



# 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

### COME WITH ME 50<sup>th</sup> Anniversary Douglas Memorial Hike, April 18 - May 1

Carol Galaty

On January 19, 1954, *The Washington Post* carried a letter from Justice William O. Douglas, that read in part:

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

The stretch of 185 miles of country from Washington, D.C., to Cumberland, Md., is one of the most fascinating and picturesque in the Nation. The river and its islands are part of the charm. The cliffs, the streams, the draws, the benches and beaches, the swamps are another part. The birds and game, the blaze of color in the spring and fall, the cattails in the swamp, the blush of buds in late winter – these are also some of the glory of the place.

In the early twenties Mr. Justice [Louis D.] Brandeis traveled the canal and river by canoe to Cumberland. It was for him exciting adventure and recreation. Hundreds of us still use this sanctuary for hiking, and camping. It is a refuge, a place of retreat, a long stretch of quiet and peace at the 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.

It is a place for boys and girls, men and women. One can hike 15 or 20 miles on a Sunday afternoon, or

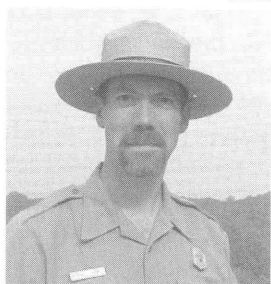


Merlo Pusey, Justice William O. Douglas, Edward Kelly, Secretary of the Interior Douglas McKay Harry T. Thompson (far right) at Lock 6, March 27, 1954. NPS

sleep on high dry ground in the quiet of a forest, or just go and sit with no sound except water lapping at one's feet. It is a sanctuary for everybody who loves woods – a sanctuary that would be utterly destroyed by a fine two-lane highway.

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

*Hike Continued on page 3*



### Kevin Brandt Named New Superintendent

David Johnson

Heartiest congratulations to Kevin D. Brandt, who has been

named the superintendent of the Chesapeake & Ohio Canal National Historical Park. The appointment became effective in February. Kevin has served as the park's assistant superintendent since March 1996. He succeeds Douglas D. Faris, who retired at the end of 2003.

"I chose Kevin because he is well suited to assume the stewardship of this important national resource. His multi-faceted background has prepared him for the variety of challenges in a

park of this size and magnitude," said Terry Carlstrom, National Capital Region director.

In a message to all park employees, Kevin stated, "I am thrilled about the opportunity to continue to work with each of you as we strive to serve the American public and protect our common heritage. I've been here long enough to realize the high level of commitment each of you brings to your specific public service. It is one of the things that makes me most optimistic about our future here on the canal. . . . It is also my hope that we can continue to build teamwork within the park as well as with our outside partners. I aim to foster an environment where creativity is valued and those who demonstrate responsibility and trust are empowered to take action and reach their potential. . . . Our mission as stewards . . . is focused on a priceless resource. Our visitors and our natural and cultural resources deserve nothing less than our very best effort. I pledge to you my very best effort."

Kevin began his park service career in 1979 as a landscape architect in the agency's national planning and design center in Denver. He also served as the Associate Regional Director for Planning and Professional Services in the Southwest Region in Santa Fe. In both positions he coordinated work in national parks throughout the country. He has been recognized for his work with an Environmental Achievement Award and the Department of Interior's Exemplary Act Award. He holds a Bachelor of Science degree in landscape architecture from Ohio State University. ❀

## Dear C&O Canal Association Members,

Recently I was notified by the Regional Director that I have been selected as the new superintendent of the C&O Canal National Historical Park. I am thrilled with the opportunity to work with the C&O Canal Association as we strive to protect and enjoy our common heritage. We are extremely fortunate to have such a strong group of friends who enthusiastically volunteer to support the park's many programs and activities with their time and fund raising efforts. In my new capacity, I will find your continued support for the park invaluable.

I look forward to building on the successes of the past but do not intend to rest on those laurels. The future holds many challenges that will test our abilities. I am committed to finding the best, most effective ways to meet those challenges and ensure that the C&O Canal National Historical Park remains the refuge Justice Douglas and all of the park's founders imagined it could be. Then as now, the tasks ahead will not be easy but they will produce rewarding results. Having worked with many of you for the last eight years, I know that I can count on your considerable knowledge and insight to assure that the canal and the park are here for generations to come. I pause to realize the riches with which I begin my tenure as superintendent. I am hopeful for the future and confident that together we can make a difference. Thank you for your outstanding support of the C&O Canal National Historical Park, and I look forward to seeing old friends and making new ones out on the towpath.

Sincerely,  
Kevin D. Brandt  
Superintendent

## Billy Goat Trail Steward Program

The celebrated Billy Goat Trail, located just 12 miles outside of Washington D.C., lies within the C&O Canal National Historical Park and attracts over a thousand visitors on a typical summer weekend. Popularity of the trail has led to over-crowding, eroded trail conditions, and trampling of a noted ecological preserve. Thanks to a \$2,000 conservation grant from the outdoor outfitter REI, a Leave No Trace education initiative will help Billy Goat Trail hikers preserve this diverse ecosystem, by teaching hikers ways to minimize their impact on the environment.

REI awarded the conservation grant to the Potomac Appalachian Trail Club (PATC), the volunteer organization that maintains the Billy Goat Trail. The trail is divided into three sections; the most popular and famous section A will be the focus of the Leave No Trace program. This two mile section of the trail runs along the edge of the Potomac River, across an ecologically diverse conservation area known as Bear Island, which is co-owned by the National Park Service and The Nature Conservancy. The education program will be a cooperative effort between the PATC, The Nature Conservancy, and the National Park Service and will be administered as part of the Volunteers in Parks program.

The conservation grant will fund Leave No Trace (LNT) training for ten trail stewards, who will volunteer at the trailhead on weekends to educate visitors about Bear Island's ecology and promote LNT principles. The volunteer commitment for stewards will be 8 hours per month on the weekends, from May through August of 2004. In addition to trailhead contacts, volunteers will also lead LNT educational hikes on the trail for organized groups. Interested individuals are encouraged to apply for the Leave No Trace trail steward program. Training begins in April and will include a two-day certification course in Leave No Trace Training, taught by PATC's Trail Patrol.

To learn more about the Billy Goat Trail Steward program, please contact the PATC Coordinator Georgeann Smale, gsmale99@yahoo.com or call the C&O Canal Volunteer Hotline at (301) 767-3706.

Georgeann Smale ❀

## Georgetown University Boathouse Zoning Approved

On December 11, 2003, the District of Columbia Zoning commission granted zoning to build a 28,000 square foot boathouse rising 57 feet above the river on land that was part of the C&O Canal NHP just above Key bridge. This was despite great efforts by the Coalition, the Defenders of the Potomac, which includes the C&O Canal Association. This size exceeds greatly what was originally envisaged as a 15,000 square foot building rising only 40 feet above water. For this to go forward, the National Park Service is planning to modify its original agreement to allow the larger building. Currently the coalition is exploring further avenues to minimize the impact to the Canal Park.

Fred Mopsik ❀

*Hike continued from page 1*

On January 21, an editorial reply, written by Merlo Pusey and Robert H. Estabrook read:

We are pleased to accept Justice Douglas' invitation to walk the towpath of the old canal--the entire 185 miles of it between Washington and Cumberland, if that meets with his pleasure. He has only to name the time and the starting point of the journey and to prescribe the equipment to be taken along. But it is only fair to warn the Justice that we are already familiar with some parts of the beautiful country that will be traversed. We are sufficiently enthusiastic about it to wear some blisters on our feet, but we do not believe that this back-yard wilderness so near to Washington should be kept closed to those who cannot hike 15 or 20 miles a day.

On March 20, 1954 began the hike that saved the C&O Canal from becoming a road.

The 50th Anniversary Hike reenacts the original hike and commemorates one man, Supreme Court Justice William O. Douglas, whose successful challenge to the *Washington Post* saved the C&O Canal. But this hike is much more than that. It is a celebration of the beginning of a movement to save beautiful nature areas across the United States for people to enjoy and it celebrates the gift to Washington DC and the nation of a life style along a canal that provides millions of people with a place to walk, bike, fish, camp, picnic, boat, reflect and relax. The C&O Canal Association hopes that the 60 to 70 hikers walking the full 184.5 miles of the canal will be joined over the two weeks of their hike by hundreds of day hikers who live along the Canal as well as students and others who love and use the Canal. (See the article on Page 10 for details of the planned hike events and interpretive programs between April 17 and May 1, 2004.)

Our ability to enjoy this life style in Washington certainly should be credited to Justice Douglas. The Justice, like many who live in DC, was a longtime lover of wilderness, of hiking and camping. He, like many of us, started camping and hiking along trails and paths where he grew up. According to his second wife, Mercedes Davidson Douglas (now Eichholtz), whom he married in 1954, when Douglas first lived in Washington DC, he was unaware of the path along the C&O Canal. At every possible opportunity he hiked the Appalachian Trail. Mercedes, who lived near the Canal in Georgetown, first introduced him to the C&O Canal. It didn't take long, according to her, for him to fall in love with the Canal. When he learned of the threat to turn it into a paved highway, he was greatly offended.

Douglas' challenge to the *Washington Post* Editors was a very personal matter, Mercedes reports, but as others solicited him to join in the hike, he suddenly realized the potential of what he referred to as using the "Gandhian" method to save the Canal. "We'll show these bunnies," he said as he gathered a strong group of well known and respected conservationists and experts around him. And so was born a "Gandhian" movement and a methodology that Douglas and these conservationists used to save many other parks across the nation, including the Olympic Peninsula.



Merlo Pusey, William O. Douglas and Robert Estabrook aboard the Canal Clipper, March 27, 1954 NPS

Bill Justice, National Park Service Chief of Interpretation at the C&O Canal, reminds us, it really was a number of people on the hike, not only Justice Douglas, who saved the Canal. Douglas organized and led the 1954 hike, but the success of the continuing movement to save the canal, as well as successful efforts to save many other parks across the United States, was due in great part to others of the "immortal nine" who completed the full 1954 hike with Douglas. These included Sigurd Olson, from Minnesota, an editor of an outdoors paper, renowned for getting airplanes banned from what's now the Boundary Waters Canoe Area Wilderness and author of *Canoe Country: An Embattled Wilderness*; Olaus Murie, from Jackson, Wyoming, a renowned biologist, author and leader of many expeditions to save parks such as the Denali National Wildlife Park in Alaska; and Harvey Broome, a lawyer, outdoorsman from North Carolina, head of a local hiking club, and an early conservationist who became known as the John Muir of East Tennessee and later had the Knoxville branch of the Sierra Club, Tennessee Chapter named after him.

There are also many men and women today who enviously watched the 1954 hike and later became active leaders in supporting the Canal. One of these men, Thomas F. Swiftwater Hahn, author of a number of books that most Canal lovers depend on, reports that he "was not too young to be on the Douglas hike, but at that time, you just didn't take off two weeks and go on the hike and have things taken care of for you. The hike was for the elite who had no problems that way, as their needs were covered. There was no place for the casual hiker to take part. However, in later years I did hike many times with Justice Douglas, carried on a correspondence with him, and named him a Director of the American Canal Society when I was President of that Organization."

Advocacy, the 1954 hike and subsequent hikes were fun. Hahn recalls that "In the early sixties, we started at the Kanawha Club near Calico Rocks. The early hikes were much longer than the present ones. Friday night was a 'special' night and more memorable than the hike itself, or the dinner following, as it was intimate and fun for those who participated. In the early days, a guy named Bill provided the Friday evening meal. Later, after his

departure from the scene, my wife Nathalie and I did the same for a few years. In any event, at the Kanawha Club, my young son Chris and I were camping out under the stars, next to Bill and Mercedes Douglas. While I was explaining the various planets and constellations to Chris, Douglas called out, 'Don't you guys ever shut up and go to sleep!'"

Mercedes Douglas recounts that while she did not do the 1954 hike, she would go to the picnic spots at the end of the day and join in the fun around the campfire. She asked how many days the 2004 hikers planned to take to complete the hike. Upon hearing that it would take 14, she was aghast. "Bill did it in 8 days," she said, "You will all be damned bored after 14."

And so, to keep the hike a lively and fun celebration, and avoid boredom, all of you reading this article are invited to tell your friends about the hike and ask them to join the hikers for a part of a day, or just stop by to share the fun, laughter, and education! ❀

## The 1954 Douglas Hikers

Bill Justice, NPS

When we think of the Douglas hike, our thoughts turn to Justice Douglas and his effort to preserve the C&O Canal. The other eight who made it the whole way, and the others who walked at least part of the towpath, are just names. Names like Sigurd Olson, Olaus Murie, Howard Zahniser, Harvey Broome. Who were these men, and why did they hike the canal that week in March, 1954. The Douglas hike was actually a part of a much larger conservation movement, and some of these men were at the forefront of that movement.

Olaus Murie was the President of the Wilderness Society at the time. During his lifetime he was involved in preventing dams from being created in Dinosaur National Monument and Glacier National Park. He led the move to expand Jackson Hole National Monument and include it in Grand Teton National Park. He worked with Justice Douglas to preserve parts of Olympic National Monument and to expand it to the national park it is today. His great love, however, was Alaska. He and his wife Mardy led an effort to create the Arctic National Wildlife Refuge, and championed the idea of setting aside entire ecosystems in public lands, like national parks and wildlife refuges, an idea that led to the Alaska National Lands Act in the 1980's, long after his death in 1963. Murie was also a writer. In his book *Wapiti Wilderness* he wrote;

"I know when I have stood in Nature's domain, rapt in wonder, in the presence of some manifestation of her charm, perhaps a sunset, a mighty unfolding of mountain ranges to the horizon, or the soft hooting of an owl in the dusk, at such times I have had my greatest peace."

In Jack Durham's article in the Spring 1954 *The Living Wilderness*, Sigurd Olson is referred to as an outdoorsman and the president of the National Park Association. He was much more. During his lifetime he was active in almost every major American environmental organization, and several in Ontario. He was the President of the National Park Association at the time of the hike, and later served on the Board and was President of The Wilder-

ness Society. In addition to the Chesapeake and Ohio Canal, he was involved in preserving Indiana Dunes National Lakeshore, Everglades National Park, Point Reyes National Seashore, Voyageurs National Park, and North Cascades National Park. He hiked with Justice Douglas from Lake Ozette to LaPush in Olympic National Park to prevent a highway from being built along the beach there. He also served as a consultant to the National Park Service on wilderness preservation.

Howard Zahniser was the Executive Secretary of the Wilderness Society at the time of the hike. According to his son, Ed Zahniser, Howard could not complete the Douglas Hike because he was still recovering from a heart attack. Zahniser's coat, however, did make the hike on the back of Olaus Murie. Zahniser was also very active in conservation organizations, and was the President of the Wilderness Society. Zahniser's major contribution to conservation was to write the Wilderness Act and shepherd it through the legislative process. This was no small feat, and this work of many years leaves us with legislatively defined wilderness in parks, refuges and forests throughout the country.

There were, of course, many others, Harvey Broome and Bernard Frank of the Wilderness Society, John Schorr and George Blackburn of the Potomac Appalachian Trail Club, and Dr. Irston Barnes of the Audubon Society, to name just a few. They saw the Chesapeake and Ohio Canal as a treasure on a par with the other national treasures listed above. They were giants in preservation and outdoorsmanship, bicyclists and conservationists, and they left us all a tremendous legacy. ❀

## Hike Descriptions

reprinted from *Along the Towpath*, March 1994

...our members walked a stretch of the canal with the Justice every year for seventeen successive years until we had walked a National Park into existence. No one had ever done this before. Indeed, the whole affair was something rather spontaneous and marvelous. The 1954 hike began as a dare – Douglas' bidding the Post editors to walk with him and see the folly of their advocacy of a project for paving over the canal with a highway. High spirits, a sense of adventure, camaraderie, good humor, and even a sort of poetry animated the hikers. Banter among them eased the prospect of aching muscles and sore feet. Merlo Pusey, one of the Post editors, took issue with Aubrey Graves' characterization of the upcoming hike as a "bunion ballet." He offered what, he deemed, were better alternative descriptions. Any one of the following, in his view, were more apt and sonorous:

a callous caracole  
a blister bolero  
a plodder's promenade  
a straggler's strut  
a Rambler's rigadon  
or, even ...  
a drag-foot fandango

Now I have thought of one. How about a pedestrian polka?  
Carl Linden ❀



## CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to the C&O Canal Fund, Widewater Fund and Davies Fund since the last report in *Along the Towpath*. The C&O Canal Fund is a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park. Contributions to the Widewater Fund will be used to restore the towpath in the Widewater section of the canal below Lock 15. The Davies Legal Fund is a reserve to cover legal costs to defend the canal against threats to its environmental integrity. Contributions received after 15 February will be acknowledged in the next issue of the newsletter.

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## THE NEWS FROM ENGLAND

Hal Larsen

The Foxton Inclined Plane's story is about a lift that was built to get around a long flight of locks and then went into decline as the lock flight returned to favor.

During the great project of building the Grand Union Canal from London to Birmingham, the builders encountered a 75-foot hill in a section known as the Leicester Line. Their solution was to construct a ten-lock flight to carry the boats over the hill. The flight was built in 1810, and the top summit route opened four years later. A trip through the locks takes about 70 minutes. With only horse-drawn wagons on muddy roads for competition, this long journey for each boat was no problem, even with backups of several hours.

When the railways came in the 1840's, the competition began to bite. In addition, a firm called Fellows Morton and Clayton (FMC), which operated the vessels that took coal from the north to London, wanted to use barges that were bigger than the narrow boats then in use. FMC promoted a takeover by the Grand Junction Canal Company, and ultimately in 1898-1900 the Foxton Inclined Plane, or the Thomas Lift as it was then known, opened to compete with the railway traffic. The lift would serve three purposes: obviate water loss through leakage from the locks, speed up boat passage along the waterway, and enable the use of the larger barges.

The lift was designed by Gordon Cale Thomas and built by W. H. Gwynne of Hammersmith, London. The boats entered two-wheeled tanks, or caissons, measuring 80 by 15 feet, each sufficient to hold two narrow boats or a barge. The tanks were filled with water and balanced each other. They were then transported sideways on rails between the two water levels, a 75-foot difference. The tanks moved simultaneously, one descending as the other ascended. A 25-horsepower steam engine powered the lift. The journey time of 12 minutes for two boats up and down improved speed tremendously. The use of the same water all day represented large savings, compared to the heavy leakage through the locks.

The lift worked well for a decade. But the locks at a place called Watford Gap were never widened, and the hoped-for barge traffic therefore never materialized. This made the lift uneconomical. The offending locks at Watford, a London suburb, were never upgraded and now serve mainly as an attractive feature on the Grand Union Canal.

The ten-lock flight was refurbished for night traffic in 1909. FMC wanted to use its steamboats for fast, nonstop boating, with the crews taking turns to sleep. FMC could thus compete with railway timetables.


In 1911 the lift was mothballed to save money, with all traffic

returning to the locks that have been in use ever since. In 1927 the machinery and other significant elements of the lift were sold for scrap.

The inclined plane is on the stretch known as the Leicester Section, an expanse on the Grand Union Canal that connects to the 4000-mile national waterways network. The lift was the largest and most modern when it was built. It was a spectacular achievement that inspired designs for similar facilities in continental Europe, where much larger modern lifts have been built since 1960. The Foxton Inclined Plane was never given the credit it deserved.

A group of interested persons got together in 1980 to form the Foxton Inclined Plane Trust with the aim to restore the lift to working order. A partnership formed among the Trust, British Waterways, the Waterways Trust, Harnbouth District Council, Foxton Parish Council, English Heritage, and the Old Union Canals Society. The Trust has already rebuilt the boiler house, which now serves as its museum. In 2000 a comprehensive feasibility study by consulting engineers WS Atkins indicated that full restoration was both feasible and desirable. According to the IWI News January 2004 issue, the Foxton Lock Trust received \$2.6 million from the Heritage Lottery Fund. This funding will not cover the incline's restoration but will make it possible to rewater the upper and lower approach channels, necessary before full restoration can be undertaken. The fund will also enable improvements to both the inclined plane and the flight locks.

The entire restoration is projected to cost about \$14 million. The planners anticipate that about 70,000 people will visit the site annually. The project will provide 20 full-time jobs to operate the museum and to operate and maintain the lift. The planners expect the lift to inject about \$1.8 million into the economy each year.

It is a novel idea to restore to use something that never worked when it was needed. Today the mostly recreational narrow boat traffic moves through the ten locks, vacationers being in no hurry. Will they load their vessels onto the tanks for a quick trip over the hill? Whether they do might depend on how high the fees will be for this passage. No completion date has been set. The economic impact hasn't been established yet, but the funding from the Heritage Fund is an encouraging step toward the substantial funding required to restore the lift. Why are the British so eager to restore this facility that may yield slight benefit compared to its cost? Surely not just because it's there. More likely these enthusiasts were motivated by the fact that the Foxton is historically important for having inspired the establishment of inclined planes in other countries. 



## Accompanied by the Past

by Karen Gray

*History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 BCE - 43 BCE), Pro Publio Sestio*

### Thomas Cresap and Oldtown

While the C&O Canal largely determined the geographic boundaries of the C&O Canal National Historical Park, the canal's 1828-1924 operating era does not define the park's historical boundaries. Rather, the park's preservation and interpretive purview extends deep into the prehistoric past and continues through the events after the canal's closing to the present and, for planning purposes, into the future. Ultimately, however, a major factor in the importance of the C&O Canal NHP is its place in the dramatic story of travel and transportation from Tidewater to the Ohio and the critical role the Potomac route played in the history of our nation's early westward movement.

Perhaps nowhere along the canal is the 18th century Potomac-route-west history so important and fascinating as at the small Potomac River village of Oldtown (sometimes referred to as Shawnee Old Town) at mile 166.5 on the canal. This history is also that of a colorful, irascible, almost-mythic character named Thomas Cresap, and his family.

Thomas Cresap was born in 1694 in Skipton, Yorkshire, England, and at the age of fifteen made his way to the American colony of Maryland. In 1727 he married Hannah Johnson, and in 1729, records reveal that he was operating a ferry across the Susquehanna at a location that came to be known as Cresap's Ferry, near present-day Port Deposit.<sup>1</sup>

Not long after this we find him on a farm further up the river in the disputed lands on the Pennsylvania/Maryland border. A true believer in Maryland's claim to lands up to the 40th parallel, he becomes the central figure in what is known as the Cresap Border, or Conojacular, War (1730-1736). Eventually captured by the Pennsylvanians, Cresap was imprisoned for about eight months in Philadelphia. Cresap lore includes the story that, when he was asked what he thought of Philadelphia he replied, "This is the finest city in the Province of Maryland."

After his release in August 1737, Thomas took his family westward, settling on a farm near present-day Hagerstown, which, unfortunately, he lost when he became bankrupt. In 1740 he obtained land on the Potomac, deep in the then wilderness at the site where the western Iroquois war trail down Warrior's Ridge from New York crosses the river before continuing up the Green Spring Valley and then up the South Branch of the Potomac. In 1741 the Cresaps moved to this location, building a fortified home named Skipton, after his birthplace. Thomas quickly developed a reputation for his hospitable treatment of the Indians who conferred on him the title "Big Spoon," and Skipton became one of the premier trading posts in the region.

It appears that Thomas and Hannah had six sons and two daughters between 1728 and 1742, although two of the sons died

young. Of the surviving children, two are important in American history: Thomas, Jr., born in 1733 and killed in a French and Indian War battle with Indians on Savage Mountain in late April or early May 1756 (dates vary); and Michael Cresap, born at Oldtown, June 29, 1742. Michael built his fieldstone home in Oldtown in 1764 where it is preserved, largely unaltered except for a 1781 brick addition built by Rev. John Jacobs, who married Michael's widow after his death on October 18, 1775. Unfortunately, space requires that Michael's story be told at another time.

George Washington visited Thomas Cresap at Skipton or elsewhere many times during his life. The first visit took place in 1748 while the teenage George was working with James Genn's party surveying the Fairfax lands. Washington's final visit with Cresap occurred in 1784 during Washington's remarkable circle journey using the Potomac/Braddock Road route to Pittsburgh at the forks of the Ohio and then south, deep into Virginia's western mountains, before returning to tidewater Virginia.

Washington's diaries record the March 21, 1748 visit with Cresap, as well as the journey that preceded it, going north from present-day Berkeley Springs, crossing the Potomac at present-day Hancock, and then traveling west to Cresap's along the Maryland side of the river on a packhorse trail that George describes as "the worst road that ever was trod by man or beast." In the diary, he refers to "Colonel" Cresap and that appellation occurs in primary sources after this time. It is unclear, however, when – or even if – Cresap was ever given this rank. It is known that he was made a Captain by Maryland at the time of the troubles with the "Pennites" on the Susquehanna; and there is speculation that he was put in charge of local defense during the French and Indian War. Under 18th century militia laws, a man in charge of county defense was considered a "county lieutenant" and given the rank of "lieutenant colonel."<sup>2</sup>

When the Ohio Company was chartered in 1748, Cresap became one of the twenty original shareholders<sup>3</sup> and the company's primary agent on the upper Potomac. The history of the company's route from the Wills Creek's confluence with the Potomac (present-day Cumberland) to the Forks of the Ohio (present-day Pittsburgh), and Thomas's role in its establishment, is complex. Many sources state that the Delaware Indian, Nemacolin, showed this informal Indian route, popularly called the Nemacolin Path or Trail, to Cresap. This is likely erroneous and it is more likely that the Ohio Company's packhorse trail was established after the 1752 Treaty of Logstown by Cresap, Christopher Gist, and local Indians – not necessarily including Nemacolin.<sup>4</sup>

The Potomac crossing near Skipton was used at various times by troops on their way to and from the fort at Cumberland during the French and Indian War. When crossings further downstream were used, the route along the river on the Maryland side (of which Washington was so critical) would normally include a stop at Cresap's. During Braddock's expedition, arrangements were made for Cresap to provide meat for the troops – although complaints followed that the meat was frequently spoiled.

Based on a note in George Washington's diaries in October

1770 that Thomas Cresap had just returned from England, it is believed that he made one trip back to Britain in his mid-70s. Hanna apparently died sometime before 1774, as in that year Thomas, then eighty years of age, married a widow, Margaret Milburn. When George Washington visited Cresap in September, 1784, the old man was blind, although a report by Andrew Ellicott from May of that same year indicated that "his other faculties are yet unimpaired, his sense strong and manly and his ideas flow with ease."<sup>5</sup> It is perhaps not surprising, therefore, that in October 1785, Virginia authorized Thomas to establish a tobacco warehouse on the south side of the Potomac at the mouth of the South Branch (about a mile downstream from Oldtown), suggesting that the old man had visions of significant tobacco production in the region.<sup>6</sup>

A likely date for the death of Thomas Cresap is January 31, 1787, when he was about 93 years of age. It is believed that Thomas was buried on the low ridge between the canal and river just south of Lock 69. A memorial stone marks the approximate location near the house at this location.

1. The Columbia Gazetteer of North America. 2000. [www.bartleby.com/69/11/P07011.html](http://www.bartleby.com/69/11/P07011.html)

2. Roger Swartz, Colonial era historian in an e-mail, 2/17/04, citing original and secondary sources.

3. James, Alfred P. (1959). The Ohio Company: Its Inner History, Pittsburgh: University of Pittsburgh Press, pp. 47-49.

4. Roger Swartz believes the best sources indicate the Ohio Company packhorse trail was the one laid out in 1752, with no evidence of Nemacolin's involvement. A route worked on by Cresap, possibly with Nemacolin, in 1751, to establish a trail between Wills Creek and the Youghiogheny (at a point now known as Confluence), appears not to have been used when the 1752 trail was established.

5. Matthews, Catherine Van Courtlandt (1908). Andrew Ellicott, His Life and Letters. New York. p. 34.

6. Found by Mike High, author of Towpath Companion, while doing research in Henings Statutes. ❀

## THE ASSOCIATION WELCOMES NEW MEMBERS

Debbie ANDREWS	Reston, VA
Peggy BESTRAIN	Alexandria, VA
Grant F. & Mary E. BOSS	Gaithersburg, MD
Louis & Carol CLOSE	Hancock, MD
Wilton CORKERN	Alexandria, VA
Joe & Jennie CROSS	Woodbridge, VA
John F. DEGEN	Takoma Park, MD
Florrie & Bob DRAKE	Potomac, MD
Kristine DUDLEY	Rockville, MD
James J. DUNLEAVY	Harpers Ferry, WV
Gerald & Gail EDGLEY	Silver Spring, MD
Robert ELDRIDGE	Boyd's, MD
Jackson FASSNACHT	Niles, MI
James J. FIFE	Scotts Valley, CA

Richard FITE  
Jannes J. GIBSON  
Robert GOLDBERG  
Richard & Emily GOTTSCHALL

Jennifer & Dylan HANNA  
Steven HATLEBERG  
Frances Warfield HEYWOOD  
Janet HODGE  
Mary & Steve HUEBNER  
Markie HUNSIKER  
Monty & Renee JONES  
Lynn KOINER  
David LIPSKI  
Susan LIPSKI  
Paul LOBO  
Dave & Nancy LONG  
Patrick & Martha MAHER  
Paul MARTIN  
Randy & Penny PITTMAN

Silver Spring, MD  
Potomac, MD  
Clarksburg, MD

Watsontown, PA  
Hyattsville, MD  
Hagerstown, MD  
Tehachapi, CA  
Swartz Creek, MI  
Little Orleans, MD  
Washington, DC  
Williamsport, MD  
Silver Spring, MD  
Cinnaminson, NJ  
Highlands, NJ  
Washington, DC  
Rockville, MD  
Arlington, VA  
Charles Town, WV  
Hancock, MD

Timothy A. PRESTON  
Gregory PRICE  
R. Winona ROWAT  
Patricia SCHOOLEY  
Don & Carole SCHULER  
Mike SELBY  
Kim SPURR & David PURCELL  
Edward STEVENS  
Geoff SUITER  
Carolyn Hoover SUNG  
Jean SWANK  
Ron & Sadie TASKER  
Matthew TEIGEN  
The SPEISER Family  
Keith ULRICH  
Richard & Sally WATTS  
Stephen WILLIAMS  
Marian ZOBLER

Oakland, MD  
Milltown, NJ  
La Jolla, CA  
Hagerstown, MD  
Finksburg, MD  
Gaithersburg, MD  
Flagstaff, AZ  
Springfield, MO  
Springfield, VA  
Bethesda, MD  
College Park, MD  
Swanton, MD  
Gaithersburg, MD  
Bethesda, MD  
Elkridge, MD  
Potomac, MD  
Washington, DC  
Bethesda, MD





## FROM THE ASSOCIATION

### From the Editor

As I was getting ready to prepare for this issue of *Along the Towpath*, I realized that this issue has a larger burden as it marks a major milestone for both the Chesapeake & Ohio Canal National Historical Park and for the Association itself. One has the opportunity to generate a document that testifies to a significant piece of history.

The walk was significant not only for our Canal, but also because it marks a major turning point in how we have regarded our environment. This change has major significance for our quality of life and by now extends far beyond parks. Conservation, a major landmark of the early twentieth century, has taken on a much deeper meaning than the establishment of what could be named museums, pretty samples to be admired for a picturesque setting. It has rather become an integral part of our quality of life.

Justice Douglas was a pioneer in the environmental movement, and his skill with the written word give a power to his causes. He was not alone, however, as is true of most pioneers. In *Nature Notes* I consider another, Garrett Hardin, different on the surface but part of the nascent environmentalism. Rachel Carlson was still another with her famous book *Silent Spring*. The time was clearly approaching.

Saying this does not in the slightest detract from Douglas' achievement. Until this time, road building was the wave of the future, and suddenly there were other considerations besides the needs of autos. I grew up in New York City, where Robert Moses ruled and created parkways, bridges and many other things. This was truly a major step away from always building and redoing.

So I dedicate this issue to Justice William O. Douglas for all of his achievements, both as an environmentalist and jurist and for helping to make the United States a better place to live.

Fred Mopsik



### From the Membership Coordinator

As of mid-February, more than half of the memberships in the C&O Canal Association had been renewed for the year 2004. Many thanks to all of you who have responded so promptly! For those of you who offered comments and/or suggestions with your renewal, rest assured they have been submitted to the Board for consideration or action.

Members who had not renewed their membership as of March 7 were sent reminder notices in the mail. If you received a reminder and have already responded, thank you very much. If you have not yet replied, please do so as soon as possible to keep your membership current and continue receiving *Along the Towpath*.

If you attended the Annual Meeting this month, then you already know we finished the year 2003 with an all-time record of 1088 members. I truly believe we can continue this trend with a little effort. Growing and maintaining an active membership in

the Association is vital to the preservation and protection of our beloved park. With your help, we can accomplish this goal.

If you have questions or suggestions regarding membership, please contact me at (703)306-6549 or [barbara.sheridan@gsa.gov](mailto:barbara.sheridan@gsa.gov).



### 50<sup>th</sup> Anniversary Tee Shirts Here

50<sup>th</sup> Anniversary Tee Shirts are here. They will be available at the Through Hike Meeting on Sunday March 21, 3:00 PM at the Brookmont Church, 4000 Virginia Place, Bethesda, 4:15 to 5:00 PM on Sunday April 4 at the Glen Echo Town Hall (after the Board Meeting), and if prior arrangements are made with Pat White (301-977-5628), at the Cumberland and Williamsport Banquets on April 17 and 24, respectively. L, XL, and XXL are available at \$15 per shirt tax included.



### Calling All Hiker Journals

If you are planning on keeping a journal as a remembrance of the 50th anniversary hike, how about sharing your thoughts, impressions, high points and low points with our members. We would like to publish selections from various journals in the next issue of *Along the Towpath*.

The Association is requesting hikers, past and present, to donate selections or, better yet, complete journals to the Association's archives. Future generations would have first person accounts of the hikers and what they saw and did, records of the animals, birds, wild flowers and plants, structures, and the people who hike the trail that William O. Douglas saved from becoming a highway.

Send your selections to the Towpath editor for inclusion in the "The Hike that Created a Park Remembered". Donated journals will become part of the C&O Canal Association's Archives at the Gelman Library at The George Washington University.

What fun, 50 years from now, to read about past hikes!

Mary Fondersmith



### Salute to the Presidents

The Second Annual Salute to the Presidents will be Saturday May 15, 2004 at Bill's Place, Little Orleans. Breakfast at 9:00 AM. Hike at 10:00 AM.

The program will be similar to the first Salute with camping Friday night for those who wish to rough it. Breakfast will be followed by the Salute program. The principle speaker will be Past-President number 7, Mr. Paul Hauck. He has selected Grant Conway, President number 2 for his Salute, The Hike following the program will go west with a possible return via the WM right-of-way, conditions permitting. Total distance 5 to 6 miles.

Contact Jim Preston , 301-334-9760, by May 7, 2004 for reservations.



## 50th Anniversary Douglas Hike News

Almost everything is ready to celebrate the 50th anniversary of Justice William O. Douglas' famed 1954 hike that ultimately led to the creation of the C&O Canal National Historical Park. As has been the tradition for the past 30 years, this celebration will be in the form of a two week through-hike from Cumberland, Maryland to Georgetown in Washington, DC.

Many dedicated C&O Canal Association members and Park Service employees have labored long and hard over the past year to put together what we believe will be hailed as the best through-hike ever. The Park Service has developed a different "theme" for each day that they are supporting with daily handout sheets and interpretive presentations along the way. We are especially thrilled with the number of historic structures that will be open as we hike by.

Even though the roster of through-hike participants has been filled, everyone is welcome to join us as a day-hiker. For the convenience of those wishing to join us on a day hike, our end-to-end schedule follows.

Day hikers must make their own arrangements for transportation and meals. For information on access points, please call C&O Canal NHP headquarters at (301)739-4200.

Day hikers and non-hikers are welcome to join us for the banquets in Cumberland on April 17th, Williamsport on April 24th and the final banquet in Washington, DC on May 1, 2004. Please use the banquet reservation form that is included in this newsletter. Your dinner reservations MUST be received by April

9, 2004. Reservations received after that date will NOT be honored and your money will be refunded after the end of the hike.

Saturday, May 1, is the final day of the Through-Hike and also the annual Douglas Hike. On that day we will be hiking from Great Falls to Milepost 0 in Georgetown. The hike is scheduled to start at 8:30 am. Hikers will assemble in front of the Tavern for picture taking and the final sendoff ceremony.

There has been an enormous amount of publicity generated for this hike and the Park Service is expecting a sizeable crowd. To help them accommodate as many participants as possible, we are asking COCA members to park elsewhere and carpool to park to the maximum extent possible. It would also be helpful to park in the lot located farthest from the Tavern, if possible.

We have arranged for shuttle buses from Tidelock back to Great Falls. The cost to ride the bus is \$5 per person and tickets will be on sale prior to the start of the hike for everyone's convenience. The buses are scheduled to depart Tidelock approximately every 30 minutes from 2:30 pm to 6:00 pm.

The final banquet to celebrate the "Hike that created a park" will be held at the Pier 7 Restaurant in the Channel Inn. The Channel Inn is located at 6560 Water Street, SW, Washington, DC. Happy Hour is at 7 pm and dinner at 8 pm. Please mark your calendar and plan on joining us for this memorable event.

If you have any questions please contact Barbara Sheridan at (703)306-6549 or [barbara.sheridan@gsa.gov](mailto:barbara.sheridan@gsa.gov).

Day	Start/Stop	Start Mile	End Mile	Miles
4/18	Cumberland to Spring Gap Campground	184.5	173.4	11.1
4/19	Spring Gap to Town Creek H/B*	173.4	162.1	11.3
4/20	Town Creek to Stickpile H/B	162.1	149.4	12.7
4/21	Stickpile to Cacapon Junction H/B	149.4	133.6	15.8
4/22	Cacapon Junction to Hancock	133.6	124.1	9.5
4/23	Hancock to McCoys Ferry Campground	124.1	110.4	13.7
4/24	McCoys Ferry to Williamsport	110.4	99.7	10.7
4/25	Williamsport to Dam 4	99.7	84.4	15.3
4/26	Dam 4 to Antietam Campground	84.4	69.4	15.0
4/27	Antietam to Brunswick Campground	69.4	54.0	15.4
4/28	Brunswick to Monocacy Aqueduct	54.0	42.4	11.6
4/29	Monocacy Aqueduct to Sycamore Landing	42.4	27.2	15.2
4/30	Sycamore Landing to Great Falls	27.2	14.3	12.9
5/1	Great Falls to Tidelock	14.3	0.0	14.3

H/B refers to a Hiker/ Biker camping facility along the towpath

## ANNOUNCEMENTS

### ★ ★ ★ IMPORTANT NOTICES ★ ★ ★

#### 50th Anniversary Through-Hike Banquets

All reservations to attend the banquets in Cumberland, MD on April 17, Williamsport, MD on April 24, and in Washington, DC on May 1, 2004 MUST be received by April 9, 2004. NO reservations will be accepted after that date. Any checks received after April 9, 2004 will be returned to the sender after the end of the Through Hike on May 1, 2004. ❀

#### Parking on May 1 for Hike

The Park Service is anticipating very large crowds on May 1, 2004, as we embark on the final day of the Through Hike. Please help them accommodate as many people as possible on that day by carpooling to the maximum extent possible. Members might arrange to meet at Carderock or some other parking area and shuttle into the park in just one vehicle. It would also be appreciated if we parked our vehicles at the far end of the lot away from the Tavern so others may come and go more easily during the day. ❀

★★★★★

## Introduction to Bike Camping Weekend

Have you toyed with the idea of doing the towpath by bicycle but hesitated to commit yourself for a week? There will be an opportunity for you to see what it's like to ride during the day and spend the night in the woods. It is scheduled for Saturday and Sunday, July 24, 25. Those who can arrive on Friday night will get a little bonus in preparation. On Saturday we will go into the Hancock area, stay at a Hiker/Biker overnight and return to Williamsport on Sunday. There is no charge other than what you might spend for a snack. A list of required items will be sent once you have registered. Write me at:

116 S. Conococheague St

Williamsport, MD 21795 (tel. 301.223.7010)

Tom Perry ❀

## JOINT PICNIC

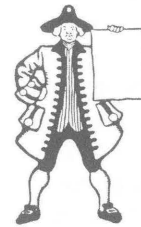
Join your friends in the return to Great Falls Tavern for a pot-luck picnic in the patio on Sunday, June 27 at 5:30 PM. Bring an appetizer, main dish or dessert for 6-8 persons. Drinks and tableware will be provided. A few tables or chairs are available at the tavern; if you have a small card table or chairs, bring them along. If you have questions, or want to affirm your attendance call: John/Gloria Lindt at 301-469-6381. Sonny/Lynn DeForge at 301-530-8830, or Don/Liz Harrison at 301-424-0229. ❀

## We Fund - You Build

The Hancock Chamber of Commerce will hold its second annual Barge Blast on Saturday, June 19, 2004. The association will pay the \$100.00 entry fee if you will build and man the C&O Canal Association's racing barge. Means of propulsion will be limited to walkers, runners, bicyclists, dogs, horses or mules. It must be launched into the canal manually and must be capable of carrying at least one human passenger. Trophies will be awarded to: Fastest Barge, People's Choice, Cutest, the Ugle Barge, etc.

For additional information, contact Rita Bauman, 540-888 1425 or [wdbauman@visuallink.com](mailto:wdbauman@visuallink.com).

Rita Bauman ❀



## Help Wanted

The Editorial Committee is in need of a few good copy editors. The job consists of four quarterly sessions, usually in the Cabin John area to help proofread the upcoming issue of *Along the Towpath*. While the pay is not subject to the minimum wage, the position does provide much good cheer and takes place in a very pleasant working environment.

A good knowledge of the English language is required and if possible a sharp pencil, but this latter requirement can be furnished if needed. Sessions typically last about 2 hours around the 15<sup>th</sup> of March, June, September and December.

There is an annual bonus in the form of the Golden Eraser Award for the best edit among the writings of the editor. The winning criteria include having to exceed the correction to Monacasy Aquaduct and the editor has final judgement.

This job is not subject to outsourcing and COCA is an equal opportunity employer.

Contact the editor, Fred Mopsik, (301)320-2111 or at [fred.mopsik@verizon.net](mailto:fred.mopsik@verizon.net) for further information. All applications will be held in strictest confidentiality. ❀



## ON THE LEVEL



Level Walker Chair Bill Burton

The Level Walker activities were slowed down a bit with all the snow, ice and mud this winter. While the winter wonderland was beautiful to look at, it made travel by vehicle or on foot a little hazardous at times. However, 41 reports were received from late November through mid-February. A special thanks to those who ventured out to cover the levels which had not been reported on during 2003.

We are glad to have the following new volunteers in the Level Walker program: Steve and Mary Huebner on level #53, and Jean Swank on level #39. Thank you for volunteering as we work together in support of the C&O Canal NHP.

A total of 210 reports, covering 63 levels, were completed by 107 Level Walkers during 2003. Listed below are the Level Walkers for each level with the number of reports completed.

Level #1 GEORGETOWN: **John Barnett** 21; Level #2 FLETCHERS: **Bill Quinn** 1; Level #3 BROOKMONT--GLEN ECHO: **Derek Byerlee** 3, **John Artz** 3; Level #4 CABIN JOHN: **Carolyn Reeder** 1, **Fred** and **Judie Mopsik** 11, **Judy Olmer** 1; Level #5 SEVEN LOCKS: **Bill Onorato** 1, **Bobbie Thorberg** 2, **Jan** and **Jim Heins** 1; Level #6 WIDEWATER--SIX LOCKS: **Chris Francke** 2, **Harry Bridges** 3; Level #7 UPPER GT.FALLS: **Alan** and **Rebecca Hedin** 1, **Bill Onorato** 1, **John Belz** 1; Level #8 SWAINS: **Maggie** and **Paul Davis** 9, **Steve Delanoy** 2; Level #9 PENNYFIELD: **Mike Schuchat** 5; Level #10 SENECA: **Bill Herrmann** 2, **Carol Purcell** 2, **Doug Zveare** 1, **John** and **Valerie Wheeler** 1; Level #11 TEN-FOOT ISLAND: **Marv** and **Sandy Kahn** 2; Level #12 McKEE-BESHES: **Don** and **Judy Plumb** 2, **Stephen Pollock** 1, **William Tammaro** 1; Level #13 EDWARDS FERRY: **Pat White** 1, **Ron Howard** 1, **Stephen Pollock** 1; Level #14 BROAD RUN: **Bob** and **Brenda Hagan** 2, **Martha Shannon** 1. Level #15 WHITES FERRY: **George Wyeth** 1, **Pat White** 1, **Ron Howard** 1; Level #16 WOODS LOCK: **Michael Ciansiosi** 4; Level #17 MONOCACY: **Anita** and **Richard Stoll** 1, **Eric Wentworth** 2;

Level #18 NOLANDS FERRY: **Grace Tucker** and **Jed Tucker** 7, **John** and **Patty Hawley** 2; Level #19 POINT OF ROCKS: **Allan Jelacic** 1, **Jack** and **Pat Cook** 1, **Marlow Madeoy** 4; Level #20 CATOCTIN: **Frances Cerbins** 1; Level #21 BRUNSWICK: **Michael Darzi** 1; Level #22 WEVERTON: **Lisa Angstadt** 1; Level #23 HARPERS FERRY: **George Wyeth** 1, **Mike Landrigan** and **Julie Atkins** 4; Level #24 DAM #3: **Howard McGowan** 3, **Ron Howard** 2; Level #25 DARGAN BEND: **Carol** and **Don Juran** 1, **Charlie Brown** 2; Level #26 MOUNTAIN LOCK: **Jack** and **Karen Forster** 2, **Thad Hecht** 1; Level #27 ANTIETAM: **Roy Shilling** and **Marce Tissue** 2; Level #28 SHEPHERDS-TOWN: **John Lindt** 1; Level #29 FOOT OF SHARPSBURG: **Jack Magarrell** 2; Level #30 SNYDERS LANDING: **Hilary Walsh** 2. Level #31 TAYLORS LANDING: **Brenda** and **Mark Klueber** 1, **Mary-Fran** and **Todd Stotler** 1; Level #32 MIDDLEKAUFFS BASIN: **Dave** and **Kathy Peterson** 3; Level #33 DAM #4: **Karen Gray** 1; Level #34 CHARLES MILL: **Linda** and **Tom Perry** 2; Level #35 OPEQUON JCT: **Audrey** and **Dave Engstrom** 4; Level #36 LOWER FALLING WATERS: **Harry** and **Phyllis Davis** 1; Level #37 UPPER FALLING WATERS: **Russ Meinke** 6; Level #38 WILLIAMSPORT: **Bill Hibbard** 1, **Dave Engstrom** 1; Level #39 MILLERS BEND: **Bill Hibbard** 1; Level #40 LITTLE CONOCO-

CHEAGUE: **Bill Hibbard** 4; Level #41 DAM #5: **B.K. Lunde** 1; Level #42 FOUR LOCKS: **Diane Summerhill** 1; Level #43 McCOYS FERRY: **Carl Pedersen** 1, **Karen Gray** 1; Level #44 FT.FREDERICK/BIG POOL: **James Biasco** 2, **John Bowman** 2. Level #45 ERNESTVILLE: **Helen** and **Irvin Keck** 1, **Joe Kochenderfer** 3; Level #46 LICKING CREEK: **Margie Knott** 1; Level #47 LITTLE POOL: **Carroll** and **Phyllis Yingling** 3; Level #48 HANCOCK: **Bill Hibbard** 2, **Pat Hurline** 3; Level #49 ROUND TOP CEMENT MILL: **Ann** and **Eddie Bilezikian** 1, **Bill** and **Sue McAllister** 1; Level #50 CACAPON JUNCTION: **Ann** and **Eddie Bilezikian** 1; Level #51 DAM #6: **John Popenoe** 2; Level #52 SIDELING HILL: **Mary-Fran** and **Todd Stotler** 1; Level #53 LITTLE ORLEANS: **Ann** and **Eddie Bilezikian** 2; Level #54 STICK-PILE HILL: **Dennis Kubicki** 3; Level #55 TOWN HILL: **Karen Gray** 1, **Pat White** 1; Level #56 SEVEN MILE BOTTOM: **Pat White** 1; Level #57 TWIGG HOLLOW: **Barbara Sheridan** 1, **Pat White** 1; Level #58 PAW PAW TUNNEL: **Barbara Sheridan** 1, **Pat White** 2; Level #59 PAW PAW FERRY: **Pat White** 1; Level #60 LITTLE CACAPON: **John** and **Judith Lilga** 2; Level #61 TOWN CREEK: **Hilary Walsh** 1; Level #63 OLD TOWN: **Jim Preston** 1; Level #65 SPRING GAP: **Bill** and **Masha Romano** 1.

Highlights from the 41 new reports received from late November through mid-February:

Level # 1: *Tidelock to Incline Plane*; 12/20, 2/13, **John Barnett** noted lots of junk in

the canal which means the cleaning party this Spring will have their work cut out for them.

Level # 3 *Lock 5 to Cabin John Creek*; 12/31 **John Artz** commented that an old wobbly

utility pole across from Sycamore Island had been replaced by a new fiberglass pole. It seems that Hurricane Isabel snapped the new pole off, but the old pole remained, as wobbly as ever.



*Level # 4 Cabin John Creek to Lock 14;* 1/16, 2/18, **Fred and Judie Mopsik** found the canal frozen solid behind Lock 8, but unfortunately someone had thrown tree branches and other trash on to the ice detracting from the beauty of the scene.

*Level # 5 Lock 14 to Bridge at Cropley;* 1/13, **Bobbie Thorberg** spotted a barred owl and red shouldered hawk and noted that debris in the canal at MP11 had blocked the water flow so much there was a foot difference in the water level.

*Level # 6 Bridge at Cropley to Great Falls Tavern;* 11/26, **Harry Bridges** encountered very few park visitors and no trash on an early morning walk.

*Level # 8 Swains Lock (21) to Pennyfield Lock (22);* 11/27, 12/25, **Steve DeLanoy** and **Pat Haynes** noted both parking lots were completely full with overflow parking on the road. They also removed six bags of trash, much of it washed up from the high water.

*Level # 9 Pennyfield Lock (22) to Seneca Aqueduct;* 12/23, **Mike Schuchat** commented that the towpath had a very different aspect than rest of the year, very bare.

*Level # 10 Seneca Aqueduct to Milepost 25;* 1/3, **Carol Purcell** removed a full bag of trash, which included several full beer cans on a beautiful winter day. 12/27, **Doug Zveare** and **Ann Schuster** removed about 100 lbs of trash and encountered numerous bikers, most of them sounding no warning when approaching from behind.

*Level # 12 Sycamore Landing to Edwards Ferry;* 1/19, **Don Plumb** reported a wash-out at mile 28 1/3, but still enough room for vehicle passage. 12/21, **Stephen C. Pollock** noted the towpath was quite muddy south of Edwards Ferry.

*Level # 13 Edwards Ferry to Harrison Island;* 12/26, **Pat White** reported erosion on both sides on a "new" culvert installed above the earthen dam near mile 31. 12/26, **Ron Howard** removed many branches from the towpath but saw very little trash. 12/21, **Stephen C. Pollock** commented there was very little trash on the towpath.

*Level # 15 Whites Ferry to Woods Lock (26);*

12/28, **George Wyeth** reported severe erosion near milepost 38, otherwise the towpath was generally in good condition. 12/27, **Pat White** noted large gravel had been spread on some of the muddy areas of the towpath which greatly helped the mud problem, but made it difficult to walk. 12/29, **Ron Howard** noted a large vine had fallen onto the towpath approximately 150 yards downstream from milepost 39.

*Level # 16 Woods Lock (26) to Monocacy Aqueduct;* 1/04, **Michael Cinciosi** removed a large amount of trash, including almost a pound of raw bacon, and reported that restoration work on the Monocacy Aqueduct continues.

*Level # 18 Nolands Ferry to Point of Rocks;* 11/21, **Jed** and **Gaye Tucker** commented that water was standing in long stretches of the canal because of the recent rainfall.

*Level # 19 Point of Rocks to Catocin Aqueduct;* 11/23, **Jack** and **Pat Cook** reported a fallen tree on the canal side that stretched all the way across the canal at mile 51.2. 12/21, **Marlow Madeoy** noted that icicles had formed on the rock from the prolonged cold and encountered only one other person, twice, on the towpath.

*Level # 23 Lock 33 to Dam #3;* 1/19, **Michael Landrigan** and **Julie Atkins** reported the footbridge to Harpers Ferry Road, which was damaged by Hurricane Isabel, has now been repaired by NPS.

*Level # 24 Dam #3 to Dargan Bend;* 11/21, **Ron Howard** removed numerous tree boughs from the towpath and noted high water flowing over Dam #3.

*Level # 33 Dam 4 to McMahon's Mill;* 12/28, **Karen Gray** reported numerous fallen trees and branches blocking the towpath between Dam 4 and the recreational area, and also picked up 6 bags of trash.

*Level # 35 Opequon Jct. Hiker-Biker to Lock 43;* 12/28, **Dave Engstrom** reported the sign at Lock 43 was missing but the level was very clean.

*Level # 36 Lock 43 to Falling Waters;* 11/22, **Harry** and **Phyllis Davis** found very little trash and noted that because of the high water, many of the trailers in the Club had been moved to higher ground.

*Level # 37 Falling Waters to Lock 44;* 10/9, **Russ Meinke** noted that a power line crew had cleared all the trees and growth between the towpath and the river just West of I-81.

*Level # 38 Lock 44 to High Rock Quarry;* 12/26, **Bill Hibbard** and **Jean Swank** noted the towpath was very clean and appeared to be lightly traveled. 12/28, **Dave Engstrom** reported the towpath in good condition but somewhat muddy in places.

*Level # 39 High Rock Quarry to Nessle RR Bridge Piers;* 12/26, **Bill Hibbard** and **Jean Swank** reported the towpath was very clean but did encounter cyclists, walkers and fishermen.

*Level # 40 Nessle RR Bridge Piers to Dam 5;* 12/26, **Bill Hibbard** and **Jean Swank** removed several tree branches and one bag of trash.

*Level # 44 Fort Frederick to Ernstville;* 1/03, **James Biasco** reported recent beaver activity at the eastern end of Big Pool which had greatly raised the water level. 11/30, **John Bowman** reported a cave-in starting on the culvert at mile 114.43.

*Level # 47 Little Pool to Hancock;* 11/21, **Carroll** and **Phyllis Yingling** reported a large amount of trash along the shore of Little Pool.

*Level # 49 Round Top Cement Mill to Lock 53;* 11/16, **Bill** and **Sue McAllister** removed two 33 gallon bags of trash and saw several deer.

*Level # 50 Lock 53 to Dam 6;* 11/11, **Ed Leisinger** and **Karen Elliott** noted the towpath was in good shape, but with numerous small fallen branches.

*Level # 57 Lock 61 to Lock 63 1/3;* 12/28, **Pat White** noted that the entire length of the section was watered with fast flow through the locks.

*Level # 58 Lock 63 1/3 to Tunnel Parking Area;* 12/28, **Pat White** did not see the bobcats spotted on an earlier trip and noted the handicapped latrine was missing.

*Level # 63 Oldtown to Kellys Road Culvert;* 11/13, **Jim Preston** noted that two gutter downspout connections had pulled apart on Lock House #71. ♣

## ❁ NATURE NOTES ❁

Fred Mopsik

Last year marks the 35<sup>th</sup> anniversary of an article in *Science*, **The Tragedy of the Commons**, by Garrett Hardin. A recent issue of *Science*, December 12, 2003, was devoted to a retrospective on it. Just as the original Douglas hike, the article is an early part of the history of the environmental movement, and has been extensively referenced ever since.

I remember reading it when it first appeared, and the force of it has stayed with me since. The thesis, as I remembered it, was that overuse of a common resource would destroy it. Everybody comes out ahead, in the short run, by using the resource, and if they do not, somebody else would. There is no major vested interest to save the situation.

Garrett Hardin gave the example of the original English village common that was used to raise sheep. As the population rose and the use increased, the common, which belonged to no one individual, was destroyed. If a villager did not use it, others would and he would be left out.

The impact of this article can be measured by the 29 pages *Science* devoted to discussing it. While many of the essays mention limitations of the original arguments, they all acknowledged its essential validity. One gave the example of a very recent discussion on the future of the Georges Bank fishing grounds off New England. This area has been considered the richest fishing ground in the world and in the 17<sup>th</sup> century was so teeming with fish, cod in particular, that it has been given credit for early voyages of discovery and, of course, the naming of Cape Cod.

Attempts to preserve the fishing grounds have not had much success due to demands, both foreign and domestic, and overfishing has continued to this day. Cod, which could be as large as 50 pounds, have almost completely disappeared, as have successor fish such as pollock. The fishermen, of course, opposed any restriction as their livelihood would disappear. By continued fishing, it has and now there are newly emerging problems in related harvests such as lobster. The situation is so grave that the only hope for recovery is to completely ban all fishing.

Similarly, freons, until recently, were wonder compounds that allowed safe, efficient refrigeration, with important consequences for our well being when ozone destruction became apparent. The manner in which this occurs could only be determined with the increasing power of computers, which had not yet been invented. Surprises are to be expected with limited knowledge and no one can predict as to whether they will be harmful or not.

It is not too much of a logical extension to see in Hardin's work a justification for preservation movements, since without them, the resources would have no defenders and would be lost, often forever. The detailed consequences of the loss can be unknowable initially. The surprises are simply a consequence of the complexity of the real world that limit predictability from a limited data set. After all, could a person predict the air pollution problems arising from the use of automobiles in 1910?

Just as the recent issue of *Science* appeared, I had run across an article in the *Washington Post*, dated December 12, 2003, about the use of snowmobiles in Yellowstone National Park, and how a plan

to allow their continued use was ruled illegal. I actually thought back to Garrett Hardin's essay before I saw the issue of *Science*. Snowmobiles are quite destructive, as I can testify to from one experience near Rocky Mountain National Park, and would certainly impact the wildlife and other uses for the Park. This article also brought to mind some of the conflicts that I have encountered in my interaction with the C&O Canal National Historical Park.

The Park has an inherent conflict in its definition both to preserve history, the natural state of the canal environs and the Potomac River. The canal is manmade and was an immediate transformation of the original Potomac River bank. Trees were removed, dams were created and other more invasive consequences resulted from its construction. My current house is quite near the Canal and when I first tried to garden, I discovered some very pretty, gray modeler's clay for the topsoil. Apparently, when the canal was being built, the canal company would steal topsoil in the middle of the night for use in construction, leaving behind an unusable subsoil. It is a problem that is not easily overcome, with some plants taking many years to become established.

Maintaining the Canal has its own problems. The canal banks were kept free of trees to allow the towing of the boats. Allowing trees to grow there now can lead to root damage and worse as trees die and leave behind decaying roots, leading to blowouts in the watered sections. Decisions have to be made as to just what structures are to be saved as historic, and which ones are allowed to disappear. Sometimes the decision is easy, as when the building has decayed too far, as the farmhouse at Pennyfield Lock, but often this is not the case.

In terms of Hardin's work, the biggest problem would be the impacts from the visitors the park seeks to attract. Pets and trash are obvious examples, but traffic itself can degrade a park. It does not take very many touches to destroy a flower. This is true for every park and there is no easy solution other than making all park uses second hand, which defeats the very intent of the park. At least the C&O Canal has a towpath to withstand the foot traffic, even if where I live it becomes so crowded that the traffic interferes with its enjoyment.

This April will mark the 50<sup>th</sup> Anniversary of the Douglas hike, and for anybody who loves the Canal, it will be a time for celebration both for the Canal as well as one of the beginnings of the environmental moment. That it shares the stage with Hardin's work is quite fitting. They are complementary aspects of the desire to preserve the environment that has allowed us to become what we are.

I will certainly partake in the celebration; it is only proper and deserved. The Canal is a fitting tribute to Justice William O. Douglas, a great outdoorsman. To him, and all the others who have contributed to the park, I wish to express my gratitude. Hopefully, it will commit more people to work to preserve and enhance the C&O Canal. To those, I only wish to caution that there will be unexpected surprises, but that is what keeps life interesting. ❁

## CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Mar 28	Sun	Continuing Hike Series. Meet at Little Orleans at 10:30 AM. Park and come to 15 mile Creek Aqueduct. Contact Pat White at 301-977-5628.
Apr 4	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Apr 17 - May 1	Sat - Sat	Justice Douglas Through Hike from Cumberland to Georgetown. Registration required; open to limited number of hikers.
May 1	Sat	Last day of Douglas Hike. Open, to all. Meet at Great Falls Tavern at 9:30 AM.
May 15	Sat	Second Annual Salute to the Presidents at Bill's Place in Little Orleans, 9:00 AM. Camping adjacent to the canal is available on Friday night for those interested. Contact Jim Preston at 301-334-9760.
May 22	Sat	Potomac River Family Festival at Brunswick. Contact Dward Moore, 301-834-8007, mooredj@frederickmd.com.
May 22, 23	Sat, Sun	Canoe day trips on the Monocacy River. For information and reservations contact Sonny DeForge at 301-530-8820 or Carl Linden at 301-229-2398.
Jun-Aug	Sat, Sun	Lockhouse 75, North Branch. Volunteers are needed to staff the lockhouse each weekend and provide visitors with park and association information. Contact William Bauman at 540-888-1425, wdbauman@visuallink.com.
Jun 2-4	Tues-Thurs	World Canals Conference in Ontario, Canada. Write 50 Church Street St. Catharines, Ontario, L2R 7C2, or phone 905-984-8882, X250 for information and registration. <a href="http://www.worldcanals2004.com">www.worldcanals2004.com</a> .
Jun 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM.
Jun 12	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 19	Sat	Barge Bash at Hancock. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com..
Jun 19, 20	Sat, Sun	Oldtown Summerfest. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com..
Jun 26, 27	Sat, Sun	Heritage Tour Days - Monocacy Aqueduct. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com.
Jun 27	Sun	Joint Potluck Dinner with Friends of the Tavern at Great Falls Tavern, 6:00 PM. John Lindt at 301-469-6381, Sunny DeForge at 301-530-8830, or Liz Harrison at 301-424-0229.
Jul 10, 11	Sat, Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197.
Jul 17	Sat	Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Carl Linden, 301-229-2398.
Jul 24, 25	Sat, Sun	Introduction to bike camping, in the western section. Contact Tom Perry at 301-223-7010, leperry@erols.com.
Aug 1	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Aug 28, 29	Sat, Sun	C&O Canal Days in Williamsport. Contact Tom Perry, 301-223-7010, leperry@erols.com.
Sept 11,12	Sat, Sun	Paw Paw Bends Canoe trip. Contact Sonny DeForge, 301-530-8830 or Carl Linden, 301-229-2398.

Sept 11,12	Sat, Sun	Hancock Canal-Apple Days. Contact John Popenoe, 301-678-6379.
Sept 11,12	Sat, Sun	Sharpsburg Heritage Festival. Contact Charlotte Loveless, 301-733-7611.
Sept 19	Sun	Continuing Hike Series. Meet at Ferry Hill parking area, 10:30 AM. Contact Pat White at 301-977-5628.
Oct 3	Sun	Board Meeting, Williamsport Memorial Library, 1:00 PM.
Oct 6-11	Wed-Mon	Annual Through Bike Trip, Cumberland to Georgetown. Campers and Motel People. No sag wagon. Limited registration. Contact Tom Perry, 301-223-7010.
Oct 30	Sat	Continuing Hike Series. Meet at Great Falls Tavern, 12:00 Noon Contact Pat White, 301-977-5628. (Section A, Billy Goat Trail)
Oct 30	Sat	Potluck cookout at Carderock, 4:00 PM. Contact Pat White, 501-977-5628.
Oct 30	Sat	Life and Death on the C&O Canal, Great Falls Tavern. Time TBA. Witness dark but actual events which took place, portrayed by park Service staff, volunteers, and reenactors.
Nov 6	Sat	Heritage Hike at Little Orleans. More information in later issues.
Nov 21	Sun	Continuing Hike Series. Meet at Balls Bluffs in Loudoun County, 10:30 AM. Contact Bill Burton, 703-306-6303 (work number).
Dec 4	Sat	Frostbite Hike. Meet at Fletcher's Boat House, mile 3, 10:30 AM.
Dec 5	Sun	Board Meeting, Glen Echo Town Hall, 1:00
Dec 12	Sun	Carol Sing at Great Falls Tavern, 1:00 PM.
Dec 31	Fri	New Year's Eve Hike at Monocacy Aqueduct, 2:00 PM. Contact Pat White, 301-977-5628.



William O. Douglas, Robert Estabrook and Merlo Pusey on the Canal Clipper  
NPS





## C&O CANAL ASSOCIATION ANNUAL MEMBERSHIP REPORT For 2003

The year has ended, the numbers are in and the official membership tally for 2003 is another record breaker – 1088 memberships, an increase of 34 over year's total. As you can see from the chart below, the tide has definitely changed and membership continues to be on the upswing:

YEAR	1997	1998	1999	2000	2001	2002	2003
TOTAL	963	1040	905	958	1018	1054	1088

Attrition was up by only 1 this year (114 memberships), and the new members gained through the Towpath Tag program went down slightly from 45 in 2002 to 28 in 2003. I believe the extra added boost in 2003 was due to our membership form now also being on the back of the "Canaller" and from people joining so they can participate in the 2004 50<sup>th</sup> Anniversary Douglas Through Hike. That said, let's take a look at the figures for this year so far. As of the end of January, we had 544 memberships that were paid up through 2004 (or beyond). As you can see by the figures from the past three years, the early renewals are tracking with the increase in membership.

YEAR	2002	2003	2004
Members as of 1/31	480	509	544

By the end of February, 2004, memberships had increased to 622. While there are still 493 memberships to be heard from, the renewals are still coming in at a fairly good rate. The Membership Committee plans to mail out reminder notices on March 8, 2004 to all memberships that are still not renewed. Hopefully, that number will be reduced even further by that time.

Even though we did not do a membership survey in 2003, we did receive quite a few comments and suggestions from our members on the renewal forms, all of which were passed on to the Board for consideration and/or action at the next Board meeting after receipt.

Barbara Sheridan, Membership Coordinator



## CHESAPEAKE & OHIO CANAL ASSOCIATION, INC. FINANCIAL STATEMENTS

### STATEMENT OF INCOME AND EXPENSE

	<u>2003</u>	<u>2002</u>
<b>ADMINISTRATIVE</b>		
Income:		
Membership dues	\$19,325	\$19,430
Interest and other	<u>79</u>	<u>228</u>
Total Admin. Income	19,404	19,658
Expenses:		
Newsletter	7,576	7,671
Membership	1,951	1,966
Festivals, March-For-Parks	545	753
Other committees & officers	3,466	2,241
Other expense	<u>1,143</u>	<u>2,193</u>
Total Admin. Expense	<u>14,681</u>	<u>14,824</u>
Net Admin. Income	4,723	4,834
<b>SALES</b>		
Income	2,779	2,196
Expense [1]	<u>1,276</u>	<u>1,018</u>
Net Sales Income	1,503	1,178
<b>ANNUAL MEETING &amp; HIKES</b>		
Income	3,855	3,281
Expense	<u>3,646</u>	<u>3,249</u>
Net Events Income	209	32
2004 Through Hike		
Income	4,260	-0-
Expense	<u>109</u>	<u>-0-</u>
Net Through Hike Income	4,151	-0-
<b>OTHER NON-ADMINISTRATIVE</b>		
Net Income	1	281
<b>FUNDS (C&amp;O, Davies, Widewater)</b>		
Income	40,610	126,377
Grants:	<u>10,885</u>	<u>13,860</u>
Net Funds Income	29,725	112,517
<b>TOTALS</b>		
Income	70,909	151,513
Expense	<u>30,597</u>	<u>32,671</u>
Net Operating Results	40,312	118,842

### BALANCE SHEET

	<u>12/31/2003</u>	<u>12/31/2002</u>
<b>ASSETS</b>		
Checking account	\$60,980	\$57,661
Money market fund	167,679	128,532
Other current assets	2,319	2,936
Inventories - sales items	4,132	4,916
Fixed assets - net value [2]	<u>69</u>	<u>336</u>
Total Assets	<u>235,179</u>	<u>194,381</u>
<b>LIABILITIES &amp; RESERVES</b>		
Current liabilities	3,508	3,022
Reserve - Davies Legal Fund	19,937	18,450
Reserve - C&O Canal Fund	7,911	10,110
Reserve - Widewater Fund	147,742	116,602
Reserve for publications	2,412	1,179
Accum. Operating Results	<u>53,669</u>	<u>45,018</u>
Total Liabilities & Reserves	<u>235,179</u>	<u>194,381</u>

### SUMMARY OF FUNDS ACTIVITY

	<b>Davies Fund</b>	<b>Widewater</b>
Balance, 12/31/2002	\$18,450	\$116,602
Contributions received	1,374	30,377
Dividend income	113	763
Expenditures	<u>-0-</u>	<u>-0-</u>
Balance, 12/31/2003	19,937	147,742
	<b>C&amp;O Fund</b>	<b>Publications</b>
Balance, 12/31/2002	\$10,110	\$1,179
Contributions received	7,983	-0-
Sales income	703	1,233
Expenditures	<u>(10,885)</u>	<u>-0-</u>
Balance, 12/31/2003	7,911	2,412

### NOTES:

[2] Fixed assets - net value reflects total acquisition cost (\$12,195) of capital equipment less accumulated depreciation (\$12,126). Most items have reached or are near full depreciation.

This summary is a condensed version of our financial statement. A copy of the full financial statement is available upon request from the Association. 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, State House, Annapolis MD 21401, for the cost of copying and postage.

Submitted by David M. Johnson, Treasurer

[1] Sales expense includes the cost of goods sold and postage and handling. Net profits from the sales of mugs are credited to the C&O Canal Fund. Gross sales income from books is credited to the Publications Reserve.

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 15<sup>th</sup> of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor  
 Along the Towpath  
 6415 79<sup>th</sup> Street  
 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 Matthew James Teigen, [barnacle@freeshell.org](mailto:barnacle@freeshell.org). COCA also maintains a telephone for information and inquiries at (301)983-0825.

#### C&O CANAL ASSOCIATION

##### 2004 Association Officers

**President::** [chriscerniglia@mrisc.com](mailto:chriscerniglia@mrisc.com)

Christine Cerniglia 603 Grandin Ave.  
 (301)340-6361 Rockville, MD 20850-4148

**First Vice President::** [rperry5568@comcast.net](mailto:rperry5568@comcast.net)

Robert C. Perry 12713 Knightsbridge Dr.  
 (703)590-5568 Hagerstown, MD 21740-3373

**Second VP & Level Walker Chairperson:** [levelwalker@earthlink.net](mailto:levelwalker@earthlink.net)

Bill Burton 6400 Halifax Ct.  
 ((540)347-7243 Warrenton, VA 20187-2219

**Secretary:** [patricia.white48@verizon.net](mailto:patricia.white48@verizon.net)

Pat White 66 Oak Shde Rd.  
 (301)977-5628 Gaithersburg, MD 20878-1048

**Treasurer:** [willardd@starpower.net](mailto:willardd@starpower.net)

Linda Willard 9401 Rockville Pike  
 (301)530-0408 Bethesda, MD 20814

**Information Officer:** [mreed8221@aol.com](mailto:mreed8221@aol.com)

Mickey Reed 8221 Burning Tree Rd.  
 (301)469-9180 Bethesda, MD 20817

**Board of Directors:** (terms expire in 2007) James Guilford, Don Juran, Tom Perry, Barbara Sheridan, Richard D. Stoll, (Terms expire in 2006) Bill Hibbard, Steve DeLanoy, Carl Linden, Nancy Long, Ken Rollins, (Terms expire in 2005) Blair Bower, John Lindt, Charlotte Loveless, Dward Moore, Peter Whitney

**Committees** (Contact the COCA telephone number or write to COCA)

Archives	Molly Schuchat
Projects	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Sonny DeForge
Nature	Peter Whitney
Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik

#### Editorial Staff

**Editor:** Frederick I. Mopsik (301)320-2111

**Associate Editors:** Dave Johnson, Don Juran, Carl Linden, Nancy Long, Judie Mopsik, Ken Rollins

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#### DIRECTORY

##### C&O CANAL NHP

##### Telephone Numbers and Personnel

<b>C&amp;O CANAL NHP HQTRS</b>	(301)739-4200	
1850 Dual Highway, Suite 100, Hagerstown, MD	21740	
Superintendent	(301)714-2201	Kevin Brandt
Acting Asst. Superintendent	(301)714-2201	Vacant
Chief Ranger	(301)714-2222	Rob Danno
Admin Officer	(301)714-2204	Jeannie Denk
Chief, Natural and Cultural Resource Mgt Branch	(301)714-2231	Tina Orcutt
Chief, Interpretation	(301)714-2214	Bill Justice
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-5817	Donna Swauger
Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Vacant
Volunteer Coordinator	(301)714-2238	John Noel
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	Vacant

#### Georgetown Visitors Center

1057 Thomas Jefferson St., NW	Washington, DC 20007	
Sup. Ranger - Interpretation		Kathy Kupper

#### Great Falls Tavern Visitor 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	Al Voner, Tim Colyer
Ferry Hill Subdistrict	(301)714-2206	Alex Negron, David Carter

#### Williamsport Visitor Center

205 West Potomac Street, Williamsport, MD	21795	
Supervisory Park Ranger		Carla Beasley

#### Hancock Visitor Center

326 East Main Street Hancock, Maryland	21750	
Park Ranger - Interpretation (part time)		Susan Burke

#### Cumberland Visitor Center

Western Maryland Station, Cumberland, Maryland	21502	
Park Ranger - Interpretation		Rita Knox

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	<b>1-(866)677-6677</b>
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)767-3731

#### 24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677

HAZARDS CHO\_Hazards@nps.gov

# CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

**50<sup>th</sup> Anniversary Douglas Through Hike**  
April 18 - May 1, 2004

Join the hikers along the way

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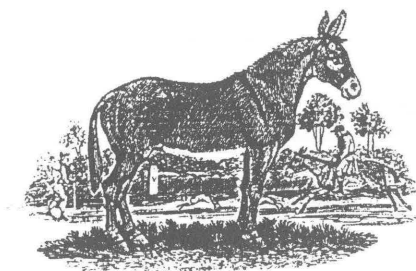
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