association members took a field trip to see the Nine Mile Creek Aqueduct in Camillus, New York, outside of Syracuse. Dr. David Beebe, Director of the Camillus Canal Society and member of the Board of Directors of the Canal Society of New York State led us on a guided tour to the aqueduct. We boarded an electric powered canal boat at Sims' Museum operated by the Canal Society, a replica of a canal-side store circa 1850 with an adjacent lock tender's shanty, and went down a rewatered section of the old Erie Canal for a mile to the site of the aqueduct. The aqueduct's stone arches supported a wooden trunk that was the channel for the canal's waters crossing above Nine Mile Creek. The Camillus Canal Society is making good progress in obtaining funding to repair the aqueduct, construct a trunk for it, re-water it, and restore it for use in the Camillus Canal Park. The cost of repair will run somewhat over a million dollars and funds will come from the state, in large part from the state's Environmental Protection Fund, and the balance from the legislature.

Like the C&O Canal Association, the Camillus Canal Society is a volunteer association and is a remarkably active group. Under David Beebe's lead it operates the park's museum, boats and exhibits. The society organizes dinner cruises, school tours and a variety of other events in the park. Visitors are most welcome and can make arrangements to visit the park by calling (315) 488-3409 or writing the Erie Canal Project, 109 East Way, Camillus, N.Y. 13031. Below David Beebe gives us an update on progress toward restoring the aqueduct.



NINE MILE CREEK AQUEDUCT

We are waiting for final word which will provide the balance of the funding to restore our Nine Mile Creek Aqueduct, using glulam, which will be the only restored navigable aqueduct in New York State. There were 32 aqueducts on the enlarged Erie Canal 1836-1862. Our aqueduct was begun in 1838 and completed in 1842 and watered in the spring of 1845.

The enlarged aqueduct was the largest of the "second class" aqueducts measuring 144 feet in length containing four spans. The aqueduct is in a secluded area and this contributed to its being undisturbed. Most of the 32 aqueducts have been dismantled with approximately seven aqueducts remaining in recognizable condition.

Our entire volunteer group has spent five years repositioning many of the limestone blocks, removing tree growth, pressure washing the joints and repointing the piers using special mortar mixes. The trunk is the only missing element, which represents 10% of the entire structure. We plan to rebuild the trunk using glulam beams (pressure treated laminated southern yellow pine) with 2 1/2 inch tongue and groove planking over the beams. Neoprene strip seals will be used where the horizontal deck meets the vertical side walls. Bolts and lags will hold the decking to the beams and prevent spreading of the walls.

With the completion of the aqueduct, we will have two miles of water-filled canal for our two electric powered, school tour, and dinner boats to navigate.

We will keep you informed of our progress. Thank you for your interest.

David Beebe, Director CAMILLUS CANAL SOCIETY,
CAMILLUS, NEW YORK FEB. 7, 2001

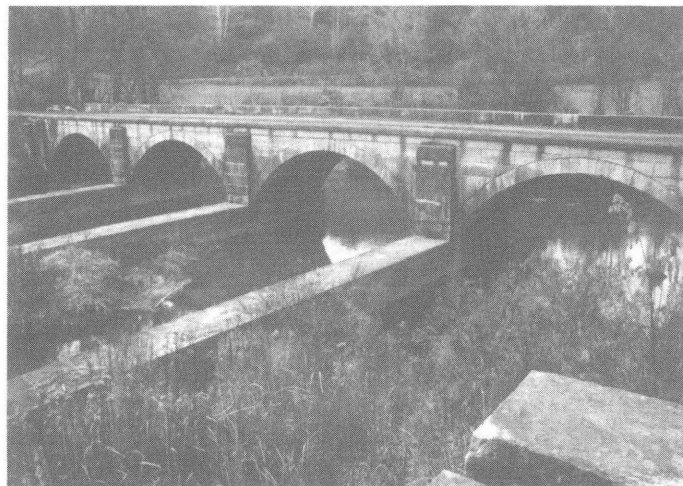


C&O Canal NHP Superintendent Doug Faris reports that work will shortly begin on the construction of an interpretive kiosk to be placed by the towpath on the approach to the Monocacy Aqueduct. It will provide canal visitors with text and graphic panels on the building, the engineering and functioning of the structure, its history, and how it will be repaired and restored to its original form. The cost of building the kiosk is being covered by a \$6500 from our Monocacy Aqueduct Fund and a \$3500 grant from the Capital Section of the American Society of Civil Engineers. Debbie Conway, chief of the canal park's interpretation branch, is overseeing the kiosk project.

Doug Faris also reports that the preliminary design and engineering concept for the aqueduct rehabilitation has been

approved by the Washington office of the NPS and funding is available for the engineering and contractual packages for the project. This phase will take about twelve months to complete. There is good reason to hope that all the funding for the project can be obtained in the 2002 NPS budget and construction work begun in the summer of 2002. This work should take about two years to complete, perhaps in time for the celebration of the 50th anniversary of Justice Douglas's hike down the canal to save it from the highway builders and establish the C&O Canal National Historical Park.

Carl Linden



Erie Canal Aqueduct at Camillus New York. The trunk was formed by a wooden trough that rested on the piers in photo on right.



NEWS OF THE C&O CANAL NHP

Superintendent Douglas Faris

Recently, Superintendent Doug Faris became ill and sent the following note to "Along the Towpath." We wish him well as a person as well as the wonderful guardian of the Canal that we all love. - ed.

Superintendent Doug Faris underwent surgery in January 2001 in Washington County Hospital and is doing great. He has quickly recovered, and is working most of the time. He is taking follow up treatments for the next six months that require about fifteen percent of his time out of the office. He sends his thanks to all that sent him cards and positive words of encouragement.



Inpaku - Transamerica walk 2001

Starting March 31, the C&O Canal will be host to the beginning of Inpaku, "Transamerica Walk 2001" by a group of young Japanese visitors. The walk will commence at Mount Vernon with a ceremony at Arlington National Cemetery on March 30 and then continue on along the Cana starting April 1. The finish will be in San Francisco on September 8 after traveling 5000 km (3100 mile). The only break in the walk will be between Salt Lake City, UT and Sacramento, CA. The event will be to honor the signing of the peace treaty in San Francisco, fifty years ago.

The walk was done 37 years earlier, so this will be the second time it will be done. That walk led to the creation of the Japan Walking Association and, ultimately this years event. The goal is to foster friendship between the two countries. In addition to the usual press coverage, the walk can be followed on the Internet at:

<http://www.yomiuri.co.jp/inpaku/english/home.htm>

(Continued on Page 9)

THE NEWS FROM ENGLAND

Soon London boaters will be able to launch “narrowboats” in the Thames. Thence they can lock through to the Grand Junction Canal and continue through navigable water all the way to England’s fabled Lake District.

This was canal-builder James Rennie’s original idea in the late 18th century, when he completed the Lancaster Canal. He then sought to link it to the Grand Union and England’s burgeoning inland-waterways system. All went well until the barrier of the Ribble River near Preston in Lancashire called for an aqueduct to traverse this broad stream. But there wasn’t any money for that. (Why are canallers always short of money?) In 1797 Rennie had already built the Lune Aqueduct, a five-arch structure whose piers rest on Russian timbers driven deep into the riverbed. But the cost, substantially higher than originally estimated, left insufficient funds for an even longer Ribble span. Rennie’s solution was to build a tramway across this tidal river, unloading cargo onto rail cars to transport the goods to boats waiting on the other side. This spindly structure survived only, however, until 1857. Since then the Lancaster Canal to the north of the Ribble has been isolated from the national inland-waterways network.

Meanwhile, the Lancaster Canal north of the Ribble was used for local passenger and commercial traffic, while the segment known as Ruffords Branch south of the river was leased to the Leeds & Liverpool Canal Company. In 1885 the northern segment was sold to the London & Northwestern Railway. During highway expansion in the 20th century, portions were given up for road crossings and other incursions, and bit by bit, sections of the waterway were abandoned. By the 1960s only the southernmost 42 of the original 57 miles north of the Ribble were still usable for traffic.

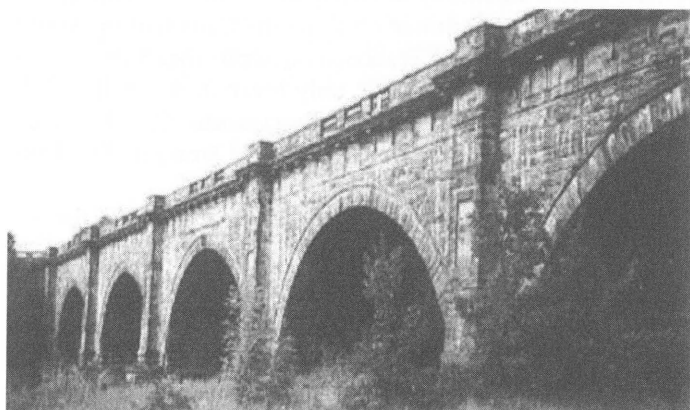
Under Britain’s millennium program, a government/private partnership has formed to fund restoration of historic features. The planners decided to link the Lancaster to the main British inland waterways network. Parliament in 1792 authorized this canal to connect the Lancashire coal fields with Kendal, then a textile-manufacturing center. It was Rennie’s scheme also to tie the Lancaster to the inland network. Because of the Lancaster’s isolation from the national waterway network, the plans for

restoration were drawn up by a new organization, the Waterways Trust. The reason for this was that the British Waterways, the state-owned organization responsible for England’s 2000 miles of canals, had no jurisdiction over the Lancaster.

The initial \$9 million phase, which got under way in December 2000, will link the Lancaster Canal to the Ribble River. This new four-mile link will use a natural waterway known as Savick Brook. Nine locks are being built in this stream to allow boats to drop 60 feet to the tidal river. The course will then run a short distance on the Ribble to the existing Ruffords Branch of the Leeds and Liverpool Canal. This eleven-mile connection to the river will raise boats through six locks to the mainstream waterway. This project, known as the “Ribble Link,” is scheduled for completion in late 2001. The northern part of the Lancaster, which will be restored in the coming years at a cost of about \$45 million, will extend the canal to its original terminus at Kendal. To accomplish this extension, new channels must be dug to get around the highway crossings that have obliterated sections of the waterway. In addition, the prism must be cleared of trees and other growth in the disused parts. Also, a major obstruction to the 378-yard Hincaster Tunnel caused by road construction must be removed.

Meanwhile, boaters soon can reach the currently navigable portion of the Lancaster from Preston to Staibton, passing over the Lune Aqueduct to the heart of the Lake District and nearby Lake Windermere and the village of Grasmere, where Wordsworth lived. His grave marker can be seen in the family plot, and one can lift a pint in the bar of the Black Bull Hotel the poet frequented. Thus, 144 years later, the Lancaster Canal finally will become an integral part of the British inland waterways system, and British boaters will have watered access to one of their country’s favorite vacation spots.

Hal Larsen



Lune Aqueduct, designed by John Rennie. With permission The Lancaster Canal Trust. www.thelanky.co.uk



Replica of the Tramway over the Ribble. With permission The Lancaster Canal Trust. www.thelanky.co.uk

FROM THE ASSOCIATION

THE PRESIDENT

I have expressed my gratitude to our members for their continuing contributions on previous occasions, but I am happy to say that I must do so again. One of my duties as President is acknowledging contributions. This might seem to be a rather routine job, but I find it not only enjoyable, but exciting. It restores my faith in the reason we exist. The scope of contributors is impressive. There are many new members who have enthusiastically responded. Most gratifying are the regulars who send something along month after month, and it's great to see that contributions are spread among the three fund opportunities: Canal, Monocacy, and Davies.

The amount of some contributions is also a pleasant surprise. In the early days, we had the opportunity to vote with our feet to save the Canal - you are now voting with your pocketbooks to preserve it! I think the immediate and early success of the Monocacy Fund caught the attention of the Park Service and convinced them that "we ain't foolin'." Although the basic objective of the Davies fund has been met, the continued designations for that purpose are a tribute to the man he was, and I suspect many of these come from some who may not have known him but understand and respect his contribution to the Park we so dearly love. That's a part of its "magic." It is also gratifying that we have friends in both charitable organizations and sportsmen's groups, some out of the immediate area, but sharers of our towpath; for example Hanover Cyclers, Inc. of Pennsylvania.

We're getting there!

Ken Rollins

THE EDITOR

I would like to take this opportunity to express the wish that I can continue in the traditions that have given the Association such a fine newsletter in the past. I would especially like to thank my predecessor Bob Perry who has worked so hard and so long. He has left behind a standard that will take much to uphold.

The reader will probably notice from time to time changes in the format. As computers have become faster and more powerful, tasks that were too time-consuming become available. Also, as a prerogative of being editor, I can try formats that I find closer to my own sense of design. I do caution that it may take several issues before they become settled. I hope that the reader will find the changes pleasing and as least as readable.

I also would like to add some regular features that will make *Along the Towpath* even more valuable as a resource for the appreciation and enjoyment of the C&O Canal. I hope to leave some space for items from the Park Service, whose staff work so hard to maintain, preserve and even improve our Canal Park. It has been my pleasure to get to know many of them and the job that they do. I hope that this will give the reader a better perspective on the state of the Canal Park and keep the reader more involved in the Park.

I also would like to introduce a column by Nancy Long, *Potpourri*, notes and observations pertinent to the Canal and the Potomac River. This is in keeping with my feeling that the newsletter is the best means for keeping our membership involved with not only the Association, but the Canal Park, whose perpetuation is what the Association is about.

Finally, I would like the readership to feel free to volunteer contributions to the newsletter. If there is sufficient response, there may even be a short Letters to the Editor section. All that I ask is that you should remember that this editor never truly learned typing so, if at all possible, email or magnetic copy is greatly appreciated. There are very few formats that can not be converted to the requirements of the newsletter.

Remember that the newsletter is for the Association. That means that not only is it written for the membership, but also by the membership. I look forward to the result.

Fred Mopsik

THE MEMBERSHIP COORDINATOR

Many thanks to everyone who has already renewed their membership in the C&O Canal Association for the year 2001. It is important to receive renewal dues early in the year to assure that funds are available for all of our projects and programs. While renewals are ahead of previous years at this point, we still have quite a way to go.

Members who had not renewed their membership as of February 7 have been sent reminder notices in the mail.

If you received a reminder and have already responded, thank you very much. If you have not yet replied, please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*. Please take a moment to fill out the questionnaire portion of the renewal form also. It will help us to better serve our members and this great park we all love so much.

All of the information and suggestions that members are sending in on the renewal forms is being forwarded to the Board for action. One such suggestion, from COCA member, Bill Duddleson, was to include an application form for New Members in every issue of the newsletter. This form could be used by anyone wishing to become a member, or by current members who wish to give gift memberships to friends. This suggestion has already been adopted by the Board and the first form is included in this issue. Thanks, Bill!

If you attended the Annual Meeting this month, then you already know we finished the year 2000 with 958 members. While this is lower than our total for 1998, it is substantially higher than 1999. I believe that growing and maintaining an active membership in the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal. If you have questions or suggestions regarding membership, please contact me at (703)306-6549 or barbara.sheridan@gsa.gov.

Barbara Sheridan

Level Walker Chair Karen Gray

Several new Level Walker assignments were made this past quarter: James and Joan Hughes to #3, Nancy Henningsen to #4, Ruth Buckley to #13, Stacey Cramp to #13, Eric Wentworth to #37, Margie Knott and Irene Hudson to #46, and Mike and Carol Shaw to #61. Thanks for volunteering folks!

With the end of year 2000, an assessment was made of the extent of level walker coverage during the year. It revealed 203 reports were received, representing 91 of the 135 assignments that were current at the end of the year. The reports covered 61 of the 69 levels, with no reports on 8 levels (26, 46, 53, 54, 55, 59, 64 and 68).

Below is the list of walkers who worked and reported on their assigned level, and the number of reports received from each, based on my records. If you reported on a level walk in 2000 and your name isn't here, or if you reported more often than my records show, please let me know so I can make corrections. Last time I checked I was still fallible--as are also postal and e-mail services.

#1: John Barnett (30), B.K. Lunde (3), Rachael Stewart (1)

#2: Paul Hagen and Chris Jahnke (1), Bill Quinn (3)

#3: James and Joan Wilson (4)

#4: Fred and Judy Mopsik (9), Judy Olmer (1), Carolyn Reeder (3)

#5: Jim and Jan Heins (2), Bobbie Thorberg and Dorothy Camara (3)

#6: Harry Bridges (1), John and Mary Fondersmith (1), Dave Johnson (1), Helen Johnston (1), John Kimbrough (1)

#7: Alan and Rebecca Hedin (2), Jack Magarrell (1)

#8: Paul and Maggie Davis (12)

#9: Tom O'Dea (1), Mike Schuchat (4)

#10: Angela Fitzgerald (1), Carol Purcell (2), John and Valerie Wheeler (1)

#11: Sandy and Marv Kahn (4), Judy and Don Plumb (4)

#12: Stephen Pollock (2)

#13: John and Eliane Viner (1)

#14: Michelle Fink (1)

#15: Richard and Andrea Tibbets (2)

#16: Michael Ciaciosi (5)

#17: Richard and Anita Stoll (1)

#18: Eric Dutrow (2), John and Patty Hawley (3)

#19: John and Sue Anderson (1), Jack and Pat Cook (2)

#20: Sylvia and Charles Diss (1)

#21: Ron Milberg (1-included #22)

#22: Ron Milberg (1-included #21)

#23: Tammy Davis (2), George Wyeth (1)

#24: Karen Gray (2), Ron Howard (2)

#25: Don and Carol Juran (2)

#26: NO REPORT

#27: Ruth Conard (1)

#28: Sonny Deforge (1), John Frye (1), John Lindt (2), Jim Maddy and Barbara Chapman (1-Included #29)

#29: Jim Maddy and Barbara Chapman (1-included #28), Jack Magarrell (1)

#31: Brent Tolbert-Smith (1)

#32: Bill Wentzel (1)

#34: Tom and Linda Perry (2)

#35: Dave and Audrey Engstrom (2)

#36: Nancy and Tim Thorpe (1)

#37: Ellen Holway and Elizabeth Scott (2), Nancy and Tim Thorpe (1)

#38: Gary Naugle and Jim Twyman (3)

#39: Paul Kimble (1)

#40: Bill Hibbard (2)

#41: B.K. Lunde (2)

#42: Diane Summerhill (2)

#43: Karen Gray (2), Teresa Harshman (1)

#44: John Bowman (2), Hal and Jane Larsen (3), Pete and Thelma Peterson (1)

#45: Joe Kochenderfer (3)

#46: NO REPORT

#47: Carroll and Phyllis Yingling (1)

#48: Bill Hibbard (1)

#49: Bill and Sue McAllister (1)

#50: Ed and Karen Leisinger (1), Janice Plotczyk and Gren Whitman (2)

#51: Aubrey Pearre (3), John Popenoe (2)

#52: Irving and Rose Ann Soloway (2)

#53: NO REPORT

#54: NO REPORT

#55: NO REPORT

#56: Patricia White (1)

#57: Bill Burton and Barbara Sheridan (2-included #58), Patricia White (2)

#58: Bill Burton and Barbara Sheridan (2-included #57), Patricia White (1)

#59: NO REPORT

#60: John and Judith Lilga (2)

#61: Dennis and Sue Hibbard (1)

#62: David Kuder (1)

#63: Jim Preston (2)

#64: NO REPORT

#65: Bill and Marsha Romano (1)

#66: Jim Preston (1)

#67: Jim Preston (1)

#68: NO REPORT

#69: Jim and Joanne Mullenex (5)

My profound thanks to all of you for a job well done! Special thanks to John Barnett, who hauled many large bags of trash out of the Georgetown level, cleaned up the tidal lock, and submitted 30 reports while actually working on the level more days than that. I'm also appreciative of those walkers who have taken on more than one level or accepted a level far from their home.

As this is being written in early February, the following levels need a walker:

#36, Lock 43 to Falling Waters

#55, Lock 60 to culvert 208

#59, Tunnel parking area to opposite the mouth of Little Cacapon

#64, Kelly's Road culvert to Spring Gap Recreation Area

#68, Evitts Cr. Aqueduct to the Wiley Ford Bridge.



NOTE: The deadline for reports included in the next issue is Feb. 10. Reports can be mailed or e-mailed but in whatever form you submit them, please use the standard form. Contact me by phone at 202-333-6947; by e-mail at

kmgrayphd@cs.com; or by mail at 825 New Hampshire Ave., NW #304, Washington DC 20037-2307.

HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early November to early February:

#1 *Tidelock to the Inclined Plane*: 11/10, 11/28, 12/1, 12/15, **John Barnett** reported that on one occasion he actually got help from one of the homeless "residents" of the Georgetown level.

#2 *Incline Plane to Lock 5*: 1/13, **Bill Quinn**, filled 2/3rds of a 13-gallon plastic bag with litter and reported the top of the mile 5 milepost had been broken off.

#4 *Cabin John Creek to Lock 14*: 2/11, **Nancy Henningsen** found 2 full beer cans among the empty ones. 12/14, **Fred Mopsik** with canine assistants **Cleo** and **Logan** reported that the canal was drained below lock 9 but that the herons are regulars in the shallow water below lock 8. 12/31, **Carolyn Reeder** reported more than 150 people skating, walking, or pulling kids on sleds on the frozen canal.

#6 *Cropley to Lock 20*: 2/11, **Helen Johnston** reported beaver sightings in Widewater and near the stop-gate.

#8 *Swains Lock (21) to Pennyfield Lock (22)*: 11/21, 12/18, 1/24, **Paul and Maggie Davis** reported road work on the road below Tobytown making passage difficult if not impossible and commented on the heronry on the Virginia shore where they counted 22 nests with heron standing on 4 of them.

#9 *Pennyfield Lock (22) to Seneca Aqueduct*: 12/29, **Tom O'Dea** noted that the original stone mile marker once standing at 22.02 no longer appears to be there. 1/31, **Michael Schuchat** reported the presence of the new "Scenic by-way C&O

Canal" signs on River Road.

#11 *Tenfoot Is. to Sycamore Is.*: 2/7, **Sandy and Marv Kahn**, just like level walkers in the operating days of the canal, found a large animal hole in the towpath in need of being filled in. 2/7, **Judy and Don Plumb**, met the Kahns during their walk. Also noted the large hole (reported to Nancy Brown).

#14 *Harrison Island to Whites Ferry*: 11/19, **Michelle Fink** noted the relative lack of garbage. 1/29, **Patrick Vall** encountered no one on the towpath during his walk.

#15 *Whites Ferry to Woods Lock (No. 26)*: 1/14, **Richard Tibbits** found all picnic tables removed from the Marble Quarry HBO and two large tree limbs fallen into the center of the camping area.

#16 *Woods Lock (No. 26) to Monocacy Aqueduct*: 12/2, 1/2 **Michael Ciansiosi** noted a beaver in the warm water near the power plant on his January walk.

#17 *Monocacy Aqueduct to Noland's Ferry*: 1/13, **Richard and Anita Stoll** reported the picnic tables removed from the Noland's Ferry picnic area. 2/11 **Eric Wentworth** encountered another walker who pointed out a raccoon curled up in a hole about 30 feet up in a large sycamore.

#18 *Noland's Ferry to Point of Rocks*: 1/26 **John and Patty Hawley** removed branches that blocked the towpath in several places.

#20 *Catoctin Aqueduct to Lock 30 at Brunswick*: 11/20, **Sylvia Diss** reported a flock of 50 or more Canada geese on the river along her level.

#30 *Snyders Landing to Lock 40*: 1/15, **Mike and Margaret Brown** picked up 10 large garbage bags of litter, mostly from the prism of the canal between mi. 78.5 and Lock 40 and around Snyders Landing

parking lot.

#37 *Fallingwaters to Lock 44*: 10/29, **Nancy and Tim Thorpe** reported hundreds of Canada geese on the islands and in the river.

#38 *Lock 44 to High Rock Quarry*: 11/2-4, **Gary Naugle** noted that although he visits this level frequently he is not able to stay on top of the trash that accumulates on it.

#40 *Dam 5 Nettle RR bridge piers*: 1/12, **Bill Hibbard** removed many small branches during his walk.

#43 *McCoy's Ferry to Fort Frederick*: 1/27, **Karen Gray** found the towpath snow-covered with fox prints in one location and countless turkey prints in another.

#45 *Ernstville to Licking Creek Aqueduct*: 1/13, **Joe Kochenderfer** reported that there is now a sign on the Western Maryland RR trail providing directions to the towpath at the Ernstville road.

#50 *Lock 53 to Lock 55/Dam 6*: 1/1 and 1/28, **Ed Leisinger** and **Karen Elliott** found the towpath snow covered or mostly so on both dates, and reported promptly to Nancy Brown a tree trunk dangerously hanging over the towpath.

#65 *Spring Gap Recreation Area to North Branch*: 1/6, **Bill and Marsha Romano** contrasted the isolated and serene character of the level in winter with an earlier one when it was bustling with bikers and hikers.

#69 *Wiley Ford Bridge to the Cumberland Terminus*: 2/2, **Jim and Joanna Mullennex** noted that the construction area along the new road is difficult for bikers because of the mud and ruts at that point. ❀

NEWS (continued from page 5)

The schedule for the hike along the Canal is

- April 1 - Key bridge to Great Falls
- April 2 - Great Falls to Edwards Ferry
- April 3 - Edwards Ferry to Point of Rocks
- April 4 - Point of Rocks to Dargan's Bend
- April 5 - Harpers Ferry
- April 6 - Dargan's Bend to Big Slackwater
- April 7 - McMahon's Mill to Dam No. 5
- April 8 - Dam No. 5 to Hancock (C&O Canal Volksmarch)

April 9 - Hancock to Little Orleans

April 10 - Little Orleans to North Portal Paw Paw Tunnel

April 11 - North Portal Paw Paw Tunnel to Spring Gap

April 12 - Spring Gap to Cumberland

HISTORIC LEASING PROGRAM AWARD

The C&O Canal National Historical Park has won a special Cultural Resources 2000 Certificate for its Historic Leasing Program. The citation was for 6 listed structures leased and leases for 14 additional historic properties are being sought.



POTPOURRI

By Nancy Long

(This issue of "Along the Towpath" inaugurates the "Potpourri" column. As the title suggests, the intent is to cover a variety of items. The writer encourages critical comment as well as material for subsequent columns.)

NEWS/ISSUES

The C&O Canal National Historical Park Commission

Thanks to Congresswoman Connie Morella, the life of this commission was extended for ten more years. Established by the law that created the Canal Park in 1971, the commission is composed of nineteen members appointed 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 C&O Canal National Historical Park. Members are recommended by the states of Maryland and West Virginia, the commonwealth of Virginia, and the District of Columbia; by the Maryland counties of Montgomery, Frederick, Washington, and Allegany; and by conservation organizations. Three members are selected for at-large seats, one of whom is designated chairman. Two members each are selected from the recommendations submitted by the eight political jurisdictions: Governors of the states and commonwealth, the mayor of the District of Columbia, and the councils/commissions of the counties. Commission members and park staff meet four times a year in various locations along the Canal. All meetings are open to the public, and provide a forum that stimulates discussion of issues and encourages public comment.

Great Falls Tavern Repairs – Tavern repairs are expected to begin in May 2001. The basic work is expected to consist of the following: replacement of wood shingle roofing systems, gutters and downspouts, and window assemblies. Also included is the refurbishment of historic shutters, stucco, and exterior paint. There is modest interior work associated with the window replacements. Architectural assessment of the Tavern indicates that this historic structure is presently in fair condition. The intent of this project is to undertake permanent replacements and repairs to bring the exterior to excellent condition. It is expected that the Tavern will remain occupied and open to the public throughout the project. The estimated cost is \$300,000.

Dickerson Power Plant – When the Potomac Electric Power Company (PEPCO) divested itself of its power generating properties, the plant at Dickerson, Maryland, along the C&O Canal near the Monocacy Aqueduct, was sold. The new owner, the Marant Company, proposes to expand the plant by adding two gas-fired turbines. This expansion, as well as any future development at this site, bears watching.

The Canon National Parks Science Scholars Program

This program has a single goal: to encourage the best and brightest graduate students in all relevant scientific disciplines to conduct research important to the future of the national parks. It aims to develop the next generation of scientists working in the fields of conservation, environmental sciences, and park manage-

ment. Awards are made in four areas, broadly defined as follows: biological sciences (such as botany, ecology, conservation biology); physical sciences (such as geology, hydrology, atmospheric sciences); social sciences (such as economics, political science, sociology); cultural sciences (such as ethnography, cultural studies, archaeology). The awards are for doctoral dissertation scholarships to support student research in the national parks. Two scholars and one honorable mention winner will be selected in each of the four major discipline areas. The scholarship awards are \$25,000 per year to complete the research project, for a maximum of three years and \$75,000. Honorable mention winners receive a one-time award of \$2,000. The Canon National Parks Scholars program is a collaboration among Canon USA, the National Park Service, the National Park Foundation, and the American Association for the Advancement of Science (AAAS). General research topics are selected by NPS park managers; student proposals are evaluated and winners selected by panels of scientists convened by AAAS; the National Park Foundation transfers funds provided by Canon USA, Inc., to each student's university. Applications must be received no later than June 1, 2001. For more information and application materials, write to Dr. Gary E. Machlis, Program Coordinator, Canon National Parks Science Scholars Program, Natural Resource Stewardship and Science, National Park Service, 1849 C Street, NW, Washington, DC 20240. Phone: 202-208-5391. E-mail: gmachlis@uidaho.edu.

PEOPLE

Long-time members of the Association will remember **Ed Wesely**, a former board member very active in the Association and the Canal Commission before moving to Pennsylvania where he is presently a columnist writing on conservation issues for a local newspaper. Among other activities that now occupy Ed's time is the raising and tagging of monarch butterflies. In a recent letter, Ed writes: "Imagine my surprise when I learned from the University of Kansas that a monarch butterfly I'd tagged in Amherst, Massachusetts, on September 1, 1999, had been recovered in February 2000 in the El Rosario monarch preserve west of Mexico City. During its autumn migration, this little male, #117-JG, had flown about 2250 miles! It was one of 465 monarchs I raised that year, mostly from eggs and caterpillars I'd salvaged from mowing and spraying operations."

Dr. George Lewis, a veterinarian who lives in the Lander area, has organized a group of local residents to work with Canal staff in rehabilitating the Lander lock house. This action has prompted general improvement efforts to the Canal's Lander area. This is a good example of a constructive partnership between the Park and a local community for the benefit of the general public.

MISCELLANY

§Does the news about the human genome make us think about our closer relationship to the other forms of life found within the C&O Canal National Historical Park?

§Question from the Chairman of the Monocacy Aqueduct Committee: How do you fix an aqueduct?

Answer:

With an aqueduct tape.

FROM THE ARCHIVES

The article below appeared in the Washington Daily News on May 9, 1961. It is one of many, which someone with a suitable sense of humor remarked that they got Mrs. Reges a million dollars worth of free publicity. The event was even covered in Time Magazine, and it would be rewarding if someone would review the various collections in our archives to bring more to light.

Tramp, Tramp, Tramp (The Boys Are Marching)

We've often been told that the real, staunch friend of the Great Outdoors is the Strong, Silent Type. He slips off into the woods – alone and unpublicized – fires up his Dunhill, breathes deeply, gets In Tune With Nature, Woos His Soul, and if he's patient, (as he always is), is rewarded by the flash of a scarlet tanager or even a prothonotary warbler, which he quietly reports to the FBI.

This is why we had some misgivings, eight long years ago, when The Washington Post and Times-Herald accepted an invitation by Supreme Court Justice William O. Douglas, a passionate outdoor type, to walk the C&O Canal. Highway planners had designs upon this stretch of woodland and it was thought that the hike would dramatize its worth as a national park.

Well, sir, we were fond of woods, too, and not the least of our reasons was that they didn't used to be jumping with editors, sub-editors, reporters, photographers and other fellow travelers of the friends of the great outdoors.

Still, there it is; it's a tradition and the perennial Post-Douglas outing is now accompanied by reportage often as heavy as the going underfoot.

By all accounts, this year's hike, the eighth such, was a smasher. Despite constant rain, 176 hikers started including, in addition to Justice Douglas and complete Post coverage, Dutch-treat Democratic dinner-inviter (\$100 a plate) Secretary of the Interior Stewart Udall and Sen. Paul Douglas (D., Ill.), not to mention a former governor, a retired admiral, a Navy commander, a Navy captain, a spokesman for the canoe interests, a good many children, at least one dog, and a bagpipe player.

Off they set from Seneca, Md., on Saturday morning in the rain, a small army bent on saving the wilderness. To the solitary woodsmen they met along the way, the battle must have seemed already lost.

So it was a wet, bedraggled band that finally reached the Old Angler's Inn at Potomac and the promise of a bowl of grog, or at least a place by the fire.

These days, however, a wilderness inn is more likely to be a restaurant-cocktail lounge with maybe soft lights and chi-chi.

The wife of the proprietor of this one, Mrs. John T. Reges, was not impressed. The Washington Post reported as follows:

"I run this place to make money, not serve tramps," she shouted, ordering Sen. Douglas to "get off that rug and get over there. . . ." He obliged.

By the time wet (with water, not oil) Secretary Udall arrived from haunt of coot and hern[heron, arch. OED]. Mrs. Reges was still in command of the situation.

"You look like a bum," she said. "Get out!"

Mr. Udall retreated and ate his lunch in the rain.

It had, after all, been a bad week for him from the start.

What we like about Mrs. Reges, in these toadying times, is that she wasn't the least bit shaken when she learned who everyone was.

"I'm not even sure if I care," she said, as The Post dutifully reported. "I walk in, and it is an awful sight. There is half an inch of water on my floor. Dirty wet clothes thrown all over the tables. And these people, ...sprawled all eating lunches they brought with them. What would you have done? Well, I am I a very temperamental woman and I say what I think."

We're already looking forward to next year's hike.



NEWS FROM THE PARK SERVICE



C&O Canal NHP Announces Participation in the Annual Potomac River Watershed Cleanup--Volunteers Needed!

The C&O Canal NHP is proud to announce that it will again participate in the annual Potomac River Watershed Cleanup on Saturday, April 7 from 9 a.m. to noon at Lock 38 in Sharpsburg, Maryland. The Alice Ferguson Foundation, an organization dedicated to environmental education on the Potomac, started the annual cleanups in 1989 to improve the state of the river and encourage good stewardship of this natural treasure. The C&O Canal shares these goals and encourages everyone to volunteer and participate in this fun and worthwhile endeavor.

Participants will help to beautify the area by helping to pick up trash along the banks of the Potomac in the Sharpsburg area. The organization will be responsible for disposing of or recycling the retrieved items. Anyone who enjoys visiting the canal or uses the Potomac River for recreation (or benefits from its numerous ecological and societal values) will profit from participating in this day of giving back to our nation's famous river.

For more information, or to volunteer, please call Nancy Brown of the C&O Canal National Historical Park at 301-714-2233.

The Potomac River--A Regional and National Treasure

The Potomac River flows 400 miles to form the largest watershed on the east coast. Anyone who has visited the river knows of its grandeur. Imagine the progression of the river from the tranquility along the canal near Sharpsburg to the more rapidly moving water near Harpers Ferry where it connects with the Shenandoah River, and on to the pounding waters at Great Falls. In addition to its beautiful scenery, the Potomac River is also of extreme ecological and cultural value. It is home to numerous threatened or endangered plants and animals and provides water supply for many people. The river played a vital role in the shaping of our nation, in ways such as providing a means of transport to the west via the Chesapeake and Ohio Canal.

The Potomac River is not as healthy as it was 3,000 years ago when Native Americans lived upon its shores. People like you are needed to help with conservation efforts, such as the annual cleanup, to help bring the Potomac River back to a more healthy state. Pollutants and erosion threatens the health of our river. Besides participating in the annual cleanup, citizens can improve the water quality by avoiding putting household toxics down the drain, restricting the use of fertilizers and pesticides on lawns and gardens, maintaining septic systems in good condition, employing best farm management practices, and preventing erosion during construction. With a combined effort, citizens can make a positive difference.

C. Ross



❁ NATURE NOTES ❁

The year 2000 was a good one for the three volunteers responsible for "Sights and Sounds of the Season" talks in the Canal Park. No walks were missed because of inclement weather or other problems. Through rain and shine, hot and cold weather, a total of 48 walks were completed. Based at Great Falls Tavern, they follow the towpath up or down, take to the hilly paths back of the Tavern, or follow paths along the Potomac. Each walk is a "voyage of discovery" as the group concentrates on identifying plants, birds, and other sights along the towpath and in the woods.

The pair of bald eagles again nested on Conn Island, disappearing for a short time in late fall and reappearing in the early days of 2001.

Many of our "regulars" can be counted on to appear for every walk on the first and last Wednesday and Saturday every month of the year. To these regulars can be added 38 persons – some visitors in the area – making a total of 488 person-days spent walking in the park.

As the three leaders advance in age, walks become somewhat less strenuous – averaging a couple of miles instead of three or four during the morning hours. Again in the year 2000, the group noted fewer wildflowers along the towpath because of the spread

of gravel and close mowing at both edges. Some undesirable new plants are getting a foothold – especially garlic mustard.

Skunk cabbage will soon be appearing in stream valleys on the Goldmine Tract and elsewhere. Patches of club moss should also be seen on trails on the Goldmine Tract if they haven't been eaten off by deer. Apparently deer are responsible for the disappearance of club mosses and ferns on the Goldmine tract and in other woodlands.

On a chilly Wednesday morning after Christmas, a dozen intrepid walkers convened at the Tavern to review slides of past Christmases, and then to discover what the park held in the way of surprises for this holiday season.

Betty Henson's sharp eye found the persimmons still hanging in a tree over the towpath--doubtless juicy and sweet from their frostbitten state, but unreachable. Are persimmons good-tasting in the winter? About 20 fruits had been tantalizing us as we passed the tree on a several winter walks. A vigorous tree shake brought down several fruits. The outer skin was dry and dusty. Once removed, the rich brown fruit was delicious, leaving fingers as well as lips sticky with its sweetness. Boatmen going up and down the canal in the old days doubtlessly could have told us,

"Yes, persimmons are good-tasting in the winter. In fact, BETTER THAN AT ANY OTHER TIME."

The river cut in and out among the rocks, creating Valentine-like lace fringes at the water's edge. These varied in shape and substance according to the angle of the overhanging rocks and the swiftness of the passing water. The ice formations at the rivers edge fascinated some of us for several weeks.

On Berma Road, away from the wind that cut sharply along the river and canal, part of the group (those not yet frozen stiff) heard and- caught sight of swift wings in and out of ivy-covered trees near the lock-keeper's house. About 50 robins and an equal number of cedar waxwings flew over the path and back again under the green cover of vine-covered trees. Cedar waxwings are relatively rare visitors to the area and robins usually come in early spring but here were both--flying swiftly, apparently attracted by a food supply and ready shelter. Several days later, Saturday walkers discovered robins in large numbers in the same location but no trace of the cedar waxwings. Had they exhausted their chosen food supply and sought shelter and food elsewhere? No whisper of an answer came as the robins darted back and forth.

Scarce rainfall in recent summers left little seepage along Berma Road to decorate the rocky cliffs with ice formation as in some past years. Only in one place was an ice curtain starting to

form from overhanging cliffs.

Reluctantly leaving the robins, the group headed back to the Tavern, watching a kingfisher fly down the canal as they descended from Berma Road to the towpath. Overlooking Catfish Hole, turkey vultures sailed on the wind, tilting and twisting as sharp breezes tossed them high or carried them down near the cliff's edge.

Few signs of spring can be found in early February, but this is a good time to see club mosses and winter ferns as well as lichens covering rocky outcrops. Lichens are especially conspicuous as one walks to the falls overlook. Their growth from year to year is almost imperceptible.

Gypsy moth eggs were observed on one tree trunk on the towpath below the Tavern--a bad omen for the future.

A flock of 50 or more blackbirds noisily settled in the tops of tall trees near the Tavern parking lot. For a few minutes they quieted, then noisily conferred again before taking off toward Potomac Village.

In early February, an adult eagle sat on the branch of a tree near the eagle's nest that has seen many years of use. Will it see use again this year?

Helen Johnston



THE ASSOCIATION WELCOMES NEW MEMBERS

Abe, Lawrence W
Albrecht, Tom & Barbara
Alkire, William
Allen, Richard A
Barr, John F
Beale, Henry
Brand, Norman
Buckley, Ruth
Bury, Mary
Campbell, Dave
Carter, Bruce
Chameides, Steve
Chapman, Charles & Louise
Cohen, Melvin S.
Cole, Hal
Coleman, Donna & Fred
Colwell, Jack H.
Crabill Jr., Perry F.
Cramp, Stacey
Curtiss, James L.
Cyclers Inc., Hanover
Davy, Richard
Doolittle, Richard & Penelope
DuBell, Willaim H.
Dunleavy, James J
Fosdick, Bill & Patty
Goforth, Jeannie
Goodfriend, Dr. Glenn A
Grabowsky, Craig & Tami
Grace, Donald
Green, Mark
Griffith, Charles M.
Guskin, David M.

La Vale, MD
Bethesda, MD
Ashburn, VA
Chevy Chase, MD
Clear Spring, MD
Washington, DC
Washington, DC
Chevy Chase, MD
Hamilton, VA
Harpers Ferry, WV
Georgetown, DE
Bethesda, MD
Washington, DC
Bethesda, MD
Chevy Chase, MD
Parkersburg, WV
Bethesda, MD
Winchester, VA
Bethesda, MD
Silver Spring, MD
Hanover, PA
Portland, ME
Bethesda, MD
Walkersville, MD
Harpers Ferry, WV
Lexington, KY
Brunswick, MD
Washington, DC
Mount Airy, MD
Silver Spring, MD
Arlington, VA
Middletown, MD
Potomac, MD

Hall, James N.
Harvey, Philip D
Hawkins, Tom
Heintzelman, Marlyn
Henningsen, Nancy
Hillenbrand, Elizabeth
Hogeland, Mary
Hughes, Joan & Jim
Humphrey, Adrienne R
Itkin, Frank & Jean
Jensen, Fred & Jane
Jones, Nolan & Joan
Kirch, Fred
Kloman, Christopher R
Knott, Margie
Kopf, Patrick E
Landrigan, Michael J
Langevin, Paul
Lasley, Annette
Lent, Linda K.
Lerner, J. L.
Macy, Sidney
Mak, Holly
Mandelbaum, Jane B
Marth, Paul & Rita
Martin, Barbara & Reed
McMillen, Patricia
Miller, Blaine & Melinda
Moore, Suzanne
Naugle, Sandra
O'Connell, Dennis M.
Parvis, Daniel & Joan
Petrola, Betty
Phelps, Nancy Camplair
Phillips, Jim
Powell, William & Nancy

Cavetown, MD
Cabin John, MD
Virginia Beach, VA
Kensington, MD
Bethesda, MD
Bethesda, MD
Devils Tower, WY
Mc Lean, VA
Montgomery Village, MD
Silver Spring, MD
Potomac, MD
Milford, NH
Wilmington, DE
Mc Lean, VA
Arlington, VA
McSherrystown, PA
Arlington, VA
Wyoming, RI
Chevy Chase, MD
Bethesda, MD
Potomac, MD
Derwood, MD
Bethesda, MD
Washington, DC
Takoma Park, MD
Cabin John, MD
Potomac, MD
Arlington, VA
Wrightsville, PA
Harpers Ferry, WV
College Park, MD
Severna Park, MD
Gaithersburg, MD
Portland, OR
Salisbury, MD
Bethesda, MD

Reichard, Ruth N.
 Reis, Edwin & Sylvia
 Rockwell, Phil
 Rowland, Sue
 Rupp, Woody & Marge
 Ruth, Joseph Y.
 Schein, Maxine M.
 Schwartz, Ronald C
 Shaw, Mike & Carol
 Shelden, Craig & Suzanne
 Slavin, Sanford
 Smith, Jilla D.
 Smith, Thomas
 Spaulding, Wallace
 Staver, Irene R.

Bethesda, MD
 Bethesda, MD
 Wheaton, MD
 Frederick, MD
 Clarksburg, MD
 Arlington, VA
 Rockville, MD
 Boca Raton, FL
 Falling Waters, WV
 Crofton, MD
 Bethesda, MD
 Washington, DC
 Poolesville, MD
 Mc Lean, VA
 Bethesda, MD

Stelmach, Roman
 Stenbakken, Marcelle M.
 Steuer, Kathryn & Anton
 Stubblefield, Bill & Bonnie
 Tinker, Gordon & Carla
 Ulricksen, Stephen
 Wagner, Ira
 Waksberg, Mark
 Wange, Ronald
 Warner, Jonathan M
 Weiss, Ted & Sandy
 Wentworth, Eric Bartlett
 Williams, Mary Ellen & Robert
 Wilson, John R
 Wright, Laura

Morris Township, NJ
 Potomac, MD
 Darnestown, MD
 Martinsburg, WV
 Fallbrook, CA
 West River, MD
 Bethesda, MD
 Potomac, MD
 Bethesda, MD
 Frederick, MD
 Beltsville, MD
 Washington, DC
 North Potomac, MD
 Spartanburg, SC
 Harpers Ferry, WV

CONTRIBUTIONS TO ASSOCIATION FUNDS

With appreciation, the C&O Canal Association acknowledges the following who have contributed to the Davies Fund(D), the C&O Canal Fund, or the Monocacy Aqueduct Fund(M) since the last report. This list includes onations through the end of January.

Mario and Anne ABBATE	MCD	William J. DUDDLESON	M
Tom & Barbara ALBRECHT	C	Mr. & Mrs. Peter L. DUREN	M
James R. ALDEN	MCD	Ruth Stone ECKEL	C
William H. ALKIRE	M	Joseph B. ECKELS	M
Benjamin F. ALLEN	M	John S. EICKE	MC
Larry & Sue Ann ANDERSON	MC	Phyllis Lee ELLIOTT	M
Fran & Kathy ASBECK	M	Diane H. EVANS	C
John D. BARNETT	MC	Diane & Jack FERENCE	M
Patricia BARNETT-BRUBAKER	MCD	Gertrude T. FITZSIMMONS	M
Dennis M. BARRY	M	John & Mary FONDERSMITH	C
Claude A. BASSLER	M	Mr. & Mrs. Stanley FORSTER	M
Dolores R. BENDER	C	Marguerite Peet FOSTER	C
Dr. & Mrs. Herbert B. BERKOWITZ	MC	Clarence F. FREDLUND	C
Terry R. BETZER	M	John C. FRYE	M
Gerald N. BLOOM	M	Frances A. GALLEGOS	MC
Robert B. BOCKTING	D	Steven M. GARRON	M
William A. BOLHOFFER	M	Justin R. GOLDEN	C
Blair & Nancy BOWER	D	Brant GOLDWYN	M
John L. BOWMAN Jr	C	Nancy & Reese GRAMS	MC
Harriet BRAMBLE	M	Karen M. GRAY	MCD
William & Patricia BROWN	C	Mark W. GREEN	MCD
Sally F. BRYANT	M	Marie M. GREANAN	M
Michael BUCCI	M	Bernard & Jane GUYER	MC
William L. BURTON	MC	Shirley K. HAIGH	MCD
Elizabeth L. BUSHELL	M	William S. HALL	M
John and Renee BUTLER	M	HANOVER CYCLERS, INC	C
R. Bruce CARTER	M	Dorothy P. HARDEN	MCD
Steven B. CHAMEIDES/		Dorothy A. HARGREAVES	M
THE INTERNATIONAL FOUNDATION	C	James & Alice HATHAWAY	C
Michael A. CIANCIOSI	MC	John & Patty HAWLEY	MCD
Thomas John CROCKETT III	M	Robert & Sandra HAYWOOD	M
Daniel H. DAVIS	C	Thad L. HECHT	M
Mr. & Mrs. Paul R. DAVIS JR	MD	Mr. & Mrs. Alan E. HEDIN	M
R. Justin DEFORGE	MCD	Marlyn and Maria HEINTZELMAN	M
Harry T. DEMOLL	C	Norma K. HENDRICKSON	M
Sylvia DISS	M	June L. HENSON	MCD
Kevin DONOGHUE	C	Elizabeth D. HILLENBRAND	C
April L. DOWLER & John W. LEAGUE	C	Ellen N. HOLWAY	MCD

James W. HOUCK	MCD	James R. PRESTON	M
Shizue & John HOWE	M	Mrs. W.M. PROUDMAN	M
William Craig HOWELL	MCD	William T. QUINN	M
Irene B. HURLEY	M	Robert RABSON	C
David A. HUTCHINS	M	Judith A. RATCLIFF	MCD
Dorothy J. IPAVEC	M	Mr. & Mrs. Roland R. REED	M
Frederick H. JENSEN	C	Carolyn & Jack REEDER	M
David M. JOHNSON	M	Farnum T. REID	M
Helen L. JOHNSTON	M	Barbara J. REIMANN	M
John F. JONES	M	Craig REYNOLDS	M
Donald & Carol JURAN	MC	Lois H. RICE	C
Marvin & Sandra KAHN	MC	Philip J. ROCKWELL	C
Robert & Doris KAHN	M	Ken ROLLINS	M
Abner J. KAPLAN	MC	Joseph & Joan ROMEO	C
Robert J. KAPSCH	M	Malcolm ROSS	M
George T. KELLER	MC	Sherman & Elinor ROSS	M
Christopher R. KLOMAN	C	Judith S. SAPIR	C
Karen KNOX & Bradley BOWEN	C	Katherine SAVAGE & Tom SICKLES	MC
Joseph KOCHENDERFER	MC	David L. SCALLY	MCD
Howard William KULP	M	Lois J. SCHIFFER	C
Henry & Loraine KUMM	M	Patricia S. SCHINDLER	D
Kenneth K. LACEY	M	Cory A. SCHLEGEL	MC
Janet E. LANMAN	M	William A. SCHMIDT	M
Hal and Jane LARSEN	M	Jan SCHOONMAKER	MC
Annette G. LASLEY	C	Mr. & Mrs. Michael SCHUCHAT	M
David K. LAWRENCE	M	Clayton & Patricia SELPH	M
George E. LEWIS	M	Sybilla P. SHARPS	M
Michael & Lou Ellen LEWIS	M	Barbara SHERIDAN	MC
Norman LIEBOW	MC	Leonard & Joyce SKOGLUND	MCD
Carl A. LINDEN	M	Thomas & Trudy SLATER	M
Eric O. LINDEN	M	Leo & Mary Sue SNARR	M
Nancy C. LONG	M	Jayme A. SOKOLOW	M
Mr. & Mrs. Marlow MADEOY	C	Howard W. SOLOMON	M
Herbert C. MADISON	C	Arthur B. SPITZER	M
Michael & Linda MARMER	MC	Phoebe STEFFEY	C
Paul C. & Rita K. MARTH	M	Roman STELMACH	C
John and Mary MARZIANI	M	Rachel L. STEWART	C
William McALLISTER	M	Milton & Frances STICKLES	MCD
Orin McCARLEY	C	Paula M. STRAIN	MD
Mary K. McEWAN	M	Lee C. STRUBLE	MCD
Patricia McMILLEN	M	Mr. & Mrs. Thaxter SWAN	M
William & Freda MILLER	C	George M. SWISKO	C
Forrest & Lorraine MINOR	M	William L. TAMMARO	M
Dward & Jeanine MOORE	MC	Harry E. T. THAYER	C
Fred & Judy MOPSIK	MC	Gordon W. TINKER	M
Helen D. MORRIS	C	John M. TOOHEY	M
Stephen R. MOULTAN	C	Mr. & Mrs. Paul W. TOURIGNY	MCD
John P. MURRAY	MCD	Samuel & Grace TUCKER	MCD
Bettyjane MYERS	M	Richard S. UGELOW	C
Diana M. NISKERN	C	Porter & Maggie VENN	M
Barbara P. O'BRIEN	M	Mr. & Mrs. John VINER	M
Lou & Janice ODOM	C	Mary C. WALSH	M
Mr. & Mrs. Mark D. PANKIN	MC	William F. WALTERS	C
Barry A. PASSETT	M	Glenn E. WATKINS	C
Thomas J. PATTON	C	Sheila R. WEIDENFELD	M
Tom & Linda PERRY	C	Eugene & Inga WEINBACH	M
Merrill E. PETERSON	M	Jack WERNER	C
Betty L. PETROLA	C	Katrinka L. WESTENDORF	C
Patricia PICKERING	M	John and Valerie WHEELER	MCD
C. M. PIGGOTT	C	Frank WILSON	M
Donald & Judy PLUMB	M	Jon & Renate WILSON	C
Richard P. POREMSKI	MC	John A. WISNIEWSKI	MC
William & Nancy POWELL	MCD	Morton WOOD Jr	C
PRESERVATION AND MOISTURE		Peggy W. WOODWARD and daughters	M
PROTECTION SYSTEMS INC	MC		

ANNOUNCEMENT OF COMING EVENTS

JUSTICE WILLIAM O. DOUGLAS HIKE

Our annual Douglas Hike is set for Saturday, April 28, 2001, at the eastern end of the Canal, with dinner to follow at the Bannockburn Community Center. As we have done on recent hikes we will offer a 10.5, 8, and 5 mile walks. This year our starting format will change. For the different length hikes, all hikers will start at the same point, Mile 0, but they will park and be picked up by bus at their differing destination points at 10:00 AM.

5 mile hikers will park on Ridge Drive in Brookmont. Park in area around 6041 Ridge Drive, a left at the end of Maryland Avenue which is accessed from the south side of MacArthur Blvd., just past the District line. There will be a small sign on the right there saying "Footpath to C&O Canal and Lock 5. Follow the path down to the Clara Barton Parkway. Wait for the bus at the gravel turnout along the Parkway.

8 mile hikers will park at the Glen Echo Park parking area accessed from the south side of MacArthur Blvd. from Oxford Rd., just west of Goldsborough Rd. Do not park directly in front of the Park. When you enter the parking area make a right and park at the far end. Upon return, you will have to leave the canal and take the path alongside Cabin John Creek to MacArthur Blvd. to be able to return to the lot. The distance cited includes this walk.

10.5 mile hikers should park at the Carderock Recreation area, using Clara Barton Parkway. Please use the parking lot on the left when you enter the Recreation Area.

A three-dollar per person contribution for the bus service will be picked up as you board. The buses will leave us off at Thompson's and we will assemble at Mile 0 behind the Marina and begin our hike together. You will want to bring a bag lunch and drink for refreshment along the way.

Our Happy Hour and Dinner are at 6314 Bannockburn Dr, which is a right turn off of MacArthur Blvd just before you get to Wilson Lane and the bridge as you approach from the District and Glen Echo. There is a sign for Bannockburn at the corner with MacArthur Blvd. Happy Hour is at 4:30, dinner at 5:30, and our speaker for the occasion is Karen Gray.

If you need more information or additional instructions please call Sonny DeForge at (301)530-8830. Registration is necessary in advance for the dinner, and will help us with bus logistics as well.

A registration form is enclosed as an insert. Reservations must be made by April 20, 2001.

THROUGH BICYCLE RIDE

This year our annual bike ride in October returns to a six-day, west to east format, beginning in Cumberland and ending 185 miles later at the Mile 0 marker in Georgetown. We cater both to campers and to "motel muffins." The campers bring and carry their overnight supplies and the muffins make reservations to stay in motels or bed-and-breakfast establishments. (we do provide a list of possible accommodations for them).

Traditionally, this bike ride has taken advantage of the Columbus Day holiday, so that riders can have a long weekend. Last year's riders recommend that we end our ride that day, as it will make it easier for our-friends to pick us up in D.C.

Our ride will begin as we assemble in Cumberland on Wednesday, October 3 in the morning. While each rider is responsible for getting himself-herself there, we do encourage riders in a certain area to pool their efforts. We have found that renting a van is prohibitively expensive.

As we ride, we are accompanied by vested members of the C&O Canal patrol who serve as "sweeps" at the rear of our entourage, thus providing the security of a tour leader up front and assistance behind. We all ride at our own pace, but we try to be a community on wheels which take care of one another. The miles we do a day will vary from 45 to 25. We eat in restaurants and we also snack and drink coffee over a campfire. Our aim is to be in Georgetown on the afternoon of October 8.

Registration is now open for the ride. If you would like to secure a place you may send \$15 (nonrefundable) to:

Tom Perry
116 S. Conococheague St.
Williamsport MD 21795

Registrations will be honored in the order in which they are received. If you have questions or need more information, please contact me by mail or call at (301)223-7010.

ONE DAY BIKE RIDE

Not everyone who likes to ride wants to spend the night camping or in a motel. On Saturday, June 9, we are offering a one day leisurely bike ride. We will meet at the train station in Brunswick at 10 AM and ride from mile 55 down to mile 42 (Monocacy Aqueduct) and back, a round trip of 26 miles. Along the way we will see a beautifully restored railroad station and learn how one community along the Canal has entered into partnership with the Park Service to preserve and use a lockhouse. We will also see what can happen to an aqueduct if it deteriorates too badly, and consider the plans to maintain what many consider to be the most beautiful structure of the C&O National Historical Park. Please bring a bag lunch and drink with you. Consider bringing a friend, too, who might want to become involved in our activities.

For information call Tom Perry, (301)223-7010



SPRING CLEANING ON THE CANAL



Help us prepare for the three million visitors that enjoy the park each year. Come spend a Saturday morning with park staff repairing trails, clearing vegetation, removing trash and debris, painting picnic tables, cleaning campgrounds and more. Projects are scheduled along the length of the towpath. Look for the area

closest to you and give us a call to sign up: (301) 767-3706.

Most projects are scheduled from 9:00 a.m. - 1:00 p.m., any other start times will be listed along with the project description. You will need to bring work gloves, a bag lunch, and dress for the weather. In the event of inclement weather (thunderstorm etc.) please call (301) 767-3706 to see if the day's activity has been cancelled.

March 10	MP 0.5	Clean out the drained Canal in Georgetown
March 17	MP 14	Canal boat scraping/painting
March 31	MP 1.5	Unveil the beauty of the long stone wall @ Foundry Branch - vegetation removal
April 7	Call	Clean up the Potomac watershed in the DC metropolitan area. 9:00AM - 12:00 noon
April 14	MP 12	Trail work at Old Anglers
April 14	MP 55	Clear vegetation at Lock 30, Brunswick. Meet at the boat dock
April 28	MP 16	Painting the exterior of the pump house at Swain's Lock.
May 5	MP 10	Paint Carderock facilities.
May 19	MP 14	Rehabilitate pasture and barn for the canal boat mules at Great Falls.
June 2	MP 10	Re-build the climbing trails at Carderock.
June 9	MP 50	Clear vegetation from Lock 29 at Lander followed by an open house. 10:00 AM - 2:00 PM

Chesapeake & Ohio Canal Association Membership Form

Have a Friend Join or Make One a Member

Please enter the following membership in the C & O Canal Association in the category indicated at right:
(Select One)

NAME: _____ ☐ Individual \$15
 ADDRESS: _____ ☐ Family \$20
 CITY/STATE/ZIP: _____ ☐ Patron \$25
 EMAIL: _____
 PHONE: _____ Total \$ _____
 Name to appear on badge: _____
 Name on 2nd badge: _____
 Gift from: _____

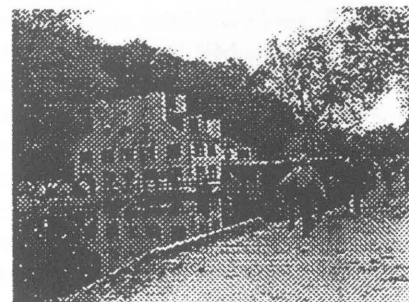
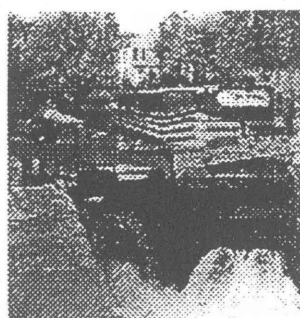
Please make your check payable to the C&O Canal Association and mail to:
P. O. Box 366, Glen Echo, Maryland 20812-0366





Mule-Drawn Boat Rides On the C&O Canal

Take a trip back in time to the 1870's!



One hour trip cost: \$8 Adults, \$6 Senior Citizens & \$5 Children

Ride along the historic C&O Canal in a boat pulled by mules. Experience rising 8'in a lock. Hear park rangers in period clothing describe what life was like for the families that lived and worked on the canal.

2001 Canal Boat Schedule

March 31 to June 15 and September 5 to October 28

Georgetown

Thursday & Friday

11:00 & 3:00

Saturday & Sunday

11:00, 1:30 & 3:00

Great Falls

Monday, Wednesday, Thursday & Friday

3:00

Saturday & Sunday

11:00, 1:30 & 3:00

June 16 to September 4

Georgetown & Great Falls

Wednesday, Thursday & Friday

11:00, 1:30 & 3:00

Saturday & Sunday

11:00, 1:30, 3:00 & 4:30

ADDITIONAL TIMES AVAILABLE FOR GROUPS

GEORGETOWN

1057 Thomas Jefferson St., NW

Washington, DC

(202)653-5190



GREAT FALLS

11710 MacArthur Blvd.

Potomac, MD

(301)767-3714

Visit the park's web site at www.nps.gov/choh



Chesapeake and Ohio Canal National Historical Park *Along the Towpath*

The Bike Patrol



United States Department of the Interior
NATIONAL PARK SERVICE
C&O Canal National Historic Park
P.O. Box 4
Sherrysburg, MD 21782



The C&O Canal National Historic Park is gearing up for another season and is recruiting volunteers.

Bike Patrol members ride the towpath in pairs assisting rangers and visitors by providing information on the park resources, safety in the park, regulation reminders, first aid and emergency bicycle repairs.

If you have a love for cycling, the outdoors, the Canal, the National Park Service and the well being of the visitors in the park, please join us.

Applications are being accepted. Selected candidates are required to complete a 17 hour training course in First Aid, CPR, park history and communications.

For an application, stop in or call any Park Visitor Center.

Georgetown
1057 Thos. Jeff. St. NW
Washington, DC 20007
202-653-5190

Brunswick
40 W. Potomac St.
Brunswick, MD 21716
301-739-4200 Ext. 0

Hancock
326 E. Main St.
Hancock, MD
301-678-5463

Great Falls Tavern
11710 MacArthur Blvd.
Potomac, MD 20854
301-767-3714

Williamsport
205 W. Potomac St.
Williamsport, MD
301-582-0813

Cumberland
Western MD Station
13 Canal St.
Cumberland, MD
301-722-8336

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 AM to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.
Apr - Nov		NPS Workdays - locations and activities to be determined. Call NPS Volunteer Office for information, 301-767-3706 or 301-714-2233.
Mar 24/25	Sat/Sun	Continuing Hike Series. Saturday - Cohill Station to Hancock. Meet at Hancock Boat Ramp at 10:00. Cohill Station to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00. Contact Pat White, 301-977-5628.
Apr 1	Sun	Board Meeting. Williamsport Library. 1:00 PM
Apr 21	Sat	March for Parks. Fletcher's Boat House, 10:00 AM. Pledge forms at any visitor's center or all 301-767-3706
Apr 28	Sat	Justice William O. Douglas Hike. Georgetown to Glen Echo. Details in this issue.
May 15-19	Wed-Sat	World Canal Conference. Ireland. Write to Conference Partners, 96 Haddington, Ballsbridge, Dublin 4, Ireland. Brochures available at the Annual Meeting in March.
May 19/20	Sat/Sun	CanalFest. Cumberland, MD. Contact Mary Ann Moen, 301-759-3197.
May 19/20	Sat/Sun	Continuing Hike Series. Saturday - Bonds Landing to Little Orleans. Meet at Little Orleans Boat Ramp at 10:00. Sunday - Bonds Landing to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00. Contact Pat White, 301-977-5628.
May 20-22	Sun-Tue	85 Mile Bike Ride. Cumberland to Williamsport. Contact Tom Perry, 301-223-7010.
Jun-Aug	Sat/Sun	Lock 75 Lockhouse, North Branch. Volunteers needed to staff the Lockhouse and provide visitors with Park and Association information. Contact Ranger Rita Knox, 301-722-8226.
Jun 3	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM
Jun 9	Sat.	One day bike ride. Meet at the Brunswick Railroad Station 10:00 AM. See article in this issue for more information.
Jun 17	Sun	Canoe from Violettes Lock to Great Falls. Ideal introduction to canoeing -great for old-timers, too. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934.
Jul 7	Sat	Montgomery County History tour Day. Monocacy Aqueduct, 1:00-5:00 PM
Jul 8	Sun	Potluck dinner with Friends of the Tavern and the C&O Canal Association. 5:30 PM at Carderock Recreation Area . Bring lawn chairs and a dish to feed six persons.
Aug 5	Sun	Board Meeting. Williamsport Library. 1:00 PM
Aug 18-25	Sat-Sat	Montgomery County Fair. The Montgomery County Historical Society, C&O Canal Association, and other preservation groups share a booth. Contact Rita Bauman, 540-888-1425.
Aug 25/26	Sat/Sun	Williamsport Canal Days. Contact Tom or Linda Perry, 301-223-7010.

Sep 15/16	Sat/Sun	Hancock Apple Days, Contact John Popenoe, 301-678-6379.
Sep 15/16	Sat/Sun	Sharpsburg Heritage Festival. Contact Joan or Bob Fisher, 301-416-6379.
Sep 15/16	Sat/Sun	Day trip canoe weekend on the Monocacy River. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934 for information and reservations.
Sep 22/23	Sat/Sun	Continuing Hike Series. Saturday - Oldtown to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00. Sunday - Oldtown to Lock 75. Meet at Lock 75 Parking Lot at 10:00. Contact Pat White, 301-977-5628.
Sep 29/30	Sat/Sun	Annual Paw Paw Bends Overnight Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934 for information and reservations.
Oct 3-8	Wed-Mon	Through-bike-trip. Cumberland to Georgetown. Led by Tom Perry, 301-223-7010. Camp or stay at B&Bs/motels.
Oct 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Oct 27	Sat	Annual Heritage Hike and Joint Event with the Pennsylvania Canal Society. Williamsport area. Ride bus or hike; evening banquet at the Williamsport Fire Hall. Details later.
Oct 27	Sat	Spook Thing at the great Falls tavern. NPS event. Details later.
Nov 17	Sat	Continuing Hike Series. Lock 75 to Cumberland. Meet at Cumberland Visitors Center at 10:00. Contact Pat White, 301-977-5628.
Dec 1	Sat	Annual Frostbite Hike. Location to be announced. Contact Ken Rollins at 804-448-2934.
Dec 2	Sun	Board Meeting, Williamsport, 1:00 PM. Place to be announced
Dec 16	Sun	Carol Sing at Great Falls tavern. 1.00 PM
Dec 31	Mon	New Year's Eve hike. Details later.

The closing date for the next calendar update is May 15.





CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

CONSOLIDATED FINANCIAL STATEMENTS

STATEMENT OF INCOME AND EXPENSE

BALANCE SHEET

ADMINISTRATIVE FUNCTIONS	2000	1999
Income:		
Membership Dues	\$17,068	\$ 16,015
Interest and Miscellaneous	<u>312</u>	<u>3,103</u>
TOTAL ADMINISTRATIVE INCOME	<u>17,380</u>	<u>19,118</u>

Expenses:		
Newsletter	6,356	7,211
Membership Coordinator and Committee	1,618	2,095
Monocacy Fundraising Committee	1,103	3,399
Festivals Committee & March-For-Parks	3,026	157
Other Committees and Officers	1,146	696
Depreciation & Maintenance	749	1,198
Other Expense	<u>510</u>	<u>668</u>
TOTAL ADMINISTRATIVE EXPENSE	<u>14,508</u>	<u>15,424</u>

NET ADMINISTRATIVE INCOME	<u>2,872</u>	<u>3,694</u>
---------------------------	--------------	--------------

SALES		
Income	9,682	4,117
Expense (1)	<u>6,329</u>	<u>2,078</u>
Net Sales Income	<u>3,353</u>	<u>2,039</u>

SPECIAL EVENTS (Annual Meeting, Hikes)		
Income	4,811	5,340
Expense	<u>5,160</u>	<u>5,116</u>
Net Special Events Income (loss)	<u>(349)</u>	<u>224</u>

1999 THRU-HIKE		
Income		13,890
Expense		<u>16,090</u>
Net Thru-Hike (2)		(2,200)

FUNDS (C&O, Davies, Monocacy)		
Income	30,866	22,990
Expense::		
C&O Canal Fund grants	6,512	5,274
To: National Park Foundation	22,001	20,629
Net Funds Income (Outlay)	<u>2,353</u>	<u>(2,913)</u>

Other Non-Administrative		
Net Income (Expense)	<u>(2,227)</u>	<u>2,675</u>

TOTALS		
Income	62,739	70,630
Expense	<u>56,737</u>	<u>67,111</u>
Net Operating Results	<u>\$6,002</u>	<u>\$3,519</u>

ASSETS	12/31/2000	12/31/1999
Checking Account	\$38,603	\$33,852
Money Market Fund	15,791	14,422
Other Current Assets	2,758	2,178
Inventories - Sales Items	5,937	5,582
Fixed Assets - Net value (3)	<u>554</u>	<u>610</u>
TOTAL	<u>63,643</u>	<u>56,644</u>

LIABILITIES AND RESERVES		
Current Liabilities	\$2,562	1,565
Reserve - C&O Canal Fund	10,501	7,167
Reserve - Davies Fund	16,016	14,422
Reserve for Publications	(398)	600
Accumulated Operating Results	<u>34,962</u>	<u>32,890</u>
TOTAL	<u>63,643</u>	<u>56,644</u>

SUMMARY OF FUNDS ACTIVITY

	C&O Canal Fund	Davies Fund	Monocacy Fund
Balance, 31 December 1999	7,167	14,422	131,617
Contributions received	9,354	725	19,918
Contributions to Nat'l Park Found.	0	0	11,321
Dividend Income	0	869	0
Sales Income	492	0	2,083
Net Investment Loss - NPF	0	0	(5,811)
Expenditures	<u>(6,512)</u>	<u>0</u>	<u>0</u>
Balance, 31 December 2000	<u>10,501</u>	<u>16,016</u>	<u>(4) 159,128</u>

Notes:

(1) Sales expense includes cost of goods sold and postage and handling expense. Profits from shirts, mugs, videos and philatelic items which were transferred to the Monocacy Fund and C&O Canal Fund are included in Net Sales.

(2) The two-year net surplus from the 1999 through-hike (including carryover from 1998), \$3,430, was transferred to the Monocacy Fund.

(3) Fixed Assets - Net value reflects acquisition cost (\$12,046) less accumulated depreciation. Most items have reached or are near full depreciation.

(4) The Monocacy Fund is managed by the National Park Foundation and is not included on the balance sheet.

Submitted by David M. Johnson, Treasurer

Along the Towpath is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15th of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor
Along the Towpath
 6415 79th Street
 Cabin John, MD 20818
 mopsikj@erols.com

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Olivia Casasnovas. COCA also maintains a telephone for information and inquiries at (301)983-0825.

C&O CANAL ASSOCIATION 2001 Association Officers

President:

Ken Rollins 19086 Carlyle Street
 (804)448-2934 Ruther Glen, VA 22601-2768

First Vice President:

cerniglia@erols.com,
 Christine Cerniglia 603 Grandin Ave.
 (301)340-6361 Rockville, MD 20850-4148

Second VP & Level Walker Chairperson:

kmgrayphd@cs.com
 Karen M. Gray 825 New Hampshire Ave. NW, #314
 (202)333-6947 Washington, DC 20037-2307

Secretary:

donjuran@crosslink.net
 Don Juran 602 Farm Pond Lane
 (301)231-8622 Rockville, MD 20852-4243

Treasurer

David M. Johnson 9211 Wadsworth Dr.
 (301)530-7473 Bethesda, MD 20817

Information Office:

mreed8221@aol.com
 Mickey Reed 8221 Burning Tree Road
 (301)469-9180 Bethesda, MD 20817-2908

Board of Directors: (Terms expire in 2004) Adam Foster, Nancy Hartman, Fred Mopsik mopsikj@erols.com, Barbara Sheridan, Richard Stoll (Terms expire in 2003) Carl Linden, Nancy Long, Mary Ann Moen, James Preston, Rachel Stewart (Terms expire in 2002) Robert Humphrey, Thomas Perry, Gary M. Petrichick petrichick@aol.com, Peter Whitney, Patricia White.

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

Archives	Molly Schuchat/Adam Foster
Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Karen Gray
Festivals	Rita Bauman
Programs	Thomas Perry
VIPs	John Lindt
Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik
Vision	Karen Gray

Editorial Staff

Editor: Frederick I. Mopsik (301)320-2111

Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Ken Rollins

DIRECTORY C&O CANAL NHP Telephone Numbers and Personnel

C&O CANAL NHP HQTRS (301)739-4200

Box 4, Sharpsburg, MD 21782

Superintendent	(301)714-2201	Douglas Faris
Assistant Superintendent	(301)714-2201	Kevin Brandt
Chief Ranger	(301)714-2222	Keith Whisenant
Admin Officer	(301)714-2204	Pat Clark
Chief, Natural and Cultural Resource Mgmt Branch	(301)714-2231	Vacant
Chief, Interpretation Branch	(301)714-2214	Debbie Conway
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-2228	John Bailey
Chief of Maintenance	(301)714-2216	Bob Hartman
Volunteer Coordinator	(301)714-2233	Nancy Brown
Engineer	(301)745-5818	Dan Copenhaver

Palisades District

11710 MacArthur Blvd, Potomac, MD 20854

District Ranger	(301)767-3701	Tom Nash
Supv Ranger - Fee Collection	(301)299-3613	Terry Barbot

Georgetown Visitors Center (202)653-5190

1055 Thomas Jefferson Street, Washington, D.C.

Sup. Ranger - Interpretation	Kathy Kupper
------------------------------	--------------

Great Falls Tavern Visitors Center

11710 MacArthur Blvd., Potomac, MD 20854

Great Falls Tavern Information	(301)767-3714	
Sup. Ranger - Interpretation	(301)767-3702	Rod Sauter

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

Western Maryland District

District Ranger	(301)714-2236	Dwight Dixon
Cumberland Subdistrict	(301)722-0543	Matt Huelskamp
		Alex Negron
Hancock Subdistrict	(301)678-6600	John Bailey
		Bob Conway
Ferry Hill Subdistrict	(301)745-5805	Adam Hurt
	(301)745-5803	Jan Lemons
	(301)714-2206	Ryan Peabody

Williamsport Visitors Center (301)582-0813

205 West Potomac Street, Williamsport, MD 21795

Park Ranger - Interpretation	Martin Gallery
	Donna Swauger

Hancock Visitors Center (301)678-5463

326 East Main Street Hancock, Maryland 21750

Park Ranger - Interpretation	Paul Apple (part time)
	Jim Seibert(part time)

Cumberland Visitors Center (301)722-8226

Western Maryland Station, Cumberland, Maryland 21502

Park Ranger - Interpretation	Rita Knox
	Bob Borland

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

OTHER USEFUL TELEPHONE NUMBERS:

24-Hour Emergency	(301)739-4206
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)299-3613

FOR LIFE-THREATENING EMERGENCIES DIAL 911

**CHESAPEAKE AND OHIO CANAL
ASSOCIATION
DOUGLAS MEMORIAL HIKE**

**Saturday, April 28, 2001
Mile 0 to Carderock, MD
Diner at Bannockburn Community Center**

Please Note:

**Forms for the Douglas Memorial Hike and for
new and renewing members are inside.**

**Follow the Japanese
Trans-America Walk, "Inpaku" across the
United States that starts on March 30 at:**

<http://www.yomiuri.co.jp/inpaku/english/home.htm>

In this Issue

DOUGLAS HIKE	1
MONOCACY AQUEDUCT REPORT	4
NEWS OF THE C&O CANAL	5
THE NEWS FROM ENGLAND	6
FROM THE ASSOCIATION	7
ON THE LEVEL	8
POTPOURRI	10
FROM THE ARCHIVES	11
PARK SERVICE	12
NATURE NOTES	12
NEW MEMBERS	13
CONTRIBUTIONS	14
COMING EVENTS	16
CALENDAR	20
FINANCIAL STATEMENTS	22
DIRECTORY	23

Wishing a speedy and complete recovery for Supt.
Faris from the entire Association

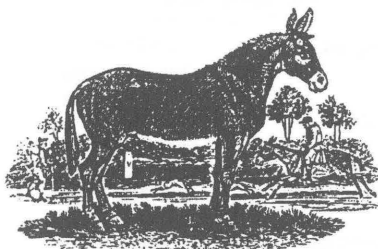
CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.

P.O. Box 366

Glen Echo, MD 20812-0366

**First Class Mail
U.S. POSTAGE
PAID
Woodbridge, VA
Permit No. 70**

FIRST CLASS MAIL



The Mule

JOHN C. FRYE
3122 KAETZEL RD
GAPLAND MD 21779-1219