

**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

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## OCTOBER 19 DATE OF THIS YEAR'S HERITAGE HIKE

This year's Heritage Hike will be held on Saturday, October 19. It will begin at Lock 38 in Sheperdstown and end at Hilltop House in Harpers Ferry. The total distance is approximately 13 miles, 12.1 miles on the towpath and another mile or so across the railroad bridge and up the hill to Hilltop House. This section of the canal is one of the most scenic and, with the expected fall foliage, will be even more beautiful than usual.

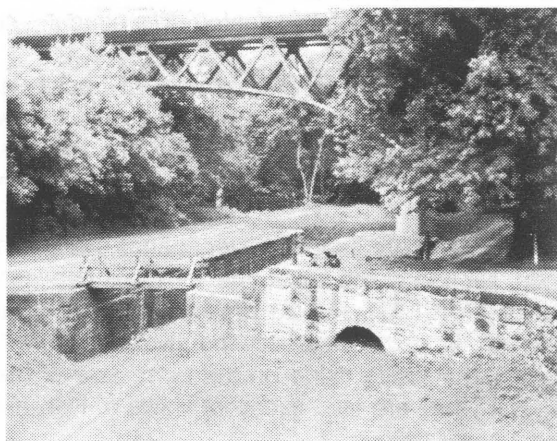
Hikers may park at the Park Service Harpers Ferry Training Center on Fillmore Street in Harpers Ferry. (See the map and directions below.) Buses will take us from there to Lock 38. Please be ready to depart from the parking lot at 10 a.m. Both buses will depart at the same time; there will not be a later bus. A fee of \$3.00 will be charged to each hiker when he or she boards. The official start of the hike at Lock 38 will be at 11:00 a.m. We plan to stop for lunch at Lock 37 (Mountain Lock), so bring your lunches and be sure to have adequate water with you for the hike.

The evening buffet dinner and happy hour will be at the Hilltop House in Harpers Ferry. The cash bar happy hour will begin at 4:30 p.m., with dinner starting at 6:00 p.m. Dinner will be \$12.00 per person, and advance reservations are required. The dinner reservation form, which appears later in this issue, must be received by October 14. Reservations will not be acknowledged by mail; a list of those who have paid will be maintained at the door. Happy hour will give everyone a chance to unwind from the hike, renew old acquaintances and meet new members.

A brief ribbon-cutting ceremony will be held at Lock 38 at 11:00 p.m. to mark the official start of the hike. Hikers of course will want to walk at their own pace, but hopefully most of us can have lunch together at Mountain Lock.

To get to the Park Service Training Center in Harpers Ferry cross the Shenandoah River on U.S. Route 340 heading west, proceed 1/10 of a mile to Union Street. Turn right, passing the Comfort Inn on the left and continue to the next stop sign. Turn right on Washington Street; then right one block later onto Fillmore Street. The parking lots where the buses will be waiting are a short distance down Fillmore Street on the right-hand side.

### *Hike Highlights*



Lock 38 with the James Rumsey Bridge in the background.

The section of the canal we will pass over in

this year's Heritage Hike has several points of interest. Lock 38 where we begin our hike is well preserved, although the gates are missing. The James Rumsey Bridge carries Maryland Route 34 over the Potomac River at this point. At 72.65, hikers will pass the Shepherdstown river lock and at 71.39 Packhorse Ford. The National Park Service Piedmont District Ranger Station is at 69.65 and less than one-half mile downstream (at 69.36) from the station is one of the more impressive structures along this section of the canal--the 140-foot limestone Antietam Aqueduct.



Downstream side of the Antietam Aqueduct.

Mountain Lock Recreation Area where we will stop for lunch is at mile marker 67.16 and extends 300 yards along the river bank has one of the most picturesque settings along this portion of the canal. Hikers will pass through another recreation area at Darpan Bend (64.89) and the Huckleberry Hill Hiker/Biker Overnighter at 62.9. This overnighter is beautifully situated on a bend in the river.

There is a break in the towpath at Locks 36 (62.44) and 35 (62.33), and hikers should follow the service road through this area. The remains of Feeder Dam 3 can be seen from this service road.

While there are beautiful river scenes along this entire section of the canal, the 1.1 miles between Locks 34 (61.57) and 33 are spectacular. The towpath is quite close to the river here, with Maryland Heights rising on the berm side of the canal. There are also excellent views of Harpers Ferry across the river.

At Lock 33, hikers will cross the river on the railroad bridge to Harpers Ferry from which we will have a very special view of the confluence of the Potomac and Shenandoah Rivers. Hikers will

then proceed up Washington Street to Hilltop House. This is a steep climb, and we will arrange transport by private vehicle up the hill for those who request it.

One final note--potable water will be available along the towpath at the Antietam Ranger Station and at the Huckleberry Hill Overnighter. Toilet facilities are also available at those points as well as at the Darpan Bend Recreation Area.

We look forward to a very enjoyable hike. The members of the Heritage Hike Planning Committee are Jack Francis, chairman; John Frye; Sonny DeForge; George Camplain; Donna and Bob Boies. If you have any questions concerning the hike, you may call Jack Francis at 301-984-9674.

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### President's Column:

"... If I wished to know whether a boat would go through a hole or a lock, common sense would teach me to go and measure it."

A. Lincoln

In February 1862, George McClellan was trying to open the B&O Railroad and secure the Shenandoah Valley before moving the main force of the Army of the Potomac to the Virginia Peninsula. Until the railroad bridge at Harpers Ferry could be rebuilt, he planned to build a heavy-duty bridge of timbers laid across canalboats anchored in the river. The boats had been requisitioned and brought up the canal from Georgetown. As McClellan reported, "... the attempt was made to pass the boats through the lift-lock (i.e., the river lock opposite Harpers Ferry), in order to commence at once the construction of a permanent bridge. It was then found for the first time that the lock was too small to permit the passage of the boats." The general tried to explain that the river lock had "been built for ... boats running on the Shenandoah Canal, and [was] too narrow by some four or six inches for the [C&O] canalboats ... the difference being too small to be detected by the eye, no one had thought of measuring it ..."

The canalboats were sent to Georgetown, the planned move on Winchester was deferred, and President Lincoln was irate. "Why in the Nation," he raved at McClellan's chief of staff, "couldn't the General have known whether a boat would go through a lock before spending a million dollars getting them there?" The hot joke making the

Washington cocktail circuit that winter was that McClellan's expedition had died of "lockjaw."

The scene of this famous incident is just one of the many notable points on the itinerary of this year's Heritage Hike. The dozen miles between Ferry Hill and Harpers Ferry probably concentrate more interesting canal structures and historic sites than any other stretch of similar distance in the park. In addition to six locks, lockhouses, Antietam Creek Aqueduct, Dam #3 and three river locks, we will pass Packhorse Ford, where Powell Hill's division (after a forced march from Harpers Ferry far more difficult than our stroll will be) came up on the afternoon of Antietam to strike Burnside's left. We will also hike by Antietam Furnace and O'Briens Basin, lime kilns, railroad bridges and the spectacular gap where the river cuts through the mountains. Finally, of course, the hike will end in Harpers Ferry itself, with time to visit the town before dinner. All this, and autumn foliage too. I hope that many of you plan to attend.

One of the pleasures of my job is to read the comments from new members about their particular interests in the canal. We recently received a note from a new member, Robert W. Fulton of Marion, Indiana. Mr. Fulton was raised along the C&O Canal near Point of Rocks. His grandfather, William H. Fulton, was lockkeeper at Lock 28 and also tended Lock 29 at Lander at one time. His father, William H., Jr., was employed by the canal company as a level walker for twenty-eight years. He remembers Bugs Cross, locktender at Lander; Harry Sterling, canal carpenter; Sam Fisher, section foreman; and Dick Hanes, a boatman. Mr. Fulton is retired and would like to hear from anyone interested in the history of the C&O Canal. His address is 3060N 400E, Marion, IN 46952.

Congratulations to the American Discovery Trail Survey Team which completed its 15-month, 4,500-mile walking and bicycling trek to lay out a coast-to-coast hiking route. Starting in San Francisco in May 1990, the team reached Cape Henlopen, Delaware on July 30, 1991. They hit the C&O Canal at Oldtown, after coming through West Virginia and followed the towpath into Washington.

The survey team, which was sponsored by the American Hiking Society and Backpacker magazine, was comprised of Eric Seaborg, former president of AHS; Ellen Dudley and Bill Sprotte. Upon arriving in Washington, the trio was greeted by President Bush at the White House and

received the first "Enjoy Outdoor America" awards from Interior Secretary Lujan. Concurrently, Rep. Beverly Byron of Maryland introduced legislation to authorize a feasibility study of the American Discovery Trail, which is the first step toward achieving national scenic trail status.



The American Discovery Trail Team pauses beside the Canal at Great Falls on July 25, 1991, as they neared the end of their 4,500-mile coast-to-coast trek. Left to right are Eric Seaborg, Bill Sprotte and Ellen Dudley.

The next chore for the survey team will be to write an ADT guidebook, which Backpacker magazine will publish next year. In addition to passing through West Virginia and Maryland, the ADT route cuts California, Nevada, Utah, Colorado, Kansas, Missouri, Illinois, Indiana, Ohio and Delaware. The entire route is across public land, through national forests, national and state parks, and established off-road trails were available and along back roads where necessary. We, of course, are delighted that the C&O Canal will be an important link in this transcontinental footpath.

---Dave Johnson

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#### From the Editor:

In this issue, we continue our celebration of the original Douglas hike with an essay by T.H. Watkins, editor of The Wilderness Society on the early activism of Justice Douglas. We are indebted to Mr. Watkins for permission to use this essay.

The request is a standing one: please send your photos and contributions. "Along the Towpath" is only as good as you want to make it. We are particularly interested in historical items,



such as early photos or interviews with those who lived along the Canal during its functioning period.

### Justice Douglas Takes a Hike

As my friend and colleague Charles Wilkinson made abundantly clear in his chapter, Justice William O. Douglas was meticulously and consistently dedicated to interpretations of public law that inclined sharply in the direction of preservation and protection over use and exploitation. If this was bias, an environmentalist will not be found complaining too much about it. Further, he was an equally vigorous spokesman for the wilderness in his nonlegal writings. The love of wild places expressed in his books and articles with a piety that was Thoreauvian in its intensity was a gift that came to us out of his youth. However, his understanding of the luminous saraband of life--the complex interrelationships that tie human life to all other forms of life on this small, fragile planet--was a gift not only of intuition but of an intellect forged by maturity and passion--and sometimes righteous anger. Taken together, these qualities alone made him a rarity in his time: a powerful servant of the public good who comprehended fully the fact that a healthy resource of untouched wild country was one of the chief barometers by which we can measure the social and economic health of the nation.

However, there was more to his activism than that. In this regard, Douglas was not merely a rarity; he was the next thing to unique. I don't know whether he actually knew Robert Marshall, the principal founder of The Wilderness Society, but he would have had no difficulty at all in agreeing with Marshall's conviction that "There is just one hope of repulsing the tyrannical ambition of civilization to conquer every niche on the whole earth. That hope is the organization of spirited people who will fight for the freedom of the wilderness."

No one who knew Douglas would have described him as anything less than spirited, and he was in fact an early member of The Wilderness Society. And the Sierra Club. And of any number of other conservation organizations, some of them invented by himself.

He was, in short, an environmental activist in an age that preceded the term itself--a time before Earth Day, before the word "ecology" could be

heard tumbling in ignorance from the lips of those attending suburban cocktail parties, before environmental impact statements, before Earth First! and the Monkey Wrench Gang, before Environmental Studies became an academic discipline, before any known president of the United States would be moved to describe himself deliberately and without shame as an environmentalist--and maybe even know what it meant.

William O. Douglas put his feet where his convictions lay. He understood, even before television took over our public lives, that while it might not replace the written word or the legal opinion, the visible statement had a value that could not be ignored. And so, on two particularly important occasions, Justice Douglas took a hike.

Douglas's first important perambulation with intent was to save the shadowed loveliness of the long towpath along the Chesapeake & Ohio Canal. This splendid corridor--189 miles long and an average of 230 feet wide--ran alongside the remains of the 125-year-old C&O Canal through the valley of the Potomac River between Washington, D.C., and Cumberland, Maryland. It was the property of the federal government, having reverted to public ownership after the final demise of canal operations in the 1920s. In 1954, long-discussed plans to build an automobile parkway through the corridor came to the attention of the *Washington Post*, which on January 3 wrote an editorial supporting the idea.

Justice Douglas, who had spent many a happy hour tramping along the tangled wilderness path, did not support the idea. Indeed, he hated it, and on January 9, he issued a challenge to the chief of the *Post's* editorial page, Robert H. Estabrook, and the author of the editorial in question, Merlo Pusey. The corridor, Douglas wrote in a letter to the editor, "is 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." He continued,

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

One who walked the canal its full length could plead its 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 would never acquire that understanding going 60, or even 25, miles an hour.

In an editorial that followed, the two editors accepted the challenge and the proposal swiftly took on the dimensions of a media event that lacked only the commentary of Dan Rather or Roger Mudd to be fully predictive of our times; Geraldo Rivera would not have been welcome. Hundreds of letters poured in to the offices of the Post, as well as to Douglas's chambers in the Supreme Court Building. Everyone, it seemed, wanted to take a hike with the justice. In the end, Douglas and the Post staff narrowed the number of participants down to a little over two dozen, which, as the justice noted, made it somewhat larger than the Lewis and Clark Expedition.

On Saturday, March 19, the hikers set off from Cumberland, with Douglas firmly in the lead, where he would remain for the entire trip, setting a pace that gave the twitches and the clammydamps to younger men and inspiring a stanza of his own in the official hymn of the expedition, "The C&O Canal Song":

The duffers climbed aboard the trucks  
With many a groan and sigh,  
But something faster passed them up--  
The Judge was whizzing by.

Most of those who made the trek did so as did most of the hikers in Martin Luther King's march to Selma a decade later--people came and went, joining the hike for a while, then retiring from the path. But not Douglas. Day after day for the next nine days, he led a pack of nine regulars in a brisk--some might even say, killing--pace. At both the beginning and the end of the trip, all three television networks did national stories on the event, as did all the radio networks. A reporter and a photographer for Life magazine joined the group. Time magazine sent a reporter. So did the Associated Press. Two newsreel accounts were sent to more than three thousand movie theaters across the nation. At the end of the trip, Interior Secretary Douglas McKay--a former car salesman and no fuzzy-haired preservationist--met and shook hands with the triumphant Douglas,

promising to take under consideration any suggestions the justice and his marchers might have to make.

As it happened, they had many suggestions, and on March 31 the C&O Canal Committee, William O. Douglas, chairman, sent the Secretary a letter whose several points could be summed up in a single demand: keep the road out of the canal corridor and put the corridor under the protection of the National Park System. McKay's reply was just short of capitulation: "I was delighted to find that the suggestions presented by your committee so closely parallel those of this Department in so many particulars. Indeed, it appears that there is complete agreement on the major objectives to be achieved."

At least the agreement was close enough, and the Canal Committee did its followup work so assiduously that on April 4, 1956, Douglas could write Harvey Broome of The Wilderness Society with uncharacteristic restraint that they had won: "A short while ago Secretary of the Interior McKay wrote me that he and National Park Service officials had decided not to build a highway on the old canal, and would seek legislation to make the canal property a National Historic Park. This was very good news." So it was, and it got even better in 1961, when the canal corridor was finally and officially dedicated as a National Historic Park.

Even before that happy conclusion, Douglas was busily organizing yet another march, this one on the other side of the continent in Washington State. Once again, it was a highway he found offensive. This time, however, it was the wilderness character of an already established national park he was trying to protect--specifically, the Pacific Ocean strip of Olympic National Park that stretched twenty-five miles north from the little Indian village of LaPush to Ozette Lake. He began his agitation in fall 1956, first with a letter-writing campaign in which he described the strip as "the one remaining piece of thoroughly primitive beach on the whole coastline of the United States . . . . It is wild, raw, and beautiful." However, he said, local interests wanted a highway and had some Park Service people aligned with them. "Those in the Park Service that are against it," he wrote in an observation that has a chillingly familiar ring, "are keeping their mouths shut. So it looks as though the highway proposers in that part of the country are getting the green light."

That situation did not last long. Once again, he

organized a hike, this one in August 1958. Once again, there were newspaper reporters and television cameras and radio microphones in attendance. Once again, the sixty-year-old justice of the United States Supreme Court led the way with his stubborn steady stride, stringing hikers out behind him like ducklings swimming in the wake of their mother. Once again, at the end of the three-day hike, a committee was formed--the Olympic National Park Pacific Ocean Committee. Once again, Douglas was its chair. And once again, the sand kicked up in the face of the Interior Department in Washington, D.C., by a William O. Douglas committee caused bureaucrats to change their minds. The highway was never built, and today you can walk the unearthly beauty of that smooth-sanded, rock ribbed, and mist-enclouded coast without having the ancient muttering of the ocean's waves or the peevish squawks of gulls be corrupted by the flatulence of internal combustion engines.

We owe William O. Douglas for that--and for the C&O Canal, and for a good part of most of the depressingly few conservation victories we have enjoyed since World War II. He was a public man who used his public influence and performed public acts to protect the public interest. Whom do we have today?

This year, we celebrate the twenty-fifth anniversary of the signing of the Wilderness Act of 1964, an act to the passage of which Douglas gave every ounce of his own energy and elicited the energy of countless others. Since then, more than ninety million acres have been added to the National Wilderness Preservation System--rings of safety that preserve us from the quantum of greed, shortsightedness, and unfettered technology. That is something to be proud of, but not to rest upon. As Douglas would be the first to point out, we are only halfway toward the preservation of everything that should be preserved.

The conservation community to which Douglas gave his heart and mind and feet has a long road ahead. We have to hike it without him now, and that is the hard part. The easy part--if there is an easy part--is that he has shown the way, and his antic spirit still illuminates the path.

---T. H. Watkins, as taken from the book *"He Shall Not Pass This Way Again" The Legacy of Justice William O. Douglas*, Editor Stephen L. Wasby. Used by permission of the author.

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### News From the Archives Committee

The Archives Committee is hard at work in its quest to find a permanent site to store the Association's various archival collections, which include papers and photographs related to the C&O Canal left to us by several former members. Our objective is to find proper quarters where these materials may be stored and where the Archives Committee will have a place to collate and organize them.

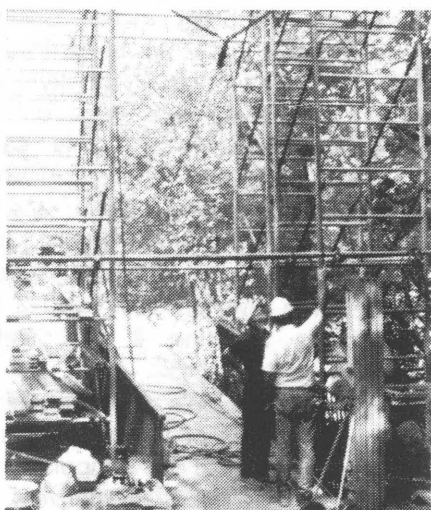
Recent materials added to our collection from Colin Ritter in Florida include the petition urging the President to establish the C&O Canal National Park. The several hundred attendees at the 1970 Justice Douglas Reunion Hike signed the document. Among those signers were a few people still active in our organization. Two things emerge from looking at this list: my wonder at how many attendees the Association was able to attract to its annual hike, and how pitifully small is the number to remain with us from 21 years ago to tell their story.

Another relic provided by Colin Ritter is a document from June 1970 listing the then current Board members, including two persons who are still directors today: Ken Rollins and Ralph Donnelly. This paper also reveals an effort then to establish nine county chapters, spanning the metropolitan area, Maryland and West Virginia. Finally, Mr. Ritter included an original list naming the people who started off on the 1954 hike led by Justice William O. Douglas, the historic event leading to the park's establishment and the canal's rescue from conversion into a high-speed highway. This small 44-man (There were no women.) army dwindled to the "Immortal Nine" who completed the distance from Cumberland to Washington. These full-distance hikers have all left us except for Colin Ritter. Yes, the hike was a strictly male enterprise, but the Douglas papers related to the canal, which were left to the Association by the Justice and are now placed in the Western Maryland Room at the Washington County Library in Hagerstown, contain letters exchanged between him and a woman who wanted to join the hike. (She remains an active Association member.) The Justice's diplomatic and carefully worded response reveals the elegance with which people could write in an earlier time.

With two possibilities for permanent quarters for the Association before us, we will continue discussions and negotiations as we seek shelter for our organization. Such housing will enable us to put our archives in usable form, to store our records in a central place, and to provide a work environment where officers and members can assemble to keep the bureaucracy functioning efficiently.

In our own way, we've made progress on several fronts, but as I read old papers from the Association's earliest years, I can relate a bit to the nostalgia felt by our long-time members for "the good old days." Clearly, those were heady times, when a great battle was waged to save the canal, when pioneer level-walkers explored the abandoned towpath, and when visionaries saw their park slowly becoming a reality. The old photographs show smiling, enthusiastic people, and sometimes I wish I had been around then.

---Hal Larsen



Work progresses on the restoration of the Olmstead Island bridges at Great Falls. The trails and overlooks are expected to be reopened to the public early in 1992.

### Summer Festivals on the Canal

The festival season is in full swing along the Potomac, and the C&O Canal Association is once again taking part, beginning with the Great Brunswick River Race on July 6 where our booth was manned by Jim and Sally Bryant, with assistance from Dave Johnson and Lee Struble. On this day, Brunswick citizens put all inhibitions

aside and go up and down The Gut on inner tubes, bathtubs, canoes, barges carrying well-dressed couples at Paris-street-cafe tables with wine, and any other possible floatable object. This year an added attraction was the beauty contest: a bikini won out over Victorian-period bloomer-like bathing attire, though the latter deserved honorable mention for their creator's ingenuity.



Park Superintendent Tom Hobbs and Mrs. Hobbs at the Association booth at the Cumberland festival

On July 13-14 at the Cumberland Canal Boat Festival at North Branch, Tom Conlon managed the Association's booth with assistance from Mr. and Mrs. Bob Twigg, Dr. Rita Brinker and Bob Lange, a highly successful occasion when Tom Hahn's famous guide book sold out, even the tattered counter sample being snapped up by an eager customer. Many people picked up the newsletter and brochures, and our T-shirt, in its various colors, was a popular item. Thanks to Tom Conlon and his innovative salesmanship and enthusiastic public relations, we were well exposed at this event.

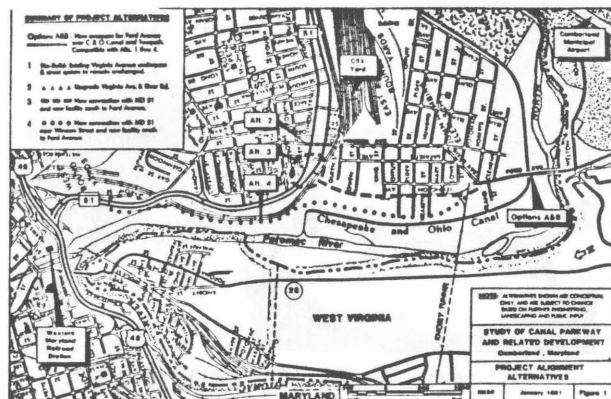
At this writing, festivals remain to be enjoyed--at Paw Paw, Williamsport and Berkeley Springs. The Association will be at them all. Each festival has its special feature. Brunswick's river race is unique; the Civil-War-vintage boys in blue at Cumberland were once again prepared to defend the Union against the southern "grey ghosts"; Williamsport holds a spectacular parade; and Berkeley Springs' widely varied mountain crafts are a great attraction. Paw Paw is a new addition to the festival schedule. We'll report on this in a later edition.

---Hal Larsen



## The Canal Parkway at Cumberland

The Steering Committee established to choose alternatives for the "Canal Parkway" in Cumberland and for park enhancements at the C&O terminus met on June 24, 1991, under Senator J. Glenn Beall's chairmanship. At this meeting, the members heard additional information developed by the consultants regarding the transportation and park plans.



### OVERVIEW OF TRANSPORTATION ALTERNATIVES

A full range of transportation alternatives has been developed to address South Cumberland's access problems and to improve access to the Cumberland Municipal Airport. As presented on Figure 1 and summarized below, these alternatives range from improvements along existing Virginia Avenue to new highway alignments. Any of these alternatives are compatible with the basic park concepts presented later in this brochure.

#### ALTERNATIVE 1 No-Build

- Maintenance of existing 2-lane/2-way Virginia Avenue underpass.

#### ALTERNATIVE 2 Virginia Avenue Improvements

- Replace existing CSX bridge over Virginia Avenue with a new bridge (remove center pier) and construct additional 2-lane underpass adjacent (to the east).
- 4-lane section of Virginia Avenue would begin at MD 51 and continue to just south of Bowen Street, where it would taper back to existing road.
- Virginia Avenue/River Avenue would be resurfaced and upgraded (curbs, sidewalks, etc.)

#### ALTERNATIVE 3 Interchange Connection with MD 51

- Construct new overpass of CSX west of the existing Virginia Avenue underpass and connect via interchange ramps to MD 51.
- Four different interchange configurations (Interchange Options 1 through 4) would connect MD 51 with the remainder of Alternative 3.
- Construct new 2-lane facility located west of Lexington Avenue and extending south to near the River Avenue/Ford Avenue intersection.

#### ALTERNATIVE 4 Canal Parkway

- Construct new connection with MD 51 and a new 2-lane facility beginning near Wineow Street and extending south on abandoned westernmost CSX tracks (parallel to the C&O Canal) to near Queen Street.
- Continue new 2-lane facility south between existing businesses and the park to near the River Avenue/Ford Avenue intersection.

#### OPTIONS A & B C&O Canal and towpath crossing (Ford Avenue)

- Remove existing low arch bridge over C&O Canal and construct new full clearance bridge over the Canal and Towpath. Ford Avenue would be raised and reconstructed from Roberts Street to the Potomac River.
- Option A is compatible with Alternatives 1 and 2;
- Option B is compatible with Alternatives 3 and 4.

From public comments at the open hearing, the

consultants found overwhelming interest in solving the road problem, which is the massive inconvenience caused by the narrow underpass under the railroad yards, a bottleneck on the only access into South Cumberland from the city proper. Interest was also expressed in the park alternatives, but generally in a "nice-to-have-but-not-necessary" tone. Obviously, what the local people are most concerned about is the need for better transportation. Also noteworthy was the surprising interest in providing a linkup between the C&O Canal towpath and the trail system being developed in Pennsylvania, an ultimate tie-in between Washington and Pittsburgh.

Steering Committee members reported on the comments they received from their organizations or constituents, which included the Maryland Conservation Council's support for the present park enhancement plan, opposition to the parkway alternative 4 and preference for alternative 3 for the road. The Allegany County Commission wants the park enhancement and alternative 4. State Delegate Caspar Taylor (Allegany County) reported on his constituents' views: alternatives 1 and 2 for the parkway were not acceptable; his interlocutors mostly opted for alternative 4 but there was also substantial preference for alternative 3. He said his constituents considered the transportation problem more important than the park enhancement. The only other comments were from various local representatives: opinions varied, with some favoring alternative 2 for the parkway, others rejecting it and stating a preference for alternative 4.

I stated the Association's position, which was reached by the Board of Directors at its April meeting when it moved to support the park enhancement plan, to reject alternative 4, and to accept either alternative 3 or 3, but opting for 2 since it is the most economical plan and therefore the one most likely to be realized.

These deliberations follow the C&O Canal National Historical Park Advisory Commission meeting on June 1, when John Parsons, Associate Director, National Capital Region, National Park Service, briefed the commissioners. He closely linked the park enhancement plan and alternative 4 because he thought this highway choice would bear with it substantial mitigations and other possible state support as impetus for the park development. Allegany County's Bob Ebert offered a motion to approve a package including the park plan coupled with alternative 4.

including the park plan coupled with alternative 4. This proposal passed with 2 dissents. While the Commission was not represented at the Steering Committee meeting, the position taken by it on June 15 was noted by the members. Mr. Taylor commended the commissioners for their decision.

According to the State Highway Administrator, Hal Kassoff, the EIS would cost \$500,000 to \$1,000,000 and would require the approval of the governor and the legislature. Mr. Kassoff said Governor Schaefer looked favorably on the project and would probably be receptive to the expenditure.

Senator Beall said the EIS would now be the next step, to be followed by a meeting by the committee to choose a transportation alternative. If the EIS process should get underway in the fall, according to the senator, the committee would meet in early or mid-winter to consider the progress made by then. A meeting would take place in about a year, when the EIS would be completed, to vote on the alternatives. Senator Beall also said that the Technical Committee, which has been moribund since January, would be reactivated to consider the study. Our member on this body is John Chandler.

---Hal Larsen

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### **Personnel Appointments**

This summer brought several personnel changes in the Association. Three new members have been appointed to the Board of Directors to replace members who resigned.

The Board elected Anne Korff as Information Officer. Anne has been active in the Association for many years and previously served on the Board from 1986 to 1989. She replaces Rhonda Strickland who stepped down because her professional responsibilities precluded her from fulfilling the office.

Arthur Korff and James Millar were appointed to fill the directorships of Dick Stanton and Bejay Myers. Arthur has served on the Board in the past, including a term as Secretary of the Association, while Jim is a new member. We send our best wishes to Dick Stanton for a speedy recovery from the knee surgery that forced him to step down from his seat and our thanks to Bejay for her years of dedicated service on the Board.

The Nominating Committee has been appointed for the election at the 1992 annual meeting. It consists of Bill Speck, Chairman, Nancy Long, Linda Perry, Jim Bryant and John Chandler.

Board member Ralph Donnelly has been appointed to represent the Association on the Western Maryland Railway Trail Committee. The Committee was established to advise and assist the Maryland Department of Natural Resources on trail development on the abandoned Western Maryland right-of-way between Cherry Run and Tonoaway.

There have also been two major changes in the Park administration. Congratulations and best wishes go to James "J.D." Young, who has been appointed Superintendent of Catoctin Mountain National Park in Thurmont. J.D. leaves the canal, which he served for many years as Assistant Superintendent.

Coming in to replace J.D. as Assistant Superintendent is Terrie R. Savering. Terrie joined the National Park Service in 1972, and for the past 15 years has been Assistant Superintendent of National Capital Parks - East. She holds degrees in history from St. Francis College and Duquesne University.

The Park's new Chief Ranger is Keith Whisenant, who reported on board on July 28th. A 17 year veteran of the National Park Service, Keith comes from Everglades National Park, where he served since 1987 as Resources Management Coordinator, Assistant Chief Ranger and acting Chief Ranger. Prior to that, he spent 10 years at the Buffalo National River in Arkansas as District Ranger, Resources Management Specialist and acting Chief Ranger. His earliest Park Service experience was at the Tonto and Tumacacori National Monuments in Arizona. He holds degrees from Baylor and Oklahoma State Universities in biology, chemistry and aquatic ecology. He is an NPS commissioned law enforcement officer and certified forest fire crew boss.

The Association welcomes Keith and Terrie to the C&O Canal, and we look forward to working with them in the years to come.

---Dave Johnson

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### **Association News**

#### **Notes From Association Board Meetings**

The Association's Board of Directors met on June 30 at Williamsport and on August 4 at Glen Echo. Among the matters of business discussed were:

1. Canal Parkway - Hal Larsen, first vice president and the Association's representative on the Canal Parkway Steering Committee, reported on that Committee's meeting in Cumberland. The Committee voted to proceed to an environmental impact statement (EIS) covering all four transportation alternatives in South Cumberland, without commitment to any one of them. The EIS is estimated to cost between \$500,000 and \$1 million, which must be appropriated by the Maryland legislature and take one to two years to complete. The steering committee will meet again during the winter to review progress on the EIS.
2. Between-newsletter Bulletin - The Board approved creation of a bulletin to be mailed to members between newsletters and authorized a budget allocation of \$500 for the remainder of 1991. The bulletin will highlight upcoming Association activities and other items of importance that may occur between newsletter publication dates. "Along the Towpath" will continue to carry a calendar of events and will be published on the regular schedule.
3. NPS Grant - The Board accepted the proposal submitted by the Superintendent of the park for this year's grant from the Association. The park will use the \$1,000 grant to support research into and development of authentic period clothing for the interpretive programs on the Park Service's canalboats, Georgetown and Canal Clipper.
4. Horse-drawn Trolley - The park has received a proposal to operate a horse-drawn "trolley" or omnibus on the towpath in the Cumberland area. It was the consensus of the Board that this type of commercial operation would conflict with hikers and bicyclists, bringing heavy vehicle and horse traffic on the towpath and establish a precedent for such concessions elsewhere in the park. A resolution was passed stating that the Association opposes this proposal. The

Superintendent and the chairman of the advisory commission have been informed of the Association's position.

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## 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: Anne M. Korff - 3705 Calvert Place; Kensington, MD 20895; 301-933-4353.

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

### 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.

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## ON THE LEVEL

*notes and news*

*on the Level Walker Program*

by Karen Gray

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**HIKES—EVERYONE IS WELCOME!**



Bring lunch. How far we hike will depend on the weather and interests of the group but hikes take place rain or shine. Call Karen Gray at 202/333-6947 for further information if needed.

**September 28, 10:30 a.m. at Dam 4 near Williamsport--walking downstream.** Dam 4 is at the end of the Dam 4 road, 5.5 miles from the intersection of Maryland routes 63 and 632 near Downsville.

**November 9, 11:00 a.m. at Little Orleans--walking downstream.** Meet in the store reached by taking the Exit from I48/I40 at Piney Grove to Little Orleans Rd. and go south 4.6 miles.

**LEVEL WALKERS DO MAKE A DIFFERENCE!**

On the evening of July 15, Jim Millar called about an apparent leak above the Marsden Track where the towpath was wet and water was seeping onto the field on the river side. Such a leak could eventually lead to a washout of the towpath. My call to the Park Service ended up with Ranger Mike Clark who checked out the situation and called back later to say that he'd found the leak and that maintenance would be working on it promptly. He thanked us for our concern and help.

**Level Walkers and the Park Service have cooperated** in the removal of tires on two levels. The level walkers hauled them out of hard-to-get-to places and left them on the towpath from where they were picked up by Park Service staff. If you have tires on your level--indicate how many there are and describe the location in your reports. We want to identify and eventually undertake the removal of these eyesores.

**NOTE: NEXT DEADLINE FOR REPORTS FOR AUGUST THROUGH OCTOBER IS NOVEMBER 5.**

**REPORTS RECEIVED FOR PERIOD OF MAY THROUGH JULY:**

02: 2.3- 5.0

Boat Incline-L.5

Beth Dougherty

03: 5.0- 7.5

L.5-Cabin John

Jim and Joan Wilson (2))

All trash cans on this level have disappeared.

04: 7.5- 9.4

Cabin John-L.14

Charles Bookman

05: 9.4- 12.3

L.14-Cropley

Jim Murray

New portable toilets at camp III and Marsden tract.

07: 14.3- 16.6

Gt.Falls-Swains

Jack Francis (3)

One report made on a through cycle trip from Cumberland to Georgetown.

08: 16.6- 19.6

Swains-Pennyfield

Paul Davis, Jr.(2)

10: 22.8- 25.0

Seneca-10Ft.ls.

Leslie Meil

11: 25.0- 27.2

10Ft.ls.-Sycamore Landing

Sharon Freeman (+ Harold Lerner)

12: 27.2- 30.8

Sycamore Land.-Edwards Fy.

Lucy Beths

14: 33.2- 35.5

Harrison ls.-Whites Fy.

Betty Henson (+ Bushell, Schindler, Madison)

16: 39.4- 42.2

Woods L.-Monocacy

Bill Evans (2--incl.#17)

Met a pair of bikers from England who praised the beauty of the canal.

17: 42.2- 44.6

Monocacy-Nolands Fy.

Evans \*see #16

Severe litter and full trash cans.

19: 48.2- 51.5

Pt.of Rocks-Catoctin Aq.

Jack Cook

Hole in culvert at mile 50.68.

21: 55.0- 58.0

Brunswick-Weverton

David Johnson

Culvert #88 had been cleared of trees. Sapling encroaching on culvert #89. Vegetation on culvert #91 prevents determining status of the deterioration of its roof. Footbridge across Lock 31 at Weverton removed. Tires in creek below culvert at MP 57.

24: 62.3- 65.1

Dam 3-Dargan Quarry

Cliff Murdock

Towpath in best condition in 3 years

27: 69.4- 72.8

Antietam-Shepherdstown

Harry Robinson

Tires in Antietam creek and severe litter around Shepherdstown River Lock.

33: 84.4- 88.1

Dam 4-McMahons/Chas.Mill

Paul and Rita Marth

Few mosquitos unlike a year ago.

35: 91.0- 93.0

Formans Fy.-L.43

Ruth and Tack Swan

37: 94.4- 99.3

Fall.Waters-Williamsport

Ellen Holway

2 culverts recently repaired and mowed.

40: 105.0-106.8

Nessle Bridge-Dam 5

Judy Hecht

Small fence has been put up at Dam 5 where erosion is occurring.

42: 108.6-110.4  
Four Locks-McCoys Fy.  
Tim Kernan

45: 114.5-116.0  
Ernestville-Licking Cr.  
[Mary Twigg--L.W.on #67]

46: 116.0-120.0  
Licking Cr.-Little Pool  
David Combs/Maria Vargas  
Towpath resurfaced with rocks and clay,  
overhanging branches and bushes at the side cut  
back. Trail in excellent condition.

49: 127.4-130.0  
Round Top Mill-L.53  
[Mary Twigg--L.W.on #67]

50: 130.0-134.1  
L.53-Dam 6  
Gren Whitman/Janice Plotczyk  
Large trees newly uprooted in Mile 130 being  
worked on by NPS.

52: 136.6-140.9  
Sideling Hill-Ltl.Orleans  
[Mary Twigg--L.W.on #67]

55: 149.7-151.2  
L.60-Kasecamp Rd.  
Herb Gunther (incl.#56) [Mary Twigg--L.W. on #67]

56: 151.2-153.1  
Kasecamp Rd.-L.61  
Herb Gunther \*see #55

58: 154.5-156.2  
L.63 1/3-Paw Paw  
Judie & Fred Mopsik  
Erosion problem where mountain trail descends to  
towpath at upstream portal.

60: 159.7-162.3  
Ltl.Cacapon-Town Cr.Aq.  
Keith Kridenoff

64: 170.8-173.4  
Kelly's Rd.-Spring Gap  
Dennis & Debra Roumm

65: 173.4-175.5  
Spring Gap-North Branch  
Marlyn Heintzelman

66: 175.5-177.7  
North Branch-Mexico Farms  
[Mary Twigg--L.W. #67]  
Federal prison construction proceeding rapidly.

67: 177.7-180.7  
Mexico Farms-Evitts Cr.Aq.  
Mary Twigg

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### 1991 Paw Paw Bends Canoe Trip

Take a mixture of veterans and relative newcomers to the Canal and the Upper Potomac River, add perfect weather and the sound of aluminum scraping on rock echoing through the valley and you have the 1991 Paw Paw Bends Canoe Trip. On the weekend of September 14 and 15, trip leaders Ken Rollins and Carl Linden

joined with Tom and Bob Perry, Ken Glace, Jeff Eickenhorst and ourselves, Nancy and Gary Petrichick, for two days and twenty-one miles of the most beautiful scenery this side of the Outer Banks.

We drove down from Western New York State to spend Friday night at the Paw Paw Canoe Camp and were on hand to greet the others Saturday morning. Following introductions, we loaded the canoes and launched early in the afternoon into a river that was as low as anyone could recall. The awesome cliffs of folded rock strata around the first bend have to be seen to be appreciated. Thanks to the slow current, it was possible to watch for hazards and still be able to sightsee, but the low water made negotiating the riffles quite a challenge and we were all out of our canoes more than once to pull over the rocks.

Contrasting the natural beauty and solitude, the CSX sent a few freights through the valley to remind us that civilization is never far away. A late afternoon break on the West Virginia shore provided sufficient sustenance for the group to push on to the Stickpile Hill Hiker Biker. It was dark by the time we finished setting up camp and were able to dig into "Beverly's Chowder," a recipe by Ken and labor by Carl. Clearly this was a health-conscious group, because a wide variety of elixirs and nostrums were consumed as we sat around the campfire swapping lies until much later than anyone would have predicted when we pulled off the river.

Sunday dawned with hazy skies and mildly aching muscles. By nine-thirty we had worked out the kinks, breakfasted, struck camp and reentered the Potomac. Sometime near eleven, we pulled in at Devil's Island for a refreshing lunch of bread, cheese and whatever else was left over. We arrived at the Fifteenmile Creek boat ramp around one o'clock and headed up to Bill's Place for a quick debriefing. Rides were arranged, and we departed Little Orleans not much looking forward to Monday morning, but at the moment savoring memories of a weekend of exploration and new friends. Thanks to Ken and Carl from the rest of us for a great experience and the sharing of their knowledge and lore of the C&O Canal and the Association.

---Gary Petrichick

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## CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
October 5	Sat	VIP workday. Call Joan Pauli 301-384-8584.
October 5, 6	Sat, Sun	Overnight bike hike.
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. See page 1 of this issue.
October 22, 23	Tues, Wed	International Conference On Historic Canals in Akron, Ohio. Call Dave Johnson, 301-530-7473, for more information.
November 9	Sat	Level Walker hike. Meet at 11 a.m. at Little Orleans store (end of Orleans Road, off I-68 [IS 40/48] west of Hancock). Bring lunch; we will walk downstream. Contact Karen Gray, 202-333-6947, for more details. FYI: All members of the Association and their friends are welcome on the Level Walker hikes. You don't have to be a Level Walker, but we hope it will encourage you to become one. These hikes are informal, no cost, no advance reservations required.
December 7	Sat	"Frostbite" hike. Watch for details in a later newsletter.

### Mid-Term Through Hike

Ken LaPeyre, veteran of the 1989 hike, called from Hatteras, N.C. to sign up for the Paw Paw bends canoe trip in September. In the course of the conversation, Ken said he plans to back-pack the Canal this fall and wonders if others might be interested. I take this opportunity to spread the word.

Ken plans to hike in the first half of October, which coincidentally is 2-1/2 years between our regular through-hikes. He suggests that rather than a formal plan with all the logistic maneuvering, those who would like to join him for all or part of the way devise a rather flexible procedure for communication, shuttles and supply. He proposes to start in Cumberland and probably end at Seneca, since there is little opportunity to camp below there.

It has occurred to me before that a mid-term hike would provide opportunity to more participants and would especially provide nice seasonal variety, but the formal planning is somewhat overwhelming -- maybe best left to the five-year plan.

This is one for the ardent backpacker -- quite different from having logistic support. I, for one, love the self-sufficiency of backpacking and have a pent-up longing which needs to be fulfilled. I plan to join Ken for as much as I can.

Anyone who is interested can call Ken LaPeyre

at 919-986-2504 or drop a note to him, if there is time, at P.O. Box 1018, Hatteras, N.C. 27943. Meanwhile I, Ken Rollins, expect to keep in touch with him and will be a sort of go-between if needed at 804-448-2934 or Route 4, Box 107, Ruther Glen, VA 22546.

---Ken Rollins

### Nature Notes

The spring nesting season occasioned the usual riot of song along the Potomac and in the nearby woods. Northern orioles, various flycatchers and warblers, wood thrushes, indigo buntings and woodpeckers courted, built nests, laid eggs and tended their young in spring's mad flurry of activity.

A phoebe fairly shrieked when trucks rumbled over the canal bridge just below Great Falls Tavern. Completely oblivious, the truck drivers rumbled on down the towpath carrying supplies for the bridges to Olmsted Island. The disruption probably ended the phoebe's nesting operation for this year.

A pair of barn swallows worked feverishly for most of one day at two former nesting sites under the eaves of the Tavern. They, too, disappeared--probably discouraged by the crowds even though most people were utterly oblivious to their



presence.

The pair of bald eagles patched up their nest on Conn Island and settled in at the beginning of their sixth nesting year. Although tree and nest had been lost to a flood one year, they had had success in raising young in four earlier years. This year for some reason, they abandoned their nesting effort fairly early in the season. However, they continued to frequent the area.

In spite of the hazards and the disasters, the early spring morning chorus indicated that "all was right with the world" for many of the year-round resident and migrant birds that choose canal parkland for nesting. By August, the chorus had died to infrequent whispers. Many birds have shed their colorful breeding plumage. They slip noiselessly through the summer woods. Soon the migrants will start to disappear as summer merges into fall.

Many human visitors to the nearby canal area may think that Canada geese are the only birds raising young along the river and the towpath. Parent birds and goslings often stop traffic in parking lots and beg for handouts from towpath visitors. This year the geese seem to have displaced the mallards that used to lead their ducklings along the towpath. Mallard families frequent the edge of Conn Island. Not one family has been observed on the canal in the lower Palisades area. Yet mallards continued to share the towpath and canal with Canada geese during last winter and early spring. Mallards and geese were equally expert at begging for tasty tidbits from passers-by.

Great blue herons regularly stalk the shore of Conn Island. During the winter and early spring, they were often seen along the canal, especially the Carderock area. Little green herons and kingfishers frequent this same area. In late July, a pair of black-crowned night herons appeared on the canal near the upper parking lot at Carderock. One summer evening, a single night heron was found dead near the berm side of the canal. One could only wonder why.

The woodland flower garden between the canal and the river reached its peak very early this year, starting with harbinger-of-spring, merging into spring beauties and spreading into wild blue phlox and a host of other wildflowers rushing into bloom before the tree leaves have fully developed. Mowing along the canal bank was late enough, so that meadow rue had a chance to bloom. The day lilies at Lock 18 and Bouncing Bet still in bud were among the casualties when mowing

occurred in late spring. A single black cohosh escaped the mower near Carderock.

As fall approaches, woodland sunflowers, mallows, swamp milkweed, jewel weed, iron weed and early goldenrod add color chiefly in areas that the mowers don't reach. The square-stemmed monkey flower has appeared in a new location and smooth ruellia (or wild petunia) bloomed in several locations along Berma Road.

Water turtles sun themselves on rocks or fallen logs in mid-canal, box turtles lumber through the dry leaves in the woods, a black rat snake leaves its outworn skin lying near the towpath and, once in late spring, a copperhead slid across the towpath in the Widewater area, apparently not too troubled by his observers but a reminder that creatures whose homes are in the park need to be treated with respect.

A few spice bush berries are already turning red. Pawpaw and persimmon fruits are getting fat with late summer rains. And so, in mid-August, the seasons are beginning to turn again for those with eyes to see and ears to hear.

---Helen Louise Johnston

[Note: "Sights and Sounds of the Seasons" walks are scheduled four times monthly under Park Service auspices. Usually they open with a brief slide show indicating some of the current observations along the canal and in the woods. Meet the leaders at 10 a.m. at Great Falls Tavern on the first and last Wednesday and Saturday each month of the year. All three leaders (Betty Bushell, Betty Henson and Helen Johnston) are long-time level walkers and members of the Canal Association.]

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#### The Association Welcomes New Members

Barbara Ausen, Gaithersburg, MD  
Eleanor Balaban, Glen Echo, MD  
Douglas Barnhart, Williamsport, MD  
Norman Bernhardt, Glen Echo, MD  
Joan C. Burke, Baltimore, MD  
Terry Cappuccilli, Fairfax, VA  
Dawn Carlisle, Gaithersburg, MD  
Christine Cerniglia, Rockville, MD  
Mr. & Mrs. Milton Chase, Bethesda, MD  
John & Linda Corcoran, Lenoir, NC  
Sara Ann Crider, Williamsport, MD  
Stephen DeLanoy, III, Bethesda, MD  
Nancy Dennis, Berwick, PA  
John A. Dixon, Bethesda, MD  
Dr. & Mrs. Kenneth Dretchen, N. Potomac, MD

Tom Dulz, Cumberland, MD  
 Edward J. Dwyer, Mitchellville, MD  
 Susan V. Fautleroy, Brunswick, MD  
 Lizbeth K. Francisco, Rockville, MD  
 Douglas Fulmer, Baltimore, MD  
 Pamela J. Gillen, Arlington, VA  
 Penni Greer, Silver Spring, MD  
 Susan D. Grigsby, Glen Echo, MD  
 Shawn Greyshock, New Kensington, PA  
 Jane & Bernie Guyer, Baltimore, MD  
 Steve Hase, Washington, DC  
 Thad Hecht, Arlington, VA  
 Robert Hickerson, III, Elkton, MD  
 C. Robert Hunt, Bethesda, MD  
 Inner City Outings,  
 Sierra Club, Washington, DC  
 Jon & Beth Krespan, Burtonsville, MD  
 Jack & Marybelle Light, Cumberland, MD  
 Mina W. Little, Rockville, MD  
 John M. Madel, Frostburg, MD  
 Alan & Pearl Marks, Potomac, MD  
 Robert McMeekin, Glen Echo, MD  
 Mr. & Mrs. Richard Miller, Arlington, VA  
 Harry I. Odell, Glen Echo, MD  
 Dr. P. W. Ogilvie, Washington, DC

Jim Paulus, Oldtown, MD  
 Lois Pemble, Lexington, KY  
 Norman & Lillian Petersen, Potomac, MD  
 Dianne Pickar, Washington, DC  
 Pat Pickering, Arlington, VA  
 Davis S. Pollock, Pittsburgh, PA  
 Stephen C. Pollock, Rockville, MD  
 John Popenoe, Hancock, MD  
 Linnea P. Raine, Potomac, MD  
 Virginia Rasbold, Cumberland, MD  
 Mr. & Mrs. Paul C. Redmer, Kensington, MD  
 Jack & Carolyn Reeder, Glen Echo, MD  
 Roger Rishel, Rockville, MD  
 Peter D. Saderholm, Bowie, MD  
 Sandy Sagalkin, Sharpsburg, MD  
 Edward Selby, Jr., Ft. Lauderdale, FL  
 Myra Snook, Newton, NJ  
 Joanna Sturm, Washington, DC  
 Nicholas Tracht, Baltimore, MD  
 Leila Webster, Glen Echo, MD  
 Mary Werner, Germantown, MD  
 John Wiley, Jr., Arlington, VA  
 Walter L. Wilt, Indian Head, MD  
 Betty Workman, LaVale, MD  
 Steve A. Yeash, Frostburg, MD  
 Mark Zimmerman, Frederick, MD

CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK														
Park Superintendent - (301) 739 4200 - Sharpsburg, MD				Emergencies - (301) 739 4206 or (202) 426 6605 [below Seneca]										
MILE													MILE	
0.0	Tidewater Lock	184.5	38.2	Marble Quarry	146.3	75.3	Killiansburg Cave	109.2	110.0	North Mountain	74.5	148.4	Stickpile Hill	35.1
	0.5			4.0			1.4			0.4			4.7	
0.5	Foundry Mill Visitor Center	184.0	42.2	Monocacy R Aqueduct	142.3	76.7	Barron's Museum	107.8	110.4	McCoys Ferry	74.1	154.1	Bornel Ridge	30.4
	0.4			0.2			3.0			2.0			1.4	
0.9	34th St Crossover Bridge	183.6	42.4	Indian Flats	142.1	79.7	Horseshoe Bend	104.8	112.4	Fort Frederick	72.1	155.5	Paw Paw Tunnel - oir	28.0
	2.2			2.2			1.3			3.6			0.7	
3.1	Fleishers Boat House	181.4	44.6	Nolands Ferry-picnic area	139.9	81.0	Taylor's Landing	103.5	116.0	Licking Creek H/B + Aqdc	68.5	156.2	MD 51 to PAW PAW	28.3
	2.5			3.1			1.5			4.4			1.2	
5.6	Dam 1	178.9	47.7	Calico Rocks	136.9	82.5	Big Woods	102.0	120.4	Little Pool	64.1	157.4	Purslane Run	27.1
	5.9			0.5			1.9			2.6			4.7	
11.5	Marsden Tract - 301 299 3613	173.0	48.2	POINT OF ROCKS	136.3	84.4	Dam 4/Winch House	100.1	123.0	Tonoloway Creek Aqueduct	61.5	162.1	Town Creek	22.4
	0.8			2.1			bicycle 1.2 detour			1.1			0.2	
12.3	Old Anglers Inn	172.2	50.3	Bald Eagle Island	134.2	85.6	Guard Lock 4	98.9	124.1	HANCOCK	60.4	162.3	Town Creek Aqueduct	22.2
	bicycle 1.4 detour			1.2			bicycle 2.5 detour			2.3			2.5	
13.7	Stop Lock	170.8	51.5	Castolin Creek Aqueduct	133.0	88.1	McMahon's Mill	96.4	126.4	White Rock (not on map)	58.1	164.8	Potomac Forks	19.7
	0.6			2.5			2.8			1.0			1.9	
14.3	Great Falls	170.2	54.0	Brunswick Park-834-7500	130.5	90.9	Opecon Junction	93.6	127.4	Round Top Cement Mill	57.1	166.7	OLDTOWN	17.8
	2.3			1.0			1.4			2.5			2.5	
16.6	Lock 21 - Swains	167.9	55.0	BRUNSWICK	129.5	92.3	Midpoint	92.2	129.9	Leopards Mills	54.6	169.2	Pigman's Ferry	15.3
	5.5			6.7			2.9			3.7			4.2	
22.1	Dam 2	162.4	60.7	HARPERS FERRY	123.8	95.2	Cumberland Valley	89.3	133.6	Cacapon Junction	50.9	173.4	Spring Gap	11.1
	0.7			1.6			4.1			0.5			1.0	
22.8	SENECA/Seneca Cr Aqdc	161.7	62.3	Dam 3	122.2	99.3	WILLIAMSPORT	85.2	134.1	Dam 6	50.4	174.4	Blue Spring - Lock 72	10.1
	3.2			0.6			0.5			2.5			1.0	
28.0	Horsepen Branch	158.5	62.9	Huckleberry Hill	121.6	99.8	Conococheague Creek Aqdc	84.7	136.6	Sideling Hill Creek Aqueduct	47.9	175.4	Iron Mountain	9.1
	4.5			2.0			1.5			2.6			4.6	
30.5	Chisel Branch	154.0	64.9	Dargan Bend - picnic area	119.6	101.3	Jordan Junction	83.2	139.2	Indigo Neck	45.3	180.0	Evitts Creek	4.5
	3.9			4.5			5.5			1.7			0.7	
34.4	Turtle Run	150.1	69.4	Antietam Creek + Aqueduct	115.1	106.8	Dam 5	77.7	140.9	L'ORLEANS/15mi Cr + Aq	43.6	180.7	Evitts Creek Aqueduct	3.8
	1.1			3.4			1.9			3.6			3.8	
36.5	WHITES FERRY	149.0	72.8	to SHEPHERDSTOWN	111.7	108.7	4 Locks Information Center	75.8	144.5	Devitts Alley	40.0	184.5	CUMBERLAND	0.0
	2.7			2.6			1.3			4.9				

Mileages from "Towpath Guide to the C & O Canal", Thomas F. Hahn - Shading indicates food available - Italics indicate point of interest - Towns are in capitals - All others are campsites - 06/06/91

Mileages from "Towpath Guide to the C & O Canal", Thomas F. Hahn - Shading indicates food available - Italics indicate point of interest - Towns are in capitals - All others are campsites - 06/06/91

Updated canal guide produced by Gary Petrichick.

**DINNER RESERVATION**  
**Heritage Hike**  
**October 19, 1991**

Please reserve \_\_\_\_\_ dinners for the Heritage Hike at \$12.00

per person. Total enclosed \$ \_\_\_\_\_.

Names \_\_\_\_\_

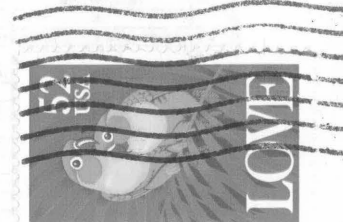
\_\_\_\_\_

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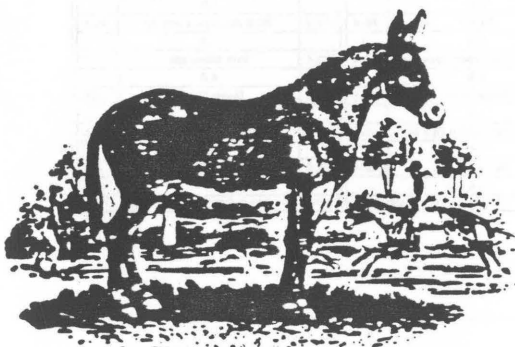
Reservations must be received by October 14, 1991. Please make your check payable to the C&O Canal Association and mail it with this form to

C&O Canal Association  
P.O. Box 366  
Glen Echo, MD 20812

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



**DATED MATERIAL - PLEASE EXPEDITE**



**The Mule**

JOHN C FRYE  
3122 KAETZEL ROAD  
GAPLAND, MD 21736