



ALONG THE TOWPATH

VOLUME II NUMBER 1

18 FEBRUARY 1971

C & O CANAL NATIONAL HISTORICAL PARK!!!

NIXON INKS INTO LAW C & O CANAL PARK PLAN--'MAJOR ACCOMPLISHMENT'

The Cumberland News

C & O CANAL PARK BILL IS SIGNED BY PRESIDENT NIXON

The Washington Post

NIXON SIGNS C & O CANAL BILL IN CALIFORNIA

The Morning Herald (Hagerstown)

These and other headlines throughout the country heralded the signing of the Chesapeake and Ohio Canal National Historical Park Bill by President Nixon on Friday, 8 January 1971. The bill authorized the development of the C & O Canal into a 20,000-acre national park--the final result of years of efforts by conservationists, residents along the canal, historians, and especially by the C & O Canal Association. Senator Charles McC. Mathias said of the bill: "President Nixon's approval of the bill to establish the C & O Canal National Historical Park is a solid victory for conservation and for thousands in the Potomac Valley who have worked and walked and waited for this day over decades."

The new park stretching 184.5 miles from Georgetown to Cumberland includes, of course, our historic canal which served as an important waterway for the better part of the 19th century to its demise in 1924, at which time a flood in 1924 destroyed many canal structures. The legislation for the park authorized, but did not appropriate, \$20 million for land acquisition and \$17 million for development. On this point Senator Mathias promised further cooperation stating, "As the Senate sponsored this legislation, I intend to work with Secretary-Designate Morton and others to secure the funds to carry out this important law."

Now begins a new phase of watching the park develop--hopefully with the advice of citizen organizations to ensure that it is indeed developed and maintained as one of national treasures should be.

Thanks to all who helped us pass this major milestone.

ANNUAL CANAL HIKE SLATED IN CUMBERLAND ON MAY 1--ALLEGANY CHAPTER

The Allegany County chapter of the C & O Canal Association is making plans to host the annual Justice William O. Douglas hike along the canal which is scheduled for this county on Saturday, May 1.

Lynn DeHart, president, and Mrs. Edward W. Troxell are serving as co-chairmen for the hike which is expected to attract about 600 conservationists to Allegany County. The hike will start at Spring Gap at 9 a.m. May 1 and will come to the western terminus of the 184-mile long canal from Washington.

Special impetus will be given the hike this year because President Nixon on January 8 signed into law the legislation creating the Chesapeake and Ohio National Historical Park.

Justice Douglas, who is famed for his conservation efforts began focusing public attention on the need to preserve the old canal in 1954. Since then Justice Douglas and members of the C & O Canal Association and many others have made a point annually about May 1 of hiking over a portion of the canal.

There will be a business meeting of the Association on Friday night, 30 April somewhere in the Cumberland area, and there will also be a social hour and dinner of some kind on Saturday night following the hike. Details will be carried in the next issue of Along the Towpath. Hopefully, there will also be a Hike Guide developed for those taking part in the hike itself.

ICE SKATING ON THE CANAL

Principal interest in the Canal in winter concerns ice skating and, although no skating is ever permitted below Lock 5 here are the general ground rules which pertain to ice skating:

In any area where skating is ever permitted, there are signs which say: Unsafe Ice

NO skating or sledding

or:

Skate At
Own Risk
On Canal

Please Stay
Off Ice When
Thawing

Skating on
THIN ICE



These conditions are controlled by the Park Police. As noted above, no skating ever below Lock 5. Skating tends to concentrate between Locks 8 and 12. However, in a hard freeze, it may be extended to Lock 5 and might then be from Locks 5 to 12. The newspaper gives a number to call: 426-6700 weekdays (National Capital Affairs Public Affairs Office) and the U. S. Park Police for weekend information. Attention is called to the fact that inquiries should not be made before 10:30 a.m. as it takes that long in the day for the various inspections to be made and the reports to be in. It is also possible at times that skating may be permitted for one mile above the Footbridge at Great Falls and also at Swains Lock But water conditions in the Canal, as well as weather, may vary and it is best to check first. Unfortunately, some people skate wherever they choose, thus endangering themselves and making for problems for the Park Police. At Lock 7, on the downstream portion of the parkway, the Park Police will sometimes set up fluorescent orange cones in the middle of the roadway so that the right side next to the canal can be used for parking, and the left used for through traffic.

TWO 1923 C & O CANAL CANOE TRIPS
(BY CONSTANT SOUTHWORTH)

In the three years before two 1924 spring storms knocked out the C & O Canal, a small group of hikers made a number of three- or four-day warm-weather canoe trips involving the combined use of the canal and the Potomac. Sometimes we sent our canoes, with pup tents, blankets (we owned no sleeping bags), ponchoes, mosquito nets, etc., by mule towboat up the canal, and sometimes by train to points on tributaries on the Potomac. Then we rejoined in the canoes, by train and hiking, and paddled down river and canal in easy stages to Glen Echo, Maryland where we regularly kept them for shooting the river rapids, especially Stubblefield Falls. We purchased canal waybills for the return trips in advance at the canal company's Georgetown office. As we neared a lock in our canoes we would shout "Ho lock!" and the lockkeeper or his wife would come out and lock us through.

I look back with special nostalgia to our two four-day trips over 30 May and 4 July 1923. In the following account I include a number of distances and other geographical details to show how we divided our trips between canal and river (based on 47-year memories plus more modern maps and distance measurements).

In preparation for the 30 May 1923 trip we sent our four canoes by B & O and Western Maryland Railroads to Detour, Md., where a dozen or so of us rejoined them, likewise by train. Detour is on a small stream, Little Pipe Creek, whose water gets to the Potomac via Double Pipe Creek and the Monocacy River. Before we boarded the canoes at Detour one of our male members announced our presence in town by tumbling (I don't think he meant to), with a loud clatter, the length of an open flight of stairs from the second to the ground floor in the local grocery-dry goods store. As we loaded the canoes at the edge of the stream, we had the impression that most of Detour's hundred-odd citizens had turned out to see us off--probably the first canoe flotilla, maybe the last, to set forth from their shores.

We paddled and floated down the three streams, camping the first and second nights on the Monocacy's banks. It took a lot of alert ocular reconnaissance from the floating canoes to pick stopping places smooth and wide enough for our World War I pup tents and our fires. In those days, long before becoming the Army's channel for disposal of surplus anti-crop biological warfare poison, the Monocacy seemed unpolluted even below Frederick Junction. We passed by our stopping place at Highway 28 of the previous year when a terrific downpour during the night made off with a canoe, leaving only one for our group of five. We never saw it again. Had the men heeded the advice of one of the girls and pulled it far up the bank before leaving the stream to spend the night in a nearby barn, we would still have it.

At one point we sent a walking delegation over the green open fields to Buckeystown to buy additional provisions. Then we swept under the magnificent canal aqueduct at the Monocacy's mouth, constructed in 1833. It is the largest on the canal, with a 516-foot span of seven 54-foot arches of white granite. Thence we proceeded 12 miles down the Potomac to the final night's camping place. It was at the river intake lock a fifth of a mile below Edwards Ferry on a level strip beside the pond-like widening of the canal which once served as a turn-around basin for boats coming from Goose Creek. This spot, located in the former Level Walker section of our much admired and fondly remembered Captain Gordon B. Keating (now deceased) off the USS Yancy (and now the section of Bill Cline), was in a way the high spot of our trip. It commanded a fine view

TWO 1923 C & O CANAL CANOE TRIPS (Continued)

across the Potomac, including Goose Creek. It was on enough open, level ground to make tent pitching and feeding operations easy. It provided an admirable deep swimming pool--we have a photo of one of our group shaving in it with brush and mirror while treading water. Nothing of this charming spot is left today but overgrowth and desolation--with a crowded row of cheap summer cottages with outhouses extending along the riverfront from the intake lock up to Edwards Ferry. The basic walls of the interesting old lock itself are intact, but that's about all.

Next day we completed the remaining 23 miles of our descent to Glen Echo to Seneca Dam (No. 2) by river, around the dam by canal, river to Great Falls, and canal from Great Falls to Glen Echo.

Five weeks later, over 4 July, we again canoed for four days. We sent the four canoes by towboat up to Lock 44 at Williamsport, Md., 100 miles from Georgetown. Rejoining them by train and foot we descended the Potomac Valley by alternating canal and river, mostly river--we had a feeling that gravity was cooperating more actively with us in the river than in the canal. It was around dams 4, 3, and 2 that we especially found the canal a godsend. These dams, of course, are ancient, innocent, low affairs in no way akin to the huge canal-and-countryside-flooding dams proposed every few years by the Army Engineers. Another canal escape from dangerous white water was around the long Harpers Ferry bend, where we passed beneath the entertaining white-painted ad of Mennen's talcum powder on the bluff far above. Just above Dam No. 4 our trip included a 3.3-mile stretch of river opposite Cedar Grove, where the canal loses itself by ducking into the river. Incidentally, I can't recall just what the Douglas hikers did there in March 1954--it was too chilly to swim. The canal's disappearance worried us for a while on the canoe trip, but it re-emerged in the nick of time for us to elude the dam and avoid capsizing and to continue on to repeat our memorable week-end camping at the intake lock below Edwards Ferry.

(Mr. Southworth is the Level Walker assigned to Section 13, Edwards Ferry to Fort Harrison Island--mileage 30.8-33.2) and has long been associated with the Level Walkers and the C & O Canal Association. Thank you for your interesting article, Connie Southworth. Similar articles are requested from Level Walkers, C & O Canal Association members, or others.

C & O CANAL ITEMS AVAILABLE

C & O CANAL Association sew-on patches and the BSA Hiker's Guide to the C & O Canal--184 miles of adventure are available for \$1.00 each from:

Level Walker Chairman
7535 Will Street
Ft. Meade, Maryland 20755

From time-to-time we receive requests from readers for back issues of the newsletter, Along the Towpath. Unfortunately, most issues are not available, though there are a few extra pages. For anyone wanting any back issue badly enough, we can get copied for you for 10¢ per page--no charge if there happens to be extra mimeographed pages available. Also available at the above address.

Anyone desiring to be placed on the mailing list for Along the Towpath may do so by providing a donation of \$2.00 per year to help cover the costs of postage, office supplies, etc. Address as above.

LEVEL WALKERS REPORT

WORK IS PROGRESSING ON THE SECOND SECTION OF THE TOWPATH GUIDE FROM SENECA TO HARPERS FERRY. ALL LEVEL WALKERS IN THIS AREA HAVE BEEN NOTIFIED AND HAVE BEEN REQUESTED TO UPDATE THE BASIC NOTES AND PREVIOUS LEVEL WALKER REPORTS SO THAT WE MAY FINISH THIS SECTION AS SOON AS POSSIBLE. ONCE AGAIN, MAY I ASK FOR YOUR COOPERATION. IF YOU ARE UNABLE TO DO THIS AT THIS TIME, LET ME KNOW AND I WILL PROVIDE FREELANCE ASSISTANCE.
(CHAIRMAN, LEVEL WALKERS)

Miss Rae T. Lewis, Level Walker, Tidal Lock to Old Boat Incline has made an excellent suggestion about changing Level Walker reporting dates--changing them to 15 April and 15 November, based on the rationale that by 15 April each Level Walker should have had an opportunity (good weather) to get out to his section, and by 15 November, many Level Walkers would have wound up their "fair weather" hiking. So, those are the new dates, please note them. As noted above, early attention is requested of those Level Walkers in the Seneca to Harpers Ferry area.

Would all Level Walkers please include the ZIP code in their correspondence, to help speed up the mail and to ensure that my correspondence to you arrives at the right address. Also, if your address has changed in the last year, and you have not corresponded in that time, please let me know. And, since we are on the details of mailing, please check your records to ensure that you have my correct address, since it changed in the last year. It is: CAPT T. F. Hahn, USNR Phone:
7535 Will Street Home 301-677-3859
Ft. Meade, Maryland 20755 Bus 301-688-6734

Now to comments from Level Walkers since the last newsletter:

SEC	LEVEL WALKER	MILEAGE	SECTION DESCRIPTION
3	Philip Stone	5	Brookmont to Cabin John reports that the canal, the towpath, and the locks and appurtenant structures continue to be in good to excellent condition. However, the upstream gate of Lock 5 is partly open so that more than 80% of the water has been drained from the canal between Locks 5 and 6, and that he does not know the reason. He also reports that there were more walkers than in June, but fewer cyclists and no fishermen or canoeists.
4	Dr. Ken Phifer	7.5	Cabin John to Lock 14 that the canal is well-watered and that the towpath is in good shape--firm and unrutted. Two new wooden beams have been placed in the lower lock gate of Lock 8, but there is a leak in the stone wall of Lock 8 near the upper gate on the berm side. 12 mallard ducks were seen at this location. There are some leaks in the wall of Lock 10 on both sides near the upper gate. Lock 11 is in very fine condition. Wood has been replaced in the upper gate of Lock 12. At Lock 13 there is a leak in the wall on the berm side near the upper gate. Also at this lock, the photograph and sign are missing.
13	Constant Southworth	30.8	Edwards Ferry to Harrison Island. "My whole towpath section is in excellent shape, with a smooth, even surface. It is a quiet, neatly kept stretch, not as exciting as some other stretches, but restful and relaxing. It offers an attractive, secluded woods walk with some variant pleasant parallel field walks....Both banks of the canal are heavily overgrown with trees up to 40 feet high or higher. The canal bottom in the lower part has many high trees growing right in it, but that in the upper two-thirds, roughly, which is (continued)

LEVEL WALKERS REPORT (Continued)

is largely covered with shallow water, is much less overgrown...Just above Broad Run a small stream comes into it (the canal) on the berm side and, defying the ordinary concept of gravity, flows up the canal and broadens out over the whole canal bottom, so that for most of the rest of my section (up to Harrison Island) the canal bottom is covered bank to bank with some inches of water. As far as I know, my section is the only one in the whole canal that boasts an upflowing stream.

17 Ray P. Teele 42.2 Monocacy Aqueduct to Nolands Ferry, "When we visited Monocacy on November 7, 1970, we were disappointed to find that nothing had been done to put the aqueduct in better condition. Mr. Courter understated when he mentioned one large hole in the floor of the aqueduct. There are several. A couple of them have been covered by boards, but the boards are rotting. We also noticed that the run-off from rains forms a stream that enters the stonework of the foundation at 42.19, and no work has been done on the crevices in the stonework of the towpath. Many of the crevices are wider than a man's foot, and one that I measured is 15 inches deep. Another winter of freezing and thawing will make them wider and deeper. Until repairs are made, both the aqueduct towpath and the floor of the aqueduct should be posted with large DANGER signs. In my earlier report I noted that ~~the towpath was in bad condition from 44.50 to Nolands Ferry Road.~~ The holes have now been filled but the towpath is in bad condition from approximately 44.48 to 44.50. Nothing has been done about the hole at 44.04...This section of the canal is relatively clean and has little standing water, and consequently is relatively free of gnats and mosquitos. There is no hope of seeing mammals unless hunting can be controlled....Fresh shotgun shells gave evidence of a hunter. Incidentally, I feel that horseback riders should have a separate path if they are to use the park, unless the horses can be trained to leave their offerings at the side of the path and not in it.

19 Lyman C. Stucker 48.2 Point of Rocks to Catoctin Aqueduct provided a very complete eight-page report and changes to the basic notes. In part, Lyman states, "During recent months I have made several survey walks on towpath Section #19. Every time I go it seems I discover something new and interesting...The history of Point of Rocks and Landers is very interesting so I expect to have more to report on that later...Towpath generally in very good shape...canal bed in need of cleaning of many rocks near Point of Rocks. This area abounds in history, such as--the activity of Civil War troops at Point of Rocks and the fishdams built in the Potomac by early Indians. A hobby by some is to discover stone mason totem (marks) on the stones at the locks. (We would be interested in these marks at all locks or other canal structures--Editor.) (The revision of this section is one more to add to our current goal to bring the Seneca to Harpers Ferry section of the Towpath Guide into reality. Level Walkers in this area, please rally to the cause!)

24 Jimmie Porter 62.4 Lock 36 to Dargans Quarry reports that the stonework of Lock 36 is in good condition, with a foot-bridge across the lock. "Lock gates are both down and nearly rotted away. There is some bulldozer work at the end of the lock, in the canal bed. The purpose of this work could not be determined...At 62.90, Huckleberry Hill, a hiker-biker overnight camp has been constructed at this point. It is incorrectly noted in the Boy Scout "Hikers Guide to the C/O Canal" as being at 62.60. At 64.89, Dargan Bend Recreational Area, two parking lots are available, one for autos and the other for boat trailers. A wood bridge with concrete approaches goes across the canal to a concrete boat ramp on the river. Seven new picnic tables are available, but (continued)

LEVEL WALKERS REPORT (Continued)

no local water supply. No camping is permitted. Latrines are available, and on both occasions were clean....Inspection of the culvert (mileage 64.99) indicates considerable repair work has been done to fix the damage mentioned in the basic notes. Generally, the canal is in good condition for hiking along this stretch, with some evidence of minor repairs having been done by the maintenance crew. It is also one of the most heavily travelled areas away from the Great Falls area.

28 John C. Frye 72.8 Shepherdstown (Lock 38) to Lock 39 states that, "Lock 38 is in excellent shape. No gate remains are evident and waste weir is closed with silt but stone work strong. There is an auto bridge constructed over the downstream end which allows cars to cross to the boat ramp located just south of the old road bridge piers (bridge destroyed in '36 flood). The boat ramp was too high for present river water level. Bridge should be MOVED from lock, possibly relocated just south of the lock. The present bridge at the lock is very distracting and unsightly. The huge house-like structure on the berm side of the canal is in very bad condition and dangerous, and should be removed....The towpath was in top shape the entire distance, in fact not a large tree branch or similar object was noticed... Lock 39 is also in excellent shape...Part of the original snub post is still standing. Only the foundation of the upper gate remains, but the waste weir is clear and in good shape...Only a little of the lock house foundation remains and the old road that gave access to the lock is not visible...I still hope for some kind of recognition for James Rumsey at Lock 38 and plan to work more on that. Not only did he invent the steamboat and run it here, I believe he was the first engineer on the old Potomack Company, the forerunner of the C & O. The Park Service should be commended on the fine job of maintenance on this section. Also, I am beginning to realize how lucky we are in regards to the C & O. I spent two days last September touring the remains of the old D & H Canal in Pennsylvania with the Pennsy Canal Society. All that remains of that great work is a few hidden locks and aqueduct remains.

30 Art Cramer 76.7 Snyders Landing to Lock 40 reports that no changes were noted and no adverse effects of earlier high water were noted.

31 Hal Cramer 79.4 Lock 40 to Marsh Run Culvert notes that, "At Horseshoe Bend just above Lock 40 a few hundred feet from the canal, there is evidence of new houses being built. Apparently as part of the development called Potomac Valley Farms, there is one house nearly completed and foundations for others started. Also, there are "No Trespassing" signs posted at the footbridges over the canal near Lock 40.

34 Vic Conrad 88.1 Charles Mill to Foremans Ferry . "My level...is about 3.7 miles. It is all slack water, or nearly all, backed up from Dam 4...There are two short stretches about $\frac{1}{2}$ to 1 mile upstream from Charles Mill which are under water right up to the cliffs any time the river rises several feet. I made four passes at my level last spring, and several this fall, before finally finding the water level low enough to permit me to pass along the old mule path along the cliffs they used because the boats were navigated in the river at these points. Once I came in from the west end of my level down to where flooded mule track stopped me. To do this I had to walk the level west of mine also. It would take a mountain goat to get up over the cliffs and around the flooded mule-tracks when water is high. One-fourth mile west (continued)

LEVEL WALKERS REPORT (Continued)

of Charles Mill in the spring there is a wet weather stream about five feet across and eight inches deep which gushes out of a cave thirty feet from the river bank and flows into the river, a very spectacular sight. Most of the year it is just a trickle or bone dry...I made my last trip, which was December 12 past. On December 11 there had been very high winds. It is my custom to clear the towpath of loose brush as I walk along. This time I must have removed 1,000 branches from the towpath, some so large I could just manage to drag them off...In the spring, I saw four cotton-tails, two fox squirrels, sixty wild ducks, and a multitude of birds, including two pileated woodpeckers, four turkey vultures and a brown crane. This fall the level was practically devoid of wild life. I saw three wild ducks, a few crows and cardinals, and heard woodpeckers working but couldn't spot them. Other years I have seen deer, once three together. About one mile west of Charles Mill there is a fine old colonial style farmhouse, about 200 yards north of the towpath, apparently the home of a working farmer. This is as nice a home as can be found in Washington County, which has a great many old colonial homes. I do not know the owner, but plan to make his acquaintance next time around. The residence and mill at Charles Mill are both nice examples of fine old buildings. The mill wheel is still in place.,,"

39 Adam and Jeanette Harsh 102.0 Pinesburg Station to Old R. R.
Bridge reports that, "...The towpath was fine for walking, cycling, riding, etc., full of autumn leaves, and no rough spots, wash-outs or holes, in fact this is one of the best sections for enjoyment. Found no noticeable garbage with exceptions of a dozen beer cans along the tow-path, and many paths to the river for fishing. The entire canal bed is full of growth, and along the old Pinesburg Quarrie, there is abundance of large rocks rolled into the canal bed, as shown in a photograph attached. (In a query regarding the stones, the Harshes later added, "The large rocks in the canal bed came there from an abandoned stone quarry, thru blasting around 15 or more years ago. There are cliffs along the side of the canal, a 100 or more feet in places, and this will run about a quarter of a mile. At places the canal bed is nearly closed, and would be expensive to move them. The end of our section is at mile post 102, and can enter at that point, thru the Banzhoff property and park the car near the canal bed. The other end or above mile post 103 can be entered via "Gift Road" which joins a road near Charlton Elevator, off Pinesburg Road.") (Back to original report) There is also a road known as "Gift Road" leading from the country side to the canal towpath with a lock bar across the end, that would enter the tow-path, but prohibits persons entering the tow-path in an emergency, with an ambulance to assist sick persons on the tow-path. For an example, several weeks ago, above this barrier a man had a heart attack on the canal tow-path, and had to be carried about a mile to enter an ambulance, and the ambulance attendants were nearly exhausted. This should be corrected or barriers removed and have the Park Rangers patrol the tow-path. (This does pose a problem from the Park Service point of view--emergencies do arise, but people do take advantage where there is no physical barrier. Perhaps with the changed status of the canal as a National Park, more Rangers will be available and the barriers can be removed. Any comment, NPS?---Editor) We also observed an old dry dock or basin where at the time of canal operation, were stored sand boats, repair boats, etc., used in the repairs of the tow-path. The buildings are all removed. This spot along the canal near the home of Mr. and Mrs. O'Connel, who live in one of the old restored canal houses...He also has an attractive recreational area along the tow-path which is used during summer months..." (Continued)

LEVEL WALKERS REPORT (Continued)

45 Bill Davies 116.0 Licking Creek Aqueduct to Millstone
provided a fine description of Licking Creek Aqueduct and Culvert No. 66. Bill has also assisted in the physical description of the locks, culverts, etc., of the Georgetown to Seneca Section of the Towpath Guide.

58 Alan Franklin 154.5 Lock 63 1/3 to Paw Paw (MD.51).
As usual, it is difficult to know what part of Alan's report to use, since it is always so full of interesting information... "We chose a crazy time to walk the section, and a cold night to camp out by the river, but it was fun... The really good work the Park Service has been doing to preserve the tunnel and gorge should now pay off, as they acquire funds enough to maintain the canal in proper style. (I am omitting the very interesting historical notes regarding the tunnel, as I suspect they will be in the article Alan Franklin and his wife have agreed to write on the Tunnel Section for Along the Towpath--Editor)... At the South Portal the small slide, noted in my June 1970 report, had carried away a part of the ledge at the top of the portal. The steps on the berm side are badly loosened, perhaps in part also a result of this slide. It had been cold, and many beautiful ice-falls still hugged the cliff over the portal. A good deal of ground water drips down this cliff, but the top few feet are quite dry, suggesting that the water is not just runoff. The Park Service has erected a wooden partition closing off the entire portal opening; fortunately they have built into it a lottle door for the towpath, which was unlocked. Thus the tunnel may now be visited in winter. We went through with flash-lights and a lantern. The interior of the tunnel is in remarkably good shape. The Park Service are to be commended for the excellent care they have taken of it, on meager resources. The notion of blocking the entrances in winter is very good, since it prevents frost damage to the brick lining. There is extensive dripping from only five places... North Portal--Although the canal at the entrance here is still filled, to the level of the towpath, with rock from the massive slide noted in my October 1969 report, the boardwalk towpath has been repaired and is again sound. The rockpile has apparently prevented the erection of a partition to close this end. As a result, some ice has formed in the interior walls of the tunnel near the North Portal. Outside, on the cliffs overhead, rather extensive streams fall from several places. The diversion of these streams might help prevent future slides at this portal... We noted what appears to be horizontal rope grooves on a low rock bordering the towpath just downstream from North Portal. If that is what these are, it suggests that rather long towropes were used... At Lock 66 there is now an excellent footbridge over the canal... At Lock 64 2/3 there is no sign identifying the number of this lock. I hope, as a part of the development of the C & O Canal National Historical Park, that the visitor will be told, the story of these locks and how they came to have fractional numbers..."

(LATE ADDITIONS)

21 Albert T. Swann, Jr. 55.0 Brunswick to Weverton, reports that, "The towpath is badly rutted, and the areas in the canal that have water are covered with slime. In spite of this two black ducks were swimming in the canal. Also one green heron seen."

1 Miss Rae T. Lewis 00.0 Tidal Lock to Old Boat Incline. Miss Lewis' reports are always a thrill to receive. It is not just a report, but a thick bundle of clippings, letters, and you name it. Whenever we see that familiar return address, we know that we are in for an evening of good reading. Newspaper clippings are something that would be useful from other towns along the towpath, so please bear that in mind, all you good friends upstream. From the report now: "At this time of year, activity on the Canal is at its lowest ebb. But, this year more (Continued)"

than any other before or to come, there was the big thrill on Sunday, January 10, of being able to set foot in the Chesapeake and Ohio Canal National Park, the President having signed the bill on January 8, 1971.

Winter brings one big advantage for the person who likes to "Read the land" and/or the architectural historian because as the summer growth dies and falls away, visibility is greater. Interestingly enough, however, the unusual luxuriance of foliage which was noted in midsummer and early fall of 1970 is still an interference in a few areas, e.g. the very eastern end of the Canal where a long-planned picture looking west up the "Eastern Locks" (1 to 4) is still not possible. On the other hand, it is possible to see ruins quite well at this stage. For example, the remains of the mole and sluice gates at the mouth of Rock Creek and beside the Tidal Lock are clearly visible. Also, the wood "frame" of that Lock, behind the now-disappeared stones, is also seen. The large stones beside the Towpath at the Incline Lock are coming into view again, but it will be some time before the undergrowth is enough cleared out by the elements to enable a good survey and possible photographs in cooperation with Bill Johnson.

The other most unusual experience of the report period was lunching at the new restaurant at Canal Square in Georgetown. The menu, attractively decorated in red, black, and white on a background about the color of Canal mud, states:

PORT O' GEORGETOWN

Located on the Renowned

C & O CANAL

in Historic Georgetown

at Canal Square & 31st Street, N.W.

(followed by an "old" engraving

of a canal barge and mules...)

11 25.0 Tenfoot Island to Sycamore Landing Grant Conway reports on a "Cold, sunny, Sunday afternoon, temperature about 25 degrees with north-west wind about 20 miles an hour. Skim ice scuds across open Potomac to pile up along island shores. Light snow, followed by sleet and rain has left a residual of glare ice on the towpath, resulting in slow, cautious, walking. Horsepen Branch is frozen over and skim ice extends into the river along the Potomac shores. Horsepen Hike-Biker Overnighter reveals no evidence of recent camping use. Door of latrine is sprung (vandals), and cannot be closed and swings in the breeze. Met no towpath users. Few birds feeding or on the move. Bluebirds sighted by Audubon counters along Sycamore Landing Road on annual New Year's count.

BBC, under contract to the Open University, Bletchley, Buckinghamshire, enrollment, 25,000, January 1971, is doing a documentary on the Potomac River for a class in American Government. Using the case history approach on legislation, the circumstances of the introduction and progression of C & O Canal National Historical Park legislation and role of citizens organizations is being explored. Some of us provided tape recordings in December for Michael Philips, described as a T. V. producer for BBC. Francis Seeley, also of BBC, called on February 5, 1971, and will meet him on February 11, prior to the arrival of the film crew on Monday, February 15..."

Level Walkers between Seneca and Harpers Ferry, please do not forget that all available material (and that which I hope you will obtain soon) is urgently needed as soon as possible, as the next section of the Towpath Guide to the Chesapeake and Ohio Canal is underway.

TOWPATH TALK

So many interesting things have taken place since the last newsletter that it is difficult to know where to begin. Though we all had hoped that by this time that we would have THE CHESAPEAKE AND OHIO CANAL NATIONAL PARK--who could have definitely said that it would have been an accomplished fact? There were many glad faces in Frederick on 9 January (including Ken Rollins, President of the C & O Canal Association and other officials of the Association); Dean McClanahan and Bob Bell of the National Park Service; and Alan Johnson of the Potomac Area Council of the American Youth Hostels, when we met the day after the signing of that historic document to decide where to have our Annual Reunion and its attendant hike. And who would have predicted that we would have had the Annual Reunion and Hike in the Cumberland area (mainly through the persistent efforts of Lynn DeHart and the other members of the Allegany Chapter of the C & O Canal Association, though of course they would have preferred to have had the hike later in the month to coincide with the big celebration taking place in Cumberland then?) (There was a minority, me I guess, who had pushed for the Annual Reunion and Hike to take place on the Washington end to coincide with the Pennsylvania Canal Society's tour of that end of the C & O Canal on 1 May, but at least this way, we will have two active groups celebrating the big occasion (of the bill's finality) on the same day. There will be (or has been) an attempt to get the Governor of Maryland to declare 1 May Canal Day, or perhaps C & O Canal Day, but I don't know at this writing whether that has or will come off. And who would have thought that at this time the first section of the Towpath Guide to the C & O Canal (Georgetown to Seneca) would actually be in the process of publication? We do hope that the details of cost and all will be ready to include in this newsletter, but if not they will be forthcoming and we hope that the project will have the support of all concerned. (In other words, we will be in the financial hole if all of you do not rally around to help peddle the first section. The continuance of the project on up the canal will depend somewhat on what kind of public acceptance we get on the first section.)

On 9 May at the meeting in Frederick, Alan Johnson (American Youth Hostels) stated that the Potomac Area Council will sponsor a series of hikes on the canal to enter into the spirit of celebrating the signing of the canal bill. Hopefully, we will have all the details by the next newsletter.

Perhaps I am letting the cat out of the bag, but at the Executive meeting of the C & O Canal Association, Justice Douglas suggested to our group that we might start thinking about expanding our horizons to include the Potomac River (Basin), now that we have successfully achieved one objective--that of the finality of the Canal National Park Bill. I for one am in favor of such a movement, as I believe we are big enough and energetic enough to take on the bigger problem of the whole Potomac Valley and its environmental difficulties. To those who are interested only in the canal, nothing would necessarily have to be lost to them. Certainly we Level Walkers form a hard core of canalists who would keep on the work in that specific area. A solution would be to have our name changed to the Potomac River Valley (or Basin) and Chesapeake and Canal Association, or some such title. I mention the matter here, so that all of you can be thinking about it and be prepared to talk about it at the business meeting preceding the Annual Reunion (30 April). To any of you who cannot make the business meeting, I would welcome your comments on the subject and would with impartiality present your views. (Continued)

TOWPATH TALK (Continued)

PUBLICATIONS AND SERVICES OF INTEREST TO C & O CANALERS

The Canal Information Service (P. O. BOX 541 EDGEWATER BRANCH, Cleveland, Ohio 44107) publishes a quarterly bulletin in December, March, June, and September. Subscriptions cost \$2.00 per year. The bulletins contain canal information of general interest; a Canalers Calendar of Events; Canal Organizations; Recent Activities of Canal Organizations; Listing of Canal Publications, Books, and Films; and Canal Information.

The Virginia Outdoors (Commission of Outdoor Recreation, Commonwealth of Virginia, Ninth Street Office Building, Richmond, Virginia 23219) contains articles of general interest to conservationists, environmentalists, and really to anyone concerned with outdoor events. The most recent issue, for example, contains such articles as: "James River Park Opens--'First Step' at Getting to River"; "The Killing of the Bald Eagle"; "Constitution and Conservation"; and "Power Companies Outline Environment Problems." Believe this service to be free-of-charge--at least my subscription is.

The Potomac Newsletter (Potomac Basin Center, 1717 Massachusetts Avenue, N.W., Washington, D. C. 20036) contains items pertaining to "...citizen involvement in decisions determining the destiny of the Potomac River Basin, and to the citizen's right to full knowledge about the issues in question." A recent issue contained (in part) articles on: "Maryland Dredging Question Seen as Test for Interior Secretary Nominee"; "Senate and House Committees differ on Potomac Dams"; "Maryland's Monocacy River--An Example of America's Pollution Problem"; "Maryland Legislative Council Considers Environmental Items"; and, "Federal Study Recommends Preservation of Virginia Barrier Islands."

Georgetown Historic Waterfront--A Review of Canal and Riverside Architecture is a marvelous booklet, now published by the Government Printing Office (Superintendent of Documents, GPO, Washington, D. C. 20402) at 70¢ per copy. is a marvelous buy and a handsome publication. The old pictures and sketches and diagrams are particularly nice. There are over 20 pages devoted to the C & O Canal, including maps that are noteworthy. Payment by check or money order. Would make handsome gift.

The Potomac Valley Conservation and Recreation Council (Secretary, Mrs. Hildegard Cannan, 4201 Massachusetts Ave., N.W., Washington, D. C. 20016) gathers information concerning the conservation and recreation activities and problems of interest to residents of the Potomac Basin; disseminates such information to members and other interested persons or groups; and affords an opportunity for discussion of conservation and recreation problems. The Council functions by the exchange of information among its members. The Council publishes a newsletter about the natural environment in the greater Washington and Potomac Valley region. For details, contact the Secretary. By the way, the Chairman of the Council is Level Walker Walter S. Boardman. An Urgent Bulletin in September covered the topic, "C & O Canal Ravaged at Widewater." I attended the November meeting at which Dr. Spencer M. Smith, Jr., Secretary, Citizen's Committee on Natural Resources spoke on "The Future C & O Canal National Historical Park--: What kind of park do we want it to be?" Level Walker Grant Conway was also at that meeting.

Canal Currents is the bulletin of the Pennsylvania Canal Society, and a truly professional publication under the editorship of Bill Shank. The Winter 1971 issue just received contains an article on the "C & O Field Trip Set for May 1 at Georgetown" (with nice photos) and an article on-

(Continued)

TOWPATH TALK (Continued)

titled, "Nixon Signs Bill Creating C. & O. National Park." Single memberships to the Pennsylvania Canal Society are \$6.00, payable to: Secretary Earl B. Giles, 818 Belmont Avenue, Johnstown, Pa. 15904. Memberships this year include a bonus of a copy of "The Juniata and Old Portage Railroad."

"I Drove Mules on the C. & O. Canal" by George W. "Hooper" Wolfe is selling like hotcakes. Anyone interested in this very interesting and unique book should contact Mr. Wolfe at P. O. Box 108, Williamsport, Maryland. I believe the current price is \$7.95. I do know that Hooper has a hard time keeping up with the demand. Incidentally, the unusual cover to this issue of Along the Towpath is the same as that used on the book. Thanks go to our old friend and constant plugger for the canal for this contribution.

Our next issue will feature special articles on the James River and Kanawha Canal in Virginia. One article will be "The James River and Kanawha Canal in Richmond (an Automobile Tour)" by William E. Trout, a C & O Canal Association Member who is the recognized authority on the Virginia Canals. Bill has submitted a number of articles which will be carried in future issues of Along the Towpath. The second article is by Miss Rae T. Lewis (Level Walker, Georgetown area), entitled, "A Ride Beside the James River and Kanawha Canal! The article is about the opportunity Miss Lewis had in viewing the canal by charter train this past fall and a similar trip via a different route two years ago.

Our thanks go to Level Walker Constant (Connie) Southworth for his going back many years ago in his article, "Two 1923 Canoe Trips" We would like to see more of this kind of article, and appeal to any of you who would like to share your experiences of the past on the C & O Canal with our readers.

Would all recipients of Along the Towpath check their mailing addresses on this issue to ensure that we have the correct mailing address (with the appropriate ZIP code).

From time to time we receive requests for copies of Along the Towpath. Mostly, they are no longer available. If anyone wants any particular issue, I can reproduce same, but many pages will have to be reproduced by copy machine. If you still want them, I can reproduce them at 10 cents per page (for the missing pages) to cover the cost.

Alan Franklin (and Mrs. Franklin) are working on an article on the Paw Paw Tunnel, so we hope to have that article in the near future.

Will any reader pass along to me the proper names and addresses of the Historical Societies of Washington and Allegany Counties and their libraries. Also other local libraries, historical associations or similar organizations in order that we may share all canal information that the Level Walkers develop.

If there is an interest among you canoeists to carry a separate column on canal and river information, experiences, etc., please let me know.

MAPS OF THE C & O CANAL

From time to time we receive queries regarding the availability of maps covering the C & O Canal. There are at present three sources available to the public:

- A. Those included in "184 miles of adventure--A Hiker's Guide to the C & O Canal" published by the Boy Scouts of America. Available at Great Falls Tavern, or from the Editor of Along the Towpath (7535 Will Street, Ft. Meade, Maryland 20755) for \$1.00 at either source.
- B. "A Collection of Maps of the Chesapeake and Ohio Canal" published by the Potomac Area Council of the American Youth Hostels. Available at Great Falls Tavern for \$1.75 or from: The Potomac Area Council, American Youth Hostels, Inc., 1501 16th Street, Washington, D. C. 20036 for \$1.75.
- C. Topographic maps of the Geological Survey. The Geological Survey of the United States Department of Interior has a series of standard topographic maps covering (among many other areas), the area of the C & O Canal. The unit of the survey is a quadrangle bounded by parallels of latitude and meridians of longitude. Quadrangles covering $7\frac{1}{2}$ minutes of latitude and longitude are published at the scale of 1:24,000 (one inch=2,000 feet). Each quadrangle is designated by the name of a city, town, or prominent natural feature within it, and on the margins of the map are printed the names of adjoining published quadrangle maps. The maps are printed in three colors. The extent of map coverage is shown on the index map (included herein), on which the mapped areas are outlined in black.

An Index to Topographic Maps of Maryland, Delaware, and the District of Columbia (as stated above) are included in this issue of the newsletter for your ready reference and useage. Included in this index are also those maps you may need in West Virginia and Virginia--in other words, the one index is all you need for the complete coverage of the C & O Canal. A Map Order Form with all the instructions necessary for ordering maps for the C & O Canal area is also included. Though this Map Order Form is specifically for Maryland, Delaware, and the District of Columbia, it includes those maps in Virginia and West Virginia in the C & O Canal area--no other order form is needed. There are 28 maps in all covering the C & O Canal at the price of 50¢ each--complete coverage for you perfectionists would be \$14.00 for a complete set. Prepayment is required.

Our thanks go to Alburn J. (Woody) Kennedy, Level Walker, Section 15, Whites Ferry to Lock 26 (Woody is employed by the Geological Survey, and to the Geological Survey for their cooperation in providing the indexes and the map order forms.

Quadrangle maps covering the C & O Canal are as follows:

<u>MARYLAND</u>			<u>DIST. COL.</u>
Artemas	Falls Church (Va.)	Paw Paw (W.Va.)	Washing-
Bellegrove	Great Cacapon (W.Va.)	Point of Rocks	ton West
Big Pool (W.VA)	Hancock (W.Va.)	Poolesville	
Buckeystown	Harpers Ferry (W.Va.)	Rockville	
Charlestown (W.Va.)	Hedgesville (W.Va.)	Seneca	
Cherry Run	Keedysville	Shepherdstown (W.Va.)	
Cresaptown (W. Va.)	Leesburg (Va.)	Sterling (Va.)	
Cumberland	Oldtown	Waterford (Va.)	
Evitts Creek	Patterson Creek	Williamsport	

ENVIRONMENTAL AWARENESS

Quite often it appears that environmental problems are strictly American, but on reflection, of course, this is not true. We Americans certainly do our share causing a large part of the world's problems, largely through our affluence and "standard" of living. Though we comprise only six percent of the world's population, we consume 30 percent of the world's available resources each year, and as Dr. Paul Erlich puts it, "...you can see that each American child puts far more strain on the world environment than each Asian child. We've got to put our own house in order before we start telling Asians and Africans what to do." Erlich states in his book, *Population Resources and Environment* that, "Spaceship Earth is now filled to capacity or beyond, and running out of food. And yet people travelling first class are, without thinking, demolishing the ship's already overstrained life-support systems.../But/ many of the passengers still view the chaos with cheerful optimism." Roderick A. Cameron (Executive Director of the Environmental Defense Fund) reported in the 21 April 1970 issue of *Look* (devoted largely to Earth Day), that, "Environmental degradation is the most significant issue of our time. We live on a lovely blue-and-white earth, yet we overlay it with ugliness. The crisis is worldwide and is not confined to capitalistic economies. Russia suffers the same defect of vision as the United States. Sweden and Japan do not seem significantly more insightful. In practice, Japan and Russia provide a particularly gruesome counterpoint to our situation: both are exploiting the world's whale populations far beyond any notion of a suitable harvest--to the detriment of themselves, mankind as a whole and oceanic ecology."

There does seem to be an international counter-current of involved people, as one scans the leading newspapers and publications of the day. While sitting in the outdoor john at our cabin recently, I was reading an old issue of *Country Life* (United Kingdom) (its amazing what kind of reading turns up in outdoor toilets!) an article entitled *Competing for the Coastline*, and I was reminded of similar problems which are current right in our own local area. The article outlined the problem--a county with 123 miles of coastline situated within about two hour's travelling of a population of 20 millions; the planning problem of massive propositions; the pressure for housing, industry and recreation--all excluding any possibility of all demands being met unless all undeveloped areas were sacrificed. (Sound familiar?) It went on to tell of the facts and views regarding the issues being collected and disseminated, the aim being, "To suggest what should be done, where it should be done and how it should be done." The article comments, "That sounds admirably practical, but such an advisory function could result in something very tidy but entirely theoretical. A co-ordinated policy will be no great gain if application of the policy is liable to be suspended whenever a ministry or a statutory undertaking finds it an obstacle to some cherished departmental idea, and declares that the urgency of its project will not permit even the investigation of an alternative. The record in this respect does not inspire confidence in any policy unless there is assurance that it will be applied ruthlessly." (Emphasis added.) Another note was the comment by the late Lord Bickett, "The difficulty, was never with the small man. The difficulty, always, was with the government departments and great statutory bodies." And the final point of the article, "Whether the expected introduction...will put an end to the trend that Lord Bickett described must depend on whether regional authorities are dominated by government nominees or by people with minds and wills of their own." Nicely put, and would seem to summarize some of the situations in which the United States finds itself today. (Emphasis was added to the last point. The article was dated 7 September 1967. These small additions always plague one who thinks onto the typewriter instead of writing out his thoughts and editing as he should!) (Continued)

ENVIRONMENTAL AWARENESS (Continued)

A modest survey shows that many European countries are suffering from environmental problems:

Mediterranean Beach Resorts Tackle Pollution Problems--"The beaches of Europe have become so fouled that their condition is looked on with mounting concern by governments in need of foreign currencies that tourists bring...The sewage systems of Europe are creaking, and frequently cracking, under the strain..The saying that the Mediterranean is a giant gutter is not far from the truth."

The Washington Post
Aroused Europeans Try to Stem Industrial Revolution--"...the ravages of technology are...readily apparent amid increasing public and governmental concern with their presence and means of combatting them."

The New York Times
Pollution of Resort on Volga Feared--"Sovetskaya Rossiya warned that "a serious danger now hangs over the resort area of Ples, liable to destroy the green environment."

The New York Times
During a recent trip to the Far East, I noted a particular concern in Japan, as evidenced by the following extractions from Japanese newspapers:

Not Pollution--But Murder!--"The litterbug has long been a social problem in our country. After every picnic, after every cherry blossom party or festival, the grounds are strewn with litter. The road up Mt. Fuji is a trail of garbage. We have a deserved reputation for spick-and-span homes and dirty streets, parks and public areas... We see the same casual attitude toward litter in our industries. Factories have emptied their wastes into our rivers for decades. They have loaded the air indiscriminately with their poisonous smoke and gases. They have filled the nights in residential districts with the noise of their machineries. And the people, brought up themselves in the same way of life, have submitted with resignation. The cumulative effect of this attitude is pollution which is killing the land, making a mockery of our claim to be among the leading nature-loving people in the world. When trees wither and fish die, it becomes a life-and-death matter."

The Japan Times
Antipollution Rallies Scheduled by Sohyo--"Sohyo said the central "Labor's Antipollution Day rally /attended by 200,000 workers, fishermen, and citizens of Tokyo and its environs/ would be dedicated to "recovering blue skies and greenery and protecting people's health and livelihood."

Daily Mainichi
Fuchu Firms Sign Pact on Pollution--"...Factories, mills, or workers deemed liable to cause environmental disruption can be ordered by the mayor to curtail or suspend operations, the agreement says."

The Japan Times
Crime of Pollution--"Under the penal provisions of the bill, persons and corporations are liable to an imprisonment of not more than seven years or not more than 5 million yen /about \$14,000/. The bill is epoch-making in that it defines environmental pollution as a crime."

Yomiuri Shimbun

And back again in the good old U.S. of A., albeit in the Pacific area--"The State Health Department will begin taking daily samples of water at Waikiki Beach as a result of disclosure that pollution has exceeded allowable limits there eight times in the past four months." Honolulu Advertiser. (So, you can't escape to east or west--best stay right here and help us clean up the mess at home.)

On the American scene, some things do appear to be looking up:

ENVIRONMENT AGENCY ORDERS AN END TO DDT USE; APPEALS EXPECTED

The Washington Post

However:

POTOMAC CLEANUP EFFORTS MIXED IN RED TAPE--"We are not sure we are preserving, let alone enhancing the (Potomac's) quality."--A January 1971, in-house staff report for the Federal Water Quality Office. "Things do not appear to be improving for the high-promise, low-yield campaign to clean up the Potomac. The pollutants that help kill fish, nourish algae and clog the river are still there en masse, according to the latest findings of Dr. Donald W. Lear, a Water Quality Office ecologist... But the most pollutant of all, according to some government officials and concerned citizens, is invisible and eludes scientists. It is a pollutant that allows the others to thrive. Quietly, relentlessly, it strangles initiatives by persons intent on cleaning up the Potomac. Its name is red tape..." (Emphasis added)

The Washington Post

And yet:

RECREATION USE FOR D. C. RIVER AREAS STUDIED--...One local project, designated the "Anacostia National Recreation Area," would embrace scattered parcels of land for nine miles on both sides of the Potomac from Chain Bridge to Woodrow Wilson Memorial Bridge...the studies were designed to determine feasibility of making national recreation areas and parklands more readily accessible to city populations, especially the urban poor...The Anacostia recreation study area includes land parcels between the Potomac and Canal Road on the Washington side of the river... Such increases...would be designed to make "minimum changes in the canal's appearance./speaking of the canal in its entire length/ We would hope there would be no high-density camping facilities, for example..." (Emphasis added)

The Washington Post

FIGHT FOR CLEAN CANAL--CLEANING OF CANAL IS COSTLY--"Donald Foster and his C & O Canal maintenance crew are something akin to Sisyphus of Greek mythology who was compelled to roll a huge stone up a mountain each day only to have it roll back down just before reaching the top. Each day throughout the summer, a dozen workmen ply the waters of the historic canal, removing obstructions and skimming of truckloads of trash. Each night, just after the workmen turn their backs to leave the job, fresh trash is swept into the canal through two feeder points from the Potomac River or is dumped in at the Georgetown portion of the waterway. "It just keeps coming in, and we just keep taking it out," Foster observed... Small trash usually floats downstream until it becomes trapped in one of the 84 [sic] locks where workmen remove it. In addition to cleaning the canal waters, Foster and the other park service workers are responsible for maintaining the locks, re-building washed-out banks and water flues and maintaining recreation areas..."

The Washington Post

HOW ABOUT THIS FOR ACTION!!

"Girl Scouts: Everybody talks about pollution, but nobody does anything. There are 5,000 girl scouts in the Washington area. While we can't do everything we can easily clean up a 20 mile stretch of the C&O Canal from Georgetown to Seneca. The Canal belongs to everyone. It is a great place for troops to hike, camp, bike and canoe, but it is rapidly becoming a trash heap...The Park Service has approved of our plan and has promised us with everything we need...."--Active Citizenship Challenge Group, Cadette Troop 1535. As a start they cleaned from Fletchers Boathouse to Swains Lock and plan to assign areas to different troops on different weekends. Well done! Tell us more! (Continued)

ENVIRONMENTAL AWARENESS (Continued)

(Now let's wend our way up the canal)

1 0.00 Tidal Lock to Old Boat Incline. Rae T. Lewis furnished the above articles on the Canal Cleanup, the Girl Scouts, and Recreation Use for D. C. River areas.

3 2.5 Lock No. 5 to Cabin John Creek Philip Stone. Rae Lewis of Section 1 provided a picture from the Washington Post showing a unique oil spill of over 200 gallons caused by a fuel oil truck overturning in the canal near Lock 6. Philip Stone reports that, "At this season of the year, with leaves off most of the trees, there are numerous views of the River not seen during warmer months. There is also a good view of the old Cabin John Bridge not ordinarily available from the towpath. On the other hand, the absence of leaves makes traffic on the George Washington Memorial Parkway more visible and audible...Cabin John Creek is still heavily polluted by sewage entering the stream from an overload sewer some distance above its mouth. The Washington Suburban Commission proposed to correct this condition by installing a temporary additional sewer line on the surface alongside the creek, but the Montgomery County Council insists on a larger, permanent underground sewer. This means a bigger, more costly project, and hence delay...From the towpath the buildings of the former Glen Echo Amusement Park constitute a serious eye-sore. It is to be hoped that the National Park Service will remove them in the near future, but it has not yet made public any plans for use of the Glen Echo area. (Though we would all agree that the old buildings are indeed an eyesore, there were announcements in the Washington Post in June of last year and Potomac Current last May--Editor)...The most interesting observation of my inspection trip was the sign of beaver along the Canal in several places between the Little Falls Pumping Station and Chain Bridge. On the berm side between the Pumping Station and Lock 5 I counted six small trees (4-6 inches in diameter) which had been felled by beavers and five larger ones (10-12 inches) which had been partially cut through or girdled...Most of the trees appeared to be river birches. Several additional trees were cut downstream from Lock 5. There was no sign of attempted dam building. I have seen muskrats in this portion of the Canal, but never signs of beavers so near the city."

11 25.0 (Ten Foot Island to Sycamore Landing) Grant Conway, in a general comment on the canal, wrote in, "On a June trip from Spring Gap to Paw Paw by canoe, a party including Dick Stanton, Chief of Real Estate for the NPS, inspected the Town Creek Aqueduct which along with Catoctin Aqueduct are the most deteriorated. Pictures were taken from the upstream side of Town Creek to show where rock facings have fallen. The new parking, picnic and camp grounds at Spring Gap and the next lock above are examples of how developments assist in deteriorating the quality of the environment. Access to the river bank should be limited to walking and canoe and boat launching ramps, and other facilities (parking, picnicing and camping other than hikerbiker camping), should be located back from the river on land acquired..."

13 30.8 Edwards Ferry to Harrison Island Constant Southworth, reports that, "Between the Intake Lock and Edwards Ferry along the river, close to the towpath, is a row of cheap summer hovels, liberally equipped with outhouses. Considerable trash from these has accumulated where they abutt the intake lock. The "cottages" below Edwards Ferry are entirely out of harmony with the charm of the old Edwards Ferry lock and basin, the lock house and the ancient store and they block the view from the towpath toward the river and Goose Creek. They are unsanitary. On the other hand, to eliminate inexpensive overnight summer weekend living facilities might seem unduly harsh...the..Government...could perhaps do (Continued)

ENVIRONMENTAL AWARENESS (Continued)

do something about reconciling the need to tidy up the Edwards Ferry spot with the possible desirability of providing weekend shelter and boat parking places. In the meantime couldn't the C & O Canal Association and the National Park Service perhaps cooperate in trying to improve the appearance of the river front from Edwards Ferry to the intake lock? The auto graveyard above Broad Run is something else again. The sooner it fades away the better for everyone concerned..."

21 55.0 Brunswick to Weverton Albert T. Swann, Jr. reports that, "...the junk in the area is increasing. At 1.5 miles from the canal bridge is a new dump area and the older ones growing. Another tenth of a mile turned up "new" shacks, complete with goat."

28 72.8 Shepherdstown (Lock 38) to Lock 39 John C. Frye comments, "A large pop ice box was found setting on towpath about half-way and will probably be moved by NPS. The canal bed was mowed and clear for about 400' above Lock 38 and 100' below, looked very neat, like well kept lawn. The clearing of the bed, except for the above mentioned, that was done over 10 years ago, has not been touched since, thus bed is gradually growing back into forest-like appearance. This could be cleared with little effort and should be before growth gets larger. Adjacent to berm side and just upstream from Lock 38, is a string of trailers and junk-like summer structures. They are on private land and have their own road so nothing can be done to get rid of them but Park Service could plant a strip of pine trees on berm side which would soon hide them from towpath and canal." (We would welcome comments on opinions regarding the effectiveness of such screenings and to what extent readers believe the bed of the canal should be cleared and in what areas--Editor.)

34 88.1 Charles Mill to Foremans Ferry Victor P. Conrad reports, "I think that the Park Service may be inclined toward turning the old canal into a City Park. Boat ramps, picnic tables, parking areas here and there are fine, as long as they are not overdone. Much of the canal should be left as a wilderness, for the remote wilderness aspects present the greatest charm for many people. Some levels might be re-watered without destruction of the wilderness value, but in many other areas I would not advocate removing the trees from the canal bed, since they are conducive to increased wildlife useage and enhance the wilderness aspect. It would be tragic if the wilderness areas, such as those in the vicinity of the Paw Paw Tunnel would be converted into city parks. Some areas should be preserved with no attempt to improve, except to keep the towpath passable for hikers and trail riders."

42 110.4 McCoys Ferry to Fort Frederick Carl O. Reachard reports, "...The wooden mileage markers are constant victims of vandals as several park rangers can testify...Trash cans placed on the canal towpath about a half mile in either direction from Fort Frederick State Park I believe would solve a definite litter problem caused by the park visitor out for a short walk.

58 154.5 Weir below Lock 63 1/3 to Route 51 Bridge, Paw Paw Tunnel Alan Franklin, comments, "...it being the first day in Maryland's deer hunting season, the woods were alive with hunters, and the fusillade at times sounded like that on a movie-set Civil War battlefield. Apparently the hunters often do not respect the boundaries of the Canal property... It seems clear not all the illegal incursions onto Canal property are accidental. Where I come from, that's known as "law and order." "

GEORGETOWN TO SENECA SECTION OF TOWPATH GUIDE NOW COMPLETED

Section One of the Towpath Guide to the Chesapeake and Ohio Canal (Georgetown to Seneca) is now in the hands of Barnhart Associates in York, Pennsylvania and will soon be off the presses in that city. The final touches are being put on by Bill Shank, Editor of the Canal Currents and a member of Barnhart Associates. This section is the culmination of a part of the project that was begun years ago by Orville Crowder and which I vowed to complete. It is a very nice publication, $5\frac{1}{2}$ x $8\frac{1}{2}$ inches, maps by Level Walker John Beck, photos (17) by yours truly, and text by many--mostly the Level Walkers assigned to the sections in this portion. It is 56 pages of text, without (we hope) the typos and mistakes you see in Along the Towpath. The cover is very attractive with a sketch of Lock 8 by Nat Hahn on gray, with bold red letters in the title. I can assure you that this is a publication of which the Level Walkers and the C & O Canal Association can be proud. The Towpath Guide is being published jointly by the Level Walkers and the Potomac Area Council of the American Youth Hostels, without whose cooperation and financial backing the publication would not have been possible.

The price of the booklet has been set at \$2.00, which will cover the costs of publication and enable us to proceed with the next section of the Towpath Guide from Seneca to Harpers Ferry.

IN ORDER TO ENSURE THAT YOU HAVE A COPY OR COPIES, YOU MAY ORDER YOURS NOW AT THE PRICE OF \$1.75 plus 25% mailing costs (total \$2.00). THE TOWPATH GUIDE WILL THEN BE SENT TO YOU AS SOON AS THEY ARE RECEIVED FROM THE PRINTER. REMEMBER, THIS IS YOUR PUBLICATION--SUPPORT IT.

SEND ALL ORDERS TO: CAPT T. F. HAHN, USNR
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