

C&O Canal Association

# ALONG THE TOWPATH

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

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NUMBER 2

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## End-to-End Walk Begins at Cumberland on April 15

### 1984 DOUGLAS HIKE DETAILS

The Association's thirtieth annual Justice Douglas hike will begin at 11 AM on April 15, 1984 at the former Western Maryland railroad station in Cumberland, at the upstream terminus of the C&O Canal. The hike will end fourteen days later in Georgetown, having negotiated the entire length of the towpath. With the exception of the length of the shortest hike (nine miles), the lengths of the daily walks will range between 11.1 and 15.5 miles, with seven distances between 11 and 13 miles, one 14.2 miles, and five between 15 and 16 miles. The National Park Service has advised the Association that the effects of the February 1984 flood should not significantly affect the hikers; bicycle riders, however, should be prepared to walk where necessary.

Between forty and fifty members have subscribed to the supporting services offered by the Association; they will camp along the canal each night of the hike but two (April 21 and 27); their gear will be transported from campsite to campsite; and they will be provided with food for self-cooked meals and will be fed at catered meals. All members, prospective members and friends of the Association are, however, welcome to hike with

the supported group, provided they carry their own gear and arrange for their own meals (with the exception of the evenings of April 15, 21 and 28, on which they may subscribe to catered dinners by advance registration).

Persons hiking for the day who desire it will be provided with transportation after the hike from the endpoint of the day's hike to the starting point (except on April 15,

when they will be transported before the hike), allowing them to spend the day with the supported group. No advance notification is required for such transportation; prospective participants need only arrive at the designated point by 8 AM (9:30 AM on April 15) and identify themselves (no need for identification on April 28).

Three of the catered dinners—at North Branch near Cumberland on April 15, at Williamsport on April 21 and at Washington on April 28—are available by advance subscription to interested persons not among the supported hikers. Such persons wishing to make group arrangements for camping or motel accommodations on the night of April 21, or for carpools on April 21 and 22 between the Washington and Williamsport areas, should call Brad Haigh (703-642-5366) no later than April 10.





### The Daily Schedule

Directions—to the point to (from on April 15) which transportation after (before on April 15) the hike will be available for day hikers arriving by 8 AM—will be given from a nearby location that should be identifiable on a highway map of Maryland, or of Delaware, Maryland, Virginia and West Virginia (a map commonly available). 170 and US40 form the major corridor of access on the Maryland side of the Potomac to canal points, as do VA7, VA9 and WV9 on the south side. For canal points upstream of Hancock, Northern Virginia drivers should consider proceeding to Winchester and then following US522 north fifteen miles, VA127 to WV127 west nine miles, WV29 north seven miles, and WV9 three miles to Paw Paw.

#### Sunday, April 15, Cumberland(Mile 184.5) to Spring Gap, 11.1 miles.

The hike starts at 11 AM at the former Western Maryland railroad station at the canal terminus. Drivers should park at Spring Gap. Buses will be available before the hike, until 9:30 AM (an exception to the usual 8 AM rule), to transport participants from Spring Gap to the Western Maryland station. The bus fare is \$1 per person, payable upon boarding the bus, no reservations needed. From 10 AM to 11 AM there will be an open house at the former Western Maryland station, which is to become a museum. At 4 PM, there will be a social hour with cash bar at Spring Gap; at 6 PM there will be a dinner, for those making advance reservations, at the North Branch fire house. The cost of the dinner is \$7.50 per person; a form for making dinner reservations is included in this issue of Along the Towpath.

Hikers will pass the Cumberland basin, the Evitts Creek aqueduct, Locks 75-72, and the Blue Spring.

Directions to Spring Gap: From Cumberland, drive east on MD51 (Industrial Blvd.) about eight miles (passing through North Branch); cross bridge over canal to parking area. From Paw Paw, drive west on MD51 about seventeen miles to Spring Gap and bridge over canal to parking area; North Branch is two miles west on MD51.



#### Monday, April 16, Spring Gap (Mile 173.4) to Town Creek HBO, 11.3 miles.

Hikers will pass Locks 71, 70 and 69(Twigg's), the junction of the North and South branches of the Potomac River, Lock 68(Crabtree's) and the Town Creek aqueduct.

For directions to Spring Gap, see listing for April 15.

#### Tuesday, April 17, Town Creek HBO(Mile 162.1) to Stickpile Hill HBO, 12.7 miles.

Hikers will pass Lock 67, the junction of the Little Cacapon and Potomac Rivers, a canal workers' cemetery, the Paw Paw tunnel, Locks 66, 64 2/3, 63 1/3 and 62, Twigg Hollow, and Locks 61 and 60.

Directions to Town Creek: From Cumberland, drive east on MD51 about twenty miles; from Paw Paw, drive west on MD51 about five miles. Park near Lock 67, along road above towpath, and walk upstream .3 miles along towpath.

#### Wednesday, April 18, Stickpile Hill HBO(Mile 149.4) to Sideling Hill Creek, 12.8 miles.

Hikers will pass Locks 59 and 58, Fifteen Mile Creek aqueduct, Little Orleans, Lock 57 and Sideling Hill.



**Directions to Stickpile Hill HBO:** From Hancock, drive west on US40 about fifteen miles; south on Little Orleans Road six miles; southwest on Oldtown Road about five miles; east(left) on Mertens Ave. about two miles; and right on Kasekamp Road about two miles (road is parallel and next to canal) to vicinity of Lock 60. Park off road and walk .3 miles downstream on tow-path. From Paw Paw, drive west on MD51 three miles; right on Oldtown Road about five miles; east(right) on Mertens Ave., and proceed as described above.

Thursday, April 19, Sideling Hill Creek(Mile 136.6) to Hancock, 12.5 miles.

Hikers will pass Sideling Hill Creek aqueduct, Lock 56, Long Hollow, Lock 55, Guard Lock 6 and Dam No. 6, Lock 54, the junction of the Cacapon and Potomac Rivers, Lock 53, the Round Top Cement Mill ruins and the "Devil's Eyebrow" anticline.

**Directions to Sideling Hill Creek:** From Little Orleans, drive east on Zeigler Road about four miles to the entrance of Boy Scout Camp Straus. Enter Camp Straus, park in one of the designated lots, and walk to the "wilderness" camping area. From Paw Paw, drive west on MD51 three miles; northeast(right) on Oldtown Road about ten miles to Little Orleans, and continue as described above.

Friday, April 20, Hancock(Mile 124.1) to Four Locks, 15.5 miles.

Hikers will pass Tonoloway aqueduct, Locks 52 and 51, Little Pool, Licking Creek aqueduct, Big Pool, Fort Frederick, McCoy's Ferry and Locks 50 and 49.

**Directions:** Turn south from Main Street onto Pennsylvania Ave.; Proceed two blocks to bridge crossing canal to parking area.

Saturday, April 21, Four Locks(Mile 108.6) to Williamsport, 9.0 miles.

Hikers will pass Locks 48-45, Two Locks Caves, Inlet Lock 5 and Dam No. 5, Miller Bend and Conococheague aqueduct.

At 6 PM there will be a dinner, for those making reservations in advance, at the Williamsport American Legion. A form for making dinner reservations is included in this issue of Along the Towpath.

**Directions to Four Locks:** Leave I70 between Hancock and Hagerstown at the Clear Spring exit; proceed into the center of Clear Spring; drive south two miles on Big Spring Road; turn right on MD56 for about two miles; turn left on Four Locks Road for about one mile to parking area next to Lock 48.



Sunday, April 22, Williamsport(Mile 99.6) to Dam No. 4, 15.2 miles.

Hikers will pass Lock 44, Falling Waters, Lock 43, Dellinger's Cave, the junction of Opequon Creek and the Potomac River, Locks 42 and 41, Howell Cave, McMahons Mill, Big Slackwater, Inlet Lock 4, Guard Lock 4 and Dam No. 4.

**Directions:** From Conococheague and Potomac Streets, drive one block south on Conococheague St. to Salisbury St.; turn right(west) on Salisbury St. to parking lot in front of Cushwa warehouse on right before reaching bridges over canal.

Monday, April 23, Dam No. 4(Mile 84.4) to Antietam Creek, 15.0 miles.

Hikers will pass Dam No. 4 Cave, Lock 40, Snyder's Landing, Sharpsburg Shelter caves, Lock 39, Ferry Hill Plantation, Lock 38, Blackford's Ferry, the Shpheherdstown river lock, Packhorse Ford and Millers Sawmill.



The Park archives at Ferry Hill will be open until 6:30 PM, to accommodate visits from interested hikers. Park Curator Lee Struble and Park Historian Jack Sanderson will be present at Ferry Hill, and JP Mose, an octogenarian and former canal boatman, may also be present.

Directions to Dam No. 4: From Williamsport, follow MD68 east one mile, and MD63 south three miles; turn right on Dam No. 4 Road at intersection of MD63 and MD632; follow Dam No. 4 Road for five miles to parking area at end of road.

Tuesday, April 24, Antietam Creek(Mile 69.4) to Brunswick, 15.3 miles.

Hikers will pass Antietam aqueduct, Lock 37(Mountain), Dargan Bend, Locks 36 and 35, Dam. No. 3, Lock 34(Goodheart's), Lock 33, the junction of the Shenandoah and Potomac Rivers(Harpers Ferry), the Shenandoah river lock, Lock 32, Sandy Hook, Lock 31, Weverton Cliffs and Lock 30.

Near mile 65.6, hikers may embark on a .25 mile detour to the Park Service's composting facility, where NPS staff members will provide a tour.

Directions to Antietam Creek aqueduct: From Sharpsburg, from MD34, one block west of its intersection with MD65, turn south onto the Harpers Ferry Road for about two miles to Antietam village; turn right onto Canal Road for .25 miles to Antietam campground along the canal just upstream of Antietam Creek.

Wednesday, April 25, Brunswick(Mile 54.1) to Monocacy River, 11.9 miles.

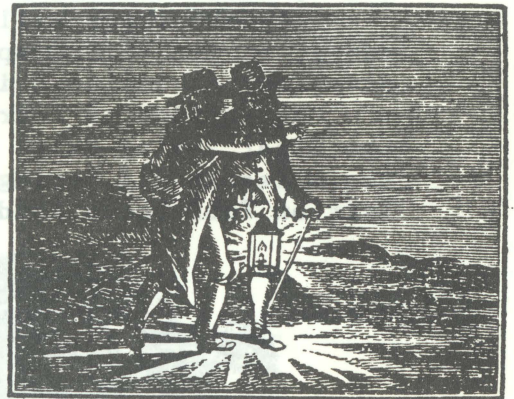
Hikers will pass Catoctin Creek, Locks 29 and 28, Point of Rocks, Nolands Ferry and Monocacy aqueduct.

Directions: From Potomac Street, follow Maple Avenue south across the railroad yards; follow contiguous roadway under highway bridge, over canal, and, yes, onto towpath (vehicular access to the Brunswick municipal campground is still permitted here, pending the building of a new road); follow towpath downstream(left) for about one mile to campground.

Thursday, April 26, Monocacy River(Mile 42.2) to Sycamore Landing, 15.0 miles.

Hikers will pass Lock 27(Spinks Ferry), Lock 26(Wood's), White's Ferry, Broad Run Trunk(wooden aqueduct), Lock 25(Edwards Ferry), the Goose Creek river lock, the junction of Goose Creek and the Potomac River and Seldon Island.

Directions to Monocacy aqueduct: From MD28, .25 miles west of Dickerson, follow Mouth of Monocacy Road to parking area.



Friday, April 27, Sycamore Landing(Mile 27.2) to Great Falls, 13.0 miles.

Hikers will pass McKee-Beshers Wildlife Area, the Tschiffley mill site, Seneca quarries and aqueduct, Lock 24(Riley's), Inlet Lock No. 2 and Dam No. 2, Lock 23(Violet's), the Dierrsen Waterfowl Sanctuary, Lock 22(Pennyfield) and Lock 21(Swain's).

Directions to Sycamore Landing: From Washington, follow MD190(River Road) for about fifteen miles beyond its intersection with I495 to Sycamore Landing Road; turn left to end of road at parking area next to canal.

Saturday, April 28, Great Falls(Mile 14.2) to Tidelock, 14.2 miles.

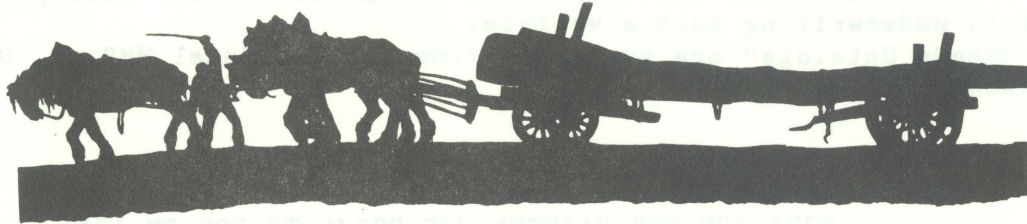
Hikers desiring a ride from Tidelock to Great Falls after the hike may arrive at any time today (another exception to the 8 AM rule), although the nominal starting time is 9 AM, and do not need to identify themselves on



arrival. Buses will leave Tidelock for Great Falls until 5 PM at a cost of \$12 per person, payable upon boarding the bus, no reservations needed. At 6 PM there will be a dinner, for those making advance reservations, at Hogate's Restaurant, 9th St. and Maine Ave., SW, in Washington, at a cost of \$13 per person. A form for making dinner reservations is included in this issue of Along the Towpath.

Hikers will pass Great Falls Tavern, Six Locks(20-15), Widewater, Seven Locks(14-8), Cabin John stone arch bridge, Lock 7, Dam No. 1, Lock 6, Inlet Lock 1, Lock 5, Little Falls, the Alexandria Canal aqueduct remains, Locks 4-1, Georgetown, the Rock Creek basin and the Tidelock.

Directions to Great Falls: From Washington follow MacArthur Blvd. to road's end and parking lot at Great Falls.



#### NEW OFFICERS AND BOARD MEMBERS ELECTED AT MEMBERSHIP MEETING ON FEBRUARY 25, 1984

At the Association general membership meeting of February 25, 1984, the membership elected officers for the 1984-1985 year, and Board members for terms ending in 1987. New officers are Secretary Arthur Korff and Information Officer Karen Gray. New to the Board is Dale Jackson. The other officers, and Board members whose terms expired in 1984, were re-elected. The names of the Board members, their places of residence, and the expiration year of their terms are presented below:

##### Terms Expiring in 1985

Rockwood Foster, Washington City  
Brad Haigh, Fairfax County  
Mel Kaplan, Washington County  
Joan Paull, Montgomery County  
Ken Rollins, Caroline County

##### Terms Expiring in 1986

Victor Conrad, Washington County  
Ralph Donnelly, Washington County  
Carl Linden, Montgomery County  
Nancy Long, Montgomery County  
Bonnie Troxell, Allegany County

##### Terms Expiring in 1987

Tom Hahn, Jefferson County  
Paul Hauck, Montgomery County  
Susan Henley, Prince William County  
Dale Jackson, Montgomery County  
Al Stanley, Montgomery County

#### C&O CANAL PARK PUBLISHES "NEEDS CATALOG"

In an effort to encourage "corporations, foundations, individuals and organizations to contribute to the preservation of the C&O Canal National Historical Park," the Park Service has published a "Needs Catalog"— a booklet describing how donations of money in various amounts can be designated for particular projects, and suggesting projects in need of funding. The catalog lists more than 200 items, including recurring projects (such as barge, campground, rescue, office and environmental monitoring equipment,



mule maintenance services and equipment, towpath resurfacing), and non-recurring projects (primarily restoration of historical structures and construction of new visitor facilities). Projects costing the most to accomplish are the restoration of masonry structures; restoration of the Monocacy aqueduct awaits a donation of \$7 million; the Licking and Evitts Creek aqueducts, \$1 million each. Culvert restorations are \$50,000 each, as is the installation of authentic railing on the Alexandria aqueduct. Surveying and marking the Park boundary requires \$900,000. There are, needless to say, many items less costly (if more ordinary), some requiring less than \$25, and, of course, the Park Service will accept designated or undesignated contributions in any amount. In case you were wondering, the cost of rebuilding the Catoctin aqueduct is not listed in the Catalog, but the Park Service would undoubtedly be delighted to hear from parties interested in underwriting such a venture.

"Needs Catalogs" are available from the C&O Canal NHP, P. O. Box 4, Sharpsburg, MD 21782.

#### \$793,300 FOR MAINTENANCE PROJECTS FOR FY 1984

During fiscal year 1983, the Canal Park maintenance staff completed all of its scheduled projects, including those funded under the Emergency Jobs Program (See Along the Towpath, XV, 3, p. 1 (July 1983)) for details of these projects). During FY 1984 the Park will spend \$793,300 as follows: \$285,600 to stabilize Licking Creek aqueduct, \$10,000 for endangered plant management, \$10,700 to repair a wall on the Harpers Ferry Road, \$60,000 to dredge the Potomac at Fletcher's Boat House, \$95,300 to replace roofs on forty Park buildings, \$110,200 to desilt the canal prism and stream beds, \$33,500 to rehabilitate the drinking water system at Ferry Hill, \$15,500 to stabilize wooden footbridges, \$14,000 to repoint masonry and replace wooden parts of Lock 12, \$77,400 to repair waste weirs, \$69,100 to stabilize eight locks, and \$12,000 to replace eight footbridges. These projects are expected to be completed by September 30, 1984.

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Production and Distribution Assistants are Michele Carsrud, Rita Hirrlinger and Emmie Woodward.

Association officers for the 1984-1985 year are:

President: Bruce Wood, 5703 40th Ave., Hyattsville, MD 20781

First Vice President: Bill Davies, 125 W. Greenway Blvd., Falls Church, VA 22046

2nd VP & Level Walker Chmn: Lyman Stucker, 2811 Farm Rd., Alexandria, VA 22302

Secretary: Arthur Korff, 14313 Barkwood Drive, Rockville, MD 20853

Treasurer: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817

Information Officer: Karen M Gray, 825 New Hampshire Ave., NW, Washington, DC 20037

Association Dues: One year \$8, patron \$15.

Membership includes subscription to Along the Towpath.



NOTES FROM THE C&O CANAL NATIONAL HISTORICAL PARK  
ADVISORY COMMISSION MEETING OF DECEMBER 3, 1983

Using Private Contractors in the Park

For nearly thirty years the U.S. Office of Management and Budget, under "Circular A-76," has required federal agencies to contract with private firms under certain conditions to provide services which otherwise would be performed by federal employees. In 1979 the Interior Department discovered that the National Capital Region of the National Park Service (which includes the C&O Canal) was not complying with the A-76 requirements, and decided to bring the Region into compliance.

The Park Service currently regards only "regularly recurring" activities as candidates for contract under A-76, including some non-maintenance work not "inherently governmental." The National Capital Parks will submit "bids" on candidate projects which will be compared with those of private contractors, each bid burdened with the appropriate overhead, and the lowest bidder will be awarded the job. Furthermore, if at least half of candidate activities in the Nationwide National Park System requiring less than ten person-years of effort are awarded to contractors under a similar procedure, apparently all such projects will also be, regardless of the results of further bid comparisons. The Park Service evidently feels that it can avoid awarding contracts to firms that make unrealistically low bids and subsequently overrun their budgets, but that it cannot avoid the decrease in employment of minority workers that it expects will result from contracting of maintenance work, even to firms obliged to execute "affirmative action" hiring. It also feels that awards to a "few" contractors are preferable to "fragmenting jobs into many contracts."

Most of the preservation (stabilization and restoration) projects in the C&O Canal Park are not recurring, and, therefore, are not candidates for contract. Additionally, projects "part of the NPS' basic mission, such as grounds maintenance," which would be candidates for contracts in other federal agencies, might also be excluded from the requirements of A-76.

The Park Service advanced several arguments against the increased use of contracts in the C&O Canal Park, including the proposition that this Park's regular use of its permanent workforce for non-recurring preservation projects has produced a staff with "special experience and masonry skills" not likely to be found among the employees of a contractor, and the reduction of this staff to the extent it would not be needed for contracted recurring projects would foolishly disperse these extraordinary skills.

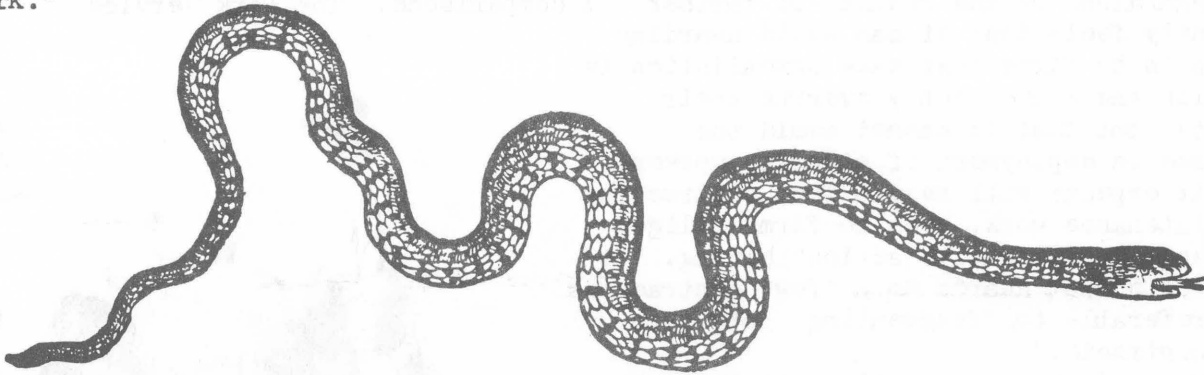


The Advisory Council, the Advisory Commission and the National Park Service

The Advisory Council on Historic Preservation and the State Historic Preservation Officers were created by Congress in the National Historic Preservation Act of 1966. Under Section 106 of the Act, a federal agency, before affecting a property on, or eligible for, the National Register of Historic Places, must "take into account" the advice of the Council and the appropriate state officer.



The Council would like to both carry out its duties and reduce its workload, that is, devote its energies to properties which are the least likely to be protected without its intervention. Because the Council has determined that the National Park Service has "a historic preservation mission, great expertise, and high professional standards [of preservation] embodied in its cultural resources management guidelines (NPS-28)," the Council has sought out and executed memoranda of agreement with the NPS. Under ~~the~~ agreement for the C&O Canal Park, the Park Service will continue its archeological survey of the Park, and will complete survey, archeological identification and data recovery at a site before undertaking any construction (apparently a modification to "page 36, paragraph 4" of the Park General Plan). The Park Service will also continue to "evaluate all structures in consultation with the appropriate state historic preservation officer," and will submit to the Council and the preservation officers "all [proposals for] demolition, relocation, land exchanges, [land disposals] major visual and landscaping changes, and special use permits." The NPS, however, will submit to the Council and the state officers for their advice only those Development Concept Plans that "deviate from [the guidelines in] the Park General Plan, the Programmatic Memorandum of Agreement on Leasing between the Advisory Council and the NPS, or NPS-28." The Park Service is required, under the rules, to consider properties of significance in "state or local history" even when they "are not related to the mission of the Park."



The Advisory Commission unanimously approved a motion to "endorse the memorandum of agreement provided the agreement be modified so that the NPS agrees to inform the Commission promptly about each undertaking that is going to be reviewed [by the Advisory Council] under Section 106 or [by the Park Service or the Council] under the agreement."

#### State of Maryland Study for a Future Power Plant

Of the six sites under study (see Along the Towpath, XIV, 3, p. 3 (July 1982)) for a future power plant, two now remain, one near Williamsport and one at Point of Rocks. The State of Maryland will hold public meetings in those areas, and will recommend, in 1984, a site for acquisition. The Park Service pointed out that, when the plant is built, transmission lines and cooling water intake and discharge pipes for the plant would have to cross the canal. The Park Service thought the most likely site would be Point of Rocks, and said further that

The current study design contemplates a coal-fired plant with stacks perhaps 400 feet high. The plant is expected to generate perhaps 20 million tons of fly ash in 35 years. The ash would be hauled to a storage site by trucks, at a rate of a truck a minute. Coal would be brought in by train. The water discharged into the Potomac would be quite warm and would not support aquatic life. ...there have been discussions about augmentation ponds or a reservoir [to avoid removing too much water from the Potomac] ....

Advisory Commission Chairman Johnson appointed a task force to "identify issues for Commission review."



## Western Maryland Railroad Bridges

When the Park Service acquired the abandoned Western Maryland Railroad right-of-way, it became the owner of six bridges over the Potomac River between Hancock and Cumberland. These bridges, according to "an expert on preservation of historic industrial structures at the Smithsonian, have historical merit and should be preserved." The Park Service does not object to preserving the bridges, but would like to prevent people from using them because of deaths and injuries resulting from such attempts and opposition from West Virginia residents to public use of the bridges.

In an effort to avoid dismantling the bridges and prevent public use, the Park Service, at a cost estimated to be between \$700 and \$1,000, will install "steep 'chicken coop' barriers made of thirty-foot-long sheets of galvanized steel over the beams at the ends of the bridge" nearest Paw Paw. If this measure succeeds in discouraging bridge users, the NPS will install similar barriers at the ends of the other five bridges. If this barrier does not succeed, and the Park Service does not change its mind about what it feels it must do, it will contemplate removing sections of the beams of the bridges at one end of each bridge.

## Other Items

The Whitehurst Freeway Environmental Impact Statement is now expected in April 1984.

Route 51 is now under relocation between North Branch and Spring Gap.

A bridge to replace the Potomac River highway crossing at Paw Paw will be built in the existing right-of-way, because the preferred site to the south is an archeologically significant area.

The State of Maryland plans to ~~issue~~ a request in 1984 for bids to redeck the Cabin John bridge.

The draft of the Park Resource Management Plan has been completed.

The Key Bridge redecking project will begin in 1985 and will continue for eighteen months. "The contractor's main staging area will be at Rosslyn circle instead of on park property on the DC side." The plans also provide for the contractor to clean the bridge and to hang nets to keep debris out of the Park.

"...the owner of Philomena's restaurant, at 1063 Wisconsin Avenue (next to the canal) in Georgetown, has proposed building a greenhouse-like enclosed deck in the air space over the towpath." The Advisory Council's projects committee was to have studied the proposal.





## President's Column

The past year on the Canal has been a year of ups and a down. Among the ups are the Association's progress with volunteer projects and a welcome responsiveness on the part of Association members in a time of crisis.

The down, obviously, is the recent flooding. Fortunately, none of the Association's work or the Job Corps activities were damaged. Also, none of the historic structures suffered damage.

The flood mobilized, independently of any other stimulus, Lyman Stucker to initiate calls to all Level Walkers downstream of Harpers Ferry to walk and report on their sections for delivery to the Park Service. He also arranged with the Park Service to permit Level Walkers on closed sections of the Canal to accomplish this reporting.

Other members have gone out to survey the damage and offer assistance on their own initiative. I asked Dick Stanton to develop a list of short term repair projects the Association may be able to assist with. We will be advising you of the work schedules to accomplish these repairs.

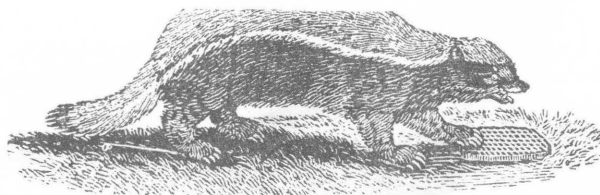
Accomplishments during the past year include an active volunteer program under the leadership of Joan Paull. A recent Board meeting devoted much discussion to past and future volunteer projects, developing a consensus that they should continue and providing some guidelines for them. If anyone has a project you would like to accomplish, please coordinate it through Joan.

Our October hike was another success, as have been the Level Walker hikes and meetings. The April full-distance hike plans are well developed and is reported on elsewhere in this issue.

I would like to thank the members of the Association's Board and Officers for their excellent cooperation during the past year and their acceptance of projects that needed doing. Without their assistance, the Association would not be nearly as well off as it is today.

Our thanks should also go out to the National Park Service, without whose help and stewardship, we would be sorely in need! Thank you Dick and your staff!

Bruce Wood



The Ratel



Special Dispatch to Along the Towpath

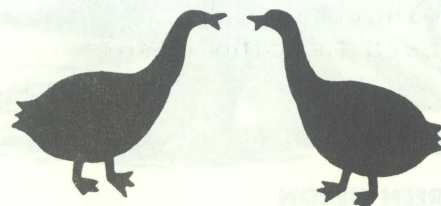
## ASSEVERATING ADVISERS AUGUR AN ABUNDANCE OF ADVICE

from Bob Greenspun

HARPERS FERRY, WV, December 4, 1983. As reported elsewhere in this issue of Along the Towpath, the C&O Canal National Historical Park Advisory Commission met here yesterday afternoon, and heard and discussed, during its august deliberations, a statement from the Advisory Council on Historic Preservation. Although not pretending to understand the intricacies of the technical issues involved, this reporter offers the following account of the proceedings:

It seems that the overburdened Advisory Council wants to advise only where and when giving advice is most advisable. The National Park Service is confident it does not need to be advised, and the Advisory Council feels that it is, indeed, often advisable to allow the NPS to advise itself, although the Council doubts the advisability of leaving the Park Service entirely to its own advice. The Council merely advises that, if the Park Service will follow its own advice, the former will refrain, more or less, from advising the latter. It is not apparent, however, who will advise the Council on when self-advising is itself inadvisable. The Park Service, not to give the appearance of underadvising, advised the Advisory Commission of how it solicits advice.

The Advisory Commission, seizing the opportunity to assert the right to advise the Advisory Council, to say nothing of the NPS—which it already is obliged to advise—agreed with a memorandum of agreement between the Advisory Council and the Park Service, but only if the NPS further agrees to advise the Commission each time the Park Service either takes its own advice or advises the Advisory Council of a statutorily advisable event. The Commission passed this declaration of conditional agreement only after one member advised that it is inadvisable to assume the Commission would thereby be overadvising the Park Service. On the other hand, it was not entirely clear whether the Advisory Council feels it is advisable to advise on the advice of the Advisory Commission, or whether the Council is willing to allow itself to be advised on its own advice.



To simplify matters, and place them in the proper perspective, a Commission member volunteered to supply a list of projects on which the State of Maryland periodically advises. This offer, however advisable it may have been, prompted the Park Service to advise the Advisory Commission that the Commission had previously objected to missing timely opportunities to advise the state advisers. At such times the Park Service may have been sufficiently advised by both the Advisory Commission and the state advisers, but surely the state advisers were underadvised, an inadvisable oversight.

In an apparent attempt to buttress the importance of the Advisory Commission's advice—advisable, since the Advisory Commission was running the meeting—the Advisory Council advised that Commission advice could be substituted for that of the state advisers, but only when state advisers were not any longer obliged to advise, nor perhaps even interested in advising.

Left for discussion at another meeting were the seemingly important issues of the right and the obligation to refrain from advising, how much advice



constitutes satisfaction of the advisory imperative, and the order in which the various advisers are to advise the various seekers after advice, and the latter to become advised of the advice of the former. It remains to be seen if he or she who advises last is an effective adviser, or whether those seeking advice have already taken their own or an earlier adviser's advice. It seems clear, however, that advising is promiscuous, and that the interest of so many advisers is, advisedly, advisable, provided they refrain from spending too much of their official time advising on the rules of giving and receiving advice; but, as this reporter has limited expertise in these matters, he would welcome an advisory opinion.



GREEN HERON



TUFTED TITMOUSE

NOTES FROM THE MINUTES OF THE C&O CANAL ASSOCIATION BOARD  
MEETING OF FEB. 4, 1984 (EXCLUDING THE DISCUSSION OF VOLUNTEER PROJECTS)

The Board adopted a "theme" for the 1984 Douglas hike, "11,000 Days of Cooperation," reflecting the thirty years of National Park Service/C&O Canal Association involvement in the Canal."

The Board approved Association membership in the Maryland Conservation Council and declined membership in Save Our Streams. It also agreed that the Association's membership list "may not be used for non-Association purposes, such as promoting other organizations."

The Level Walker Chairman will send copies of the new Level Walker guidelines and report form to all level walkers.

The Board agreed to "nominate Dale Sipes for the first annual Stephen Mather award of the National Parks and Conservation Association, and he will be recognized at the dinner after the hike in Washington on April 28/.

An associated item: The Publicity Committee for the 1984 Douglas hike would like assistance in compiling a clipping book about the hike. To help, clip items about the hike from newspapers other than the Washington Post and Montgomery Journal and send them to Arthur Korff/Anne Murphy, 14313 Barkwood Drive, Rockville, MD 20853. To help further, send the committee the call letters of any radio station using hike news releases.



## BOOK REVIEWS

From Bob Greenspun

The Manchester Ship Canal, David Owen, Manchester University Press, 51 Washington Street, Dover, NH 03820, 1983. x, 133 pp., illus., indexed, \$20.

The Manchester Ship Canal is a thirty-six-mile-long improvement of the Mersey estuary and the Mersey and Irwell rivers in northwest England, allowing seagoing ships to reach the city of Manchester. When it was opened to traffic in 1894, the canal had cost £15 million, had required the services of an average of 12,000 laborers for six years to move 46.5 million cubic yards of earth and rock, and was wider than the Suez Canal and deeper than any contemporary canal in Europe. For the first six years of its operation it carried an annual tonnage less than that carried by the Bridgewater barge canal--one of its predecessors in the Mersey valley--in the 1880s, and did not produce anticipated profits for many years. In the twentieth century, however, the Manchester Ship Canal acceded to commercial success.

By David Owen's own admission, there are an abundance of publications informing on the Manchester Ship Canal, including DA Farnie's The Manchester Ship Canal and the rise of the Port of Manchester, 1894-1975, published in 1980, and Owen's justification for adding yet another volume on the subject, The Manchester Ship Canal, is that the present little book provides merely a "brief description" of the enormous project, an encapsulation which presumably heretofore was unavailable.

There can be no doubt that the reader will learn much of substance of the history, politics, construction, engineering and use of the Manchester Ship Canal from this book of the same name. Owen describes the Mersey and Irwell navigation and the Bridgewater canal, both 18th century barge canals, the latter engineered by James Brindley. He writes of the rise of cotton-product manufacturing in Manchester and the desire of the Manchester merchants to escape from the import duties levied by the port of Liverpool on imports that were subsequently transshipped by barge or rail to Manchester. He tells of the competing plans for a tidal and locked canal, the bills that were rejected by Parliament and the difficulties in raising money (the Canal Company agreed to pay interest from capital during construction), and succeeds in conveying the intensity of the passions with which both proponents and opponents of a canal apparently infused their positions. On questioning an American expert on the Mississippi river delta whom canal opponents had sent to England at great expense to testify before the House of Lords, a representative of the proponents is said to have remarked, "a man who comes here to say that the Mersey is comparable with the Mississippi will say or admit anything...."

Owen also makes us aware of the hundreds of steam-driven cranes, hoes, pumps and dredgers, running on hundreds of miles of rail, that aided the army of laborers in the construction of the Canal. He points out the salient engineering features: the locks, sluices, syphons (culverts), bridges and docks.

Unfortunately, however, the reader learns of these things despite a significant obstacle placed in his way: lack of maps in sufficient quantity and with detail, scope, embellishment and annotation adequate to support a text which, in telling its story, relies heavily upon the recitation of names to locate places, details of natural hydrological features and interconnections of waterways.

A reader unfamiliar with English geography will eventually determine that Manchester lies on the Irwell river, a tributary of the Mersey, near the port of Liverpool, but will search in vain to find a map of what part of England is

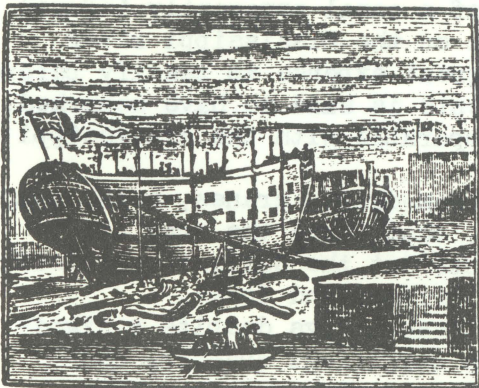


involved. He will find out, but from the text, that Manchester is about fifty miles east of Liverpool, for not a single map has an arrow on it indicating a point of the compass, and none of the maps of the whole canal has a scale of miles. As Owen proceeds to tell of the routes of the earlier canals, the competing plans for improving navigation and the construction details of the Manchester Ship Canal, he refers continually to places presumably along or near the route, but just where are Stretford, Chester, Timperley, Lymm, Widnes, Fiddlers Ferry, Pool Hall and Norton, to name but a few? In every map (except those showing the details of the docks at Manchester) there is an arrow on the end of a branch of the Bridgewater Canal, an important structure in the history of the Manchester Ship Canal. Where does this branch go? Furthermore, with the exception of the detailed dock maps, there are no maps beyond page 36, although the references by name to locations along the canal continue unabated.

The lack of adequate maps occasionally renders what promises to be interesting nearly unintelligible. For instance, in discussing the Bridgewater lock collapse, Owen writes

Work was carried on night and day on the newly started Weston to Runcorn length. This section included the building of locks into the Mersey opposite both the Bridgewater and Old Quay docks in addition to the one opposite the docks to Weston Point. All three groups of docks had to be open to the Mersey before the canal was completed, and use continued to Weston Point through Weston Marsh lock. The Bridgewater docks were unusable for any craft larger than barges from the Runcorn & Weston Canal until either their link with the river was restored by a lock or the canal was completed throughout the section. Thus the Bridgewater lock was of particular importance, for it was this that would give the Bridgewater Canal full access to the sea.

An appropriate map would indicate the location and significance of the locks "built into the Mersey," of the Runcorn & Weston Canal, and just how the "Bridgewater lock" presumably allowed the Bridgewater Canal to connect with the Mersey estuary prior to the completion of the Manchester Ship Canal. Will the reader remember, without a map in an abundance of detail, that nine pages earlier, Weston Marsh lock is mentioned as linking the Manchester Ship Canal with the River Weaver? Will he be even more confused if he does?



The lack of adequate maps is a serious flaw in this brief (and expensive) description of the Manchester Ship Canal. To be sure, an uninformed reader will put Owen's book down with much new information to mull over, but he will have the feeling that he might have gotten a better return on concentration invested if Owen had been a bit more considerate. In his discussion of the Canal as it is today, the last chapter in The Manchester Ship Canal, Owen writes that tourists regularly secure places

on old ferries that ply the canal. As he takes us along one of these tours, more than a few of the unanchored names dropped in earlier chapters are finally placed between two previously-identified sites, evoking repeated "ahas." Owen says that, on such trips, "each passenger is presented with a map of the whole canal." One is left to wonder if the trip through The Manchester Ship Canal would become more rewarding with one of these maps in hand.



A Canalboat Primer on the Canals of New York State, Staff of the Canal Museum, 315 E. Water St., Syracuse, NY 13202, 1981. 37 pp., illus., paper (11" x 8½"), \$4.95.

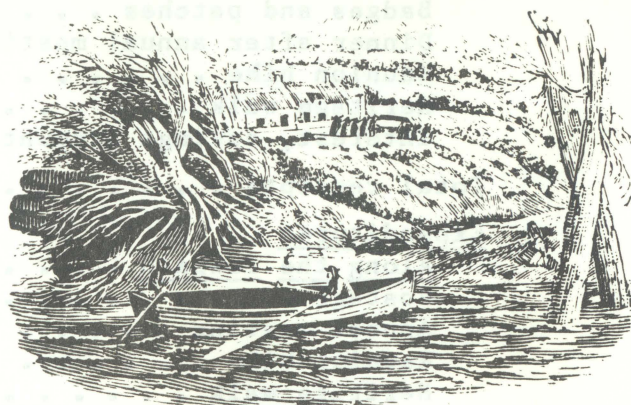
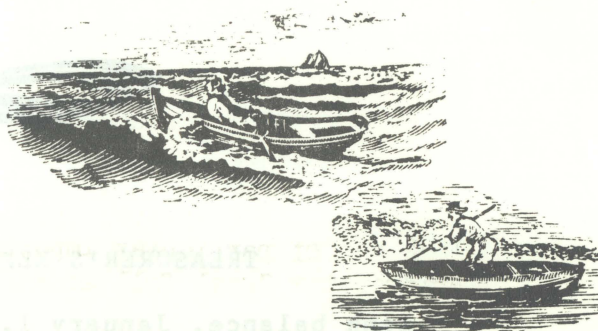
Canals of Mid-America, Leslie C. Swanson, P.O. Box 334, Moline, IL 61265, New Edition 1984. 53 pp., illus., paper (5½" x 8½"), \$3.

With the exception of three pages of statistics and a bibliography of the same length, A Canalboat Primer is a feast for the eyes: it is filled with illustrations--photographs, drawings from underwater archeological studies, and maps reproduced clearly and boldly on off-white paper--easily diverting a willing reader from the small amount of accompanying text. The illustrations are of canalboats in tow, loading and unloading, under construction, at launch and in repose, with and without crew, posed and unposed.

The booklet was published after two years of research on 19th century canalboats in New York canals. The project was inspired by the discovery of canalboats sunk and preserved in the cold waters of Seneca and Keuka lakes, consisted primarily of an archeological survey of twenty-eight sites and a review of historical materials, and was partially underwritten by a grant from the National Trust for Historic Preservation. Nestled among the illustrations are a review of the history of the Erie Canal, and discussions of the various types of boats used on that Canal (there were six distinct types in 1943) and their uses, and of boatbuilding techniques. Specifications for two types of boats--a repair scow and a laker--are given in detail, together with photographs of the boats and drawings based on the underwater surveys. Excerpts from the journal of a repair scow complete the accompanying text. At the end of the booklet are tables containing the vital statistics of the New York canals, and a bibliography useful to those pursuing the study of canal boats.

In Canals of Mid-America, Leslie Swanson tells us of the history and current and projected uses of nineteenth-century barge canals in Ohio, Indiana, Illinois, Iowa, Michigan, Minnesota and Kentucky. Much of the booklet is suffused with a thickly romantic atmosphere, which would better have been discarded in favor of more information on current use, including detailed maps. It is frustrating, indeed, to be forced to wade through such phrases as "tears in the eyes, venerable relics, reliving the past, awed by idyllic beauty, overwhelming sense of history, offbeat quietude, feeling of inner peace, scenery beyond the imagination, halcyon era, rewarding trip into yesteryear, unhurried charm." Mercifully, most, although not all, of these effusions appear only in the early pages of the booklet, and when Swanson proceeds to the story he has to tell, one's flagging interest is revived.

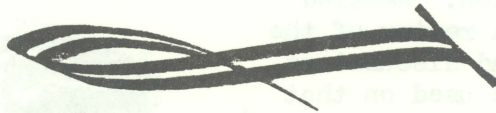
There are a number of canals in the midwest; the Ohio & Erie, Miami-Erie, Metamora, Whitewater, Sandy & Beaver, Ohio-Pennsylvania, Wabash & Erie, Illinois & Michigan, Hennepin, Soo and Portage are the ones referred to by name in Canals.





Portions of several of these canals are apparently in various stages of restoration and development under local, state and federal sponsorship. Much of the booklet is devoted to the Illinois & Michigan and the Hennepin, presumably because these areas offer the greatest opportunity for present public use, and Swanson makes an obvious effort to direct the driver of a motor vehicle from place to place. There is no discussion in Canals of the politics of public funding of parkland and subsequent limiting of development. The securing of a permit to build a "group" ramp, slalom course and boat dock for water skiers on the Hennepin, for example, is presented as an unalloyed benefit. There is little in Canals to assist the prospective end-to-end walker, birder or botanist.

The absence of maps is a serious defect in this booklet, especially for persons interested in the more remote areas of the canals discussed. Readers familiar with the C&O Canal will wonder if the errors in Canals extend beyond the statement that the "100-mile [-long] towpath" of the Hennepin is "the longest in the nation." The text, however, reads no worse than a tourist's guide to Washington, there are sixteen pages of photographs of excellent quality of canal boats and structures, and there is a directory of sources from which one may obtain further information. Although an uninformed reader seriously interested in midwestern canals would soon turn elsewhere, Canals of Mid-America is not a bad place to start.



#### TREASURER'S REPORT FOR CALENDAR YEAR 1983

Bank balance, January 1, 1983 . . . . . \$7,507.77

##### Receipts

Membership dues . . . . .	2,783.00
Badges and patches . . . . .	47.35
Dinner after annual meeting . . . . .	510.00
Reunion hike . . . . .	969.45
Heritage walk . . . . .	560.00
Interest, savings account . . . . .	213.60

Total receipts . . . . . \$5,083.40

##### Expenditures

<u>Along the Towpath</u> . . . . .	1,452.47
Postage . . . . .	449.84
Annual meeting . . . . .	448.59
Reunion hike . . . . .	890.00
Heritage walk . . . . .	590.00
Miscellaneous . . . . .	57.20

Total Expenditures . . . . . \$3,888.10

Bank balance, December 31, 1983 . . . . . \$8,703.07

##### Disposition of funds, December 31, 1983

First American Bank, DC, checking . . . . .	\$1,253.25
First American Bank, savings . . . . .	7,449.82
Total bank balances . . . . .	<u>\$8,703.07</u>

John Chandler  
Treasurer



AN INVENTORY OF DAMAGE TO THE C&O CANAL NHP  
FROM THE FLOOD OF FEBRUARY 14-17, 1984

The Park Service has provided the following inventory of damage to the towpath and other structures in the Park caused by the high water of mid-February. There was, apparently, no significant damage to historical masonry structures. Most of the damage occurred below Hancock, with the exception of towpath surface damage at Dam No. 6. Early repairs are under way, under contract, below Seneca. Dale Sipes, Chief of Maintenance for the Park, hopes to complete the repairs by June 1, 1984. Superintendent Stanton points out that "It will take a couple of years for the repairs to settle down and firm, so we'll have difficulties along the way here and there, but there is little we can do about it."

Break in towpath milepost 1.1  
Little Falls Creek and Level 4 West - towpath break  
Level 5 and Stop Lock Road - towpath damage  
Feeder Lock 1 - excessive debris cleanup  
Level 6 and Sycamore Island Trail - towpath damage  
Lockhouse 7 - towpath break  
Towpath break west Lock 7  
Level 7  
Stop Lock at Level 16 to Lock 20 - towpath damage  
Break in towpath milepost 13.92  
Level 20 - towpath damage  
Mule drink at Swains Lock - towpath damage  
Level 21 - towpath damage  
Break in towpath milepost 18.3  
Level 22 - towpath damage  
Level 23 - towpath damage  
Level 24 - towpath damage  
Trash and debris removal throughout district  
Feeder Lock 2 - excessive debris cleanup  
Towpath surface damage Whites Ferry to Monocacy Aqueduct  
Monocacy Aqueduct drift and debris removal  
Route 340 bridge - break in towpath  
Levels 32 and 33 - towpath surface damage  
Levels 33 and 34 - towpath surface damage  
Lock 34 to Dam 3 - towpath surface damage  
Dargan Bend (lower gate) - towpath surface damage  
Milepost 66.1 - 67.0 - towpath surface damage  
Milepost 67.0 to Shepherdstown - towpath surface damage  
Dargan Bend Boat Ramp (cleaning)  
Crampton Store (remove debris)  
Antietam Aqueduct (remove debris)  
Shepherdstown to Snyders Landing - towpath surface damage  
Snyders Landing to Dam 4 - towpath surface damage  
Dam 4 to Milepost 106.0 - towpath surface damage  
Milepost 106.0 - 106.7 - towpath surface damage  
Milepost 106.7 - break in towpath  
Milepost 106.8 - break in towpath  
Milepost 106.9 - break in towpath  
Milepost 108.8 - towpath surface damage  
Milepost 108.9 - retaining wall damage  
Milepost 109.0 Four Locks parking lot and boat ramp - silt and debris  
Milepost 110.0 McCoys Ferry parking lot and boat ramp - silt and debris  
Milepost 120.0 - 122.0 - towpath surface damage  
Milepost 121.74 Culvert 173 - mud slide  
Milepost 122.6 Culvert 174 - mud slide  
Milepost 127.3 - 136.0 - towpath surface damage  
Milepost 141.0 - washout on towpath  
Milepost 150.0 Greenridge Crossover (Bonds Landing) - dike damage  
Outdoor Club crossover - dike damage  
Milepost 154.85 - ramp damage into canal prism  
Milepost 154.9 - washout on towpath  
Tunnel Hill Trail Road - surface damage  
Spring Gap parking area and boat ramp - silt removal





## ANSON COURTER

The C&O Canal Association lost one of its dedicated members on December 31 with the death of Anson Courter. Anson was a Level Walker for many years on Section 16. His knowledge and friendliness will indeed be missed. Our sympathy to his wife, Frances, and his family.

The "turnout" on the Level Walker Walks has been excellent with 20 to 40 persons enjoying a great day.

Everybody welcome!

Our upcoming Walks will be:

Saturday June 30 10:00A.M.

Shepherdstown 72.8 to Snyders Landing 76.7 and return. Before walk, tour Ferry Hill facility, and a brief Level Walker meeting. Snack at the Red Fyrd.

Saturday July 21 10:00 A.M.

Fort Frederick 112.4 to Licking Creek Aqueduct 116.0 and return. We will tour the Fort, and after the hike enjoy a snack at Hancock (Weavers).

Sect. 13 - Edwards Ferry to Ft. Harrison Island - Charles Bookman - November 1983

Restoration at Broad Run Aqueduct appeared to be half done. This major reconstruction project is very interesting. Every stone appears to be numbered. Well worth a visit. Hiker's footbridge across canal at west end of level has been destroyed by a fallen tree and subsequent vandalism or partial removal.

Sect. 30, 31 - Snyders Landing to Marsh Run - H. Cramer, Sr. and H. Cramer, Jr. - Dec. 1983

This proved to be the most unique of any of our numerous walks on these two levels. Two recent ice storms had left the towpath literally covered by a sheet of ice perhaps an inch thick. However, our efforts were rewarded in seeing the canal from this unique ice-coated perspective. The day's high barely passed twenty degrees, so there was very little melting, even in the bright sunlight.

We made only one new observation. Just below the boat ramp at Taylor's Landing, approximately 80.7, it is evident from numerous tire tracks, that vehicles have been driving across the canal bed between Taylor's Landing Road and the towpath. It is doubtful that these are authorized crossings!!

Sect. 41 - DAM 5 to LOCK 47 - Ed Fenimore - January 1984

I walked the section on a mild, gray morning with a hint of rain in the air. There had been perceptible damage from high winds and storms earlier in the season; some branches had fallen on the towpath. The lane running on the berm side from Lock 46 to the large log house known as the Leatherman place, a distance of about 300 yards by rough estimate, had been pretty well cleared early in the year but is again overgrown.

There was no evidence of beaver activity beyond the few instances previously reported between Dam 5 and Lock 46. Other fauna was very sparse or very timid.

Sect. 54, 55 - Lock 59 to Green Ridge Station - Robert Woodall - October 1983

Locks 59 and 60 are both in the same condition as last visit. Lock 59 still needs attention. All culverts are in the same condition. #207 mile 148.24 has more erosion and if allowed to continue can undermine the tow path.

Stickpile Hill Hiker-Biker - This campsite was in good condition. It appeared that some clearing had been done over the summer.

\* \* \* \* \*

Thanks to the level walkers who responded so quickly and readily to make observation trips to their levels after the recent high water. These valuable reports were sent on to the Park Service. Emergency reports were received from: Donna Boies, Charles Bookman, Dave Johnson, Helen Johnston, Alice Kinter, Harold Larsen, Peggy Lawson, Charles Otstet, Joan Paull, Al Stanley, Phil Stone, Lyman Stucker, Robert Woodall.

*Leiman*



## FROM THE EDITOR

From time to time I receive letters which I do not publish. If these letters were merely critical, censorious or contemplative, to say nothing of substantive, I would print them at once; what makes them unpublishable is that they are monographs of praise for the newsletter and encouragement to its editor. It is, however, occasionally appropriate to acknowledge these selfless epistles of appreciation and interest. Thank you for those kind words.

During the past few years, Along the Towpath has been able to obtain books on subjects appropriate for review in the newsletter. Would any of you like to review a book? Canal engineering, history and hiking trails have been the subjects of books reviewed in the past year; books on other themes (such as conservation, natural history and land use) may eventually show up. If you are interested, send me a postcard indicating your areas of interest. Don't be timid; you may be content with my opinions, but I would like to savor some of yours. Look over the reviews in this issue to get an idea of what is involved.

Finally, I regret to announce that, after two issues, I no longer have access to a word processor on which to produce the newsletter. Does anyone work in an office which would permit us about eight hours of word processor time every three months? It would help if the office had multiple keyboards, a letter quality printer, reducing photocopier and a machine for producing bold headlines. If you can help, please let me know.

BG

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RESERVATION FORM FOR DINNERS AT CUMBERLAND(NORTH BRANCH)  
ON APRIL 15, WILLIAMSPORT ON APRIL 21, AND WASHINGTON ON APRIL 28, 1984

Please reserve \_\_\_\_\_ dinners for me on April 15 @ \$7.50 per dinner.  
Total enclosed...\_\_\_\_\_

Please reserve \_\_\_\_\_ dinners for me on April 21 @ \$7.50 per dinner.  
Total enclosed...\_\_\_\_\_

Please reserve \_\_\_\_\_ flounder dinners for me on April 28 @ \$13  
per dinner. Total enclosed...\_\_\_\_\_

Please reserve \_\_\_\_\_ steak dinners for me on April 28 @ \$13 per  
dinner. Total enclosed...\_\_\_\_\_

Grand Total.....\_\_\_\_\_

Make checks payable to the C&O Canal Association and mail by April 4 if you are reserving for April 15; otherwise by April 11 if reserving for April 21; otherwise by April 14.

Reservations will not be acknowledged; a list will be maintained at each door.

Enter name and address if not already printed on reverse side:

Name \_\_\_\_\_

Address \_\_\_\_\_

## CALENDAR OF COMING EVENTS

- April 7, 1984 - Association volunteer program clearing brush from O'Brien's Basin near Antietam. Bring work gloves and small lopping tools and meet at 10 AM. Call Rita Hirrlinger (703-250-4393 or 703-281-8301) for further information or to arrange carpools.
- April 15-28, 1984 - Thirtieth Justice Douglas hike, Cumberland to Washington. Details in this issue of the newsletter.
- May 6, 1984 - Audubon Naturalist Society program observing wildflowers at Great Falls, 1 PM, Great Falls Tavern. \$7 charge for non-ANS members. For more information, call 652-5964.
- May 19, 1984 - Association volunteer program removing vegetation from the Alexandria aqueduct. Bring lunch (water provided), work gloves, sturdy shoes, sun protection and long sleeves, and join Michele Carsrud any time after 9 AM. Call her at 301-937-2806 (evenings) for details.
- May 19, 1984 - C&O Canal National Historical Park Advisory Commission meeting, place and time to be announced. Interested persons should write to the Park Service, P.O. Box 4, Sharpsburg, MD 21782 for an agenda. The public is welcome at Commission meetings.
- June 2, 1984 - Association volunteer program camouflaging unwanted trails near Great Falls Tavern. Come any time after 9 AM. Call Joan Paull (301-384-8584) for further information.
- June 3, 1984 - Audubon Naturalist Society forum on wetlands establishment, restoration and improvement, 10 AM, St Michael's, MD. The forum is free but interested persons should call 301-652-5964 to register.
- June 30, 1984 - Level Walkers hike, Shepherdstown. Details inside.
- July 21, 1984 - Level Walkers hike, Fort Frederick. Details inside.

C&O Canal Association  
P. O. Box 66  
Glen Echo, MD 20812-0066



FIRST CLASS MAIL



Inside

- o 1984 Douglas Hike Details and Reservation Form
- o List of New Officers and Board Members
- o C&O Park "Needs Catalog" Published
- o 1984 Park Maintenance Projects
- o Advisory Commission Meeting Notes
- o President's Column
- o Special Report from Harpers Ferry
- o Book Reviews
- o Treasurer's Report
- o Flood Damage Inventory
- o Level Walker Notes and Reports
- o Calendar of Events

John C. Frye

Gapland MD

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