

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 XXII

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NUMBER 1

36TH WILLIAM O. DOUGLAS REUNION HIKE
DEDICATED TO 20TH EARTH DAY
APRIL 21, 1990

This year's William O. Douglas Reunion Hike will be held on Saturday, April 21, 1990. The hike will begin at Noland's Ferry and end at Brunswick with a happy hour and dinner at the Brunswick Fire House.

Buses for the start of the hike will leave from the Am Trak Station in Brunswick, beginning at 10 am. Charge for the bus is \$2.00. To reach the Am Trak Station, you can follow Potomac Street and turn toward the river at Maple Street. When you reach the railroad parking area, look for the C&O Canal Association banner.

To reach Brunswick from the Maryland side take U.S. 340 West from Frederick, turn left (south) on 464 and follow signs to town, turning right at the traffic light at 287. From Virginia take U.S. 15 across the Potomac River at Point of Rocks and turn left about one mile up the hill onto 464. Keep to the left through the traffic at 478. This route should take you down hill onto Potomac Street.

The hike itself will start at 11:00 a.m. from Noland's Ferry and will cover 10.4 miles to Lock 30 at Brunswick. Lock 28, a little less than half way, or Lock 29, a little more than half way, will make a good lunch stop.

For those who arrive early, the Brunswick Railroad Museum at 30 W. Potomac Street is an interesting place to visit. If there is sufficient interest, we may be able to arrange a tour of the old B&O round house in Brunswick.

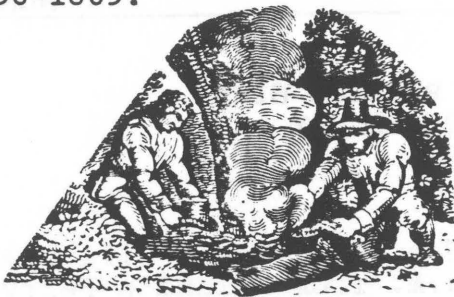
The happy hour with a cash bar will begin at 5:00 at the Brunswick Fire House, a few blocks further west from Maple Street. Parking is available near the Fire House, but cars may be left in the railroad lot.

Dinner will be served at 6: p.m., followed by a showing of historical films. Reservations at \$12 per person are required. Please return the reservation form found later in the newsletter in order to be counted on April 16 or make your

arrangements with Rita Hirrlinger
(703)503-9323.

For anyone who would like to camp on Friday night, the Brunswick city campground will be open, and we expect to have a large campfire as we did last year. Good food is also available at the Berlin Tavern on W. Potomac Street near the Fire Hall.

For further information on this year's Douglas Hike, call Rita Hirrlinger or Hal Larson
(703)356-1809.



Bike the Whole Thing
C&O Canal Bicycle Tour

If the Brunswick hike is not enough for you, join C&O Canal Association members on a 5-day trip down the towpath from Cumberland. Beginning on Wednesday, April 25, the trip will end in Georgetown on Sunday April 24.

Biking will be 35-40 miles per day on a level surface of dirt or crushed stone with overnights at the National Park Service "Hiker-Biker Overnight" stops. Meals will be "community style" with everyone on the trip sharing camp chores. In addition to your personal gear, you will be asked to carry a small amount of community gear and food.

Coordinators will provide food and menus for 12 meals, Wednesday supper through Sunday lunch. Plenty of food at a cost of only \$25, payable when you sign up. Transportation details will be

worked out when the participant list is completed.

Current plans are to accommodate 16 participants. Please sign up as early as possible - deadline is April 20. For additional information, contact Alan Mead, McKnightstown, PA (717)337-3520 or Bill Speck, Bethesda, MD (301)229-8140.

For more information on the experience of biking the Towpath, see Alan Mead's account of his trip last year that appeared in the June, 1989 "Along the Towpath," page 9.



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PRESIDENT'S COLUMN

I write this with sadness, because Nancy Long will not be editing this issue. After more than four years as editor in chief of On the Towpath, Nancy has resigned. She leaves behind a newsletter that ranks among the best. Indeed, more than once someone has said it "tops them all." Its high standards derive from Nancy's unwillingness to compromise and her devotion to a demanding assignment. Readers may not realize what is involved in producing the newsletter: composition, choosing text and illustrations, editing and writing are one thing; the business side--deadlines, production and distribution--also has many facets, more than one who hasn't done it can imagine. Nancy's able assistant, Ellen Holway, who has also resigned, also devoted many years to this endeavor. I am grateful to both for undertaking this responsibility for so long.

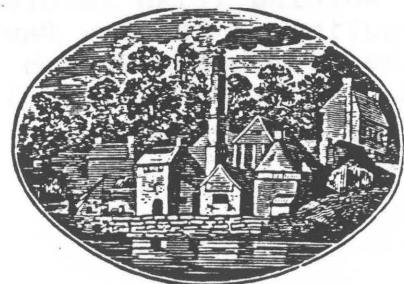
We are lucky, however, to have a promising candidate for Nancy's job. He is Donald Besom, a Bethesda resident and Foreign Service careerist, a sensitive and highly intelligent person ready to tackle this tough job. I urge everyone to support Don fully as he takes up his duties. He'll need all the help he can get, especially at first. To broaden participation and ensure regular reporting, I have put together a 15-member staff to assist him. Their names appear elsewhere in the newsletter.

We also regretted seeing park superintendent Dick Stanton go last summer but are gratified by his decision to be active in our work. Dick's superintendency inspired us all to work harder to protect and enhance the park. Although we felt a great loss when Dick left, we rejoice in his successor. Tom

Hobbs is a man with broad experience in the National Park Service, an intelligent professional with a deliberate approach to problems. I don't believe he is one to make hasty decisions; rather, he studies an issue carefully and acquaints himself with every available fact before he makes policy. Having seen the new superintendent several times, I can also say he is very personable and I think we will get on well with him. He has already shown an interest in the Association, responding quickly to meet with us in substantive discussion and appearing at the first board meeting after his arrival. Warm greetings to Tom Hobbs!

Change is always a little disturbing, especially when valued people leave. But in losing our editor in chief and superintendent we nonetheless have much to be grateful for. These people distinguished themselves in their posts and inevitably left, creating voids we thought would be hard to fill. In both instances, however, as we thank them we welcome replacements who promise rewarding service, to us and themselves. Don Besom and Tom Hobbs may have different approaches and managerial styles, but they promise continuity and excellence. We couldn't ask for more.

--Hal Larson



GREETINGS FROM THE NEW EDITOR

As a foreign service officer, I and my family find ourselves out of the country for years at a time. One of the things we miss most when we are away is the C & O Canal, an area we have known since we first moved to Bethesda 20 years ago.

It wasn't until my wife and I began a project of hiking the length of the Canal last fall, however, that we fully realized all that the Canal has to offer those who want to know it better and became aware of the C & O Canal Association and its activities. For me it has become more and more clear that the Canal and its surrounding land is a valuable part of the U.S. park system for several important reasons: for the preservation of an important historical area; for its recreational value; and for its role as a zone of undeveloped natural woodland adjacent to the more populated Maryland countryside.

Our walk along the towpath, from its beginning in Cumberland on a hot September day, introduced us to the history of the region--to vestiges of early America in the forms of the locks, aqueducts, bridges and other reminders of both the canal and the railroad and early life in the area. It brought to us images of young boys walking their mules on the dusty towpath in the heat of summer; of the advancing forces of General Braddock at Little Cacapon in their march against the French and Indians; of lonely barge captains on hurried runs to Georgetown; of hard working Irish laborers struggling at the Paw Paw Tunnel; of the red-headed Stumph sisters at Lock 67, flirting playfully with passing boatmen.

The Canal is also an area of enormous recreational possibilities. I have seen skaters gliding over the canal at Lock 8 in mid-winter, ice fisherman at Little Pool waiting patiently for their first catches of the day, and fly casters at Old Angler's in the August heat. And in the short time I have been back from overseas, I have personally used the canal and towpath for canoeing, running, walking, bicycling and cross-country skiing.

Finally, the Canal serves as an important reminder of the delicate balance between nature and the forces of development, the need to preserve that balance, and the difficulty in doing so. On a recent leg of our trip in early January, we played hide and go seek with two white tail deer that bobbed in and out of the woods ahead of us while we walked. All of a sudden, we came upon eight men in yellow coveralls in the shallow waters of the canal at mile marker 118 immersed in the dirty job of cleaning up an oil spill that had run from an overturned truck on the highway above and down a culvert that emptied into the canal. Just as suddenly, less than a mile further on, we were again startled by a group of eight deer crossing the towpath in front of us, one arcing across the sky like a carefully lobbed tennis shot.

We have not finished our hike to Georgetown and already it is obvious the importance of our Canal to the life of all of us who live along its boundaries. I congratulate those who have worked so hard to preserve this vital link with history, nature and ourselves and encourage all of us to continue their effort.

--Don Besom

IN RETROSPECT - Dick Stanton

A few years ago I journeyed down to Sarasota, Florida to do an oral history tape of Edwin (Mac) Dale, who used to be the Superintendent of the C&O Canal. The Canal offices were located on Potomac Street in Hagerstown then. I had been trying to clean up a lot of land work for the park which had been languishing for a long time. Mac and I became close friends. That must have been 25 years ago. We spent a few days reminiscing and I am reminded of a few things worth mulling over. For example, in those days, an assignment on the Canal was a punishment. It was a stepchild and the annual budget proved it...one Chief Ranger and two others, going in opposite directions from Hagerstown. Squatters were still everywhere and our Congressman, Mac Mathias, did his best to keep Dale and his unwanted constituency from killing each other. Mac Dale was my idol, articulate and full of stories about the park and life in general. He was a classy guy. I wanted to be C&O Canal Superintendent someday for sure, but I could never be a Mac Dale. After the taping session we both agreed that the one curse we could never overcome was that empty feeling that our work on the Canal would never be fully completed. The money would never be there. Distasteful compromises always prevail. Mac died a few months after my visit, a sad day for me.

I am still basking in the glow of my retirement gala. Such an outpouring of love and affection I have never witnessed. The setting was enchanted, the food great and the program fastmoving and full of substance. That day certainly changed my outlook on life. Folks can be pretty nice. I'll certainly never forget that magic moment.

Thank all of you!

Our new Superintendent is on board now and we must all give him solid support. He needs lots of loving care by his constituency, where the action is. He needs to be aware that there are a lot of folks out there who want to help. In exchange, the constituency must let him know what they expect of the park. Take a look at the General Plan...only a paltry handful of Development Concept Plans in 14 years and precious little money to implement any of them. The Association may wish to make a current list of Development Concept Plan priorities and get behind the park so they can be brought to the public. They have languished too long.

The problem is simple...we are so chained to the process and the tedious paper trail that we all tend to procrastinate. Another year goes by. The General Plan is sound and must be kept inviolate, but the process is too darned intimidating. Yes, it's time for Doctor John G. Parsons to look things over and recommend a short-cut solution that will work. The first priority is the Widewater walkway. Rip it up, fill it in and get on with it before more people get hurt. Are we aware that we will be celebrating that bridge's 20th anniversary soon?

Another priority, helping the Superintendent start a meaningful parkwide interpretation program. Aside from canal boat trips and a dazzling mini-folder, is there a priority program in sight? Volunteers could certainly help. I continue to give interpretive talks and slide shows to help out and it's a lot of fun. Try it, you'll like it!

I enthusiastically recommend

retirement....it took me only 24 hours to adjust. The Canal and River are still top priorities with me and I will be hanging in there with all of you.

Blue Skies and Happy Days



THE CHESAPEAKE & OHIO CANAL MULE
by Victor Page Conrad

The mule hitched to the long towline attached to a C&O Canal barge was usually the offspring of a male donkey of Spanish origin, commonly known as a "jack," and his biological cousin, a mare. The foal might be of either gender, but was incapable of reproducing its kind.

The typical mule bred for canal towage was relatively small in comparison with those destined for work on farms or in lumber camps. He was usually no more than twelve to fourteen hands high, because he had to fit into the low-ceilinged stable in the forward end of the barge, and had to traverse the narrow planks laid between the barge and canal bank when teams were changed.

His general appearance was much more like that of his sire than of his dam. He was often of a dark brown color, shading to black, with

a light tan band around his nose and snips of the same color around his eyes and inside his ears. Less often he was dark tan or light bay, with a black stripe down his back. Infrequently he was dark gray or white. His head was long and narrow, surmounted by a pair of long and mobile ears, earning him the soubriquet of "Jughead." His hoofs were also long and narrow, making him surefooted and capable of traversing rocky sections of the towpath without slipping. His mane was always clipped short. His tail, also, was clipped short down to within a foot of its tip, leaving a tassel useful for brushing off the stinging flies which pestered him during the daylight hours throughout the hot months. He communicated by means of an assortment of squeals and a raucous bray.

His name might be Bird or Jack, Kit or Pet, Tom, Jurry, Prince, Bess, Queen or Mike -- names short enough to fit euphoniously into the sharp, pungent phrases by which mules were customarily addressed by their drivers.

His disposition was somewhat erratic. He was independent and often intractable. While he would respond to kindness like most animals, he would balk whenever he felt that he was being put upon. When he did, nothing short of building a fire under him could induce him to move before he was ready.

He was jealous of his living space, and would kick and bite his tow-mates with reckless abandon if they infringed upon his salt-lick or provender. He was not averse to planting a solid kick on a master who abused him.

Some mules had physical, emotional or psychological quirks. A

few had to be left continuously bridled, because touching their ears in process of bridling or unbridling them would transform them into kicking, biting, plunging demons.

A mule of comparable size and weight could pull twice the load of his nobler relative, the horse, and could subsist comfortably on half the horse's rations. He performed his regular eight-hour stint at the tow twice in each twenty-four hour period -- with only four hours of stable time between shifts -- sustained only by a few nubbins of corn, a small forkful of hay and a bucket of canal water during each rest period.

With all his faults, the canal mule was a great power in his time. With little anticipation of reward and no hope of posterity, he performed his important task with hardihood and skill. Leaning doggedly into his collar, he towed the heavy barges through cold, heat and rain. He plodded along the muddy track in the black dark, through the great thunderstorms common to the mountains of Maryland, unmindful of the streaks of St. Elmo's fire flickering from the brass knobs on his hames.

Our nation owes the Chesapeake and Ohio Canal mule a great debt. But when he had pulled the last barge down the C & O, ending nearly a hundred years of commerce on the old waterway, he did not pause to wait for our acclaim. Instead, wagging his long ears, switching his tasseled tail and uttering a derisive bray, he walked off the towpath into history.



Letters to the Editor

Dear Editor:

Again the Association plans its annual Douglas walk--this year on April 21, almost coinciding with the Nation's celebration of the first Earth Day 20 years ago. For both the walk and the Earth Day celebration, Douglas' challenge to those who proposed a parkway along the route of the C&O Canal from Cumberland to Georgetown is worth recalling as it appeared in the WASHINGTON POST on January 19, 1954.

"The discussion concerning the construction of a Parkway along the Chesapeake and Ohio Canal arouses many people. Fishermen, hikers, campers, ornithologists, and others who like to get acquainted with nature first hand and on their own are opposed to making a highway out of this sanctuary.

"The stretch of 185 miles of country from Washington, D.C. to Cumberland, Md. is one of the most fascinating and picturesque in the Nation. 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.

"In the early twenties Mr. Justice Brandeis traveled the canal and river by canoe to Cumberland. It was for him exciting adventure and recreation. Hundreds of us still use this sanctuary for hiking and camping. It is a refuge, a place of retreat, a long stretch of quiet and peace at the Capitol's back door--a wilderness area where man can be alone with his thoughts, a

sanctuary where he can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns.

"It is a place for boys and girls, men and women. One can hike 15 or 20 miles on a Sunday afternoon, or sleep on high ground in the quiet of a forest, or just go and sit with no sound except water lapping at one's feet. It is a sanctuary for everyone who loves woods--a sanctuary that would be utterly destroyed by a fine tow-lane highway.

"I wish the man who wrote your editorial of January 3, 1954, approving the parkway would take time off and come with me. We would go with packs on our backs and walk the 185 miles to Cumberland. I feel if your editor did, he would return a new man and use the power of your great editorial page to help keep this sanctuary untouched.

"One who walked the canal its full length could plead that cause with the eloquence of a John Muir. He would get to know muskrats, badgers, and fox; he would hear the roar of wind in thickets; he would see strange islands and promontories through the fantasy of fog; he would discover the glory there is in the first flower of spring, the glory there is even in a blade of grass; the whistling wings of ducks would make silence have new values for him. Certain it is that he could never acquire that understanding going 60, or even 25, miles an hour."

Douglas' challenge to recognize and preserve the natural beauty and diversity of the area remains appropriate today just as it was in 1954. He barely refers to man-made artifacts. Instead he talks about the natural sanctuary--a "sanctuary for everyone who loves woods"...a

place where one "who walked the canal its full length . . . would discover the glory . . . in even a blade of grass."

True--the man-made artifacts--the canal and its structures--were the eventual basis for a law creating the national historical park, but the underlying motivation of many of those--like Douglas--who believed the area should be preserved was less the man-made artifacts than the natural stretch of 185 miles of country..."one of the most fascinating and picturesque in the Nation."

On this 20th anniversary of the original Earth Day as Association members walk together in memory of the Justice, a review and re-dedication to his love of the natural world may be in order. Perhaps the future of the Park's conservation and maintenance, as well as its interpretation, could strive toward better balance between emphasis on human artifacts and the Park's natural beauty and diversity.

Sincerely,
Helen L. Johnston



Association News

February, 1990 Board Meeting

The board of the Association met in Williamsport Sunday, February 4, 1990. Some of the individual committee reports discussed at the meeting are covered elsewhere in this newsletter. The following motions were approved by the board:

1. That \$500 be allotted to help support an injunction to prevent further action on the Wileys Ford Bridge in Cumberland until we are satisfied that the bridge will be constructed so as to allow hikers to walk along the towpath underneath.
2. That money be provided to print 250 membership directories that will be made available at the March 4 annual meeting and on request.
3. That \$100 be donated to the Capital Crescent Trail to support its activities.
4. That a legal fund be established to cover costs of court actions involved in protecting the park from internal and external threats to its integrity, quality, and improper restoration and other changes, and in defending the Association in legal actions. The goal will be to raise \$10,000 for this fund from annual allotments of \$500 from the Association budget and from contributions by individual members.
5. That approval be given to Hal Larson, as President of the Association, to participate in the Canal Parkway Steering Committee for the Cumberland Parkway as a representative of the Association.
6. That the Association seek representation on the Technical Committee of the Canal Parkway Steering Committee through the appropriate persons with the power of appointment.
7. That the April 21 Douglas Memorial Hike be undertaken as an activity in conjunction with Earth Day celebrations taking place throughout the country that same weekend.

CHESAPEAKE AND OHIO CANAL ASSOCIATION, INC.

FINANCIAL STATEMENTS

1 January through 31 December 1989

Summary of Operations	<u>Income</u>	<u>Expense</u>	<u>Net</u>
Administrative Functions	9,023	8,415	608
Special Activities (hikes, dinners)	13,206	13,848	(642)
Patches, T-shirts, Totes	<u>754</u>	<u>414</u>	<u>340</u>
Total	<u>22,983</u>	<u>22,677</u>	<u>306</u>

Financial Position (Balance Sheet)	<u>12-31-89</u>	<u>12-31-88</u>
Assets:		
Cash	7,763	8,869
Prepaid Expense	-0-	200
Inventories	2,656	1,778
Property/Equipment	292	-0-
Accumulated Depreciation	(30)	-0-
Total Assets	<u>10,681</u>	<u>10,847</u>
Liabilities:		
Accounts Payable	470	79
Revenue for Subsequent Periods	<u>137</u>	<u>1,000</u>
Total Liabilities	607	1,079
Accumulated Operating Results	<u>10,074</u>	<u>9,768</u>
Total Liabilities & AOR	<u>10,681</u>	<u>10,847</u>

Detail of Administrative Functions	<u>1989</u>	<u>1988</u>
Income:		
Dues	8,280	6,625
Interest	499	487
Other	<u>244</u>	<u>76</u>
Total Income	<u>9,023</u>	<u>7,188</u>
Expense:		
Newsletter	4,170	2,493
President	552	411
Secretary	282	366
Treasurer	296	106
Information Officer	104	-0-
Level Walker Program Chair	78	51
Environmental Committee	83	68
Membership Coordinator	458	486
Membership Committee	587	2,232
Archives Committee	321	134
Nominations Committee	-0-	44
Publications Committee	446	-0-
Stationery	673	125
Dues/Contributions	335	400
Depreciation	<u>30</u>	<u>-0-</u>
Total Expense	<u>8,415</u>	<u>6,916</u>
Net Administrative Operating Result	<u>608</u>	<u>272</u>

C&O CANAL NATIONAL HISTORICAL
PARK VOLUNTEERS IN THE PARK (VIP)
PROGRAM

1990 Activities:

Deep personnel cuts means that we will need more volunteers in our Volunteers in the Park (VIP) worktrips. If you checked volunteer worktrips on your membership sheet, now is the time to come forth.

VIP activities have already begun this year. In January we met at the Great Falls Tavern. Bejay Myers and Dave Johnson went to the Foundry to help Terry duplicate material, assemble packets and help set up the reservation book. At the Tavern Bill Speck and Joan Paull duplicated material, assembled packets, addressed and stuffed envelopes. Meanwhile Hal Larsen was taking inventory in the Great Falls Library.

Throughout the rest of 1990, there will be a worktrip on the first Saturday of most months. See the "Coming Events" calendar in this issue for a complete list of the 1990 VIP worktrips. We are also hoping for the annual series of Foundry Concerts to be held again this coming summer in Georgetown. These are free outdoor concerts featuring a variety of guest musicians. Traditionally, Association members are asked to help at these concerts, providing information on the Canal to the general public. Anyone wanting more information on volunteer programs and worktrips can call Joan Paull (301-384-8584).

1989 Activities:

The following is the 1889 report for the "Sights and Sounds Nature Walk" which originates at Great Falls Tavern hospitality room at 10

a.m. the first and last Wednesday and the first and last Saturday of every month. The leader is Helen Johnston, co-leaders are Betty Hanson and Betty Bushell.

Forty-eight walks were scheduled in 1989 and forty-eight performed. The number of guests, excluding leaders, was 575. Of this number, 203 were "first timers" and there were 372 revisits. In addition, a walk was held for the Friends of Great Falls Tavern, attended by 14 members. Helen Johnson also led a group of Girl Scouts. Total hours volunteered by the three leaders exceeded 450. Trash, averaging two large bags, is collected on each walk.

Visitors come from Florida, Oklahoma, Michigan, Ohio, Missouri, New Mexico, New York, New Jersey and Pennsylvania, Great Britain, Sweden and France.

Highlights:--Two eagles fledged
--Four cormorants
observed on river in September
--Beavers and lodges
observed.

--Joan Paull



A group of VIPs at a recent Work Day.

REPORT OF ENVIRONMENTAL COMMITTEE

One of the issues which the Environmental Committee has been dealing with has to do with the Wiley Ford Bridge. As background, Wiley Ford is a small community in West Virginia, across the Potomac from Cumberland and adjacent to the Greater Cumberland Airport. Access to and from Cumberland is by way of West Virginia State Route 28; the Wiley Ford Bridge across the Potomac; Ford Road, which crosses the C&O Canal towpath at grade level; Virginia Avenue, through South Cumberland; the Virginia Avenue underpass, an awkward tunnel beneath the CSX Railroad; and Maryland State Route 51 (Industrial Boulevard), a dual-lane road that terminates in downtown Cumberland.

Improvements in this inadequate system have been sought for a long time. Cumberland and Allegany County leaders are seeking a road system that would overcome the serious impediment at the Virginia Avenue underpass. The National Park Service, the C&O Canal Association, and others are seeking a grade separation between the Canal and Ford Avenue. The Maryland State Highway Administration (SHA) has concluded that the Wiley Ford Bridge needs to be replaced and is proceeding with an "in-kind" replacement.

The SHA has steadfastly refused to reconstruct the Wiley Ford Bridge at a higher level that would allow the roadway to cross above the Canal and towpath, even though such a grade separation was urged as long as 19 years ago. SHA's reasons are the higher cost of raising the level, possible flooding problems with a raised roadway, and lengthy delays in replacing the bridge. Finally, on the eve of putting out invitations to bid on the project, SHA has released a plan that would permit overpassing the Canal and towpath

at some later time when Ford Avenue may be rebuilt. The plan provides that a portion of the bridge could be raised to join a raised roadway. Clearance above the towpath would become 8 feet.

The National Park Service has expressed its willingness to accept this arrangement. Several citizens groups, including the C&O Canal Association, have urged that grade separation at the towpath should be planned and constructed concurrently with the Wiley Ford Bridge replacement. Our view is that grade separation will overcome a serious safety hazard and will permit future rewatering of the Canal in the Cumberland area. The Association's Board has not yet decided whether SHA's latest plan is acceptable. Stay tuned.

The matter of improving road access between Cumberland and the Airport is still undecided. There are four or more options, one of which would encroach upon the Canal environment. A large Steering Committee, headed by former Senator J. Glenn Beall, Jr., has been appointed by SHA to study the options and make a recommendation. Our Association is represented on the Steering Committee.

Members and friends of the Canal could help by expressing their views to Maryland elected officials and officers of the State Department of Transportation.

Other Issues

The Environmental Committee is following several other developments that could have an impact on the Canal Park. These include a proposed correctional institution at Mexico Farms, a request for renewal of a water discharge permit for the Fibred Corporation at Mexico Farms, expansion of the PEPCO plant at Dickerson, a proposed trash

incinerator at Dickerson, creation of a Capital Crescent Trail in Montgomery County and Washington, the proposed western bypass highway, rewatering prospects at several locations on the Canal, and means for maintaining the Canal and Park with minimal disturbance to wildlife.

--John Chandler, Chairman

ARCHIVES COMMITTEE

The main charge, for the moment, of the archives committee is to arrange for permanent storage of the C&O Canal papers of the late Justice William O. Douglas. Under capable leadership of Mimi Eller, the committee evaluated potential sites, selected the most promising and made a recommendation that was accepted by the association board. The recommended site, in the opinion of the Committee and the board, offers the best choice for both document preservation and controlled access by future historians. As soon as negotiations are completed, a site announcement will be made.

It is with regret that we announce the resignation of Mimi Eller as Chairperson of the Permanent Archives Committee. She recently moved to Sebring, Florida, a location from which committee business cannot be conducted. At present, David L. Scally chairs the committee; new members will be announced in the next interim report.

Emmy Woodward, of Shepherdstown, WV, has been indexing and copying the Douglas Collection for approximately one year; technical assistance was also provided by Lee Struble, Curator, C&O Canal Headquarters. This task is expected to be completed within the next few weeks.

The collection includes

correspondence of Justice Douglas concerning the C&O Canal, drafts of same with corrections inserted, numerous photographs, magazines containing articles about preservation efforts on behalf of the C&O Canal, and entire newspapers containing articles reporting on the historic 1954 Douglas hike of the entire canal towpath. To limit the need to refer to the original material, correspondence and the articles have been copied. These copies, as well as the photographs, have been mounted on a library shelf.

Now that placement of the Douglas Collection appears near completion, the committee has been asked to make recommendation for similar storage of Association newsletters (Vol. 1, No. 1, March 1960 to the present), level walker records, retired official papers (those no longer needed for current operation of the Association) and membership rolls.

Extensive collections of photographs have recently become available from the families of the late Fred Blackburn and the late Jack Rottier. These photographs appear on cursory evaluation to date from after World War II until the late 1950's; more precise dating and identification is indicated. Nine Kodachrome slides are probably from the the 1954 Douglas hike. It is likely that, from time to time, other collections of historic photographs will be offered to the Association.

There is room on the Committee for several more people interested in joining the search for permanent document location(s) and, especially, organizing and preserving the remaining material. Anyone interested in helping out with this effort should call Harold Larson at (703) 356-1809 or David Scally at (301) 986-0106.

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

by Karen Gray, Level Walker Chair

825 New Hampshire Ave. NW #304, Washington, DC 20036

202/333-6947

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

Saturday, June 23 at 11:00 a.m.

Level #53, Little Orleans

Meet at the Little Orleans Store in Little Orleans, Maryland. Bring your lunch. We'll stop to picnic during the hike. (We planned this hike first for last September but cancelled it due to Hugo's approach). We'll walk 3 miles or so upstream before turning back. Hikes are usually two to three hours long. Call me if you need more directions (see above).

*** * * * WE DO NEED LEVEL WALKERS! * * * ***

If you are interested in becoming a Level Walker, give me a call, or if you drop me a card at the address above, about your interest, I'll call you. I'll be glad to explain what the duties are and to discuss your preferences on assignment. It isn't hard and the satisfactions and pleasures make it more fun than work. Join us!

REPORTS FOR NOVEMBER THROUGH JANUARY:

Note: There is room here for only selected comments from the often lengthy and interesting reports I receive. LEVEL WALKERS NOTE: Next deadline for level walker reports for walks from February through April is May 5.

#1 Mile 0-2.3

TIDAL LOCK TO OLD BOAT INCLINE

Leslie Sobin (11/23) encountered 10 joggers and 4 white ducks on this Thanksgiving Day hike following a light snow. He notes the problem of bottles and cans at the staircase 10 yards up from the Sea Catch Restaurant--a chronic litter problem on this level.

#3 Mile 5.0-7.5

LOCK 5 TO CABIN JOHN CREEK CULVERT

Earl McFarland (1/2, & 15) found very little litter and noted that of the several dogs encountered, only one was on a leash. He encountered 28 hikers on the January 15 hike and only 6 joggers.

Howard Rosen (1/13) found the towpath in surprisingly good condition and no water in the prism between Lock 9 and Lock 14. (Also walked level #4.)

James and Joan Wilson (11/27, 29 & 30 and 1/23, 30 and 2/1) found the towpath very clean, counted 37 joggers, saw a great blue heron flying low just above lock 7 in November, and notes that pieces of insulation are still coming down Cabin John Creek. Beaver have been felling trees about 200-300 yards above milepost 6.

#4 Mile 7.5-9.4

CABIN JOHN CREEK CULVERT TO SEVEN LOCKS/LOCK 14

Howard Rosen (1/13) (see report for #3 above)

#8 Miles 16.6-19.6

SWAINS/LOCK 21 TO PENNYFIELD/LOCK 22

Kay E. McClaine (1/17) filled a bag with litter, found the towpath muddy and ice in the canal in places. Many squirrels and 4 hawks were observed. A large limb lay across the towpath at mile marker 19.

#10 Mile 22.8-25.0

SENECA AQUEDUCT TO MILEPOST 25/TENFOOT ISLAND

Peg Lawson (1/16) picked up two bags of litter. There was deep mud in places and the towpath showed signs of heavy use by bikes and some horses.

(#10 continued)

Betsy Little (1/21) collected 3 bags of litter, most near Seneca Aqueduct and the ponds just beyond. She encountered 30 walkers, 3 joggers and noticed three noisy power boats on the river.

#12 Mile 27.2-30.8

SYCAMORE LANDING TO EDWARDS FERRY

Lucy Beths (2/3) picked up 6 bags of litter mostly at the hiker/biker and between it and Edwards Ferry. Found broken bottles in fireplace and a discarded bike tire along the path. Saw 4 deer in a field.

#13 Mile 30.8-33.2

EDWARDS FERRY/LOCK 25 TO HARRISON ISLAND

D. H. Groelsema (1/31) found a 5 gallon can and a tire among the garbage along his level. He notes the crushed-stone cover missing or thin in areas so parts of the towpath was muddy or soft.

#15 Mile 35.5-39.4

WHITES FERRY TO LOCK 26 (WOODS LOCK)

Betty Bushell (1/15) accompanied by co-level walkers Pat Schindler, Betty Henson, and Herb Madison. They collected 8 large bags of litter and 7 small bags (the latter in a .2 mile area around Woods Lock and Martinsburg Road. At about mile 36.5 there was evidence of an extensive fire from the river edge to the towpath. Noted the granary restoration looked very good. They met Ranger Walt McMann, counting gypsy moth egg masses.

#16 Mile 39.4-42.2

LOCK 26 (WOODS LOCK) TO MONOCACY AQUEDUCT

Douglas Norr (1/13) collected 2 bags of garbage, saw lots of cardinals and one dead deer near the power plant.

#21 Mile 55.0-58.0

BRUNSWICK/LOCK 30 TO WEVERTON/LOCK 31

David M. Johnson (1/27) filed one of his comprehensive reports. He notes continued deterioration of culvert at MP 57 and of the mill-race well at Weverton where 2 walls have now completely collapsed. A beaver dam and lodge lies below Weverton but shows no evidence of recent activity. The Brunswick riverfront park area was clean but Phases II and III of the riverfront revitalization do not appear to have been fully implemented. There is water in the prism throughout most of this level.

#22 Mile 58.0-60.7

WEVERTON/LOCK 31 TO HARPERS FERRY/LOCK 33

Gil Hill (1/3) with Carol Galaty collected 2 bags of trash but reported much more in the Weverton and Sandy Hook areas--though the area near Harpers Ferry is clean. Observed 1 kayaker running the rapids. Lock 33 badly overgrown.

Harry & Jean Raney (1/3) found the towpath very muddy from mile 58 to 60 but otherwise in good condition. A waterfall at 59.2 on the cliffs was beautifully frozen.

#23 Mile 60.7-62.3

HARPERS FERRY/LOCK 33 TO DAM 3

Bob & Eileen Rabson (1/13) found a lot of debris. Noticed NPS tree cutting and other work around milepost 61 and above. Remarked on the occasional discovery of a single shoe and predominance of Pepsi and Budweiser cans.

#27 Mile 69.4-72.8

ANTIETAM AQUEDUCT TO SHEPHERDSTOWN/LOCK 38

Ken Rollins (11/4) found his level quite clean and reported New England asters in bloom at mile 70. The pond repairs at the Sportsman's Club have

(#27 continued)

been completed and the area has new grass. He reported 14 cyclists and 2 horseback riders among those along the level.

#28 Mile 72.8-74.0

SHEPHERDSTOWN/LOCK 38 TO LOCK 39

George Camplair (1/24) reported culvert #107 now completely silted in with 18" diameter sink hole in canal. A quoting from the report worth including: "The canal is really beautiful and very quiet and one can see so many things of interest without the greenery."

#29 Mile 74.0-76.7

LOCK 39 TO SNYDERS LANDING

Marshall Grotenhuis (1/15) Noted flood debris in low flooded areas, trees freshly cut by beaver at 74.5, more trans than usual but the towpath in good shape.

#41 Mile 106.8-108.6

DAM 5 TO FOUR LOCKS/LOCK 47

Arthur & Larue Stier (1/6) collected 4 bags of litter and noted towpath erosion above lock 46 and a 50-60 gallon plastic drum below lock 45 where there is an area of trash. Deer tracks, beaver cutting and a grey heron observed.

#44 Mile 112.4-114.5

FORT FREDERICK TO ERNESTVILLE

Jane and Harold Larsen (1/7) reported very little trash. Two ice fishermen on Big Pool which was frozen solid. The shoreline continues to recede. Large chisel marks of woodpeckers could be seen in trees at the edge of the towpath.

#66 Mile 175.5-177.7

NORTH BRANCH/LOCK 74 TO MEXICO FARMS/CULVERT 235

Jim Sartwell (11/19) noticed hunters in adjacent field and heard gunshots from nearby woods on this rabbit-season walk. Towpath in good condition. Trees newly felled by local beavers near Mexico Farms.

Coalition Calls for Action
on Capital Crescent Trail

The Coalition for the Capital Crescent Trail (CCCT) is calling on Montgomery County to move ahead with plans for the Crescent Trail project. More than a year ago, the County made a substantial investment on behalf of the trail by purchasing the right-of-way where the trail will be located. Since then, according to the CCCT, little has happened.

Instead of embracing the trail and developing it swiftly, the County has been studying the trail corridor piecemeal for more than three years. None of the trail has been designed or built. Nor have funds been committed for designing and building it. Instead, at every

turn, the trail has encountered new obstacles.

To remedy this situation, the CCCT is asking the County for three commitments: (1) assurance that the County will build the entire Capital Crescent Trail; (2) adequate funds to design and build the trail within the next several years; and (3) leadership on behalf of the trail. The CCCT also would like the trail planning process simplified and expedited.

The CCCT is asking its members and others interested in the Crescent Trail to contact Montgomery County officials to encourage action on behalf of the project.

CALENDAR PROGRAM NOTES

The calendar of coming events includes all Association functions which have been firmed up at press time. Other events may be scheduled later and published in subsequent newsletters. Possible activities include a rail excursion out of Cumberland, more day hikes and cycle trips, and one or more overnight back-packers, perhaps coordinated with Level Walker hikes.

The festivals in the river towns have become popular with our members and are an opportunity for us to make a presence. We have a canopy and a banner which we regularly use to set up booths for information and membership purposes. These festivals are very entertaining and often have informative exhibits about river and Canal life and local history. Most festivals have food, arts and crafts, and souvenirs for sale. Hancock and Williamsport both have parades. You can have a good time and boost the Association by giving Gil Hill a hand with our booth at any one of these festivals.

Joan Paull sets up her VIP (Volunteers in the Parks) work sessions according to where the most need develops throughout the year. Some are arranged on short notice and for that reason cannot be scheduled in advance. Most work sessions are three or four hours long followed by a picnic lunch. Here is an opportunity to do something for the Park and get to know some interesting fellow members. Joan will tell you where the work is scheduled and advise you what to bring. VIP work includes assisting the Park Service at Great Falls Tavern and the Georgetown Visitor Center.

Your comments, questions, suggestions, and complaints are

welcome anytime. You are also welcome to assist with or lead any events in which you are particularly interested. Convey your comments to Ken Rollins at (804)448-2834 or Rte. 4-Box 107, Ruther Glen, VA 22546.

NEW MEMBERS RECEPTION May 12

On Saturday, May 12, members who have joined the Association since May, 1989 will be hosted at the Great Falls Tavern in Maryland. The featured event will be a mule-drawn canal boat excursion through Lock 20 up the Canal and back. Passengers will be entertained by Park Service interpreters.

A luncheon of "canal boat" bean soup will be served in the Tavern courtyard and followed by an afternoon of slides, historical films, and the opportunity to meet and socialize with "old time" members to find out what the Association is all about and how we function through our various committees.

Everyone is welcome, but canal boat accommodations are limited to about 70 and will be filled on a first-come, first-serve basis with priority given to new members. This is also an opportunity to recruit new members, and anyone who would like to help is welcome

To put your name in the pot or to obtain additional information, call Gil Hill (301)983-9284 or (301)496-1877.



COMING EVENTS

<u>Month</u>	<u>Date</u>	<u>Day</u>	<u>Event</u>
March	24	Sat	VIP work day at Great Falls Tavern. Call Joan Paull (301)384-8584.
April	1	Sun	Multiple Scleroris Hike. Call Joan Paull (301)384-8584.
	21	Sat	Annual William O. Douglas Reunion Hike.
	25	Wed	Start of 5-day bike tour from Cumberland to Washington.
May	5	Sat	Level Walker Hike. Call Karen Gray (202)333-6947.
	5	Sat	VIP work day at Great Falls Tavern. Call Joan Paull (301)384-8584.
	12	Sat	Reception for new members.
June	2	Sat	VIP work day. Call Joan Paull (202)384-8584.
	9	Sat	Level Walker Hike. Call Karen Gray (202)333-6947.
	16	Sat	Canoe in Canal from Violet's Lock to Great Falls. Call Carl Linden (301)229-2398 or Ken Rollins (804)448-2934.
	30	Sat	Brunswick River Festival (Association book volunteers needed). Call Gil Hill (301)983-9284 or (301)496-1877.
August	11/12	Sat/Sun	Cumberland Canal Festival. Call Gil Hill (301)983-9284.
	25/26	Sat/Sun	Williamsport C&O Canal Days. Gil Hill (301)983-9284.
September	1	Sat	VIP work day. Call Joan Paull (301)384-8584.
	8/9	Sat/Sun	Hancock Apple Festival. Call Gil Hill (301)983-9284.
	15/16	Sat/Sun	Canoe the Paw-Paw Bends. Call Carl Linden (301)229-2398 or Ken Rollins (804)448-2934.
	22	Sat	Brunswick River Festival. Call City Hall (301)694-6144 or Gil Hill (301)983-9284.
October	6	Sat	VIP work day. Call Joan Paull (301)384-8584.
	6/7	Sat/Sun	Berkeley Springs, W.Va. Apple Butter Festival. Call Gil Hill (301)983-9284.
	20	Sat	Annual Heritage Hike - Spring Gap to Cumberland. (Details in later edition of newsletter.)
November	3	Sat	VIP work day. Call Joan Paull (301)384-8584.
December	1	Sat	VIP work day. Call Joan Paull (301)384-8584.

COALITION FOR CAPITAL CRESCENT
TRAIL TO CELEBRATE EARTH DAY

As the Association and other organizations in the area will be doing, the Coalition for the Capital Crescent Trail (CCCT) will be celebrating Earth Day on Saturday, April 21 from 9 am to noon. The Coalition is encouraging its members and other individuals and groups to be stewards of the proposed hiker/biker trail by volunteering to clean litter and fallen trees from sections of the right-of-way. A Coalition spokesman suggested that those interested join with others to work on a particular section of the trail.

Another CCCT activity coming up this spring is a hike and rally along the route of the proposed hiker-biker trail. This event is co-sponsored with the NATIONAL CELEBRATION OF THE OUTDOORS and CELEBRATE MONTGOMERY COUNTY - OUTDOORS and will be held on Saturday, May 5 at 9 am. The hike will begin at the intersection of the Georgetown Branch Railroad with Bethesda and Woodmont Avenues and will include a lunch stop at Fletcher's Boathouse. Hikers may return by Metro from the Foggy Bottom Station to the Bethesda Station.

For more information about either of these events, contact the CCCT office, 234-4874, or Sally Stevens, whose home number is (301)990-6858.

AREA PARKS SPRAY FOR GYPSY MOTH
IN THE PALISADES DISTRICT

A total of 733 acres of the C&O Canal National Historical Park are targeted for aerial spraying of insecticide to control gypsy moth, beginning the last week in April and continuing until mid-May.

Five separate sites within the Park

have been marked for this year's assault on the pest which has no natural enemies to check its voracious appetite for tree leaves. As a moth, it is harmless. Damage is caused by the caterpillar (gypsy moth in the larval stage) after it hatches and starts feeding in late April. In a matter of weeks, a tree can be defoliated and left prey to disease and eventual death.

The areas to be treated are Plummers Island, two sites in the Great Falls area, the Watts Branch area off River Road, and Bear Island, all within the C&O Canal National Historical Park.

Gypsy moths have been spreading south since they were mistakenly released in Massachusetts in 1869. The insects began to appear in Maryland during the 1970's. Oaks are the highest risk trees in parks. Defoliation for two years a row may leave half the affected oaks dead.

In 1982, the National Park Service started spraying biological insecticide with the purpose of controlling the spread of the infestation. Each year since then it has used a biological insecticide known as Bacillus thuringiensis (B.t.), a bacterium that only affects leaf-eating caterpillars and is approved as not harmful to people or pets.

The National Park Service, along with state and local jurisdictions, is cooperating with the U.S. Forest Service as the regional authority for the control of gypsy moth.

Insecticide will be sprayed from helicopters flying as close as 50 feet from above the tree tops. Park neighbors or others should call the Superintendent of the C&O Canal National Historical Park to learn the local spraying schedule and get further information.

DIRECTORY C&O CANAL NHP
TELEPHONE NUMBERS & PERSONNEL
REVISED MARCH, 1990

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

Superintendent - Thomas O. Hobbsx200
Assistant Superintendent - James D. Youngx202
Administrative Officer - Chris Strengx204
Chief of Maintenance - Sam Mayx239 or (301)678-5548
Chief Ranger - Mike Mastrangelox222
Curator - Lee Strublex231(cottage), x230(archives)
Chief, Interpretation & Visitor Services - Gordon Gayx219

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, Chris Lea, Chris Jones, Nancy Campanella,
Frank Cucurullo
Administrative Technician - Steve Long(301)443-0024

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

Ranger - Terry Garbot

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, x237; (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, Fred Biers

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 St., 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, Robert Grey

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

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 Don Besom who welcomes communications from the membership. His address is 6604 Rannoch Court, Bethesda, MD 20817. Associate Editors are Katherine Savage and Nancy Hartsock. Production and Distribution assistance is provided by Susan "Butch" Henley, Anne Briggs, Judy Hecht, Mary Blackwell. Correspondents include Melvin Collins in Allegheny County, Vernon Davis in Washington County, Mr. & Mrs. Earl Mills in Harpers Ferry, and all other members who wish to contribute. Photographer is Betsy Little.

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(703)356-1809

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

2d VP & Level Walker Chairperson: Karen M. Gray, 825 New Hampshire Ave., NW, #304, Washington, D.C. 20037 (202)333-6947

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

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(301)530-7473.

Information Officer: Sandra Hemingway, 4701 Kenmore Ave., Alexandria, VA 22304 (703)823-1489

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C&O CANAL ASSOCIATION
RESERVATION FOR REUNION HIKE DINNER
Brunswick, MD Fire House
6 pm, April 21, 1990

Please reserve _____ dinner(s) at \$12.00 each in the following names:

Total amount enclosed \$ _____

Make checks payable to the C&O Canal Association and send payment to P.O. Box 366; Glen Echo, MD 20812-0366. Checks must be received by April 12, 1990. Reservations will not be confirmed by mail, but a list will be held at the dining hall.

My name is _____
Address _____

THE ASSOCIATION WELCOMES NEW MEMBERS

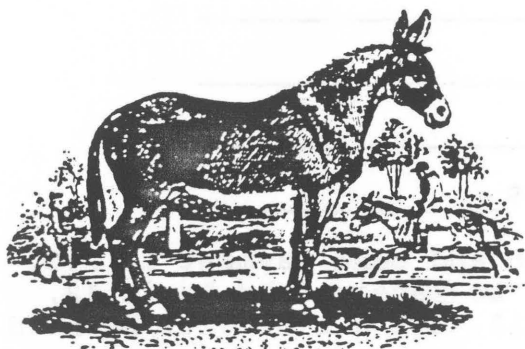
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