

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 XXIII

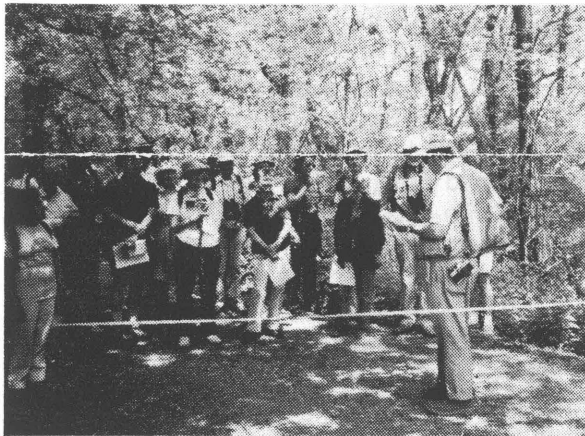
June 1991

NUMBER 2

37TH WILLIAM O. DOUGLAS REUNION HIKE A SUNNY SUCCESS

From Cumberland to Washington
Is one-eight-nine they say;
That doesn't faze this dauntless band,
It's down hill all the way.

[From "The C&O Canal Song" as quoted in The Living
Wilderness, Spring 1954]



Association President Dave Johnson presiding
over this year's Douglas Hike inaugural ceremonies

After two preceding rainy weekends, the sunshine on the morning of Saturday, April 27 was a welcome sight for potential hikers. White's Ferry west of Poolesville was the assembly point and hikers began assembling about 10 a.m., joining the handful of overnight campers. The first bus left about 10:30 a.m. with the second trip a little over an hour later. The long time required for the bus to make the round trip was one of the few problems of the day. Karen Gray got everyone oriented with a handout that included a map and information about points of interest along the 9.1 mile hike route.

Nolands Ferry (44.6 miles) was the starting point of the hike. When the second group arrived, we found that almost all of the first group had long since headed down the trail.

At the starting ceremony, Association President Dave Johnson dedicated the hike to the memory of "Jack" Durham, one of the key organizers of the original Douglas hike. He read a letter from Jack Durham's daughter that noted that a memorial service for her father was being held that same day. Then Dave cut the traditional yellow ribbon (contributed by Mary Lurch) and the second group of hikers headed south. Park Ranger Roland Hamilton accompanied the group. Just 2.4 miles down the trail, we came to the high point of the hike, the magnificent seven-arch Monocacy Aqueduct. Most of the second wave chose this site for a lunch break.

The people swarm around us
With cookies, fruit and cheer,
This is the consarned dangest thing
That ever they did hear!

[From "The C&O Canal Song"]

Thus refreshed, the hikers soon passed by Spinks Lock, the Pepco Power Plant at Dickerson and Lock 26. Then it was a long stretch to White's Ferry and the afternoon sun began to feel hotter. The sight of cars crossing the towpath in the distance was a welcome sight, signaling that White's Ferry was near.

The drive through Poolesville to the Upper Montgomery Volunteer Fire Station at Beallsville was fast. Ken Rollins and Carl Linden had already set up the happy hour refreshments in the

delightful open-air pavilion back of the fire hall. We had wondered if an hour and a half was too long for this stage in the day's activities, but the time sped by and it was soon time for dinner. The ladies of the Upper Montgomery County Volunteer Fire Department prepared a delicious and filling buffet.

Following dinner, President Dave Johnson provided more details about "Jack" Durham. Dick Stanton was our main speaker for the evening and took us back with words, slides and music to the turn of the century when Cumberland was a booming "Queen City" and the Shawnee Canoe Club enjoyed canoe excursions along the North and South Forks of the Potomac River. We were reminded that, though economic conditions and fashions may change, the pleasures of the river are not new and have been enjoyed for many years.

In all, it was a good day of physical exercise and friendship and a time to remember the vision of Justice William O. Douglas and the work of people like Jack Durham who helped translate that vision into an event and a movement.

Thanks again to committee members Ken Rollins, Carl Linden and Susan Marcus for their work with hike logistics; to Karen Gray for preparing the handout and to Harold Larsen and Dave Johnson for assistance with arrangements. Thanks also to Park Superintendent Tom Hobbs, District Ranger Dwight Stinson and Rangers Roland Hamilton and John Frye for providing support services.

The 1989 Douglas Hike covered the section of the Canal from Nolands Ferry to Brunswick, while this year's hike picked up from Nolands Ferry in the opposite direction to Whites Ferry. This section of the Canal has been well covered. Next year it will be time to explore another section of the C&O Canal.

---John Fondersmith, Chair 1990 Douglas Hike Committee

And now our journey's ended,
Our aches and troubles gone;
But blisters heal, so says the Post,
And memories linger on.



Photo of participants in the first Douglas Hike

President's Column:

I want to start this column by acknowledging the contributions of several members who made our recent events so successful:

Thanks to the Douglas Hike Committee, chaired by John Fondersmith and assisted by Susan Marcus and Mary Lurch; Ken Rollins and Carl Linden, who handled the social hour, and Karen Gray for preparing the information handouts. Thanks, too, to John Frye and Roland Hamilton who provided ranger support. Our spring and fall hikes do not just happen automatically. Each one is the result of a lot of planning and organizing, and the committees that do this behind-the-scenes work really deserve our appreciation.

Thanks to Rita Bauman, who chairs our Permanent Membership Committee, for arranging the canal boat trip at Great Falls in May, including the mailing and refreshments. Our special thanks go to Frank, Edie and the crew of the Canal Clipper.

Following the boat ride, it was my pleasure to present a plaque from the Association to Hal Larsen in recognition of his five years as President. During his tenure, the Association's membership doubled, our internal management organization was greatly broadened by the appointment of permanent committees for membership, programs, environmental concerns, archives, and publications, and he widened our participation in many outside activities that affect the canal. He set a very high standard of

leadership for us to follow.

Thanks to Dave Gardner, who teaches the course on the C&O Canal at Montgomery College for the excellent talk and slide presentation he gave to us in June at Glen Echo. And thanks again to Rita Bauman for arranging for it.



Past-President
Hal Larsen
Receiving a
Plaque from
President Dave
Johnson

One of the newest outside activities we have become involved with is the Potomac River Greenway Coalition. This group has brought together representatives of federal, state and local governments and private organizations to preserve the Potomac River as a greenway system and protect the natural, recreational, historical and cultural features of the valley. (This mission is very similar to the corporate goals of the Association.)

At the May meeting of the Coalition, an action plan for the remainder of 1991 was adopted. Major features of the plan include:

- developing a comprehensive list of organizations that should be involved in the initial stages of the effort;
- holding regional meetings with representatives of participating groups to create a broad-based information sharing network and to begin efforts to hold a major conference in 1992 that declares the local, regional and national campaigns toward a Potomac Greenway;
- establishing a secretariat and developing an organizational plan for support staff and
- identifying potential sources of funding for the Coalition's program efforts. Sources might include federal, state and local governments; private foundations and institutional and individual donations.

The Coalition is fortunate to have the part-time

assistance of Bill Maxon, an attorney for the U.S. Fish and Wildlife Service, who is currently on loan to The Conservation Fund. Bill will work on the scoping study and potential supporters, funding, legislation, planning mechanisms and other activities to help develop a strategic plan for the Potomac Greenway.

Earlier this spring, we attended meetings to plan a route for the American Discovery Trail (ADT) through Maryland and into Delaware. The ADT will be the first coast-to-coast hiking trail, providing a missing link in the national trail system. Although there are three major north-south trails (Appalachian, Continental Divide and Pacific Crest), there is no east-west route linking them. The ADT is a project of the American Hiking Society and Backpacker Magazine to follow historic routes such as the Pony Express and Santa Fe trails across the Sierras and Rockies and the Great Plains and through the Appalachians. The scouting team left San Francisco last year and reached the Mississippi during the winter. Now they are working their way across the eastern half of the country. As currently envisioned, the C&O Canal towpath will be a key link in the ADT. The eastern end of the trail will be Cape Henlopen, Delaware. When the scouting expedition is completed, the team will publish a guidebook of the entire American Discovery Trail route.

Meanwhile, back at the Park, the contractor has begun reconstruction of the bridges at Great Falls, which were washed out in the 1972 flood. If the work proceeds on schedule, the Falls overlook may be open to the public by this autumn. The Park Service plans to restrict visitors to the pathway or boardwalk and not permit rock-climbing or other off-trail activities on the islands.

Although the Association's organized events are reduced during the summer, don't forget our July canoe trip and the various river town festivals. We are looking forward to an active fall schedule. I hope to see you, starting with our VIP workday on 7 September. We can always use additional volunteers, and there is a great deal of fun and satisfaction in working in the Park.

---Dave Johnson

From the Editor:

In the three years leading to the 40th anniversary of the original Douglas Hike which led to the founding of the C&O Canal Association, we shall periodically publish materials honoring the hike, the effort to save the canal and those who worked so hard to preserve for the public that very special piece of ground we call the C&O Canal. We begin in this newsletter with an article on the original hike from a 1954 issue of The Living Wilderness which published a long account of the hike by Jack Durham in the same edition. In his article Jack Durham laid out the debate on the use to make of the canal, a discussion which sparked the efforts of Justice Douglas and others. "Today the question is what to do with this narrow belt of land that is owned by the people of the United States. Some are advocating a motor parkway on this federal property, wanting to transport people in space as comfortably and pleasantly as possible; others oppose the parkway, wanting to minister to their bodies, minds, and spirits. There are still others, of course, with various ideas about how to use wisely the historic old canal property threading along the Potomac River which drains one of the country's most neglected watersheds."

That was the issue, and we know how it came out. But the effort is not over, and that is what the Canal Association is all about. Jack Durham ended his long 1954 article with a warning and a challenge to our efforts: "The struggle to save the old canal will go on. Though it may seem quixotic to some, yet the attempt to preserve this stretch of land as a part of a by-gone day reflects a deep regard for values America needs today. We may be indeed the world's great materialists, but in the vision of America--its birth, its growth, and what it can come to be--we are the inheritors of a great spiritual bequest. We are not so rich and powerful today that we can afford to diminish such an inheritance, no matter how subtle or intangible the values may seem, nor, as Newton B. Drury has said, 'so poor that we need to destroy them.' In focusing national attention on the old Chesapeake and Ohio Canal, the Justice Douglas-Washington Post hiking party served our country well. It may be said that these hikers acted with simplicity and directness for a life-sustaining cause and in so doing modified an old adage from 'live and let live' to 'live and help live.'"

Recently, as I was carrying my kayak up the

trail from the river to my car, I paused to think again about what the Canal means to me and to reflect on its importance to tens of thousands of people who enjoy its existence each year. Some laud its historical significance, some its recreational value, some its importance in preserving the flora and fauna of the area. Most of us marvel at how well it combines the preservation of all three and enriches the community and those who live here at the same time.

We appreciate the three items which were sent in tribute to Jack Durham and his efforts to preserve the canal. We also appreciate the Wilderness Society for giving us permission to reprint a 1954 editorial which helps to establish the context of the original Douglas Hike. Finally, we want to second the plea by Hal Larsen in this issue for help in preserving the history of the canal by interviewing, writing and photographing. And then by sending your efforts to "Along the Towpath" for publication.

---Don Besom

A Day In the Life of Our New President

May 11 was a busy day for the new president of the C&O Canal Association, Dave Johnson, involving the canal, a barge, Great Falls Tavern and the Claude Moore Colonial Farm in Fairfax County.



Ranger Scott Van Houten explaining life aboard a typical canal barge during the May 11 Association barge trip at Great Falls, Maryland

The canal was the scene of a barge ride welcoming new members to the Association. Old-timers were surprised to see the barge cabins painted a bright white and blue (That's authentic, we're assured.). The 45 passengers, including old and new members and several small children who took particular delight in the mules, enjoyed perfect weather, the sight of goose and duck families waddling on the shore, friendly rangers in period costume, an entertaining history spiel and, although there was a washboard on board, music from a tinwhistle.

At the tavern afterward, members, exhausted from the long journey, enjoyed donuts and cider provided by Rita and William Bauman, who had organized the new-member event and heard welcomes from Dave and the level-walker chair, Karen Gray.

Leaving others to continue the fun at Great Falls, Dave then sped to McLean (every president should have a helicopter) and the Claude Moore Colonial Farm, a national park, for the annual Salute to Volunteers. A catered lunch, served by park rangers, preceded speeches by Robert Stanton, NPS Regional Director and Virginia Congressman Frank Wolf. Then the awards--377 of them! Of this number, 30 people, including Dave Johnson, were cited as "top volunteers" and received certificates, citations and a gift book and were photographed shaking hands with Stanton.

Dave's citation paid special tribute to his "outstanding service to the Palisades District of the C&O Canal," including his help in staffing "the information desk at Great Falls Tavern every Monday, . . . responding to visitor questions and giving out information material. Dave's personal knowledge of canal history and his familiarity with the park make him particularly adept at these tasks. In addition, Dave volunteered a full two weeks in February during the annual rush for school reservations for canal boat rides. During this time he answered phones, personally mailed out confirmations to the schools, and generally helped us keep things organized to better serve the school visitors. Dave also participated in almost all of the park's monthly VIP work days. Dave and other volunteers assembled school packets and reservation books, cleaned and organized the mule stalls, and cleaned and repaired the canal boats."

Good work, Dave, and congratulations!

Welcome to all new members; let's meet on the towpath.

---Jane Larsen

THE WHITE HOUSE

May 9, 1991

Dear Friends,

It is my pleasure to send greetings to all attending the 8th Annual Salute to Volunteers of the National Park Service National Capitol Region.

George Bush has said that, from now on, any definition of a successful life must include service to others, and you are all outstanding examples of such successful lives. Our beautiful and historic community is such a special place -- one that beckons to visitors from our own country and all over the world. Your special contributions to our parks and historic places allow visitors to feel truly welcome and appreciate their time here so much more.

As Honorary Chairman for this year's 75th Anniversary of the National Park Service, I am especially happy for the opportunity to convey my gratitude to all the devoted volunteers who do so much to enhance our lovely national parks.

With all best wishes,

Warmly,

Barbara Bush

A copy of a letter from Barbara Bush
to the Park Service Volunteers

Jack Durham and the C&O Canal

What the Original Douglas Hike Was All About [from The Living Wilderness, Spring, 1954]

On January 19, 1954, in the midst of a winter of deep conservation crisis, when even the National Park System was under attack, there appeared in a morning newspaper in the National Capital an earnest eloquent letter that gave inspiration and hope to all those whose values of the unspoiled outdoors had been boldly challenged in many ways.

The day before, a committee of Congress had

opened hearings on the Upper Colorado Storage Project and had heard the Undersecretary of the Interior, speaking for his Department, condone, rationalize, recommend, and even urge the inclusion in that project of the proposed Echo Park Dam in the Dinosaur National Monument. After four years of debate over this threat to the National Park System, it seemed that the conservationists opposing the Echo Park Dam were more on the defensive than ever. Those in the high places of government seemed arrayed against them.

Within the National Capital itself, the jeopardy to all areas of natural park land, which perplexed conservationists throughout the Nation, was represented as though in a microcosm. Conservationists and civic leaders were keenly aware that a bridge was being urgently advocated over the Potomac's wild island memorial to Theodore Roosevelt, and that well-developed, strongly backed road projects threatened the specially dedicated woodland of Glover-Archbold Park and even the forested wildland stretch of Rock Creek Park. A capital still characterized by ready access to areas of natural beauty and wildness, a capital well representing the national interest in preservation of wildness and the American regard for the values of wildland, was thus in jeopardy from the same kind of forces that threatened the Dinosaur National Monument in Colorado and Utah.

Especially perplexing was a threat to the Chesapeake and Ohio Canal--a unit of the National Park System that leads out of the National Capital and stretches 189 miles westward along the Potomac River--for a proposal to use the canal as a parkway right-of-way had gained great impetus. In their defense of the Dinosaur National Monument, conservationists were denied the help of their natural champions in the National Park Service because the Secretary of the Interior had silenced that Service with a Department decision, against the Service's recommendation. Conservationists seeking to preserve the C&O Canal from parkway development were in even greater difficulty, for in this instance the National Park Service was itself a proponent of the parkway. The prospects were dismaying.

Then appeared William O. Douglas's January 19 letter to the editor of The Washington Post, protesting that paper's support of the proposed parkway. Conservationists on their way that morning to the hearings where the Dinosaur National Monument was so desperately on the

defensive took heart anew, as they saw the Chesapeake and Ohio Canal defended by a great citizen in one of the Nation's highest places, as they witnessed a Justice of the United States Supreme Court identifying himself conspicuously with those "who like to get acquainted with nature first-hand," pleading for the preservation of the canal park as "a refuge, a place of retreat, a long stretch of quiet and peace at the Capital's back door--a wilderness area where we can commune with God and with nature, a place not yet marred by the roar of wheels and the sound of horns." A change had taken place!

It was not alone, however, eloquent argument from a high station that gave Justice Douglas's influence its great significance, but more especially his challenge to decide the issue outdoors on the basis of personal experience, on a long hike. When the editors of The Washington Post on their part gallantly accepted this challenge, the C&O Canal Hike was under way. And it was the hike that made history.

Joined by conservation leaders from near and afar who sensed the significance of the event, the principals of the long trek were also accompanied by journalists and photographers who themselves became numbered with the hikers. Across the nation newspaper readers, radio listeners, and television and movie viewers hiked along vicariously, and when the hike was over missed the zest it had given them day after day. All who were concerned realized that they had witnessed a great demonstration. The Washington Post editors withdrew or modified their support of a parkway on the canal, and the Justice, with a committee he organized, joined in advocating a Potomac Valley Motor Trail that, while avoiding the canal, would provide access to it and serve well the needs of automobilists. Not only had the wildland values of unspoiled outdoors been dramatically revealed, but also a method of preserving such values while at the same time serving what might seem to be conflicting purposes had been demonstrated.

It was an epoch-making hike!

In Remembrance of Jack Durham

[A few words from his towpath friend, Colin Ritter, who was privileged to join him on the Justice Douglas-Washington Post C&O Canal Hike in the Spring of 1954.]

Somehow, Jack Durham, you must know that Spring has come again to your beloved C&O Canal. The budding trees once more conspire to hide this precious strip of wilderness from civilization.

How could you have guessed in the spring of 1954 that your life for the next 17 years would be dedicated to the task of obtaining recognition of the old C&O Canal as a National Historical Park? But then, how could you fail with Ethel and Nancy as your strength in reserve?

Justice Douglas wrote the script and set the scene, but it was you, Jack Durham, who put it all together. You successfully coordinated the involvement of many of the nation's most highly respected leaders in the fields of natural science, wilderness protection and environmental politics, not to mention illustrious members of the fourth estate. With dogged determination, you stuck with the challenge year after year for more than a decade, using all of your journalistic skills and diplomatic prowess to help Justice Douglas achieve his ultimate triumph.

The now-famous *Justice Douglas-Washington Post C&O Canal Hike* in the Spring of 1954 was the beginning, but it took almost two decades of walking and hollering to bring about the ultimate passage of Public Law 91-664 on January 8, 1971, authorizing establishment of the **Chesapeake and Ohio Canal National Historical Park**. As principal aide-de-camp and ambassador-at-large for Justice Douglas, you played a most outstanding role in achieving this wilderness victory.

Thanks largely to your efforts, future generations may enjoy in perpetuity this unique ribbon of wilderness meandering lazily through the Potomac River Valley for some 185 miles - from Washington to Cumberland:

--its slow pace now protected forever from the parkway pavers,

--its natural and historical wonders to be experienced--not in a flash from a speeding car--but, leisurely and intimately, by slow-paced hikers and bikers.

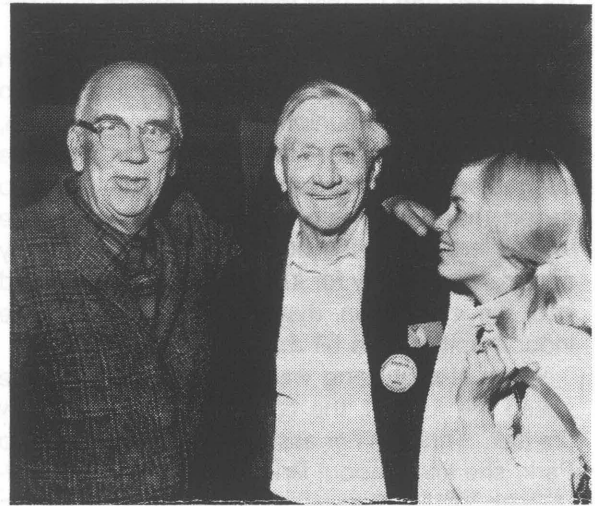
You will always be remembered, Jack Durham, as a true Renaissance Man--journalist, poet, artist, philosopher, raconteur, and battler for the wilderness. More than this, you have enriched the lives of all who have had the privilege of meeting you--you always managed to bring out the best in us.

For the moment, dear friend, we shall miss your broad smile, your hearty laughter and your

comraderie, but in our hearts, we know that you have not truly left us. You will always be our faithful towpath companion whenever we hike the old C&O.

May God bless you and keep you as we bid you Adieu.

**In Memory of C.J.S. Durham
1905-1991**



1969 C&O Canal Reunion
l to r: Jack Durham, Bill and Kathy Douglas

C.J.S. "Jack" Durham can truly be called the father of the C&O Canal Association. He was the principal orchestrator of the famous 1954 hike, and he wrote for the Wilderness Society the best account of all that has been written about it. It was probably his vision of the success of the hike that resulted in the creation of the C&O Canal Committee on that last night of the trek in order to consolidate the gains and launch the drive for the creation of the park. Shortly thereafter, the Committee became the C&O Canal Association.

In the earlier years of the Association, the annual reunions consisted of one big event each spring--a combination happy gathering, annual meeting and campout on a Friday, followed by the hike and banquet on Saturday. In the joyous uproar, excitement and confusion of those events, it was always a reassurance that you were in the right place when you heard somewhere in the crowd a boisterous, "Hi there, you old bastard!" followed by a hearty whack on the back. Those fortunate enough to have received those "Jack Durham" greetings surely treasure them among

their fondest memories.

For those who didn't know, there is (was?) an International Order of Old Bastards (I.O.O.B.) complete with newsletter and membership cards, which grew out of WWII. Since Jack's greeting was exactly the "official greeting" of I.O.O.B., he must surely have been a member.

Anyone who appreciates the fullness of life could honestly envy Jack. His tastes were universal, and he made the most of them. When he didn't show up at some of the later reunions, we learned that he had been in Portugal or some other exotic place.

His tastes in music were also universal. On one occasion, he invited a chamber music group to perform at the reunion. On another occasion, knowing Bill Douglas' love of the bagpipe, he suggested that a group of pipers be hired to escort the Justice into the banquet hall. As he looked around at the other planners, he quickly added, "Oh, I'll pay for it!" The idea sort of faded into the realization that more than one pipe indoors might be a bit much.

When Nancy Long was president (1980), she asked me to M.C. the banquet at the Paw Paw fire hall. Through her association with Glen Echo Park, she knew about Bruce Hutton's show-and-tell with folk instruments and we had arranged to have him perform. Things had run a little late, and there was some concern about time, but Bruce didn't want to abbreviate his program and he refused to go on while people were still eating. He started with some of his primitive instruments and probably most people didn't know what to make of it. I was carefully watching the some 220 audience for acceptance or restlessness. When Bruce came to the hammered dulcimer, one of the first reactions I noticed was Jack Durham, about halfway back in the hall rising to his tip-toes, craning to see what kind of instrument that was. From the totally enchanted look on Jack's face, I knew we had it made!

Jack was not a great hiker, but he made up for that by injecting more enthusiasm into the meetings and banquets. He often conspired with Constance Southworth to find a meeting place or a motel with a piano so the old songs could be shared and "Connie" could continue composing verses to the "C&O Canal Song" which originated on the 1954 hike. (I sometimes had the feeling that hike locations might have been influenced by such arrangements.)

Jack was usually accompanied to the banquets by Ethel, whom he always referred to as "my

bride." He liked to greet the hikers along the way and at the end of the trail. There was often much logistic confusion in the transition from the towpath to the evening event, and in getting toward the formalities, I have more than once heard Jack anxiously asking around, "Have you seen my Bride?"

There was nothing that went on in the Association in his active years that Jack was not a strong undercurrent of counsel, advice, action on if need be, outright politicking. With the advancing years, he became less visible, and it is unfortunate that he could not keep up his appearance at the banquets so that all the members could know him. He was always a delightful speaker and just a thoroughly charming person.



Jack Durham and his wife Ethel
1969 C&O Canal Reunion

Anecdotes could go on and on. It's unfortunate that words after the fact can do so little to recreate events as they were. Jack truly loved people and he bequeaths many rich memories to his many, many friends. I have treasured mine through the years, and they become more valuable with his passing. I know that somewhere in another realm Jack is greeting those who went before him with that familiar whack on the back, and when my time comes I'll get one too. No one could more deserve the title of "truly fine gentleman" than Jack Durham.

---Ken Rollins

A Plug for History

Jack Durham's recent death reminds us that the veteran ranks are thinning. Accordingly, to preserve the knowledge and experience of the remaining oldtimers, I think the Association should solicit memoirs, oral histories and old photographs.

The Association story must not be lost. It begins with the 1954 hike led by Justice Douglas and continues with our founding as an organization, the struggle to establish the park, and the pioneer explorations by level walkers, who found a far wilder and more unkempt route than we have today. Now is the time to record this as best we can from those who were present at the creation.

Additionally, much literature about the C&O Canal should be cataloged for Association members, scholars and other interested persons. We would like to have such materials in a library, and maybe someday we'll have a library as an adjunct to our archival collection--when we have found a home for the archival collection.

As we have noted on work trips to Ferry Hill, when we help Lee Struble with park archives, this collection contains many valuable historical documents, newspapers, photographs and other materials. These holdings relate to our own interests and contribute substantially to the C&O Canal history. I'm fascinated, for example, by contemporary press opinion on the possibility of a canal from the Potomac to the Ohio, as the canal was originally to run. I think we should arrange with the Park Service to copy such materials for our own archives.

Let's get on with it! Every day could see irretrievable loss of these historical materials. Preoccupation with current problems should not divert us from the preservation of the past.

---Hal Larsen

A Look at History: Opening Ceremonies of the Chesapeake & Ohio Canal Company Little Falls, Maryland, July 4, 1828

[President John Quincy Adams's Reminiscences of
Canal Ground-Breaking Ceremonies]

"4th. Independence Day. Chesapeake and Ohio Canal commenced. Between seven and eight this morning I went with my son John to the Union Hotel, at Georgetown, where were assembling the President and Directors of the Chesapeake and Ohio Canal Company; the Mayors and Committees of the corporations of Washington, Georgetown, and Alexandria; the heads of Departments, foreign Ministers, and a few other invited persons. About eight o'clock a procession was formed, preceded by a band of music, to the wharf, where we embarked in the steamboat Surprise; followed by two others, we proceeded to the entrance of the Potomac Canal, and up that in canal-boats to its head--near which, just within the bounds of the State of Maryland, was the spot selected for breaking the ground. The President of the Chesapeake and Ohio Canal Company, with a very short address, delivered to me the spade, with which I broke the ground, addressing the surrounding auditory, consisting of perhaps two thousand persons. It happened that at the first stroke of the spade it met immediately under the surface a large stump of a tree; after repeating the stroke three or four times without making any impression, I threw off my coat, and, resuming the spade, raised a shovelful of the earth, at which a general shout burst forth from the surrounding multitude, and I completed my address, which occupied about fifteen minutes. The President and Directors of the Canal, the Mayors and Committees of the three Corporations, the head of Departments, members of Congress, and others, followed, and shovelled up a wheelbarrow-full of earth. Mr. Gales, the Mayor of Washington, read also a short address, and was answered extemporaneously by Andrew Stewart, the Director of the Company from Pennsylvania. After a short repose under a tent on the banks of the canal, we returned by the canal-boats to the landing, and thence in the steamboat, where, as we re-descended the Potomac, the company partook of a light collation upon the deck. I was asked for a toast, and gave, "The Chesapeake and Ohio Canal: perseverance." Mr. Mercer and Mr. Rush also gave toasts."

---Excerpt from Memoirs of John Quincy Adams, vol. 8, pp. 49, 50.

Book Review

Canals For a Nation, The Canal Era in the United States, 1790-1860 by Ronald E. Shaw, The University Press of Kentucky, 284 pp., \$28.

This is a comprehensive one-volume survey of the 4,000-mile network of canals that spread across the northeast and midwest in the period between the decline of the turnpikes and the dominance of the railroads. The author, a professor of history at Miami University in Oxford, Ohio, has done a very fine job of tracing the evolution of this vital phase in the development of transportation in America and its importance to westward expansion.

The book contains a concise history of every major canal system from New England to Illinois, in chapters organized by region. Most detail is on the political backing, financing, engineering and construction of each waterway. As indicated by the book's subtitle, emphasis is on the development of canals prior to the Civil War. Very little is told about their eventual decline and abandonment, and the reader is often left to speculate on each work's ultimate fate.

I found the last two chapters on the canal network and the impact of the canal era in politics and economic development to be particularly interesting.

On the negative side are the occasional misstatements throughout the book. Because it is well annotated, one must assume that the obvious errors are the result of hasty editing rather than inadequate research. The ten pages devoted to the history of the Chesapeake & Ohio Canal are generally accurate except for a few geographical mistakes and the misleading statement that "in 1899 most of the canal was sold," suggesting that the canal closed at that time when in fact it continued for another quarter century. Although the author mentions the completion of the canal to Cumberland in 1850, he implies in at least four separate places later that the C&O Canal ended at Harpers Ferry. He also states that "the B&O Railroad reached Harpers Ferry in 1836, well ahead of the C&O Canal." In fact, both were completed to that point in 1834, the canal in April and the railroad (to the Maryland side of the river) in December. The canal was open to Dam #4 by the end of that year, but the first B&O locomotive did not cross to the Virginia side of the Potomac at Harpers Ferry until January 1837.

Unfortunately, these kinds of mistakes leave the book somewhat flawed as a source of reliable information on specific canals. However, the overall interpretation of the role of canals in American economic, political and social history redeems it very well indeed.

---Dave Johnson

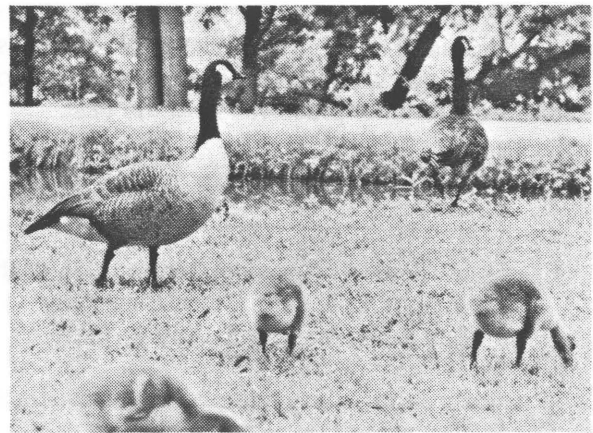
Widewater

We each have our troubles, but when we come there
To that beautiful, comforting place
They seem to dissolve, for the moment at least
As we're walking at our briskest pace
(Which is not very brisk at this stage of our lives)
Gazing at that most marvelous sight
Which seems to be pulling us into a world
Of serenity, magic, delight.

Sometimes there are geese there,
And not long ago they paraded their young in the sun.
We've watched butterflies making love on the path
And rambunctious dogs having their fun.
We've seen a quite dignified man walk the path
With a dignified pet goat in tow.
In the stream, we discovered a plump, speedy eel
Who knew just where he wanted to go.

When we are in the mood, we climb on the high rock.
It inspires us to sing "Lorelei,"
As the breeze moves the branches of sturdy old trees,
And a bird rises up in the sky.
On bright days, the wind often ripples the stream
So the sun creates great flakes of gold...
When we leave, we feel that we've been given a gift.
Oh dear Widewater, that gift we'll hold!

---Corrie Ernst



Geese along the towpath near Widewater

Along the C&O Canal Towpath With Spouse and Bicycle

I just finished reading an interesting account of a trip that a husband and wife team took aboard a tandem bicycle, back in 1969, pedalling the entire 184 miles along the C&O Canal towpath all the way from Cumberland, Maryland to Washington, D.C., stopping only to spend the night in motels and private homes along the way. [See the March 1991 issue of "Along the Towpath."] The story, written by Dorothy Geary, originally appeared in August 1970, in the first issue of the new Smithsonian magazine. The description of their trip made me recall a similar, though considerably less demanding, expedition that I took with my wife, Chris, in the late Spring of 1975 when we pedaled our two bicycles from the vicinity of a parking lot adjacent to the Monocacy Aqueduct, along the towpath to our destination at Harpers Ferry, a distance of only about 36 miles round trip.

Our bikes were both comparatively low-tech, thin-tired, older, five-speed models, not ideally suited for the terrain of the towpath (especially after a rainstorm) but we tried to equip them for the adventure by hanging a large number of saddlebags from all sorts of places on the bicycles. This had the effect of creating a great amount of storage space and an even greater amount of instability and lack of rider control, but the appearance of the heavily-laden bicycles must have been impressive to the casual viewer. We took two sleeping bags, a small two-person tent, a plastic ground cloth, considerable amount of food, two canteens of water and one canteen of martinis (in case of snakebite), raingear, a change of clothes, camera, binoculars, maps, books, bike repair tools, flat tire repair tools, and about 250 other items. The combined weight of all this probably doubled the weight of the bicycles, but we had never done this sort of thing before, so we wanted to be fully prepared for any eventuality. Everything was either in the saddlebags or lashed down with elastic shock cords. When we first started pedalling northwestward, we both immediately noted that merely keeping the bicycles upright was going to be a MAJOR challenge, since the center of gravity on each bike had now shifted several feet above that originally intended by Mr. Schwinn. We wobbled off and I had a vague recollection that this was very similar to how I had felt in 1943, when I first learned to ride. I shouted words of

encouragement to my wife, since I had taken it onto myself to be both the leader and the morale officer for this trip.

It wasn't long before it was difficult to tell which ached more, our legs or our rears. In training for this overnight trip, we had ridden our bikes around the local neighborhood a few times, but riding on blacktop pavement was definitely not the same as riding across the myriad of roots, rocks, and depressions that constituted the towpath surface. Thin-tired bikes were never designed for comfortable riding anyway.



Chris Breedlove near Catoctin Creek Aqueduct

Somewhere around Brunswick, Maryland, we encountered our first truly serious mudholes on the towpath. I was pedalling along when I heard a sharp undeleted expletive from my wife. I turned around just in time to see her sailing over the handlebars of her bicycle, the front wheel of which had just fallen into a seemingly bottomless mudhole. The spouse landed in another mudhole, while the bike continued in a slow somersault. Fortunately, the bike crashed to earth a few inches away from her spilling the cargo all over the muddy towpath, but doing no physical injury to either my wife or her untrustworthy transportation. I pedaled back to the scene of the accident just as she was crawling out of a mudhole, covered with what appeared to be primordial soup. The spouse, who looked like the Tar Baby, was not amused, and we were very close to aborting our mission at that point, but we managed to repack the supplies and continue.

We arrived at our destination, the Blue Ridge Hiker-Biker overnight campsite near Harpers Ferry around five that evening. We were the only people camping there, which should have told us something right away, but at the time I considered it to be an isolated and rather romantic locale.

Remember, I was much younger then. We pitched the tent, put the canteen of martinis into the Potomac to chill and began to prepare our supper. We noticed that we were camped almost directly under the Route 340 bridge, but the sound of the highway traffic passing over us blended with the sound of the river so that it was not all that disturbing to our tranquility, with the possible exception of the air horns from the tractor-trailers. The mosquitos WERE definitely disturbing however, forcing us to eat and drink hurriedly, then retire rather early to the protected confines of our tiny tent. We immediately noticed that it would have been more appropriate to have brought an air conditioner than the sleeping bags, since the heat and the humidity of riverbank camping quickly made our tent about as comfortable for sleeping as the equatorial rain forest. It was about that time when the first freight train thundered by, as it exited the sound-amplifying short tunnel at the Maryland end of the railroad bridge leading to and from Harpers Ferry. Instead of counting sheep, I counted 126 freight cars laden with coal, as the train passed by, scarcely 100 feet from the campsite where I lay in that hot and humid tent. That train was the first of many such trains that ran all night long. Freight train sounds even now constitute my most vivid memory of the entire trip. After a largely sleepless night, we arose early, loaded up our bicycles and started back.

We paused briefly at the Catoctin Creek Aqueduct where I took some pictures of my exhausted-looking wife. Ironically, a B&O freight train was passing by at the time and appears in the background of the photograph. We pedaled the final five miles in a rainy drizzle. At least it washed some of the mud off my wife.

---C.H. Breedlove

Association News

Association Board Meeting Held April 2

The Association Board met in Glen Echo on April 2, 1991. The principal item of business was to review the summary of preliminary park and transportation alternatives proposed by the Maryland State Highway Administration (SHA) and the U.S. National Park Service for South Cumberland and the C&O Canal terminus. The

Board upheld its longstanding objection to the proposed canal parkway and endorsed alternatives that would not have an adverse impact on the C&O Canal. The meeting was attended by Neil Pedersen, director of planning and preliminary engineering for SHA and members of his staff to answer questions arising during the discussion.

The Association's Board has opposed plans to place a road on or adjacent to the canal in Cumberland since the issue was resurrected in 1987. The current preliminary plan, published in January, identifies four alternatives for the transportation problems in South Cumberland:

Alternative 1 - No-build. Maintain the existing two-lane, two-way Virginia Avenue underpass.

Alternative 2 - Virginia Avenue Improvements. Replace the existing CSX bridge over Virginia Avenue with a new bridge, removing the center pier, and construct an additional two-lane underpass adjacent to the east.

Alternative 3 - Interchange Connection with MD 51. Construct a new overpass of CSX west of the existing Virginia Avenue underpass and connect via interchange ramps to MD 51; construct a new two-lane road west of Lexington Avenue and extending south to near the River Avenue/Ford Avenue intersection.

Alternative 4 - Canal Parkway. Construct a new connection with MD 51 and a new two-lane road beginning near Wineow Street and extending south on abandoned westernmost CSX tracks, parallel to the C&O Canal, to near Queen Street, then continue the new two-lane road south between existing businesses and the park to near the River Avenue/Ford Avenue intersection.

All of the above alternatives provide options to remove the existing low arch bridge over the C&O Canal at Ford Avenue and construct a new full clearance bridge over the canal and towpath.

The Board's discussion included protection vs. disruption of the park, density of traffic, displacement of homes, economic revitalization of Cumberland, and the need for a decent, practical road access into the area south of the railroad.

The Board adopted a resolution stating that the Association primarily favors Alternative 2; that Alternative 3 is secondarily acceptable; but that Alternative 4 is unacceptable and harmful to the integrity of the park.

The development study also proposes many imaginative and varied enhancements for the park between the Western Maryland Station Center and Riverside Recreation Area. These include removal

of much of the fill behind the flood control levee and restoration and rewatering of the canal. The Board supported continued funding by the state for the park enhancement study.

The Canal Parkway Steering Committee, chaired by former U.S. Senator J. Glenn Beall, was scheduled, late in June, to decide whether to recommend that a more detailed study of the project should be undertaken. First vice-president Hal Larsen is the Association's representative on the steering committee.

Other motions passed:

Treasurer's Report - The following Treasurer's Report was submitted:

C & O Canal Association			
TREASURER'S REPORT			
March 31, 1991			
Summary of Operations	Income	Expense	Net
Administrative Functions	\$ 6,394	\$ 3,125	\$ 3,269
Annual Meeting	1,068	1,035	33
Davis Legal Fund	1,191	-0-	1,191
Douglas Hike	-0-	50	(50)
Sales (Patches, Shirts, Totes)	213	135	78
Totals	\$ 8,866	\$ 4,345	\$ 4,521
Balance Sheet	3/31/91	12/31/90	Inc/(Decr)
Assets:			
Cash	\$14,210	\$10,289	\$ 3,921
Accounts Receivable	-0-	49	(49)
Prepaid Expenses	229	457	(228)
Other Current Assets	50	50	-0-
Inventories	2,184	2,320	(136)
Equipment	470	470	-0-
Accum. Depreciation	(60)	(60)	-0-
Total Assets	\$17,083	\$13,525	\$ 3,558
Liabilities:			
Accounts Payable	\$ -0-	\$ 61	\$ (61)
Other Current Liabilities	-0-	1,451	(1,451)
Davis Defense Fund	845	345	500
Total Liabilities	\$ 845	\$ 1,857	\$ (1,012)
Accum. Operating Results	16,238	11,718	4,520
Totals	\$17,083	\$13,525	\$ 3,558

Detail of Administrative Functions				
March 31, 1991				
Income:	Actual to Date	Current Budget	Balance	Percent Realized
Dues	\$ 6,295	\$ 9,200	\$ 2,905	68%
Interest	87	500	413	17
Other	12	-0-	(12)	
Totals	\$ 6,394	\$ 9,700	\$ 3,306	66%
Expenses:				
Newsletter	\$ 1,520	\$ 5,080	\$ 3,560	30%
President	214	700	486	31
Secretary	70	205	135	34
Treasurer	95	238	143	40
Information Officer	-0-	45	45	
Level Walkers	-0-	82	82	
Environmental Committee	-0-	100	100	
Membership Coordinator	386	680	294	57
Membership Committee	4	1,000	996	0
Archives Committee	-0-	70	70	
Program Committee	-0-	30	30	
Volunteer Coordinator	-0-	25	25	
Nominating Committee	311	336	25	93
Publications Committee	-0-	75	75	
Stationery	-0-	400	400	
Dues and Contributions	25	300	275	8
NPS Grant	-0-	1,000	1,000	
Depreciation	-0-	70	70	
Davis Legal Fund	500	500	-0-	100
Totals	\$ 3,125	\$10,936	\$ 7,811	29%
Nets	\$ 3,269	\$ 1,436	\$ 4,705	

There was also discussion concerning the collection of sales tax for items, such as T-shirts and patches, sold by the Association. The motion was passed that instructed the Treasurer to follow the advice of the legal advisor regarding sales tax. Meeting schedule - The motion was passed to keep the present meeting schedule.

C&O CANAL ASSOCIATION

1991-92 Association Officers

President: David M. Johnson - 9211 Wadsworth Dr.; Bethesda, MD 20817; 301-530-7473.

First Vice President: Harold A. Larsen - 1314 Kurtz Rd; McLean, VA 22101; 703-356-1809.

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

Secretary: Helen Shaw - 8721 Burning Tree Rd; Bethesda, MD 20817; 301-365-1933.

Treasurer: William J. Evans - 3813 Juniper Rd; Baltimore, MD 21218; 301-243-6315.

Information Officer: Rhonda Strickland - Rt. 1, Box 896; Shepardstown, WV 25443; 304-876-9456.

Board of Directors: (Terms expire in 1994) Ralph H. Donnelly, John C. Frye, Carl Linden, Linda Perry, Lyman Stucker. (Terms expire in 1993) Dick Stanton, Nancy Long, Kenneth Rollins, Thomas Conlon, Rita Bauman. (Terms expire in 1992) Victor P. Conrad, Judith A. Hecht, Orrin Long, Bettyjane F. Myers, Donna Boies.

Editorial Staff

Editor: Don Besom - 6604 Rannoch Ct; Bethesda, MD 20817; 301-320-6108.

Associate Editors: Katherine Savage and Nancy Hartsock.

Production and Distribution: Susan "Butch" Henley, Anne Briggs, Judy Hecht, Mary Blackwell.

Correspondents: Melvin Collins in Allegheny County; Mr. & Mrs. Earl Mills in Harpers Ferry and all other members who wish to contribute.

Photographer: Betsy Little.

"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. Contributions should be received by the 15th of the month before an issue is due to come out. Members are encouraged to send in materials, including articles, letters and photographs for inclusion in the newsletter.

ON THE LEVEL...*NOTES AND NEWS From the Level Walker Program*

HIKES SPONSORED BY THE LEVEL WALKER PROGRAM – EVERYONE IS WELCOME!

Saturday, June 22, 11 a.m. at the Paw Paw Tunnel parking area. Come and join us for one of the most unique experiences on the canal. We'll walk downstream through the tunnel to Lock 63 1/3--maybe further if the weather is good and the group feels like it. Bring your lunch and beverage. Good hikers can join some of us going "over the mountain" rather than through it on the way back. Bring a flashlight for the tunnel--it's dark inside!

Saturday, July 27, 10 a.m. at the Carousel in Glen Echo Park. We'll walk down to the canal and upstream on the towpath. This is a good opportunity to get to know the Cabin John area of the canal. Bring a bag lunch.

Saturday, September 28, 10:30 a.m. at Dam 4 near Williamsport. We'll walk downstream. Bring your lunch. Dam 4 is at the end of Dam 4 Road, 5.5 miles from the intersection of Maryland routes 63 and 632 near Downsville.

LEVEL WALKERS--WE NEED SOME SPECIAL INFORMATION ON YOUR NEXT REPORT! I am forming a list of points along the canal with major debris, where garbage is being dumped, or where there are large objects that need to be hauled away such as tires, appliances, etc. In your next walk and report please identify anything of this nature along your level, and indicate the location as precisely as possible. If there are several, make a separate list to send along with your usual report form. Your help is appreciated!

HIGHLIGHTS FROM LEVEL WALKER REPORTS, February 5 through May 5, '91

Note Deadline: August 5 for May - July reports for the September issue.

01 MILES: 0.0-2.3 STARTING AT: Tidal Lock

REPORTING: Margot Foster, Carl Linden, Leslie Sobin, Arthur Stier; COMMENTS: Filming being done in early April below Key Bridge. Ongoing concern about bikers, and homeless below Key Bridge.

02 MILES: 2.3-5.0 STARTING AT: Old Boat Incline

REPORTING: Margot Foster, Jim Miller;; COMMENTS: Severe litter at Fletchers and many beer cans along this level.

03 MILES: 5.0-7.5 STARTING AT: Lock 5

REPORTING: Margot Foster & Judy Davis, Mr. & Mrs. H. Rosen, James & Joan Wilson; COMMENTS: Washout of part of towpath near milepost 6 repaired. Work done on Lock 7. Cabin John Creek culvert continues to be endangered by build up of debris.

04 MILES: 7.5-9.4 STARTING AT: Cabin John Creek culvert

REPORTING: Charles Bookman, Carol Carpenter & Florence Lederman, Margot Foster & Judy Davis, Mr. & Mrs. H. Rosen; COMMENTS: Work being done on Locks 9 and 10.

05 MILES: 9.4-12.3 STARTING AT: Seven Locks/Lock 14

REPORTING: Theresa Haddy, Jim Murray; COMMENTS: Near Marsden Track: litter at footbridge; temporary dams in canal.

06 MILES: 12.3-14.3 STARTING AT: Cropley/canal bridge

REPORTING: Helen Johnston, Donald & Helen Shaw; COMMENTS: Small winter bird count lower than 5-10 years ago in this area. Nesting pair of eagles back on Conn Island this spring.

07 MILES: 14.3-16.6 STARTING AT: Great Falls/Lock 20

REPORTING: Alice & George Kinter; COMMENTS: Muddy area of towpath below Swains. On a Feb. Saturday, 52 vehicles were parked at Swains.

08 MILES: 16.6-19.6 STARTING AT: Swains/Lock 21

REPORTING: Paul Davis, Joan Paul; COMMENTS: Signs of muskrat reported. Paul Davis removed significant debris from water.

- 09 MILES: 19.6-22.8 STARTING AT: Pennyfield/Lock 22
REPORTING: Jeffrey Brown, Mary Gravalos; COMMENTS: Level walker's car broken into at Pennyfield and Park Police said many breakins there and at Violettes Lock. Towpath rutted near mile 21.
- 10 MILES: 22.8-25.0 STARTING AT: Seneca Aqueduct
REPORTING: Leslie Miel, Michael Werth; COMMENTS: Generally clean. Michael Werth noticed lizard hibernating in a hole in a tree.
- 11 MILES: 25.0-27.2 STARTING AT: MP 25/Tenfoot Island
REPORTING: Sharon Freedman, Harold Learned; COMMENTS: Towpath in good condition--the best in a couple of years. Both walkers reported the exceptional beauty of this level this spring.
- 12 MILES: 27.2-30.8 STARTING AT: Sycamore Landing/footbridge
REPORTING: Lucy Beths, Charles Otstot; COMMENTS: Culvert under Sycamore Landing causeway blocked. Picnic tables at hiker-biker floated by flood to lower terrace.
- 13 MILES: 30.8-33.2 STARTING AT: Edwards Ferry/Lock 25
REPORTING: Don Groelsema, Bert Grose; COMMENTS: Barred owl sighted by Don Groelsema. Towpath on this level deeply rutted near mile 33.
- 15 MILES: 35.5-39.4 STARTING AT: Whites Ferry
REPORTING: Betty Bushell, Betty Henderson, Pat Schindler & Herb Madison; COMMENTS: Removed several bags of litter. Report the need for replacement of historical marker at Granary ruins at Whites Fy.
- 16 MILES: 39.4-42.2 STARTING AT: Woods/Lock 26
REPORTING: Bill Evans, Doug & Nancy Norr, Janet Lanman; COMMENTS: Much litter removed--more left as too heavy. Water in canal below Pepco plant strange blue-green color in mid-March.
- 17 MILES: 42.2-44.6 STARTING AT: Monocacy Aqueduct
REPORTING: William Evans, Alan & Win Fox; COMMENTS: Towpath in good condition--though always litter in the Aqueduct.
- 19 MILES: 48.2-51.5 STARTING AT: Pt.of Rocks/Old Pivot Bridge
REPORTING: Lyman Stucker; COMMENTS: Most of the litter 25+ feet off the towpath. Towpath in good condition.
- 24 MILES: 62.3-65.1 STARTING AT: Dam 3
REPORTING: Mike Vidmar; COMMENTS: Culvert repaired at 64.99, Lock 36 under repair. Area at Shinhan Rd. near canal used as dump.
- 25 MILES: 65.1-67.0 STARTING AT: Dargan Quarry
REPORTING: Sam Brown; COMMENTS: Removed much litter. Reported two uprooted trees near towpath.
- 26 MILES: 67.0-69.4 STARTING AT: Mountain/Lock 37
REPORTING: Robert Stevenson; COMMENTS: Nice level but abused by fisherman/locals disposing of trash at Mountain Lock and near road.
- 28 MILES: 72.8-74.0 STARTING AT: Shepherdstown/Lock 38
REPORTING: John Frye; COMMENTS: Trees down over canal, one of which had fallen over lock. Towpath and locks in good condition.
- 29 MILES: 74.0-76.7 STARTING AT: Lock 39
REPORTING: Marshall Grotenhuis; COMMENTS: Hole in culvert 109 getting larger. Level relatively clean.
- 32 MILES: 81.6-84.4 STARTING AT: Marsh Run Culvert
REPORTING: Edith Wilkerson and Bettyjane Myers; COMMENTS: All in good order but they suggest a sign advising those coming from upstream that the pump is 300 yards downstream from the Hiker/Biker.
- 34 MILES: 88.1-91.0 STARTING AT: McMahons/Charles Mill
REPORTING: Tom & Linda Perry; COMMENTS: River overflowing the towpath on 3/25. Two piles of debris left. Piles of rocks bulldozed from somewhere in parking area. Recently uprooted tree could contribute to towpath erosion.

CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
June 22	Sat	Level Walker Hike. Everyone is welcome. Meet at Paw Paw Tunnel parking lot at 11:00 am.
July 6	Sat	VIP work day. Call Joan Paull for details, 301-384-8584.
July 13, 14	Sat, Sun	Cumberland Canal Boat Festival. Arts, crafts, music, exhibits. Volunteers needed to staff Association booth. Call Rita Bauman, 703-503-9323.
July 20	Sat	Canoe the Potomac from Brunswick to the Monocacy. A chance to enjoy the river and possibly see bald eagles. Call Carl Linden 301-229-2398 or Ken Rollins 804-448-2934.
August 3	Sat	VIP workday. Call Joan Paull 301-384-8584.
August 24, 25	Sat, Sun	Williamsport C&O Canal Days. Parade, arts and crafts, food, exhibits. Volunteers needed to staff C&O Canal Association booth. Call Rita Bauman 703-503-9323.
September 7	Sat	VIP workday. Call Joan Paull 301-384-8584.
September 7, 8	Sat, Sun	Hancock Apple Festival. Call Rita Bauman 703-503-9323.
Sept 14, 15	Sat, Sun	Annual Paw Paw Bends overnight canoe trip. Call Carl Linden 301-229-2398 or Ken Rollins 804-448-2934.
October 5	Sat	VIP workday. Call Joan Paull 301-384-8584.
October 5, 6	Sat, Sun	Overnight bike hike. Details in a later newsletter.
October 12, 13	Sat, Sun	Berkeley Springs Apple Butter Festival. Call Rita Bauman 703-503-9323.
October 19	Sat	Annual Heritage Hike - Shepardstown Bridge to Harpers Ferry with dinner at Hilltop House. More details in a later issue of the newsletter.
November 9	Sat	Level Walker hike. Details to be announced.
December 7	Sat	"Frostbite" hike. Watch for details in a later newsletter.

Brunswick to Monocacy Canoe Trip

The July 20 canoe trip from Brunswick to the Monocacy River will pass a string of islands with opportunities to sight black vulture rookeries, soaring bald eagles and other avian life. Nearer the Monocacy are ruins of fish traps. Although this stretch is rated "intermediate," it is essentially flat water with a few moderate riffles. Equipment such as canoes, paddles and flotation devices, can be provided for those who do not have their own. Call Carl Linden 301-229-2398 or Ken Rollins 804-448-2934 for details.

Paw Paw Bends Canoe Trip

To many this is the finest part of the Potomac River. This trip consists of two days of leisurely runs with an overnight camp at Stickpile Hill. At this time of the year, the water is usually low, but the riffles constitute a moderate challenge.

Camping is available at the Paw Paw canoe staging area for those who would like to go up on Friday. Participants should bring lunches for Saturday, but Saturday dinner and Sunday breakfast and lunch will be on a community basis paid for by "passing the hat." The cost will probably come to about \$6.

Equipment can be arranged for those who do not have their own including canoes, paddles and personal flotation devices. Call Carl Linden

301-229-2398 or Ken Rollins 804-448-2934 for more information.

Park Service Fitness Program

The National Park Service is sponsoring a Physical Fitness Challenge Series for bicycle riders run by park rangers in the C&O Canal National Historical Park. All events will be held on Sunday on the level towpath within the Piedmont (central) District. The following are those remaining this season:

July 7: Weverton to Catoctin Aqueduct

July 21: Weverton to Mountain Lock

August 18: Dam No. 4 to Killiansburg Cave

September 8: Whites Ferry to Lock 27

September 22: Whites Ferry to Edwards Ferry

Riders that cannot make all events are invited to join and participate in any of those on the schedule. For additional information call 301-739-4204 or 301-739-6179.

Other News

Cumberland-Paw Paw Hiker/Biker Shuttle

The Allegany County Chamber of Commerce is sponsoring a C&O Canal Hiker/Biker shuttle bus that will run between the Western Maryland Station in Cumberland to the Paw Paw Tunnel. The shuttle will operate on Saturdays and Sundays only from now through the weekend of October 19/20. The shuttle will pick hikers and bikers (with bike) up at various points between Cumberland and Paw Paw. The shuttle fare is \$2 per person. One bus will go each way in the morning and late afternoon. The morning bus leaves Cumberland at 9:30 and arrives at Paw Paw Tunnel at 10:30; the afternoon bus departs at 4:00, arriving at Paw Paw Tunnel at 5:00. The morning northbound bus leaves Paw Paw Tunnel at 10:35, arriving in Cumberland at 11:30; the afternoon trip departs Paw Paw Tunnel at 5:05 and reaches Cumberland at 6:00.

For more information about the service, call

301-722-2820 between 9 and 5 on weekdays and 301-722-6360 on weekends.

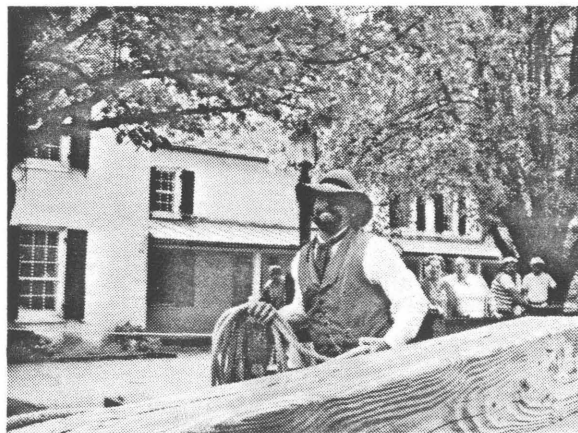
Pass the Bananas . . . Help MS

The Multiple Sclerosis Society used the C&O Canal again for their 12 mile "Super Cities" Walk on Sunday, April 7. Walkers could start from the Pentagon and walk to Glen Echo or start at Avenel and walk to Glen Echo. Both routes used the C&O Canal for over half the distance.

Seven C&O Canal Association volunteers staffed the rest stop at Great Falls next to the Tavern. Sonny and Lynn DeForge, Gil Hill, Mary Lurch, Joan Paull, Bejay Myers and John Fondersmith handed out hundreds of bananas and cups of water to thirsty walkers on an unusually warm day for early April. The MS Society estimated that about 1,800 walkers passed through the Great Falls rest stop. That's a lot of bananas. Wearing C&O T-shirts, the group helped show the flag for the Canal Association.

At Glen Echo, Robert and Donna Boies, Nancy Long and William and Rita Bauman set up an information table, complete with banner, to inform walkers about the C&O Canal Association. Together, these volunteers helped a good cause and hopefully attracted some new members.

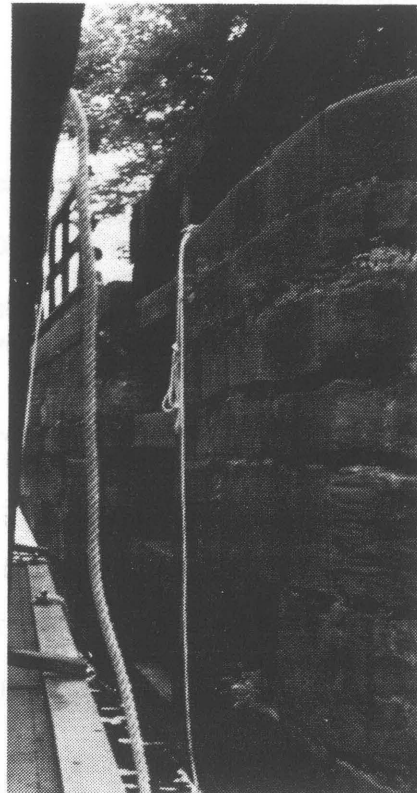
---John Fondersmith



Park Ranger at Great Falls Tavern
opens the lock gate for the
May Association new members outing

The Association Welcomes New Members

Richard T. Akins, Bethesda, MD
 Robert G. Alcorn, Troy, NY
 Troy & Joan Beeler, Gaithersburg, MD
 Margret Berendes, Washington, DC
 Robert A. Bradtke, Bethesda, MD
 Miles D. Brey, Bowie, MD
 Ruth Cade, San Antonio, TX
 Lucky & Beverly Ann DeVault, Springfield, VA
 Alice Dobry, Arlington, VA
 Mark Docterman, Washington, DC
 Charles & Jean Francis, Baltimore, MD
 Randall Fuhrman, Spring Grove, PA
 Robert W. Fulton, Marion, IN
 Mr/Mrs John Gerlach, Kinsington, MD
 Walter G. Gilbert, Arlington, VA
 Eleanor M. Gray, Gaithersburg, MD
 Martin J. Hewitt, Alexandria, VA
 John f. Hostie, Washington, DC
 Barbara Kurz, Silver Spring, MD
 Carl Michael, Oakmont, PA
 Mr/Mrs Clare A. Moelk, Annandale, VA
 Dr/Mrs Peter A. Morris, Potomac, MD
 Mr/Mrs Robert B. Noland, Bethesda, MD
 Donald H. Olson, St. Michaels, MD
 Gary M. Petrichick, Belmont, NY
 Faye Purdham, Cumberland, MD
 Michael & Molly Schuchat, Washington, DC
 Mary Staley, Arlington, VA
 Michael & Iris Sullivan, Finksburg, MD
 Anthony & Milda Vaivada, McLean, VA
 Thomas Vegella, Germantown, MD
 Debbie Ward, Gaithersburg, MD
 Everett A. Weaver & Linda White-Weaver, Gaithersburg, MD
 Diane Wendt, Kensington, MD
 John & Anne Wisniewski, Gaithersburg, MD

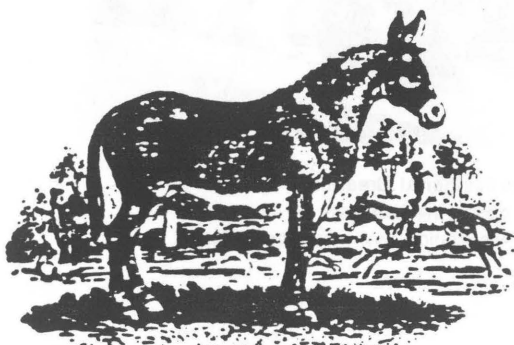


"Locking through"
 during May Association Trip

C & O Canal Association
 P. O. Box 366
 Glen Echo, Maryland 20812-0366

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DATED MATERIAL - PLEASE EXPEDITE



1 The Mule

JOHN C FRYE
 3122 KAETZEL ROAD
 GAFLAND, MD 21736