



ALONG THE TOWPATH

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CHESAPEAKE & OHIO CANAL ASSOCIATION

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

NEW HEADQUARTERS FOR THE C&O NHP

Kathy Sholl, NPS

"Into the new and restore the old" is part of the future for the C&O Canal National Historical Park. One plan for the future has now been realized with the move of headquarters into a more modern and larger facility. The C&O Canal National Historical Park headquarters is now housed in the Crystal Building at 1850 Dual Highway in Hagerstown, Md. The former location for the headquarters, Ferry Hill Mansion, is also part of the park's future. Plans are underway to restore this historic site near Shepherdstown, West Virginia as an educational center.

The new headquarters has 15,494 square feet of space for about 40 staff members in one building. At Ferry Hill, staff were spread out among five outbuildings. Ferry Hill Mansion was built circa 1810 as a residence and did not have proper support for modern office equipment or adequate access to the second floor.

The Crystal Building is energy efficient and offers accessibility for the handicapped, training and conference rooms for staff, and environmentally controlled storage space for historic photos and map collections. The new Crystal Building and the restoration of historic Ferry Hill connects the past to the future for the C&O Canal. ❁



Crystal Building

Kathy Sholl

WIDEWATER: THE ROCKY RUIN

Carl Linden

The C&O Canal Association has taken on a partnership with the park service in an effort to realize its plan to bridge over the rocky ruin of the western section of the towpath along Widewater approaching Lock 15. The park service plan envisages bridging this rock-strewn and rough, yet spectacularly beautiful section with an elevated walkway. All of us who have ventured to cross the section by foot or carry our bicycle know how daunting and hazardous a trek it can be. The accompanying photos of the section will give the reader who has not yet visited Widewater an idea of what we are talking about. If you have not visited Widewater you have missed one of the truly scenic areas of the canal and river.

It was Hurricane Agnes that tore up and washed away the section thirty years ago. An earlier plan proposed in the 70's unfortunately foundered in a swirl of controversy over just how



Crossing Widewater

Carl Linden

the repair ought to be done. This is unlikely to recur.

The prospects for the current plan's realization, however, will be much improved by a strong showing of citizen support. Here is where the Association's assistance as a partner comes in. Happily our drive in support of the project was given a very strong start by the \$100,000 challenge grant which the Association recently received from the Kimbrough family (See the March issue for details). The first step in raising funds to match the Kimbrough grant was made at this year's March for Parks celebration at Great Falls on April 13th. Participants in the day's program of hiking, canoe and kayak races and training sessions made contributions to the Widewater fund. The Association served as sponsor of the event and Ranger Nancy Poe did a sterling job in planning, organizing and energizing the March for Parks events. Some four thousand dollars was raised on the occasion and a good first step made in our journey to match the Kimbrough grant.

Our new Towpath Tags for 2002 also were made available at our Association kiosk at the Great Falls Tavern during the March for Parks celebration. (See the March issue for details on the Tag program.) Ken Rollins manned the kiosk throughout the day. The kiosk is a tripod with three large panels that tell about the Association's purposes and activities as well as provide space for exhibits and bulletins. In this instance the Towpath Tag program was advertised. By the way, the kiosk is the product of Ken's fine craftsmanship, is easy to carry and set up, and is well designed for use at various Association functions and sponsored events.

On May 23rd, Superintendent Doug Faris and Association Board member Carl Linden took the participants in an NPS Partnership Conference on a tour from the Great Falls Tavern to Great Falls and on to Widewater to take a look at the damaged towpath section. Doug and Carl spoke to the participants and answered their questions about the Monocacy Aqueduct restoration and the Widewater projects. The Monocacy and Widewater projects are good examples of such partnerships. The conferees,



Widewater looking downstream.

Jeff Norton

from national parks in the south eastern region of the U.S., specialize in developing partnerships in their own localities.

The Towpath Tag program, it should be noted, was given its formal kickoff at the Cumberland Canalfest on Saturday, May 18th. Theodore E. Bear was on hand to hawk the tags to Canalfest visitors. All Towpath Tag donations go directly into the Canal Park's restoration and repair fund.

In sum, the Association's task is to raise funds to match the generous Kimbrough grant and, thereby, show strong citizen support for restoration of this very heavily used section of the towpath. Part and parcel of the effort is making citizens and park visitors aware of the Canal Park's need for their continuing support and show them how they can help.

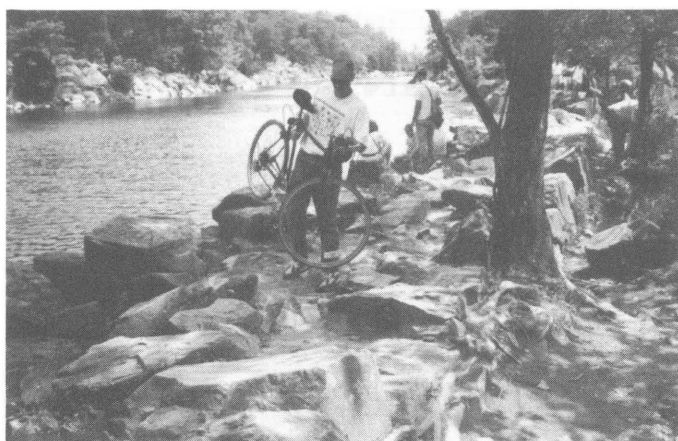
As always, all contributions for restoration work that are sent to the Association are tax deductible and will be wholly used for that purpose without any deductions for overhead. Make a contribution today!



C&O Canal Opens Maple Avenue Extension in Brunswick

C&O Canal National Historical Park has opened the Maple Avenue extension in Brunswick and is the first of a number of improvements that will be made along the C&O Canal in Brunswick in the next 12 to 18 months. The Maple Avenue extension will remove most of the traffic from the bridge carrying Md. Route 79 across Lock 30.

Improvements to the Brunswick area along the canal will include removing vegetation along the canal prism, providing improved access to the boat ramp using the Maple Avenue extension, and eventually providing an alternative trail that would separate recreational use from vehicular traffic to enhance visitor safety and enjoyment.



Biker Traversing Widewater.

Jeff Norton



Widewater or "The Long Wall"

James M. Perry

Historian

Chesapeake and Ohio Canal National Historical Park

The calm serenity of the Widewater area on a pretty spring day belies perhaps the most hydraulically complex section of the Chesapeake and Ohio Canal. The decisions made by canal builders in the 1820's continue to have ramifications in the twenty-first century, as evidenced by the rocky and uneven nature of the towpath there.

Engineers designing the canal elected to utilize a dry river channel to minimize necessary blasting through boulders in a nearly one-mile segment at Bear Island, near the settlement of Croyley and downstream from Lock 15. An 1831 inspection report noted a slope wall of dry masonry as high as 40 feet in some places, was designed:

not only to sustain the pressure to which it is exposed, but also because it was the most convenient and economical way of disposing of the vast quantities of stone which had to be blasted out of the path of the canal in its vicinity.

The glowing reports of this assessment would prove to underestimate dramatically the power of the Potomac River to reclaim the inactive channel during periods of high water.

Repeated breaks of the canal and towpath at Widewater, known historically as "the long wall," can be documented in 1847, 1852, 1877, 1889, 1924, 1936, 1942, 1972, 1976, 1984, and 1996, despite efforts such as reinforced stop locks, guard banks, retaining walls, cribbing, gabion baskets, and riprap. The 1889 flood, which was also responsible for the devastation at Johnstown, Pennsylvania, washed away the lockhouse at Lock 15.

Some of the most devastating floods have occurred in recent memory. In June 1972, Hurricane Agnes caused a breach of 150 feet at Widewater. Record snowfalls and the resultant runoff from melting led to floods in 1976, and again in 1979, caused notable damage. A 36 inch snowstorm, topped off by a 2-inch rainfall in January 1996, resulted in a washout of material but minimal towpath breaching. This was followed nine months later by Hurricane Fran, with additional impact at Widewater. This fragile section has challenged its caretakers – from the original canal company to the Civilian Conservation Corps and the National Park Service – in a never-ending battle with the forces of nature.



Fiscal Year 2002 Budget and Annual Performance Plan For C&O Canal Are Available for Public Review

C&O Canal National Historical Park Superintendent Douglas D. Faris announced today that the park's annual performance plan and documents providing details about the appropriated budget and fee revenues for fiscal year (FY) 2002 are available for review as required by the National Parks Omnibus Management Act of 1998.

Highlights of the park's total budget of \$7,510,000, which funds actions to implement specific goals in the annual performance plan include:

\$493,000 for resource preservation and management including preservation and maintenance of historic structures and preservation of cultural landscapes through programs such as agricultural leasing and easements.

\$1,887,000 to address visitor services including law enforcement, operating six visitor centers along the C&O Canal, managing two reproduction canal boat operations, continuing extensive interpretive programs, and developing new facilities.

\$470,000 for a regional dispatch center to operate a 24-hour per day, seven-days per week center for dispatch and criminal inquiry capabilities for seven parks throughout the National Capital Region. \$3,513,000 for facility operations and maintenance

including general maintenance throughout the park such as maintaining the towpath, mowing, cleaning restrooms, and maintaining equipment, etc., with a portion of the funding dedicated toward establishing a crew to concentrate on preserving the park's deteriorating historic structures.

\$1,147,000 for general administration and management of the national historical park.

Keith Whisenant



C&O Canal Selected for Proud Partner Transportation Interpreter Program

C&O Canal National Historical Park has been selected to receive a summer intern from the Student Conservation Association. This internship is made possible in part by a grant from the National Park Foundation through the generous support of the Ford Motor Company Fund, a Proud Partner of America's National Parks. This program places college students as Proud Partner Transportation Interpreters (PPTI) on board alternative transportation systems within national parks. Radford (Virginia) University student, Kerri France has been chosen to participate in this 10-week program as a crew member on board "The Georgetown," a canal boat located at the C&O Canal Georgetown Visitor Center.



Merrily! Merrily! Down the Monocacy!

The scenic and tranquil Monocacy River was well paddled by canoeists and kayakers this May and June. The two main paddling excursions were (1) the Monocacy River Paddlers six-day trek (May 6 to 11) starting from the source waters in Pennsylvania to the Monocacy Aqueduct at the confluence with the Potomac and (2) the Association's rather more leisurely annual two day paddle from Pine Bluffs Park in Frederick to the Aqueduct.

The Monocacy River Paddlers is a Frederick County association that both enjoys paddling the Monocacy and is dedicated to the preservation of this scenic river and its watershed. The Association also enjoys paddling the Monocacy and regards the Monocacy River Paddlers as a sister organization with purposes similar to our Association's. We, for example, have discussed with the Paddlers our common interest in keeping the Monocacy clear of the debris and fallen lumber that clogs the stream and ends up colliding with and piling up against the Monocacy Aqueduct. Our president, Ken Rollins and I joined the Paddlers for lunch at the Aqueduct boat ramp at end of their trip on May 11th. Hilary Benson, the dedicated and enthusiastic leader of the Paddlers, invited us to talk to the group about the Monocacy Aqueduct and the Association's just-completed six-year campaign to assure that the aqueduct will be repaired and restored in its original form (the NPS is scheduled to begin the work in September).

Our annual Monocacy paddle on the 14th and 15th of June was as usual a merry two-day trip in pleasant weather. The Monocacy was running low and our boats were just able to get through the riffles and rapids without too badly scraping bottom or being forced to a halt in a rock garden.

We usually expect at least one spill on our Association paddling trips. On our previous outing on the Potomac Ken and I, despite all our canoeing savvy, did a fine bottoms-up in a devilish diagonal rapid. This time Barbara Sheridan and Bill Burton took their bows and executed a graceful overturn ending up against an uncooperative and unyielding rock mid-rapid. With some pushes, pulls and grunting our rescue team dislodged the canoe, which survived without notable damage. After our river ordeals, we all repaired to the aqueduct for a convivial and grand old picnic. We all individually broiled our own New York strip steak on Ken's

home made chicken-wire grill. No one complained that they had underdone or overdone their steak. In fact, everyone said their steak was done to perfection.

Carl Linden



New Mules

This past July the C&O Canal NHP purchased two new mules from a gentleman Mule trader in Tennessee. Park Rangers Brianna MacDonald and Mark Myers drove to Tennessee, spent a week working the mules and then brought them home to Great Falls. They will eventually work in Georgetown.

When the mules arrived their names were "Chughead" and "Shorty." Mark, Brianna and Georgetown Supervisor Kathy Kupper re-named them "Nell" and "Molly." Both mules look very much like Lil. Nell is larger; she is approximately five years old and is learning her job very quickly. Molly is approximately six years old and is coming along in her training, although not as quickly as Nell. Molly was a pet in a pasture for almost six years and was never trained. Mark and Park Ranger Paul Johnson will continue to train Nell and Molly this winter with the Great Falls boat on Mondays, Tuesdays and Wednesdays. Anyone interested in learning how the boat works? You are more than welcome to volunteer to help them!

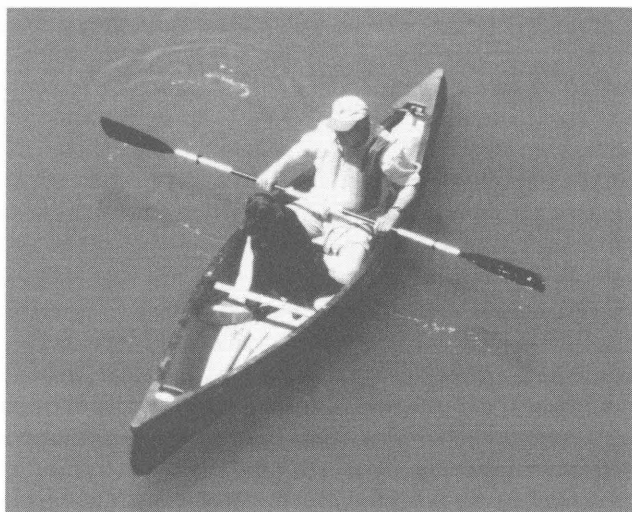
Nell and Molly were purchased to replace two of the older mules. The "Grand Dame" of the herd, Katie, 26 years old and Rhody, 24 years old will retire after more than 20 years each of loyal service to the C&O Canal National Historical Park. Because they are government property, and therefore cannot be sold, they will be leased. The leasees will feed and take care of them and someone from the Park Service will check on them at least once a year. Because Katie and Rhody have been together for over 20 years the primary goal in finding them a new home was to find an acceptable place that would take them both so they could stay together. They will be leased to the Alice Ferguson Foundation and live at Hard Bargain Farm in Accokeek, MD.

Hard Bargain Farm is an Environmental Education Center and a 330-acre working farmstead with rolling hills, cropland, woodlands and wetlands. Cows graze in pastures. Beavers build dams in the marsh. Hardwood trees rise from the swamp. And waterfowl and fish make their homes in the Potomac. It is straight across the river from Mount Vernon, VA, George and Martha Washington's home and bordered by National Park Service land.

Katie and Rhody will be part of a program that helps children, grades K-12, discover the natural world, learn how a farm works, and challenge them to think about ways they can have a positive impact on their environment.

Until a few months ago Hard Bargain Farm owned a horse and a donkey named Festus. The horse died and Festus is currently very lonely. He is hanging out with the cows. Katie and Rhody will not only be part of the education program, but will provide to Festus the company herd animals need. Katie's and Rhody's retirement will be relaxing for them and rewarding and educational to hundreds of children every year.

Kathleen Kelly, NPS



Bob Cook and Cal.

Carl Linden

THE NEWS FROM ENGLAND

Hal Larsen

Why restore a minor, abandoned 14.5-mile canal? Because it's there. Also, because the Cromford Canal, in the Midlands, is more or less intact, whereas many others in a network around the Derwent River and the Peaks District have largely disappeared. These waterways had given access to industrial towns in Derby and Northampton. They once served an important purpose, but the railroads made them obsolete.

The seemingly remote Peaks District features untamed, rough terrain within a larger area of dense housing and manufacturing. The hilly region is a wonderful retreat that can be explored by boat or canoe on its many rivers. Here and there, passage is still available between these streams via canals. The Cromford ends at the same-named town on the Derwent River, a community with 18th-century mills, including one built by the inventor Richard Arkwright. Completed in 1794, the waterway connected to the Erewash Canal at Langley Mill. The Peak Railway, opened in 1830, offered stiff competition to the Cromford. The 3,603 yard Butterley Tunnel collapsed in 1900, isolating the northern section of the canal. The canal was mostly abandoned in 1944, and the final stretch to Langley Mill fell into disuse in 1962.

The Cromford, probably the most interesting among the canals in this area, survives with enough original fabric to interest restorers. It ran through the scenic Derwent Valley and boasted features such as aqueducts and the tunnel. Cromford boats carried heavy cargoes including coal and iron, and the canal was in full operation until the tunnel roof fell in, thus effectively blocking use for its entire length. The canal soon began its slow demise, especially the part between Cromford and the tunnel.

The last 33 years have seen slow progress in restoring the canal, largely through the efforts of the Erewash Canal Preservation and Development Association. Early in 2002, the association established "The Friends of the Cromford Canal" as an organization that would complete the restoration. Unlike many old English canals that have wholly or partially given way to development, the Cromford is in large part still intact. The northern restored section is watered but separated from the rest of the canal whose ditch is discernible although in a derelict condition. The southern section can readily be put back to use except for the collapsed tunnel, whose mighty portals still stand firm. The central part presents greater problems. The Butterley Aqueduct that crossed a highway, railroad line and the Amber River was removed altogether at an earlier time. In addition, small sections here and there were taken over for private development. Most of the locks in this section are also gone.

The Friends hope to restore the entire canal and tie it to England's internal waterway network. The part that passes through the Derwent Valley is particularly attractive. But the Friends believe the more industrialized area also shows promise as a

tourist attraction including the Butterley Engineering Works that built the Falkirk Wheel in Scotland (see "The News From England," *Along the Towpath*, September 2000). If the nearby Butterley Tunnel could be reopened, the planners envision a one-way boat trip through the tunnel and return by a steam railway.

Reminders of the Industrial Revolution can be seen at the Cromford Wharf with its 18th-century warehouses. Another noteworthy structure is the restored Leawood steam pumping engine that was used to move water from the Derwent River into the canal. The splendid Wigwell Aqueduct is yet another special feature. Boat trips are already offered in the watered section, and there are plans to extend this recreational activity.

Major obstacles face the Friends, not least the restoration of the collapsed tunnel. In addition, a number of locks and the Butterley Aqueduct, originally a large structure, must be rebuilt. These restorations represent substantial cost, and the Friends are canvassing all possible donors for funding. But they seem determined to fully restore the Cromford to its original line with all the man-made structures that made its operation possible. The Cromford may never match in popularity such restored canals as the Llangollen or the Kennet and Avon, but it would be a worthy addition to those in use elsewhere in the Peaks region.

Thus the Cromford Canal will provide an opportunity to experience via narrowboats two important aspects, early industrial development and scenic beauty in Cromford and the Derwent Valley. The town has a rich industrial history. In addition to Arkwright's 1771 water-powered cotton mill, model workers' houses survive in rows on North Street. During summer weekends, there are trips by horse-drawn narrowboat on the canal's restored section.

The Derwent rises high in the mountains above Borrowdale beyond the fabled Lake District. The river flows rapidly through the valley toward the Trent. The Derwent's shores are surprisingly undeveloped, their natural privacy protected by the inhospitable terrain. Typical Peak villages cluster along the river and its flanking canal in the valley until the landscape becomes more open. Nearby stands Chatsworth, the grand classical mansion where the Dukes of Devonshire held court in their vast park. Completed in 1707, Chatsworth is popular with visitors and crowded at holiday times.

While these industrial and scenic precincts are available to visitors by road and rail, what the Friends hope to accomplish is yet another means to view these areas: a navigable canal for narrowboat travel. Given the daunting challenge of the restoration, it may be a long time before boaters can steer through the Cromford's full 14.5 miles. The Brits are patient – and hopeful.



FROM THE ASSOCIATION

From the President

We are slowly making progress toward our goal of establishing an office. The Park Service has arranged a space for us in the Williamsport Visitor Center and we are beginning to furnish it. While we are not yet ready to engage a paid staff, there is no reason why we should not proceed to plan for volunteers (here I go again).

This is an idea whose time has come, and we are taking a big step. Whatever develops will not mean volunteers no longer have a related role; in fact, I think the success of our venture will be determined in large part by volunteer support together with advice and counsel of the membership.

What is immediately needed is scheduled availability of someone to answer the telephone, respond to voice-mail, and update messages and the web page. As with all volunteer effort, what is most needed is a "spark plug" to inspire and coordinate others. Anyone who would like to see us off to a good start should get in touch with Karen Gray.

Even when we can support part-time paid staff, I anticipate occasions when established office hours will need to be extended or supplemented for reunion hikes and other special events such as March for Parks and through-hikes. Here's where volunteers come in. It would be useful to have a knowledgeable cadre of members who could staff the office when needed.

When office duties become more defined, we should establish a manual or guide book for ready reference in answering inquiries. This comes at a good time to review our committee structure, and here's where members come in. Some committees are obviously defined by title in response to a "natural" need as are recognized in the by-laws, and they need little further explanation. Others may need more formal definition. Sometimes needs arise not previously provided for and should be formalized through committees. Anyone who has suggestions about what committees we should have and how they should operate is welcome to comment. In any case, now is the time to move ahead in establishing an office for the Association. ❀

Ken Rollins

From the Editor

For many unexplained causes, this issue of *Along the Towpath* has been extremely difficult to get out. It seems as if everyone has

decided that the deadline is next month, even though I do not believe that the sunspots are very active. Even this editorial space is being written at the last moment.

I do think though that this issue may be marking a turning point for the Association and the park. Our greatest project ever, the restoration of the Monocacy Aqueduct will soon be getting underway. There are serious steps towards having an office for the Association, which will change the organization. The Wide-water campaign is beginning and the Park Service is beginning to look into repairing Big Slackwater. This week, the footbridge at Lock 8 has been replaced, after only a short time from the first warning about the old one being in trouble. From where I look, the park has never looked this good.

In the spirit of the movie I saw last night that had every cliché I could think of, there are clouds on the horizon. The one with the greatest potential impact is the power plant at Point of Rocks, both for its immediate impact on the park and its consequences for the Potomac. The water issue will not go away and it is not only in terms of quality but quantity. This spring was a good warning that water resources are precious and limited, and good flow periods do not make up for low flow conditions. Electricity is even worse than water, as there is no way to store any meaningful quantity of power, so that generating capacity has to be made bigger than what is needed at the time of maximum demand, which in the United States is the summer, just when river flow is the lowest and the price of electrical energy should be the highest. Of course, under free market theory, this will mean that any power plant will have maximum incentive to be on line.

This morning, June 17, in the *Washington Post*, there was a story on the Everglades and how the restoration project will probably not do anything for the Everglades but assure an even larger source of water for development. All I could think of was whether this could be an ultimate fate of the Potomac, and with it the conditions that make the C&O Canal such a special place.

The Association's charter specifically mentions the Potomac basin and the role the C&O Canal plays in preserving it. The Potomac River needs the park to protect it, but the park also needs the river to be preserved to keep its special nature. These are mutually dependent and, as an Association, we will have to keep alert to any future challenges that arise. As I say in my article for Nature notes, only time will tell as to just what these challenges will be. ❀

Fred Mopsik

The Association Welcomes New Members

Pat ARCHER
John M. ARTZ, PH.D.
John & Barbara BEACH
Franklin H. BELL
Marge BRADLEY
Barbara BROWN

Richmond, VA
North Potomac, MD
Potomac, MD
Bluemont, VA
Vienna, VA
Kensington, MD

Scott BYRNE
Marie-Luise DIRKSEN
Irene EWING
Peter GOOD
Robert & Brenda HAGAN
Julie HAIDEMENOS
Patricia HOPSON
Jean H. JOHNSON
Rosa JOWERS
Bill & Barbara JUSTICE

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Bethesda, MD
Bethesda, MD
Kensington, MD
Fredericksburg, VA
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Bethesda, MD
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Catherine E. LYONS
Patty O'MALLEY
Betsy & Emil RUDERFER
John & Denise SAVAGE

Arlington, VA
Baltimore, MD
Gaithersburg, MD
Washington, DC
Frederick, MD

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Dr. & Mrs. Tracy A. SCOTT
Elena SHAYNE
Bill SPECK
Robert E. WILLIS

Chambersburg, PA
Montgomery Village, MD
Washington, DC
Bethesda, MD
Hagerstown, MD

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Pete & Ella WOOD
Anne P. WRIGHT



Mileposts

By Nancy Long



ISSUES

Update: Legal Battle Between Maryland and Virginia Over Use of the Potomac River – The Special Master appointed by the Supreme Court to referee the dispute between Maryland and Virginia over the Potomac River is expected to issue his final findings to the Court in about one month. The situation came to the Court as a result of Virginia's request to Maryland to extend the length of a water intake pipe from the Fairfax County shoreline into the middle of the river. The *Washington Post* of March 25 reported that environmental officials in Maryland, which owns the river under a 1632 grant from Charles I of England, refused to issue the requested permit, stating that Virginia was muddying its own side of the river as a result of uncontrolled development. The *Post* reported further that the pipe became a symbol of the two states' clashing approaches to growth – Maryland has tended to favor regulation that limits development to specific areas, while Virginia does not. The Special Master, in a finding issued last year, reported that Virginia does have a historical right to use the entire Potomac. However, there are now two more issues in contention: 1. Does Maryland have the authority under a series of agreements between the states to regulate how Virginia uses the river?; 2. If Maryland does not, did Virginia give up its rights to ignore Maryland's regulations by not objecting for decades? The Special Master will submit his findings to the Supreme Court; the Court will then determine whether to hear the case or to choose another course of action.

Update: Techway – From the website of Solutions Not Sprawl: The Washington area Council of Governments is planning a \$400,000 Techway Study called the "Origin and Destination Pair Study." The Virginia Department of Transportation (VDOT) has put aside \$400,000 for a Techway study in the Transportation Improvement Plan (TIP) for the MD/VA Joint Legislative Commission. Solutions Not Sprawl is the organization proposing transportation solutions other than a new Potomac River bridge; they can be reached at www.solutionsnotsprawl.org, or at 202-332-3301, 301-916-3510, or 703-669-2205. Maryland has repeatedly opposed a Potomac River crossing between the American Legion Bridge and Point of Rocks; such a crossing would most likely require a road system that would slice through Montgomery County's agricultural preserve. However, Maryland has consented to support a federal study of this controversial issue.

Update: Power Plants – At its March 2 meeting, the C&O Canal NHP Commission (advisory commission) discussed the power plant proposed by Duke Power for a site near Point of Rocks. There is much opposition to this proposal in Frederick County, and Superintendent Doug Faris has expressed concern over noise, visual impact, and air quality as posing potential problems for the C&O Canal NHP. The commission passed the following motion: That the National Park Service role should be to assess the impact of power plant operations on the C&O Canal

National Historical Park. Duke Power will hire a contractor provided by NPS to conduct either an environmental impact statement or an environmental assessment for this project; costs for this will be borne by Duke Power. The State of Maryland is studying the request to build the power plant, but has not issued a permit.

NEWS

Cumberland

CanalFest – Under sometimes cloudy/sunny/rainy skies and with a chill in the air, CanalFest celebrated its fifth anniversary on May 18 and 19 with a variety of musical offerings, art/craft exhibits and sales, children's events, horse-drawn trolley rides, historic walking tours, and demonstrations by members of the Maryland Forces French and Indian War re-enactors. Programs and events specifically focused on the C&O Canal included: "Letters from the Great Race," a living history program presented by the C&O Canal National Historical Park that examined the rivalry between the canal and the railroad; historical canal songs and music; NPS interpretive canal walks; CanalFest adventure quiz for children; "Towing the Line: Life Along the C&O Canal," an original production about the canal presented at the New Embassy Theater in downtown Cumberland; storytelling featuring folk tales about the canal; and interactive interpretive tours of the canal boat replica. The C&O Canal Association shared exhibit space with the C&O Bicycle Patrol. The location for this year's program was on the brick plaza on the street side of the Western Maryland Railway Station, a better, more easily accessible, arrangement than in previous years, but only temporary; with the completion of the Crescent Lawn festival grounds, CanalFest will return to that location.

The **Crescent Lawn** project includes the construction of three new buildings to house shops, a restaurant, and other services. This writer wonders why provision is being made for new shops when there are several empty shop spaces available in downtown Cumberland in close proximity to Canal Place; these spaces offer creative window display areas of a style not likely to be built in contemporary construction, especially if funding becomes limited. The buildings are slated to be completed by April 2003, with shops to be open by May 2003. Archaeological excavation is also being done at the Crescent Lawn site, and hulls of numerous canal boats have been discovered. According to "Canal Place Report," the boat discoveries reveal that there were many more boat designs in the early days of the canal than was previously thought.

The **Canal Parkway** has been completed and is in use – not only by cars but also by trucks which contribute both air and noise pollution, and adverse visual impact. The retaining wall supporting the parkway extends for a considerable distance along the edge of the canal park. This wall is faced with fake stone, reportedly used because it was cheaper than using real stone. This is an affront to the historical character of the park, and it borders on the unbelievable that natural material could not have been used in a national park established in the historical park category.

The programs and projects briefly described above are developed and carried out by the **Canal Place Authority** which

was established by the State of Maryland in an effort to improve economic conditions in Cumberland and western Maryland by developing tourist attractions. The State of Maryland has poured about \$50 million into projects that are intended to make Cumberland and western Maryland a tourist destination – that goal, so far, seems a long way from realization. The area, Cumberland in particular, could become more tourist-friendly, e.g., shops, galleries, and restaurants should be open on weekends, especially on Sunday.

Notes from the Association's June 2 Board Meeting–

*It was reported that the March for Parks event produced \$3,600 for the Widewater Fund.

*The Board voted to contribute \$500 to the picnic for C&O Canal NHP employees to be held on June 18.

*It was noted that the Association needs a budget for advertising. The Board voted to spend up to \$120 for an ad in the Hagerstown Herald-Mail (a tri-state circulation publication) to promote and emphasize the C&O Canal aspects of Williamsport Canal Days.

* Two items under discussion were referred to the Special Projects Committee: 1. Whether the Association should affiliate with United Way/Combined Federal Campaign; 2. Should the Association explore the offer of Andre Kushnir to hold a fundraiser at his gallery in Ellicott City, free of charge to the Association.

* The need for liability insurance for the Association's officers and board members, and for our activities, was discussed. There is also a need for a "hold harmless" statement that participants in our activities should be asked to sign.

* It was reported that the Brunswick River Day program on May 18 was not well attended, due in part to bad weather, and in part to sparse advertising.

COMMENTS FROM OUR MEMBERS

Membership Chairman Barbara Sheridan has compiled results from the 2002 membership survey. Some of the responses are printed below.

(Newmarket, MD): I won't be available for this (level walking) for about a year – when my Bernese Mountain dog puppy is old enough to do long walks.

(Gaithersburg, MD): Event support would be a great way for our daughter (13 years old) to gain community service hours for school (with our help, of course).

(Kearneysville, WV): The good news – increased towpath use (even in the western climes). The bad news – increased accidents and near accidents, mostly due to hikers/bikers not staying/moving to the right; absence of bike bells; unleashed dogs (I've been victimized twice). Can we formally request that the rangers be more emphatic in enforcing the existing rules? The towpath is a spiritual place for us but personal safety must be addressed.

We feel you set the contribution price too low for all categories. Most similar organizations soliciting funds ask for about \$100 for support members and at least \$50 for family.

(Altoona, FL): I rode the path a couple of years ago and

reported the following complaint: When approaching the trail exit for the village of Paw Paw, I was confronted by unidentified overpasses. I did not know that the highway crossing was an overpass. I was in no mood to continue pedaling hoping to find it further properly identified. What I did was walk my bike to the highway, still no sign; there was a gentleman turning around, I flagged him down and he gave me directions. Without this lucky chance encounter, I don't know what I would have done. This was a very uncomfortable situation. It could have easily been avoided by an overhead sign, giving route number, village name and a directional arrow. I am curious if this problem still exists.

(Bethesda, MD): I would be interested in the native plant project/survey mentioned in the newsletter. If you are interested in some joint participation by the Maryland Native Plant Society, I would be happy to help coordinate that.

(Beallsville, MD): Publicize Canal events more effectively, especially in Montgomery County.

(Cabin John, MD): We should have a (membership) category for dogs. Logan and Cleo are very faithful in patrolling the towpath.

(Union Bridge, MD): We fully support your goal of more educational outreach programs. I am a retired U.S. history teacher and would like to get involved in educating Maryland students about the C&O Canal. I already have a slide show I developed on the history of the C&O Canal and have taken many classes on field trips to Great Falls. Let me know how I can help.

(Lubec, ME): I have done several canal boat trips in England and Ireland and could lead a C&O group on a boat trip on an English canal in 2003....possibly a fund raiser for C&O. Check with my friends Sonny, Carl, and Ken.

(Hagerstown, MD): Repair the towpath at Big Slack, Big Slack, Big Slack, etc., etc.

(Bethesda, MD): I would be happy to donate use of image of one of my C&O Canal paintings for fund raising. Also, our gallery in Ellicott City is available for use for reception (free to C&O Canal Association).

(East Setauket, NY): We wish we lived closer to the Canal. We're trapped on Long Island!

(Middletown, MD): Maybe make a special favor for the Williamsport aqueduct? Even if Williamsport isn't as bad as Monocacy, it took six years for Monocacy. I haven't seen Williamsport up close but it has to be in bad shape also by just considering age.

(Glen Echo, MD): The 15 MPH speed limit for bicycles is much too high; many exceed it. Please use your influence to reduce it to 5 MPH (which some will exceed anyway). Some bikers are dreadfully dangerous and rude to walkers, not realizing they operate a vehicle! And some additional signs are needed on the speed limit and regulations. Thank you!

(Bethesda & Williamsport, MD): 1. List committees on survey forms. 2. Include "New/Gift" membership form in every issue of *Along the Towpath*. 3. Distribute membership application forms at every NPS visitor center and at Hudson Trail and other outdoor stores in the region.

(Parkersburg, WV): We are strong supporters, but due to distance don't get over very often. We've ridden the whole path twice and sections many times. Keep up the good work!

PEOPLE

James Gilford is Maryland Commissioner and the current chairman of the Interstate Commission on the Potomac River Basin (ICPRB). The mission of ICPRB is to enhance, protect, and conserve the water and associated land resources of the Potomac River and its tributaries through regional and interstate cooperation. The following jurisdictions are given membership: The District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia; the United States holds membership to represent the national interest. Chairman Gilford has written an important article about the history, challenges, and activities of the ICPRB; the article appears in the January-February 2002 issue of the "Potomac Basin Reporter," newsletter of the ICPRB. Copies of the "Reporter" may be obtained by calling 301-984-1908. Jim Gilford is also the only member of the C&O Canal National Historical Park Commission (advisory commission) to have been a member since the commission was created in 1971. He represents Frederick County on the C&O Commission, where he has made invaluable contributions to the commission's deliberations.

Minnie Pohlmann is Maryland alternate to Commissioner Gilford on the Interstate Commission on the Potomac River Basin, and is a former member of the C&O Canal Commission where she represented Frederick County along with Jim Gilford. She has a long record of significant achievements on behalf of numerous conservation, preservation, and environmental concerns.

MISCELLANY

*"Linking Up - Planning Your Traffic-free Bike Trip Between Pittsburgh PA and Washington DC," a booklet by Mary Shaw and Roy Weil, is a well organized, informative, useful guide that includes answers to often asked questions, descriptions of trail surfaces and conditions, and a series of charts detailing mileage and lodging locations for varying trip lengths by bicycle. Mapping was drawn Bill Metzger, and the booklet was printed in partner-

ship with Allegheny Trail Alliance - proceeds support trail development. Trail organizations are the following: Allegheny Trail Alliance, Allegheny Highlands Trail in PA, Youghiogheny River Trail North, Steel Valley Trail, Allegheny Highland Trail in MD, Youghiogheny River Trail South, and Three Rivers Heritage Trail. The C&O Canal NHP is also included. Other than the C&O Canal, these trails are clearly oriented toward bicycle use. In the booklet, there is no mention of hiker, jogger, or horseback use on the C&O Canal, and no words of caution about cyclists accommodating their activity to other users. Comment: As bicycle traffic increases on the towpath, as a result of the linkage with these trails, C&O Canal NHP staff will face an increasingly difficult management problem.

*Whither Baltimore Orioles? - The National Wildlife Federation and the American Bird Conservancy have released the results of a study that indicate global warming may be depleting the ranks of several bird species in their natural ranges, including the Baltimore Oriole, Maryland's state bird. Greenhouse gases, including carbon dioxide, intensified by the Earth's rising temperature, are altering migration behavior and possibly threatening some species ability to survive. The Baltimore Oriole was officially designated the Maryland state bird in 1947.

Any opinions expressed in this column do not necessarily reflect the intent of the C&O Canal Association. ❀

MEMBER NEWS

Gary Petrichick reports that the **Viners**, who now live in Durango CO, are fine, but as of this writing (6/24/02), homes within 3 miles of them are being evacuated.

Have a news item about the membership? Send it to the editor, even by email at fred.mopsik@verizon.net. ❀

WIDEWATER APPEAL

The Widewater section, Mile 12.2 to Mile 13.4 of the C&O Canal National Historical Park, is located in a high-water channel of the Potomac River in the Potomac Gorge section of the river. The gorge is a unique biological area where multiple biological zones intersect. There are no similar resources in the region and few areas in the country where similar resources are so readily accessible to so many people. This area has been designated as high in biological diversity and sensitivity. The towpath and the historic stone retaining wall, which ranges from 5 to 15 feet, are on the National Register.

Once funding is obtained, the park plans to stabilize and to preserve 760 linear feet of the wall. As it is susceptible to flood impacts, the towpath will not be reestablished atop the wall but an elevated, sustainable footbridge will be constructed to connect usable sections of the towpath and to eliminate the present detour. Although this section is now in very poor condition, most visitors still attempt to access this area rather than use the detour, resulting in many injuries.

The Foundation of the Carolinas of the Kimbrough family has issued a \$100,000.00 challenge grant to the C&O Canal Association, an all volunteer 501(c)(3) nonprofit. To show public support for this project, the Association would like to exceed this grant. The cost for the footbridge, railings, concrete footings, and stabilization of the retaining wall is presently projected to be \$1,113,970.00. Your support in any amount would greatly help the Association achieve this goal.

Enclose a check made out to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366 with your name and address and marked Widewater Fund. It is understood that all money will be given to the C&O Canal National Historical Park.

First, let me express my appreciation to Karen Gray for all of her support and guidance during the transition of the Level Walker Chair responsibilities. She has devoted many hours to supporting the Level Walker Program and deserves much of the credit for the success of the program. Of course, we all understand that without the dedication and efforts of the many Level Walkers on the towpath, this program could not exist. I will do my best to maintain Karen's level of commitment to the program, and with all the efforts and support of the Level Walkers, the program will continue to be successful.

At-Large Level Walkers: At the annual Association meeting, one of the members suggested that maybe we should consider "At Large" Level Walkers. This appears to be a good idea and worth trying to ensure that all levels are reported on at least once during the year. These level walkers would not be assigned a specific level, but would be available to cover levels as needed. The same guidelines and responsibilities for reporting that apply to all Level Walkers would also apply to the At Large Level Walkers. If a report has not been received on a level for eight months, then the At-Large Level Walkers would be notified of the level(s) needing coverage. This would be an excellent opportunity to learn about different levels while helping to support the Level Walker Program. So, if anyone is interested in becoming an At-Large Level Walker, please let me know.

Resignations and Appointments: We will all miss Angela Fitzgerald and Helen Johnston who have resigned as Level Walkers after many years of service. Since the last "On The Level" we are happy to welcome several new Level Walkers. These volunteers include Jim Gilford on Level #16, Alan Jelacic on Level #19, Frances Cerbins and Laurie Hardman on Level #20, Howard McGowan on Level #24, and Kris Feldmeyer on Level #64.

Summary of reports: Since the last newsletter 46 reports have been received on 31 levels. This brings the total reports for the year to 67 with reports received on 42 of the levels. Springtime is always an exciting time to be on the towpath. Many of the Level Walkers commented on the beauty of all the spring flowers as well as new ducklings and goslings following behind their mother.

Highlights from new reports received from early February to mid May:

Level #1: Tidelock to Incline Plane; 3/8, 3/16, 3/29, 4/25, 4/26, 5/9, John Barnett reported that repairs to the towpath wall had been finished so the canal boats can now complete the route to Key Bridge.

Level #2: Incline Plane to Lock 5; 5/11, Bill Quinn reported that construction is ongoing in a 50-yard section about a half-mile below Lock #5. Earthen dams constructed at both ends block water from the area.

Level #4: Cabin John Creek to Lock 14; 2/22, 4/3, 4/17, Fred Mopsik noted that there was a sign warning of unsafe ice on a 90 degree April day.

Level #5: Lock 14 to Bridge at Cropley 3/15, Bobbie Thorberg and Dorothy Camara reported a large fallen tree blocking the towpath.

Level #6: Bridge at Cropley to Great Falls Tavern; 2/8, Harry Bridges commented on an accumulation of leaves at the upstream gate of Lock #19 which was causing the water to rise. NPS was busy removing the leaves before the canal boat floated off of the storage blocks. 4/7, **Chris Francke** reported that the water level at Widewater seems to be back to the

pre-1996 flood level. 3/1, **Helen Johnston**, in her last report, stated both the towpath and berm trail at Widewater were in good shape.

Level #7: Great Falls Tavern to Swains Lock; (21) 2/19, John Belz, from the overlook near the dam, spotted a bald eagle in a tree adjacent to the nest located on an island.

Level #8: Swains Lock (21) to Pennyfield Lock; (22) 4/3, Marjorie Richman identified numerous birds, flowers and plants on the Level. 3/28, 4/24, **Paul & Maggie Davis** noted a high level of visitors enjoying the park during their walk. Included were two ladies with three dogs, one a 20 year old poodle being pushed along in a baby stroller. The senior dog did not appear to know where he was or how he got there.

Level #9: Pennyfield Lock (22) to Seneca Aqueduct; 2/18, Mike Schuchat noted that a new wooden bridge had been installed across the canal at Pennyfield.

Level #11: Milepost 25 to Sycamore Landing; 2/28, Sandy & Marv Kahn started this year's "War with the Wild Roses" when they noted the roses had begun their annual march against the users of the towpath.

Level #14: Harrison Island to Whites Ferry;

3/2, **Martha Shannon** reported seeing one rusted oil drum near Turtle Run camp ground and lots of deadfall trees, otherwise the level was very clean.

Level #15: Whites Ferry to Woods Lock; (26) 3/15, Richard Tibbets found the towpath essentially clean while noting that the first signs of spring flowers were beginning to show themselves.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 3/10, Michael Ciansiosi reported a fallen tree at mile 41.7 which had been partially cut and cleared, but is still obstructing about half the towpath.

Level #17: Monocacy Aqueduct to Noland's Ferry; 2/18, Richard Stoll picked up a large amount of trash, but noted that the towpath and prism were in good shape with no noticeable changes. 4/16, **Eric Wentworth** commented on how trash on access roads to the towpath, as well as across the river, detract from the overall beauty of the park.

Level #19: Point of Rocks to Catoctin Aqueduct; 4/14, Jack & Pat Cook commented on the beauty of Lockhouse 29 at Lander after the recent improvements.

Level #26: Lock 37 to Antietam Aqueduct; 4/28, 3/3, Hal and Jane Larsen encountered members of the Boonsboro Honor

Society doing community service for the NPS along the towpath.

Level #27: Antietam Aqueduct to Shepherds-town Lock; (38) 4/17, E. R. Shilling and M. Tissue reported a new Civil War marker "Packhorse Ford" near mile 72, the area Lee used to cross the Potomac following the battle of Antietam.

Level #29: Lock 39 to Snyders Landing; 3/27, Jack Magarrell removed a large amount of trash from the Killiansburg Cave Hiker Biker.

Level #30: Snyders Landing to Lock 40; 2/17, Mike and Margaret Brown picked up thirteen 30-gallon bags of trash and several large heavy pieces of trash. They were thanked by Ranger Adam.

Level #32: Marsh Run Culvert to Dam 4; 3/8, Bill Wentzel (assisted by **Diane Paxson**) filled 7 bags with trash (most notably, Coors Light cans).

Level #33: Dam 4 to McMahon's Mill; 3/2, Jack and Frances Stickles had lots of help with the "Continuing Hike" group before the annual meeting.

Level #34: McMahon's Mill to Opequon Jct. Hiker-Biker; 5/1, Tom Perry encountered

high water on the towpath and debris piled near the cliffs in the area around milepost 89.

Level #40: Nessle RR Bridge Piers to Dam 5; 2/5, Bill Hibbard stated that the towpath was in good condition, but tires, appliances and other garbage too large to be carried out by hand are continually being dumped in the prism.

Level #41: Dam 5 to Four Locks; 3/30, B.K. Lunde noted that someone had dumped a sofa and refrigerator in the water near Lock 45.

Level #45: Ernestville to Licking Creek Aqueduct; 3/11, Irvin and Helen Keck saw seven deer and several different species of birds including two woodpeckers. 3/24, **Joe Kochenderfer** found the level in very good shape with little trash.

Level #52: Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 3/29, Bob and Diana Stockslager noted that old tires and a 55 gal drum had been dumped in the canal downstream from Little Orleans.

Level #53: 15 Mile Creek Aqueduct to Lock 59; 1/26, Gary Laco collected 4 bags of trash and pulled 4 tires up to the towpath

for pickup.

Level #57: Lock 61 to Lock 63; 1/3 3/8, Bill Burton reported a large tree limb had fallen in the Sorrel Ridge Hiker-Biker.

Level #58: Lock 63 1/3 to Tunnel Parking Area; 3/8, Bill Burton noted that a beaver had made his home in the tunnel just inside the south portal (the winter tunnel door was in place).

Level #66: Lock 74 to Mexico Farms; 5/2, Jim Preston commented that the "Pollock Family Cemetery", N.W. of Mile 176 has been designated as a Historical Cemetery and is now being maintained by the Historic Preservation Society of Cumberland, MD.

Level #67: Mexico Farms to Evitts Creek Aqueduct, 5/2, Jim Preston reported that west of mile 176, the bank on the R.R. side was covered with fallen trees and tree limbs.

Level #69: Wiley Ford Bridge to Cumberland Terminus; 2/22, Jim and Joanna Mullennex noted that the observation deck structure looked completed, but work was still being done on the small overpass area in Cumberland. ❀

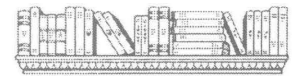
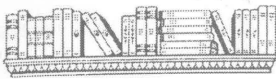


Joint Picnic with the Friends of the Historic Great Falls Tavern

On Sunday, July 7, 2002 at 5:30 PM a joint picnic with the Friends of the Great Falls Tavern will take place at the Carderock Recreation Area Pavilion. This will be a pot luck affair and attendees are asked to bring enough to feed six. Select your dish by your last name

Appetizer/Salad	A-D
Main Dish	E-P
Dessert	Q-Z

Plates and plasticware will be furnished. Soft drinks, wine and coffee will be served. There will be a guest speaker afterwards. For additional information call: Sonny or Lynn DeForge, (301)530-8830 or Don or Liz Harrison, (301)424-0229 ❀



NATURE'S JUSTICE

Writings of William O. Douglas

James M. O'Fallon, ed.

Oregon State University Press, 310 pages

reviewed by Fred Mopsik

William O. Douglas needs no introduction to all who are engaged with the C&O Canal NHP. His walk in 1954, whose 50th anniversary will be commemorated in 2004, is still legendary and properly honored as the founding first step to formation of the park and even an early first step in the environmental movement. Many of us also honor him as a justice of the Supreme Court for his commitment to civil liberties and the equality of all. For myself, Justice Douglas was a political hero, and when I moved near the C&O Canal and learned that he had had a summer home around the corner from my house, it was quite exciting. What I had not appreciated were his qualities as a writer, and the large output that he had left.

James O'Fallon has collected, in a small, very readable volume selections from Justice Douglas' writings that cover his love of nature, his politics, his court positions and even some important decisions. In them, Douglas as a person clearly emerges and only emphasizes how much of loss it is not to have him commenting on the current condition. His writings are still as relevant today as the days when they were written, some from as early as 1950.

The writings on Nature are the most relevant to us in terms of the C&O Canal, but none of the excerpts directly mentions the Canal. The slight defect, however, is remedied by Professor O'Fallon in his lengthy introduction. What does emerge from the writings are the beautifully poetic language on the outdoors and a sense of how the C&O Canal fit into Justice Douglas' viewpoints. The outdoors is where one goes to renew oneself and gain a perspective on life and its workings. Sitting and taking in a vista is a what one does to appreciate meanings and purpose. Speaking of mountains, he wrote:

...When man ventures into the wilderness, climbs the ridges, and sleeps in the forest, he comes in close communion with his Creator. When man pits himself against the mountain, he taps inner springs of his strength. He comes to know himself. He becomes meek and humble before the lord that made heaven and earth. For he realizes how small a part of the universe he actually is, how great are the forces that oppose him.

With the burdens of the Court and events upon him, his writings make clear why the C&O Canal was so important for him during the times he lived in Washington: the outdoors carried its own human importance and we would be the lesser for its loss. Speaking of a group petitioning for a road along a wilderness beach near Cape Alava, he wrote, "But I did ask them if all wilderness trails had to be paved, if all mountain peaks had to

have chair lifts, if no sanctuaries could be left."

William O. Douglas was more than just an outdoorsman and environmentalist, even though that term had not yet come into fashion. He was also a Supreme Court Justice and confidant to Presidents. He is often considered the epitome of the liberal Supreme Court Justice, and I am sure he would relish the sobriquet. However, he would dispute the current fashion of contrasting "liberal" judges to conservative "strict constructionists." In 1970 he wrote:

...The words "liberal," "progressive," "radical," and "conservative," however, are not too meaningful. It is often difficult to fit any one person neatly into one of these categories. A "conservative" in constitutional law would technically be he who stuck closest to the constitutional structure of 1787. But in modern-day parlance, those who do so are called "left-wingers." A "conservative" in constitutional law has come to mean he who construes the Constitution and Bill of Rights the best to serve the Establishment. The "liberal" has come to mean one opposed to existing practices, although still working within the constitutional framework...

He then goes on to show that FDR was actually quite a conservative.

Throughout the writings, there are strong declarations of equality and civil rights. He sadly recounts how long it was before the Army was fully desegregated. He emphasizes that the Declaration of Independence does not qualify "All men are created equal." Prejudice in any form to Justice Douglas was un-American and unpatriotic.

In these days of expressions of antigovernment feeling in his decision for *Griswold v. Connecticut*, which established the right to privacy, he points out that there is no specific mention of privacy in the Constitution, but like other rights can be derived from it, such as the right of association from the first Amendment. He then goes through the Third Amendment that prohibits the government from quartering soldiers in "any House," the Fourth and Fifth Amendments and finally the Ninth Amendment which provides, "The enumeration in the Constitution, of certain rights, shall not be construed to deny or disparage others retained by the people."

As a person with intimate ties to politics, his commentaries quoted in this volume can be perceptive and always in keeping with his explicitly stated beliefs. While he actually is quoted as saying that as a Justice he made mistakes in the early part of his career, as did everybody else, what shines through in all these writings is a sense of true, consistent justice as embedded in the creation of the United States. It is not business or progress or prosperity, although these are to be admired, but the ultimate dignity of man, for which he drew his inspiration from the outdoors. For all of us, the writings still resonate with the current situation. For the readers of *Along the Towpath*, in particular, this resulted in the creation of the C&O Canal National Historical

Park for the best of all reasons.

James M. O'Fallon has gathered in this book a remarkable and very readable set of writings that truly illuminate what Justice Douglas had become. For this, we should be grateful. His commentaries provide an excellent discussion and introduction to the writings. For those of us who love the C&O Canal, the book should be considered a valued addition as a tribute to the park's founding. ❀

CANAWLERS

by James Rada, Jr.

Legacy Press, 294pp, \$17.95

Reviewed by Dave Johnson

Books on the history of American canals appear with a certain regularity, but few works of fiction have used America's towpath canals for their setting. Walter D. Edmonds, probably best remembered for *Drums Along the Mohawk*, wrote several novels (*Rome Haul*, *Erie Water*, *Chad Hanna*) and many short stories about the Erie Canal. Fictional works about the Chesapeake & Ohio Canal have been mostly books for children, such as association member Carolyn Reeder's popular *Captain Kate*. Now James Rada, of Cumberland, has written an historical novel for high-schoolers and adults which relates the adventures, hardships and ultimate tragedy of a family of boaters on the C&O Canal in 1862, as the Civil War swept across the Potomac and inflicted uncertainty and danger on the "canawlers."

The principal characters are the family of Hugh Fitzgerald,

descended from Irish immigrants who had helped build the canal. Fitzgerald had given up farming and gone on the canal in 1850, when it opened to Cumberland. With his wife and three children as crew, he carries coal from Cumberland to Georgetown. As war approached, the Fitzgeralds had become active in the Underground Railroad, helping to smuggle escaped slaves across Maryland to Pennsylvania. Now, with the conflict a reality, they face greater risks from both armies as they continue to try to make a living on the waterway. The major themes in the story are based on actual events of 1862, climaxing with the Battle of Antietam and its aftermath.

The book realistically describes life on a canal boat and many of the locations along the Potomac valley, particularly Cumberland, and readers who have hiked or cycled the towpath will enjoy relating these to familiar scenes. However, there are a few places where readers will note geographical inconsistencies in the narrative, and these can be distracting when trying to visualize the scene. These ought not interfere with the reader's enjoyment of the story. The tale moves quickly and should hold the attention of readers looking for an imaginative adventure set on the canal at a critical time in history. The book ends with many of its story lines unresolved, leaving the author the opportunity to write a sequel which will continue the story through 1863 and perhaps beyond.

James Rada, Jr. is a reporter for the Cumberland Times-News, and is the author of three other novels. His interest in the C&O Canal developed from reporting local history for the newspaper. He hopes that *Canawlers* will be available in the park visitor centers bookshops later this spring. ❀

❀ NATURE NOTES ❀

Fred Mopsik

Now that Helen Johnston has left, this column will be maintained by guests until there is a regular writer. As this column illustrates, the format is quite open, since only Helen Johnston could have contributed what she did for so many years. This column will take its inspiration, but not content and form, from the book review that I have written on *Nature's Justice*.

After spending much time along the towpath, exploring the canal's historic structures, seeking out its wildflowers and observing the rhythms of the Potomac River, the question arises as to what is the role of the canal park in preserving a piece of natural landscape for its visitors. I had given some thought to this as the seemingly endless debates have taken place as to just how much restoration should be undertaken and as to whether or not to let the canal park revert to nature.

It is clear from the selections in *Nature's Justice* that Justice Douglas was well aware that the canal was not prehistoric and that the very presence of man will change the setting. Yet, living near Lock 8 and walking my dogs along the towpath nearly every day has revealed to me places which can be as spiritual as those that Justice Douglas describes, all nearby. There is one spot, in late afternoon during the winter, when the leaves are down and the sun is low in the sky, that could easily be the subject of a land-

scape painting. Houses are nearby, but not visible, and the trees are clearly second-growth. Yet the sparkle of the setting sun in the river is incomparable. When this is coupled with the flying by of a great blue heron I know that I do not have to go very far to get back to the nature that was so important in the establishment of the C&O Canal Park.

The question that arose as I was thinking of this article is just how do we decide what is natural. This is a difficult question for the C&O Canal NHP since the towpath and historic structures are man-made and have had significant impact on the flora and fauna along it. Yet, the canal is along a major flyway. It is also home to an extraordinary number of wildflowers, as my annotated copy of *Peterson's Guide* can attest to. One does not have to go very far from the towpath, even in a crowded area such as my local section at Lock 8, to find many different examples of native plants.

This morning I walked to an area just beyond the Lockhouse to check on a quite showy lavender flower along the edge of the field where Logan and I play ball. I had never noticed it before and yet there were a large number of specimens. The plant was *ruellia caroliniensis*, the hairy *ruellia*, one not noted in my *Peterson's Guide*, and yet so showy it demanded attention. With no other label by Peterson, it is native from roughly our area south.

This is in contrast to taraxacum officinale, the common dandelion, which is labeled alien. Is one more natural than the other? What constitutes native when there are many ways for plants and animals to disperse. I still remember seeing the dandelion in Japan over 30 years ago and thinking about how it arrived there.

For wildflowers, I always check in Peterson's for the word *alien* to decide if a plant is native, or natural, but this is clearly arbitrary. Often there are surprises, such as finding the Star Of Bethlehem, so plentiful along the towpath, marked as alien, since I had no previous contact with it. For the dandelion, *Gray's Manual of Botany*, 8th ed. claims it naturalized from Europe, which means that nobody deliberately did spread it, unlike the Star of Bethlehem which is marked as introduced.

Locally there is a bird, the Canada goose, that has taken up residence at Lock 8, with the usual problems of creating messes along the towpath. Is it native, since it is a recent arrival and is actually somewhat different from migratory Canadian geese? No one introduced it, but neither did anyone deliberately introduce the dandelion either and the goose has certainly been influenced by disturbances introduced by us. It is also very similar to the state bird of Hawaii, the nene, which is nearly extinct and flightless. The speculation on the nene is that it arrived by accident and adapted, losing the power of flight.

Recently, someone complained to me that in one national park, the Park Service was not clearing out all the poison ivy because it was native. My explanation that, indeed, it was native did not go very far. On the other hand I was glad to see an attempt to control the kudzu vine that was strangling trees below Lock 7, as the vine is clearly alien.

When we ask that the canal park go back to nature, as opposed to restoring it to its historic appearance, the end is as difficult to define as deciding on which historical appearance we desire. It is unlikely to ever appear as the climax forest that was present prior to the arrival of Europeans, as immortalized in the Hudson River school of painting, in anyone's lifetime. The same is true for the historical appearance of the land in 1880. I remember seeing a soil conservation map for my former house in Derwood, which showed the soil as being heavily eroded, the erosion due to farming up to 1890 when the soil gave out. In fact, that area had a higher population then than until 1960, when the suburbs took over.

The answer to me is quite clear. What is natural, or wild or whatever term is used is dependent on our moment in time. Paleontology shows that nothing is fixed over a long enough time span and even seeming disconnected land masses have related species simply because the land masses were not always disconnected. For myself, walking down the towpath away from the traffic and watching the Potomac go by is as valuable as it probably was to Justice Douglas. While I cannot say for sure what the ideal state of the park should be, I do have a picture of it in my mind. I also know that 20 years from now, that vision will be different.

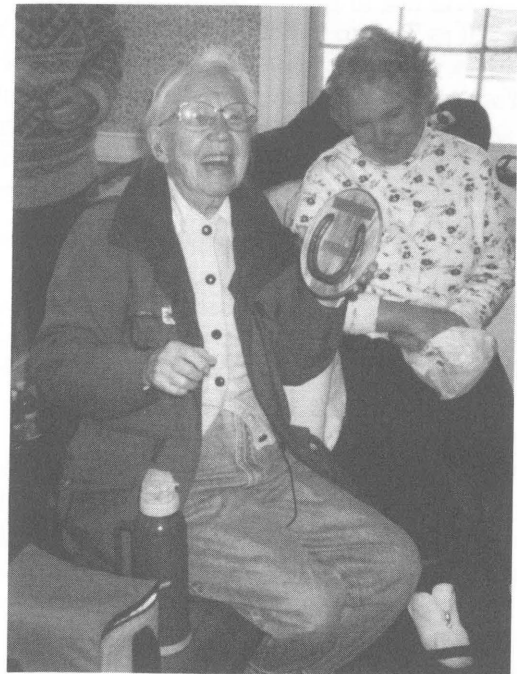
Fifty years ago, enjoying the outdoors meant a ride in the car along a scenic parkway. In 1971, Judie and I rode down the Blue Ridge Parkway to enjoy the mountains and countryside. It was quite an enriching experience which has culminated in treasuring the C&O Canal in its current state. While that ride led to many things, including our love for wildflowers, we are now celebrating

saving the C&O Canal from a similar fate. I am quite sure that the readers of *Along the Towpath* would agree that this is a gift from the vision of Justice Douglas, who understood too, that nature itself must change due the presence of man. ❀

Helen Johnston Receives Mule Shoe Award

Helen Johnston, long time contributor to Nature Notes, received the C&O Canal Association Mule Shoe Award for significant contributions to the Association. With her move away from the area, she was no longer able to continue the column and this issue is the first one since she has retired. Contributions to the column in the future are welcome and will continue the tradition that Helen Johnston so ably started.

Fred Mopsik ❀



Helen Johnston with mule shoe award. Carl Linden



ANNOUNCEMENTS OF COMING EVENTS

Fall Bike Trips

This fall we will be offering two through-bike rides. The one previously announced, October 1-6, is already filled up, except for a couple of spots for campers. The other ride, for motel/bed & breakfast riders only, is set for Monday, September 9 through Saturday, September 14. We will begin in Cumberland and travel eastward, arriving in Georgetown by mid-afternoon on the 14th. It will be the responsibility of each participant to get himself/herself to the start and be picked up at the end of the ride. However, we are working on getting C&O Canal Bike Patrol as "sweeps" to enhance our safety and security. If you would like further information, you may contact:

Tom Perry 301-223-7010,
116 S. Conococheague Street
Williamsport, MD 21795
e-mail: lepererry@erols.com.

If you would like to register, please send a non-refundable check for \$20 to Tom to indicate your commitment. You will receive a list of possible accommodations with our itinerary for the trip. If not enough people are interested in the September trip, it may be cancelled and, of course in that case, the registration fee would be returned. It is heartening that so many have expressed interest in "doing" the towpath by bike, and we plan to announce two trips early on for 2003.

Tom Perry



September 2002 World Canals Conference in Montreal

The 2002 World Canals Conference will be hosted by the City of Montreal and Parks Canada on September 11 to 13. This year's conference is part of the major events being held to celebrate the reopening of the Lachine Canal, thirty years after its closure.

The Lachine Canal played a major role in the history of industrialization in Canada. The canal was built in 1825 to avoid the Lachine Rapids and provide a route to the heart of North America which promoted the urbanization of Montreal. When the St. Lawrence Seaway opened, the Lachine Canal was phased out, until it finally closed in 1970. Today, the restoration of the Lachine Canal is playing a major role in the urban renewal of Montreal.

Montreal and the Lachine Canal are the hub of the waterways network of this part of North America. From Coteau-du-Lac, the oldest canal with locks on the continent, to the vast St. Lawrence Seaway, by way of the lovely canals of the Ottawa and Richelieu

Rivers and the Great Lakes, the network of historic canals of Canada represents a vibrant testimony to the many craftsmen who built that country.

This will be the fifteenth annual international conference in the series. Originally begun as the National Conference on Historic Canals in 1989, it was quickly broadened to include Canada, and in recent years has alternated between North American and European venues. The C&O Canal was the site of the 1992 conference, when it was jointly hosted by the C&O Canal Association and the National Park Service. The 2003 conference will be in Edinburgh, Scotland.

The Montreal Conference will include speakers, workshops and excursions. For more information and registration forms, please write to Julie Talbot, Coordinator, World Canals Conference 2002, Guy-Favreau Complex, 200 Rene-Levesque Boulevard West, West Tower, 6th floor, Montreal, Quebec H2Z 1X4. Email address: julie_talbot@pch.gc.ca.

Dave Johnson



Nominating Committee News

Have you ever thought of becoming more involved with the C&O Canal Association? Do you have some managerial, marketing, clerical, accounting, legal, logistical, program or other skills that you would like to share with the Association? Do you have some new ideas about programs, membership, fund-raising or other ways to assist the park? Have you ever considered running for office? Do you know someone who has?

If this sounds like yet another plea for volunteers, it is. An organization the size of ours (over 1,000 members) should have plenty of people willing to give "just a little more" to support the park we all love so much. Unfortunately, it is sometimes very difficult to get members more involved. A good way to start is to run for a position on of the Board of Directors and now is the perfect time to throw your hat in the ring. The Nominating Committee for next year's election is about ready to begin recruiting.

For those of you who missed the annual meeting, the Nominating Committee for the 2003 election is as follows:

Barbara Sheridan, Chair (barbara.sheridan@gsa.gov)
Hal Larsen
Helen Shaw (heldonshaw@aol.com)
Fred Mopsik (fred.mopsik@verizon.net)
Bill Burton (levelwalker@earthlink.net)
Steve DeLanoy

If you have any interest at all in becoming an officer or director, if you know someone who would like to or if you would just like some more information, please contact one the people listed above. We would really love to hear from you!

Barbara Sheridan 703-306-6549



CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Jun-Aug	Sat/Sun	Lock 75 Lockhouse at North Branch. Volunteers needed to staff the lockhouse and provide visitors with Park and Association information each weekend. Contact William Bauman, 540-888-1425.
Jun 15	Sat	Canoe trip from Violettes Lock to Great Falls. Ideal introduction to canoeing, also great for old-timers. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934.
Jun 22, 23	Sat, Sun	Introduction to bike camping. Williamsport to Little Pool. Contact Tom Perry, 301-223-7010.
Jun 29, 30	Sat, Sun	History Tour Day of Montgomery County, Monocacy Aqueduct. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com
Jul 7	Sun	Joint potluck dinner with Friends of the Tavern. 5:30 PM at Cardrock Recreation Area Pavilion. Contact Sonny DeForge, 301 530-8830 or Don Harrison 301-424-0229
Jul 20	Sat	Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Ken Rollins, 804-448-2934.
Aug 4	Sun	Board Meeting. Glen Echo Town Hall, 1:p.m.
Aug 9-17	Fri-Sun	Montgomery County Fair at Gaithersburg. Contact Rita Bauman at 540-888-1425, wdbauman@visuallink.com
Aug 24, 25	Sat, Sun	Williamsport Canal Days at Cushwa Basin and Byron Park, 10 a.m. till 4 p.m. Contact Tom or Linda Perry, 301-223-7010
Sept 8	Sun	Happy Birthday celebration for Montgomery County. MCHS Beall Dawson House, 111 W. Montgomery Ave., Rockville, 301-782-1492
Sep 9-14	Mon-Sat	Through Bike trip. Cumberland to Georgetown. Motel only. Contact Tom Perry, 301-223-7010.
Sep 11-14	Wed-Sat	World Canal Conference in Montreal, Canada. For more information and registration forms, please write to Julie Talbot, Coordinator, World Canals Conference 2002, Guy-Favreau Complex, 200 Rene-Levesque Boulevard West, West Tower, 6th floor, Montreal, Quebec H2Z 1X4. Email address: julie_talbot@pch.gc.ca.
Sep 14,15	Sat/Sun	Hancock Apple Days. Contact John Popenoe, 301-1678-6379

Chesapeake & Ohio Canal Association - Membership Form

Please enter the following membership in the C&O Canal Association in the category indicated at right:

(Select One)

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

EMAIL: _____

PHONE: _____

Name to appear on badge: _____

Name on 2nd badge (family or patron): _____

Gift from: _____

☐ Individual \$15

☐ Family \$20

☐ Patron \$25

Total \$ _____

Please make your check payable to the C&O Canal Association and mail to: P. O. Box 366, Glen Echo, Maryland 20812-0366

Sep 14, 15	Sat, Sun	Sharpsburg Heritage Festival. Contact Charlotte Loveless 301-733-7611
Sep 22	Sun	Continuing Hike Series. Circuit hike from Hancock to Little Pool and back using both the Towpath and the Rail Trail, about 6 miles. Meet at Hancock Visitors Center at 10:30 AM. Contact Pat White at 301-977-5628
Sep 28, 29	Sat, Sun	Paw Paw Bends Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934 for information and reservations.
Oct 1-6	Tue-Sun	Though Bike Trip. Cumberland to Georgetown. Camp or stay in motels. Contact Tom Perry, 301-223-7010.
Oct 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 p.m.
Oct. 26	Sat	Continuing Hike Series Billy Goat Trail. About 4 miles. Strenuous. Meet at foot bridge in front of Great Falls Tavern at 10:30 AM. Contact Pat White at 301-977-5628
Oct 26	Sat	"Life and Death on the C&O Canal" at Great Falls Tavern, 6:30-8:30 p.m. Nominal fee required. Call 301-767-3714 for information and reservations.
Nov 9	Sat	Heritage Hike. Hancock area. Meet at Hancock Visitor Center. Dinner at 5:30, American Legion Hall. Contact Sonny DeForge 301-530-8830 or MaryAnn.Moen@allfirst.com
Nov 23	Sat	Continuing Hike Series. Circuit hike incorporating portions of the Appalachian Trail, the Loudon Heights Trail, and the Towpath, about 7 miles. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
Dec 1	Sun	Board Meeting. Glen Echo Town Hall, 1:00 p.m.
Dec 7	Sat	Frostbite Hike, TBA
Dec 15	Sun	Carol Sing at Great Falls Tavern, 1: 00 p.m.
Dec 31	Tue	New Year's Eve Hike, in Montgomery County. TBA



Along the Towpath is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15th of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor
Along the Towpath
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 Cabin John, MD 20818
 fred.mopsik@verizon.net

Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible. A copy of our current financial statement is available upon request by contacting C&O Canal Association at P.O. Box 366, Glen Echo, MD 20812-0366 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Olivia Evans. COCA also maintains a telephone for information and inquiries at (301)983-0825.

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Level Walkers	Bill Burton
Festivals	Rita Bauman
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Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik

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Editor: Frederick I. Mopsik (301)320-2111
Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Ken Rollins

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 Assistant Superintendent (301)714-2201 Kevin Brandt
 Chief Ranger (301)714-2222 Keith Whisenant
 Admin Officer (301)714-2204 Jeanine Bolden
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 Engineer (301)745-5818 Dan Copenhaver

Palisades District

11710 MacArthur Blvd, Potomac, MD 20854
 District Ranger (301)767-3720 Keith Kelly
 Supv Ranger-Fee Collect. (301)299-3603 Terry Barbot

Georgetown Visitors Center (202)653-5190
 1057 Thomas Jefferson St., NW Washington, DC 20007
 Sup. Ranger - Interpretation Kathy Kupper

Great Falls Tavern Visitors Center

11710 MacArthur Blvd., Potomac, MD 20854
 Great Falls Tavern Information (301)767-3714
 Sup. Ranger - Interpretation (301)767-3702 Rod Sauter

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

Western Maryland District

District Ranger (301)714-2236 Dwight Dixon
 Cumberland Subdistrict (301)722-0543 Matt Huelskamp
 Hancock Subdistrict (301)678-5463 Alex Negron
 Ferry Hill Subdistrict (301)714-2206 Al Voner

Williamsport Visitors Center (301)582-0813
 205 West Potomac Street, Williamsport, MD 21795
 Park Ranger - Interpretation Donna Swauger

Hancock Visitors Center (301)678-5463
 326 East Main Street Hancock, Maryland 21750
 Park Ranger - Interpretation (part time) Paul Apple
 Jim Seibert

Cumberland Visitors Center (301)722-8226
 Western Maryland Station, Cumberland, Maryland 21502
 Park Ranger - Interpretation Rita Knox
 Bob Borland

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

OTHER USEFUL TELEPHONE NUMBERS:

24-Hour Emergency	1-(866)677-6677
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)299-3613

24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677
HAZARDS CHO_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

Widewater Campaign has Begun

Towpath Tags are Here

**Joint Picnic with Friends of the Tavern
July 7**

Have a Good Summer

In this Issue

New Headquarters	1
Widewater	1
Park Service	3
Monocacy Paddle	4
New Mules	4
News from England	5
From the Association	6
New Members	6
Contributors	7
Mileposts	8
Member News	10
Widewater Appeal	10
On the Level	11
Joint Picnic	12
The Bookshelf	13
Nature Notes	14
Announcements	16
Calendar	17

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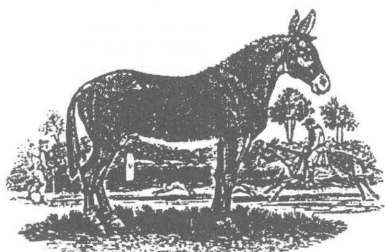
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