

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 3

A GREAT EVENT TAKES PLACE IN THE C & O CANAL NATIONAL HISTORICAL PARK

From all accounts, the 1989 Justice Douglas Through Hike of the C & O Canal was a great success -- a learning experience during two April weeks of camaraderie, good food, sore feet, and just plain fun and enjoyment amid the beauties of nature.

The Saturday evening kick-off banquet in the Western Maryland Station Center, attended by a festive crowd including Cumberland Mayor and Mrs. George Wyckoff, predicted the good times to come.

Supreme Court Justice Sandra Day O'Connor cut the ceremonial ribbon on a bright and breezy Sunday morning, and led hikers at a brisk pace from the Station through the remnants of the turning basin and on to the towpath, to the accompaniment of a spirited pipe band in full regalia.

Among the culinary highlights was "Spaghetti Potomac," prepared by Chef Dick Stanton and his sous-chefs and served at Four Locks. A cake to celebrate the birthday of hiker Gene Bergman provided a fitting finish to a sumptuous repast.

Evenings in camp found hikers composing verses to the 1989 hike ballad (see page 6), regaling each other with stories, and exchanging tales of the day's events.

Appreciation and praise are due to the many Association members who planned and carried out the hike, and to the staff of the C & O Canal National Historical Park for their unfailing and good-natured cooperation, assistance, and participation.

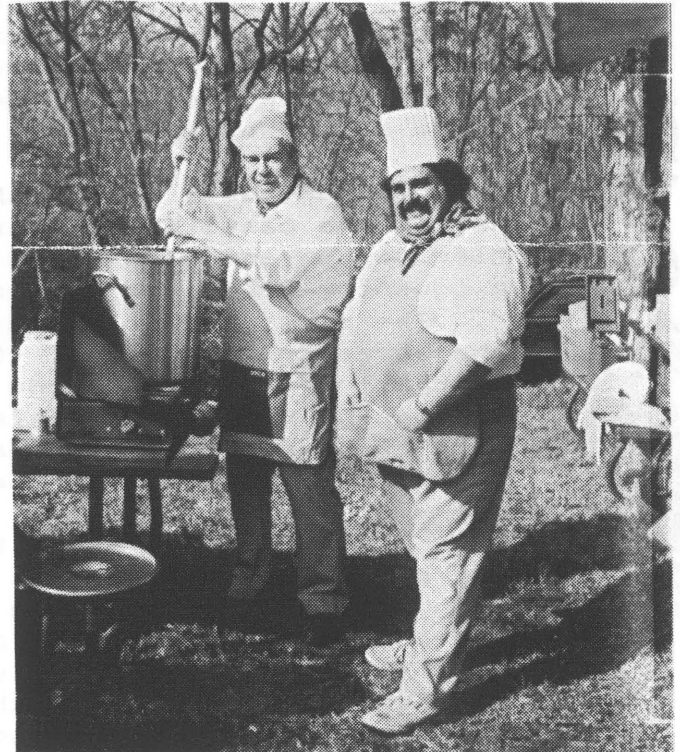
Herewith some comments in retrospect from some of the hikers who completed the entire 184.5 mile trek:

"The C & O Canal Hike this year exceeded my greatest expectations. I had been wanting to hike the entire 184.5 miles for several years, and when I saw the article in the local paper, I jumped at the opportunity to join the group of C & O Canal enthusiasts.

"The hikers proved to be very friendly and compatible. The meals and everything were beyond what I had expected. I fully appreciate the amount of background preparation that had gone into making this such a successful adventure.

"It was a pleasure meeting and making friends with both the new and veteran Association

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Dick Stanton and Mike Mastrangelo ready to serve up "Spaghetti Potomac" at Four Locks.

(Photo courtesy Hal Larsen)

PRESIDENT'S COLUMN

by Hal Larsen

Now that the 35th anniversary Justice Douglas Reunion Hike is behind us, I am overwhelmed by how good a time we had. The planning occupied us for many months, so much work just for a two-week event. Yet it was worth all the effort, worry and and, yes, sometimes serious doubts about it all. But I am reminded of Ken Rollins's laid-back comment every time I expressed some concern: "It'll all work out." He was right. A hike with no glitches, splendid weather (never mind that last day), and a fine mix of congenial people - these ingredients combined to make for a good time.

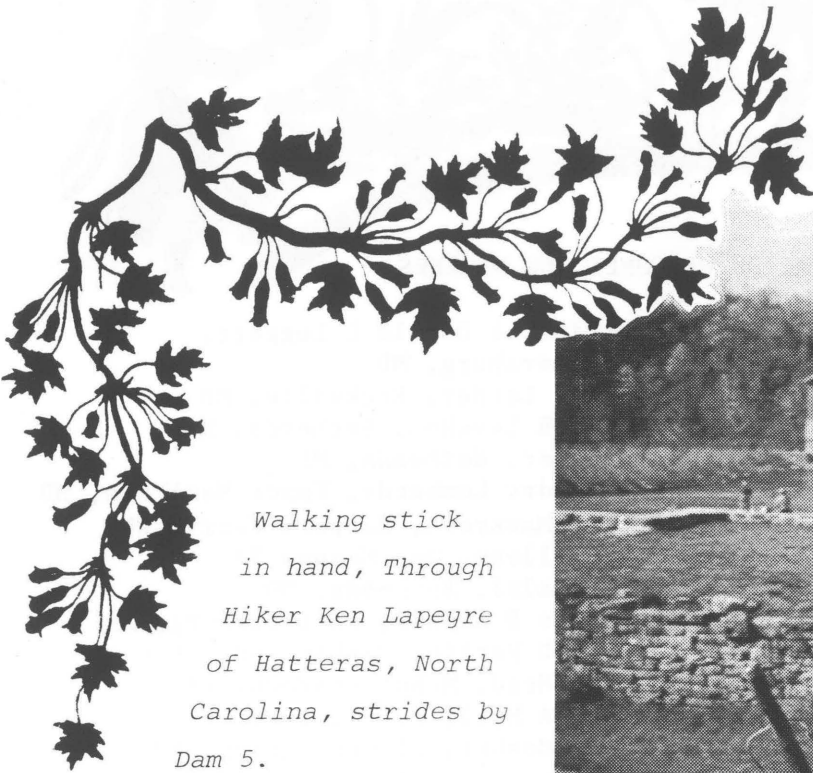
U.S. Supreme Court Justice Sandra Day O'Connor sent us on our way with her best wishes. How fitting on this 35th anniversary when we recalled our indebtedness to an earlier Justice - William O. Douglas - to have a present-day successor hike with us. Justice O'Connor clearly grasped this significance. As was apparent in her remarks before the hike began. When we set off, led by the colorful Scottish highlanders with their shrieking bagpipes, the Justice soon illustrated hiking prowess. She led the pack at a brisk four-mile-per-hour pace. She clearly enjoyed her walk of a little more than four miles to Candoc Lane, where a car was waiting to take her back to Cumberland.

We do well to remember Justice Douglas and his success in saving the canal for posterity. But for him no modern-day justice or anyone else would be able to enjoy the quiet peace he so eloquently described in his famous letter to the Washington Post: "...The river and its islands are part of the charm. The cliffs, the streams, the draws, the benches and beaches, the swamps are another part. The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter - these are also some of the glory of the place." Anyone who has hiked on the towpath knows what he meant.

Other thoughts about the hike are a hodge-podge: the morning so cold that breakfast could be eaten only with gloved hands, the mists rising from the river to vanish as brilliant sunshine promised another perfect day, the stentorian tones of Paul "Big Foot" Tourigny rousing slugabeds, the nights around the fire, singing or listening to that master raconteur, Ralph Hoffman of Tennessee, and the unaccountable sense of well-being when the tent is up and the tired hiker is stretched out inside, resting after the day's hike.

In camp people got to know each other very well. Much discussion centered on the differences in snores: some are bass, others tenor, some have quite a range. The plotting and planning to avoid tenting next to a notorious snorer occupied much time. The plotters and planners were usually, unbeknownst to themselves, the worst offenders. But was it really offensive? The a capella snoring in the quiet night had a certain homey restfulness about it, an invitation to sleep to anyone wakeful.

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Walking stick
in hand, Through
Hiker Ken Lapeyre
of Hatteras, North
Carolina, strides by
Dam 5.



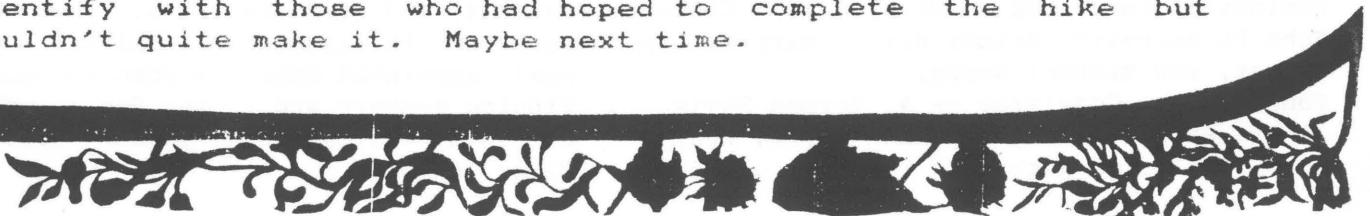
(Photo courtesy Hal Larsen)

(continued from page 2)

In getting to know each other hikers learned how much they liked each other. The hearts of tough corporate executives and steely bureaucrats softened as they observed blossoming romance on the towpath. One old veteran found a buddy from long ago - they had participated in the same battle but didn't know it until they met at the evening campfire.

The nicest people in the world are the rangers of the National Park Service. The smiles, the self-confidence, the solicitude, the selflessness, the dedication to the proposition that we hikers should have a good time were easy to see. The high point was Chef Stanton's spaghetti dinner at Four Locks - rangers in chefs' uniforms, their wives in 19th-century American country dresses, the food exceptionally good, the attention to detail, all represented a great effort by these fine people. From the very first day with the excellent security at Cumberland for our honored guest to our final banquet with a video account of the hike all ready for our viewing, the park service made our hike memorable.

To the 29 hikers who completed the hike I offer my congratulations. I'm not one of them. I had to miss part of the hike owing to a cold contracted on Potomac's damp shores. So I can identify with those who had hoped to complete the hike but couldn't quite make it. Maybe next time.





THE C & O CANAL ASSOCIATION WELCOMES NEW MEMBERS

Fran Asbeck, Boyds, MD
Dennis M Barry, Washington, DC
Betty Beckley, College Park, MD
Rosemary Beiermann, Burke, VA
Julia Belton, Great Cacapon, WV
Victor M Berke, Gaithersburg, MD
Thomas K Carter, Glen Echo, MD
Ken & Sandra Clements, Middletown, MD
Mark I Cinnamon, Chevy Chase, MD
Frank Daspit & Nell Hennessy, Washington, DC
Morris Davidson, Silver Spring, MD
Paul R Davis, Jr, Gaithersburg, MD
Ruth A Dougherty, Fairfax, VA
Mr/Mrs John Downs, Greenbelt, MD
Olvin Ferguson, Jr, Silver Spring, MD
Edmund Finegold, Chevy Chase, MD
Robert A Flocke, Springfield, VA
Martha & David Foley, Takoma Park, MD
Berton G Grose, Arlington, VA
Dorothy T Grotos, Arlington, VA
Betty L Harmison, Berkeley Springs, WV
Caleb Hathaway, Bethesda, MD
James D Hathaway, Bethesda, MD
Babe Hawvermale, Berkeley Springs, WV
Martin L Heavner, Ijamsville, MD
Richard E Hegner, Columbia, MD
Louis F Herrmann, McLean, VA
Linda Johnner, Silver Spring, MD
Dorothy Johnson, Washington, DC
Scott & Pamela Jung, Bethesda, MD
Robert D Kahn, Gaithersburg, MD
Caroline Klam, Arlington, VA
Daralyn Klam, Gaithersburg, MD
Warren G Kinzey, Washington, DC
Wilhelmina Lawson, Washington, DC
W Glenn Lee, Cumberland, MD

Cynthia C & Donald L Leggett,
Gaithersburg, MD
Pauline Lerner, Rockville, MD
Robert R Leyshon, Bethesda, MD
Al Lister, Bethesda, MD
Ann-Landry Lombardy, Upper Marlboro, MD
Robert Mackreth, Harpers Ferry, WV
Stan Malless, Des Moines IA
Carol Malmi, Bethesda, MD
Franklin B Maphis, Gaithersburg, MD
Jerome D Martin, Washington, DC
Alan R Mead, McKnightstown, PA
Leslie A Meil, Potomac, MD
Connie Mosher, Silver Spring, MD
John Murrmann, Glen Burnie, MD
Mark W Podvia, Bedford, PA
David Popper, Washington, DC
Thomas E Posey, New Carrollton, MD
Roseann Rafferty, Bethesda, MD
John L Riggles, Washington, DC
Ellis Rosenberg, Rockville, MD
James G Sartwell, Odenton, MD
David & Jane Savage, Rockville, MD
Helen & Donald Shaw, Bethesda, MD
John & Elissa Slayman, Williamsport, MD
Ginny Small, Rockville, MD
Leslie H Sobin, MD, Washington, DC
Pat Stakem, Laurel, MD
Sandy & Myron Ulman, Potomac, MD
Bertil & Helen I Walstedt, Reston, VA
Jim & Joanne Ward, Bethesda, MD
Jannis L Warren, Gaithersburg, MD
Sheila J Willoughby, Gaithersburg, MD
James M & Joan R Wilson, Bethesda, MD
Mrs Robert Wormald, Potomac, MD
Mr/Mrs Park D Wyman, Chevy Chase, MD

LARSEN ANNOUNCES COMMITTEE APPOINTMENTS

Association President Hal Larsen has announced the following committee appointments:
Nomination Committee -- Helen Rosen, Chair; John Fondersmith, Arthur Korff, Mary Miltenberger, and Michael Werth.
Publications Committee -- A. Vernon Davis, Chair; Sandra Hemingway, Anne Korff, Nancy Long, and Nilda Roth.

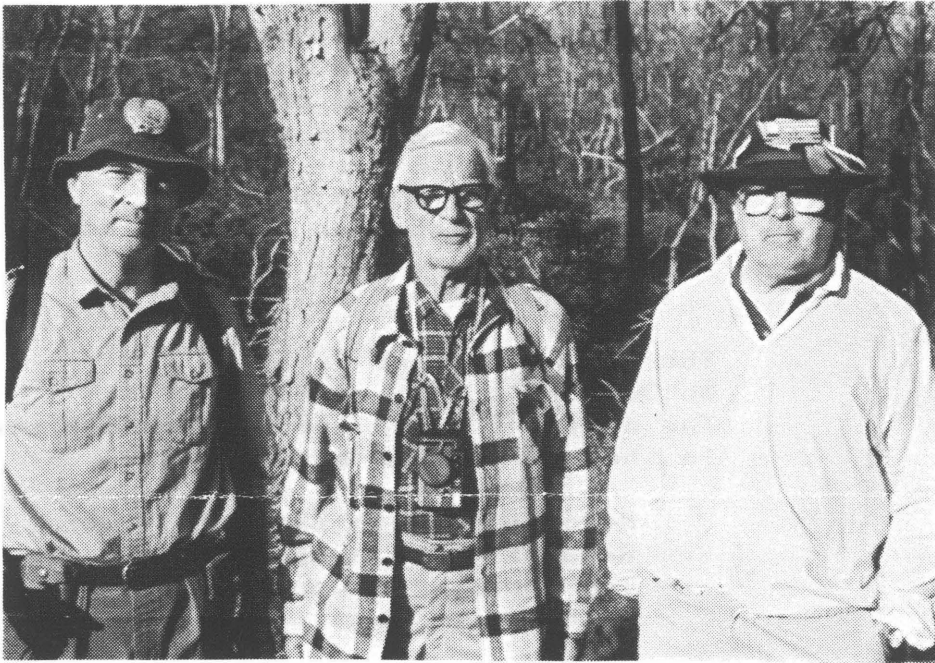
Heritage Hike Committee -- Louise Taylor, Chair; Kathleen Franck, Nilda Roth, Elena Sacchet, and Isobelle Trams.
Permanent Environmental Committee -- The newly appointed chair is John Chandler. Continuing members are Victor Conrad, Charles Cremeans, William Failor, James Hill, and David Johnson.

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members. I thoroughly enjoyed seeing the many wild flowers along the towpath, which fellow hikers helped me identify, and listening to the many bird calls. Most of all I enjoyed the evenings around the campfires, with the story telling and the sing-alongs. For future years, I would suggest that song sheets be made available, so that all can join in.

"I am already looking forward to 1994 when I can again join the Association members on another trek from Cumberland to Georgetown, Keep up the good work!" (Howard Buhrman, Smithsburg, Maryland)

"I have nothing but praise for the towpath walk and all who made it so successful from the support staff, to the Park Service, and including those who fed us in Paw Paw, Brunswick, etc. Weren't we lucky with the perfect weather for those two weeks. The C & O Canal Association planned and executed a grand occasion for those of us who just had to use our feet! Thank you very much." (Joan C. Lovett, Holderness, New Hampshire)



Lou Odom, Springfield, Virginia; Earl McFarland, Bethesda, Maryland; and Charles Otstot, Arlington, Virginia, pause for picture-taking along the towpath. (Photo courtesey Hal Larsen)

"Picture this: the hikers relaxing in the woods of the Izaak Walton Club. Tired from a day's hiking, but drinking up the sylvan scene about us: the dogwood and azalea giving a bit of color in the background and the ducks chatting away on the nearby pond. It was about as far as one could get from the hustle-bustle of the world; no trains or planes; just a quiet peaceful time.

"Ting-a-ling!!! What is that??? The spell is broken. The telephone is found nestled in the crotch of a nearby tree. 'Hello. No Mr. Walton is not home. Sorry!'" (Charles M. Otstot, Arlington, Virginia)

"On a hunch -- 'I can do it,' the group I joined for the 1989 C & O Canal hike made it easy. What an organization; what a group of people; what an interesting experience; and what a wonderful time!

"Due to some well executed planning; smiled on by good weather; and composed of a great group of young, old, and in-between hikers -- my compliments to all involved. It is a pleasure to be a member of this organization and to have been a part of the 1989 C & O Canal Hike. (Things went fine in '89.) Sincerely, 'The Rookie'" (Jack G. Smith, Frederick, Maryland)

"Block out pressures of day-to-day living. Treat yourself to the beautiful outdoors. Meet new friends. Hike the C & O Canal from Cumberland, Maryland, to Washington, D. C. 184.5 miles in 14 days.

"I started out taking one day at a time. Not knowing if I would return the next day. Before I knew it, I was at the half-way mark. At that point, I said to myself, 'why not -- go all the way,' and I did.

"It was a challenge and a very self-satisfying experience. I highly recommend the hike to anyone who wants to see nature at its best. If you are lucky like I was, you may even see a tardy of turtles.

"Thank you, Justice William O. Douglas, for saving the towpath for people like me. Thanks to the C & O Canal Association for their time and effort in sponsoring the 35th Anniversary Hike. And special thanks to the Park Rangers for their help and assistance.

"P. S. Betty Lou, Judy, and I did not know what a group of turtles were called, so we came up with a tardy of turtles. Sounded good to us." (Babe Hawvermale, Berkeley Springs, West Virginia)

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1989 HIKE SONG

BY the 1989 Hikers; compiled and edited by Bob Greenspun

We had a proper sendoff,
The mayor made a speech,
the drummers drummed and pipers piped
'Til we passed out of reach.

Chorus: Oh, the C&O is arisin',
And the gin is a-gettin' low,
And I scarcely think that we'll get a drink
'Til we get to Glen Echo.

With Dick Stanton and his rangers
In the van and in the rear,
We were treated to a zesty brew
Of Dick's blue-ribbon cheer.

The bench was represented
As we started that first day,
For from Wills Creek to Candoc Lane
A justice led the way.

We started out from Cumberland;
A high-class dog came, too.
He thought he'd be in Washington
Before his hike was through.

The first day out was easy;
Only a few miles to do;
A stray canine fell into line;
Four legs are better than two.

We've rangers hiking with us:
Linda, Chris and Rick along.
We're so glad to have them with that
We've put them in our song.

We passed some mighty boulders
As the towpath cut through shale,
But none so unforgettable
As bluestone on the trail.

In the middle of a downpour,
We were wet as wet could be;
They took us into Paw Paw town
For beans, fried chicken and tea.

Being just a youngster
On this hike is neat,
But I hardly think I'll go so far
As a pair of tough old feet.
(By James White, age 12)

The fog it is arisin',
And the campground is getting dim;
I scarcely think we'll get to sleep
Without that drop of gin.

Oh, Donna plans the menus,
And Midge and Edith shop;
They meet our needs and keep us pleased
As along the trail we trot.

The morning people rise and shine
Before the sun is up,
Yet one last person needs a lunch
When we have just picked up.

Jarred awake one dawn by shrieking;
Did someone take a fall?
Or was it a bird or the CSX?
No, merely Paul's wakeup call.

As we arrived in Hancock
Quite a sight our eyes did meet;
Two miles without bluestone,
What a podiatric treat.

There's a poignant irony
On Douglas's Post appeal;
The dominant sound east of Hancock town
Is the roar of the automobile.

Midge and Edith from their van
Have given us a spread;
The cooks with Donna's recipes
With gourmet meals have fed.

My poor old feet are aching;
My poor old back is, too.
From the Round Top plant to Hancock
Is as much as I can do.

The Hancock meal was yummy;
The lights were a bit too bright.
My feet are really hurting,
But I'm sure I'll be all right.

The trail was smooth and winding;
Good food was everywhere.
We hikers just kept walking
Knowing someday we'll get there.

Old timers all around us;
Rookies walking, too.
Big Foot, with his voice and call,
Broke camp in morning dew.

Sore feet, bad weather 'round us;
Still, we just plowed on through.
Thriving on camaraderie,
And top-drawer camper's stew.

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"Birding on the Big Hike. I went on the 1989 Commemorative Hike because it was an opportunity that I had long wanted, and it was too good to pass up. Hiking and birding are somewhat mutually exclusive, but, as Justice Douglas knew, the birds could scarcely be avoided along the towpath. There were restful hours in camp, early and late in the day when one could give one's undivided attention to the birds. In all, I recorded 63 species during the hike, not bad for late April and before the season of heaviest migration.

"Notable observations: Early chimney swifts swooping over Cumberland while we awaited the ribbon-cutting on Sunday morning. The raven, cruising past Town Creek campground the misty early morning of Day Three, cinching identification by issuing a throaty 'Kraaaak!' Chipping sparrows in small flocks, disputing the towpath right-of-way with us hikers and skittering from grassy patch to grassy patch ahead of us. Wood ducks in pairs, flying up and down the Potomac and emitting their unducklike squeaks. Ubiquitous red-bellied woodpeckers and Carolina wrens. Various belated winter residents (white-throated sparrows, dark-eyed juncos), early transients (Louisiana waterthrush, yellow-throated warbler, American redstart), and early-arriving summer residents (purple martin, house wren, northern oriole).

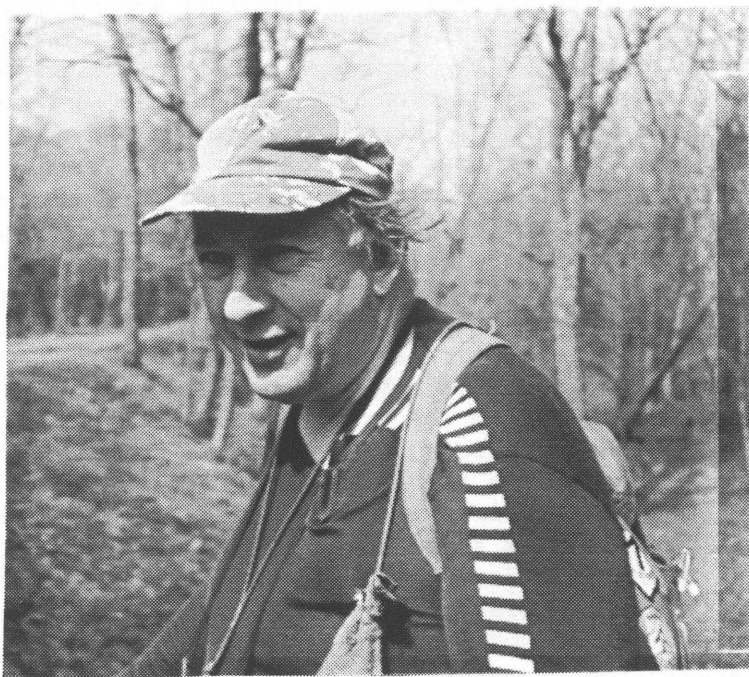
"There are easier ways of finding the birds that showed up in the course of this hike, but for the birders among us the birds provided a nice addition to the scenery, the wildflowers, and the great fun and companionship that marked the miles." (Louis Hermann, McLean, Virginia)

"My memory is short -- several times during the hike I said to myself, 'What am I doing here?' Now -- only a few weeks later -- I hope we have another one in two or three years! I believe it is the challenge, in addition to the association with other hikers, that make such a hike attractive." (Anonymous)

Twenty-nine hardy and determined hikers completed the entire 184.5 mile trek. At the final banquet held at Hogate's restaurant in Washington, D. C., 95 celebrants feasted on a plentiful buffet dinner, and were treated to a video of hike highlights prepared by Ranger Edie Roudebush and the C & O Canal NHP staff. The video was then presented to the Association by Superintendent Dick Stanton -- a chronicle of a memorable event.

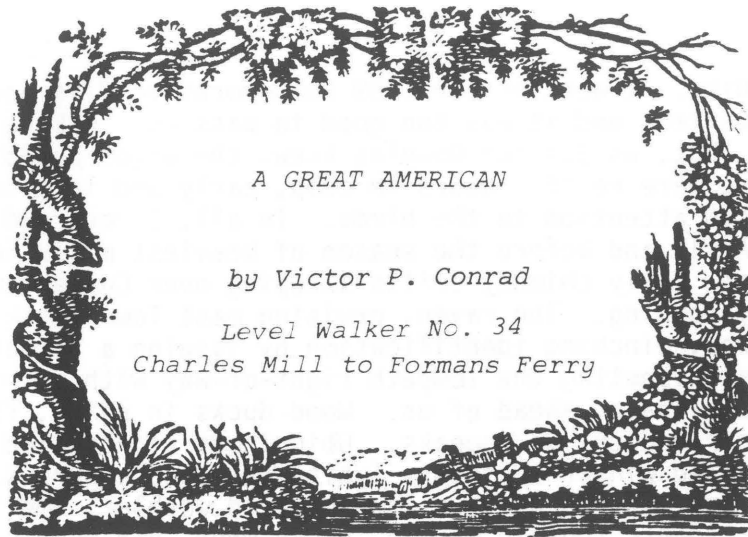


June Heiss and Gene Bergman of Cumberland, Maryland. Hikers and Canal staff celebrated Gene's birthday at Four Locks.



Paul "Big Foot" Tourigny of Lewiston, Maine -- his early morning wake-up calls and hearty good nature will be long remembered.

(Photos courtesy Hal Larsen)



A GREAT AMERICAN

by Victor P. Conrad

Level Walker No. 34

Charles Mill to Formans Ferry

The big man sat on a bench with his back against the south wall of Great Falls Tavern, his tousled white head bared to the warm sun. Beside him on the bench was a battered tan hat of the western plainsman type and a paper cup of coffee. Between his knees was a sycamore walking stick. In his right hand he held a sandwich, which he was alternately munching and pulling apart to feed bits to the shaggy dog at his feet.

The man appeared to be about seventy years of age. Below the white hair--being ruffled by a light breeze blowing from the direction of the nearby Potomac River--was a broad, smooth-shaven ruddy face, rough featured and somewhat angular, enhanced by a pair of bright, keen blue eyes. His costume matched his beat-up hat; an old pair of khaki pants, a wrinkled khaki jacket, and a well-worn pair of hiking boots.

As he sat there in the sun, the man looked comfortable and completely at ease, seemingly oblivious to the reporters crowding around him and taking his picture. Now and then he stopped chewing to answer a question from one of the onlookers, while reaching out to pat the head of a child or leaning forward to rub the ears of his dog.

This scene was typical of many we had witnessed over the past twenty years, when most of us in the crowd had followed this man up and down the towpath of the historic Chesapeake and Ohio Canal, hard put to match his long strides and five miles per hour walking pace, which often continued for twenty miles or more with scarcely a break. But that day in late April 1974 was a special occasion. It was the twentieth anniversary of the year he and a small group of newsmen, friends and nature lovers had walked the towpath from Cumberland to Georgetown, to draw attention to its beauty and recreational value. Largely because of his efforts, the old waterway had been saved from destruction which would have resulted from the building of a proposed motor parkway in the canal bed, and high dams in the river. Sitting there in the bright sun, the big man could look back on a hard-fought and successful campaign which had culminated in the preservation of the old canal as a National Historical Park and the abandonment of plans to construct a high dam in the Potomac at River Bend.

The man on the bench was Associate Justice of the Supreme Court of the United States William O. Douglas. For many years he was a controversial figure on the Court. But friends and adversaries alike agree that he has a brilliant mind, and has been one of the most distinguished jurists that ever sat on the Court.

Justice Douglas is currently waging another determined fight--to recover from a partially disabling illness--and is no longer active in public life. But his place in history is secure. We who clustered around him that day at Great Falls, and millions of other Americans will remember him for his outstanding legal talents and for the many excellent travel and nature books he has written. But we will remember him most for his victory over the government bureaucracy that would have destroyed the old Chesapeake and Ohio Canal, and ruined the beautiful Potomac River valley forever.

OLD MAN

OLD BIKE

OLD CANAL

by Alan R. Mead
McKnightstown, Pennsylvania

The morning was bright and warm on Thursday (April 20) as I departed on my long-awaited bicycle trip on the C&O Canal. As Gretchen had left to visit daughter Kim in San Francisco, I was on my own to arrange transportation. As I wanted to bike the 184.5-mile towpath only one way--from Cumberland to Georgetown--I headed to Cumberland. After a short visit to the Visitors Center, I was on my way from the Cumberland Basin at 11:30, meeting only a few bikers and walkers in the first few miles and then none in the next 40 miles I was to bike before stopping for the night.

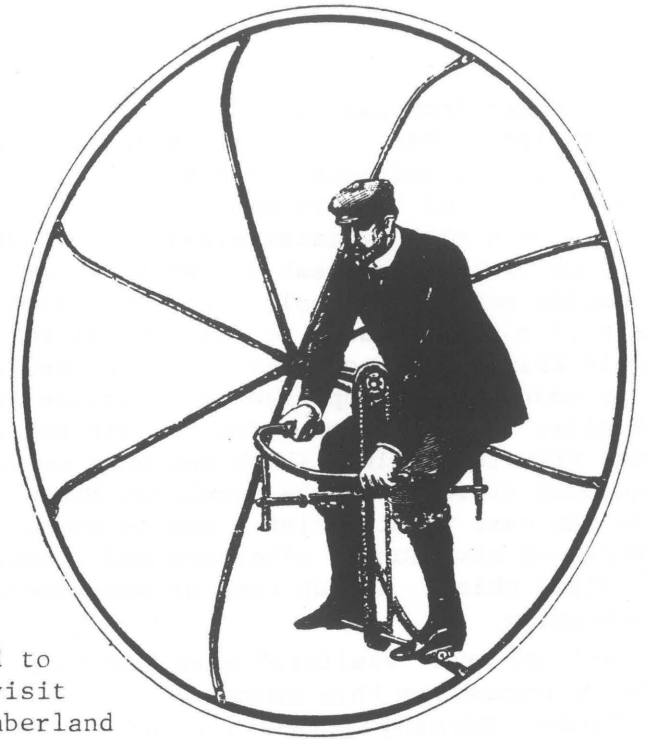
Most of this stretch of the canal is "dry" but there is enough water to support a multitude of turtles, all of which I think were sunning themselves on this nice warm spring day. Trees are still in bud, but wildflowers abound, especially the Virginia bluebells--masses of them for miles along the towpath. Today's most interesting canal feature had to be the Paw Paw Tunnel with its 6 million bricks. It looks like "in new" condition, although 150 years old. A two-mile trail over the tunnel is rough and steep and hikers and bikers are advised by sign to stay on the trail. Later I was to find out it's OK to walk bikes through, using a flashlight. Overnight was at "Devil's Alley" one of the every-5-mile-apart campsites. These campsites are well provided for with tables, fireplace porta-let toilets and the hardest-working hand pump you can imagine. These campsites are only for hiker/biker use. Enjoyed watching two beaver in the river just at dusk.

Up early Friday after a cool but comfortable night. Biking into Hancock by 10 AM. Just as I came out to the boat ramp area, I met a couple of bikers who were being "dropped off" to return northward on the towpath, so I was able to hitch a ride back to Cumberland with their "driver." After retrieving my truck, I left my bike at a hardware store in Hancock and drove to Williamsport, leaving the truck there and hitching back to Hancock where I was back on the towpath at 2:30 PM, though I was going to get rained on, but only sprinkles for a few minutes.

At "Four Locks" I met up with the "Justice Douglas" hike group of 40--they hike the entire towpath each year to honor Justice William O. Douglas who was instrumental in having the canal preserved as a national historical park. Four Locks has a nicely restored area with several canal structures. Most of the locks on the canal are in good shape, except of course for the wooden lock gates.

Now it's late Friday afternoon; I'm at Williamsport, with bike, gear and truck, after a good day of biking--45 miles.

Overnight Friday at the AYH (American Youth Hostel) in Knoxville, MD, across the river from Harpers Ferry. Almost a full house and lots of activity; visited with a youth group from DC who were mostly Central and South American now living here (DC). Other outdoor people overnighing here too. Saturday morning I was helped with transportation by Don McCarty, a canoeist from Pittsburgh, a "fellow hosteler." He left me at Williamsport to bike the 40 miles down to the hostel and he returned with my truck to the Hostel. Only road "detour" of the entire canal is on this section--about 10 miles of road just above Dam 4. It's a another splendid day and lots of fishermen, hikers, walkers and bikers out--especially on the section from Shepherdstown to Harpers Ferry. Towpath is all in good shape, recently



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regraveled in many sections. Rode along with a fellow on a \$600 mountain bike, who informed me of our average speed: 8.5 MPH.

Still lots of flowers and a few more leaves out. Without camping gear it was an easier trip. Back at the Hostel mid-afternoon and time for a trip to the supermarket to stock up on food for a nice steak dinner Saturday night, plus breakfast Sunday.

Sunday morning is cool, clear and crisp. Again at the Hostel I was able to enlist the help of a scout leader to leave me at Point of Rocks, some twelve miles down the Towpath and again bring the truck back to the Hostel which I had returned to via the towpath.

By noon, I had completed this section and returned to Point of Rocks to start on the final 48 miles to Georgetown. The towpath and canal through this area returns to being more remote--away from the railway which has been nearby for many miles. Passed over the Monocacy River Aqueduct (largest on the canal); at White's Ferry there is still an operating ferry service. For the next twenty miles I was to encounter several horse rider groups; generally lots more people--a nice Sunday afternoon and closer to Washington, too. More wildflowers, especially woodland phlox. Set up camp at Horsepen Branch, the last hiker/biker campsite going towards Washington.

Had several "visitors" here, wanting to know about my trip, some "getting in shape" to do it themselves this summer.

Monday morning up early; river filled with fog--most interesting to see the sun break through and the mist rise from the river. At 7 AM "breaking camp" I tried to brush the water off the top of the tent. It wouldn't brush; it was ICE!

The last 22 miles of canal has been "rewatered," the locks restored and all the buildings restored so the canal supposedly looks now like it did when it was opened (1831). It's very similar to the English canals we boated on last Fall. By now many of the trees are leafing out nicely. The dogwoods and redbud are a superb color combination. I was amazed to keep the feeling of being remote almost down to the last mile, where the canal enters Georgetown. Many more visitor facilities here, as the Great Falls area draws all types of outdoor activities.

Biking down the last few miles, I was mulling over the options of returning to Point of Rocks and my truck--my "way home." Met a fellow walking his goat along the path and after some discussions with him, decided to try and hitch a ride with my bike--lots of pickup trucks out there, he suggested.

Not wanting to "hitch" in downtown DC I decided to return to the "suburbs" via the towpath. About five miles out I met a fisherman (with two 5-gal pails of fish!) who offered me a lift out past Gaithersburg. He left me at an obscure junction of Interstate 270 south of Frederick. Not much traffic here and unlike near the canal, people don't seem to be able to relate to what I'm doing. It's now 1:30 PM and a beautiful day, so I decide to bike back to the truck, another 18 miles, so I ended up at 4 PM on Day 5, with a total of 207 miles. All in all, a splendid trip.

P.S. I forgot to tell you about my bicycle. It's a 1948 Schwinn one-speed, has a large wire basket on front. Bought the basket and frame from a dealer's junk pile for \$5, plus two wheels for \$1 each. Last Fall I rebuilt the whole mess--new tires and tubes and chain--made several adjustments this spring while "conditioning" but not a problem with the bike on the entire trip.

MONTGOMERY COUNTY STREAM/LAND USE MAP AVAILABLE

Residents of Montgomery County, Maryland, who are interested in stream preservation or land use with respect to streams have an invaluable new tool.

The Maryland-National Capital Park and Planning Commission has produced a very large, color, Water Resources Map of the county. The map shows watershed and sub-watershed boundaries, existing and proposed parklands, conservation easements, existing and proposed stormwater manage-

ment facilities, existing or anticipated channel erosion areas, buildings and roads within floodplains, and dams. This information is contained on a fairly detailed map of the county showing roads and neighborhoods.

The map is available for \$4.50 from the M-NCPPC, Zoning and Records Office, 8787 Georgia Avenue, Silver Spring, MD 20910.

Reprinted from the
Potomac Basin Reporter
April/May 1989

MARYLAND'S OTHER CANAL

Although the Chesapeake and Ohio may have been Maryland's finest contribution to the canal era, it was not the only towpath canal in the state. The Susquehanna River supported two canals whose history roughly paralleled that of the Potomac waterways.

The earlier attempt was the Conowingo (or Susquehanna) Canal, built about 1800 in Cecil County, from Port Deposit to Love Island. An interesting feature of this canal was that its locks were built in flights at right angles to the direction of the levels. This concentrated the locks at three points, rather than spreading them along the canal's length. Like the Potowmack Company, it failed after about a quarter century of operation. It was succeeded by the Susquehanna and Tidewater Canal, which was built on the west shore of the river.

Dug in the late 1830's, the 45-mile S & T extended from Havre de Grace, in Harford County, to Wrightsville, in York County, Pennsylvania. The S & T allowed boats from the Eastern Division of the Pennsylvania Main Line Canal, which terminated at Columbia, to reach Chesapeake Bay. From Havre de Grace, the boats were towed by steam tugs to Baltimore, or via the C & D Canal to Philadelphia. Therefore, the S & T was an important link in the great canal network that spread throughout the Susquehanna basin. It operated until the end of the nineteenth century.

The Pennsylvania Canal Society's 1989 spring field trip toured remnants of these canals. Below Conowingo Dam, several S & T structures can be found in Susquehanna State Park, including the remains of the guard lock at Deer Creek, lift lock 8 and the river lock at Lapidum that allowed boats to cross to Port Deposit, and the abutments of Rock Run Aqueduct. At Rock Run, there is also a preserved four-story grist mill, an early 19th century mansion, and the toll house for a covered bridge that crossed the river. These buildings are often open to park visitors.

The S & T canal prism between Conowingo Dam and Lapidum is generally discernable, and the towpath can be followed on foot, a distance of about 4.4 miles. In the 1920's, a railroad spur was laid on the towpath during construction of the dam. The abandoned tracks help to hold the embankment in place and keep the towpath passable.



S & T outlet lock at Havre de Grace

The best preserved site on the S & T is the lockhouse and outlet lock at Havre de Grace. Restoration of these structures is the work of the Susquehanna Museum of Havre de Grace, Inc., a non-profit citizens organization incorporated in 1970. The lockhouse/museum is open on Sunday afternoons from April through October. The lock masonry has been restored, and they hope to install new gates to make the lock operational. A replica of the original swing bridge has been installed on the lock. The state plans to rewater several acres of the old boat basin as a shad hatchery, which will further enhance the historic scene.

North of US 1, the canal in Maryland is submerged in Conowingo Pond, and much of the Pennsylvania section of the S & T is lost beneath the ponds of Holtwood and Safe Harbor dams. The best preserved, and perhaps most accessible, of the surviving upstream sites is lock 12, in a park maintained by PP&L at the Norman Wood Bridge on PA route 372. This impressive double lock is 17 feet wide and 170 feet long, with a lift of about nine feet.

The Pennsylvania Canal Society sponsors two field trips each year. The 1989 fall tour is planned for the Johnstown area to commemorate the 100th anniversary of the great flood.

ON THE LEVEL...notes and news on the Level Walker Program by Karen Gray

GOOD NEWS! I now need only 2 copies of your reports--BUT send one and I'll make the extra copy if you don't have access to a copier. It's more important that I get reports promptly than that you duplicate them if that is difficult for you.

HIKES SPONSORED BY THE LEVEL WALKER PROGRAM -- EVERYONE IS WELCOME:

Saturday, August 12 at 10:30 a.m.--meet at Fort Frederick visitor center near mile 112.4 on the canal.

Saturday, September 23 at 11 a.m.--meet at Little Orleans store near mile 140.9 on the canal.

We'll walk upstream 2-3 miles for both hikes before turning back. Bring your lunch. Call me if you need directions (202/333-6947).

ALL THE HEAVY RAINS IN MAY REMIND US TO REMIND YOU: Walk your level as soon as possible if you think it was affected by such events. Litter is often deposited where there has been high water and flooding, and your report on conditions is important to the record and keeping everyone informed--especially yourself.

LET ME KNOW . . . 202/333-6947 . . . if the litter problem in your area requires more effort than you alone can give it. We'll be scheduling some work hikes and I welcome your suggestions on where to hold them.

LEVEL WALKER REPORTS:

M. 5-8, Lock 5 to Cedar Is.--Howard Rosen, in two walks May 6 and 7:

Following the heavy rains on the 5th and 6th, found pink insulation in the muddy canal, passed the cars washed down from Glen Echo (and being guarded by a policeman) and noted a large tree uprooted on the berm side. Despite the wet weather he saw a beaver, 13 kayakers, and around 30 joggers, cyclists, and walkers. He reported a pipe under the towpath clogged with debris and noted surface dirt washed away leaving rough pebbles between Little Falls Bridge and mile 5.

M. 12.3-14.3, Cropley to Great Falls--Helen Johnston, April 10:

Noted improvement of new steps with bike ramp to Berma road, gravel on towpath and towpath edge near the Tavern hard to walk on and slippery, wall at Catfish Hole repaired. The "Sights and Sounds" nature walks attracted more than 700 people during 1988. Reports bald eagles nesting for the 4th year on Conn Island, more than 150 kinds of wildflowers.

M. 19.2-22.8, Pennyfield Lock to Seneca; Peter Winch, May 7:

Water was so high he couldn't get to many areas where there was litter. Reported a tree blocking the path to the bird sanctuary at mile 20, graffiti and vandalism at the fence near the parking lot. Encountered more than two dozen people despite overcast and wet conditions.

M. 27.2 to 30.8, Sycamore Landing to Edwards Island; Lucy Beths, April 2:

Reported one garbage can in picnic area overflowing, others underused. Small amount of litter on the towpath. Many red trillium between milepost 29 and 30, saw many wildflowers and birds including a great blue heron.

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M. 27.2-30.8 (as above); Charles Otstot, April 27:

Path in good condition with no significant litter. (Mr. Otstot walked his level as part of the through hike.)

M. 35.5-39.4, Whites Ferry to Woods Lock; Betty Bushell, April 28:

Little trash, reported fire truck and cars at a car in the canal that had been set on fire. Report included mention of ospreys, yellow throated warblers, wild turkey, a variety of wildflowers including grape hyacinth and star of bethlehem. Restored granary at mi. 35.5 looks good.

M. 44.6-48.2, Nolands Ferry to Point of Rocks; Marlow Madeoy, April 1:

Hiked with 16 members of Center Hiking Club. Reported 55 gallon steel barrel in the canal bed, refrigerator dumped on roadside entering Nolands Ferry, and a fallen tree between mileposts 46 and 47. Identified a horsetail (Equisetum) plant that is rare.

M. 72.8-74.0, Shepherdstown Lock 38 to Lock 39; George Camplair, March 29:

Picked up two large bags of litter. Large quantity of old litter--bottles mostly--in brush at the west edge of parking lot, lock 38. (Note from Karen Gray: We'll schedule a work hike here during the coming year and spend some time on this area.)

M. 84.4-88.1, Dam 4 to Charles Mill; Paul & Rita Marth, April 29:

Picked up more than three bags of litter, some quite old. Noted informal-/illegal campsite near the river inlet lock (85.62). Saw a variety of wildflowers. Found the path near the cliffs very slippery after rain and warned cyclists approaching the area.

M. 91-93, Formans Ferry to Lock 43; Ruth and Tack Swan, April 17:

Picked up one large bag of litter, found aluminum sheeting at 91.7 in canal bed, corrugated tin and chain at 92.5. Observed 8 deer, including a dead deer near the towpath at 92.5. New gravel in low spots good for walking.

M 94.4-96.2, Falling Waters to Culvert 123; Ellen Holway and Sylvia Geller, April 14 and April 23 as part of the through hike:

Saw 33 species of birds, 18 varieties of wildflowers on 4/14 and picked up one bag of trash.

M 108.6-110.4, Four Locks to McCoy's Ferry; John Ziegler, April 22:

Reported 16 cars at Four locks, 5 at McCoy's Ferry. Puddles and mud make cycling difficult along the level which was not resurfaced as were many other areas after the 1985 flood.

M. 110.4-112.4, McCoy's Ferry to Ft. Frederick: Karen Gray, April 23:

One bag of trash, most from under the bridge across canal at Ft. Frederick but some recent beverage containers. Saw two 3-ft. long black snakes. Turtles for the first time seen on logs in the stretch above milepost 111 that has now had water in it for a couple years. This water flows into holes in the culvert just down from the Ft. Frederick cleared-area of the canal, causing continued deterioration spreading laterally along the downstream side of the culvert.

M. 134.1-136.6, Dam 6 to Sidling Hill Aqueduct; Emmie Woodward, April 20:

Noted very large appliance still present from 1985 flood.

COMING EVENTS PLANNED BY THE PROGRAM COMMITTEE

The 1989 program offers some new options in response to members' suggestions. These include short overnight backpack trips, one-day bicycle trips, and canoe trips for beginners. The Committee points out that leaders are likely to cancel events for lack of interest unless they know your intentions at least 2 or 3 weeks ahead of time. It is difficult, or impossible in some cases, to complete plans and arrange logistical support on short notice.

If you have comments on the program or suggestions for additional activities, please let the Program Committee know so your ideas can be incorporated in the program and published in a subsequent newsletter. Your input is most welcome. Call or write Ken Rollins, Rte 4, Box 107 Ruther Glen, VA 22546; tel. 804-448-2934.

-
- Sat, JUN 3 Level Walker Hike. Meet at Carderock at 10 AM for a walk upstream. Karen Gray 202-333-6947.
-
- Sat, JUN 10 Overnight bike hike (tentative). Call Bill Speck 301-229-8140 for details.
 Sun, JUN 11
-
- Sat, JUN 24 Canoe in the Canal from Violette's Lock to Great Falls--a perfect trip for beginners. Canoes and equipment will be furnished by Association members to the extent available, but if there is sufficient interest other equipment will be rented. Carl Linden 301-229-2398; if you have trouble reaching Carl, try Ken Rollins 804-448-2934.
-
- Sat, JUL 1 Help Brunswick celebrate its annual River (and Railroad) Festival. The famous river race begins at noon. The C&O Canal Association will have a booth (10 AM-5PM) for which volunteers are needed. Gil Hill 301-983-9284 or 301-496-1877.
-
- Sat, JUL 8 Overnight backpacker from Noland's Ferry to Brunswick, about 10.4 miles, with
 Sun, JUL 9 stop-over at Bald Eagle Hiker-Biker Overnighter. An easy trip for beginners and those who've gotten a bit rusty at this sort of thing (also with weather in mind). Ken Rollins 804-448-2934 or Hal Larsen 703-356-1809.
-
- Sat, JUL 15 Canoe the remains of the Patowmack Canal Company course around Seneca rapids,
 or 22 also known as "Washington's Canal." Probable put-in at Algonkian Park on Virginia side of Potomac (near Sterling) with take-out on C&O Canal at Violette's Lock after crossing "Seneca Lake" in the Potomac River. A fine trip for novices, with flat water on the Potomac and Class 1-2 ledges and rock gardens in the Washington Canal. Great scenery. Carl Linden 301-229-2398.
-
- Sat, AUG 5 Canoe the Paw Paw Bends with overnight stop at Green Ridge State Forest
 Sun, AUG 6 or Devil's Alley Hiker-Biker. Leisurely runs each day with time for a comfortable camp. To many this is the finest part of the Potomac River. Carl Linden 301-229-2398.
-
- Sat, AUG 12 Level Walker Hike Meet 10:30 at Fort Frederick to walk upstream. Karen Gray 202-333-6947.
-
- Sat, AUG 19 Cumberland Festival days at the replica canal boat at North Branch. Arts
 Sun, AUG 20 and crafts, exhibits, and a C&O Canal Association booth. Gil Hill, 301-983-9284, can use your help.
-
- Sat, AUG 26 Williamsport C&O Canal Days: parade, music, arts & crafts, exhibits, food
 Sun, AUG 27 and a C&O Canal Association booth. Gil Hill 301-983-9284 or 301-496-1877.
-
- Sat, SEP 2 Tentative one-day (or more?) bike trip. Bill Speck 301-229-8140.
-
- Sat, SEP 9 Hancock Apple Festival with parade and exhibits. C&O Canal Association
 Sun, SEP 10 will be represented. Gil Hill 301-983-9284 or 301-496-1877.
-
- Sat, SEP 23 Tentative one-day bike trip. Bill Speck 301-229-8140.
-
- Sat, SEP 30 Overnight backpacker. McMahon's Mill to Lock 38 (Shepherdstown) - 14.9
 Sun, OCT 1 miles, or optional start at Dam 4 for 11.2 miles, with overnight at Horse-shoe Bend Hiker-Biker. Ken Rollins 804-448-2934 or Hal Larsen 703-356-1809.
-
- Sat, OCT 7 Apple Butter Festival at Berkeley Springs, WV. A good place to visit and
 Sun, OCT 8 a good place for us to show ourselves with a booth and exhibit. Gil Hill 301-983-9284 or 301-496-1877.

(continued on page 15)

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- Sat, OCT 14 Canoe the Potomac River from Brunswick to Monocacy Creek. Essentially flat water with islands, bald eagles, kestrels, black vultures, great blue heron, and other wildlife. Carl Linden, 301-229-2398.
-
- Sat, OCT 21 Annual Heritage Hike from McMahon's (Charles) Mill to Williamsport, 11.5 miles. Details and reservation form will be in September newsletter.
-
- Sat, NOV 4 Tentative overnight bike trip. Bill Speck 301-229-8140.
-
- NOV & DEC A good time to organize and get our "speaker's bureau" into action, especially to carry presentations on the C&O Canal into the schools. Volunteer or give your ideas to Hal Larsen 703-356-1809 or Gil Hill 301-983-9284.
-
- DECEMBER: Call or write Ken Rollins 804-448-2934, Rt 4, Box 107, Ruther Glen, VA 22546 and tell him what you liked or didn't like in 1989 and what you would like to do in 1990.

--Ken Rollins

ALL ABOARD THE CANAL CLIPPER!

Nearly 70 new members of the C&O Canal Association enjoyed a trip on the Canal Clipper barge at Great Falls, MD, on May 13th.

The weather cooperated by providing sunshine and warm temperatures and an absence of rain during the part of the day which was devoted to the activity.

New members from Cumberland to Upper Marlboro and many points in between enjoyed the sprightly and informative presentation of the barge crew and participated in the sing-along music with mountain dulcimer accompaniment.

After moving through the lock, mules Ida and Ellie pulled us up the Canal about a mile and back at a leisurely 2 mph pace.

Following the barge trip, members were

treated to a showing of the video of the 1989 Justice Douglas through hike. Also Dave Scally showed slides of various scenes along the Canal from Cumberland to Washington.

Picnic lunches brought by the members were supplemented with nibbles and soft drinks provided by the Membership Committee.

The success of this event prompts the Committee to plan another such trip for members who could not attend this one. Nearly half the new members came to the May 13 event; we hope the other half can make the repeat performance at a date to be announced in September. Watch for the announcement in the September issue of Along the Towpath.

MORE ABOUT LITTER

The last issue of Along the Towpath included a letter from Park Superintendent Richard Stanton describing the problems and costs of trash dumping along the canal. Now that summer is here and the canal and towpath are used even more heavily, we offer another reminder that Association members may want to consider what we can do to help keep the towpath clear of litter.

We need not be level walkers to help keep the towpath clean. As we walk along the towpath this summer, Association members, and their families and friends, are encouraged to bring along trash bags and pick up as much as possible.

Trash bags can be left in or alongside the Park Service trash cans along the towpath. Or, if anyone collects significant amounts of litter in more remote areas, it may be left in securely tied, sturdy bags along the towpath. However, please call Karen Gray (202-333-6947) as soon as possible and let her know the bags' location so that she can make arrangements with the Park Service for their removal.

--Judy Hecht

NOTES FROM THE MARCH 11, 1989 COMMISSION MEETING MINUTES.....

The March 11 meeting of the C & O Canal National Historical Park Commission was held at the YMCA in Brunswick, Maryland, following a morning inspection of the Lander area. Brunswick Mayor Susan Fauntleroy welcomed the Commission to Brunswick, and expressed her gratitude for the accomplishments achieved in the Brunswick area in the past two years; she distributed information about spring and summer activities planned in Brunswick, and invited those interested to participate. Some discussion and action items follow.

- Request to Build a Boat Dock at River Bend Park, Falling Waters, West Virginia -- The River Bend Membership Corporation wishes to construct a boat dock along the shores of the former Jellystone Park to serve its 1500 property owners. Considerable discussion followed concerning overuse of the Potomac River in this location, problems with river rescue, as well as the desire of the River Bend community for easier boat access. Superintendent Stanton pointed out that in 1976 a permit was issued by the Army Corps of Engineers and endorsed by the State of Maryland Historic Preservation Officer to allow construction of a sewer outfall line at the then Jellystone Park, provided that the park would not build a boat dock or ramp at the Jellystone location. The Riverbend Corporation apparently feels that the permit is not binding on their organization. It was noted that management of the Potomac River is the responsibility of the State of Maryland. Motion: That the appropriate officials from the Maryland Department of Natural Resources be invited to the next Commission meeting for the express purpose of discussing a management plan for this area; motion carried unanimously. It was noted that the DNR representative to appear should be one who is in a position to make policy decisions. Motion: That the Commission recommend that Superintendent Stanton contact the Corps of Engineers about removal of illegal boat docks or ramps that currently exist without permits; motion carried unanimously.

- Status of Olmstead Island Bridges, Great Falls -- Superintendent Stanton reported that Montgomery County has not provided drawings of the proposed bridges, as agreed. As of March 11, the project was three months behind schedule.

- Restaurant Deck at Thomas Jefferson Street, Georgetown -- The restaurant has agreed to give a building facade easement in perpetuity in exchange for use of the deck.

- Status of Rewatering Feasibility Studies -- The studies cover rewatering possibilities for about 1.8 miles in Cumberland, 1.5 miles in Hancock, 1+ miles in Williamsport, and 1.5 miles in Brunswick. The studies are being conducted in three phases: Phase I will be placing test dikes in the Canal about 500-800 feet apart, pumping water in, and testing the ground for saturation, evaporation, and integrity of clay liners. Phase II will pump water in and establish pumping stations along the Canal. Phase III will require repair of structures, placement of lock gates, cutting trees, removing silt, etc. It was reported that Phase I is well along the way. It was indicated that Congresswoman Beverly Byron will put a rewatering item in the 1991 budget program.

- Status of Pennyfield Lock Agreement -- The agreement for rehabilitation of the house at Pennyfield and private use of 6+ acres has not yet been approved by the Director of the Park Service. Motion: That the Commission recommend that the Director make a decision and move on with the project; motion carried unanimously.

- Legislation to Extend the Commission -- It was reported that Congresswoman Byron is willing to introduce legislation that would amend the C & O Canal Development Act to allow extension of the life of the Commission.

- Development Plan for Lander -- The development plan is a joint effort between the Maryland Department of Natural Resources and the National Park Service. The State will provide \$25,000 for materials, and NPS will do most of the work. The plan includes provision for a new entrance road and small parking lot, a new access for the boat ramp, and elimination of the bridge over the Lock. Motion: That the Commission approve the concept; motion carried unanimously.

- Lock 3 Boat Landing, Georgetown -- It was reported that the Fine Arts Commission would approve a large kiosk with a copper roof, to cost \$50,000-\$60,00, for selling barge tickets at Lock 3. Motion: That the Commission endorse, as a temporary expedient, to sell tickets from an umbrella-equipped table to solve the immediate problem; motion carried unanimously.

- Desilting and Deposit of Silt, Great Falls -- Linda Toms reported at length on this issue and her meeting with a group of concerned citizens. This issue has been covered in Along the Towpath.

WASHINGTON BYPASS UPDATE

The Maryland and Virginia Departments of Transportation held a series of public meetings concerning alternatives for the route of the proposed Washington Bypass. Association members John Chandler and Bill Davies attended two of these meetings; their comments follow.

Environmental Committee Chair John Chandler attended the Urbana, MD, meeting on the Washington Bypass on May 17 and submitted the following report.

The second series of informational meetings was held during May, following an earlier series last Fall. The study is being conducted by the consulting firm of Bellomo-McGee, Inc. (BMI), Vienna, Virginia, under joint sponsorship of the Maryland and Virginia Departments of Transportation.

The study now identifies six alternative corridors for further study, three to the east of Metropolitan Washington and three to the West, designated as E-1, E-2, E-3, and W-1, W-2 and W-3. The consultant has assembled information about each alternative, ranging from projected traffic flows to economic growth. However, no evaluation or comparison of the merits of the alternative routes has been presented. Representatives at the recent meetings avoided saying which bypass, east or west, they believed should be built first.

Following are some highlights from the informational pamphlet handed out at the May meetings and from recent public statements:

About 700,000 vehicles per day crossed the Potomac River in the Washington area during 1985. By 2010, crossings are expected to reach 1,000,000 per day.

The American Legion (Cabin John) Bridge, recently widened, is designed to carry more traffic than the Woodrow Wilson Bridge. The Wilson Bridge is the principal bottleneck on the Beltway.

The American Legion Bridge now carries more vehicles per day, especially commuter vehicles, than the Wilson Bridge, but the Wilson Bridge carries far more through trucks.

A bypass, especially on the eastern side, would reduce the frequency of truck-related accidents on the Beltway. This in turn would reduce the attendant costly traffic delays and the danger of chemical spills on the beltway.

A bypass could result in a gain of 215,000 people and 144,000 jobs in the study area. An eastern bypass offers the greater likelihood for such increases in population and job creation.

The planned Inter-County Connector (ICC) will provide some relief to sections of I-495 and I-270. The proposed Bethesda-Silver Spring light rail line would have no effect on Beltway traffic.

Alternative E-1 would divert more through traffic than E-2 or E-3, and much more than any of the western alternatives.

The greater part of any of the western routes would be located in Virginia. For the eastern routes, the greater part would be in Maryland.

Leaders in Loudoun County are said to oppose route W-1 (the western-most route) because it would pass through much of the County's rural area. Leaders in Montgomery County are said to oppose routes W-2 and W-3 for the same reason; they would pass through western Montgomery's rural area.

The estimated cost of the bypass facilities ranges from \$1.3 to \$1.7 billion, depending on which route is chosen.

An environmental inventory has been made, and an impact study is being prepared.

It is clear from the above that questions about the impact of a bypass on the C&O Canal cannot yet be answered. As additional information becomes available, the C&O Canal Association will have opportunities to make its interests known. Public hearings on the Study will be held in November. Whatever choices are made, construction is expected to begin no earlier than the mid or late 1990s.

Bill Davies, who attended a public meeting at Leesburg on Thursday, May 18, reports there was little new concerning the study by Bellomo-McGee, Inc. of the proposed Washington Bypass; no new routes, no selection or elimination of routes, no analysis of bypasses now in use (I-81 and US 17) and, on questioning, the consultants apparently have little knowledge of them.

Two new aspects of the study were shown. The first involved a poll of the residents of the areas which purports to favor a bypass, but this is hardly definitive as

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LETTER TO THE EDITOR

Dear Editor:

The following updates the situation reported to you in January. It concerns the observed results of recent restoration and maintenance along the towpath and nearby in four specific areas.

(1) A brisk walk up the towpath from the Tavern in late April found the wind blowing dust from the gravelly towpath surface. Blue phlox and bluebells blossomed right up to the edge of the sludge left earlier this year on the river side of the towpath. No flowering plants emerged through the sludge. Sludge deposited in previous years is being covered chiefly by a weedy growth unlike the wildflowers that used to grow there.

On the edge of the canal, a few colt's foot blossoms and field chickweed pushed through the new towpath topping, along with a scattering of spring beauties, common chickweed and ground ivy. The most persistent plant lining the edge of the canal was Japanese honeysuckle.

(2) Following the woodland path along the creek to the river where maintenance work was done several years ago, no sign could be found of some of the plants that formerly grew there. Successfully submerged were jack-in-the-pulpits, squirrel corn and a lone green dragon plus nearly all of the Dutchmen's breeches and trout lilies. A few trout lilies have reappeared near the river. Most of the area is covered with coarse grass and weedy growth including many young boxelders.

(3) Going downstream from the Tavern, poison ivy and Japanese honeysuckle are making a comeback through the coarse gravelly surface at the towpath's edge. Near the stoplock, both the rare leather flower and the wild bergamot seem to be completely missing, probably victims of too frequent mowing in past years, along with many other wildflowers that used to grow on the towpath's edge.

(4) Below Carderock near the pivot bridge, blue phlox and golden ragwort are blooming right up to the edge of the sludge dumped earlier in the year. Last year's path through a wildflower garden is now chiefly a rutted road left by the trucks as they trundled load after load of sludge into the area. Claimed to be an area in need of repair because of its former use as a campground, trees had outstripped the old flagpole that still stands and wildflowers had carpeted the ground during the 30 years

or more nature had been allowed to take its course. Another 30 years may be required for the area to regain its former beauty, assuming that maintenance practices will not interrupt the process.

As a general observation, this frequent towpath user finds the new towpath surface dusty when it's dry, slippery when it's wet, and generally uncomfortable to walk on wet or dry. Also it continues to crumble into the canal in places, thus contributing to siltation.

June 2, 1989 - Further update:

The daylilies on the canal bank were getting ready to bloom in a small patch between the Tavern and Swain's Lock. Today they lie wilting where the mower's blade left them. A few straggling field chickweeds and golden ragworts similarly lie wilting, unable to develop seed for a future year.

A patch of colts foot was too short to be caught by the mower and is doing well. Similarly, the Japanese honeysuckle is doing well in places--encouraged perhaps by the mower's destruction of native plants which leave it opportunity to follow its natural tendency to take over, submerging native plants.

Annual growth in this area was already sparse because of towpath reconstruction earlier this year. Nowhere was it more than 10 to 15 inches high--too short in most places to provide amphibians a safe hiding place on the canal bank.

Yet the mower came by and practically scraped the gravel to remove early spring growth.

By contrast, an early morning walk a week ago took several of us upstream from White's Ferry. The towpath itself had been mowed for easy walking, bicycling, or birdwatching. If necessary, a truck could easily pass through. The annual growth of both sides, on the other hand, was more than head high in some places. It presented an exciting diversity, ranging from seeding bluebells and miami mist to early flowering rue and poison hemlock. The latter is listed as an "alien" in the guidebooks but is, nevertheless, spectacular in this natural setting.

Wood ducks found safe hiding places in the shallow water in the canal prism. One flew up to a nesting hold high in a tree as we watched.

--Helen Louise Johnston
Bethesda, MD

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most everyone favors a bypass, especially if the eastern bypass is the one considered. No distinction was made in the poll between the eastern and western bypass routes. The second was a display indicating the anticipated traffic in the year 2000 at Point of Rocks and other sites. While these showed a 10-fold increase over present traffic, the figures at best are guesses. (Remember back in 1960 during the debate on dams on the Potomac it was clearly indicated by educated guessers that there'd be a water famine by 1990? So far the Potomac seems to serve us well).

The schedule for the future is: publication of study results in November 1989; alternative evaluations by November 1989; copy of Environmental Impact Statement on chosen route, January 1990.

Recent press releases indicate that the main group spearheading the western bypass is the Washington Airports Task Force. This group must be carefully watched as it includes major developers, law firms, technology companies, and banks in western Fairfax and eastern Loudoun counties.

Maps displayed at the public meeting showed effect of the western bypass on the anticipated growth of Poolesville. This growth is to the southwest of the town in the Edwards Ferry-Whites Ferry quadrant. BMI had this on the poster separate from the one showing natural areas, parks, etc. Put these two posters together and the C&O Canal NHP is faced with serious threats.

A NEW THREAT TO CANAL

A new menace to the Canal has arisen southeast of Cumberland where the state and federal government propose to erect a large prison in the Allegany Industrial Park (between North Branch and Mexico Farms).

This would be a very undesirable situation so far as the Canal is concerned. There is a good alternative--the old AMCELL plant southwest of Cumberland. This is a large area of about 320 acres, now forsaken. This could give more room for a prison, no interference to public recreation areas, and would make use of a site that no longer serves the community.

--Bill Davies

RIVER RADIO

The Interstate Commission on the Potomac River Basin sponsors "Potomac River Watch," a weekly 60-second public service announcement that covers river conditions, fishing, and water-related activities for the entire Potomac Basin.

Stations providing this information to the public on weekends include in West Virginia: WEPM and WKMZ in Martinsburg; WCST in Berkeley Springs; WELD in Fisher. In Maryland: WCBC in Cumberland; WTRI in Brunswick; WKIK in Leonardtown; WPTX and WMDM in Lexington Park; WFMD in Frederick; WCRH in Williamsport. In Virginia: WPWC in Dumphries; WNNT in Warsaw. District of Columbia: WDCU.

FORMER ASSOCIATION TREASURER DIES

Doug Greene, who served our organization as Treasurer during the 1960's, died on December 20. Doug was a prudent steward of our funds during a time when the organization was growing into a major conservation force. Old-timers will remember that he staked out a position along the towpath near the beginning of each reunion hike to sign up new members and collect dues from anyone who neglected to put a check in the mail. After resigning as Treasurer, Doug became Frederick's architectural historian and director of the sister-city program. He maintained his enthusiasm for volunteer public service to the end, and he will be missed.

--Paul Hauck



NOTES FROM THE APRIL 2, 1989 ASSOCIATION BOARD OF DIRECTORS' MEETING.....

The Association's Board of Directors met April 2, 1989 at Glen Echo Town Hall.

Initial discussion centered on the Environmental Committee's Reports presented by John Chandler and Dave Johnson, current and former chairs of the Committee. Dave reported on the following items, none of which have reached a resolution point: the Capital Crescent Trail, the Jellystone boat ramp, Olmstead Island bridges construction design; and the following points which have been scheduled or resolved: rewatering tests for the canal prism at Cumberland, Hancock, Williamsport, and Brunswick--summer of 1989; a boardwalk at Carderock to provide access between canal and river (vetoed by Park Service); a bridge over the canal to provide access at Blockhouse Point (vetoed by the Commission). John Chandler reported desiltation of the Canal below Carderock and general environmental concerns about preservation of natural resources near the Canal.

It was voted that the Board review the schedule of contributions made to other associations during the course of a year.

Karen Gray reported on the level walker program: no expressions of opposition to multiple level walkers on sections had been received; was assured of the creation of a formal policy statement on the purposes of the level walker program by the Association.

The Treasurer presented an administrative budget status report and recommended budget adjustments which were accepted (with one further adjustment) by the Board.

Discussion of a Food-Lodging Guide prepared by Louise Taylor resulted in a motion to give the guide/publication further consideration with respect to information on format, costs, distribution and copyright.

Consideration was given to care of the Association's archives--the Douglas papers, Minutes, level walker reports and other important papers of the Association. A report is to be made at the next Board meeting.

It was voted unanimously to give Al Stanley and Lyman Stucker a plaque for their work as Level Walker chairs during the past years.

Summarized from Minutes of meeting prepared by Alan Hedin, Secretary



ALONG THE TOWPATH is published in March, June, September and December by the C&O Canal Association, P O Box 366, Glen Echo, MD 20812-0366.

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.

1989-90 Association officers are:

President: Harold A Larsen, 1314 Kurtz Road, McLean, VA 22101 703-356-1809

First Vice President: William E Davies, 125 Greenway Blvd. West, Falls Church VA 22046 703-532-7588

2d VP & Level Walker Chairman: Karen M Gray, 825 New Hampshire Avenue, NW, #304, Washington, DC 20037 202-333-6947

Secretary: Alan E Hedin, 47 Shaw Avenue, Silver Spring, MD 20904 301-672-3985

Treasurer: David M Johnson, 9211 Wadsworth Drive, Bethesda, MD 20817 301-530-7473

Information Officer: Sandra Hemingway, 4701 Kenmore Avenue, 1211, Alexandria, VA 22304 703-823-1489

Board of Directors: *Terms expire in 1992*: Victor P Conrad, A Vernon Davis, Judith A Hecht, Orrin Long, Bettyjane F Myers; *Terms expire in 1991*: Donna Boies, Ralph H Donnelly, Charles M Otstot, Thomas L Perry, Lyman Stucker; *Terms expire in 1990*: Wilhelmina "Mimi" Eller, Susan "Butch" Henley, Helen Rosen, Kenneth S Rollins, Edith C. Wilkerson.

Association dues--One Calendar Year: \$10; Family, \$15; Patron, \$20.
Membership includes a subscription to ALONG THE TOWPATH.

THE BLUESTONE BLUES

Dedicated to Dick Stanton

I'm singin' the bluestone blues,
I'm singin' the bluestone blues.
I was doing just fine in the warm sunshine
Until someone brought the news.
Forty miles ahead, if you make it you'll be dead,
I'm singin' the bluestone blues.

I'm singin' the bluestone blues,
I'm singin' the bluestone blues.
Blisters on my blisters, and my feet have festers,
I forgot my hard-soled shoes.
We had two miles of dirt when my feet didn't hurt.
I'm singin' the bluestone blues.

I'm singin' the bluestone blues,
I'm singin' the bluestone blues.
I really did hate it, but Beejay made it,
She was wearin' Big Foot's shoes.
Why should I complain, we even had some rain,
I'm singin' the bluestone blues.

I'm singin' the bluestone blues,
I'm singin' the bluestone blues.
It's agin old Richard Stanton
That I'm ravin' and I'm rantin'
AS I SING THOSE BLUESTONE BLUES.
as i sing those bluestone blues.

Hal Larsen

BULLETIN --

At the June 10 Advisory Commission meeting, Superintendent Dick Stanton announced that, since the 1989 Through Hike, the large bluestones had been removed from the towpath, the remaining bluestone crushed by a roller, and the towpath is now in more user-friendly condition.

Slides were shown of the towpath before the treatment, during the process, and after completion.



MORE COMING EVENTS

June 24 Train Ride-Hike -- Climb aboard the MARC "Blue Ridge" train at Brunswick Station and ride the historic B & O Railroad to Harpers Ferry. Then join a Park Ranger for the six-mile walk along the C & O Canal towpath back to Brunswick. This program combines the legacy of the rivalry and development of the B & O Railroad and C & O Canal that helped shape modern Potomac Valley history and the beauty of one of the most scenic sections of the Potomac River. For information, call (301) 739-6179.

Free Canoe Lessons (Washington, D. C. area) -- Every Tuesday at Fletcher's Boathouse and every Thursday at Swain's Lock, the Canoe Cruisers Association in cooperation with the National Park Service is offering free introductory canoe lessons. Classes run from 6:30 p.m. to 8:00 p.m. Canoes, paddles, and lifejackets are provided. Children under 16 years old must be accompanied by an adult. For information, call 299-3613.

July 1 Second Annual Great Brunswick River Race -- Event will be held at Brunswick Riverfront Park in the C & O Canal Park, at Canal Lock 30. There will be six different categories of non-motorized, floating craft: tubes, commercial inflatables limited to four persons, canoes limited to two persons, homemade rafts, bathtubs, and flatbottom boats limited to poling. Also scheduled will be a fishing contest for children, games for children, live bluegrass music, food and beverages, and a live broadcast by Brunswick Radio WTRI. For information, call (301) 694-6040.

From the April/May 1989 issue of Potomac Basin Reporter, published by the Interstate Commission on the Potomac River Basin.



CALENDAR OF COMING EVENTS

Saturday, June 24 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, June 24 - Train Ride-Hike, Brunswick - Harpers Ferry round trip. See page 21.
Sunday, June 25 - C&O Canal Assn. Board of Directors meeting, Williamsport. Call 703-356-1809.
Wednesday, June 28 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, July 1 - Brunswick River Race Festival. See page 14.
Saturday, July 1 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Wednesday, July 5 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday & Sunday, July 8-9 - Overnight backpacker, Nolands Ferry to Brunswick. See page 14.
Saturday, July 15 or Saturday, July 22 - Canoe trip: Patowmack Canal - Violette's Lock. See page 14.
Wednesday, July 26 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, July 29 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Wednesday, August 2 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, August 5 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday & Sunday, August 5-6 - Canoe Paw Paw Bends. See page 14.
Sunday, August 6 - C&O Canal Assn. Board of Directors meeting. Call 703-356-1809.
Saturday, August 12 - Level Walker hike, Ft. Frederick. See page 12.
Saturday & Sunday, August 19-20 - Cumberland Canal Boat Festival. See page 14.
Friday, Saturday & Sunday, August 25-27 - Williamsport C&O Canal Days. See page 14.
Saturday, August 26 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Wednesday, August 30 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.



Saturday, September 2 - One-day bike trip. Details 301-229-8140.
Saturday, September 2 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Wednesday, September 6 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, September 9 - Hancock Apple Festival. See page 14.
Saturday, September 9 - C&O Canal NHP Commission Meeting; call Park Headquarters, 301-739-4200 for exact time and location.
Saturday, September 23 - Level Walker hike, Little Orleans. See page 12.
Sunday, September 24 - C&O Canal Assn. Board of Directors meeting. Call 703-356-1809.
Wednesday, September 27 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, September 30 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday & Sunday, September 30-October 1 - Overnight backpacker, McMahon's Mill-Lock 38. See page 14.
Wednesday, October 4 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, October 7 - Sights and Sounds nature walk, Great Falls, MD; call 301-443-0024.
Saturday, October 7 - Apple Butter Festival, Berkeley Springs, WV. See page 14.
Saturday, October 14 - Potomac River canoe trip, Brunswick-Monocacy Creek. See page 15.
Saturday, October 21 - Annual Heritage Hike, McMahon's Mill to Williamsport. See page 15.

CORRECTION -- The April 1989 issue of Along the Towpath reported that Harold Larsen was elected to his third term as Association president. Larsen was elected to his fourth term as president in April 1989.

DIRECTORY
C&O CANAL NHP
TELEPHONE NUMBERS & PERSONNEL
Revised March 1989

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

Superintendent - Richard L. Stanton. x200
Assistant Superintendent - James D. Young. x202

Administrative Officer - Chris Streng. x204
Chief of Maintenance - Sam May. x239 or (301) 678-5548
Chief Ranger - Mike Mastrangelo. x222
Curator - Lee Struble. x231(cottage), x230(archives)
Chief, Interpretation & Visitor Services - Vacant. x219

PALISADES DISTRICT, 11710 MacArthur Blvd, Potomac, MD 20854 Great Falls Tavern
general information recording. (301) 299-2026
specific information requests. (301) 443-0024

Palisades Manager - Linda Toms. (301) 443-0024
Rangers: Tom Nash, Sally Griffin, Chris Lea, Chris Jones, Nancy Campanella,
Frank Cucurullo
Administrative Technician - (vacant). (301) 443-0024

GEORGETOWN VISITORS CENTER, 1055 Thomas Jefferson Street, Washington, D.C.
(Foundry Mall). (202) 653-5844

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) 7396179; 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 - Martin Gallery
Rangers: Rick Erisman, Paul Apple, Ken Newbraugh, Roger Ross, Rita Knox, John
Bailey, William Orndorff

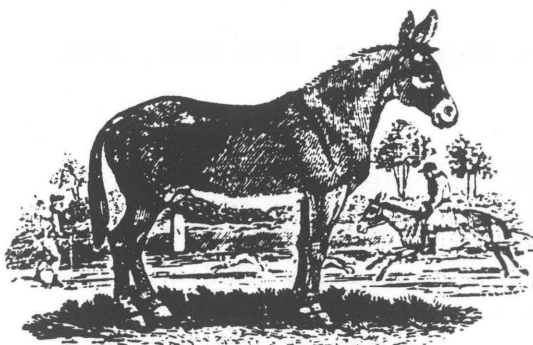
The Allegheny District begins at Milepost 106 (.8 mile below Dam 5)
and ends at the Canal Terminus, Cumberland, Milepost 184.5.

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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1 The Mule

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