

ALONG THE TOWPATH

Volume I Number 3

May 1970

C & O CANAL REUNION A GREAT SUCCESS

All those who took part in the activities of the 16th Annual Reunion of the Chesapeake and Ohio Canal Association seem to be in agreement that this year's affair was the best we have had to date. It seemed to have just the right combination of ingredients: a peaceful setting for Friday night (24 April), thanks to the graciousness of the Isaak Walton League of Poolesville; a lively discussion at the Business Meeting; one of the most interesting sections of the Canal for the Hike (Seneca to Glen Echo); a lovely luncheon at Great Falls; and a bang-up dinner at the Old Spanish Ballroom, Glen Echo.

Naturally, all this did not take place of its own accord; as with all ventures, business, social or you-name-it, it takes a great deal of time and effort by all concerned. Much of the credit goes to our new President, Colin Ritter; Doug Lindsay (Association Secretary); Ken Rollins (Association Treasurer and now Vice-President); and the efforts of the National Park Service, many behind the scene and many very obvious, such as the arrangements at Great Falls and especially at Glen Echo, as well as at Seneca and various spots along the towpath. Our thanks are extended and our congratulations for a job well done!

Level Walkers were on the scene in several instances to add their part to several events. Perhaps the most spectacular was the display provided by Bill Johnson (Old Boat Incline to Lock 5). The photographs and articles in the display were the subject of much discussion; Bill was on the scene at the supper Friday night; at Great Falls and again at the banquet on Saturday night. In addition to the display, Bill was responsible for the historic maps used as place mats Saturday night. The other place mats in use were the very interesting and colorful inside covers furnished by George "Hooper" Wolfe from his book, I Drove Mules on the C & O Canal. Prior to the Reunion, Level Walkers from Seneca to Glen Echo pooled their efforts in providing the information in The Reunion Hike Guide. The Guide was so enthusiastically received by the public that greater efforts will be taken to cover the entire towpath, perhaps one area at a time. Chet Harris of the National Park Service has encouraged us in this venture and it is possible that the first area to be covered will be the distance between Georgetown and Great Falls (or Seneca). We will have more to say about this at a later time.

For those who missed the Reunion, we all hope to see you next year!

CANAL ECOLOGY? / ENVIRONMENTAL EVENTS?

With all the comments received by the editor from Level Walkers concerning the environment/ecology of the Canal, it seems that we should do something with them. Everyone else is talking and trying to do things about those subjects which Level Walkers have talked about and done something about for years. So-why shouldn't we cover this subject in our newsletter as well? In point of fact we shall! Beginning with this issue, special attention will be given to the expressions of opinion from Level Walkers concerning ecology and environmental action, to include specific comments on conditions noted along the Canal which appear to be worthy of mention. Our first problem: What shall we call this section? Your suggestions are welcome-we couldn't seem to find a title which had just the right touch.

In addition to specific remarks about the Canal itself, it is our intention to include comments and extracts from articles on the general subject. Rest assured that these will take a back seat to our own particular area of interest!

Some general remarks on the subject of conservation were noted the other day which could have application to all users of the towpath, in Wildlife in North Carolina (April, 1970), by Dr. Eugene P. Odum, Director of the Institute of Ecology, The Institute of Georgia, Athens, concerning the "attitude lag" toward conservation:

"An aggressive and warlike approach to nature is a perfectly natural and desirable drive during the establishment of societal systems. Of all organisms, man is most parasitic on his environment because he demands so much more of it than any other organism. The danger, of course, is demanding too much of the environment. Well adjusted populations in nature go to great lengths to avoid crowding that would endanger individual well being, or damage the environment. In other words, man must have the brakes as well as the accelerators. Among the problems facing man are those of pollution, quality control of our environment, and overcrowding. The only way to cure these ills is to wake the public with a sense of doing. Public indifference has gone on too long. It is not hard to sell the idea that man and nature must be a partnership, not a war, if you believe in it yourself."

We would like to make one comment concerning the "overcrowding" cited by Dr. Odum, and this point has been made by several Level Walkers in their correspondence--in all the good things that are being done to create parks, public use facilities, ramps and such at key spots along the towpath, there is a great need to keep certain areas in their primitive state. We couldn't agree more! This brings to mind a statement by Walter Boardman (Level Walker Sections 48/49--Hancock to Round Top Mill/Round Top Mill to Lock 53, Mileage 124.1-130.0):

"In a time of change where most everything is different, even in a very few years, it was delightful to find a place where the only change is the forest cover."

Section 1, Miss Rae Lewis (0.00) noted on April 18 that "At the head of Lock 4, a Park Service employee was raking trash off the surface of the water. He said they had been cleaning the Canal for two weeks. Even at that, he had a truck half-filled with debris, including bed springs, which he had cleaned out that day. The enormous silting at head of Lock 4 and beneath 31st Street Bridge had been removed. The bad break in the bank beside the Canal Building had been repaired."

(As indicated above, we intend to give emphasis to those actions which have been taken, as well as those which should be.)

(Continued)

CANAL ECOLOGY ? / ENVIRONMENTAL EVENTS ? (Continued from page2)

Section 8, Swains Lock to Pennyfield (16.6) Your Chairman noted during the Reunion Hike that the left-over dirt (at least that's what it looked like) from the interceptor sewer job below Pennyfield Lock was piled up several feet high adjacent to the towpath on the river side. This dirt is beginning to affect the trees which it surrounds and is now covered with grass (which at least looks better than raw dirt.) This condition will be checked out with the Park Service to see if the condition can be remedied.

Section 16, Anson Courter, Lock 26 to Monocacy Aqueduct (39.4) has reported on several occasions the silt bank of coal washings near the PepCo coal yards. He has reported this condition to PepCo and it is hoped that the condition will be corrected. In his last report of 15 May, he mentions that the silt in the canal bed is less, "may be partial removal, more likely heavy rain carryoff." Earlier in the spring, it was reported that the towpath was abused due to the trucking of timber. (All conditions noted by Level Walkers concerning the towpath, canal bed, canal structures and adjacent area have been reported to the responsible Superintendents of the Canal.)

Section 17, Ray Teele, Monocacy Aqueduct to Noland's Ferry (39.4) remarks that: "Just beyond the junction with the Noland's Ferry Road the Park Service has sold out again to the public utilities and a large building is going up practically on the towpath. We understand this to be a water intake for the City of Frederick but do not understand the reason for sacrificing a portion of the park. As has been the case along other sections of the towpath the contractors are not required to keep the towpath in decent condition."

Section 20, Herb White, Catocin Aqueduct to Brunswick (51.5) comments that "Overall, the towpath area looks a little cleaner--old school busses used to sprout everywhere, but apparently they don't grow well in today's "environmental" dirt. (Editor: Well said!)

Section 21, A.T. Swann, Jr., Brunswick to Waverton (55.0) comments that: "The shacks along the Canal seem to be increasing in number."

Miss Doris Bailey (Section 54, Lock 59 to Lock 60 (146.6)) reports that the Monocacy Canal Club spent the day of 16 May picking up litter along a three-mile stretch from Lock 34 to Lock 31. (This is what we meant earlier when we said that Level Walkers do, where others talk! The picking up of litter is something many of us do--it can be as simple as carrying a litter bag and bending you back a little. It gets more complicated when there are bed springs or old busses to be dealt with.)

At the Annual Reunion dinner Rep. Henry Reuss (D-Wisconsin) told the Association how we could all "get rich." An 1889 law, he said, provides that any individual polluting or casting waste matter into navigable streams "shall pay to the public for depredations the sum of not less than \$500 a day for each act of pollution and not more than \$2500." And furthermore, he quoted from the old law, "any person reporting such acts of pollution shall be entitled to receive half the fine." (We wonder if the Canal is considered a navigable stream--if so, we know where our expense money could come from. Otherwise, we will have to keep our eye on our sister, the Potomac River.

Kudos to the General Services Administration and the Washington Gas Light Co for their efforts to use natural gas as fuel for their vehicles. Perhaps the air in the Georgetown area will smell sweeter on of these days!

THE LEVEL WALKERS REPORT

Contained herein are extracts from letters and reports received from Level Walkers. The number preceding the name of the Level Walker is the assigned section number and the number in parentheses is the towpath mileage from the Georgetown Tidal Lock to the downstream end of the section.

1 Miss Rae Lewis (0.00) reported in mid-April that the Georgetown area had many people along the Canal banks on the first sunny weekend in some time and that some young men fishing were stretched out in the sunshine with fishing line tied to big toes. In late April Miss Lewis stated that consideration should be given to prohibiting bicycles on the towpath from 31st Street to the Crossover Bridge, making the observation that west of Wisconsin Avenue polite hikers were trying to climb the wall to leave room for the cyclers, but that no one had enough space and one of the cyclers almost went in the Canal, saved by a hiker who grabbed her in time. The cyclers were also considerate. There just was not enough space between wall and water. (Readers will be pleased to note the conclusion on the Georgetown Tidal Lock-Old Boat Incline report in the Section of the Month in this issue.)

(2.5)

2 Bill Johnson continues his research on the Old Boat Incline and his interest in the Old Potowmack Canal. Readers should be interested in material on the Old Potomack Canal which Bill Johnson is furnishing, which will be in the next issue or two of Along the Towpath. Watch for it! Bill is a fine researcher and has come onto many pieces of information which should give us a clearer picture of canal life in the Washington environs.

16 Anson Courter (39.4) reported several instances of interest in the environmental field as well as setting forth his theory on what happened to the lock-keepers house at Lock 26, reported to have burned in June, 1969. Corrections to basic notes were received from him as well. Very nice bird listing. Also comments on condition of Monocacy Aqueduct.

17 Ray Teele (42.2) reports that the Park Service has made several excellent improvements to his section by providing a parking lot, a foot-bridge across the Canal and a campground. "They have not, however, made the badly needed repairs to the aqueduct, and the towpath across the aqueduct is really dangerous to pedestrians and cyclists at times of low visibility or when the wide crevices are obscured by snow. Also a culvert cave-in at 44.04 has existed for some time."

18 George Kline (44.6) has provided needed information to bring his section up-to-date.

20 Herb White (51.5) reports that the branch of Lander Road nearest Point of Rocks end of Point of Rocks-Brunswick Road has been paved--"a pretty, circuitous route of about two miles." Also that Brunswick has added a town park for campers about $\frac{1}{2}$ mile downstream of the bridge. \$1.00 overnight--check in at Town Police Department. (Just don't let anyone see you coming out! Chairman, Level Walkers) He reports that the Catoctin Aqueduct is no worse than at last visit. "Maybe the NPS could get some wood railings in where the old iron one is missing?"

21 A.T. Swann, Jr (55.0) sent in extensive additions and corrections to his section. "Am trying to get some friends to take open sections or levels. There seems to be few changes in Orville's (Crowder) notes."

22 Tom McDonald (58.0) participated in a 50-mile hike from mile post 72.8 to 22.8 in 19 hours, 20 minutes. Can anyone top this?

THE LEVEL WALKERS REPORT (Continued)

28 John Frye (72.8) suggested adding more material on James Rumsey, who invented the first steam boat and tested it just north of Lock 38 on the Potomac; he enclosed information from Scharf's History of Western Maryland. Reported towpath and canal in excellent shape and recommended re-clearing of Canal between Locks 38 and 39 (done 13 years ago). "This area is one of the most beautiful along the Canal (confirmed by your Chairman who hiked between Locks 38 and 39 last week.) The geology: high cliffs to the berm, the canal cut out of those cliffs, and the towpath high above the river is matched only in a few other areas."

30 Harold Cramer (76.7) sent in earlier some notes on his new section. "Most of the towpath has been repaired and covered with loose stone." Point of interest--Harold A Cramer, Jr., is assigned the next section upstream--our only father/son combination.

32 John Delean (81.6) "Section generally in good shape. A Hiker-Biker camping site has been established about mileage 82.46 but the well has been capped off."

34 Victor Conrad (88.1) "I cannot add much (to Crowder's notes.) This is one of the finest stretches of towpath along the canal. All along this level much wildlife can always be seen. Ducks, turkey vultures, squirrels, groundhogs, rabbits, many birds and occasionally deer and harmless varieties of snakes.

37 Walter Teach (94.4) provided corrections to basic notes.

38 Melvin Kaplan (99.8) furnished a very interesting account of an incident in 1920 when the berm parapet of the Conococheague Creek Aqueduct collapsed while a boat was in the Aqueduct in 1920. This incident will be reported in a later issue of Along the Towpath.

40 "Hooper" Wolfe (105.0) reports that needed parking space and toilets have been provided at Dam #5. "Lock in fair shape and recent footbridge is appreciated. Some depressions in towpath should be repaired. I measured some of the sycamores and some are 14 feet in circumference, which leads one to believe they were saplings when this area of Canal was being dug (1838-1839."

42 Carl Reachard (110.4) adds history notes on Ft. Frederick, and notes accommodations and camp ground details. (Large camping area between Canal and river. Second camping site in picnic pavilion region near beautiful arboretum featuring over 27 different species. Tables, fireplaces, water and sanitary conveniences...river and Big Pool fishing, boat ramp, trailer spaces, ball diamond, concession office, museum.

48/49 Walter Boardman (124.1) "The entire section is in excellent condition for walking and bicycling. We followed the description provided by Orville Crowder carefully. In a time of change, where most everything is different, even in a very few years, it was delightful to find a place where the only change is in the forest cover."

58 Alan Franklin (154.5) has kept the Paw Paw Tunnel well reported. This section will be featured soon in the Section of the Month.

12 Bill Clague provided corrections to the basic notes.

THE CAPTAINS CORNER

Well, the Canal is a navigable stream, isn't it, at least in part? Maybe Level Walkers will at least allow their Chairman a bit of nautical license. Beginning with this issue of Along the Towpath, this column will contain items of interest brought about mainly through conversations and correspondence from many sources, usually from those other than from and with Level Walkers. As with any part of this newsletter, let me know what you like to hear about. After all, it is for you, The Level Walkers, that we have such a medium of communications. To date it has been pretty much a stab in the dark, and I have proceeded along the line that what you write about to me and call about and talk about are the items in which there is the greatest interest. In the beginning, a year ago, it seemed that we should have a medium with which to communicate other than the 600 letters exchanged since that time. As mentioned in the first issue of Along the Towpath in March, our newsletter will be as effective and as interesting as the information and imaginative ideas which you, the Level Walkers, provide.

If any of you have tried to put out a newsletter, you can appreciate what such an undertaking is, especially if your typing is the hunt-and-peck system. First of all, how in the world do you get such a thing in print. Because we have little or no expense account except the goodness of the Treasurer of the C&O Canal Association, Mrs. Hahn (Nat) and I decided to try to get such a newsletter mimeographed, but then we found that even that was expensive and we hesitated in instituting dues (even though we do appreciate a contribution of a dollar or so from Level Walkers to keep us going in paper, in, stencils, and stamps.) So, we found where there was to be an army surplus sale and lo-and-behold they had two surplus mimeograph machines. All it took was \$7.50 for machine and standing in a snow storm for two hours back in February to ensure our place in line. Luckily, some previous track experience paid off and we did get to the machines in time. What do you do with two old machines and no mechanical experience? Well, I won't go into that. Then came the logistics business of what kind of stencils, what weight mimeograph paper (we didn't even know there was such a thing,) you do need correcting fluid for all those mistakes (many of which we and you note when the darned thing is finished,) what kind of mimeograph ink, and--well, I won't bore you with the details, but it was fun, fun, fun. Like using the old typewriter and finding that it wouldn't cut stencils, so--that is why we now have an electric. How many sheets can you mail for 6¢ to ensure you don't have to pay 12¢? (The answer is eleven.) That and the limited endurance of your Chairman/Editor are the reasons you will be receiving an eleven-sheet-or less newsletter. But, all jesting aside, it has been a fun experience, and through this little old rag, I do feel that the Level Walkers are truly "on-the-move" and that we are on the thresh-hold of doing many interesting and profitable things together.

Did you know that about 40 new Level Walker assignments have been made over the past year? We now have all but 10 or less sections manned and going; the remainder are in the process of being filled. Those vacant are in the upper reaches of the Canal, above Hancock. Thanks to the efforts of Alan Johnson and the American Youth Hostel, those sections are being filled, and it is hoped that by the end of the summer all sections will be "manned and ready" for the future. Some sections now have Co-Level Walkers, and this will be done even more in the future. Some new Level Walkers have expressed their fear that they are not up to knowing all that one "should know" about the things about which we are interested, and some old-timers have expressed the same opinion. Just remember that there is something for everyone, mainly the enjoyment of enjoying the Canal.

(Continued)

SECTION OF THE MONTH
GEORGETOWN TIDAL LOCK - OLD BOAT INCLINE
LEVEL WALKERS: Miss Rae T. LEWIS Miss Carrie JOHNSON

TEXT BY MISS LEWIS

PART TWO

(Continued from March Issue)

0.68 (Continued) At the northwest corner of the bridge stands a stone marker to commemorate the beginning of work on the Canal in 1828 and its final completion in 1850, when the monument is believed to have been erected. Inscribed on the north side is:

"Chesapeake and Ohio Canal.

Commenced at Georgetown, July 1, 1828

Chief Engineer Benjamin Wright"

West side: "Chesapeake and Ohio Canal completed
to Cumberland October 10, 1850

Chief Engineer Charles B. Fisk"

South side: "Maryland State agents -

Samuel Sprigg, Allen B. Davis, William

T. Goldsborough, Tench Tilghman, John

Van Lear."

East side: "Chesapeake and Ohio Canal 1850

President James M. Coale

Directors: William A. Bradley, Henry

Daingerfield, William Cost Johnson,

John Pickell, George Schley, Samuel P.

Smith; clerk, William Ringgold, treasurer,

Lawrence J. Brengle."

Just above the monument on Wisconsin Avenue is a two-storey white building with a cupola, which was once the home of the Vigilant Fire Co. Just beneath the cupola, on a stone set in the wall is inscribed

VIGILANT

Instituted 1817

Private fire companies such as the Vigilant were absorbed into the municipal department in 1883, but a sentimental token of 100 years ago is the inscription on another stone set in the wall near the sidewalk:

"BUSH,

The Old Fire Dog

Died of Poison, July 5th, 1869

R.I.P."

Several of the bridges hereinbefore mentioned were once stone arches across the Canal, faced with Aquia Creek freestone. But the one at Wisconsin Avenue is the only such bridge remaining. It has iron "picket" fences along the sidewalks and a decorative stone post at each corner, topped with a "ball."

Along the towpath west of Wisconsin Avenue and towering above it on the right is a large building which was once a Capital Traction Company warehouse, some sections of which extended from M (Bridge) Street south to the Canal, these being the oldest part. Windows which once faced south across the Canal to the Potomac River have been filled in. But the rough random stonework along this wall is unique in the Georgetown area. Directly across the Canal is another large old building with broken windows and this is also a part of D.C. Transit (formerly Capital Traction), and the enclosed bridge high

above provided a passageway between the two properties. Next to the latter building, although appearing to be a part of the same structure, is what was once the D.C. Paper Co., which had a water wheel and used Canal water for power.

- 0.81 From its earliest days, the one unfailing income of the Canal was from water power supplied to millers, founders and textile manufacturers from the Georgetown Level. The coming of the Canal to Georgetown (the second section to Georgetown from Little Falls was completed in 1831, the first section having been from Little Falls to Seneca) brought help to a sagging town economy. Tobacco had ceased to be big trade, and now with the Canal there were barges bringing raw materials from the Western Maryland and Virginia counties. But also the Canal was bringing water to mills in the Georgetown waterfront area. By the middle of the 19th Century, there were a grist mill, five flour mills, a cotton mill, as well as a soap factory and a foundry. There was sufficient Canal water for a mill to have at least a 30-foot fall. Water rights were leased by inches, e.g., the Bomford Mill at one time leased rights to 400 inches. This mill and a neighboring mill are now part of the Wilkin-Rogers Milling Co. (Washington Flour and Indian Head Corn Meal). The concrete intake at their site admits water to their machinery, but whether they will use Canal water in the future depends somewhat on the water supply which may be affected by the construction of the Three Sisters Bridge .8 mile upstream.
- 0.84 Steel footbridge crosses Canal at foot of 33rd Street (Market Street).
- 0.93 Towpath crossover bridge at 34th Street (Frederick Street). This steel bridge, with ramps at each side wide enough for mules, carries the towpath across to the Potomac River side of the Canal. Except for two stretches of slackwater operation in the river, behind Dam No. 4 and Dam No. 5, the towpath stays in this position all the way to Cumberland. The side opposite the towpath now becomes known as the "berm side". This term, also spelled "berme", originally meant any narrow shelf of earth, especially in connection with fortifications; in canal days it came to be a specific term for the side of a canal opposite the towpath. This crossover bridge was built in 1954, prior to which mules for the sightseeing barge had to be taken to the turf ramp leading up to Canal Road, across the road and down the hillside to the Foundry Tunnel beneath the Canal, and so to the towpath and rehitched to the sightseeing barge. This bridge is also the site of the first towpath bridge built by the C & O Canal Co. in 1831.
- 0.99 Francis Scott Key Bridge. Towpath and Canal pass under several concrete branches of the bridge and its connection with K Street Freeway. The structure replaced the first "bridge" from Georgetown to Virginia (the old Potomac Aqueduct, which finally served as a bridge for many years.) Key Bridge was opened January 17, 1923, and has seven arches. The bridge was named for Francis Scott Key who lived at 3516 M Street, and it was from this house that Key, an attorney, went to Baltimore in 1814 at the behest of mutual friends to rescue Dr. Beane from the British. He was detained on the British flagship from which he saw the bombardment of Fort McHenry, which inspired his writing of the Star Spangled Banner. Key moved to this house in 1805 and at least nine of his children were born there. He was active in social causes as well as city affairs, and even became involved in C & O Canal affairs at one time. The Key family left the house in the late 1830's. Both 75 and 100 years later there were tentative plans to restore the house, but it was finally dismantled in 1949 for the Whitehurst Freeway.

- 1.05 Concrete steps leading up to left give access to M Street.
- 1.07 Concrete steps lead down from towpath to Water Street (K) between the west side of Key Bridge complex and the old Potomac Aqueduct abutment. Here was the beginning of the Alexandria Canal, opened in 1843 to provide a direct route to Alexandria and tidewater for C & O Canal barges. Chief feature of the route was the tremendous aqueduct across the Potomac and the eight piers and two abutments carried the 1000 foot wooden trunk of the Canal (heavily insured against fire) across the Potomac 30 feet above tidewater. During the Civil War the Aqueduct was drained and used as a bridge. This really curtailed activity on the lower end of the Canal because of the low bridges in Georgetown and the heavy silting up and accumulation of debris in the Canal. (Of course this had a pronounced effect on any use of the eastern branch of the C & O Canal also.) After the war the Aqueduct resumed its status as a canal, although useage diminished when the Georgetown bridges were raised and the Rock Creek Basin improved. In 1887 it was purchased by the Government and converted to use as a bridge, and the Alexandria Canal went out of existence. The abutment has two arches which were once the same size. Note that the one inland was enlarged to accomodate the railroad track of a freight line which serves Georgetown almost to Rock Creek. This B & O spur parallels the Canal for $2\frac{1}{2}$ miles, eventually crossing the waterway at a height sufficient to clear barges. There is one pier of the old Potomac Aqueduct left in the River next to the Virginia shore, and we can thank the Arlington Historical Society for its efforts to preserve this bit of the past. There is a Park Service sign with text describing the Aqueduct beside the towpath. In the channel of the Aqueduct abutment, someone has planted an attractive garden, which is flourishing.
- 1.07 Now the atmosphere of the Canal radically changes from town almost to country. Even though Canal Road is on the berm side and there is constant auto traffic and some city noises, one feels removed from the city. There are fine views of the Potomac on the left, the towpath is the pleasantest walking possible, buildings stop almost abruptly on the other side of Canal Road, and an entirely different mood takes over.

Although skating and swimming are not permitted on the Georgetown Level of the Canal, every other activity is - on an early winter holiday, before the water was let out of the Canal, there were to be seen dog-walkers, bird-watchers, joggers, hikers, canoes, kayaks, fishermen, sculls, cyclists - - and an imposing tall, straight Park Ranger in dark uniform astride a big, handsome black horse. Except at Reunion time, possibly, no other stretch of the Canal steadily attracts so many people around the year as this section from Rock Creek westward for several miles. It seems safe to estimate that many thousands come in the course of the twelve months. This whole area contains within a short distance three outstanding aspects of the Canal which are great reasons for its preservation:

1. The picturesque and the scenic
2. The historic
3. The outstanding (and unequalled in this vicinity) recreational opportunities.

In this general area, the Canal barges stopped and waited for orders as to where they were to unload. Obviously, once they started through the locks, they had to keep going, and Rock Creek Basin was too busy with traffic to pause long there.

- 1.30 Visible on right in a cleft in the hillside above Canal Road is the ruin of a street-car trestle which served the trolley line to Cabin John and Glen Echo. This was surely one of the most scenic rides ever to be taken as it paralleled the Canal and the Potomac River for most of its distance after leaving 35th and Prospect Streets. In winter, with no leaves on the trees, the views were incomparable.
- 1.48 Towpath crosses stone arch culvert over Foundry Branch, which issues from the wooded ravine of Glover-Archbold Park to the right. (This park is one of the semi-wild spots left in the city, and to be treasured.) The culvert affords access beneath the Canal from the towpath and the Potomac River to Canal Road (and the junction of MacArthur Boulevard and Foxhall Road up the hill.) To the left, surplus water descends to a braided falls to the river level. Foundry Branch takes its name from the Foxhall Foundry which was nearby on the river shore. There has been a vestige of a stone foundation remaining, but it will probably disappear in the construction of the Three Sisters Bridge.
- 1.51 We are now on the Georgetown Level which continues $4\frac{1}{2}$ miles from Lock 4 to Lock 5. We cross a footbridge over a broad concrete spillway. Water was and is supplied for this whole section (and in their heyday for the Tidewater Lock and eastern branch) from the Potomac at Dam #1 entering the Canal via Feeder Canal to Guard Lock #1 adjacent to Lift Lock 5. This spillway acts as a "control" for the Canal water level. It can be noted here that water from the source above also supplied the Potomac Aqueduct and Alexandria Canal.
- 1.63 Three Sisters Islands in the Potomac River to the left. This area will be of acute interest to C & O Canallers to observe what effect the bridge construction will have on the Canal.

(Date level of above report is 2 May 1970)

READERS PLEASE NOTE THAT THE "SECTION OF THE MONTH" IS PRESENTED IN SUCH A MANNER AS TO BE DETACHED FROM ALONG THE TOWPATH IF DESIRED. IT IS FOR THIS REASON THAT THE PAGES ARE NUMBERED SEPARATELY FROM THE BODY OF THE ISSUE IN WHICH IT IS CONTAINED.

The section completed in this issue is offered to Level Walkers as the ultimate in the type of reporting to be achieved on each section. The information contained in the above report is that which can be "ferreted" out by any Level Walker who takes the time and diligence to do so. Much of it can be obtained by simply walking and re-walking your section. As time goes on, Along the Towpath will list sources of information which are available to the public. Good luck!

Detailed reports are solicited from Level Walkers for other sections, particularly those upstream in more remote areas, to give a good spread and representative treatment of the entire Canal.

LAST MINUTE NOTICE--NEXT ISSUE WILL BE IN JULY. SEE YOU THEN--EDITOR



William O. Douglas . . . walk along with him

Supreme Court Justice William O. Douglas has made at least one decision he is willing to announce in advance. "I am going to hike every year until the C&O Canal has been made into a National Park."

"If," he added, "in nineteen fifty-four when we first walked the entire one hundred and eighty miles from Cumberland to Georgetown someone had said to me, 'Bill, you will be doing this for years and years,' I would have said, 'You're crazy.' But it turns out that this walk has given people a focus, a chance to show how much they care about the canal."

The annual hike begins on April 24 with an overnight campout at Poolesville. The following morning promptly at 8 a.m. Justice Douglas and some 1000 followers will walk from there to Glen Echo.

"The hike," says Justice Douglas, "originated in 1954 when the Maryland Highway Department, the Washington *Post*, the National Park Service, and several Maryland Congressmen all decided that a level automobile route should be developed from Cumberland to Washington along the route of the canal. I challenged the *Post* editorial writers, Bob Estabrook and Merlo Pusey, to hike the entire towpath with me.

Not only was my challenge to those two gentlemen very gamely accepted but the newspaper was inundated by mail. Soon everyone wanted to hike; in fact, on the eighth day, 50,000 people came out to greet us as we walked the last stretch. We turned opinion. We defeated the highway. We have not, however, achieved our goal of making the canal a National Park."

The Chesapeake and Ohio Canal was built during the Presidency of John Adams. It was a working waterway until the Baltimore and Ohio railroad purchased it in 1925 and laid track along the bank. In 1938 the railroad, in debt to the government, transferred the towpath and its adjoining waterway to the National Park Service in lieu of various payments. Douglas recalls: "Roosevelt was very pleased with the whole exchange. He loved the fact that the towpath crosses all kinds of places of historical interest—Harper's Ferry, Antietam, Ball's Bluff."

After the exchange, the canal was designated a National Historical Park. It was upgraded during the Eisenhower administration to a National Monument. Anthony Smith, president of the National Parks Association, describes the canal "as a neither fish nor fry park. It is not a city

park nor a National Park, so has no claim on categorized funds or protection."

There are several bills pending that would accomplish the objectives of Justice Douglas and his co-walkers. These would nearly double the current acreage so that parking and camping facilities could be developed along the towpath. The park would be maintained by the National Park Service, and needed repairs to locks, expansion of paths, and proper care of the canal itself would ensue. "We would," says Justice Douglas, achieve a unique, unspoiled facility within reach of ghetto children; literally an in-town National Park available to anyone just by taking a bus."

Justice Douglas has fought the encroachment of road builders and seemingly endless plans for dams along the river. He is losing the habitat of the pileated woodpecker to a "stupidly expensive Sunday driver's road" between Glen Echo and Chain Bridge. But Justice Douglas considers his principal adversary to be a co-conservationist, former Secretary of the Interior Stewart Udall.

A charming picture of a lock house stands framed against the mantel of Douglas' office. It was signed by Udall with the promise that the C&O Canal would soon be part of the Park system. "That," says Douglas, "was before Udall got delusions of grandeur."

In 1966 President Johnson, caught between the conservationists and the Army engineers, directed Udall to do a comprehensive study of the Potomac River basin. The resulting Potomac National River plan was unveiled by the Department of the Interior in 1968. Three Congressional bills designed to implement the plan are awaiting hearings. The plan is comprehensive, thus controversial.

Almost everyone seems to think that the National River plan is a good one, but conservationists differ sharply on priorities and methods. The Udall school argues that piecemeal park planning is a mistake; that the entire river valley must be considered as a whole. The Douglas rejoinder is that the National River plan is just fine but will take years to work out.

"We could have passed our little C&O Park bill, then gone on to expand the Park system through the Cumberland Mountains and gradually along the banks of the river. It makes sense to begin with something feasible."

What saddens many of the canal hikers is that somewhere in the welter of great schemes, the Department of the Interior stopped pressing for a modest bill to turn the C&O Canal into a National Park. Justice Douglas hopes to walk it back onto the Congressional scene.

—MARIE RIDDER

PHOTOS BY MICHAEL O'HALLORAN

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VISITOR USE FACILITIES--CHESAPEAKE AND OHIO CANAL NATIONAL MONUMENT

MILE	NAME	HIKER-BIKER OVERNIGHTER NO VEHICLE ACCESS	CARRY-IN CAMP AREA ADJACENT VEHICLE PARKING	DRIVE-IN CAMP AREA TENT & TRAILER SITES AVAILABLE	PICNIC AREA	POTOMAC RIVER BOAT RAMP	INFORMATION CENTER SEASONAL	CAMPFIRE CIRCLE
26.1	Horsepen Branch	X						
30.5	Chisel Branch	X						
34.4	Turtle Run	X						
38.2	Marble Quarry	X						
42.1	Monocacy River				X			
42.5	Indian Flats	X						
47.6	Calico Rocks	X						
49.9	Bald Eagle Island	X						
59.4	Blue Ridge	X						
62.9	Huckleberry Hill	X						
64.9	Dargen Bend				X	X		
67.2	Mountain Lock		X		X			
69.3	Antietam Creek		X		X			X
75.2	Killiansburg Cave	X						
76.6	Snyders Landing					X		
79.9	Horseshoe Bend	X						
80.9	Taylors Landing					X		
82.7	Big Woods	X						
85.5	Big Slackwater				X		X	
90.9	Opequon Junction	X						
95.2	Cumberland Valley	X						
101.2	Jordan Junction	X						
109.0	Four Locks				X	X		
110.0	North Mountain	X						
110.4	McCoys Ferry			X	X	X		
116.0	Licking Creek	X						
122.6	Little Pool	X						
124.5	Little Tonoloway				X	X		
126.5	White Rock	X						
129.9	Leopards Mill	X						
133.6	Cacapon Junction	X						
139.2	Indigo Neck	X						
140.9	Fifteen Mile Creek			X	X	X		
144.5	Devils Alley	X						
149.4	Stickpile Hill	X						
154.1	Sorrel Ridge	X						
156.0	Paw Paw Tunnel		X					
157.4	Purslane Run	X						
162.1	Town Creek	X						
164.8	Potomac Forks	X						
166.7	Oldtown-Battie Mixon				X			
169.1	Pigmans Ferry	X						
173.3	Spring Gap			X	X	X		X
175.4	Iron Mountain	X						
175.5	North Branch				X			
180.1	Evitts Creek	X						

CAMPING IS RESTRICTED TO DESIGNATED AREAS ONLY. 14 day limit per year at all camp areas except hiker-biker overnights where the limit is one night.

EMERGENCY DIRECTORY

ANTIETAM-C & O CANAL NATIONAL PARK SERVICE GROUP
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

Headquarters: Antietam Visitor Center
Sharpsburg, Maryland 21782
301-432-5124

This office is manned daily from 8:00-4:30. AT ALL OTHER TIMES TO REPORT EMERGENCIES, call the Park Ranger on whose District the emergency is located.

Piedmont District, C & O Canal, Seneca to Williamsport

District Ranger Charles L. Vial, 13633 Grenoble Drive, Rockville 942-6819
Park Ranger Ellwood F. Wineholt, Route 2, Knoxville, 834-9315

Allegheny District, C & O Canal, Williamsport to Cumberland

District Ranger James D. Hankins, 394 McMullen Hwy., Cumberland, 729-4059
Park Ranger Ralph E. Patterson, Box 92, Hancock 678-6017
Park Technician Glen E. Knight, 563 McMullen Hwy., Cumberland, 729-3677

Antietam Battlefield

District Ranger Robert E. Woody, Rt. 1, Sharpsburg, 432-5494
Management Assistant C. W. Ogle, Sharpsburg, 432-8022

If unable to contact the Park Ranger on whose District the emergency is located, call in the order listed below.

Chief Park Ranger Robert W. Bell, Rt. 3, College Rd., Hagerstown, 739-2747

Piedmont District, C & O Canal, Seneca to Williamsport

Foreman George W. Wink, 3 W. Potomac St., Williamsport, 223-9659

Allegheny District, C & O Canal, Williamsport to Cumberland

Foreman George H. Hicks, 28 Summer St., Hagerstown, 733-1267

Antietam Battlefield

Foreman Floyd E. Gatrell, Sharpsburg, 432-6266

Superintendent W. Dean McClanahan, 509 Cherry Tree Dr., Hagerstown 731-2952

CALL COLLECT TO REPORT EMERGENCIES

THE CAPTAINS CORNER (Continued from page 6)

One of our most faithful and most enthusiastic Level Walkers has been Peg Frankel of Section 9 (Pennyfield to Seneca Aqueduct). Peg and her husband John Frankel will depart for San Francisco this summer. Peg has supplied an up-to-date mileage report of her section before departing, for which we are grateful. To the Frankels we say thank you and wish you the best.

Directly responsible for the C&O Canal National Historical Monument is the National Park Service, the burden of the responsibility falling on the shoulders of Superintendent Floyd B. Taylor of the George Washington Memorial Parkway (Georgetown to Great Falls,) and Superintendent W. Dean McClanahan of the Antietam-C&O Canal National Park Service Group (Great Falls--sorry, the responsibility line is at Seneca--to Cumberland.) We sometimes forget that these gentlemen and their employees are as interested in the well-being of the Canal as we are. In point of fact, even more so, since their lives are devoted to the subject. Too often we are prone to blame conditions on the Canal to a lack of understanding of the National Park Service. This is not so--through personal experience I can categorically state that those two gentlemen and their organizations are officially and personally interested and doing what they can about every square inch of the C&O Canal. I think that in the past (and probably in the present) there is a misconception of what their roles and attitudes are. To use the current expression, there appears to be a "communications gap." To this end, a rapport has been attempted between the Level Walkers and these two Superintendents, and to this end I will attempt (as will they) to show you what is being accomplished by the National Park Service and just what are the limitations. As one who knows, one of the major problems in any Government organization is the lack of funds to accomplish what the individual manager wants to accomplish. An attempt will be made to indicate to Level Walkers just what the problems are.

For example, through correspondence with Superintendent Taylor, conditions along the towpath have been reported and the following extract from Mr. Taylor was received just this past week: ".....Your interest in the C&O Canal and your consideration in sending the reports to us are deeply appreciated. Such cooperative efforts will surely be of much value. The reports are being circulated for review by our maintenance and interpretive personnel, after which we shall be pleased to forward to you any comments or suggestions that may be of interest to you..."

In this regard, Level Walkers are encouraged to be specific, fair, level-headed about their comments regarding the National Park Service. This does not mean in any sense that we cannot AND SHOULD NOT be concerned with any conditions which we note about the Canal. Candor and the truth are always the best policy. I can only see more and better attention paid to the Canal and its problems in the future.

Several readers have indicated their interest in knowing who has hiked, biked, or otherwise traversed the towpath from one end of the Canal to the other, and the experiences gained therefrom. If you have done done, please write in; we shall establish a listing of such alumni.

Just last week we received a letter from the Monocacy Canal Club. Earlier we have known of the existence and the work of the C&O Canal Club of Williamsport. I would request that members of those clubs and any others tell us of their activities, membership, and goals. Perhaps a column each issue could be devoted to such activities.

C & O CANAL BARGE TRIPS

From 30th Street, one block south of M Street, in Georgetown: May 2-November 1--Saturdays, Sundays and Holidays 10 a.m.; 2 p.m. These trips are 2 to 2½ hours long. Fee: \$1.50, adults; 90 cents for children age 12 and under. Tickets may be purchased in advance by mailing checks to Government Services, Inc., 1135 21st Street NW., Washington, D. C. 20036 (Monday to Friday, 9 a.m. to 4 p.m.) Telephone: FE 7-8080. Groups may charter the barge for private parties on evenings from May 2 through November 1. Telephone: FE 7-8080, Monday through Friday, 9 a.m. to 4 p.m.

From Great Falls Tavern (Md.) Every hour on the hour, April 5 through October 25, Sundays and holidays. Three-mile, one-hour trip. Adults, \$1.25; children, 1 2 and under, 75¢. Tickets are purchased at the barge--no advance reservations.

C&O CANAL MOVIES AT GREAT FALLS

The following is the schedule for movies at the Towpath Theater, Great Falls, Maryland, for this weekend:

Sat May 30 On the half-hour from 10:30 to 4:30--Down the Old Potomac

Sun May 31 On the hour from 1:00 to 4:00 --Towpaths West

The schedule for June lists Down the Old Potomac from 10:30 to 4:30 on weekends.

-8-

Level Walker Chairman
C & O Canal Association

CAPT. T. F. HAHN, USNR

7845 GALT STREET

GREENBELT, MD. 20755

John C. Frye

Capland, Md. 21736



THIRD CLASS