

C & O Canal Association

ALONG THE TOWPATH

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

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C&O CANAL ASSOCIATION PREPARES FOR 40-YEAR COMMEMORATIVE JUSTICE WILLIAM O. DOUGLAS HIKE APRIL 16 - APRIL 30, 1994

The 1994 full-length 40th anniversary hike is planned around stops made by *The Washington Post*-William O. Douglas party in 1954. We expect to be hosted by all the participating sportsmen's clubs but one where our schedule conflicts with their regular meeting night; in that case we will be camping one-half mile away. We anticipate that in each case some of the members who helped host the Douglas party will meet and reminisce with us.

Cost estimates have been prepared and those who have already signed-up have received registration information.

The Association will support a total of 50 hikers for the two week hike. After the initial reservations are made, any available space for either week or part thereof will be available on a first-come, first-serve basis. Last minute information will be provided in the March issue of *Along the Towpath* or by special mailing, as appropriate.

Anyone is welcome to join us on a day-to-day basis if he/she is self-sufficient. Remember, the last day, Saturday, April 30, 1994, from Great Falls to Mile 0, constitutes the official William O. Douglas hike and everyone--including the public--is encouraged to join us.

1994 FULL-HIKE SCHEDULE (Tentative)

<u>DAY #</u>	<u>DAY/DATE</u>	<u>MILES</u>	<u>NOTE</u>	<u>LOCATION</u>	<u>B'FAST</u>	<u>LUNCH</u>	<u>SUPPER</u>
0	SAT 16	0		Cumberland Continental Motor Inn	N/A	N/A	Hotel
1	SUN 17	9.9		North Branch	Hotel	Bag(hotel)	Camp
2	MON 18	13.2	* , 1	Cardinal Club	Camp	Trail	Camp
3	TUE 19	12.4		Stickpile Hill	Camp	Trail	Camp
4	WED 20	15.4	*	Woodmont Club	Camp	Trail	Catered

<u>DAY #</u>	<u>DAY/DATE</u>	<u>MILES</u>	<u>NOTE</u>	<u>LOCATION</u>	<u>B'FAST</u>	<u>LUNCH</u>	<u>SUPPER</u>
5	THU 21	10.6		Hancock	Camp/Catered	Trail	Town
6	FRI 22	11.6	*	Fort Frederick	Town	Trail	Camp
7	SAT 23	12.6 18.6	 *, 2	Williamsport Potomac Fish & Game	Camp	Trail	Banquet
8	SUN 24	15.4 9.4	 3	(From Williamsport) Western Maryland Sportsman's Club	Days Inn	Trail	Catered
9	MON 25	13.2	*	Conococheague Gun Club	Catered	Trail	Catered
10	TUE 26	11.2		Harpers Ferry AYH	Catered	Trail	Camp
11	WED 27	12.5	*, 4	Calico Rocks	Camp	Trail	Camp
12	THU 28	16.8 20.4	5 *	Edwards Ferry B.C.C. IWLA (Sycamore Landing)	Camp	Trail	Catered
13	FRI 29	16.5 12.9		(From Edwards Ferry) Great Falls	Camp	Trail	On own
14	SAT 30	14.3		Finish	On own	On own	Banquet Pier 7

Notes:

- * 1954 Douglas Party stopovers.
- 1 Building is gone, but site is available.
- 2 Limited accommodations for those who want to stay where Douglas did.
- 3 Lunch stop for Douglas in 1954.
- 4 Douglas stayed at Camp Kanawha ½ mile further. Our schedule conflicts with regular might.
- 5 Alternate for anyone who cannot do 20 miles.

This is the last of a series of four articles presented over the last year as we prepare to celebrate forty years since the original Justice Douglas-Washington Post Hike. The following is from the article written by Mr. Jack Durham for *The Living Wilderness*, the magazine of The Wilderness Society, and is used by permission of its editor.

The C&O Canal Hike

On January 19, 1954, in the midst of a winter deep in conservation crisis, when even the National Park Service was under attack, there appeared in a morning newspaper in the National Capital an earnest eloquent letter that gave inspiration and hope to all those whose values of the unspoiled outdoors had been boldly challenged in many ways.

The day before a committee of Congress had opened hearings on the Upper Colorado Storage Project and had heard the Undersecretary of the Interior, speaking for his Department, condone, rationalize, recommend, and even urge the inclusion in that project of the proposed Echo Park Dam in the Dinosaur National Monument. After four years of

debate over this threat to the National Park System, it seemed that the conservationists opposing the Echo Park Dam were more on the defensive than ever. Those in the high places of government seemed arrayed against them.

Within the National Capital itself, the jeopardy to all areas of national park land, which perplexed conservationists throughout the Nation, was represented as though in a microcosm. Conservationists and civic leaders were keenly aware that a bridge was being urgently advocated over the Potomac's wild island memorial to Theodore Roosevelt, and that well-developed, strongly backed road projects threatened the specially dedicated woodland of Glover-Archibald Park and even the forested wildland stretch of Rock Creek Park.

C&O CANAL HIKE - continued



Justice Douglas leads several hikers on the towpath.

NPS Photograph

A capital still characterized by ready access to areas of natural beauty and wilderness, a capital well representing the national interest in the preservation of wildness and the American regard for the values of wildland, was thus in jeopardy from the same kind of forces that threatened the Dinosaur National Monument in Colorado and Utah.

Especially perplexing was a threat to the Chesapeake and Ohio Canal--a unit of the National Park System that leads out of the National Capital and stretches 189 miles westward along the Potomac River--for a proposal to use the canal as a parkway right-of-way had gained great impetus. In their defense of the Dinosaur National Monument conservationists were denied the help of their natural champions in the National Park Service because the Secretary of the Interior had silenced that Service with a Department decision, against the Service's recommendation. Conservationists seeking to preserve the C&O Canal from parkway development were in even greater difficulty, for in this instance the National Park Service was itself a proponent of the parkway. The prospect was dismaying.

Then appeared William O. Douglas's January 19 letter to the editor of *The Washington Post*, protesting that paper's support of the proposed parkway. Conservationists on their way that morning to the hearings where the Dinosaur National Monument was so desperately on the defensive took heart anew, as they saw the Chesapeake and Ohio Canal defended by a great citizen in one of the Nation's highest places, as they witnessed a Justice of the United States Supreme Court identifying himself conspicuously with those "who like to get acquainted with nature first-hand," pleading for the preservation of the canal park as "a refuge, a place of retreat, a long stretch of quiet and peace at the Capital's back door--a wilderness area where we can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns." A change had taken place!

It was not alone, however, eloquent argument from a high station that gave Justice Douglas's influence its great significance but more especially his challenge to decide the issue outdoors on the basis of personal experience, on a hike. When the editors of *The Washington Post*, on their part gallantly accepted this challenge, the C&O Canal Hike was underway.

Joined by conservation leaders from near and afar who sensed the significance of the event, the principals of the long trek were also accompanied by journalists and photographers who themselves became numbered with the hikers. Across the nation newspaper readers, radio listeners, and television and movie viewers hiked along vicariously, and when the hike was over missed the zest it had given them day after day. All who were concerned realized that they had witnessed a great demonstration. *The Washington Post* editors withdrew or modified their support of a parkway on the canal, and the Justice, with a committee he organized, joined in advocating Potomac Valley Motor Trail that while avoiding the canal, would provide access to it and serve well the needs of automobilists. Not only had the wildland values of unspoiled outdoors been dramatically revealed, but also a method of preserving which values while at the same time serving what might seem to be conflicting purposes had been demonstrated.

It was an epoch-making hike!

The federal government owns a strip of land about 189 miles long and, on the average, 230 feet wide between Washington, D.C., and Cumberland, Maryland, a valley strip following closely the Potomac River most of the way. Included in this narrow ribbon of land is the abandoned bed, or prism, as it is called from its shape, of the old Chesapeake and Ohio Canal, now partly dry and partly filled with water. It was started in 1828 as a purely economic enterprise. After costing some \$27,000,000, it was abandoned as a business venture almost a century later. It was never profitable, since, as a form of transportation, it could not compete with railroads. Steam and steel were the ties that bound the Atlantic seaboard to the Ohio country as George Washington long ago had dreamed that water-power and mule-power would do.

Today the question is what to do with this narrow belt of land that is owned by the people of the United States. Some are advocating a motor parkway on this federal property, wanting to transport people in space as comfortably and pleasantly as possible; others oppose the parkway, wanting to minister to their bodies, minds, and spirits. There are still others, of course, with various ideas about how to use wisely the historic old canal property threading along the Potomac River which drains one of the country's most neglected watersheds. But the broad division has been just about as described.

Into this public discussion there came in the spring of 1954 the great influence of the Justice Douglas - *Washington Post* C and O Canal Hike. A basic underlying assumption of most of the hikers who walked along the entire length of the canal during those March days was that

C&O CANAL HIKE - continued

the highest and, best use of the area would be that of an outdoor recreational and educational conservatory in a setting that would provide unequalled opportunity for healthy, life-renewing outdoor pursuits. The purpose of the hike was to demonstrate before the public whatever values the canal might be found to have. And demonstrate it did.

The walk began simply enough. A letter to the editor started the whole thing (See *Along the Towpath*, March 1993).

The Washington Post had printed an editorial on January 3, 1954, approving the motorized parkway on the federally-owned right-of-way of the Chesapeake and Ohio Canal as proposed by the Interior Department's National Park Service.

United States Supreme Court Justice William O. Douglas dissented. He was of the opinion that the canal should be preserved in as natural a state as possible; that its banks be restored to hold water for canoeing; and that the area be turned into a sanctuary not only for wildlife but for people, a refuge from the pervasive urban tensions of our time.

"All over the country we have refuges for birds and animals, why not one for people?" he asked.

He saw the area as a quiet retreat for cycling and hiking paths and for riders on horseback, with here and there at suitably wooded stretches recreational and shelter facilities for families wanting an inexpensive vacation.

In his letter to *The Washington Post*, published on January 19, the Justice challenged the writer of the editorial, Merlo Pusey, and Robert H. Estabrook, chief of the editorial page, to walk the entire length of the canal.

The two *Post* editors on January 21 accepted the challenge of the Justice... in an editorial entitled "We Accept."

Letters began to pour into the office of the *Post* and into the chambers of the Supreme Court Justice. They came from all over the East, but mainly from the Potomac Valley. It looked as though the whole world wanted to go along on the walk. By the time the hike started from Cumberland, March 19, the number has firmed down to over two dozen hikers determined to see for themselves what the controversy was all about.

Original plans called for a self-sufficient corps of hikers. Each man was to carry his own shelter, food, and first aid supplies and other gear. But here again, the wide notice that the trip received brought more invitations than could be accepted from the sportsman's clubs along the way who were interested in the fate of the canal. Then too, the Potomac Appalachian Trail Club of Washington offered its facilities, a truck to carry the heavy duffle, and to help in preparing the necessary meals. The Baltimore and Ohio Railroad provided a special observation coach to carry the hikers to Cumberland, starting at the point of the hike. The Park Service scheduled a park policeman to patrol the trip and provided the help of a park naturalist, and was helpful in

many other ways. In the end, the hikers travelled light, swinging down the trail unencumbered by 60-pound packs of tents, sleeping bags, and food. The spontaneous generosity of those who helped to make the hike a success was a heart warming experience.

More than half the hikers were experienced outdoorsmen, officials, and members of such groups as The Wilderness Society, Potomac Appalachian Trail Club, Audubon Society, and National Parks Association.

As Justice Douglas pointed out, the canal expedition was a little bigger than the Lewis and Clark expedition. It also had the edge on that historic party with the steak dinners and shelter that were provided by generous sportsmen, conservationists, and others along the route. Arrangements had been made to spend as many nights as possible under shelter in case of snow or rain. Actually the party had spent only one night on the ground, as a group--in Fort Frederick State Park. At the other stops, although most slept in their sleeping bags on the floor, many took to the outdoors, with only light tarps for protection against the early spring weather. Three groups met the party with trailside luncheons, one below Paw Paw, one at Taylor's Landing through the courtesy of many persons, including Mr. and Mrs. H. L. Miner, and again at Harry Bowers's place at Weverton where Justice Douglas, Mr. Olson, and Dr. Murie made a broadcast for ABC television.

Trucks carrying rations and heavy gear met the expedition during the day along the numerous access roads to the old canal, and every night. Even so, the hiking was no mere Sunday stroll, because the AVERAGE WAS AROUND 23 MILES A DAY.

Photographers and newsreel, radio, television, and press representatives were on hand from the moment the hikers hauled themselves out of their sleeping bags until they wearily pulled their boots off at night. At every place where the canal was accessible from the nearest highway, photographers--as well as townspeople--met the party. At night broadcasters and newsmen would be trucked to the nearest telephone to dictate the notes they had taken during the day.

The national attention the hike received was little short of amazing. The Associated Press distributed two or three national stories to its approximately 3,200 member papers and several regional accounts. Three television networks, CBS, NBC, and ABC, carried daily accounts of the beginning and end of the trip and the networks' radio news departments likewise covered the first day or two of the start and the day the hike ended. Two newsreel accounts were distributed to some 3,000 movie theaters.

The spirit of the hikers also found memorable expression in song--especially in "The C&O Canal Song" written to an old tune and added to as the hike progressed. Composed principally by Sig Olson but making use of rough-hewn stanzas suggested by various others, the song reached a total of 31 authorized stanzas.

The first one proclaimed:

C&O CANAL HIKE - continued

From Cumberland to Washington
Is one-eight-nine they say
That doesn't faze this dauntless band,
It's down hill all the way.

Four of the stanzas went on:

The people swarm around us
With cookies, fruit and cheer,
This is the consarned dangdest thing
That ever they did hear!

Last night we took to sleeping out
Beneath the open skies;
The ground was hard, the dew was wet
But stars were in our eyes!

The duffers climbed aboard the trucks
With many a groan and sigh,
But something faster passed them up
The judge was whizzing by.

The blisters are a burning
And the tendon's getting sore,
While the shutter-boys from Washington
Keep yelling "Just one more!"

This new contribution to American folk song
concluded with the already reminiscent stanza:

And now our journey's ended,
Our aches and troubles gone;
But blisters heal, so says the *Post*,
And memories linger on.

In Cumberland, as a prelude to the start, the party was given dinner at the Cumberland Country Club, as the guests of John McMullen, publisher of the *Cumberland Times*. After shrimp cocktails, roast beef or lobster Newburg, and chocolate cream puffs, dinner speakers included Judge William C. Walsh, prominent local lawyer; another attorney, William A. Gunter; Robert Estabrook; and Justice Douglas. United States Senator Glenn Beall, Frostburg, was toastmaster. He had been most helpful in the early stages.

The take-off next morning, Saturday, was at Spring Gap. The hikers swung manfully down the canal for the first day's 22 miles. The Cardinal Club was the first night's resting place, through the courtesy of Sam Schmutz and other members. Here, after dinner, occurred the first of the educational sessions. Each hiker, expert and amateur, recounted the significant impression of the day's hike. Bill Davies enlivened his geological description of the structure of mountains and valley by pointing to the crumpled and jagged fold of rocks and saying, "Here the mountains were caught with their synclines down."

The hikers set out in a driving snowstorm the second day. And for most of the distance they were far from sounds of civilization. At night they were greeted by Harry Bridges on behalf of the Woodmont Club and given a buffet supper with champagne. Founded by Grover Cleveland, the club has had as members six presidents of the United States. High on a bluff, it overlooks a beautiful stretch of the Potomac.

After their third night's stay in Fort Frederick State Park, where the party looked like a Civil War detachment in bivouac, the hikers trooped down the trail to the Potomac Fish and Game Club near Falling Waters, where they relaxed before the hospitality of Charles F. Wagaman, Hagerstown lawyer, who extended the invitation on behalf of the members.

Below Falling Waters the hikers trekked down the trail to the shelter of the Conococheague Club, 2 miles below Sheperdstown. Here they cooked their dinner on an open fireplace, and as the night was clear and cold many took to the ground with their sleeping bags and air mattresses.

While all of the clubs proved of interest, one of the most attractive, because of its unique setting among the high-thrusting limestone conglomerate rocks was Camp Kanawha at Calico Rocks, near Point of Rocks, the clubhouse of Frederick County Fish and Game Protective Association of Frederick, Maryland. Here the invitation had been issued by Alton C. Whitmore, secretary. Some hundred members greeted the hiking party.



Justice Douglas, Bob Estabrook, and Merlo Pusey of *The Washington Post* relax on the Canal Clipper at Lock 5.

NPS Photograph

C&O Hike - continued

For the last night's stand, Arnold B. McKee, of McKee Pontiac, president of the Izaak Walton League's Bethesda-Chevy Chase chapter, provided the League's conservation farmhouse, near Poolesville, where local Boy Scouts helped to prepare the evening meal of Buffalo steaks, salmon steaks, and just plain beefsteaks.

Next day, the hikers were joined by more people at Great Falls, and as they neared Lock 5 they were greeted by Secretary of the Interior Douglas McKay and other officials before embarking upon a National Park Service, bunting-draped barge for the "last mile" home. At Georgetown they debarked before a large crowd at the last lock, and the hike was history.



Justice Douglas shakes hands with Interior Secretary Douglas McKay at the end of the hike. (L to R - Merlo Pusey, The Washington Post; Justice Douglas; Edward Kelly, Superintendent, National Capital Parks; Secretary McKay; Harry Thompson, Assistant Superintendent NCP)

What did it all prove? Perhaps this can be answered in part by the words of the March 26 editorial of the *San Francisco Chronicle*, one of the scores of metropolitan papers that editorialized about the hike:

It is, of course, news when editorial writers will walk 184 miles or so to placate an indignant subscriber. But we think there is more than novelty in the Douglas expedition: it is not just a stunt. There is a sort of old-fashioned honesty and virtue in the Justice's project. He is saying to Messrs. Estabrook and Pusey (and to anyone else who cares to listen) that the way to find out facts is to look directly at them with your feet on the ground....With the editorial writers in tow, Justice Douglas is

retracing George Washington's old footsteps and reviving old visions of the first westward movement in America. His idea of preserving all this, instead of bulldozing it into a parkway to speed automobiles on aimless weekend outings, has our complete editorial, non-ambulatory support.

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OHIO & ERIE CANAL CORRIDOR STUDY

"A Route to Prosperity," the Ohio & Erie Canal Corridor Study, has been released by the National Park Service. This document focuses on the route of the historic Ohio & Erie Canal from Cleveland to Zoar, Ohio.

The study demonstrates the national significance of the Ohio & Erie Canal Corridor as a historic entity. The canal was the first man-made connection between the Great Lakes and the Mississippi River, using the Ohio River as a connector, and was a major step in the evolution of transportation.

"The study represents a visionary approach for linking the Cleveland/Akron/Canton metropolitan area by focusing on the historic canal corridor and those assets that northeast Ohio is uniquely able to capitalize on," said John P. Debo, Jr., superintendent of Cuyahoga Valley National Area. "The corridor concept will provide a framework for future tourism development and marketing strategies by linking museums, parks, neighborhoods, and businesses along the 87-mile corridor route."

The corridor concept focuses on combining the many different natural and cultural resources of an area for use by and benefit to area residents. The corridor concept also stresses regional cooperation and promotion. At this time, there are only three federally designated National Heritage Corridors.

"The planning process has helped generate tremendous broad-based support for a project that may develop into an important mechanism for regional cooperation in northeast Ohio," said Paul Labovitz, team leader for the study.

The study is a result of a three-year planning processes that was built on the principle of partnerships and was a cooperative effort of the National Park Service, the Ohio & Erie Canal Corridor Coalition, and the North Cuyahoga Valley Corridor, Inc. It identifies alternative ways to recognize, protect, and appropriately develop the natural, cultural, historical, recreational, and economic resources along this historic transportation route.

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PRESIDENT'S COLUMN:

I was very pleased that the C & O Canal Association sent such a strong delegation to the 1993 International Conference on Historic Canals, held in October at Dartmouth, Nova Scotia. More than a dozen members of the Association attended the sixth annual event, and the second held in Canada. John and Janice Frye, Karen Gray, Hal and Jane Larsen, John and Gloria Lindt, Lee Struble, Chuck and Darleen Weir, and Bunny and I represented the Association. In addition, several other Association members were present representing other societies, including Bill Trout, president of the American Canal Society, and Bill Moss and Bob Barth for the Canal Society of New Jersey. Susan Winter and Dave Trail represented the C & O Canal National Historical Park. Altogether, more than eighty persons attended the three day conference.

This year's conference was hosted by the Shubenacadie Canal Commission. The commission was established by the government of Nova Scotia in 1986 to protect and interpret the remnants of the waterway, and to supervise the restoration and commemoration of locks and other sites. It currently operates two interpretive centers in Dartmouth.

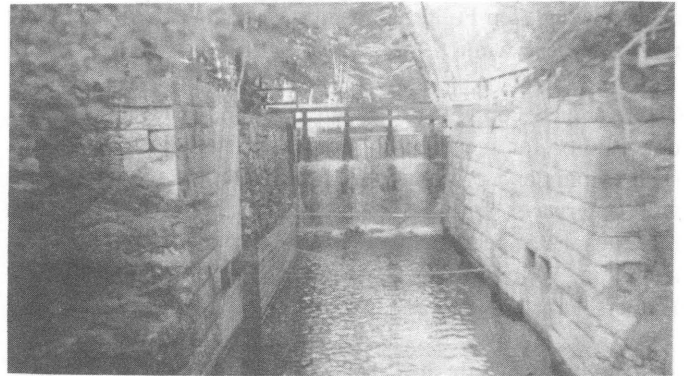
The Shubenacadie Canal was a system of natural lakes and rivers, linked by canal cuts, locks, and inclined planes, that enabled boats to cross Nova Scotia from Halifax Harbor to the Minas Basin on the Bay of Fundy, a distance of about fifty-six miles. Initial construction began in 1828 (the same year that work started on the C & O Canal), but was abandoned in 1831. It was revived in 1854 and completed in 1861, but was abandoned again in 1871, victim of the harsh Canadian climate and railway.



(L to R - John Frye (C&O Canal), Val Stegemoen (Blackstone River), Bill Moss (Canal Society of New Jersey), and Bill Trout (President, American Canal Society) inspect a "falling leaf gate" (drop gate) mechanism on a restored lock on the Shubenacadie Canal.

Photograph - Dave Johnson

The conference began with greetings from Her Worship Gloria McClusky, the Mayor of Dartmouth, and from the Hon. John Savage, Premier of Nova Scotia. The opening address was given by Judith Grice, head of environmental design and planning for British Waterways. Among the many outstanding presentations during the three days were Karen Gray's fine talk on incorporating historic canals into museum sponsored study tours, and Lee Struble's interesting after-dinner program on John Louis Wellington and his early twentieth century watercolors of the C & O Canal. A highlight of the final session was a panel presentation on balancing historical restoration with environmental concerns, with Susan Winter representing the National Park Service, John Bonser for Canadian Parks, and Judith Grice speaking for British Waterways.



A restored lock at Fairbanks Centre, Dartmouth.

Photograph - Dave Johnson

In addition to the many talks and presentations, there were two great field trips. The first was a tour of the entire canal, from Dartmouth to Maitland, and the second a visit to the Citadel of Halifax and a special tour of Georges Island, a nineteenth century coastal fortification in Halifax Harbor undergoing restoration by the Canadian Parks Service. That trip was climaxed with a "Lobster Bash" at the canal's interpretive center.



Conference participants cruising Halifax Harbor.

Photograph - Dave Johnson

PRESIDENT - continued

British Waterways had three representatives at this year's conference. In addition to Judith Grice, Derek Cochrane and our friend Tom Brock attended from the United Kingdom. Tom, who will be remembered as a key speaker when we hosted the conference last year, was in Canada to participate in the twinning of the Rideau Canal in Ontario with Scotland's Caledonian Canal. Derek spoke on waterway restoration as a means to urban regeneration, and was the winner of the coveted Rory Robinson Trophy.

The Shubenacadie Canal Commission organized an outstanding conference, and we congratulate and thank Bernie Hart, conference chairman, Peter Latta, general manager, and Ben Fullerton, chairman of the commission, for their excellent work.

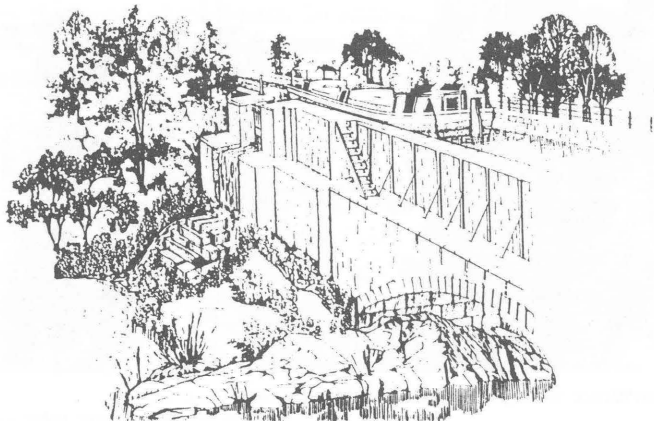
These annual conferences began in 1988. They provide an opportunity for members of local and state canal societies such as ours and professionals from state and national parks and waterways agencies to meet and interact. Previous meetings have been held in Illinois, Pennsylvania, Ontario, and Ohio. We and the park co-hosted the 1992 conference at Harpers Ferry.

A tentative schedule has been set for the next four years: 1994, Peterborough, Ontario (Trent-Severn Waterway); 1995, Augusta, Georgia; 1996, United Kingdom (50th anniversary of the Inland Waterways Association); 1997, Blackstone River, Rhode Island and Massachusetts. I hope that many of you will attend.

..... -- Dave Johnson

HANCOCK DEVELOPMENT CONCEPT PLAN

The Park Service has recently published the Development Concept Plan for the Hancock area. The following material is excerpted from the plan.



Canalboat on Tonoloway Creek Aqueduct - NPS Drawing

HISTORICAL PERSPECTIVE

Hancock, Maryland, named for an early settler, was an important location on the Canal and the National Road. It is one of 32 management areas of the Chesapeake and Ohio Canal National Historical Park. The 184.5 mile C & O Canal Park was established as a National Historical Park in 1971 to provide visitors an opportunity to learn about the history of the canal, to appreciate the setting in which the canal lies, and to enjoy the recreational opportunities provided by the canal towpath, natural areas and Potomac River.

The original concept was to build a canal which would become the major transportation route for commerce between the capital city and lands west of the Allegheny Mountains. After the canal's auspicious beginnings in 1828, severe financial and engineering problems made it impossible for the C & O Canal Company to cross the mountains. Construction ended in 1850 at Cumberland, Maryland; thereafter, the canal served primarily as a hauling route for coal from western Maryland mines.

Eventually, the competition of railroads, widespread economic depression, and severe floods forced the canal to close down in 1924. Today it remains as a reminder of an important chapter in the transportation and human history of the late 1870's in America.

PURPOSE OF THE PLAN

The proposals in this Development Concept Plan for Hancock, Maryland, were developed for a twofold purpose. First, it is the purpose of this plan to further the mandate of Public Law 91-664, which established the C & O Canal National Historical Park in 1971 "to preserve and interpret the historic and scenic features...and develop the potential...for public recreation, including such restoration as may be needed." More specifically, this plan was developed to help resolve existing management issues and provide park managers with a framework to guide the future management and use of the area.

The following management and planning objectives provided more specific guidance for this plan:

- To preserve the atmosphere of past times and enduring natural beauty and safeguard historic remains and natural features.
- To impart to visitors an understanding and appreciation of a historic way of life blended into a natural setting of the Potomac Valley.
- To develop the potential of the park's recreation resources for safe, yet stimulating enjoyment by visitors within limits compatible with the other two management objectives.

more detailed planning for the 32 management areas.

The following basic tenets in the General Management Plan have had a significant influence on the development of this plan:

- This canal area of Hancock is identified as Zone B and has the objective of introducing the visitor to towpath use with a lesser degree of interpretation. Unlike Zone A, this area is not a high density use or as accessible by road. (This area extends from Lock 51 to Route 522 and includes the Tonoloway Aqueduct and Locks 51 and 52.)

- Re-watering of this section of the canal is desirable to recreate the historic scene as it passes near the historic town of Hancock, Maryland.

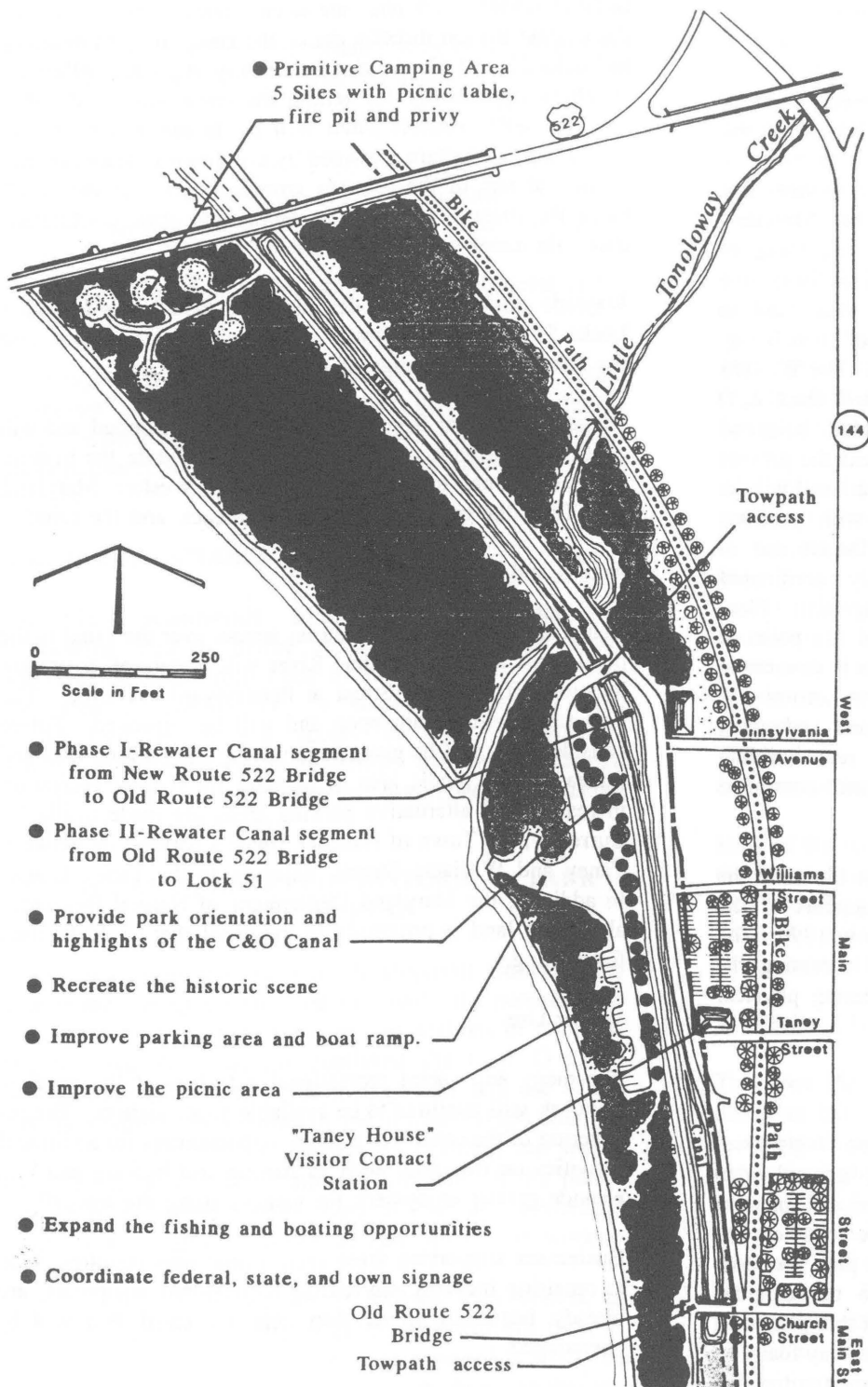
- All development within and adjacent to the park should be compatible with natural and historic environment. The re-watered canal can also serve as a reservoir for fire protection.

- The towpath experience is an important aspect of the park and should be protected from overuse.

- A companion document, the Seneca to Cumberland Interpretive Prospectus, was prepared in 1980 by the NPS. This document recommends that there be a visitor contact station in Hancock. The interpretive objective for Hancock is to provide park orientation and highlights of the C & O Canal story.

The Development Concept Plan addresses the issues of accessibility, land uses adjacent to the re-watered section of the canal, interpretive and recreational opportunities, preservation, and the interrelationship with the Town of Hancock and the State of Maryland's Western Maryland Rail

Trail. The re-watering of Section 24 of the canal from MP 122.6 to MP 124.6 is a special feature supporting and encouraging other revitalization efforts in Hancock. First phase of the re-watering project is one mile long and occurs between the new 522 bridge and the old 522 bridge (Church Street intersection) alongside downtown Hancock. This re-watering occurred in September 1992. The second phase will



Landscape Plan

PLANNING INFLUENCES

In 1976 the National Park Service published the C&O Canal General Management Plan. That Plan included proposals to guide management and use of the park as a whole, and it established a zoning system that has served as a basis for

HANCOCK - continued

occur when funding becomes available.

The opportunity to coordinate this Development Concept Plan with the Maryland Department of Natural Resources and the Town of Hancock allows for the development of a comprehensive plan that addresses both visitor services and resource protection. In August 1990, the Maryland Department of Natural Resources acquired 20.35 miles of abandoned segment of the Western Maryland Railway line from one half mile west of Fort Frederick State Park in Washington County to the southern slope of Tonoloway Ridge, and three lots in the Town of Hancock. The Western Maryland Rail Trail will serve as a buffer to both the C & O Canal and the Potomac River, and provide balanced multi-recreational opportunities that complement the present uses of the towpath. Eventually most of the rail trail will be a hard surface conducive to bike riding, with portions accessible for people with disabilities. The Department of Natural Resources' planning efforts are closely coordinated with the C & O Canal's General Management Plan, following parallel zone designations and land use policies. The first portion of the trail to be established is in downtown Hancock, parallel to the re-watered canal. This section will be developed into a combination rail trail and pedestrian promenade with a long term emphasis on rear building facades, historic renovation, accessibility and continued economic development.

Both the C & O Canal Development Concept Plan and the Western Maryland Rail Trail Plan are in support of the Concept Plan for Downtown Hancock written in 1990. The major recommendations of the plan address increasing the types of activities occurring downtown, decreasing physical blight, and improving the economy.

THE PLAN

The proposals in this plan are based on legislative, administrative, and management objectives, general plan guidelines and the desires of the general public as expressed at public meetings. The National Park Service considers the current use at Hancock appropriate, and this plan proposes only minor alterations or improvements to the existing development and operations. Coordination of this plan with plans by the State and the Town of Hancock as they focus on the business district will provide exciting opportunities for historic preservation, recreation, tourism and local economic development over the next ten to twenty years.

Interpretation:

This plan incorporates recommendations of the Seneca and Cumberland Interpretive Prospectus of 1980.

A primary visitor contact station will be installed in the historic house on the Little Property. Land is available for parking adjacent to the house which will not intrude on the

historic setting. Existing access off of Route 144 will need to be expanded from one lane to two lanes. The location of the contact station directly above the canal and in proximity to Locks 51 and 52 and the Tonoloway Aqueduct offers an excellent opportunity for telling the canal story. Another smaller visitor contact point will be in the Taney House. This historic structure is owned by the Town of Hancock and located at one of the primary entrance points to the canal. Once the house is restored, brochures and other information about the canal will be provided by the NPS.

Wayside exhibits will be designed and installed interpreting Locks 51 and 52, Tonoloway Aqueduct, the Lockhouse, and the history and workings of the canal.

Vistas of the canal from the town will be developed and will continue to provide opportunities to demonstrate the historic and recreational interrelationship of the Western Maryland Rail Trail, the business district of Hancock and the canal.

Access and Circulation:

Vehicular, bicycle and pedestrian access over the canal to the picnic area and the Potomac River will remain at its present location off of Canal Street at Pennsylvania Avenue. The boat ramp will remain open and will be improved. Future consideration will be given to removing the parking area and increasing the picnic area as demand for passive recreation increases, and alternative parking areas are made available. Currently, the Town of Hancock owns a parking lot between Taney and Williams Streets, adjacent to the Taney House. In addition, the Maryland Department of Natural Resources also owns land in proximity to the canal that could be used for parking.

Visitor Use:

The many and varied recreational activities at the canal in Hancock will continue to be available to all visitors. The re-watering of the canal will provide opportunities for additional activities on the canal such as fishing and boating and will provide greater enjoyment for visitors along the towpath.

Businesses supporting these recreational opportunities, such as repairing bicycles and renting recreational equipment, are already beginning to develop near the canal and will be encouraged.

Operations and Visitor Services:

The picnic area will be improved at its present location. Additional grills and picnic tables will be provided as needed.

A hiker/biker overnight camping area with water will be established east of the Route 522 bridge. This location will provide campers with closer access to supplies and services in Hancock.

HANCOCK - continued

A sign program will be coordinated with Hancock and the State to orient visitors to the area and available facilities and services.

Support revitalization efforts by the town by providing technical assistance in natural and cultural resources, landscape architecture, and interpretation when possible.

Coordinate seasonal festivals with Hancock residents and C & O Canal staff.

Encourage appropriate recreational equipment rental businesses and other visitor services in proximity to the canal, by informing visitors at the visitor contact stations of the opportunity to rent equipment or the availability of repair services.

ADDITIONAL STUDIES OR ANALYSIS

The plan recommends additional environmental and engineering analysis before consideration is given to re-watering the canal from Lock 51 to Little Pool. Presently that area is zoned "D", a short-term remote zone, characterized by limited access in order to retain a remoteness that produces a low-density use. A zone change may occur as a result of this analysis that reflects the existing access and use of the area.

C & O CANAL NATIONAL HISTORICAL PARK LAND USE PLAN

The excerpts from the Hancock Development Concept Plan refer to the zoning system used to classify the potential use and degree of development for various sections of the park. The National Park Service published the C & O Canal General Plan in 1976 to guide management and use of the park as a whole. It established the zoning system that has served as the basis for more detailed planning for the 32 management areas. The following summary of the park's land use plan is taken from the General Plan, and is provided to inform Association members of how this system works.

In analyzing the park's role in the National Park System, as well as the Potomac Valley, it became apparent that there is a wide variety of visitors who can be expected to visit the park. The analysis of the visitation patterns indicates that the tourist, the short-term recreationist, the long-term towpath user, and the users of the Potomac River, all place demands on the park. When these visitor uses are combined with the analysis of the cultural and natural resources, available land areas, access to these land areas, adjacent land use patterns as declared by local zoning or inherent uses, and facilities available in adjacent communities, it can be seen that the park lends itself to sectional delineation for the various user groups.

The land use plan is a result of this analysis and is the method which ensures that a variety of visitor experiences are provided along the 184-mile park. It is managed in the form of a zoning system. The zoning system contains five zones which range from complete restoration, with high density visitor activity, to remote natural areas with a very low density of visitor use. The five zones have been devised to recognize the values which various sections of the park contain. In applying these five zones to the park, the plan designates 32 sections.

ZONE A - NATIONAL INTERPRETIVE CENTER ZONE

This zone defines areas containing major historic restoration opportunities where the park visitor will be able to see a functioning canal in a historic setting. These areas were also selected for accessibility, availability of parklands for development of visitor facilities, and the compatibility of the surrounding environment outside the park. These interpretive centers are expected to support the largest density of visitor use. Most of that use is considered to be short-term (1 to 2 hours). The concept of development of these areas is that of an outdoor living museum. Historical accuracy is imperative in these re-creations of historic scenes. Where appropriate, people in period costume serve as interpreters of these museums in an effort to convey the construction, maintenance, function, purpose, shortcomings, commerce, and way of life on the C & O Canal.

Each of the selected areas represents a different setting, and, therefore, have a different theme. There are six Zone A areas, totalling 10.4 miles - an average of 1 3/4 miles. The Zone A areas are at Georgetown, Great Falls, Seneca, Williamsport, Four Locks, and North Branch.

ZONE B - CULTURAL INTERPRETIVE ZONE

This zone identifies sections of the park containing historic resources but the higher density of Zone A is deemed to be incompatible with the desired mood of the area. In most cases, the historic resources are not as accessible by road as those in the Zone A category. Further, most of these areas do not have adequate parkland around them upon which to construct adequate visitation facilities for a Zone A designation. The historic resources are often spread along the canal, producing a longer-term visitation than in Zone A. This is estimated at 1 to 3 hours.

These areas will not necessarily be completely restored, as the objective here is to introduce the visitor to towpath use with a lesser degree of historic interpretation. Re-watering of portions of all these sections is proposed.

There are ten Zone B areas, with a total of 23.4 miles, including Brunswick, Harpers Ferry, Hancock, Paw Paw, and the Cumberland terminus.

LAND USE - continued

ZONE C - SHORT-TERM RECREATION ZONE

These sections are designated to serve the general towpath user seeking a leisurely stroll of 2 to 6 hours in a natural setting. These areas are limited in historic resources and available land for visitor facilities. The sections are short and often are links between two zones of higher density where cross traffic is considered desirable. The objective here is to ensure a leisurely recreational experience in a natural setting.

There are six Zone C sections, totalling 39.1 miles, an average of 6 1/2 miles per section.

ZONE D - SHORT-TERM REMOTE ZONE

Due to limited access, these sections can retain a remoteness which produces a low density use. Through proper management, the park visitor can be assured of finding solitude in a natural setting. The objective here is to provide those who desire it with an undisturbed day in a natural setting.

These seven sections, totalling 61.8 miles, average about 9 miles each.

ZONE E - LONG-TERM REMOTE ZONE

These sections provide the opportunity for a long-term primitive hiking, biking, or horseback experience. With limited access, high quality natural surroundings, and little development, these sections are for those who seek a near wilderness involvement with the environment. The objective is to ensure that these sections retain their wild character and continue to provide this type of experience.

Parking for towpath users is not provided in Zone E as adjacent sections are designed to provide access. Where appropriate, parking for river users is provided at carefully selected locations in Zone E sections.

The three sections that make up the 49.6 miles in Zone E range in length from 8.5 to 29.5 miles. The longest is the section from MP 124.6 at Hancock to MP 154.1 at Lock 62, below the Paw Paw Tunnel.

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IS YOUR HOME BUILT OF WOOD FROM OLD BOATS?

Bill Trout, president of the American Canal Society, is undertaking research to locate and identify old buildings constructed from lumber originally used in river or canal boats.

According to legend, many of the wooden boats - arks, sharpers, gundalows, and batteaus - which once carried cargoes down the Potomac, Shenandoah, and James Rivers before the canals were dug, were taken apart at their destinations and sold as lumber. The boat planks and even the ribs became floor joists, ceiling beams, walls and braces.

The boat parts in these old houses could tell us a lot about the construction of boats, and of life on the river and in river towns, but we don't know where they are. Which towns had such buildings? Are any still standing, or still a heap of boards?

If you know of such a building, please drop a line to Dr. William E. Trout III, 35 Towana Road, Richmond, Virginia 23226, or call him at (804) 288-1334.

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PEOPLE MEETING PEOPLE

When I learned of the June 20 planning meeting for the 1994 Douglas Hike, I decided that it would be foolish to drive over three hundred miles to Glen Echo for such a brief event. Instead I drove over two hundred sixty miles to Cumberland and bicycled a three hundred seventy mile round trip for the meeting. Along the towpath I met some wonderful people, not the least being our editor who was biking with his church youth group.

Just below Williamsport at the end of my second day, I met Eddie Hawkins, an Irishman on the last leg of a bicycle journey that started on the Oregon coast. Eddie, sixty-two years old, had left Cumberland that morning and was planning on being in Washington the next evening! Over dinner he told many tales of his cycling experiences in the U.S. and on the British Isles. The next morning I met a young couple heading west on foot, hoping to hit the California coast sometime in mid-1994. Talk about the tortoise and the hare! For the most part they were following the American Discovery Trail. More on them later.

Carl Linden was kind enough to put me up after the Sunday evening meeting, and early Monday morning I was back on the towpath heading west myself. Even though it was hot and humid and the towpath wet and slick in spots, I covered over sixty miles to the Antietam Creek campsite much to Bob Perry's surprise. We had discussed our respective trips in advance and didn't expect to cross paths until the following day. Camping together gave me the chance to meet his whole crew, including reunions with Jane, Tom and Linda Perry.

By Wednesday near the Devil's Eyebrow, I caught up with the two hikers, Brittan Blasdell and Bhaskar Banerji, who were averaging about ten miles a day and were certainly seeing the country in detail. We talked for about an hour, parting with an invitation to join them later in the summer

PEOPLE MEETING PEOPLE - continued

for a few days. [In mid-August I met them on the North Bend Rail Trail, an abandoned B&O RR line in northern West Virginia, for two days of hiking in much more primitive conditions than we're used to on the Canal. There is only one developed camp on the 70 mile trail, a large state park with full facilities.

The two had left the Delaware coast around the first of May, and the seventeen miles we covered on the first day I was with them was the longest day they had done so far. The second day's eleven miles to the park seemed much longer due to the now tender condition of my unprepared feet! My two companions managed to keep my mind off my woes, making for a delightful experience in spite of the forty odd pounds of gear on my back. We're hoping to meet again in southern Utah next summer.]

At Evitts Creek I talked with a group from a Virginia camp for troubled city youths who had biked from Harpers Ferry. It was their first time at roughing it and they were very proud of what they had accomplished. There were more; the Boy Scouts I "leapfrogged" with for two days, the crew at the Potomac Fish and Game Club who extended me the use of their facilities to dry some gear and repair a slow leak while we talked about the canal and next year's hike, a cyclist seeking information on other trails who gave me his phone number in case I ever needed help in his area, a retiree and his grandson in the next campsite at Fort Frederick who fed me dinner and shared their campfire, and the list goes on.

I've been asked how I could spend eight days alone. Who was alone? Part of the attraction of our canal is its infinite variety. One minute you're in wilderness, your only company a deer or heron, but round the next bend and you're back in civilization lost in conversation with a close friend you met only minutes before. And of course there's the park staff. It seems I can't take a trip without getting some kind of help from Rita Knox, John Frye or Fred Viers, and sometimes all three. Is it any wonder that I keep coming back?

Gary Petrichick

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CREATING A NEW TRAIL

VIP WORKDAYS

The C&O Canal Association VIP Workday group is assisting the NPS in creating a new trail at Great Falls. Not really an entirely new trail, but we will re-align and improve an existing trail leading upstream on the berm side of the canal from the far end of the parking lot. The trail will give an alternative to the towpath and better access to Cool Springs Branch, fishing in the canal, and to gold mines in the area. **GOLD MINE SHAFTS ARE DANGEROUS AND SHOULD NOT BE ENTERED**, but surface evidence of mining activities can be found.

Workday members worked the first Saturdays of November and December to mark and clear trail, construct wet spot crossings, prune vegetation, and help identify and highlight features of interest to park visitors.

We hope to finish on January 7, 1994, weather permitting. Come and join the group. Meet at the top of the stairs at the Great Falls parking lot. We need you and welcome your help. No special skills are required, but a pair of gloves and appropriate clothing will make work more pleasant. Oh--as promised last time--if you join us three or more times, you will earn a yellow NPS Volunteer hat.

For more information on VIP Workdays call:

John Lindt, coordinator	301-469-6381
Rangers Terry Balbot, Brian Willbond, or	
Jim Brown	301-299-3613

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THE ASSOCIATION WELCOMES NEW MEMBERS

We wish to welcome those new members who have joined the Association over the last three months.

Your names will appear in the next issue of *Along the Towpath*.

On The Level

By Keith D. Kridenoff
1993 Level Walker Chairman

Wintertime is finally here! This is a good time of the year to walk your level if you have not yet had the opportunity. Without the flora(poison ivy) and fauna(snakes), it is now easier to pick up the trash inaccessible during the summer and also to study the historic structures without the obscuring vegetation.

Also be sure to wear your name badge when walking your level. The visible volunteer work on the canal provides good exposure for the Association as well as the level walker program.

Welcome new level walkers!

Sheri Burdick - Level 40
Mike Hugo - Level 15

Level Walker Hike

January 15th 1994 - Level 7 Great Falls Tavern to Swains Lock 21
10:30 A.M. Meet at the Tavern and walk upstream to Swains Lock. Come along for the first hike of the new year.

If you are interested in becoming a level walker please contact me at (410) 661-8285, or:

1725 Red Oak Road
Baltimore, Maryland 21234

REPORTS FOR THE THIRD QUARTER

The deadline for the March newsletter is Feb. 5th

geese on Potomac. (10/27)

03 Lock 5 to Cabin John Bridge

Mile 5 to 7.5

John Butler (2/5,8/19) James & Joan Wilson

(9/11,12,13) (10/4,5,6)

Water level low between Locks 5 & 6 and also above Locks 6 & 7. Canal is slimy and smelly. Work on Clara Barton Parkway still continuing.(slowly)

07 Great Falls to Swains Lock

Mile 14.3 to 16.6

Gene Dunbar (10/18)

Towpath very clean. Collected only one small bag of trash.

08 Swains Lock 21 to Pennyfield Lock 22

Mile 16.6 to 19.6

Paul Davis (9/30,10/27)

Trees fallen in canal are still present. A number of wet spots on towpath that need some fill. Large number of

10 Lock 24 to Tenfoot Island

Mile 22.75 to 24.3

Michael Werth (9/19) Harry Bridges (10/13)

Many rocks and roots in towpath make it rough going for cyclists. Much algae in basin area above aqueduct
Many "mudholes" along level.(10/13)

11 Tenfoot Island to Sycamore Landing

Mile 25 to 27.2

Someone carved a heart in tree at mile 25.2. Also numbers were painted on trees in white along level. Large pothole at mile 26.5 has not gotten larger.

12 Sycamore Landing to Edwards Ferry

Mile 27.2 to 30.8

Stephen Pollock (9/28)

Gravel resurfacing has improved towpath immensely. Parking area at Sycamore Landing clean despite lack

of trashcans.

14 Harrison Island to Whites Ferry

Mile 33.2 to 35.5

P. Pickering (5/8)

Seven or eight very large trees down between towpath and river all along level. Fifty three vehicles at White's Ferry.

16 Woods Lock 26 to Monocacy Aqueduct

Mile 39.4 to 42.2

C.H. & Chris Breedlove

Lock 27 missing sign. Large tree stump on the upstream side of aqueduct could cause damage if not removed before heavy rains. Canal full of water south of power plant.

17 Monocacy Aqueduct to Nolands Ferry

Mile 42.2 to 44.6

Terry & Bob Ledley

Mile marker 44 has been replaced. New boating and fishing regulations signs at Nolands Ferry. Trash container at Nolands Ferry overflowing.

18 Nolands Ferry to Point of Rocks

Mile 44.6 to 48.2

Paul Redmer (8/19,11/1) Norma Hendrickson (4/11)

Significant mudholes continue to exist on towpath between mile 45 & 46 and between mile 47 & 47.65.

19 Point of Rocks to Catoclin Aqueduct

Mile 48.2 to 51.5

Jack Cook (9/27) John & Sue Anderson (8/22)

River usage was heavier than towpath usage. (8/22) Trash predominantly near Point of Rocks boat ramp.

20 Catoclin Aqueduct to Lock 30

Mile 51.5 to 55

Mario & Anne Abbate (9/24)

Waste weir at 54.95 has been repaired and portable toilet has been returned to Lock 30. Culvert at 51.88 is now faced with caged stone and is quite conspicuous. Parking between Brunswick camp and trailer park loaded with trash. (more than level walkers could handle)

23 Lock 33 to Dam 3

Mile 60.7 to 62.3

Susan Hook (9/18) Larry & Sue Anderson (10/3) Carol

Tischhauser (9/11)

Large amounts of beer cans and bottles. Also large amounts of debris left behind by fishermen. (bait cups etc...) Area used extensively by hikers and cyclists. Area also heavily laden by "debris" left by horses.

24 Dam 3 to Dargan Quarry

Mile 62.3 to 65.1

Mike Vidmar (8/22)

Many power boats at Dargan Bend Rec. Area.

Towpath in good condition. Lock 36 still under repair.

31 Lock 40 to Marsh Run Culvert

Mile 79.4 to 81.6

Deborah & Barry Kistler (9/4)

Trash consisted mostly of bait cups and other fisherman related items. Towpath in good shape.

32 Marsh Run Culvert to Dam 4

Mile 81.6 to 84.4

Bill Wentzel (9/4) Edith Wilkerson & Bejay Myers (10/5)

Tire in canal above Dam 4 cave. Large concentration of bottles and cans at about mile 82.5. (9/4) Truck camper dumped at mile 84. Beaver dam at approximately 82.3 backing up water in canal prism. Level clean even at Dam 4. (10/5)

33 Dam 4 to McMahons Mill

Mile 84.4 to 88.6

Nick & Peggy Weber (8/27) Paul & Rita Marth (10/9)

Towpath at 86.5 washed out and overgrown with poison ivy. Many trees downed by beavers at mile 88. Water level lowered in potomac behind Dam 4 for repairs. (10/19) Area also has large amount of fishermen garbage.

34 McMahons Mill to Opequon Junction

Mile 88.1 to 90.9

Tom & Linda Perry (9/6)

Collected five bags of trash. A trash can at McMahons Mill would be helpful. Tree down at mile 89 almost blocking towpath.

42 Lock 47 to Culvert 142

Mile 108.6 to 110.4

Tim Kernan (8/18)

Trash mostly concentrated around campsite. Towpath was dry and clear with a number of cut trees in canal bed.

43 Culvert 142 to Fort Frederick

Mile 110.4 to 112.4

Karen M. Gray (8/15)

The two deteriorating culverts continue to worsen. Towpath is badly rutted prone to being very muddy in some sections when wet.

57 Lock 61 to Lock 63 1/3

Mile 153.1 to 154.5

Ken & Marcie Campbell (10/3) (Report carried out by new members Tim & Vicky Campbell)

Towpath very clean and recently mowed and maintained. Spice bush in bloom with yellow leaves and bright red berries.

59 Paw Paw to Culvert 313

Mile 156.24 to 159.72
John Chandler (10/18)
Towpath area and canal workers cemetery mowed and trimmed. Purslane Run HBO is in good shape and entire level relatively free of trash.

65 Spring Gap to Lock 74
Mile 173.4 to 175.5
Jeanine & Dward Moore (8/29)
Lift Lock 74 has new sign. Gutters on lockhouse still need cleaning badly. Waste weir at mile 174.3 continues to erode on river side.

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POINT OF ROCKS RAID

The following article was submitted by Association director John Frye.

On July 4, 1864, at the same time that General Early was preparing to cross into Maryland during his raid on Washington, a band of Mosby's guerrillas forded the Potomac near Lock 28, about one mile above Point of Rocks. The Confederates encountered a canal boat with several Treasury Department employees aboard, enroute from Harpers Ferry to Washington. Their account of the event was reported in the *National Intelligencer*:

When one mile from Point of Rocks, the party being at dinner, they were opened on by a 12-pound gun from the south side of the Potomac, the first shell falling short, the next two passing over the boat. Being about fifty yards from the lock, and seeing no one to open it, we made to the west side of the canal and jumped ashore. Some took to the hills, others ran down the rail track, while four men tried to open the lock. The rebels had now reached the towpath, and were firing on us with guns and revolvers, and, finding it useless to try to save the boat, we jumped for the hills, where we saw the boat fired, after they had taken every thing of value out of her.

From our hiding place we could see all the action of the rebels. They cut the telegraph, and threw logs across the rail track and waited for the train, which came down in about fifteen minutes. The engineer, seeing the smoke and steam from the burning boat, gave the whistle to down brakes, and stopped the train very quick, but not before it was in range of their battery, which fired four shells at it and one volley, which wounded the fireman in the arm.

While the train stopped, the passengers, supposing it was captured, jumped off, and could not get on again when it backed. Some of them fell into the hands of the rebels and were plundered of their money, hats, &, and some got away up the mountains.

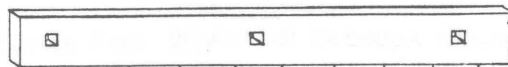
While this was going on, about fifty of the rebels dashed down to the town, and though they had to dismount to cross the bridge, they were not opposed by a single shot, though the place was garrisoned by two companies of cavalry and two of infantry, in all over one hundred and fifty men, who were drawn up in line of battle, but left without firing a shot. These brave men were Smead's cavalry, who ran first, and the infantry were of the Maryland Home Brigade. They sought protection in the mountains, where we met cavalymen with their horses hid in the bushes, and infantry soldiers, who had thrown away every thing, even to their jackets. When asked why they ran, they said it was their officers fault.

The officer of the day said, at Frederick on Tuesday morning, when spoken to about their conduct, that he could not fight the whole rebel army, and was not going to have his men cut up by shell and canister. When told their guns could not reach him, he retorted that he believed we were damned rebels.

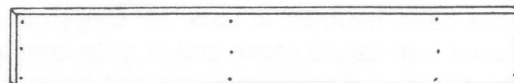
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Is your home made of wood from old boats?

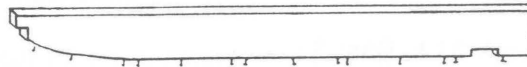
DO ANY OF THE BOARDS AND TIMBERS HAVE ODD SHAPES OR UNNECESSARY, UNUSED HOLES OR NAILS?



BOAT SIDES: Planks 2" thick, 6" or more wide, up to 20' long. Look for a row of holes up to 2" square, spaced about every 2 feet. There may be a row of nail holes on one edge.



HULL PLANKING: 1" thick, about 10" wide, up to 20' long. Look for 2 or 3 nail holes about every 2 feet.



RIBS: 2" thick, about 6" wide, 7-9 feet long. Look for nail holes along one edge, and a notch.

(See the article on page 12.)

CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Dec 11	Sat	FROSTBITE HIKE - Fletcher's to Dam #1 and return via Capital Crescent Trail. Contact Ken Rollins (804-448-2934).
Jan 7	Sat	VIP Workday. 9 a.m. to noon. Complete work on trail at Great Falls Tavern upstream of parking lot--weather permitting. Do you have ideas for a new Association-NPS Project??. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Feb 5	Sat	VIP Workday. 9 a.m. to noon. Watch for details of the new NPS-Association Project. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Mar 5	Sat	VIP Workday. 9 a.m. to noon. Watch for details. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Apr 2	Sat	VIP Workday. 9 a.m. to noon. Watch for details. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
May 7	Sat	VIP Workday. 9 a.m. to noon. Watch for details. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Jun 4	Sat	VIP Workday. 9 a.m. to noon. Watch for details. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Jul 9	Sat	VIP Workday. 9 a.m. to noon. Watch for details. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.

SEABEES REPAIR DAMS 4 AND 5

The U. S. Navy came to the assistance of the National Park Service last summer to repair Dams 4 and 5, which were in danger of collapsing due to cracks and voids in the stones. Divers from Underwater Construction Team One stationed at Little Creek, Virginia, supported by sailors from the Fleet Imaging Command and Beachmaster Unit Two, worked with the Park Service and engineers from the Bureau of Reclamation to repair the historic dams.

Work on Dam No. 5 was completed during August, September, and October, before the Seabees were scheduled to ship out to Cuba for other exercises. They plan to return next spring to complete similar repairs to Dam No. 4.

The work was necessary because an inspection of the dams showed that holes, worn by years of turbulent river action, created a risk of catastrophic failure. The State of Maryland restricted use of the Potomac River a half mile from either side of the dams until the repairs were completed. There were about ten major holes in Dam No. 5, the largest about 15 feet by 15 feet.

The Seabees, who normally repair piers, breakwaters, and other underwater structures, used a high pressure hose to clear the holes of mud and other materials. Then, divers entered the voids in the dams to install pipes for pumping in concrete. The concrete mix contained chemical agents to allow it to harden underwater. The Fleet Imaging Command provided combat photographers to take underwater video and still photos.

The two masonry dams, built by the Canal Company before the Civil War to supply water for the canal, created the two slackwater pools where boats entered the river, saving several miles of cut canal construction. The slackwaters now provide miles of calm water for recreational boaters.

The interdepartmental cooperative effort saved the Interior Department hundreds of thousands of dollars and provided the Navy with a unique training opportunity.

1993 PAW PAW BENDS CANOE TRIP

Word of a good thing has spread! Twenty one folks showed up for this year's jaunt, more than doubling last year, and five (Jane and Bob Perry, Ken Glace, and Nancy and Gary Petrichick) camped Friday night at the Paw Paw canoe camp, thereby avoiding the Saturday morning rush.

Saturday, September 11th, dawned bright and clear. Those of us in camp breakfasted in Paw Paw, then ferried three cars to Little Orleans and rode back with two canoes from Bill's, and Linda and Tom Perry.

Canoeists Sue Ann Sullivan and Ed Miller arrived to drop off their canoe, then departed for Cumberland and a Park Commission meeting. They would greet us that evening at Stickpile Hill. The balance of the morning and early afternoon saw the arrival (in alphabetical, not chronological, order) of George Camplair, Lynn and Sonny DeForge, Ginny Evans, Win and Alan Fox, Carol Galaty, Dave Lepkowski, Carl Linden, Ken Rollins, and Helen and Donald Shaw.

Confusion briefly reigned supreme as we found ourselves with 11 canoes and 19 canoeists. The solution was to send four solo canoes with George, Ginny and the two Kens at the helm. By mid-afternoon we had launched into a very low Potomac to begin this day's twelve and a half mile journey.

Each year I find it hard to adequately describe the scenery on this stretch, and this year is no exception. Let's just say that it was difficult to divide one's attention between the landscape and the seascape, which this year included many shallow ledges to tax our meager navigational skills. I think the only one who didn't get out to push at least once was Win Fox with a bandaged foot from a recent operation. It would be unkind to mention which Association Information Officer and spouse rolled their canoe twice, so I won't. At any rate, we left a lot of aluminum scrapings on the rocks.



1993 Paw Paw Bends Canoe Trip Participants

The first boat arrived at the Stickpile Hill Hiker/Biker at around six p.m. to find that Sue Ann and Ed did not have dinner ready. While one crew proceeded with that task, another got a fire going and a line strung to dry wet gear.

Dinner included the traditional "Beverly's Chowder" and some spicy beans and sausages. After dinner, Lynn and Sonny departed for the Bed and Breakfast back in Paw Paw to celebrate their anniversary with George as a chaperone. We had no full moon this year, but the campfire was inviting, so we joined the drying clothes for some songs and poetry (for the second year, hence traditional). Gradually, the group dwindled until finally we were all entented for the night.



Canoeists make preparations to leave Stickpile Hill.

We all arose between seven and nine a.m. Sunday morning with another great day at hand. Breakfast and packing was leisurely, and with the arrival of the B & B contingent, we were all on the river around ten-thirty. Since we now had twenty-one canoeists, only Ginny Evans and Ken Glace had to solo. We were still scraping bottom on the ledges but moved along without mishap to lunch at Devils Alley and the final four-plus mile push to the Fifteenmile Creek boat ramp at Little Orleans. Ken Glace hauled drivers back to Paw Paw for the remaining cars while the rest of us "debriefed" at Bill's.

All-in-all it was another fine trip. The water could have been higher, but the weather was ideal. Ken and Carl, you've done it again!

Gary Petrichick

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HARPERS FERRY HOSTEL

Connie Toops provides us with the following information about the Harpers Ferry AYH.

The Harpers Ferry American Youth Hostel (AYH) sits atop a steep bluff above the C&O Canal Towpath near the confluence of the Shenandoah and Potomac Rivers. It was originally dedicated by William O. Douglas in the early 1960's, one of four hostels serving recreation enthusiasts on the C&O. It is the only such facility still operating along the Towpath. On October 21, 1992, Jeanne and Harry Thomas assumed management for this 36-bed hostel. They have been

busy cleaning, remodeling, and making the operation more energy-efficient.

This unit belongs to a network of approximately 200 hostels in the U.S. and 6,000 world-wide that offer basic accommodations to hikers and bicyclists. Hostels operate under the principle of *self-help*. Guests provide their own gear, fix their own meals, and clean up after themselves in exchange for an inexpensive, informal place to stay. To participate, one needs to be a member of AYH or obtain an introductory card good for three trial stays and applicable to full membership. Non-profit organizations can also arrange for group outings.

The Thomases are experienced long-distance hikers. They met while hiking the Appalachian Trail(AT), which happens to coincide with the C&O Canal Towpath for several miles near Harpers Ferry. Jeanne is a retired nurse who first hiked the AT in 1987. Harry is a Winnebago Indian and was born in Nebraska. His Indian name, Majawashicka, is translated to *down-to-earth person*. That is a fitting description since he spent much time between 1965 and 1968 hiking. Harry reportedly logged more than 23,000 miles on the AT, and also explored the Oregon Trail, the Pioneer Indian Trail, the Long Trail, and the C&O Canal Towpath. He lived off the land to some extent, gathering ripe berries and wild herbs. He hunted with a slingshot and fished, but also took time off from hiking to work at odd jobs to replace his grubstake.

After they married, the Thomases lived in southeastern Ohio for a few years, where they taught about Native Americans at several colleges. Last year they opened a new chapter in their trail-related lives by assuming management for the hostel.

The Harpers Ferry Hostel is one of four nationwide that are *sustainable living centers*. Jeanne explained that they test various techniques to save energy, such as installing florescent lighting, low-water-use faucets, showers, and toilets, and caulking and insulation to conserve heat. In three months last year, they saved \$500 over previous heating bills. The Thomases report on successes. Their suggestions go into a manual that will be a model for making all 200 U.S. hostels more efficient.

The Harpers Ferry Hostel sleeps 16 women and 14 men in separate dorm rooms with bunks. It also features a family room that can accommodate five or six. The hostel has laundry facilities, a kitchen, a small library, and a gathering room with stone fireplace. There is space for tents to sleep in the yard. They may use all indoor facilities. No smoking is allowed in the hostel and no alcohol is permitted on the premises (as some of our members have found). Reservations are advised. Check-in times are 5 p.m. to 9 p.m. with lights out at 10 p.m. Rates are \$9.00 per person per night. Sleeping bags that have been used outside are not allowed, so if you wish to rent *linens*, there is an extra \$2.00 charge.

For further information, contact:

Harpers Ferry AYH-Hostel
19123 Sandy Hook RD
Knoxville, MD 21758
(301) 834-7652

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NOMINATING COMMITTEE REPORT

The 1993-1994 Nominating Committee is presenting the following candidates for election at the March 5, 1994 Annual Meeting:

President	Carl Linden
First Vice President	Thomas L. Perry
Second Vice President and Level Walker Chair	Keith Kridenoff
Secretary	Jane T. Larsen
Treasurer	William J. Evans
Information Officer	Helen L. Shaw

Directors (five positions to be filled) - Candidates listed in alphabetical Order:

William D. Bauman
Ralph H. Donnelly
John C. Frye
Norma K. Hendrickson
Ellen N. Holway
Gary M. Petrichick
Lyman M. Stucker

Biographical information on the candidates will be mailed to the Association membership in the January 1994 Bulletin.

Many thanks to the 1993-1994 Nominating Committee members John Fondersmith, Chair, Orrin Long, Louis Odom, Elizabeth Scott, and Patricia Ann White for their efforts in presenting this slate for the new year.

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Along the Towpath is published in March, June, September, and December by the C & O Canal Association; P.O.Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the **15th of the month prior to publication.**

Please mail articles to:

Robert C. Perry
12713 Knightsbridge Drive
Woodbridge, Virginia 22192

✓ ✓ Editor

C & O CANAL ASSOCIATION

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Bethesda, MD 20817 301-530-7473

First Vice President:

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McLean, VA 22101 703-356-1809

Second VP & Level Walker Chairperson:

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Baltimore, MD 21234 410-661-8285

Secretary

Norma Hendrickson 9106 Kingsbury Drive
Silver Spring, MD 20910 301-565-9421

Treasurer

William J. Evans 3813 Juniper Rd.
Baltimore, MD 21218 301-243-6315

Information Officer

Helen Shaw 8721 Burning

Tree Rd.

Bethesda, MD 20817 301-365-1933

Board of Directors: (Terms expire in 1996) Charles Ayres, Tom Conlon, Nancy Long, Ken Rollins, Elizabeth Scott. (Terms expire in 1995) John Fondersmith, Sharon Freedman, Orrin Long, James Millar, Douglas Mussen. (Terms expire in 1994) Ralph H. Donnelly, John C. Frye, Carl Linden, Linda Perry, Lyman Stucker.

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Robert C. Perry 703-590-5568

Production and Distribution: Dave Johnson

DIRECTORY C & O CANAL NHP TELEPHONE NUMBERS AND PERSONNEL

C & O CANAL NHP HQTRS

Box 4, Sharpsburg, MD 21782 301-739-4200

Superintendent

Assistant Superintendent

Chief Ranger

Admin Officer

Asst Ch. Ranger & Chief, Visitor Protection Branch

Chief, Natural Resource Mgmt Branch

Chief, Cultural Resource Mgmt Branch

Chief, Interpretation Branch

Chief of Maintenance

☎ Thomas Hobbs
☎ Terrie Savering
☎ Keith Whisenant
☎ Christine Streng
☎ Kevin Fitzgerald
☎ Patrick Toops
☎ Susan Winter
☎ Gordon Gay
☎ Sam May

PALISADES DISTRICT

11710 MacArthur Blvd, Potomac, MD 20854
301-413-0024

District Ranger
Supv Ranger - Visitor Protection
Supv Ranger - Fee Collection
Supv Ranger - Interpretation

☎ Tom Nash
☎ Steve Pittleman
☎ Terry Barbot
☎

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson St, Washington, D.C. 202-472-4376

Park Ranger

☎ Kathy Kupper

Great Falls Tavern Information

301-299-3613

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

WESTERN MARYLAND DISTRICT

District Ranger ☎ Dwight Stinson 301-739-4200 x237
Supv Ranger ☎ Martin Gallery 301-678-5463

Antietam Creek Ranger Station

Canal Road, Sharpsburg, MD 21782 301-739-4200 x237

Park Ranger

☎ Fred Viers

Hancock Visitors Center

326 East Main Street
Hancock, Maryland 21750
301-678-5463

Park Ranger

☎ Sherilyn Seyler

Cumberland Visitors Center

Western Maryland Station
Cumberland, Maryland 21502
301-722-8226

Park Ranger

☎ Rita Knox

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:

Georgetown Boat Operation
202-472-4376

Abner Cloud House
202-472-2679

Fletcher's Boat House (Concessionaire)
202-244-0461

Canal Clipper, Great Falls Tavern
301-299-2026

Swains Lock (Concessionaire)
301-299-9006

C & O CANAL BIKE TRIP OCTOBER 10-15, 1993

by Kathy Carroll with additions by John Dugger

Kathy: When I was a little girl I would often ride my bike along the Towpath in front of my house at Lock No. 8 up the hill to Lock No. 9. The Towpath was a magical place to me. Sometimes I would wonder, "Where does the Towpath end? What is it like along the way?" Well, thanks to the C & O Canal Association, and particularly Sonny DeForge and Ken Rollins, I finally found out.

John: I'd known the Canal and Towpath since childhood and camped at various Hiker-Biker Overnights with kids. I always wanted to bicycle the whole thing, but never had time. Retiring in August meshed perfectly with the wonderful opportunity offered by the C&O Canal Association.



Bikers prepare to leave Cumberland

Sunday, October 15th. We all met on a cold sunny morning at the Old Train Station in Cumberland--Sonny Deforge, Ken Rollins, Nick Weber, Kitty McEvon, George Camplair, Carl Linden, John Dugger, Steve and Kathy Carroll, their 15 year old son, Jon Michael Carroll and his friend, Zein Rifai. The plan was to average 32 miles a day, giving us plenty of time to enjoy the sights along the way.

We packed tents, sleeping bags, etc. in Ken's van (Ken drove the sag wagon). Next, spouses and friends took our pictures beside mile marker 184.5. (The Canal had been completed on this very day, October 15, 1850).

Then we took off down the Towpath, the rather narrow Potomac on the right and intermittently the Canal bed on the

left, sometimes water-filled, usually with trees' growing in it. We had lunch at Lock No. 71 (a sunny spot with geese and mallard ducks swimming in the Canal), then toured Oldtown--a tiny town with a lot of history, as a place of business for the Native Americans, a stopover for westward-bound pioneers (George Washington slept there) and spot for an important encounter during the Civil war.

It was a lovely ride down to Paw Paw where we were scheduled to have a chicken dinner at the Senior Citizens Center (a fundraiser for the Paw Paw library) then camp at the overnight camp ground on the north side of the tunnel. The problem was that the two boys, Jon Michael and Zein, who had been ahead of the more "mature" bikers for most of the trip, had gone through the tunnel and headed down the path. Kathy tried to follow them. (This took some courage--going alone through an almost totally dark 3118 foot hole in the rock). She rode down to mile post 151, but they were nowhere to be found. Back in Paw Paw, the senior citizens asked the Park Service to come to the rescue and a ranger drove south on the Towpath finding the boys in the dark at mile 149. They then had the unique experience of riding through Paw Paw tunnel in a truck--the ranger drove right through the shallow water in the Canal. Some of the ladies holding dinner for them said it was the most exciting thing that had happened in the town of Paw Paw in a while. That night we sat happily around the campfire telling ghost stories and warming ourselves against the bitter chill.

Monday, October 16th. When we woke up the water had frozen in our water bottles; frost covered our bikes. (At least the sun was shining.) We had a hearty breakfast, then headed out. Sonny challenged us all to ride our bikes (in the dark!) the whole way through Paw Paw tunnel. The path was deeply rutted with a rough stone wall on one side and a railing with a big drop on the other side down to the Canal. Kathy: My hands were shaking so hard the bike was swerving all over the path! Jon Michael was the only one to make it all the way without stopping.

After the tunnel, the Towpath was rocky and strewn with loose sticks. A thick stick flew into George's front wheel, breaking five spokes and sending him somersaulting over the handle bars. George must be an expert at falling. He landed with nothing more than a bump and a few scratches; fortunately he was wearing a helmet.

We had lunch in Little Orleans (pop. 20) on the porch of the general store/restaurant/mayor's office, which also contains a renowned bar. (Bill, the owner was out on an errand--probably lost a week's worth of business.) Tom Perry joined us (which was very fortunate for our group, as you will see later.) So did Alan Mead. Alan led the Canal Association's first bike trip in April of 1991. He said that with the leaves not fully on the trees yet and wild flowers blooming all the way, it was an especially beautiful time for the ride.

Heading down to Hancock, we passed Round Top Cement Mill (which once employed over 100 people) and the "Devil's Eyebrow" on the berm side. The "Devils Eyebrow" is a beautiful cave surrounded by intricate rock formations. We camped in a park with the river on one side and the town of Hancock on the other. When Jon Michael and Zein had to be picked up for school the next day, we said goodbye with some regret. Their youthful energy had been a nice addition to the group.

We sat down and enjoyed Carl's stew under a huge fly he had brought to protect us from the weather. Kitty's delicious brownies completed the meal. The night was a lot warmer, but it poured rain, and some sleeping bags got soaked.

John: *Waking up in a soggy sleeping bag reminded me of disasters during my Boy Scout days.*

Tuesday, October 17th. We had breakfast at the Crab House in Hancock. (We ate slowly, hoping the rain would stop before we took off, but tactic didn't succeed.) Then we packed up camp and took off down the Towpath (with the drizzle in our faces), past Big Pool (a lake that was built in place of the Canal) and on to Fort Frederick. With the boys gone, Nick took over as the bicycle leader. By the time we got there, the sun was shining. Fort Frederick was built during the French and Indian War, used during the Revolutionary and Civil War and restored by the CCC (Civilian Conservation Corps) in the 1930s.

The Towpath to Williamsport was muddy and full of puddles. Though the weather was now clear, travelling seemed long and hard. (Luckily it was the shortest biking day of our trip, 25 miles.) Our bikes and clothes were covered with mud. We passed Four Locks, the steepest descent along the Canal. Tom made it possible to camp in the park in the middle of town. Williamsport, an old-fashioned, friendly place, is called the "most typical" Canal town. Its greatest claim to fame is that it was once the nation's capital for 28 hours. After a visit to the laundromat, we had dinner at the American Legion with the very helpful Sue Ann Sullivan, a long time Canal Association member, who is said to know everyone in Washington County.

The best part of the evening came when Tom and his wife, Linda had us all over to their beautiful country-style home for dessert, hot cider and a fire in the fireplace. They actually have an organ with over 800 pipes in their living room. Tom entertained us with several pieces. His music filled the house, probably the neighborhood, too!

Wednesday, October 18th. After breakfast and goodbys to Sue Ann, we started off for Harper's Ferry, a forty mile ride and our longest day. The sun was out, the Towpath had dried and we were enjoying renewed vigor. We went 30 miles and crossed the river to Shepherdstown, West Virginia, for an excellent lunch in the upscale Bavarian Inn, where we were welcomed despite our grubby appearance. On the way

down, we saw Navy scuba divers repairing the Potomac Edison Dam, and we rode along an area called Big Slackwater, a part of the Towpath where there is no Canal. Canal boats went into a quiet stretch of the Potomac for a while there. Then we took a four mile detour through Washington County countryside--old farms and stone fences all along the way. John: *The detour to avoid a couple of miles of Towpath too narrow for bikes or horses was on smooth asphalt, a welcome change for rear ends battered by the rougher parts of the Towpath.*

By the time we reached Shepherdstown the river was wide, rocky and fast moving. The vistas were awesome as we headed into Harper's Ferry, where the Shenandoah merges with the Potomac. Then we began the challenging ride up the hill to the hostel--our only night with a shower and bed. The hostel is run by Harry, an American Indian, and his wife, Jeannie. (Harry spent 28 years wandering the Appalachian trail. Jeannie, at 60, decided to walk the whole length of the trail. They met somewhere in the middle and, three weeks later, were married.) When we arrived at the hostel, Jeannie was away, and we waited in the parking lot for her return so we could be registered. Two of our party sipped beers, unaware that strict prohibition prevailed on hostel territory. Harry promptly banished them from the grounds, but they were allowed back in when the conciliatory Jeannie arrived.

We met two Canadians from Victoria, British Columbia, who after completing their Canadian Navy obligations, biked their way to the East Coast. They were planning to pass through our southern states to San Diego, cross Mexico to the Yucatan and eventually bike to Terra del Fuego at the bottom of South America. Also at the hostel were Anne and Mario Abbate, whose plans to accompany us on the whole trip were thwarted because the bus schedule from Washington to Cumberland has been changed. They had come to bike with us to White's Ferry.

Thursday, October 19th. Bill Speck and Earl McFarland joined us for Thursday and Friday. We left early (Harry wants everyone out of his hostel by 9:30 am), passed Brunswick, and congregated at Point of Rocks. We took pictures of the colorful Gothic Revival train station there, a National Historic Landmark built in the 1870's, then biked to Noland's Ferry for lunch. We continued on over the much-admired Monacacy Aqueduct to White's Ferry where the true story of the sinking of the Jubal Early by a couple of overweight trucks was elicited from the manager. We pushed on to the Hiker-Biker beyond Edward's Ferry for the night. This entailed ferrying our camping gear .3 mile from Ken Rollins' van for which Allen's 1948 Schwinn with its huge basket in the front was a blessing. It was raining again; the trail was rocky and full of roots.

Steve made us a huge campfire. We all enjoyed Allen's corn chowder. Then the rain stopped and we sat around the fire for some stories. Ken recited (from memory) the entire

poem, "The Cremation of Sam McGee." That was one of the most memorable moments of trip.

Friday, October 20th. The day started out cold and cloudy. Allen warmed us up with his banana fritters at breakfast. After ferrying our gear to Ken's van, we headed down toward Seneca. Sonny, one of our Canal historians--we had a number on this trip--told us that the CCC had restored the Canal from Seneca to Georgetown in the 1930's. That's why it is in better shape than further north.

Kathy: *I was biking alone for a stretch where the river is very close to the path. a white-tailed deer (with a huge, long tail) popped up from the river side and was running down the Towpath to keep away from me. Finally, when it seemed too tired to run further, it leaped into the Canal waters and escaped to the berm side.*

We came to Great Falls just in time to hear the children singing on the Canal Boat, watch the locks open and the boat lowered to the next level. We stopped for lunch and a visit to the falls, then finally, the sun appeared. For the first time in the week we were able to take our jackets off. The path became more and more crowded as we biked past Lock No. 8, Sycamore Island and into Georgetown, as the Georgetown Canal Boat was turning around. We met again at milepost 0 on the far side of Thompson's Boathouse at the site of the original "watergate." Sonny's wife, Lynn, brought us some cider and wine glasses to toast our successful journey.



Bikers toast the end of the trip.

Kathy: *As a new member, this trip was a delightful introduction to the C & O Association. It was so enjoyable to be in the company of fun and friendly people who love the Canal as much as I do. I am very grateful to the people who made it possible. Even if you have never taken a long bike trip before, I highly recommend that you*

consider this one the next time it's offered!

John: *Kathy said it perfectly. Age or biking experience doesn't matter, and most any bike will do, except, perhaps one with very skinny tires. A few weather problems didn't keep this trip from being a delight, because of excellent planning and support by Sonny DeForge and Ken Rollins, as well as good humor and good company all around.*

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OF CANAL CONCERTS AND LIBRARIES

You wouldn't think there are many similarities between my paid work--as reference librarian in a public library--and my NPS volunteer job of crowd control at the concerts on the canal in Georgetown. But the duties are alike in surprising ways: in both settings I am an information officer, guide, patrolwoman.

To be sure, no concert-goer has ever asked me how many neutrons are in a calcium atom; whether Napoleon's soldiers shot off the Sphinx's nose; the average income of a family in Bangladesh; the term for computer phobia; Joe DiMaggio's uniform number; the largest jewel heist in D.C.; the national flower of Hungary; or the ingredients in Shakespeare's witches' cauldron. These are typical questions that librarians confront every day.

On the other hand, library patron's do not usually ask when the next boat leaves; the name of the concert booking agent; whether there's a life preserver in case anyone falls into the drink; or, are we giving away free Mobil T-shirts?

But at both places I field questions such as: Where are the bathrooms? Does Metro run on Sunday? Can I buy food around here? Where's the Lincoln Memorial? Can you get the sound guy to turn down the volume? Or, at the library, those people are talking too loud!

Unfortunately, many of my communications with patrons/concert-goers are admonitions--Please don't climb on the lock gates, or the library--Please take your feet off the table. You may not sell anything on park/library property. We don't allow alcohol here. Please walk your bike through the concert area. At the library: Please, no running through the stacks. You must remain outside the chained-off area. At the library: If you use that fire door, an alarm will sound.

And so, on and on. At the library and the canal I sometimes summon police or rescue (or alert rangers/other librarians to do so), deal with drunks and rogues, and listen to lip: "Why can't I?" or, "What's your name?" (in a tone that doesn't suggest a letter of commendation is contemplated), or "You and who else, lady?" When I offer people concert schedules or steer patrons to Agatha Christies, they sometimes act as if they're doing me a favor by letting me help them. But most concert-goers, like most library patrons, appreciate my

service, and often say so. Also, the music's great--and I never have to go far for something good to read.

Jane Larsen

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FROM THE EDITOR...

*It's been a busy year along the canal this year with hiking and biking trips, canoeing, nature walks, VIP programs, canal days celebrations, and others. I hope you have been able to take advantage of at least one of the many opportunities the Association offers to its members and friends. As we look to the new year, the Commemorative Douglas Hike and our many other regular activities, I hope to see you **Along the Towpath** on this adventure we call the C&O Canal.*

Jane and I send our wishes to you and yours for a safe and enjoyable holiday season.

Thanks and thanks to those of you who have contributed to this issue.

RCP

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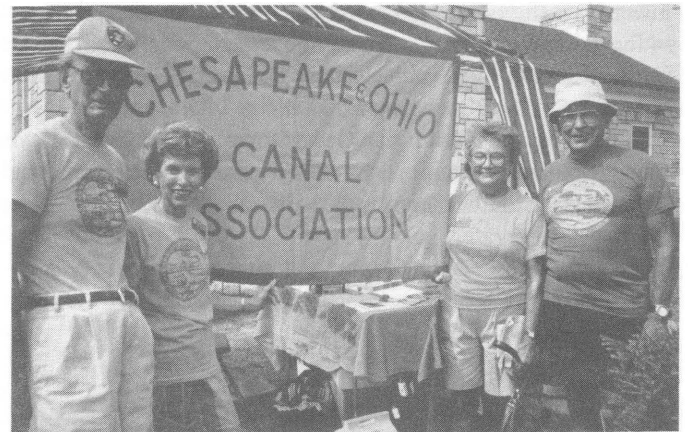
A FEW SNAPSHOT MEMORIES OF 1993 FROM HAL LARSEN...



Karen Gray gazes across the broad Shubenacadie River--International Conference on Canals--as she ponders the majesty of the tidal bore.



The International Conference on Canals was hosted by the Shubenacadie Canal Commission at Dartmouth, Nova Scotia, October 12-15, 1993. A scene on the Shubenacadie Canal.



L to R - Hal and Jane Larsen, Peggy and Nick Weber at Williamsport Canal Days



Tom Perry entertains the Board of Directors at his great organ. Eller Holway (former membership coordinator) observes with curiosity.