

C&O Canal Association

ALONG THE TOWPATH

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

VOLUME XIX

JULY 1987

NUMBER 3

BOATS ON THE POTOMAC RIVER

by Hal Larsen

Two memorable boat trips have occurred on the Potomac River in recent times. The one served to remind us of the importance of this river as a major transportation artery, and the other illustrated the happy blending of research and recreation in a daring modern venture.

The first boat, an exact replica of a late 18th-century river boat, left Cumberland on May 1 for its 15-day journey to Great Falls. The expedition was led by Joseph Ayers, a Columbia, Virginia, adventurer who heads the Virginia Canals and Navigation Society. He has taken the lead in a new interest in the 18th-century upland boats used in this area.

During the two-week journey, the boat tied up each evening at well-chosen stopping points where local people came to see the remarkable boat and the four adventurous fellows who poled the flat-bottomed craft down the river. Everything was authentic--the clothes worn by the boatmen, their equipment, including cooking and eating utensils and, we were told, the large casks that contained the whiskey that made the trip possible. We believe this claim is apocryphal; however, more likely the casks carried to simulate the 18th-century cargo were stuffed with supplies for the journey, not excluding necessarily a dram or two for the trip.

The trip memorialized "Washington's boatmen" who led the way to America's frontier by establishing river transportation in what was to be the earliest important communications network in the nation. This is a proper way to

celebrate the Constitution's 200th anniversary.

When the boat arrived at Seneca on the second-to-last day of the trip, it hugged the Virginia shoreline for shelter from the stiff headwind across the water. When it appeared that the boat would pass Seneca by, it suddenly turned just at the right point to cross the broad river with the hard wind helping to push. Strong-muscled young men in 18th-century garb climbed gratefully onto the shore for their evening's rest.

On May 24, another kind of boat trip commenced--a canoe journey by the "Potomac River Expedition of '87," a group made up of National Park Service personnel and members of the Interstate Commission on the Potomac River Basin. Led by Dick Stanton, Superintendent of the C & O Canal National Historical Park, the canoeists spent 14 days in serious assessment of water quality and the effects of the November 1985 flood on the river and its shorelines. This evaluation also addressed fishing activities and recreation. On the final day of the trip, a violent storm sent the canoeists to seek shelter at Great Falls. When the storm had passed, it was evident that the river was rising dangerously, and Dick Stanton and his comrades completed their journey on the Canal. Thus in 1987 the Canal again served its original purpose of providing a safe channel along the river.

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PRESIDENT'S COLUMN

The Association has recently undergone a renaissance: members indicate a renewed interest in growth and greater efforts to promote canal interests and organization goals. These encouraging attitudes reveal much concern for our purposes.

These concepts have surfaced in recent membership and Board of Directors meetings as the Association grapples with important questions of goals and size. Consequently, we seem to be moving in several ways to increase our advocacy role and our strength as a viable and influential body.

Still, the Association faces realities of meager financial and human resources with which to achieve our goals. The latter shortcoming is the most important--too few people sufficiently interested or willing to work to carry out the programs that would advance the organization toward a greater role related to the Potomac Basin. We need to increase membership and financial status in order to provide a real base for achieving such goals. I think our resources must be built up before we can undertake such programs properly.

The question then is how to meet this need--how to carry out the instructions the membership gave us at the last annual meeting to recruit energetically. Our recent stepped-up efforts in this respect have had scant results. Why? I believe our purview and activities are insufficient as compared with those which other organizations are able to attract many members, as we hope to do. But if so, we find ourselves in a box because we don't have the resources for expanded and varied programs we need to win a substantial increase in membership.

This increase in membership can, in my view, only result from more varied activities attractive to many people who, by and large, live where they can choose among a wide range of commitments to good works and recreation. Canoeing enthusiasts will go by the thousands to Canoe Cruisers because the program attracts them. Hiking clubs with regular and varied calendars appeal to many

to many people. Organized bus tours (if the Association were to do this) to other canals within easy driving distance, for example, or lecture programs, films, etc., are often the attractions an organization can offer to lure members. As it is, our activities are relatively limited. Is it heresy to say someone might not want just to hike on the Towpath all the time?

Obviously resources, especially human, would be required to expand our program. Without them, however, I fear we cannot attract the large increase in membership sought in the measure it passed on March 7. While we have acquired 47 new members thus far in 1987, 80 people had not renewed as of May 30th. Of these, 45 were first-year members. At best we are maintaining a constant level if recruitment continues at this pace.

Either the members pitch in heroically to energize the Association, or we content ourselves with a small organization with limited capabilities and programs. I will contribute the necessary time, but I can accomplish very little with only the few stalwarts who are willing to help. You, the membership, will have to decide.

--Hal Larsen

(continued from page 1)

The 14 adventurers (eight men and six women) reached their destination at Fletcher's Boathouse, where they were met by well-wishers who provided food and drink to the tired but triumphant travelers. It was a great adventure and a valuable survey. Those of us who greeted them on that muddy Thursday were filled with pride and envy as we considered their great accomplishment.

These two fine leaders, Joe Ayers and Dick Stanton, had much in common, even though in every sense they made journeys two centuries apart. They battled the same elements: wind, water, impassable barriers where they had to carry their boats, the mosquitoes, the heat, the cold, the sun and the rain. There is an elemental relationship between man and his natural environment when he sits in a small boat on the river. This hasn't changed in 200 years.



THE STAFF AND COMMISSIONERS OF THE INTERSTATE COMMISSION ON THE POTOMAC RIVER BASIN AND THE STAFF OF THE C&O CANAL NATIONAL HISTORICAL PARK INVITE YOU TO ATTEND THEIR "PUT IN" CEREMONY AT THE RIVER'S EDGE JUST OFF THE TOW-PATH BELOW THE WESTERN MARYLAND STATION CENTER IN CUMBERLAND, MARYLAND AT:

9:00 A.M. SUNDAY
MAY 24, 1987

Fourteen team members will follow the Potomac River by open canoe with camping along the way to Fletcher's Boathouse in Washington, to arrive at 4:30 p.m. June 4th. Well-wishers are invited to greet the team when they arrive.

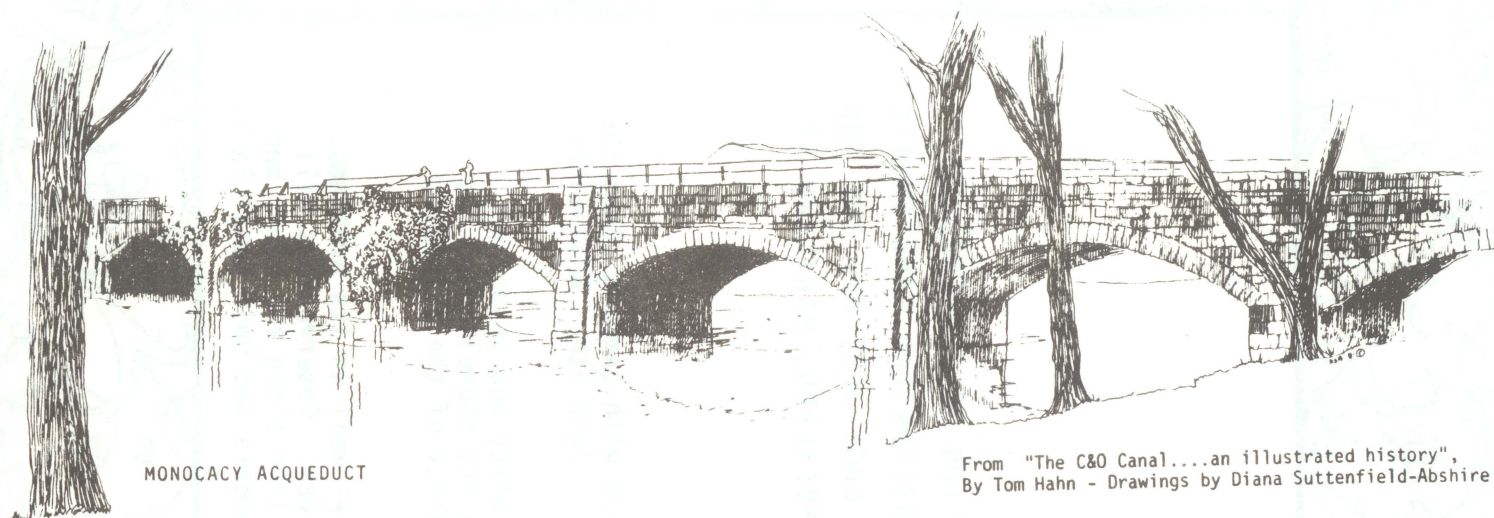
This journey will provide the means of measuring water quality and assessing effects of the November 1985 flood on the river and along its shorelines. The evaluation will also include geographic features, the quality of the fisheries and recreational uses.

In addition to seeing the upper Potomac's natural wealth as well as its problems, the team will meet with groups and individuals along the way. Observations will be enriched with the thoughts and feelings of people who live along the river and groups that are frequent users of the river and the Chesapeake and Ohio Canal Park.

THE C&O CANAL - A VIEW FROM THE RIVER

Cumberland to Washington in 12 days by paddle and portage

By Dick Stanton



MONOCACY ACQUEDUCT

From "The C&O Canal...an illustrated history",
By Tom Hahn - Drawings by Diana Suttentfield-Abshire

We were fourteen canoeists in seven canoes, paddling for 12 days down the Potomac from the Queen City to Fletchers, 194 miles. Paddlers prepared their own meals and set up camp each night at the nearest hiker-biker. As far as I know we were the largest group to ever pull off a successful through trip to D.C. Even the Indian traders and George Washington's boatmen had better sense than to haul 2,500 pounds of unmerchandise from Ft. Cumberland to Tidewater. But...by golly, we all made it to the end and no one was hurt.

The team spent three months planning every detail. Preparations included a CCA-sponsored basic canoeing course and a three-day practice cruise. We left Cumberland on May 24 and reached Washington on June 4, only 30 minutes late. Airlines can't do that!

Five National Park Service folks and nine members of the Interstate Commission on the Potomac River Basin participated, including the Commission's new Executive Director, Lee Zeni. The Commission's roster also included four environmental scientists who conducted observations. The Commission's report is forthcoming.

This is a dangerous trip. Anyone organizing a through journey must have a leader who has first-hand knowledge of the through river and its moods. In addition, good maps and a lot of planning are essential. Four drownings this year in Washington County alone are grim reminders of the Potomac's dangers. Two of these drownings occurred not far from the team's locations near Hancock and Williamsport. The river gets more difficult as it approaches Washington. All dams and major falls must be carried. Depending on paddling skills there are about 12 carries.

Savoring the C&O Canal from the river, along its total length, is a must for the true towpath devotee. From the river one observes the ever-present remains of the canal's stonework at the toe of the towpath slope at the river's edge. Miles of wall are still intact. Inspecting the undersides of the aqueducts, paddling through some of the larger culverts and viewing the unique headwalls and ringstones on the river sides of culverts can bring joy to the canal lover's heart. There are opportunities to paddle up tributaries and to inspect the graceful stone arch railroad bridges on both sides of the river which are used daily.

The team presented their leader with a Rudy Vallee-type megaphone at the beginning of the trip...and I loved it! ...".OK troops, move out on the double!...", "...Out of the sack and on your feet, campers!" It also came in handy for crooning some of the smooth old songs.

The team really had second thoughts about having given me this dangerous toy!

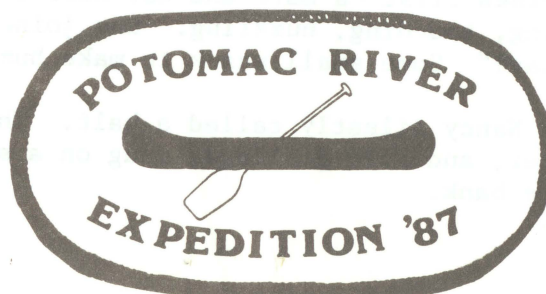
We had our own logo (see below). We carried all five flags representing the five jurisdictions in the Potomac River Basin. We decided early on that any paddle trip 194 miles long was an expedition, thus..POTOMAC RIVER EXPEDITION '87 would do nicely. We all sported dashing white jackets with our logos emblazoned thereon. You can see, dear reader, we did everything right...we wouldn't have changed a thing.

HIGHLIGHTS: MOST CIVILIZED MOMENT OF EACH DAY..Adam Foster fixing his spot of tea immediately after arriving at camp each afternoon. TEAMS MOST JOYOUS MOMENT..When their Glorious Leader and Lee Zeni overturned in three feet of water behind Minnie Island on the last day. (I still insist we just wanted to cool off). MOST PLEASANT SURPRISE..Hal Larsen, with sparkling smile, greeting the team at the "Welcome Home" at the Abner Cloud House. MOST SATISFYING MOMENTS...Each night's gathering to discuss the days events and reviewing the most beautiful moment of the day.

We camped at the Brunswick campground and were hosted with a covered dish dinner by Mayor Campbell, members of the Town Council and other Brunswick folks. Being very shy I had to be coaxed into tuning my small "canoein' geetar" and singing "Workin On The Railroad"...and finishing with "Thanks for the Memories". We have many friends in Brunswick and their hospitality was one of the real high points of the expedition!

A SURPRISE ENDING. Until the last day we had clear weather but now there were some surprises in store. The team had gathered at the base of Little Falls at the Estuary Pumping Station pad, preparing to make its final leap under Chain Bridge, around into Fletchers Cove for a Hollywood finish...but it was not to be. Came the deluge. In no time we were soaked and before our unbelieving eyes, in less than 30 minutes, the river in the estuary rose to flood level. Pieces of trees and other threatening flotsam floated around us. Heavy flash flooding thundering from the rocks above us poured torrents of water down the Corps' concrete road leading to the pumping station. Just half an hour before, we had laboriously carried canoes and gear down this road to the river's edge. We were trapped. With stout hearts and a lot of luck we were able to drag the canoes up the road which was now under almost two feet of rushing water. It was like the end of an old war movie. We agonized our way up the road to the towpath almost a quarter mile away and in the process we brushed against a nest of bees. One in the party was stung twice ...another towell-snap by the Great Canal Boat Captain in the Sky designed to keep us humble. At last, we put the canoes in the Canal and paddled toward the finish line. We were happy...delirious. We began shouting out all the old songs we could think of. The rain abated and way ahead on the Fletcher bridge were our loved ones and friends with floating balloons, champagne and a most joyous dinner, complete with a never-to-be forgotten collective embrace which started tears flowing. After 12 days we had made it! All was well!

Having logged over 8,000 paddling miles, mostly on the Potomac and along its tributaries, and with three "through" trips under my belt what is left? The answer is simple...I am already planning my next through-trip from Cumberland...but next time I plan to stay away from Minnie Island, to be sure!



Dick Stanton



T I M E

C A P S U L E

by Elizabeth Scott

Spring Hike, 1987 - A Day in the Lives of Ellen Holway, Joe Perez, Susan Griffin, Therese Cornellier, Nancy Phillips, Meg Tyndall and Elizabeth Scott

Our group assembled at a motel in LaVale, just outside of Cumberland, Seven of us in all --varied in almost every way one might imagine--gathered at random by the canal from across a continent and an ocean; friends by chance and by choice. Accents mixed and mingled over breakfast--New England "spare" swapped early morning quips with "New Yorkese" and Pennsylvania "plain." A clipped New South Wales punctuated the exchange and blended with the click of coffee cups and scraping chairs. Then a slow question in soft prairie tones, "Does anyone else remember the smell of sausages sizzling over an open fire?" - a Wyoming memory inviting a flood of recollections--other places and distant time capsules.

Then we were on our way--cars tucked in at the beginning and end (for us) of a 5.9 mile trek. Spring Gap, the lunch point, stretched along nearby railroad tracks. Day yawned--woke--bright, crisp, ready.

So were we. A rush of fresh energy from winter-soaked muscles. A first sight of bluebells and trillium from a spring-brushed hillside. The sound of a pileated woodpecker--about a mile along the towpath. Ellen coached us through his wake-up call. "Brisk day - but everything's farther along than I'd thought," this snatch of conversation from a group passing - going the other way. A near headlong tumble over a loose railroad tie spike. Elizabeth picked it up to carry along. Something for the time capsule.

Surprise for those of us new to this section--much more beautiful than expected. Only one small piece gave a reminder of steel bars and wooden ties that chased the canal north and west--finally winning the race inland, tying ocean and heartland--steel bands--not a ribbon of water--not the Founder's vision.

Half a mile farther upstream--farm country. ("Why Mexico Farms?" we wondered to each other.) Cows grazing, bluebells nodding, white violets filling green pockets, sun dappling pastureland.

Joe and Susan saw the horses first--a mare and her newborn. She fed quietly on clumps of grass, the baby following, touching, nuzzling. She joined us at the fence beside the towpath. "Any apples today?" Some small snack to make human attention worthwhile.

The next mile marker and Nancy silently called a halt. Therese pointed to a family of Canada geese--Mother, Father, and five goslings, snug on a small peninsula jutting into the canal from the opposite bank.

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A TRADITION LIVES

Celebrating the 1954 Canal hike led by Justice Douglas, members and friends of the C&O Canal Association gathered at Spring Gap for their 33rd Annual Reunion Hike on April 25. Cool and damp at its beginning, the day soon became sunny and warm as hikers meandered their way to Cumberland amid the beauties of spring.

Reminiscences of past walks were heard from towpath veterans, along with the excited voices of hikers new to this towpath stretch as they came upon unexpected canal pleasures. The hike terminated at the Western Maryland Station Center, where hikers visited the C&O Canal exhibit and the displays of the Western Maryland Chapter of the National Railway Historical Society. Association member Lloyd Hardy of Paw Paw participated in setting up the railroad display, and volunteers there as an interpreter.

Highlighting the post-hike dinner at the Holiday Inn was Dick Stanton's slide presentation of photographs taken by members of Cumberland's Shawnee Canoe Club that

recorded the club's early 20th century outings on the Potomac River and C&O Canal. The audience was astounded by the efficiency and apparent ease with which the club conducted its outings--one down the Canal from Cumberland to Georgetown by canal boat, many others by canoe on the river for several days. Men, women, and children participated in these sojourns, dressed in the proscribed attire of the times--fancy hats, long-sleeved, high-necked blouses and ankle-length skirts for the women; long trousers, coats, ties and hats for the men. The uniquely designed Shawnee canoes served as the base for tents when the group came to shore in the evenings to camp. Dick was congratulated for having made slides from the old photographs, adding background music and narration about the no-longer-active canoe club.

Regional Director Jack Fish and his wife Rosemary enjoyed the evening along with approximately 100 Association members and guests.

--Nancy Long



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Over the rise, around a bend and we spotted it--the river--moving fast. A shouted "There it is!" Orderly and discrete today--but each had seen its ill-composed and angry side.

Approaching near--end of the trail--glad of waiting, overheated car, sorry that feet wanted no more though eyes and ears would gladly have gone the distance. Anticipating lunch. Back to Spring Gap, settling in for food and drink under a tree where an early robin claimed a discarded "last year's home." Food spread out--some for ourselves, some to share; but in the end, all was shared--food, thoughts, recollections, the silence. One last bit for the time capsule--a "best memory" from Meg.

What? A Tan Teepee

"Why, finding the little Indian camp of Canada geese--a family. Nearly hidden from view by the rich, green forest, nestled on a tiny spit of land, surrounded by the rippling water of the canal. The Father and Mother slowly paced, on the alert to protect the five fluffy, very busy goslings. A couple of logs and a small tan teepee of dried brush completed their home.

"I wonder if I'll see them travel across gray Wyoming skies some autumn when I visit the prairie country where parents from a different Indian tribe also watch their children beside a tan teepee."



Prevaricator's Paper #1

BACK TO THE FUTURE

by Bruce W. Wood

The April 1987 issue of Along the Towpath announced a Prevaricator's Contest with an annual prize of \$10 for the best exaggeration of the year. Submit "Prevaricator's Papers" to the Editor of Along the Towpath for consideration for publication and the prize. The first prize will be awarded as of December 1988. Herewith the first entry

Much has been written about conversations members of the C&O Canal Association have had with old-timers of the C&O Canal operating era. Yarns and facts about occurrences along the canal--ghosts, a confrontation in the Paw Paw Tunnel, a 4-hour and 58 minute trip from Cumberland to Washington, etc.

I have just finished having the most interesting discussion about the Canal with a future member of the Association. Let me relate the facts exactly as I heard them.

"Way back in 1986, during the famous Scout Camporee, a policy was begun under the superintendency of Richard L. Stanton that forever changed the C&O Canal. Mr. Stanton, long since gone to the happy canoers paradise of whitewater rivers, began the clearing of vegetation from the prism of the canal. This policy was extended as the years went on until the Park Service was able to 'drive a lawn mower from Cumberland to Washington.'

"In fact, because of the success of this clearing, large mowers, especially designed to conform to the original specifications of the canal prism, were designed. These mowers accommodate locks, aqueducts, the Paw Paw Tunnel, and watered sections with equal ease. They fold to fit through the locks, aqueducts, and tunnel, have ramps that extend automatically to allow passage across the riser in the locks as the machine moves along, and have pontoons to allow floating in the watered sections. They begin at one end of the Canal and mow the width of the canal prism to the other end and return. Because of this improved method of maintenance, the entire prism is clear of trees and uniformly contoured to its historic specifications.

"One day in April, we had a rather unusual rainstorm that re-watered the entire canal for several days. I saw its implications immediately, so I put my canoe into the canal at Lock 1 and started paddling. The force of the down-rushing water was such that I was able comfortably to maintain a pace of about 4 miles an hour. I had only to portage around those locks with gates.

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NEW
MEMBERS

Marilyn Abe, Cumberland, MD
Edward M Benecewicz, Baltimore, MD
R Kenton Craven, Arlington, VA
Joseph M DeGeorge, Centreville, VA
Michael & Helen Englar, Westminster, MD
William H Fariss, Herndon, VA
Nellie M. French, Hagerstown, MD
Eric Ganjon/Cindy Eppley,
Westminster, MD
Joseph W Gibson IV, Gaithersburg, MD
Craig R Giles, Westminster, MD
Edward F Hall, Gibsonia, PA
Steven M Hluchy, Hagerstown, MD
Mr/Mrs John B Howard, Bethesda, MD
Ron Howard, Clarksburg, MD
Carolyn Johns, Falls Church, VA
Larry Jury, Frederick, MD
Ben & Sylvia Levenson, Chevy Chase, MD
Hobart Luppi, Keedysville, MD
Melissa P Marshall, Arlington, VA
Regina G McCann, Hagerstown, MD
Mr/Mrs Steven McCully, Rockville, MD
William & Nancy McGhee, Washington, DC
Mrs Michael J McManus, Potomac, MD
James M. Rice, Jr, Hagerstown, MD
Lois H Rice, Williamsport, MD
Kathy Sferra, Washington, DC
Mr/Mrs Donald E Smith, Bethesda, MD
Richard G Vernon, Potomac, MD
Mary Whitaker, Hagerstown, MD

LEASE AN OLD HOUSE

The June 23, 1987 issue of The Morning Herald of Hagerstown reports that the Superintendent of the C&O National Historical Park is seeking bids on a 5-year lease of Burnside House, a 200-year-old home located on Spring Dell Road and near Lock 42 of the C&O Canal, not far from Dellinger and Neck Roads east of Williamsport and above Dam 4 in Maryland.

The 3500-square-foot house, built of native limestone, has 4 bedrooms, a living room, dining room, den and kitchen and $1\frac{1}{2}$ baths. A garage, storage shed, and three acres of land are included in the lease. Old slave quarters are near the house.

Burnside House is on land once part of a grant of thousands of acres made in the 1700's. Not very much is known of the history of the house itself.

After all bids are received, the house will be opened for inspection. Leased before, it has been vacant for the last 18 months while extensive renovations were being made.

Further information should be requested in writing from the Superintendent, C&O Canal National Historical Park, P O Box 4, Sharpsburg, MD 21782.



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"In case I've not yet mentioned it, a unique feature of this rain was that it was confined to the canal prism. The towpath was completely dry and easily walkable, the Potomac River was at its usual level and reflected the rain only where the canal empties into it. I had no problems all the way upstream because all aqueducts, including Monocacy, Catoctin, and Seneca, have been restored fully. The hiker-bikers along the canal were welcome places to bed down for the night while listening to the rain pour into the nearby canal.

"Did I tell you when all this happened? Why, 2054, of course, in conjunction with the full-length hike celebrating the 100th anniversary of the C&O Canal Association."

With this our successor member left in a whirl of dust as I stood on the towpath where some of the ghosts were reported to have been seen on full moon nights like this one.

VIP REPORT
(Volunteers in the Parks)

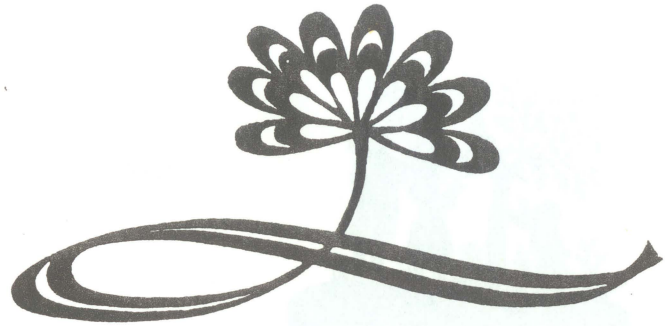
We're beginning to think that January should be a vacation month for the VIP program. This year we were again "iced and snowed" out. However, February more than made up for it. Jim and Sally Bryant, Greg Donaldson, Buddy Gibson, Dave Johnson, Joan Paull, Ken Rollins and Bill Speck first came to MacArthur Boulevard to camouflage the red blaze trail that the public had been using to get to the Canal. In a little over an hour we had completed the job! We then decided to drive to Riley's Lockhouse in Seneca to continue the job of clearing the vegetation from the walls of the lock.

Mid-February found Penni Greer, Bejay Myers, Joan Paull and Edith Wilkerson at the Great Falls Tavern sewing costumes for the barge crews. Since Penni and Bejay make many of the costumes for the living history program at Riley's Lockhouse, it was a great day for them to have volunteered. They found a way to make skirts using less material!

In March we returned to Riley's to continue clearing the prism. Jim and Sally Bryant, Greg Donaldson, Harold and Karen Hubbell, Dave Johnson, Bill Speck, Rachel Stewart, Ed Vernon, James and Pat White and Ranger Donna Donaldson put in 36 hours of work.

On April 18 a call for help found William Bauman, Chris and Gregory Donaldson, Buddy Gibson, Rita Hirrlinger, Dave Johnson, John McKay, Tom Merritt, Bejay Myers, Joan Paull, Bill Speck and Warren Vaneman filling sandbags to help protect the Tavern and several lockhouses from the Potomac flood. These people responded with just one day's notice!

Probably the best VIP day for this year was on May 16. It took 61½ hours of work on this day to complete a job begun in the Fall. Clearing the prism from Violette's Lock to Riley's Lock was our goal. Andrej Balanc, Sally Bryant, Greg Donaldson, Mimi Eller, Curt Elsnew, Harold Hubbell, Dave Johnson, Tom Merritt, Bejay Myers, Joan Paull, Ken Rollins, Bill Speck, Warren Vaneman, James and Pat White, and Bruce Wood completed



the job. We had decided back in March that we would extend our workday (usually from 9-12) until we had finished. We were hoping to finish by three but so many people showed up that we were through by 2:30!

Lo and behold, if we didn't strike again! Lee Brown, Greg Donaldson, Harold and Karen Hubbell and their daughter Brandy, Dave Johnson, Bejay Myers, Joan Paull, Shirley Paull, Ken Rollins, Bill Speck, Warren Vaneman and James and Pat White cleared the vegetation from the top, sides and prism of the Lock and Seneca Creek Aqueduct for our May 30 get-together.

So far this year 33 different people have volunteered 216½ hours! Plan on joining our next trip at the Alexandria Aqueduct on September 12 from 9-12, or any part of the morning. Call Joan Paull (301) 384-8584 for location of Aqueduct.

Would you like to be a docent for the C&O Canal Living History program at Riley's Lockhouse? The program takes place every Saturday and Sunday from 1-4 PM all year. Call Joan Paull (301) 384-8584 for details. It's a fun program. Cathryn Finch and Bejay Myers have been in the program for years and just love it!

We seek volunteers for helping with attendees at Concerts on the Canal, Foundry Square, Georgetown. Volunteer helpers will assist Donna Donaldson, C&O Canal NHP Coordinator for Volunteers, by helping visitors to the concerts on July 26, August 9 and 23, and September 6 and 20. Call Joan Paull (301-384-8584) after you have decided which concerts you would like to help with.

--Joan Paull

RETROSPECTIVE

When we learned from Association member John Crockett III that Robert Estabrook, formerly of The Washington Post, was living nearby in Connecticut, we conceived the idea of having a retrospective few words by the Post Editor who was challenged by Justice William O. Douglas to walk the C&O Canal in 1954. Bob's contribution follows.

It hardly seems possible that 33 years have passed since that memorable hike along the Towpath with Justice Douglas. The memories are still vivid--of an unspoiled and tranquil retreat, of Douglas' 4-mile-an-hour stride, of fellowship and judicial snores, of aching feet and swollen achilles' tendon, of the participation by such notables as Olaus Murie and Sig Olsen and Harvey Broome and the opportunity to meet the redoubtable Benton MacKaye.

Paradoxically, the whole thing might not have come about but for a semantic misunderstanding. My late colleague Merlo Pusey had written an editorial in The Washington Post advocating that the towpath, then in disrepair, be used to create a scenic parkway along the Potomac. What Merlo had in mind was something similar to the Blue Ridge Parkway or Skyline Drive, a pastoral road with plenty of turnouts along which motorists could enjoy the scenery at a leisurely pace. But to Irston Barnes, who came from Connecticut, the word "parkway" recalled the frenetic pace of the Merritt Parkway. He helped persuade Justice Douglas to intervene.

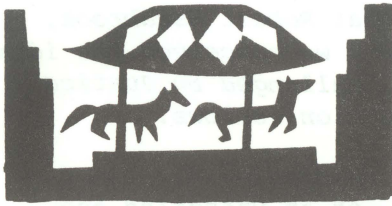
In a letter to The Post, the Justice challenged the editor (I happened to be editor of the editorial page at the time) to walk the Towpath and view for himself the sylvan delights. Merlo and I both accepted. From that grew a nine-day expedition that came to resemble Coxey's Army. The late Aubrey Graves was especially impressive with what looked like a veritable udder of canteens hung on his belt to supply various beverages.

Having thus put our principles to the blister test, Merlo and I began to see increasing merit in preserving the Towpath as a hiking trail. We participated in many of the early reunions, and by the time the National Historical Park was proposed we welcomed it enthusiastically.

I know that the C&O Canal project has given pleasure to millions and for my part I am proud to have had a minor role in events that brought it about. We left the Washington area 26 years ago, but the Canal experience helped confirm a love of hiking that my wife, Mary Lou, and I indulge as often as possible along the Appalachian Trail, which runs through the mountainous area in which we live. Knowing my interest in hiking, in 1973 the town Selectmen revived the ancient office of Perambulator and gave me the duty of walking the boundaries of Salisbury (presumably to insure that there has been no aggression from Massachusetts or New York). This has given me a title for my newspaper column in addition to providing a stimulus for much satisfaction. Somehow I link it with the C&O Canal and the Towpath.

Robert H. Estabrook, a former editor of the editorial page and foreign correspondent for The Washington Post, is editor and publisher emeritus of The Lakeville (Connecticut) Journal, which he and his wife purchased in 1971.





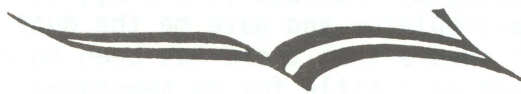
FOUNDATION FORMED TO RAISE FUNDS FOR GLEN ECHO PARK

The Glen Echo Park Foundation, incorporated in the State of Maryland and approved by the Internal Revenue Service as a tax-deductible non-profit organization, has signed a Memorandum of Agreement with the National Park Service. The agreement recognizes the Foundation as an official fund-raising organization for Glen Echo Park, an NPS site on the Potomac palisades adjacent to the Clara Barton National Historic Site and overlooking the C & O Canal National Historical Park and the Potomac River.

Citizens concerned about the future of the park took steps to create the Foundation approximately one year ago when the NPS indicated that the park was eligible for leasing to outside interests under provisions of the Historic Leasing Program. The Foundation now has over 1,000 members, and is in the process of completing its fund-raising plan for submission to NPS.

The Foundation has established the following goals, shared by the National Park Service, for Glen Echo Park: 1) Preservation of the scenic and environmental values and natural resources of Glen Echo Park and its surroundings, and continuation of the park as part of the (National Park) System; 2) preservation, restoration and enhancement of Glen Echo Park and its historic structures as a cultural, educational and recreational resource for all the people, consistent with its heritage as a Chautauqua; 3) Fostering and assuring the use of Glen Echo Park as a center for a broad spectrum of cultural, educational and recreational programs, especially those encouraging participation, performance and by example; 4) development and implementation of long-term plans and arrangements for preserving, maintaining and improving Glen Echo Park, in accordance with the goals set forth above, through the balance of this century and into the next.

Membership categories and dues are as follows: Individual--\$15.00; Family--\$25.00; Charter--\$50.00. Donations in other amounts are gratefully accepted. Association members interested in joining the Foundation may send checks to: The Glen Echo Park Foundation, P. O. Box 719, Glen Echo, Maryland 20812.



THE PATOWMACK CANAL

The June 1987 National Geographic contains a comprehensive, well-illustrated article of interest to Potomac River and C&O Canal buffs. It documents the historical background of the formation of the Patowmack Company and the negotiations over river navigation rights between Maryland and Virginia which eventually led to the Constitutional Convention.

It also tells of the NPS restoration of Matildaville (in the Virginia Great Falls Park) and of the recent running of the Seneca Bypass, part of the old Patowmack Canal envisioned by George Washington. by



William Trout and Joe Ayers, of the American Canal Society and the Virginia Canals and Navigation Society respectively. Trout and Ayers, dressed in period costumes, accomplished their feat in a 1,500-pound replica of an early riverboat.

Author Wilbur Garrett of the NGS editorial staff and his son Kenneth canoed the Potomac from Cumberland to Washington, DC. Garrett narrates an account of that experience and includes many fine photographs by son Kenneth and a comprehensive schematic drawing of old Matildaville and a map of the river depicting how it could, in the words of George Washington, "become a great avenue into the Western Country."

NOTES FROM THE JUNE 20, 1987 MEETING OF THE C & O CANAL NATIONAL HISTORICAL PARK COMMISSION...

The final meeting of the presently constituted Commission was held on June 20 at the Mather Center in Harpers Ferry, West Virginia. Following the meeting, a reception at Hilltop House was hosted by outgoing chairman Carrie Johnson for Commission members, C & O Canal NPS personnel, and guests. Announcements and action items from the meeting follow:

- Linda Toms has been named District Manager for the Palisades District.
- C & O Canal staff have been working with the Glen Echo and Cabin John fire companies on Potomac River safety problems and solutions.
- Lock gates have been installed at Violette's Lock.
- An informal comment made by a Montgomery County official indicates that the County's firing range, once planned for the McKee-Beshers area, may be placed at Dickerson.
- The Washington County Board of Zoning Appeals has given preliminary approval for a boat dock on the West Virginia shore of the Potomac at the site of a 380-acre subdivision. (See article elsewhere in this issue.)
- Brunswick Development Concept Plan: The Commission voted unanimous approval to the following motion: To proceed and accept implementation of the Brunswick DCP.
- An archaeological dig is underway at the Foxhall Foundry site along the towpath next to the Whitehurst Freeway in Georgetown.
- The permit for use of the deck at Canal Square has been extended to September 1987. A representative of Canal Square wishes to appear again at a Commission meeting to plead the restaurant's case for continuing use of the deck; at its February 28 meeting, the Commission voted that the permit for the deck should not be renewed, the deck should be removed, and control of the property revert to NPS. Adam Foster noted that there is a strong move in Georgetown to cut down on public drinking and to protect open space areas; renewal of the deck permit could cause public controversy.
- CSX railroad right-of-way: A number of people have requested the Interstate Commerce Commission to hold a public hearing on the proposed abandonment of this right-of-way extending through Montgomery County into Georgetown; there is no decision yet on the hearing. NPS will do its own appraisal of the section of right-of-way in which it has an interest.
- NPS has ordered an appraisal of the ice house property and the hydro facility site, and will proceed on acquisition of both sites.
- Negotiations between NPS and the District of Columbia government are proceeding on the transfer of title to the area known as Georgetown Waterfront Park; there is a problem with the transfer since 90% of the site was acquired with Federal Highway Administration funds for highway purposes.
- Harpers Ferry Road: Washington County expects to repave this road after June 30, perhaps as soon as July 1987. Twenty-one parking spaces are to be delineated at the Lock 34 parking area.
- River safety: A boating safety bill has been passed by the State of Maryland. A Maryland Department of Natural Resources officer has been assigned to the Great Falls area; Officer John Carpenter will cover the area from Lock 10 to Great Falls.
- Status of Pennyfield Historic Leasing: Six acres are now included with the Heurich house at Pennyfield. Review of the developer's plans for restoration of the house is underway as required by Section 106 of the Historic Preservation Act. The Commission passed a motion to confirm its approval of the project and to encourage every impetus to move the project along.
- The Stegmaier property between the Canal and the river in Allegany County near Oldtown has been acquired by NPS; archaeological work will be undertaken there.
- Closing comments: Chairman Carrie Johnson noted that the Commission's effectiveness in helping the park was due in large part to the C & O Canal and NPS staff. She said that this park must be open to public comment, and that she feels that the Commission has developed a very healthy relationship with the National Capital Region of NPS. Jack Fish thanked the Commission for making sacrifices and for all it has done for the C & O Canal NHP. He said that it is a good thing the Commission exists, and pointed out that it provides a sounding board and hears public comments NPS would never otherwise hear. He said further that the Commission has helped NPS to look at all sides of an issue, that the Secretary of the Interior and NPS are very grateful to the Commission, and that the Commission's efforts are "appreciated by your government."

FROM THE MINUTES OF THE C & O CANAL ASSOCIATION BOARD OF DIRECTORS MEETING, MAY 31, 1987....

Held at the memorial library in Williamsport, this meeting of the Board of Directors was attended by the following nine members: Ralph Donnelly, Robert Greenberg, David Johnson, Earl McFarland, Bettyjane Myers, Kenneth Rollins, William Speck, Sue Ann Sullivan, and Emmie Woodward. Hal Larsen presided. Other Association members present were: Victor Conrad, Ellen Holway, Jane Larsen, and Nancy Long. Some discussion and action items follow:

- Victor Conrad, the Association's Organizational Liaison Representative, reported on three problems in Washington County: 1) A proposal to build shopping centers on the Grove Farm at the Antietam National Battlefield; 2) A proposal to erect a TV tower on Bolivar Heights above Harpers Ferry; 3) A proposal to erect a TV tower at Red Hill near Keedysville. The Association has taken action to register its opposition to the Bolivar Heights TV tower. Conrad reported that the Grove Farm controversy is being adjudicated in the courts, and that those who oppose the rezoning may be able to block the proposed commercial development. At this time, there appears to be nothing the Association can do unless called upon to testify in court. He reported further that Sharpsburg and Keedysville officials favor the Red Hill tower, but that a citizens group (Citizens Against the Tower--CAT) is opposed to the 140-foot tower. Conrad noted that, while the tower would probably not be visible from the Canal at Harpers Ferry, it could probably be seen from the Canal at Shepherdstown, less than three miles distant. A motion was made and passed that the Association should write a letter to CAT expressing opposition to the Red Hill tower.
- The Board voted to approve Resolution #8 as presented at the Association's annual meeting, as follows: The Association will establish a publication, its "Occasional Papers," to solicit and publish papers of permanent value related to the C & O Canal and its park. The Board's vote followed a report by the committee appointed to review the "Occasional Papers" proposal. The report recommended approval of Resolution #8; the establishment of a Publications Committee to solicit, select, edit, produce, and distribute the papers; the establishment of a working fund to finance the publication of "Occasional Papers;" that members of the Association be entitled to purchase copies of "Occasional Papers" from the Association at cost (or at a discounted price to be determined by the Board). The recommendations were amended by the Board to say that the Publications Committee will have responsibility to the Board for all publications. The publication of "Occasional Papers" will not supplant Along the Towpath which will continue to be the Association's official publication.
- Resolution #7 (that the coordinator of volunteer efforts for the Association establish and require the submission of quarterly reports by all who perform volunteer efforts for the Canal park and publish these reports in the Association's Along the Towpath .) was tabled until the Volunteer Coordinator could be present.
- A summary of the Treasurer's report reveals that the Association's checking account balance as of May 29 was \$5,323.76; its savings account balance, \$3,349.89.
- The Board voted that the Association should endorse the following members for consideration for the C & O Canal National Historical Park Commission: Adam Foster (District of Columbia); Sue Ann Sullivan and Ed Miller (Washington County); Bruce Wood, Nancy Long, and Bob Stevenson (Montgomery County); Tom Hahn (West Virginia); Carrie Johnson, Ken Rollins, and Lyman Stucker (Virginia); Carrie Johnson and Bill Davies (At-Large).
- The Board passed a motion to send a letter to Maryland Senators Sarbanes and Mikulski proposing that the Maryland side of the George Washington Memorial Parkway be named the C & O Canal Parkway, and that copies of the letter be sent to the NPS. This action was prompted by a move to re-name the parkway after Clara Barton.
- It was reported that the Association's volunteer efforts have resulted in 31 volunteers who have worked 216.5 man hours on Canal projects since February.
- A motion that the Association affiliate with the Coalition for the Capital Crescent Trail and designate a representative to the Coalition was passed. The Coalition is comprised of approximately 25 organizations, including the American Hiking Society, Potomac Appalachian Trail Club, and the Sierra Club. Capital Crescent Trails proposes a trail on the CSX right-of-way abandonment.
- Ellen Holway reported that, as of May 30, the Association had 326 paid memberships for 1987. New members thus far in 1987 total 47. She reported further that, of the 80 individuals who have not renewed for 1987, 45 were first-year members in 1986.
- A motion was passed to establish a committee to sort out the papers in the Douglas collection.

BOAT DOCK PROPOSAL

The following information is based on a report in the Hagerstown Daily Mail of June 12, 1987.

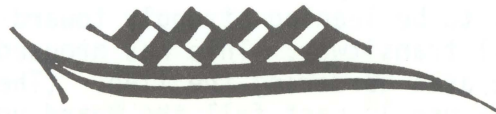
Based on the fact that Maryland maintains jurisdiction over the Potomac River, the Washington County Board of Zoning Appeals voted in early June to grant the owners of a West Virginia subdivision a special exemption to build a boat dock on one of their 69 waterfront lots. The location is near Marlow, WV, opposite Williamsport.

The Patten Corporation Mid-Atlantic was warned, however, that 30 days after the board rendered a written opinion, another party could file an objection and the decision overturned on appeal.

It is expected that the subdivision, which is new on the market, would sell off its lots in about six months. The waterfront boat dock would be used primarily by people who don't own waterfront property for the launch or take-out of small sailboats or for swimming.

TV TOWER DECISION REVERSED

The June 18 issue of a Hagerstown newspaper states that the TV tower proposed for Red Hill in Keedysville has been vetoed by the Maryland Board of Public Works. Because it would impinge on the view from the Canal from Shepherdstown, the C&O Canal Association joined interested parties in opposition to the 140-foot TV tower which was slated to rise on Red Hill near Antietam Battlefield. The Maryland Board of Public Works reversed an earlier decision and halted plans by G. S. Communications to build on the state-owned land.



COMMITTEE APPOINTMENTS

President Larsen announces several committee appointments.

The Heritage Hike Committee consists of Kenneth Rollins, Chair, Earl McFarland, James Bryant, Louis Odom and Larry Jury.

The Nominations Committee for the 1988 Elections is chaired by Rita Hirrlinger, with members George Kline, Lyman Stucker and David Scally assisting.

The Permanent Environmental Committee's charge is to observe activities that take place that may encroach on the integrity of the Canal and to propose recommendations to the Board of Directors for policy positions to be taken by the Association.

David Johnson is chair of the Environmental Committee; he will be assisted by William Faylor, John Chandler, Adam Foster and Victor Conrad.

The Permanent Membership Committee will study means of increasing the membership as mandated by the Association members at the last Annual Meeting and will make recommendations to the Board of Directors.

Committee members include Wilhelmina Eller, Chair; John Chandler, Ellen Holway and Margot Foster.

The two Permanent Committees serve until terminated by the Board of Directors.

President Larsen has also appointed Donna Boies as the Association representative on the Coalition on the Capital Crescent Trail and Victor Conrad as Organization Liaison Representative.

FROM THE ENVIRONMENTAL COMMITTEE. . .

The following issues were identified as vital to the interest of the C&O Canal NHP in a recent letter from Dave Johnson, Chairman of the Association's Permanent Environmental Committee, to members of the Committee.

1. The Montgomery County solid waste management plan and the proposed construction of a mass-burn resource recovery facility on PEPCO property adjacent to the park, near Dickerson, may be the most urgent pending threat. At its last meeting the Board adopted a resolution opposing the siting of this facility in the vicinity of the park, and a letter expressing our position was forwarded to the president of the County Council. The plan is currently before the Council, with a vote expected later this spring or early summer. If approved by the Council, further hearings must be held by state agencies before final permits can be granted. The matter is not closed, therefore, and is one we should follow closely and be prepared to advise the Board of further steps that the Association should take, in co-operation with other organizations that are opposed to building the facility at that site.

2. The proposed use of the B&O's Georgetown Branch is an issue in which the Association's interest is not so clear-cut. The ultimate disposition of the inactive B&O right-of-way from Silver Spring to Georgetown directly affects the C&O Canal only in the section between Arizona Avenue and Key Bridge. The National Park Service is actively negotiating with CSX Corporation to acquire that property. Therefore, our obvious interest is covered, and unless the negotiations reach an impasse, no policy position or action by the Association is necessary. The remainder of the rail line, however, is another matter. This section has been leased to Montgomery County. The Coalition for the Capital Crescent Trail is pushing strongly to have the county develop the right-of-way into a hiking and bicycling trail, which would connect upper Rock Creek Park with the C&O Canal towpath. The county government appears to be leaning strongly toward use of the Silver Spring to Bethesda portion for a bus or rail transitway. This has aroused substantial opposition from citizens' associations in the area bordering the line. (The Bethesda-Brookmont section would still be available for park use.) Last fall the Board voted to express to the Coalition the Association's interest and concern, but to state that we were unable to offer firm support until a specific proposal is defined, and to indicate that the Association's primary interest is along the canal. Since the efforts to create this trail, which would be a spur or feeder to the towpath, are increasing, perhaps it is time for the Board to reconsider its position. Therefore, this is a possible subject of study for this committee.

3. An article in The Washington Post last month described a proposed new entrance to Georgetown University from Canal Road. The plan is designed to avoid construction of a cloverleaf extending over the canal, and the university's spokesman indicated that protection of the canal was a primary consideration in the design. This appears to be an issue that we should watch for any changes that could negatively affect the canal.

4. The Corps of Engineers has begun flood control studies in West Virginia on the South Branch of the Potomac. As reported in the Potomac Basin Reporter, a COE spokesman stated that they "are not resurrecting previous studies, but starting from the beginning" since those done twenty years ago were aimed at water supply, not flood control. The new studies do not appear to involve the North Branch or the main river at this time. We should be alert, however, for any expansion of these studies.



"POTOMAC RIVER WATCH" BEGINS 10TH SEASON

The "Potomac River Watch" is a weekly radio report on the conditions of the Potomac River and its tributaries supplied to broadcasters during the summer recreation/vacation season.

The 60-second report is prepared by Joan Schoshinski of the Interstate Commission on the Potomac River Basin, to bring basin-wide residents information on river conditions, boating safety, fishing reports, and other water-related events. It encourages persons to take advantage of the many wonderful recreational opportunities available not just close to home but also in other parts of the basin.

Each week, the Commission receives first-hand reports from volunteer river watchers who live and work along the Potomac. Broadcasts are based on reports from many organizations including the Maryland Department of Natural Resources Police, Flintstone, MD; C&O Canal Headquarters based in Sharpsburg, MD; Potomac Trail Outfitters, Knoxville, MD; White's Ferry, Dickerson, MD; Great Falls Park, Great Falls, VA; Fletchers Boat House, Washington, DC; Roosevelt Island, National Park Service, Washington, DC; Anacostia National Park Service, East, Washington, DC; Potomac River Fisheries Commission, Colonial Beach, VA; Potomac River Museum, Colton Point, MD; Point Lookout State Park, Scotland, MD; Smith Point Marina, Smith Point, VA; and many more. The National Weather Service provides up-to-date weather and river conditions for the basin, including points of the river that may be hazardous for recreation.

Some of the participating radio stations are: West Virginia: WEPM-1340 AM, WKMZ-970.5 FM, Martinsburg. Maryland: WCBC-1270 AM, Cumberland; WTRI-1520 AM, Brunswick; WKIK-1370 AM, WGRQ-95.5 FM, Leonardtown; WPTX-920 AM, WMDM-97.7 FM, Lexington Park. Virginia: WPWC-1480 AM, Dumfries, WNNT-690 AM & 101 FM, Warsaw.

For further information, contact Joan Schoshinski at ICPRB, Suite 300, 6110 Executive Blvd., Rockville Maryland 20852, (301)984-1908.

Reprinted from the Potomac Basin Reporter, May 1987, published by the Interstate Commission on the Potomac River Basin.



H E L P !

Palisades Volunteer Coordinator Joan Paull would appreciate assistance in locating the pictures which she used during her report at the February Annual Meeting in Burkittsville. The report concerned 1986 VIP activities.

When she was about 40-50 miles down the road enroute home, she remembered the pictures were not among the things she had collected to take home. Frantic phone calls have failed to turn up their whereabouts. If you know where they are (they were color photos mounted on newsprint), please call Joan with the happy news.

The pictures ultimate destination is the Association album of volunteer activities which will reside in the archives.

CITIZENS GROUP FORMS TO WORK FOR ABATEMENT OF AIRCRAFT NOISE

A group of concerned Virginia, Maryland, and District of Columbia residents have formed Citizens for the Abatement of Aircraft Noise (CAAN, Inc.) to work for the decrease in noise levels from aircraft using National Airport. (The established flight path follows the Potomac River from the American Legion Bridge at Cabin John to the airport.) CAAN's objectives are: 1) to establish an absolute curfew on nighttime flights; 2) to ensure that the Airport Authority gives priority to upgrading facilities at Dulles, where improvements will be more rational, effective and economical than those at National Airport; 3) to encourage transfer of as many commercial jet operations as possible from National to Dulles; 4) to establish a "noise budget" for National which can be met only by a combination of quieter aircraft and reduction in flight frequency.

In a paper distributed to thousands of residents in the affected area, CAAN says that "the noise levels we endure go beyond what any residential area should be asked to tolerate; every day, seven days a week, there are more than 300 flights which roar overhead from early in the morning until late at night." The paper continues: "Congress recently transferred control of National and Dulles Airports to a new Airport Authority, a political body with unprecedented power. In the coming months, it will begin raising and allocating hundreds of millions of dollars to upgrade facilities at National and Dulles. At the same time, it will be under new pressures from commercial interests to lift what few restrictions currently exist on flight scheduling out of National. This new situation could well result in even greater use of National Airport and an increase in commercial night operations."

Further information may be obtained by contacting CAAN at 301-229-0549 or 301-229-0754, or at CAAN, P. O. Box 1475, Bethesda, Maryland 20817.

LETTER TO THE EDITOR - - -

AN ASSOCIATION SHAME

Let Bruce Wood speak for Friday night; but only six out of perhaps a hundred Washington area hikers and diners chose to camp out at Spring Gap Saturday. And that for a hike honoring Justice Douglas, not as a jurist but as an outdoorsman. And that for commemorating an historic trek preserving the Canal from becoming a roadbed. That night association members voted with their wheels for highways, preferring traffic to river bank camping.

And those six did little honor to woods-manship. A father and two boys, luckily small, spent both nights tight and snug (too much both) in the small caravan quarters of a pick-up body. And my daughter and I demonstrated clumsy violations of three cardinal campcraft rules: #1, never try to erect a new, high-tech tent, first time, in the woods; #2, never attempt to do so after dark; and #3, never attempt to do so with a candle for illumination. The senior participant was doubly guilty for he had tried the same 35 years ago, and disremembered!

Spring Gap campground revived memories. In the river bottom dew at evening already wet the grass, disabusing of sleep under

clear close stars, and by morning had drenched. Trains, just across the Potomac, trees and bank behind them reflecting sound, came chunk-Chunk-CHUNK and CLASH-Clash-clash (up and down doppler) half a dozen times; but after the first we realized they did not actually pass between the tents. And by morning we had rolled off every lump in the ground to the downhill side of the tent (no slope noticed on pitching); and mountain chill had found feet, head, and the crack at midsection. And how do you find the johns, tastefully in the distant background, in dark with a 5-foot flashlight beam! Only Christopher Parker, enured from two thru-hikes and more nights on the Canal than most of us count, survived imperturbable.

And we loved it. In the morning Christopher and Janet had a fire going. I had a Primus boiling water for cocoa and instant cereal. The sun dried gear (mostly) before packing. We drove to Hanson's for bacon, pancakes, and scrambled eggs, and on to Washington through a beautiful spring morn, with no hard feelings for those who fled the Queen City hastily or enjoyed her only from motel-chain rooms.

--W. H. Speck
Bethesda, MD

ELEVENTH ANNUAL C & O CANAL DAYS

**At
Williamsport, Maryland
Intersection of I-81 and I-70**

**Williamsport Bi-Centennial
1787 - 1987**



August 19, 20, 21, 22, 23

1987

Williamsport Bi-Centennial 1787 - 1987

**There are lots of things
to see and enjoy!**

History

The history of the region spans the French and Indian War, the Revolutionary War and the Civil War, C & O Canal, Aqueduct, Fort Frederick, and Antietam Battlefields offer interpretations of these historic periods.

C & O Canals Banquet & Dance

Events Galore

- C & O Canal Days Beauty Pageant
- C & O Canal Days Dinner and Dance
- Ox Roast
- Street Dance
- Goodloe Byron 10,000 Meter Run
- Over 125 Arts and Crafts Display Exhibitors
- Steam Engine Displays
- Giant Parade
- Many Entertainment Performance Groups
- Super Fireworks Display
- National Park Service Interpretive Walks
Meet and talk with Park Rangers and Canal Boatmen

**Five Big Days
of Fun and Enjoyment!**

ALL EVENTS ARE FREE

Unless otherwise stated

For Further Information:
Elissa Slayman, Chairperson
C & O Canal Days
P.O. Box 165
Williamsport, Maryland 21795

1987

JULY							AUGUST							SEPTEMBER							OCTOBER						
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							242	243																			

CALENDAR OF COMING EVENTS

Sunday, July 26 - Concerts on the Canal*
 Sunday, August 9 - Concerts on the Canal*
 Sunday, August 23 - Concerts on the Canal*
 Sunday, September 6 - Concerts on the Canal*
 Sunday, September 20 - Concerts on the Canal*

Saturday, September 12 -
 First Fall Worktrip; project
 to be announced; call Joan
 Paull, (301) 384-8584.

Saturday, October 24 - Heritage Hike;
 details in next newsletter.

* For details on volunteering to serve at Concerts on the Canal, call Joan Paull (301) 384-8584 after you have decided at which concerts you would like to assist. See also the "VIP Report" elsewhere in this issue.

ALONG THE TOWPATH is published in January, April, July and October by the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366.

Editor is Nancy Long who welcomes communications from the membership. Address her at 6001 Bryn Mawr Avenue, Glen Echo, MD 20812. Associate Editor is Ellen N. Holway

Production and distribution assistance is provided by Susan "Butch" Henley. 1987-88 Association officers are:

President: Harold A. Larsen, 1314 Kurtz Road, McLean, VA 22101

First Vice President: Carl Linden, 6406 Ridge Drive, Bethesda, MD 20816

2d VP & Level Walker Chairman: Michelle Carsrud, 11412 Cherry Hill Rd, #102, Beltsville, MD 20705

Secretary: Marguerite Foster, 3047 West Lane Keys, NW, Washington, DC 20007

Treasurer: William H. Speck, 5123 Westridge Road, Bethesda, MD 20816

Information Officer: Katherine Seward, 5103 Acacia Avenue, Bethesda, MD 20814

Board of Directors: *Terms expire in 1990*: Wilhelmina (Mimi) Eller, Susan "Butch" Henley, Earl McFarland, Jr., Kenneth S. Rollins, Edith C. Wilkerson; *Terms expire in 1989*: Karen M. Gray, Robert Greenberg, Anne Murphy Korff, Bettyjane F. Myers, Emmie Woodward; *Terms expire in 1988*: Ralph H. Donnelly, Rita C. Hirrlinger, David Johnson, Joan Paull, Sue Anne Sullivan.

Association Dues - One calendar year: \$10; Family \$15; Patron \$20; membership includes subscription to ALONG THE TOWPATH.

DIRECTORY

C&O CANAL NHP

TELEPHONE NUMBERS & PERSONNEL

Revised June 1987

C&O CANAL NHP HEADQUARTERS, Box 4, Sharpsburg, MD 21782 (301)739-4200

Administrative Officer - Linda Toms. x 204
Acting Chief of Maintenance--Dan Hostler. x 239 or (301)678-5548
Chief Ranger - Dave Murphy x 222
Historian - Jack Sanderson (301)739-4200
Curator - Lee Struble. x 231 (cottage), x 230(Archives)
Chief, Interpretation & Visitor Services - Gordon Gay. . . . x203 or x 223

Palisades District, 11710 MacArthur Blvd, Potomac, MD 20854--Great Falls Tavern
general information recording (301)299-3613
Specific information requests (301)299-3614

District Manager - Linda Toms
Rangers: Tom Nash, Helen Lilly, Edie Roudebush, Donna Donaldson, Sally
Griffin, Chris Lea, Chris Kinneary, Rudy Carrasco, Nancy
Campanella
Administrative Technician - John J. Frye (301)299-2945

Georgetown Visitors Center, 1055 Thomas Jefferson Street, Washington, DC
(Foundry Mall). (202)472-6685

The Palisades District begins at Milepost 0(Tidelock) and continues
to Milepost 31 just above Edwards Ferry.

PIEDMONT DISTRICT, Canal Road, Sharpsburg, MD 21782 (near Antietam Aqueduct)
Tel: (301)739-4200, x 237; (301)739-6179; or after hours (301)739-4204

District Ranger - Dwight Stinson
Rangers: Robert Roderick, Ed John, John C. Frye, James Seibert, Roland
Hamilton

The Piedmont District begins at Milepost 31 just above Edwards Ferry and
ends at Milepost 106 Approximately .8 mile below Dam 5.

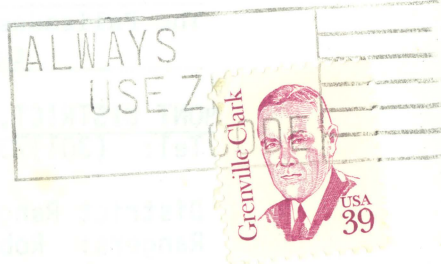
ALLEGHENY DISTRICT, 180 West Main Street, Hancock MD 21750 . . . (301)678-5463

District Ranger - Mike Mastrangelo
Rangers: Martin Gallery, Rick Erisman, Paul Apple, Ken Newbraugh, Roger
Ross, Rita Knox, John Bailey, William Orndorff

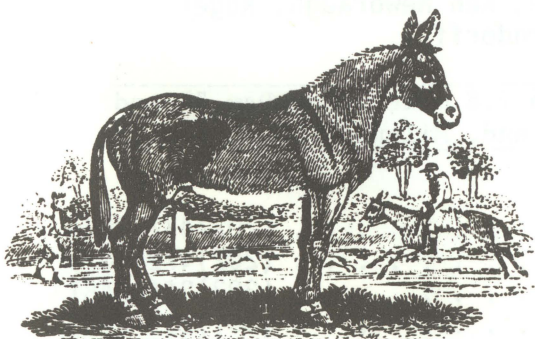
The Allegheny District begins at Milepost 106 (.8 mile below Dam 5) and
ends at the Canal Terminus, Cumberland, Milepost 184.5.

Abner Cloud House (202)472-2679
Georgetown Barge Operation. (202)472-4376
Fletcher's Boat House (202)244-0461
Canal Clipper, Great Falls Tavern. (301)299-2026
Western Maryland Station Center (301)722-8226

C & O Canal Association
P. O. Box 366
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FIRST CLASS MAIL



1 The Mule

John C. Frye
Gapland, MD 21736