

ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

VOLUME XL

March 2008

NUMBER 1

Annual Douglas Memorial Hike to Highlight the Seneca to White's Ferry Area

by Dorothea Malsbary, on behalf of the Program Committee

The Association's annual Justice William O. Douglas Memorial Hike is set for Saturday, April 12th, in the Seneca to White's Ferry area. It will feature three hiking options along the towpath, a dinner, and an evening speaker.

Activities will begin in the Seneca Aqueduct area, in the vicinity of Riley's Lock (number 24, mile marker 22.82) in Maryland, off River Road. Hike participants should arrive and park by 10 a.m. in the Riley's Lock parking area. Buses will provide transportation to the starting points of three hikes: White's Ferry, Edwards Ferry, and Sycamore Landing/McKee Beshers. Hikers will then walk back to their vehicles at their own pace.

The approximate hike lengths back to Seneca/Riley's Lock and respective mile markers are: White's Ferry, 12 miles (mm 35.5); Edwards Ferry, 8 miles (mm 30.84); Sycamore Landing/McKee Beshers, 5 miles (mm 27.21). Anyone wishing to do a shorter hike is welcome to walk out and back. See the article by Karen Gray that begins on the next page of this newsletter for historical highlights of this section of the towpath. All walkers will complete the association waiver before boarding. You are encouraged to bring a bag lunch and a drink for the lunchtime meal on the hike. The bus fee of \$5 will be collected on site; please bring exact change.

At 4:30 p.m., we will gather at the St. Francis Episcopal Church for Happy Hour, to be followed at 6 p.m. by a deluxe dinner buffet and evening presentation. The church is located at 10033 River Road, Potomac, Maryland 20854.

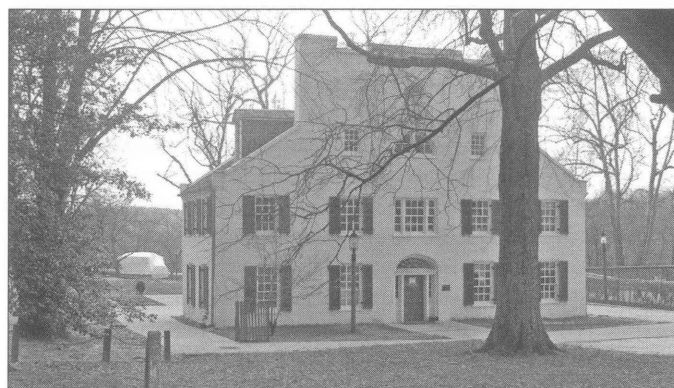
Continued next page

Great Falls Tavern Reopens

The Great Falls Tavern Visitor Center reopened in December, after being closed for most of 2007 for major repairs. The work performed included: replacement of electrical wiring, plumbing, heating and air-conditioning; re-plastering and painting walls and ceilings; carpeting; and installation of a new staff restroom. Exterior work included repairs to the porches, replacement of brick sidewalks around the building, and construction of a new swing bridge across Lock 20.

Temporary exhibits have been placed in the museum room, pending installation of new exhibits. The plan calls for the new museum to convey the ambiance of a mid-nineteenth century country inn. The National Park Service has contracted with EDX of Seattle, Washington, to design new displays for both the Great Falls Tavern and the Georgetown Visitor Centers. These projects went through an accessibility evaluation by Harpers Ferry Center in September. Design work will continue this year. Fabrication and installation is scheduled for late 2008 or early 2009.

While the Tavern was closed during 2007, visitor services were provided from a mobile building near the snack



The reopened Great Falls Tavern. In the background, the Charles F. Mercer is shown under winter wraps. Photo: Ned Preston.

bar. That structure has been removed.

The project to improve the Great Falls entrance road remains on hold. This project has been deferred indefinitely due to reprogramming of funds to the George Washington Memorial Parkway Humpback Bridge rehabilitation.

— Dave Johnson

Douglas Hike, continued.

The cost of the dinner and happy hour is an all-inclusive \$20. The buffet includes four different entrées, salad, a green vegetable and mashed potatoes. All buffet dinners include dinner rolls, butter, iced tea, lemonade, coffee, and dessert.

Our guest speaker for the evening is Ray Paoletta, President of the William O. Douglas Trail (W.O.D. Trail) Foundation in Yakima, Washington. The W.O.D. Trail is an 80-mile recreational pathway which courses through the City of Yakima, traverses Yakima County, and reaches portions of Lewis and Pierce Counties, connecting to Mount Rainier National Park. It is named after influential Supreme Court Justice William O. Douglas, perhaps the most famous person to grow up in Yakima and the longest serving Justice in United States history. Stricken with serious childhood disease and in a weakened physical state, William O. Douglas frequently walked along the trail to strengthen his legs. As the most prolific author in the history of the Supreme Court, Douglas wrote several books about the historical, cultural, and natural features of Washington State.

Inserted in this issue of *Along the Towpath* is a dinner reservation form, which includes a reservation for the bus. The forms must be received by Friday, April 4, after which no cancellations or additions will be honored for the dinner. Also, please be sure to check the association website calendar at www.candocanal.org for any updates regarding the Douglas Hike. If you have questions, contact Dorothea Malsbary at programs@candocanal.org.

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 BC), *Pro Publio Sestio*

2008 Douglas Hike: Whites Ferry to Seneca

Commerce on the Canal between Whites Ferry and Sycamore Landing

The stretch from Whites Ferry at mile 35.50 (mileages in this article are based on those in Hahn's *Towpath Guide*) to Edwards Ferry at mile 30.8 is an important one to the history of commerce on the canal up through the 1880s especially. So the history and structures along this level are exceedingly important.

White's Ferry was originally known as Conrad's Ferry after the man who established it in 1817. The name change likely occurred when Confederate Colonel Elijah Viers White took over the ferry about 1871 [Loudoun Co. Court, Minute Book 20, pp. 399, 441]. Col. White had been born on the family farm near Poolsville, but after the war he purchased a farm across the river in Virginia near the ferry. He began to build a substantial business on both sides of the river. Along the canal he acquired or built warehouses or granaries (which are but a specialized warehouse for storing and transshipping grain and corn) at Sycamore Landing, Edwards Ferry, Whites Ferry, and Monocacy. Some of this growth occurred after 1878, in partnership with Edward Wootton, a Poolsville physician who had served as a surgeon in White's 35th Virginia Cavalry Battalion during the war. In 1886, White sold out all his interests to Wootton.

In addition to his warehouses, White owned a boat that he advertised in the March 1, 1873, issue of the Leesburg *Washingtonian*, stating that it could go anywhere on the river or canal for freight. Its ability to operate in the river precludes the possibility that it was a standard canal freighter. White also advertised that at White's Ferry he had grain, fertilizer, salt, flour, bacon, fish, hardware, Cumberland coal, and lump plaster for sale.

Research done recently by William and Rita Bauman

documented considerable traffic between the canal and Loudoun County in general and the Leesburg area in particular. One river landing—the Chichester Landing opposite the downstream end of Harrison Island—was promoted because it was a mere 2.5 miles from Leesburg. Boats could go downriver from there, lock into the canal at the river locks just below Edwards Ferry, and continue to points up or down the canal from there.

Advertisements for passenger travel between Leesburg and Georgetown were also advertised at various times, offering travel by stage to Whites or Edwards Ferry and then by packet (passenger) boat down the canal. During the years that the Washington Aqueduct was being constructed at Great Falls, a day trip between the falls and Leesburg by stage and canal boat was sometimes offered for those who wished to see this work-in-progress.

Structures and History along the Hike Route

At Whites Ferry, hikers may wish to take a moment to view the remains of the granary upstream on the berm side of the canal just above the current road bridge over the canal. This granary was larger than the one at Monocacy, and had a concourse on the road side. As with the granary up at Monocacy, boats could tie up directly beside it so that the grain or corn in its storage bins could be fed directly into the holds by chutes.

The historic bridge just below the current canal crossing was built in 1876 [Hahn, *Towpath Guide*, 15th Edition, 71, Harpers Ferry Historical Association] and is the second bridge on the site. Note that the bridge has red sandstone abutments, iron superstructure, and plank decking.

Just below the bridge is a unique culvert, No. 51. This culvert was directly under the bottom of the canal so that, much like an aqueduct, the prism was lined with wood on the sides and bottom. Stone arches supported the towpath and land-side berms, and water in the culvert passed directly under the wooden floor of the canal.

Harrison Island between miles 35.1 and 33.27 will block any view walkers might otherwise have of the Balls Bluff Civil War Battlefield site across the river. The battle took place on October 21, 1861, and involved the movement of Colonel Edward Baker's troops to the rocky Virginia shore that included a

section of 100-ft. cliffs. Accounts indicate that boats were taken from the canal and put into the river to assist in the movement of these troops, but what kind of boats and their size, is a matter of much conjecture. Almost certainly they were not the standard full-sized coal-carrying freighters as those would have been extremely difficult to transport from the canal and impossible to control in the river. The battle ended disastrously with many troops falling from the cliffs or drowning when boats capsized or swamped. Baker—who lost his own life in the battle—is generally faulted for the Union loss and human tragedy.

The unique Broad Run Trunk is crossed at mile 31.94. Originally this was the only two-span culvert on the canal, boasting twin 16 ft. masonry arches. In the July 1846 flood (the second major flood of that year) the abutments and arches were entirely carried away as a 70-ft. section of the canal was washed out. Interestingly, this was the only major damage below the Monocacy caused by that flood. Subsequently wooden trunks replaced the original masonry culverts, and today this is considered a twelfth—but wooden—aqueduct in the C&O system. [Harlan D. Unrau, *History of the Chesapeake and Ohio Canal*, 228, NPS publication, 2007]

At mile 30.84 hikers reach Edwards Ferry with its historic Potomac landing and Lock 25. This lock sits 8.5 miles below lock 26 (Woods Lock) and 8 miles above lock 24 (Seneca). Lock 25 and all those below it except for Lock 13, were built originally with by-pass culverts inside the lock walls that made it possible to admit water from above the upper gate, through the channels, to three discharge openings within the lock. Above Lock 25, the wall-culvert design was abandoned. Lock 25 was extended during the winter of 1881–1882, along with 13 other locks. This was the first stage of an ambitious plan to dramatically increase the length of boats that could be used on the canal. It was, of course, recognized that this would take some time, and the canal company anticipated the construction of boats that could be separated into two sections for the standard locks, but left connected at all other times. It does not appear that any such boats were ever actually built and it is unclear whether any other locks were extended.

The brick lockhouse is on the towpath side of the canal, and the ruins across the road to the landing are those of Jarboes store, which closed in 1906. This building may have been the “warehouse” owned by Col. White in the late 1870s and 1880s. A store such as this would have kept good supplies of popular products, both locally produced and received from farther away. Among the products transshipped to canal boats at the ports of Georgetown and Alexandria, was guano from South America, used for fertilizer; and anthracite coal from Eastern Pennsylvania, which was preferred by blacksmiths to the Appalachian bituminous coal.

A swing bridge crossed the canal in its operating days and it would have been operated by the locktender, as were also the river locks, 2/10ths of a mile below Edwards Ferry. A basin existed between the towpath and the two staircase river locks (that is, the downstream gate of the upper lock is the upstream gate of the lower lock). A mule crossover bridge would have carried the mules and walkers over the inlet between the basin and canal. This is one of three river locks (the others being single locks at Harpers Ferry and Shepherdstown). As these were the only staircase locks on the C&O Canal, it would be extremely unfortunate if they can't be preserved.

The Goose Creek river locks (as they are known) were important not just because they served boats that could ply the Potomac River from Chichester's Landing or the landing on the Virginia side of Edwards Ferry, but also boats using Loudoun County's Goose Creek opposite to the locks. An ambitious canal and slackwater navigation system along Goose Creek was worked on from 1849 until about 1857, but never completed. Nevertheless, it is likely that farmers and mills along the creek used extant parts of the system on an informal basis when possible.

On its way to Seneca, the C&O Canal National Historical Park shares much of its land-side boundary with the 2,000-acre McKee-Beshers Wildlife Management Area that provides habitat for a great diversity of wildlife species including deer, wild turkey, waterfowl, over 200 species of songbirds, and numerous reptiles and amphibians.

Sycamore Landing is located at mile 27.21. This is one of the places that Col White had a store or warehouse on the canal. Today there is nothing to indicate why it would have merited such a facility in the last quarter of the 19th century.

About a quarter of a mile above Seneca, walkers will begin passing the series of quarries from which came the red sandstone used in canal structures on this lower part of the canal as well as structures in Washington, D.C., such as the Smithsonian Castle. The quarries sit back from the canal and are largely invisible from the towpath due to the growth of trees, bushes and other plants between them and the canal.

Near the aqueduct and off on a side road across the canal, are the ruins of the cutting mill, built in the 1830s. Stones from the quarries were cut and finished here, and wharfs served for loading the stone onto canal boats for transport to destinations or transshipment points along the canal. From 1833 to at least 1897, the mill purchased water from the canal to smooth, cut, and polish the stone. In addition to the mill, the ruins of a historic two-and-a-half story duplex (like the mill built of Seneca stone) stand on the hill above.

The three-arch Seneca Aqueduct lost its upstream arch as a result of battering that the aqueduct took during the flood of Sept. 11, 1971. That flood, caused by a highly localized storm, raised the Seneca Creek eight feet above the slackwater level of the Potomac River, but did not greatly affect the Potomac itself. This aqueduct—number one in the aqueduct system on the C&O—is structurally interesting because it is directly connected to the adjacent lift lock, number 24, forming a continuous structure.

The lockhouse, interpreted on many weekends by local Girl Scout troops, sits immediately beside Lock 24. Other buildings that once sat on the side of the large basin here—the Darby Mill, a warehouse, and a store—are completely gone, as are the boundaries of the basin itself. The lock is popularly known as Riley's lock after John C. Riley, who was its locktender from 1892 to the canal's closure in 1924. The memories of John's children, Raymond M. Riley and Helen Riley Bodmer, are included in Elizabeth Kytle's *Home on the Canal* (Cabin John, Md.: Seven Locks Press, 226–246), and include the drowning in the Seneca Creek near the lockhouse of their three-year-old sister, Katie.

Note that the river here is a five-mile-long, shallow slackwater lake formed by a dam that uses part of the C&O Canal Company's Dam No. 2 located about 7/10ths of a mile below Seneca and just above Inlet Lock 2 and Lift Lock 23 (Violettes Lock).

ANNUAL MEETING REPORT

Annual Meeting 2008

by Dave Johnson

This year's general membership meeting of the Chesapeake & Ohio Canal Association was held on Saturday, March 1, at the American Legion Hall in Williamsport, Md. The meeting was well attended by members and special guests, including National Park Service staff and Williamsport mayor James G. McLeaf. During the coffee-hour before the meeting, members were able to admire a display of canal paintings by Tom Kozar.

President Carl Linden opened the meeting shortly after 2:00 p.m., and reviewed the Association's efforts during the past year on the three major issues facing the canal: the Georgetown University boathouse, the Catoctin Aqueduct restoration, and the campaign to repair the break in towpath continuity at Big Slack-water.

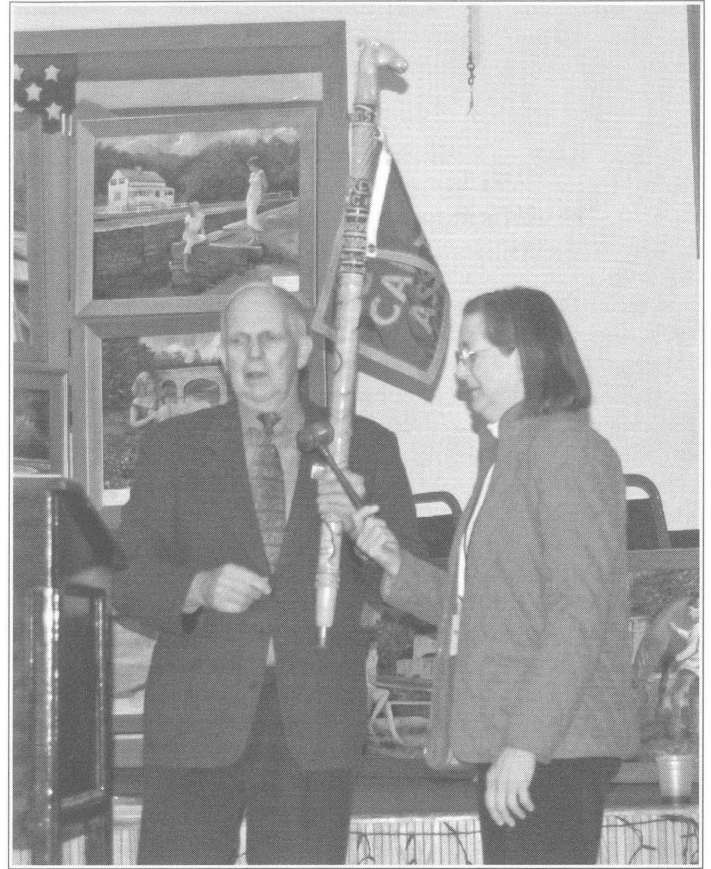
Following reports from the officers and committee chairs, President Linden recognized two members for their important work for the Association and the park over the last several years. Mule-shoe plaques were presented to Jim Heins, chairman of the Volunteers-In-Parks program, and Ned Preston, retiring information officer and newsletter editor. Carl also presented a print of one of Tom Kozar's paintings to Bob Hartman, who will retire as deputy superintendent of the park in July after a distinguished career of service to the C&OCNHP and other national parks.

The last major order of business was the election of officers and directors for the coming year. Vice-president Rachel Stewart was elevated to president. Dward Moore was elected first vice president, and Suzanne Beckwith is the new information officer. Bill McAllister (second vice president/level walker chair), Bill Holdsworth (secretary), and William Bauman (treasurer) were re-elected to their offices. The members also filled six positions on the board of directors. Merritt "Skip" Magee and Francis Zumbrun were elected to three-year terms, and Steve Eastham was elected to fill the remaining year on an unexpired term. Incumbents Jim Heins, George Lewis and John Wheeler were re-elected to three-year terms.

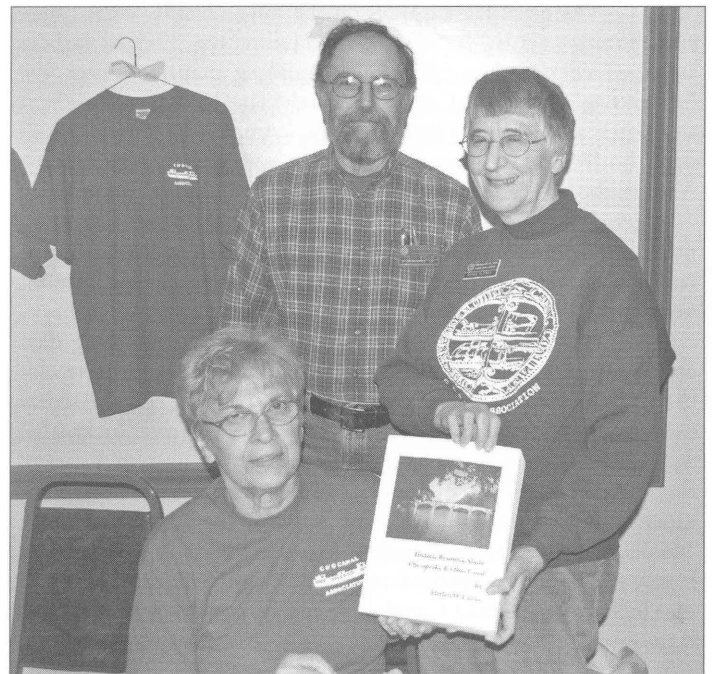
The membership also chose the nominating committee for next year's annual meeting. The committee will consist of John Wheeler, chair, Sonny Deforge, Jim Heins, Dave Johnson, George Lewis, and Tom Perry.

During the social hour between the close of the meeting and dinner, Dan Guzy signed copies of his new book, *Navigation On the Upper Potomac River and Its Tributaries*, which has been published by the Association (see page 18 for a description).

After dinner of roast beef and turkey, Bob Hartman spoke about the Park Service's plans for further development of the canal in the Williamsport area. These include improvements to the Trolley Barn, restoration of the Conococheague Aqueduct, and re-watering a section the canal for the use of small canal boats. Dan Copenhaver, the park's engineer, described how the stones from the Catoctin Aqueduct that were recovered from the creek have been matched to photos of the structure. When restoration begins, these stones will be reset in their original positions.



Above, Carl Linden transfers the presidential gavel and C&OCA banner to Rachel Stewart. Below, Rita and William Bauman assist Karen Gray (right) in displaying the Harlan D. Unrau work reviewed on p. 18. Behind them is the new "Aqueduct" T-shirt described on p. 9. See p. 21 for more photos of the annual meeting by Bill McAllister.



Along the Towpath

Environmental Update

by Ned Preston

On December 3, 2007, the National Park Service published a notice of intent to prepare an Environmental Impact Statement (EIS) on a proposal to build a Georgetown University boathouse on land within the C&O Canal National Historical Park, and on an exchange of land that would make the project possible. An EIS is generally assumed to represent a higher level of consideration than the Environmental Assessment (EA) that NPS had undertaken on the issue in 2006. The notice of intent presented four options: a very large GU boathouse on the University's preferred site within the C&OCNHP; a slightly smaller structure at the same location; an alternative site at 34th Street; and no action.

The public was invited to submit views on the scope of EIS in a session in Georgetown and during a comment period that closed on January 18. Some 150 comments were submitted, including a letter from the C&OCNHP Federal Advisory Commission. The Commission urged a far more comprehensive scope for the EIS than that described in the NPS notice. Their letter detailed numerous points for examination in four categories: precedent for the land exchange; historical, environmental, cultural, and social impacts; compatibility of the project with policy and plans; and the consideration process itself.

Among the scoping comments was also a letter in which C&OCA president Carl Linden argued against building the GU boathouse within the canal park. (Both Carl's letter and that of the Commission are available on the Association's web site, www.candocanal.org.) The next major steps in the boathouse controversy will presumably be NPS' publication of a draft EIS and public review of that document.

Other current environmental issues include a request to rebuild a failed retaining wall on easement-protected land within 200 feet of the C&ONHP on the Snyder property near Swains Lock in Potomac, Md. As of this writing, NPS is still considering input gathered during a comment period that ended on November 30.

Another ongoing issue is the status of a plan to reduce unpleasant odors caused by venting from the Potomac Interceptor sewer line that runs near the canal in the area downstream from Great Falls. The plan involves construction of a series of abatement structures, two of which are within the canal park, one at Fletcher's Cove and the other near Angler's Inn. We understand that in 2007 the C&OCNHP submitted to the D.C. Water and Sewer Authority information necessary for the project at those two sites to proceed.

The Montgomery County Council is considering legislation intended to bolster the Forest Conservation Law (FCL) by raising conservation standards and making the law easier to understand and to enforce. The amendments are the outcome of work begun by the former C&O Canal Task force that was established after a tree-cutting incident on the Snyder family property mentioned above. The changes should help to control deforestation on lands near the C&OCNHP and along tributary streams that flow into the park. At a hearing on January 22, the council

heard testimony in favor of strengthening the FCL from C&OCA and from several other organizations that support the canal park. As of this writing, the Council's Transportation and Environment Committee had begun a series of public work sessions on the legislation.

Catoctin Aqueduct Report

The hold is almost full and the load is shifting – time to change off the mules

by George Lewis

The heroic efforts of Catoctin Aqueduct Restoration Project's major partner, the C&O Canal Association (C&OCA), along with the extraordinary efforts of other partners and many individual donors and volunteers, have gotten us to the much anticipated mile marker where the really heavy hauling begins. Completion of the Environmental Assessment requirements, final design details, crafting/advertising/awarding of the restoration contract, site preparation, management of the contractor executed restoration, and much more constitute a project load that can be pulled only by professional beasts of burden trained to do so in a timely manner – the C&O Canal National Historical Park's (C&OCNHP) 20+ mule team.

For the first two years of our haul, the Catoctin Aqueduct Restoration Fund Inc. all volunteer team has successfully hauled the load of Catoctin Aqueduct awareness, and along the way helped to raise all but the last ~ \$120,000 thought needed to fund the restoration.

The physical resources now needed to initiate, facilitate, and complete the heavy hooves-on phase of the restoration exist within the C&OCNHP and its mother ship the National Park Service.

The lightweight CAR Fund team has appropriately yielded the towpath lead to a stronger and larger professional team. However, the CAR Fund team will remain on board (in designated quarters, but not hayed down) for the rest of the haul and it will continue to raise both awareness of, and funds to complete, the restoration of the Most Beautiful (and the most endangered) Aqueduct On the Line.

Unfortunately, the restoration timeline has slipped a bit, now forecasting the beginning of restoration for later this year and a completion date in 2010.

As it did so very successfully with the restoration of the Monocacy Aqueduct, the C&OCA must be both the public interest driver for and the public interest monitor of the Catoctin Aqueduct Restoration Project; always vigilant, always maintaining the appropriate tension on the old grapevine (mule lines) to assure that all hands, feet, and hooves pull together along the towpath for the timely completion of this historic restoration; and then on to Big Slack.

For updates, please visit www.catoctinaqueduct.org.

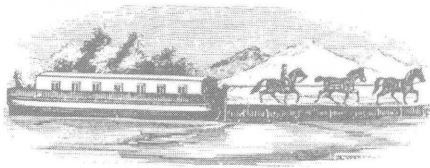
Western Maryland Rail Trail

by Emmie Woodward

The Western Maryland Rail Trail will receive, if nothing unforeseen occurs, \$980,000 from Federal funding through the West Virginia Department of Highways to do the environmental assessment and other preliminary planning for extending the trail from Pearre, on the towpath, to Paw Paw, W.Va. This 14-mile extension has six high trestle bridges crossing the Potomac in and out of Morgan County W.Va. three times. When on the Maryland side of the river, the trail will go through three very well preserved tunnels. This section requires the full cooperation of the Federal Government, the State of Maryland, the State of West Virginia and the counties on both sides that are affected.

In addition to the necessary cooperation at the federal, state and county governments, we also need imagination and ingenuity to solve the problem of hibernating bats in the tunnels. The Eastern Small-footed Bat has been found in one of the tunnels, and is on the Maryland list of endangered species.

We are seeking the advice of any other rail trail developers who have had the same problem and have found ways of allowing people passage through a tunnel in spite of the presence of bats. Do any C&OCA members know of tunnels in this country, or abroad, which have managed to circumvent the difficulty? If so, please contact me at actthree@earthlink.net. Your help will be most appreciated.



World Canal Conference 2008

by Dave Johnson

The 2008 World Canals Conference will be held in historic Kingston, Ontario, at the southern entrance to the Rideau Canal on Lake Ontario, from September 14 to 17. Kingston is a city rich in history and culture, and its unique military background is evident in its architecture, fortifications and strategic location. The fortifications were built at a time when Great Britain and the United States still vied for control of North America.

The conference will be hosted by Parks Canada and will feature the Rideau Canal, a national historic site that was designated Canada's newest UNESCO World Heritage Site in 2007. The Rideau Canal was constructed from 1826-1832 and extends 125 miles linking Kingston to Ottawa. It is one of the most outstanding surviving examples of a slackwater canal system in the world, and one of the first designed for steam-powered vessels. Conference delegates will have the opportunity to visit both ends

of the Rideau Canal, see several unique features along its length and understand the outstanding universal values of this World Heritage Site.

The conference theme is "Managing Canal Corridors in the 21st Century." It will feature an all-day excursion from Kingston to Ottawa on Sunday, September 14, including the famous eight-lock flight at the northern entrance to the canal.

On Monday, Tuesday and Wednesday there will be morning plenary and concurrent sessions, and afternoon site visits. Included are a dinner cruise of the 1000 Islands, and a gala farewell Harvest Supper at Fort Henry. Those who wish to stay longer may sign-up for an optional (extra cost) all-day excursion to the Trent-Severn Waterway National Historic Site and the Peterborough Lift Lock on Thursday, September 18.

For additional information and registration, contact the conference by mail: Secretariat, World Canals Conference, 275 Bay Street, Ottawa, ON K1R 5Z5; or by e-mail: Canals2008@intertaskconferences.com. (Web site: www.canals2008.com)

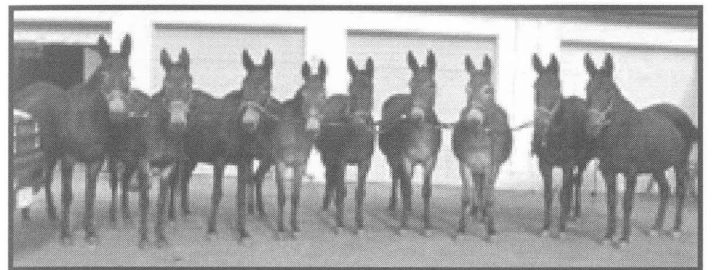
Canal Boat Season Starts April 2

by Dave Johnson

The 2008 season for the C & O Canal National Historical Park's mule-drawn canal boats at Georgetown and Great Falls will begin on April 2nd and continue through the end of October.

During April, the *Georgetown* will operate on Wednesdays and Sundays only, while the *Charles F. Mercer* at Great Falls will operate on Thursdays, Fridays, and Saturdays. Beginning in May, both boats will operate Wednesdays through Sundays. Three trips will be offered each operating day, at 11:00 a.m., 1:30 and 3:00 p.m. Tickets for all ages four and up will be \$5.00. (Children under four ride free.) Reservations are recommended for groups of ten or more, and may be made by calling 202-653-5190 (for the *Georgetown*) or 301-767-3714 (for the *Mercer*.)

A new mule will join the boat program this spring. Dolly, a four-year-old mare, was acquired with a grant from the Friends of Historic Great Falls Tavern. She will replace Ellie, who died last year at age 26.



Ellie, the mule on the far right in this photo by Don Harrison, was a hard-working member of an important part of the C&OCNHP team.

Along the Towpath

Departing President's Report

We owe a lot to William O. Douglas. It was the Justice who had the happy inspiration that the way to save the C&O Canal as a park for the nation was to take a long walk down it with a band of friends and fellow conservationists. He loved walking on the canal when the Supreme Court was not sitting. He didn't want road builders to bury the old canal under concrete or dam builders to flood it over. The natural beauty of its wild riverscape and its history in the nation's journey westward was not to be lost. His inspiration was shrewd and innovative, but, "Hallelujah," it proved fitting to the purpose. It is why we can walk the canal today and greatly enjoy it as Douglas did.

A year from now the C&O Canal Association will follow Douglas's path down canal on the 55th anniversary of his historic hike. This will be the eighth of our quinquennial thru-hikes. This way of marking the occasion is also appropriate. The Douglas hikers formed the Association as a towpath walking organization to lobby—pardon the expression—for the creation of the C&O Canal National Historical Park. After the park came into being in 1971 the Association did not come to a stop but just kept on walking the towpath.

While we can be proud of the part the Association played in bringing the C&OCNHP about, we are sure as we can be that the environs of the canal and river are highly worth conserving for ourselves and our posterity. We know this because we walk and hike the C&O, we cycle it, we paddle along it, we camp in its hiker-bikers, we Level Walk it, we explore it, we study it's history, we send out volunteers to help it out, and, last but not least, we welcome as friends all who share our affection for the C&O and the Potomac. Our bumper sticker might read: "We'd rather be walking the towpath!" We well know that the C&OCNHP is a one-of-a-kind gem in the treasury of our great national parks. The three million visitors to the C&O each year apparently agree.

The Association's task did not end with the park's creation. Its guiding purpose remains. Our founding charter and the mast head of *Along the Towpath* says the Association's concern is "the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin." We are acutely aware that the C&O faces and will ever face threats to the park's continuity and integrity both from human agency and the forces of nature.

Today, for example, the Association has joined in an effort to save the canal not from road and dam builders of yore, but latter day boathouse builders. Georgetown University has pressed the Park Service to go along with its desire to put a large boathouse inside the C&O park below the campus. If it were done, it would be a breach in the park's integrity and a precedent for other such encroachments upon the park.

Today flood erosion has opened a big break in towpath continuity along Big Slackwater below Williamsport. The Association is working to raise public and official awareness of the pressing need for the repair and is helping fund the NPS engineering study looking toward repairing the break.

Today we also face the challenge of the repair and pres-

ervation of the C&O's eleven masonry aqueducts. These structures are essential links in the canal's physical continuity and are monuments of early canal engineering. We now are lending strong support for the restoration of the Catoctin Aqueduct, which collapsed in a flash flood in 1974. Under George Lewis's able leadership the goal is coming into view. The preservation and repair of these fine structures stand at the top of the list of canal priorities.

While these are examples of our Association's many activities, they are crucial ones. Our task is clear and cut out for us—to help advance all efforts to conserve the environs of the canal and river, to preserve both its wild riverscape and the historic man-made water pathway that gloriously runs through it.

Once again, I have greatly enjoyed being your president surrounded by good friends and talented people. I am delighted to pass the baton (is this a relay race of some kind?) to Rachel Stewart. Rachel is a true canaller and will be a splendid president for our Association.

— Carl Linden

From the New President

Our association was formed to "midwife" the C&O Canal into a national park. In the intervening decades, the Park has grown up, matured, and developed a great network of supporters. Those supporters include volunteers such as the Girl Scouts who welcome visitors to Riley's Lockhouse at Seneca Creek and the volunteers who open and man the lockhouse at Lander and Lockhouse 75 during warm-weather months. And there are fellow organizations such as Friends of the Historic Great Falls Tavern, The Potomac Conservancy, and the newest kid on the block, the C&O Canal Trust. All of us, both individuals and groups, have at heart the best interests of this unique Park. All of us recognize that with federal funding having been reduced year after year, the Park has suffered from fewer employees and consequently less maintenance. Many of the Park's structures are deteriorating badly. For example, near Edwards Ferry, Jarboe's Store has no roof or floors - completely gone - the walls are buckling - the riverside ground floor doorway's lintel is cracked and that wall in imminent danger of collapse.

There needs to be a way to provide funds, material and volunteers to fill the looming gaps. The new kid on the block, the Canal Trust, offers much needed muscle for the Park. It is not a membership organization but has a partnership agreement with the Park to raise money and awareness of the Park's needs. Our organization, on the other hand, is autonomous, and while cooperating with the Park and advancing awareness of and raising funds for the Park's needs, we are not constrained by regulatory limitations imposed by formal partnership.

This situation, while new to us, is not new to the Park Service. For example, in Yosemite National Park, two

Continued next page

complementary groups are The Yosemite Fund and The Yosemite Association. The Fund was organized to solicit private contributions for very specific projects; a recent example was a 2-year capital campaign aiming for \$12.5 million to restore Lower Yosemite Falls access and trails. The Association, on the other hand, provides many interpretive, educational, research, scientific and environmental programs in Yosemite National Park, has an extensive store, and mans the Park's museum. I see the relationship of those two friends groups as an example how our organization and the Canal Trust can work together for the benefit of what we've always considered "our" Park.

— Rachel Stewart

From the Editor

Hippo at the Gate?

One day you step out the door and you find an elephant or, worse yet, a hippo making his home in your backyard. These images came to mind as I thought about the massive boathouse Georgetown U. wants to raise up, just below its main campus, inside the C&O Canal National Historical Park. Both beasts are humongous but the hippo likes rivers and is not friendly as a near neighbor. When the hippo chooses its river wallow, it warns all passersby: "This is my turf, my surf. Keep away or else!"

If Georgetown University were to get its way, it would get as its private property a piece of the C&OCNHP the size of a football field. It would extend from close to the canal embankment to riverside. The boathouse would overshadow the canal's high wall and towpath. It would stand hard against the Capital Crescent Trail that runs next to the canal embankment. Its pier would jut some 70 feet into the Potomac.

The boathouse, some call it a "bloathouse," would rise up on the west side of the historic Washington Canoe Club dwarfing it in size. At this very point the C&O opens out to its natural setting and the Potomac Gorge. It is the gateway to the great outdoors that the C&OCNHP is designed to protect. Here city ends and uncluttered country begins.

With a dominating structure put here the gateway becomes a bottleneck. Here hikers, cyclists, joggers, skaters, and strollers pass by. Going west they see the Three Sisters outcroppings at the head of the Potomac Gorge and in front of them the C&O's open green way. Returning to town they see Key Bridge, the herald of the capital city. These vistas the boathouse would obstruct.

Such a major encroachment on the C&O Canal's right-of-way would set a precedent for further invasions of the narrow ribbon of C&O territory. Some say it would only take a small slice of the park—an all too familiar argument for gobbling up increasingly scarce open space. The C&OCNHP has long had to fend off attempts by would-be encroachers seeking a piece of the parkland. GU's proposal is the latest and boldest of such at-

tempts.

Can anyone doubt that the splendid natural setting of the C&O Canal is a prime value that requires preservation against unwarranted intrusion in all its parts?

The public controversy the boathouse proposal has generated led the Park Service to discard an Environmental Assessment (EA) which favored the GU proposal. The EA reflected the seeming obsession of some in the NPS to do what GU wants—to have its own big boathouse in the C&O national park right below the campus. The only "alternatives" offered in the EA were three different boathouse sizes-- XXL, XL and L. The Park Service is now undertaking an Environmental Impact Statement (EIS) process on the boathouse issue. An EIS requires thorough, rigorous, and unbiased evaluation of a proposed project's potential impacts on the environment. Alternative solutions other than the one favored by the plan's initiators must be considered.

The NPS EIS scoping document for the first time opened the door a crack to a boathouse location outside the C&OCNHP below Key Bridge. The Association in alliance with the Defenders of the Potomac Parkland, representing two dozen well known conservation-minded organizations, is urging the NPS to expand the EIS's scope to include a broader range of feasible alternatives outside the confines of the C&OCNHP.

The fundamental issue that the EIS has to address is this: "Does the construction of a private boathouse inside the C&O Canal National Historical Park conflict with the Park Service's mission to protect the park from unwarranted intrusion?" For the Association the short answer is: "Yes! It does conflict."

We do not think the NPS has a mandate to promote and implement the rowing program of a private institution. Why should promotion of the GU boathouse proposal override the public interest in preserving the integrity of the national historical park in all its parts and locations? Does not the park, which holds high rank among the gradations of the nation's park lands, enjoy precedence over a private university's rowing program in the order of public values? The GU proposal aims at benefiting a few in the university community, but not the public at large. How does GU rowing serve the C&O Canal National Historical Park's purpose as defined by its enabling legislation, namely; "to preserve and protect the historic and scenic features" of the canal and its environs? A GU rowing facility is related to racing on the river and has nothing to do with the C&O Park. These are some of the questions that we in the Association find disturbing and which demand clear and convincing answers in the EIS now underway.

An eminent American poet of the late 19th century, Gerard Manley Hopkins, was already speaking to the issue we now face even more insistently in our own time.

"What would the world be, once bereft
Of wet and wildness? Let them be left,
O let them be left, wildness and wet ..."

To Hopkins' appeal we as Association members and concerned citizens say: "Amen! Amen!" We hope and expect the Park Service will do the right thing and recognize that GU's

FROM THE ASSOCIATION (CONTINUED)

competitive boating facility ought to remain in the area where it now resides, namely, on the waterfront outside the C&O Canal National Historical Park.

— Carl Linden

Note: I now move from being Association president to editor of Along the Towpath, a challenging task, indeed. Ned Preston has stepped down

as editor and information officer. He has served us superbly in both posts. Ned and Melanie Folstad, our able assistant editor, are my tutors. I now must venture into computer cyberspace far beyond my hobbit home of mere word processing and e-mailing. We will aim to keep you well informed on park news and Association doings--our programs, activities and special events. We will continue to feature articles of interest on the C&O's history and natural environs. We will do our best to maintain the quality publication that the Along the Towpath has become over many years.

ANNOUNCEMENTS

October Through Bike Ride

The traditional dates for this popular Cumberland-to-Washington ride down the C&O towpath had to be changed for this year. We will leave from Cumberland on Columbus Day, Monday, October 13 and finish in Georgetown on Saturday, October 18. We accommodate both campers and those who choose to overnight at motels and/or B&Bs. The latter usually join together for breakfast and supper. We cycle 30 miles a day on the average. Trained members of the Bike Patrol serve as the cycling group's "sweeps." We cannot count on a sag wagon each day to haul our stuff, but at the end of the ride we hire a van to take us back to Cumberland to retrieve our vehicles.

If you are interested in participating you may write or call Tom Perry, 116 S. Conococheague St., Williamsport, Md. 21795, phone: 301-223-7010. He will send you information on the riders. The registration fee is \$25.00 and is not refundable.

President's Day Bike Excursion

Would you like to bike up to Little Orleans from Williamsport for the Presidents' Day gathering at Bill's Place, and then spend the night in a tent or B&B? Tom Perry plans to do that and would be pleased to have others go along. We would leave Williamsport on Friday, May 30, stop for lunch in Hancock and continue on to mile 141, a total of 41 miles. After the Presidents' Day festivities Saturday morning, May 31, we will return to Hancock for the night and proceed to Williamsport on Sunday, June 1, arriving in time for the C&OCA Board meeting at 1:00 p.m. Call Tom at 301-223-7010 if you would like to join in the ride. He can give you information on overnight accommodations.

Festival Dates Now Set

After some questions about scheduling, the date of the annual Hancock "Barge Bash" on the Canal has been set for Saturday, June 7, at 2:00 p.m. (the same day as Brunswick's Potomac River Family Festival), and Williamsport Days will be held on Saturday and Sunday, August 23-24.

Along the Towpath

Seeking Youth Committee Members

Here's a terrific opportunity for anyone interested in helping the C&O Canal Association to increase youth participation. The Association is very interested in establishing a youth committee that can find ways for more young people to become involved in our organization so we can continue to strengthen our support to the C&O Canal National Historic Park. Please contact Val Wheeler at valthepotter@att.net or 202-362-6009 for more detail. Be sure to provide her your name, e-mail, and telephone number. Val looks forward to hearing from you!

Wildflower Walk on April 13

Don't forget our C&OCA spring wildflower walk along Billy Goat Trail, led by Peter Whitney, an expert botanist and chair of the Nature Committee. Meet in the parking lot opposite the Old Angler's Inn at 10 a.m. on Sunday, April 13. Contact for details: 301-657-8992. Rain date: April 20.

"Aqueduct" T-Shirts

The Association will have T-shirts for sale at the Justice Douglas hike dinner. The royal blue shirts with the graphics in white highlight the 11 aqueducts on the C&O Canal. Cost will be \$15.00 plus tax. A shirt can also be purchased later via mail. Check the Association's website (www.candocanal.org) for details.

Help Canvass for Big Slackwater

On Saturday, May 3, C&OCA members will canvass residents of the area near the Big Slackwater detour to seek support for restoring and reopening the eroded section of the towpath. For information about joining this effort, please call Tom Perry at 301-223-7010.

Announcements continued on page 12.

C&OCA 2008 CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT (visit www.candocanal.org for updated event info)
Mar. 15	Sat.	VIP Work Party, 9 a.m. to 12 p.m. Painting the Georgetown Canal Boat. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Mar. 15	Sat.	Geology Hike, 10:30 a.m. Round Top and Devil's Eyebrow west of Hancock and return on Western Md. Rail Trail. Meet at the NPS Hancock Visitor Center. Contact Marlow Madeoy (703)-723-6884 or nancymadeoy@aol.com).
Mar. 30	Sun.	Continuing Hike Series, 10:30 a.m. Paw Paw Tunnel Parking Lot (mile 156.2). Hike downstream to Sorrel Ridge, 4 miles. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Apr. 5	Sat.	Annual Potomac Watershed Clean Up, 9 a.m. to 12 p.m. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Apr. 5 & 6	Sat. & Sun.	Bell & History Days of Frederick County, Emmitsburg, Md.
Apr. 6	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Apr. 12	Sat.	Annual Douglas Memorial Hike, featuring the area of Seneca to White's Ferry. Hikes of varying lengths will be available. The evening program will include Ray Paoella, president of the William O. Douglas Trail Foundation, Yakima, Washington. Contact: Dorothea Malsbary at programs@candocanal.org . For details, see p. 1 and the reservation form inserted in this newsletter.
Apr. 13	Sun.	Spring wildflower walk along Billy Goat Trail led by Peter Whitney, chair of the Nature Committee, 10 a.m. Meet in the parking lot opposite the Old Angler's Inn. Contact Marion Robertson (301-657-8992 or marobertson@mac.com). Rain date: April 20.
Apr. 18	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
May 4	Sun.	Continuing Hike Series, 10:30 a.m. Snyders Landing (mile 76.7), hike downstream. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
May 10	Sat.	VIP Work Party, 9 a.m. to 12 noon. Billy Goat Trail maintenance. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
May 17 & 18	Sat. & Sun.	Two one-day canoe trips on the Monocacy River. Contact Bill Burton (billburton@earthlink.net or 703-801-0963).
May 31	Sat.	Presidents' Day at Little Orleans. Breakfast at 9:00 a.m., hike to follow. See p. 12, and the reservation form inserted in this newsletter. Contact: Dorothea Malsbary at programs@candocanal.org .
June - Sept.	Sat. - Sun.	Volunteers needed to staff the lockhouse at Lock 75 to welcome visitors. Contact William Bauman (540-888-1425)
June 1	Sun.	Board Meeting at Williamsport Memorial Library, 1 p.m.
June 7	Sat.	Potomac River Family Festival, Brunswick, Md.; also, Barge Bash, Hancock, Md., 2:00 p.m.
June 14	Sat.	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge (301-530-8830).
June 21	Sat.	VIP Work Party, invasive plant removal between Great Falls and Georgetown, 9 a.m. to 1 p.m. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
June 28 & 29	Sat. & Sun.	Heritage Tour Days, Monocacy Aqueduct.
July 12	Sat.	Canal and Rail Fest, Cumberland, Md.
July 18	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.

C&OCA 2008 CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENTS, CONTINUED (visit www.candocanal.org for updated event info)
July 19	Sat.	Canoe trip, Brunswick to Monocacy. Contact Bill Burton (billburton@earthlink.net or 703-801-0963).
July 26	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Aug. 3	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug. 16	Sat.	Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301-530-8830).
Aug. 23	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Aug 23 - 24	Sat. - Sun.	Williamsport Days, Williamsport, Md. Contact Tom and Linda Perry, 301-223-7010.
Sep. 7	Sun.	Happy Birthday Montgomery County!, Beall Dawson House, Rockville, Md.
Sep. 14 - 17	Sun. - Wed.	World Canals Conference, Rideau Canal National Historic Site of Canada, Kingston, Ontario. For more information, see www.canals2008.com .
Sep. 20	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Sep. 26 - 28	Fri.— Sun.	Canoe trip in Paw Paw Bends area. Contact Barbara Sheridan at (301-752-5436 or barbara.sheridan@gsa.gov).
Oct. 4	Sat.	Geology Hike in the Great Falls and Billy Goat Trail area. Details TBD. Contact Marlow Madeoy (703-723-6884 or nancymadeoy@aol.com).
Oct 4.	Sat.	In the Streets, City of Frederick, Md., 9:00 a.m. until 4:00 p.m.
Oct. 5	Sun.	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct. 13 - 18	Mon. - Sat.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010).
Oct. 17	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
Oct. 18	Sat.	"Life and Death on the Canal." Contact Great Falls Tavern Visitor Center (301-767-3714).
Oct. 25	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301-949-3518 or vip@candocanal.org).
Oct. 25	Sat.	Continuing Hike Series, 10:30 a.m. Knuckles Cut on the Western Md. Railroad. Meet at Lock 70 in Oldtown, Md., mile 167.7. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Nov. 1	Sat.	Annual Heritage Hike, Dam #5 to Little Pool area. Hikes of varying lengths will be available. Details to be in September newsletter. The evening program will feature an illustrated talk by Karen Gray on a 1904 packet boat trip down the canal from Cumberland to Great Falls.
Nov. 15	Sat.	Geology Hike in the Point of Rocks area. Details TBD. Contact Marlow Madeoy (703-723-6884 or nancymadeoy@aol.com).
Nov. 23	Sun.	Continuing Hike Series, 10:30 a.m. Goose Creek Navigation System, Golf Club Lane off Rte. 7, south of Leesburg, Va. Contact Pat White (301-977-5628 or hikemaster@candocanal.org).
Dec. 6	Sat.	Frostbite Hike, 10:30 a.m. Meet at Great Falls Tavern, walk to five points with fine views of the canal and riverscape. Contact Carl Linden (301-229-2398).
Dec. 7	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec. 31	Wed.	New Year's Eve Hike. Details TBD.
Jan. 1	Thurs.	New Year's Day 2009 Hike. Details TBD.

ANNOUNCEMENTS (CONTINUED)

Presidents Breakfast, May 31

This year's Salute to the C&O Canal Presidents Breakfast will begin at 9 a.m. at Bill's Place in Little Orleans, Md., and will be followed by a hike. Directions: Exit 68 off Interstate 68, then south on Orleans Rd. for six miles. Cost of the breakfast, including all beverages, tax and gratuity is \$10. Reservations and payment must be received by Friday, May 23 (see the form inserted in this newsletter). For information: programs@candocanal.org.

Check Out These (VIP) dates

March 15 -The Volunteers-in-Parks (VIP) program will kick off the 2008 season, its 4th year since being revitalized, with a day of painting the *Georgetown* in Georgetown. The canal boat has been patiently sitting on its chocks in the prism by the visitor's center in Georgetown awaiting a fresh coat of paint to start this year's rides at that location. We are expecting a number of association volunteers on that day, ready to paint the boat and anything near it that doesn't move.

April 5 - The 20th Annual Potomac River Watershed Cleanup, sponsored by the Alice Ferguson Foundation, will be held throughout the region. We are sponsoring a minimum of 6 sites along the canal and are looking for lots of help in picking up after others. Since many of us have been picking up after others all our lives, let's not stop now.

May 10 - The poor, overrun, overused and abused Billy Goat Trail will be given some love and attention again this year by all those who will sign up for that day.

June 21 - Somewhere between Great Falls and Georgetown, with the great leadership of Mary Travaglini of the Nature Conservancy, we will again attempt to rid a selected area of the park of some of the invasive plants that continue to threaten the native plants of this region.

Later - There are plans afoot (as we work with the Park Service) to replace some fencing, install some needed benches, repair and replace picnic tables and grills and do general maintenance along the towpath hopefully during the latter part of the summer.

How to get involved - let Jim Heins know of your interest in and willingness to help with any of the projects that are scheduled to date. By email - vip@candocanal.org, or jheins57@verizon.net or call 301-949-3518.

NPS Volunteer Opportunities

The C&OCNHP **Bike Patrol** is recruiting volunteers. Bike Patrol members ride the towpath, assisting rangers and visitors by providing: information on the Park resources and safety; regulation reminders; first aid; and emergency bicycle repairs. If you love cycling, the outdoors, and the C&O Canal, please apply to join! Selected candidates will attend an orientation meeting. For information, contact: in the Great Falls area, Norman Liebow, liebow@comcast.net; in the Williamsport area, Leslie Brodhead@nps.gov; and in the Cumberland area, Rita_Knox@nps.gov.

NPS is seeking volunteer **canal boat crew members** for the coming season at both Georgetown and Great Falls. Volunteers will operate historic lift locks, handle and steer canal boats, and help visitors understand the canal's history. This is a wonderful opportunity to get involved in making the past come alive! Training is provided. For more information or to volunteer, contact Alyssa Baltrus or Harry Hagen at 301-767-3714 or allyssa_baltrus@nps.gov

Another exciting opportunity is to **help staff a new exhibit** on loan from the National Canal Museum that will be displayed in Williamsport's Trolley Barn. Support from individual volunteers for from one to four days per month during April 17 through October 12 is greatly needed! The contact is Leslie Brodhead (301-582-0813 or leslie_brodhead@nps.gov).

To prepare for the exhibit, NPS also needs help with a **clean-up day in Williamsport on March 30** at the Trolley Barn and the Cushwa Warehouse. Please contact Curt Gaul (301-582-0813 or curt_gaul@nps.gov), who needs a rough head count of volunteers available. Annual C&OCNHP **volunteer picnics** this year will be held at Carderock on Sept. 3 and on Sept. 20, probably at Ferry Hill.

News from Other Organizations

The C&O Canal Trust has announced **C&O Canal Pride Days**, which will take place from April 19 through May 10. Individuals and groups will engage in such tasks as painting benches, removing invasive plants, and planting trees and flowers. The Trust is encouraging businesses, schools, scouts, religious organizations and other groups to participate. For more information, call 301-714-2233 or visit www.canaltrust.org.

The **Friends of Historic Great Falls Tavern** will hold a **Tavern Quiz** on the evening of March 14 at St. Francis Church in Potomac, Md. C&OCA members are invited to participate. For information on the quiz, contact Matt Jillings 301-365-1298 or matt.jillings@verizon.net.

The **Potomac Conservancy** invites participation in **planting trees** at the following events: March 12, 3-5 p.m., Little Falls Run, Bethesda, Md.; March 22, 10 a.m.-12 p.m., Potomac Overlook Regional Park, Arlington, Va.; March 27, time TBD, Kempton Elementary School, Monrovia, Md.; March 29, 9 a.m.-12 p.m., Waterford Park in Frederick County, Md. For more information: Colleen Langan, Growing Native Project Director (langan@potomac.org or 301-608-1188, x. 211).

The Potomac Conservancy will sponsor a spring **wild-flower walk** with nature photographer Jessie Harris on Saturday, April 12. The group will meet at 8 a.m. in the upper parking lot in the C&OCNHP across Old Angler's Inn in Potomac. For information, contact Christine Iffrig at iffrig@potomac.org. The River Center at the restored **Lockhouse 8** will begin its season on Saturday May 3, and will continue to be open from 10 a.m. to 3 p.m. on weekends through October 15. Like C&OCA and the Friends of HGFT, the Conservancy will participate in the Annual Potomac River Watershed Clean-Up Day on April 5.

The annual 2007 statistics for the level walkers: total volunteer hours were 908 as of January 29, 2008. I am still getting an occasional 2007 report. There were 90 level walkers who walked their levels. The number of reports was 197. New level walkers since March 2007 are 20. Two walkers resigned. Level walker hours have been reported to the National Park Service.

Walking the towpath in winter is as much fun as during the warmer months, as you will read from those reporting here. Give it a try, level-walking or just enjoying. We encourage all Association members to consider level walking, which is an excellent opportunity to participate in our park's upkeep. For information, please contact me at levelwalker@candocanal.org or 301-577-4757. Condensed highlights from the past quarter's reports are below.

Level #1 Tidelock to Incline Plane; John Barnett: 11/18, Traffic very light. Autumn colors still abound but not as much as west of here. 11/25, Not much trash at Tidelock and lock looked clear of trash. Light trash along towpath. 12/21, Traffic very light. A few ducks; winter drabness. 1/5, Winter drabness. Half the trash collected came from Tidelock, the K Street tunnel and along the path from Tidelock to Lock 1. 1/31, Cloudy, cold, calm. Light traffic. Some ducks and geese at Tidelock. I covered the west end of my territory today, as I do periodically - that is from Incline Plane to Aqueduct. I got one small bag and then found a large bag full of trash in the brush near Aqueduct. Must have weighed 30 to 40 lbs. I managed to lug it and the small bag to the trash bin at 34th Street. It's possible that the returning spring growth would have hidden it, but I felt compelled to grab it anyway. I must be nuts!!

Level #2 Incline Plane to Lock 5; Bill Quinn: 11/11, New National Park Service sign "Fletcher's Cove" near pedestrian bridge (installed since my last report). Old B&O Trestle (C.C. Trail bridge) looked great. Graffiti noted in last report has been painted over. Men's toilets at both Fletcher's and Lock 5 open, heated, and in good condition. Towpath in great shape overall but some erosion under both bridges. The prism was full, and a fair amount of water was flowing over the spillway. Also, the water was clear, which offered a fine reflected view of the adjacent foliage throughout the entire level. Tree and shrub foliage still about 50 percent green. Leafage was substantially thinned. However, there was little leaf litter on the towpath. Two pairs of mallards seen in prism. Evidence of the presence of skunks in a two places. Several people expressed their thanks for the work I was doing.

Level #3 Lock 5 to Cabin John Creek; Marcus Boorstin & Allisa Stern: 11/24, Daises, queen anne's lace, lots of leaves. 24 ducks, crows. There is much less greenery in between the stones of Lock 5. The water level above Lock 6 is very low. Right where the bridge for the Little Falls dam crosses the canal, there is a large island of dirt in the middle of the canal. In addition, large swaths of the canal are covered entirely by autumn leaves. 1/6/2, Most of the canal is frozen, and the ice looks to be quite thick. Locks 5, 6, and 7 all have only a trickle of water running through them. Finally, there is a large island in the middle of the canal, almost totally blocking it, near Sycamore Island. It appears to be built of sediments washed down from the stream that connects to the canal in that same place. Despite the cold, there were quite a few joggers enjoying the crisp air.

Level #4 Cabin John Creek to Lock 14; Carolyn Reeder: 1/1, Bittersweet below Lock 12. Great blue heron, mallards, Canada geese, red-shouldered hawk, crows, juncos, chickadees, unidentified songbirds; three squirrels. Water level in canal is very low in much of level due to sand-bagged leak in canal just above

Lock 8. Undercut area of towpath now protected by pedestrian bridge. Towpath surface in generally good condition though damaged by vehicle traffic during wet conditions.

Level #4 Cabin John Creek to Lock 14; Larry Heflin: 11/1, Canal between Locks 8 and 9 remains at very low flow awaiting repair of leak and embankment collapse upstream of Lock 8. Small cracks on the canal side of the fenced off area indicate probable further failure of towpath. 12/24, Towpath just upstream of Lock 8 has temporary bridge over erosional collapse. Water Fountain at Lock 10 turned off: "Winter is here and hope is lost!" [Donner party quote]

Level #5 Lock 14 to Bridge at Cropley; Susan Zweighaft: 12/25, Towpath was quite clean. Could have used a long-handled grabber as there was some debris in the water that I couldn't reach - plastic bottles, tennis ball, etc. Main lot at west end where most walkers access the towpath - 28 cars. The lower parking lot at Cropley was full - 20 cars. Lots of cars parked along McArthur Blvd. Must be a family holiday tradition to walk the towpath on Christmas day! Gorgeous walk on a beautiful day. It was wonderful to see so many people out enjoying the park. 12/31, 32 degrees, cloudy. A quiet day. Eight walkers, one cyclist, three dogs. The foot traffic is always lighter heading east from Carderock than west. Two pair of mallards in the canal about ¼ mile east of the parking lot.

Level #7 Great Falls Tavern to Swains Lock (21); Alan and Becky Hedin: 11/3, Mallards, black vultures, red shouldered hawk, Canada geese, double crested cormorant, great blue heron, pileated woodpecker, chickadee, tufted titmouse, bluebirds, belted kingfisher, American robin, red bellied woodpecker, downy woodpecker, cedar waxwing, blue jay, fish crows. Aster blooming, persimmon in fruit, walnuts hanging on the trees—though some nuts had fallen, duckweed in the canal, grapes. Mimosa, bush honeysuckle, and bamboo—all invasives were very bright green. The Boy Scouts were occupying much of the Hiker/Biker campground at Swains Lock.

Level #8 Swains Lock (21) to Pennyfield Lock (22); David and Nicole Mitchell: 1/13, 12 hikers and six bikers. Seven cars in Swain's lot. Six cars at Pennyfield. No campers at Swain's. Conditions of note: None except that repair just above Swain's is very low but holding. Lots of squirrels, ducks and geese. Not much else.

Level #8 Swains Lock (21) to Pennyfield Lock (22); Dottie Cousineau: 10/30, Walkers: 11 and six dogs; five runners (one w/ baby); eight bikers. One blue heron and many mallard ducks, both in the river and in the canal.

Level #10 Seneca Aqueduct to Milepost 25; Carol Purcell: 10/3, Bikers seen on the trail—18. Hikers on the trail—9. Fishermen at Seneca Creek—3. Orange and yellow jewel weed in bloom,

(Continued next page)

ON THE LEVEL (CONTINUED)

lots of autumn asters. Saw lots of black and turkey vultures, one bald eagle. Heard lots of woodpeckers, wrens, chickadees. Wide basin very low on water level. Took out one bag of trash.

Level #10 Seneca Aqueduct to Milepost 25; Charles Mason White: 12/29, About ten squirrels seen. One brace of ducks sighted in the water near milepost 23. As for plant life, it was a typical winter scene. One 30-gallon bag of trash, almost full. The garbage collection was not an easy task. I had to use long downed limbs to fish cans and bottles from the water.

Level #11 Milepost 25 to Sycamore Landing; Charles Mason White: 12/19, Being a weekday, traffic was light. Two hunters



The American eagle, a species that is probably the most spectacular avian resident of the C&OCNHP. (Stock Photo: U.S. Department of the Interior)

and two bikers. I had expected the towpath to be muddy but it was not. The path, however, was littered with fallen limbs or pieces of limbs. Some large enough to be hazardous to users. I must have removed 150 or more items of wood.

Level #11 Milepost 25 to Sycamore Landing; Marv and Sandy Kahn: 1/8, We only met two hikers, one of whom was an off-duty ranger from Great Falls, where I volunteer. We saw a few songbirds and four squirrels, and surprisingly, about 10 (presumably) painted turtles at the "fishing hole." We removed a lot of small tree debris and cut back a few multiflora roses.

Level #15 Whites Ferry to Woods Lock (26); George Wyeth: 12/25, We did see some wildlife -- a small herd of deer ran along the canal ahead of us, and we saw a pileated woodpecker up close,

among other things. There wasn't much trash but we did find a full trash bag that had been left along the path. I wondered if it was left over from an earlier cleanup and had never been picked up.

Level #17 Monocacy Aqueduct to Noland's Ferry; George Kennett & Mary Wheeler: 11/3, 25 walkers, two dog walkers, including a couple who thanked us for volunteering and picking up trash. We explained the Level Walker program to them. There were 15 bikers including four who appeared to be traveling the entire length of the Canal based on number of saddlebags, blankets, etc., observed on the bikes. Just south of Noland's Ferry, three NPS Law Enforcement Rangers were standing on the towpath in conversation aside there two government vehicles - one marked, one unmarked. We introduced ourselves to them and explained our roles as Level Walkers. They thanked us for our

involvement. There were no campers at Indian Flats Campground. During our walk, we occasionally heard the inviting sounds of trains passing nearby. Between mile 44-45, we actually got to see a freight train and an Amtrak Express train going in opposite directions. This was a pleasant experience for us as there are no trains in St. Mary's County where we live. Also, the access road to Monocacy Aqueduct is under construction at the railroad bridge and reduced to one lane. Motorist are cautioned to use extreme care and drive very slowly going through this area due to blind spots and drop offs of road surfaces.

Level #20 Catoctin Aqueduct to Lock 30; Olivia Evans: 2/3, Towpath looked good though there seems an especially large number of downed trees. None looked recent. It is winter so a bit barren. Very few people out there for a pretty nice warm February day.

Level #21 Lock 30 to Lock 31; Olivia Evans: 1/13, Walking: 20. Running: 5. Biking: 4. Dogs with walkers: 5. Towpath looked good. Nothing out of the ordinary. Well, it is winter so a bit barren out there.

Level #22 Lock 31 to Lock 33; Pat and Ken Heck: 1/13, Towpath wet after recent rain; some mud along the way. We cleared away the larger tree debris. A barren winter day; however, some green ground cover peeking up among the leaves and still growing; some beaver activity close to the north end of this section. River high due to recent rains; saw no ducks or geese on river (probably because of strong current); a few ducks in sheltered areas of the canal itself.

Level #23 Lock 33 to Dam #3; Pat and Ken Heck: 1/13, Towpath wet and muddy after recent rain. Same as for Level 22 -- saw more evidence of beaver activity -- more so here -- many trees had been gnawed away.

Level #25 Dargan Bend to Lock 37; Don Juran: 11/3, Eight bicyclists, one walker, not counting the Canal Association Heritage hikers. One fishing boat in river with two occupants. John Wheeler reported a conversation with a bicyclist riding from Sault Ste. Marie, Mich., to Palm Beach! No birds or other vertebrates. One bee. Deciduous trees still mostly with green leaves.

Level #35 Opequon Jct. Hiker-Biker to Lock 43; Stephen Williams: 12/1, At the lockhouse I admired the repointing of the stone foundation. Are small critters finding their way into lockhouses ever an issue? The back door of the lockhouse has a repaired/replaced panel with about a 3/4-inch gap at the base. From the woodpecker family, I saw a young pileated, a red-bellied, and a flicker. Seeing the flicker's markings and size was particularly enjoyable. Also saw a wood thrush which the field guide suggests is due to head south soon. One of the bikers had a beautiful, maybe one-year-old German shepherd running along on a leash at a leisurely pace. The dog noted my compliment with approval.

Level #36 Lock 43 to Falling Waters; Dick Ebersole: 11/12, The towpath is covered with leaves, but seems to be in good condition. No change at Lock 34 and its lockhouse. About 75 percent of the leaves are off the trees and most vegetation is dying. The grass is still green. The only wildlife I saw today were a few birds. 1/8, Lots of small branches on the towpath but it's in good condition. Lock 43 and its lockhouse seem to be stable and in better condition than most. The leaves are off the trees and the

ON THE LEVEL (CONTINUED)

plants are dead. I saw a few birds, cardinals and sparrows, and numerous squirrels. Someone is building a set of steps from the towpath down to the river about 150 yards upstream from mile post 93. There are numerous blue barrels on the Potomac Fish & Game Club property.

Level #38 Lock 44 to High Rock Quarry; Diane Summerhill: 10/8, Five runners, 11 walkers and 12 cyclists.

Level #38 Lock 44 to High Rock Quarry; George Kennett and Mary Wheeler: 11/23, most trees are now bare, but the leaves seemed to provide a "cushion" of sorts as we walked along the towpath. Interestingly, without leaves and vegetation, we noticed things that we would not see at other times, such as the Rock Quarry at mile 102.26, better views of the river, and a beautiful farm scene near mile 101. Between mile 101-02 we saw four squirrels, about 50 geese (on the river), and two beautiful pileated woodpeckers at close distance that seemed oblivious to us being there. We also saw several eastern bluebirds that were equally beautiful, and a couple of cardinals.

Level #39 High Rock Quarry to Nessel R.R. Bridge Piers; Jean Swank: 1/31, Five white tails crossing the towpath and heading to a no-hunting sign, one goose between the towpath and the river. Many geese in the river east of Gift Road, one squirrel crossing the path, some junco's singing. I missed the quarry so it might be quiet in winter as well as on Sundays. I don't even know that it is still operating. There was white frozen snow in some cool nooks and along the banks of the river.

Level #44 Fort Frederick to Ernstville; James Biasco: 11/23, Two bikers, four fisherman, two Park Service trucks driving the path. The path was in good shape. Some small branches down from the wind probably over the last few days. The new bridge over the canal in Fort Fredrick State has been completed since I was there last. The bench along the path about mile post 114 is no longer there, don't know where it went. Big Pool continues to have a very low water level. Many geese and ducks on Big Pool. Saw a couple of small deer

Level #44 Fort Frederick to Ernstville; John Bowman: 10/22, Big Pool is very low. Towpath is in great shape. Nice bench at 114.14 mile stop gate. Leaves along the towpath seem to be at their peak. Two hikers, one jogger, thirteen bikers, one man in a boat and 2 men in another boat, all fishing. Two people fishing from bank of Big Pool.

Level #47 Little Pool to Hancock; John Betting: 11/18, Towpath was in good condition but there is some erosion under the waste water weir #22 at mile 122.11. This could be the result of the culvert starting to collapse and should be inspected. One blue jay at 124.5 mile marker. four deer at 122.5 mile marker. One black bear at 122 mile marker. Two pileated woodpeckers at 121.5 mile marker. The canal at Hancock is re-watered and the construction trailer has been removed.

Level #54 Lock 59 to Lock 60; Dennis Kubicki: 1/6, This being the dead of winter, there is not much to report on flora; other than to say there is much deadfall throughout the park areas through which I walked. I saw a pair of bald eagles at about mile 145.5! There was a huge flock of wild turkey about mile 146. I saw and heard lots of birds. And I roused a group of deer near Lock 59.

Level #56 Culvert #208 to Lock 61; Pat White and Barbara Sheridan: 11/23, Fresh beaver sign at mile 152, four large trees gnawed but no attempt to cut down. Apparently a lunch stop. No other fresh signs. Dams downstream are overgrown and beaver lodge beside towpath just upstream from W.M.R.R. bridge has collapsed. Two large woodpeckers, probably redheaded. Some little brown birds. Geese in river.

Level #57 Lock 61 to Lock 63 1/3; 11/23, Pat White and Barbara Sheridan: 11/23, Hiker-Biker Sorrel Ridge quite clean. Sign missing. Latrine freshly cleaned on Nov. 15, had toilet paper. Two packages of nicely wrapped kindling left with fire pile. Locks 62 and 63 1/3 in good condition. Sign missing at Lock 62. Dam on breast wall of Lock 61 breached and mostly missing with heavy flow of water into the lock. Culvert at Gross Hollow in good condition, appeared unchanged from last visit, not flooded. Canal: some water near causeway and below Lock 62; some water in Sandy Flat Hollow draining through waste weir at 154.3.

Level #61 Town Creek Aqueduct to Lock 68; Steven Johnson: 12/27, Water level in canal back to normal depth with a topcoat of ice. The lockhouse porch still needs attention. The floorboards are rotting away. I didn't expect much activity on the canal that day. It was blustery cold and doe season was in effect and local hunters were out in force. Very little wildlife activity to report, other than the beavers have made another dam just downstream from Lock 68. They really don't hurt anything and keep the trees from taking over the towpath. Good day on the canal all in all. It's always a good day on the canal.

Level #62 Lock 68 to Oldtown; Bob and Joan Mischler: 1/7/2, One biker (including me), five walkers. Path wet in spots but overall in good shape for this time of the year. It was an absolutely gorgeous day for biking but ice was still breaking up on canal and some still frozen solid at locks.

Level #67 Mexico Farms to Evitts Creek Aqueduct; Bob and Joan Mischler: 11/20, There is still a good bit of trash in the canal bed alongside the sports complex but it is still too wet to get most of it out. Also, someone unloaded nine Halloween pumpkins which look like from a distance huge mushrooms growing out of the bottom of the canal bed. Two biking, seven walking with five dogs, one jogger. 1/7, Ten walkers, one jogger, five bikers (including me), six city workmen. This level in excellent condition. Two squirrels.

If by some mischance you do not already belong to the C&O Canal Association, please consider joining. Membership confers many opportunities for supporting and enjoying the C&O Canal National Historical Park.

A convenient membership form is printed on page 22 of this newsletter.

CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to its funds since the last report in *Along the Towpath*. Contributions received after February 15, 2008, will be acknowledged in a future issue of the newsletter. Donation options currently include: the C&O Canal Fund (a revolving fund to support current projects and programs in and for the C&O Canal National Historical Park); the Davies Legal Defense Fund; and the Big Slackwater Fund to support the restoration of the towpath between miles 86.7 and 88.1 so that hikers and cyclists will no longer be forced to detour around that area.

Mario & Anne ABBATE
Benjamin F ALLEN
Jane AMERO
Andrew & Sue AUSTIN
David G BARBER
John D BARNETT
William & Rita BAUMAN
Suzanne S BECKWITH
Herbert & Cynthia BERKOWITZ
Terry R BETZER
James R BIASCO
Richard S BLACK
Lucy W BLANTON
Mary I BLOOM
Louis & Phyllis BORWIT
Nathaniel P BREED, Jr.
Marian W BREIER
Artemus & Deanna BROWN
William & Patricia BROWN
Sally F BRYANT
Sue BUMBAUGH
John & Renee BUTLER
Eleanor M CAIN
Sandra S CAMPBELL
Thomas A CASSIDY
Michael A CIANCIOSI
Chris A COLGATE
Brian & Barbara COLLINS
Jack & Rita COLWELL
Jerome A CONLON
WASHINGTON COUNTY CONVENTION & VISITORS BUREAU
HANOVER CYCLERS, INC
Joseph D'AMICO
D. Kirk DAVIDSON
Geraldine DAVIES
Paul & Maggie DAVIS
R. Justin DeFORGE
Joseph & Anita DeFRANCO
DeWitt DeLAWTER
Harry T DeMOLL
Emma Rose DIETER
Sharrill DITTMANN
James J DOHERTY
Kevin & Bryson DONOGHUE
Wolfram & Arlene DREWES
William J DUDDLESON
Ruth A DUDGEON
Bruce & Linda DWYER

Jon M EDMONDS
Charles L EDSON
Robert F ELDRIDGE
David F ENGSTROM
Jonathan & Linda FIELD
Ann H FRANKE
John C FRYE
Gay GELLHORN
Melvin M GIENAU
Craig & Lois GILES
Neil M GILLAM
Justin R GOLDEN
Eugene & Helene GRANOF
Marie M GRENAME
Donald H GROELSEMA
Lawrence & Bevin GRYLACK
Douglas M HACKETT
James & Linda HAHN
William F HAHN
Shirley HAIGH
William S HALL
Dorothy P HARDEN
Donald & Elizabeth HARRISON
Gary & Ana HARVEY
John & Patricia HAWLEY
Thad L HECHT
Judith A HECHT
Katrina HEDLESKY
Alan & Rebecca HEDLIN
James & Janet HEINS
Lisa A HENDRICK
Ellen HENNESSY
Christopher & Yiaohong HERRLE
William & Christine HOLDSWORTH
Carl C HOLMBERG
Lynne B HOTTELL
John & Shizue HOWE
William C HOWELL
David HUTCHINS
Dorothy J IPAVEC
Elizabeth B JAMES
David M JOHNSON
William H JUSTICE
Marvin & Sandra KAHN
Robert & Doris KAHN
Robert W KEINTZ
George T KELLER
Ann D KELTON
Harry M KEMSTEDT

Thomas & Anne KERFOOT
John & Carol KIMBROUGH
Ray C KINSEY
Karen B KNOX
Joe KOCHENDERFER
Lawrence & Elizabeth KOKAJKO
Paul KOVENOCK
Dennis J KUBICKI
Paul T LANGEVIN
Pamela K LANTZ
David & Joanne LAWRENCE
George & Pamela LEWIS
Carl A LINDEN
Griff & Emily LINDSAY
John & Gloria LINDT
Charlotte LOVELESS
Bert & Patricia LUSTIG
Verna J MACDONALD
Marlow & Nancy MADEOY
Jack MAGARRELL
Kristine MARAMES
Michael & Linda MARMER
Marianne MARMES
Paul & Rita MARTH
Margie MARTIN
J.C. & M.C. MARZIANA
Phillip & Luella MAST
Thomas & Dorothy MATHIESON
William D McALLISTER
Mary K McEWAN
Howard J McGOWAN
D. L. McLANE
James & Karen McMANUS
Russel & Dorothy MEINKE
Daniel & Maureen MICK
Richard L MILLS
Forest & Lorraine MINOR
Bob MISCHLER
David & Nicole MITCHELL
Edward & Jeanine MOORE
Gary & Janis MOORE
Judith B MORENOFF
Ronald & Pattie MORGAN
Helen D MORRIS
Stephen & Nancy MOULTON
Joanna T MULLENEX
Raymond W MUSHAL
Karen L NIEDRINGHAUS
Diana M NISKERN

CONTRIBUTORS TO ASSOCIATION FUNDS (CONTINUED)

Ronald & Linda NOSALIK
 Thomas & Jane O'DEA
 Judith OLMER
 Mark & Mary Faith PANKIN
 Glenn E PETRICHICK
 Gary & Nancy PETRICHICK
 Roger & Patricia PLASKETT
 Paul J POLING
 Richard P POREMSKI
 Ray & Helen POTTER
 Ned PRESTON
 Terry & Susan PROESCHOLDT
 Carol PURCELL
 William T QUINN
 Richard & Karin RADHE
 John & Mariam REED
 Carolyn O REEDER
 Farnum & Gayle REID
 Barbara J REIMANN
 Carol L REINSBERG
 Rodney & Pamela REMPT
 Craig A REYNOLDS
 Thomas W RICHARDS
 Marjorie RICHMAN
 Albert E RIDGE
 Sabrina R RIVERS
 David & Gail ROBINSON
 Edward & Patricia ROGERS
 Malcolm ROSS
 Ken & Gail SCHLICHTKRULL
 Michael A SCHUCHAT

Jan & J.M.H. SENGERS
 Rowland & Thelma SHANK
 Martha M SHANNON
 Douglas & Norma SHARP
 Helen L SHAW
 Elias R SHILLING
 Diane N SHIPP
 Robert & Karen SHOEMAKER
 Leonard & Joyce SKOGLUND
 Leo & Mary Sue SNARR
 Timothy R SNYDER
 Howard & Delores SOLOMON
 Micheal B SPINNLER
 William & Phyllis STANLEY
 Alissa STERN
 Robert & Alma STEVENS
 Milton J STICKLES, Jr.
 Edwin H STOCKHAM
 Mark C STOVER
 Steven TEITELBAUM
 Harry THAYER
 C. Jean TOLEMAN
 Kenneth & Rachel TOWBIN
 Caroline L TRIPLETT
 Samuel & Grace TUCKER
 Richard & Susan UGELOW
 John & Eliane VINER
 Richard L WAGNER
 Glenn E WATKINS
 Sally Warner WATTS
 Charles & Darlene WEIR

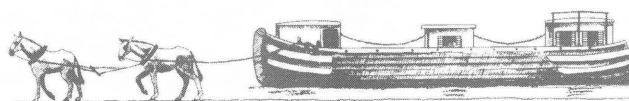
Jack B WELCH
 Barbara A WELSH
 Katrinka L WESTENDORF
 William F WHALEN
 John & Valerie WHEELER
 Charles M WHITE
 Donald & Roberta WHITNEY
 John R WILSON
 Delorise A WINTER
 John A WISNIEWSKI
 Mary Elizabeth WOODWARD
 John & Margery ZIEGLER
 Douglas W ZVEARE

The following donors made contributions in memory of Gilbert Gude:

William A BRONROTT
 Carolyn W JOHNSON
 Lacey A GUDE

The following donors made contributions in memory of Norman Gunderson:

Warren H MACDONALD
 Tom & Marti QUIGLEY
 Thomas & Carolyn DURKIN
 Laura & Bette DICK



ACROSS THE BERM

Norman E. Gunderson

January 4, 1945 – October 30, 2007

Norman E. Gunderson was an avid user and supporter of the C&O Canal National Historical Park, and with his wife, Kate, a member of the C&O Canal Association. They discovered the Canal in July of 1994, and over the following five years walked the towpath in both directions twice. Their walks included the Big Slackwater area (Mile 86.7 to 88.1) – challenging but passable during that timeframe. In the following years, they would go back to their favorite spots, which included the Antietam Creek Aqueduct, the area around Oldtown, Md., and Little Pool.

Norm was born in Chicago, Illinois, a city boy who loved the nature and beauty of the Park. A graduate of the United States Military Academy at West Point (1966) and the University of Chicago, he joined the Federal Government in 1970, after serving in the Army which included a tour in Vietnam. He had a distinguished 35-year career in the area of Washington, D.C., with the U.S. Geological Survey and the Office of Management and Budget. In addition to walking the Canal, Norm was an accomplished musician and enjoyed playing the guitar.

Historic Resource Study: Chesapeake & Ohio Canal

by Harlan D. Unrau

(National Park Service; U. S. Government Printing Office, 2007,
850 pages.)

Reviewed by Dave Johnson

Shortly after the Chesapeake & Ohio Canal National Historical Park was established in 1971, the National Park Service's Denver Service Center created a team to study and document the historic resources of the canal. The historian assigned to the team was a young man named Harlan Unrau, on his first major assignment for NPS. The result of his work, which he completed in 1976, was a remarkable series of monographs covering the history and operation of the canal in comprehensive detail. A typewritten copy of his handwritten manuscript was made for use by park rangers, but it was never published.

In 2006, a group of park volunteers, led by Karen Gray, undertook the enormous job of transcribing the papers into book format, which has been printed by the National Park Service.

The book is a virtual encyclopedia of the C & O Canal. Its 850 pages include chapters on the canal's designers and engineers, with biographies of the major characters, the labor force, lock tenders and boatmen. Construction history, mills, quarries, and waterway maintenance are thoroughly covered. Political involvement, financing, canal commerce, its economic impact and the development of towns along the valley are all there. There is a chapter that describes every flood in the Potomac Valley between 1829 and 1936, with details of the damage and repairs to the canal. All of the different types of boats used on the canal are described. The rivalry between the canal and the Baltimore & Ohio Railroad is a continuing theme throughout. Finally, there is a long chapter on the Civil War and its impact on the canal. The work is documented in detail, mainly from primary sources. Its size and cover, as well as content, make it an ideal complement to Bill Davies' *Geology and Engineering Structures of the C & O Canal* (C&OCA, 1999.)

The editorial crew had to work under great time constraint, because the funds for publication would expire at the end of fiscal year 2007. Therefore, they deferred transcribing four of the original sixteen papers. Those chapters concern the background of American canalling in the early nineteenth century, leading up to the chartering of the C & O Canal. General canal history has been covered in many previous works, from Harlow to Shaw to Kapsch, and its omission in no way diminishes the current volume. However, the time pressure to get the work to the printer before the funding deadline meant that only cursory proofreading and editing could be completed. The book also lacks an index, although the table of contents for each chapter provides a good guide to finding specific topics. Karen readily acknowledges that more work remains before another edition can be published. It is unlikely that copies of the current printing will be offered for sale, but will be available for research in libraries and at park facilities. It is also on the internet in "PDF format," and can be accessed at www.nps.gov/history/history/hisnps. (It is then necessary to click

on park history, scroll to Chesapeake and Ohio Canal, and to Historic Resource Study: Chesapeake and Ohio Canal.)

The members of the editorial group that worked with Karen Gray in this project, all of whom are members of the C & O Canal Association, were William Bauman, who transcribed approximately 75% of the pages, Rita Bauman, Gary Petrichick, and Cecilia Thompson. Assistance was also provided by park service staff members, including Bill Justice, Sam Tamburro, and Gary Scott. Their work in making this valuable resource available to the public will be greatly appreciated by everyone who is interested in the history of the C & O Canal.

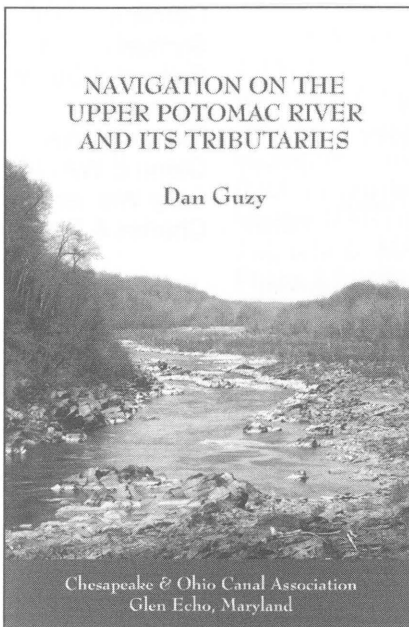
A New C&OCA Publication Debuts

Navigation on the Upper Potomac and Its Tributaries, by Dan Guzy

As part of its mission to promote understanding of history relating to the C&O Canal, the C&O Canal Association has published a new book that sheds light on the drive to use the Potomac River as an avenue

for commerce. The author is generously donating the proceeds from this edition to the Association.

During the late eighteenth and early nineteenth centuries, boats up to 75 feet in length regularly plied the Potomac, carrying cargos that included flour, whiskey, iron, tobacco, and lumber. To establish and expand this trade, George Washington and other leaders engaged in a series of improvements that reduced the considerable hazards of navigating the river. They also



built sluices and bypass canals, the most elaborate of which was the series of locks that allowed boats to proceed around Great Falls.

These projects, which set the stage for the eventual construction of the C&O Canal, are carefully described in Dan Guzy's book. The work also examines the nature of the riverine commerce and the craft used for it. The many photographs will be of special interest to those who wish to know more about features of the river and intriguing early structures that are within the canal park, or visible from it. The illustrations also include historical maps, and three appendices provide useful original documents.

ON THE BOOKSHELF (CONTINUED)

An engineer by profession, Guzy is an avid canoeist who has explored the upper Potomac and its tributaries over the past 15 years. His interest in these waterways led him to archival research and to publication of a series of articles on aspects of their history. The ultimate result is *Navigation on the Upper Potomac and Its Tributaries*, a 166-page paperbound book that includes endnotes and a useful index. The six-by-nine inch volume is a handy reference and an excellent addition to the library of any C&OCNHP enthusiast.

The book is available for \$13 to C&OCA members, or \$15 to non-members. (Maryland residents, please add 6 percent sales tax.) There is also a shipping and handling charge of \$3 per copy. To place an order, print and mail the form that is provided in the "Store" section of the Association's website, www.candocanal.org. An alternative is to simply send a letter, enclosing a check payable to the C&O Canal Association, to Box 366, Glen Echo, MD 20812-0366.

TrailBook 2008-2009 On The Way!

TrailBook 2008-2009 is on order and should be available to members at a discount through our web site's "Store" section by the time that you receive this newsletter.

This updated guidebook covers the Great Allegheny Passage and the C&O Canal towpath, providing a fold-out map and a wealth of information about features and amenities from Georgetown to Pittsburgh.

Order your copy from the C & O Canal Association Store

<http://www.candocanal.org/store.html>

THE C&O CANAL IN THE CIVIL WAR — *a series edited by Gary M. Petrichick*

The Battle of Balls Bluff

by Gary M. Petrichick

A short distance downstream from Whites Ferry on a peaceful stretch of the canal, one passes the two mile long Harrison Island which hides from view the steep banked Virginia shore known as Balls Bluff. Here on Monday, October 21, 1861, in one of the last actions in Virginia that year, a minor but significant battle took place.

The Leesburg area was held by a Confederate brigade under Col. Nathan "Shanks" Evans, who had distinguished himself during the Battle of Bull Run earlier in the year, while the Maryland shore of the Potomac River and the C&O Canal were defended by the Union forces of Brig. Gen. Edward P. Stone. Gen. Stone had been recalled to active duty in December 1860 by Lt. Gen. Winfield Scott to help organize the defense of the capital, making him the first citizen called to service in the war. He commanded the Federal advance into Virginia, capturing the City of Alexandria in late May 1861 and in early June led the month long Rockville Expedition to secure the city from the west. In August, Gen. Stone was put in command of the "Corps of Observation," assigned to the area of Maryland from Noland's Ferry to Edwards Ferry. In September and October he was reinforced by the brigades of Brig. Gen. Frederick Lander and Col. Edward D. Baker, senator from Oregon and close personal friend of President Lincoln.

Maj. Gen. George B. McClellan, in command of Federal troops around the capital since late July, had been under pressure for some time to take the war to the South, and in mid October 1861, sent a 12,000 man division under Brig. Gen. George McCall across the Potomac to Langley, Virginia, a little over twenty miles east of Leesburg. Col. Evans, fearing for the safety of his 2,800 man brigade, abandoned Leesburg on the 16th. The movement was observed by the Union Signal Corps on Sugar Loaf Mountain and word was sent to McClellan who directed that troops in Langley advance to Dranesville, Virginia, to verify that the observed movement was in fact a true withdrawal. He also wired Gen. Stone suggesting that perhaps a "slight demonstration" might help move them. Meanwhile, Confederate Commander Gen. P.G.T. Beauregard, on learning of Evans' withdrawal, ordered him back to Leesburg, arriving the evening of the 19th, with Union scouts only a few miles away.

On the 20th Gen. Stone moved troops to Edwards Ferry, and following an artillery barrage had a brigade ferried across the Potomac on flat-boats passed from the canal carrying 35 men each. The Confederates retired from the area, the Union forces were ordered back at darkness, and a reconnaissance was ordered at Balls Bluff near the mid point of Harrison Island. A 20-man scouting party scaled the cliff around midnight and proceeded about one mile inland. In the darkness and fog, they spotted what they thought to be a small, poorly guarded enemy encampment. One source claims what they really saw was haystacks; two other sources say a tree line.

Regardless, on the morning of the 21st Gen. Stone sent Col. Charles Devens and 300 inexperienced men of the 15th Massachusetts to raid the "camp." Around 6:30 a.m., they reached the location reported by the scouting party and realized the mistake. Thinking they had been unobserved, they remained there awaiting further orders. At 7:00 a.m., they were surprised by veteran forces from the 17th Mississippi and were forced back to the edge of the bluff. Union troops on Harrison Island, thinking the 15th needed immediate assistance, crossed at Balls Bluff rather than at Smarts Mill across from the head of the island where an easy ford existed. That decision forced both infantry and artillery to cross on boats which were not available in the numbers needed. Gen. Stone at Edwards Ferry, on hearing of the

THE C&O CANAL IN THE CIVIL WAR (CONTINUED)

(Continued from page 19)

skirmish, gave Col. Baker the option of reinforcing or withdrawing the troops on the bluff.

Confident that Col. Baker could handle the situation at Balls Bluff, Gen. Stone concentrated on a feint across the river at Edwards Ferry, ordering a crossing as a diversion to draw attention from Devens on the bluff. Col. Evans, with intelligence gained when a Union courier was intercepted on the 20th, was aware that his right flank was in no danger from McCall to the east and that he was free to reinforce his left. Keeping three regiments at Ft. Evans on the Leesburg to Edwards Ferry road to defend against a crossing at the ferry, he dispatched four companies of infantry and three companies of cavalry to support the troops already on Balls Bluff. Col. Baker, recognizing that a crossing at Balls Bluff required more boats, reportedly spent a few hours overseeing the transfer of a canal boat from the C&O Canal to the river. The report cited mentions neither details on the boat nor the location at which the transfer was made. The Edwards Ferry River Locks are only about three miles from the center of Harrison Island, so a traditional canal boat could conceivably have been brought from there and poled upstream to the island in the time cited.

The fighting on the bluff raged back and forth from early afternoon until late evening, with Union troops and equipment being slowly and laboriously fed up the seventy-foot bluff into battle. Among those reinforcing Col. Devens in the early afternoon were five companies of the 20th Massachusetts under Maj. Paul Revere, grandson of the Revolutionary War hero. Unfortunately, Col. Baker's troop dispositions early in the day doomed the Federals to ultimate destruction. Col. Baker himself was killed and by nightfall the Federals were routed. Seriously wounded was a future Supreme Court Justice, Lt. Oliver Wendell Holmes, Jr., of the 20th Massachusetts Volunteers. Elijah V. White, a native of this area, acted as a guide and courier for the 18th Mississippi during part of the battle and later that evening was instrumental in the capture of many Union troops at the foot of the bluff. He received a commission as Captain in the Confederate Cavalry for his actions and later rose to Colonel of the 35th Virginia Cavalry. Many men died or were severely injured scrambling down the cliff, and many more were shot by Confederate riflemen from the bluff. About eighty men from various commands made it up to Smarts Mill where they commandeered a small skiff and escaped to the Maryland shore, five men at a time. Overloaded boats capsized as they attempted to cross the river in panic and for days bodies floated as far downstream as the Capital. Tom Hahn reported that canaller legend had the area haunted by soldiers' ghosts and that overnight stops here were avoided. Union losses, from a total combat strength of 1,720, are given at 49 killed, 158 wounded, 553 captured, and 161 missing, many presumed to have drowned. Confederates, with 1,709 troops, had 36 killed, 117 wounded, and 2 captured. Reinforcements were brought in to prevent a Confederate advance and the 4,500 Union troops in Virginia across from Edwards Ferry were evacuated on the evening of the 22nd on "canal boats" poled across the Potomac, thus ending the affair.

Sometime following the Battle of Balls Bluff, block-houses were constructed on the Maryland shore at the mid-point and upstream end of Harrison Island.

Gen. McClellan exonerated Gen. Stone of responsibility for the defeat, but the uproar over both the defeat and the death of Col. Baker demanded a scapegoat. At the insistence of the Joint Congressional Committee on the Conduct of the War which had been formed to investigate Union losses at Bull Run, Wilsons Creek, and Balls Bluff, Secretary of War Edwin M. Stanton issued orders for Gen. Stone's arrest in January 1862. Held without charges, he was released from Ft. Hamilton in mid August 1862, but his service in the Army was clouded and he resigned on September 13, 1863. The Joint Congressional Committee on the Conduct of the War went on to be a thorn in the side of the Administration for the remainder of the war. Col. Evans was appointed Brigadier General as of October 21, 1861, and fought at 2nd Bull Run, Antietam, and Vicksburg.

Notes: - Some sources present place names as possessives, other do not, examples being "Edward's Ferry"/"Edwards Ferry," and "Ball's Bluff"/"Balls Bluff." In addition, you find references to both "Harrison's Island" and Harrison Island." In all cases, being inherently lazy, I chose the version requiring less work.

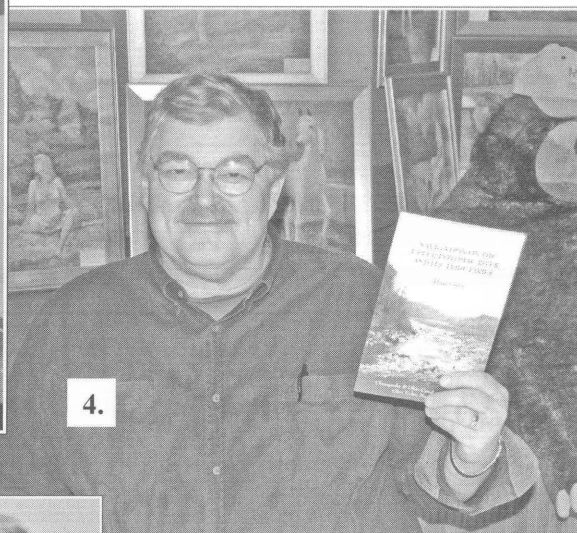
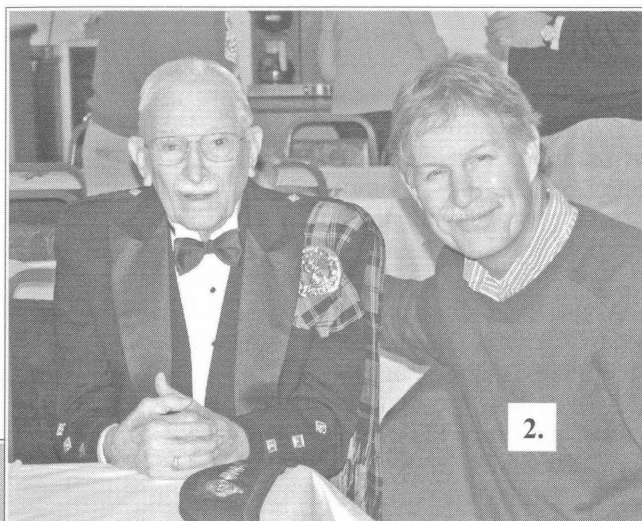
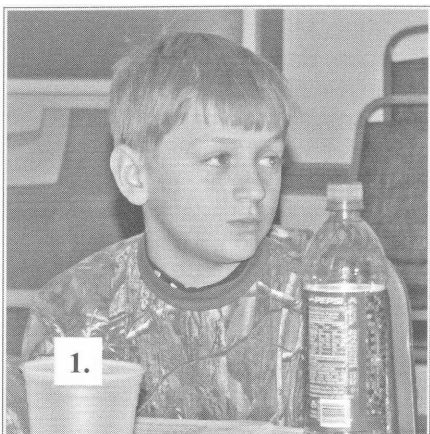
There are numerous references to boats in battle narratives, e.g. flatboat, scow, skiff, life boat, and canal boat, but none that I have found give good descriptions of the boats. We're told of a "large scow" connected to a hawser that stretched from the Maryland shore to Harrison Island that could carry one gun detachment plus horses. There is mention of a "small scow or canal boat" that could carry a gun and carriage with limber. In another case troops were crossed in two 40-man scows from the Maryland shore to the island and one 50-man scow from there to the Virginia shore.

I camped with my daughter at the Turtle Run Hiker/Biker near the mid point of Harrison Island in July 1992 and alone at the Chisel Branch Hiker/Biker just downstream in September 1993. On neither occasion was I visited by spirits other than liquid. For an exquisitely detailed account of the battle and its political aftermath I strongly recommend reading "Battle at Ball's Bluff," by Kim Bernard Holien.

2008 Towpath Pins

This year's Towpath Pins (formerly known as "tags") are now available at the C&O Canal National Historical Park Visitor Centers, or by sending your suggested donation of \$5.00 to C&OCA, P.O. Box 366, Glen Echo, MD 20812-0366. Please make your check payable to the C&O Canal Association, and we will pass your donation on to the National Park Service. Produced by C&OCA, the laminated pins feature a handsome design by artist Tom Kozar that shows the new canal boat, *Charles F. Mercer*.

ANNUAL MEETING PICTURES BY BILL MCALLISTER



Photos: (1.) C&OCA's youngest member, Robbie Eickenhorst; (2) veteran canaller Ken Rollins, formally attired in Douglas tartan, with new board member Francis Zumbrun; (3) Carl Linden presents a Mule Shoe Award to Jim Heins; (4) Dan Guzy displays his book, *Navigation on the Upper Potomac and Its Tributaries* (see p. 18); and (5) Deputy Superintendent Bob Hartman unwraps a token presented by Carl Linden from the Association in anticipation of Bob's retirement in July. The gift was a framed print of one of Tom Kozar's popular series of paintings, seen in the background, that combine figural studies with historic canal scenes. At left, C&OCA mascot Ted E. Bear adds gravitas to the occasion.

THE ASSOCIATION SALUTES NEW & RETURNING MEMBERS

Welcome!

Steven R. Bralove, Washington, DC
Scott Byrne, Dover, NJ
Hilton Campbell, Washington, DC
Annette Doolittle, Washington, DC
Julia C. Dugger, Washington, DC
Robert Eickenhorst, Mount Jackson, VA
Scott Fisher, Arlington, VA
Helen Gaul, Silver Spring, MD
Gretchen T. Hall & David Saadah, Alexandria, VA
Judith Harley, Gaithersburg, MD
Mary & Ted Hartz, Montgomery Village, MD
Russell P. Kennedy, Gaithersburg, MD
Nancy Kirschbaum, Shepherdstown, WV
Elliot & Helen Krafur, Shepherdstown, WV
Scott & Tamara MacDonald, Leesburg, VA
Don Mackenzie, Frederick, MD
Sue & Mark Moessinger, Cumberland, MD
Stan & Wendy Mopsik, Shepherdstown, WV
Thomas R. O'Brien & Lauren Cosgrove, Potomac, MD
Ray Paoella, Yakima, WA
Sam Pearl-Schwartz, Bethesda, MD
Sue & Bill Perry, McLean, VA
Rosi Rahe, Washington, DC

Jo Recalt, Potomac, MD
Gregory A. Roepke, Baltimore, MD
Jerry Rubenstein, Pittsburgh, PA
Dennis G. Simmons, Nottingham, MD
Whitney Spivey, Great Falls, VA
Mercer St. Peter, Poilsbo, WA
Andrew & Heidi Sung, Bethesda, MD
John & Renay Tyler, Towson, MD
Tom Wetzel, Hancock, MD
Ellen Woodbury, Washington, DC

Welcome Back!

Norman Bernhardt, Glen Echo, MD
Brett & Celina Binns, Ashburn, VA
Elie & Ted Cain, Potomac, MD
John Capozzi, Washington, DC
Sharrill D. Dittmann, Rockville, MD
Gregg & Robin Dougherty, Bethesda, MD
Olivia Evans, Brunswick, MD
Tom & Nancy Neal, Three Churches, WV
C.M. Piggott, Purcellville, VA
David Romanowski, Bethesda, MD
Sandra Van Fossen, Bethesda, MD

Between issues of *Along The Towpath*, keep in touch by regularly visiting the C&OCA website, www.candocanal.org.

Membership Form for New or Gift Memberships

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

(Select one)

NAME: _____

___ Individual \$15

ADDRESS: _____

___ Family \$20

CITY/STATE/ZIP: _____

___ Patron \$25

E-MAIL: _____

PHONE: _____

Total: \$ _____

Name to appear on badge: _____

Second name to appear on badge (Family or Patron memberships): _____

Gift from (if applicable): _____ Enclose card _____ Enclose note _____

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

C&O CANAL NATIONAL HISTORICAL PARK

Telephone Numbers and Personnel

C&O CANAL National Historical Park Headquarters
1850 Dual Highway, Suite 100, Hagerstown, Md. 21740

Reception Desk	301-739-4200	Kevin Brandt
Superintendent	301-714-2202	Bob Hartman
Deputy Superintendent	301-714-2200	Sharon Cleary
Assistant Superintendent	301-714-2203	Julie Chavez
Secretary	301-714-2201	Brad Clawson, Acting
Chief, Law Enforcement	301-714-2222	Jeannie Denk
Admin Officer	301-714-2204	Brian Carlstrom
Chief, Resource Mgmt. Branch	301-714-2210	Bill Justice
Chief, Interpretation	301-714-2214	P. Scott Bell
Natural Resource Specialist	301-714-2224	Vacant
Public Affairs Assistant	301-745-5804	John Hitchcock
Special Permits	301-745-5817	Bradley Hofe
Chief of Maintenance	301-714-2239	John Noel
Partnerships Coordinator	301-714-2238	Daniel Filer
Volunteer Coordinator	301-714-2233	Dan Copenhaver
Engineer	301-745-5818	Sam Tamburro
Historian	301-714-2211	

Palisades District, extending from Milepost 0 (Tidelock) and to Milepost 42.19 (Monocacy River):

Palisades District		
11710 MacArthur Blvd., Potomac, Md. 20854		
District Ranger	301-767-3720	Joshua Cunningham, Acting
Fee Collection Supervisor	301-299-3603	Paul Johnson

Georgetown Visitor Center 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supv. Park Ranger, Interpretation Alyssa Baltrus

Great Falls Tavern Visitor Ctr. 301-767-3714
11710 MacArthur Blvd., Potomac, Md. 20854
Supv. Park Ranger, Interpretation 301-767-3702 Alyssa Baltrus

Western Maryland District, extending from Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

Western Maryland District		
District Ranger	301-714-2236	Leigh Zahm
Cumberland Subdistrict	301-722-0543	
Hancock Subdistrict	301-678-5463	
Ferry Hill Subdistrict	301-714-2206	

Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, Md. 21795
Supv. Park Ranger, Interpretation Curt Gaul

Hancock Visitor Center 301-678-5463
326 East Main St., Hancock, Md. 21750
Supv. Park Ranger, Interpretation Curt Gaul

Cumberland Visitor Center 301-722-8226
Western Maryland station, Cumberland, Md. 21502
Park Ranger, Interpretation Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation	202-653-5190
Great Falls Boat Operation	301-767-3714
Boat House at Fletcher's Cove (concessionaire)	202-244-0461
Carderock and Marsden Reservations	301-767-3731

24-HOUR EMERGENCY

(TOLL FREE): 1-866-677-6677
HAZARDS CHOH_Hazards@nps.gov

Along the Towpath

Along the Towpath is published in March, June, September, and December by the C&O Canal Association (C&OCA), P.O. Box 366, Glen Echo, MD 20812-0366. Material for consideration may be submitted to the Editor at that address, for receipt by the 15th of the month prior to publication. Electronic submission is preferred: editor@candocanal.org.

Editor: Carl Linden

Associate Editors: Melanie Folstad, Dave Johnson, Don Juran, Ned Preston, Nancy Long, and Helen Shaw



C&O CANAL ASSOCIATION

Membership in C&OCA 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, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA 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 fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 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.

C&OCA maintains a home page at <http://www.candocanal.org>. The webmaster is Matthew James Teigen (webmaster@candocanal.org). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

2008 Association Officers

President: Rachel L. Stewart, 5914 Washington Blvd., Arlington, VA 22205, 703/237-4727, president@candocanal.org

First Vice President: Dward Moore, 403 Walnut St., Brunswick, MD 21716, 301/834-6007, firstvp@candocanal.org

Second Vice President & Level Walker Chairman: Bill McAllister, 5500 Cordona St., Lanham, MD 20706, 301/577-4757, level-walker@candocanal.org

Secretary: Bill Holdsworth, 10 Radburn Ct., Rockville, MD 20850-2740, 301/762-9376, w.holdsworth@att.net

Treasurer: William Bauman, 1086 Adams Rd., Winchester, VA 22603, 540/888-1425, treasurer@candocanal.org

Information Officer: Suzanne Beckwith, POB 4, 31 Water St., Smithburg, MD 21783, 301/824-2518, inquiries@candocanal.org

Board of Directors: (terms expire in 2011): Jim Heins, George Lewis, Merritt "Skip" Magee, John Wheeler, Francis Zumbrun; (terms expire in 2010): Bill Burton, Ron Howard, David M. Johnson, Thomas L. Perry, Marion Robertson; (terms expire in 2009): Stephen Eastham, Bill Hibbard, Nancy Long, Marlow Madeoy, Dorothea Malsbary.

Committees (contact at the C&OCA mailing address/tel. no. above): Archives, Molly Schuchat; Environmental, Fred Mopsik; Festivals, Rita Bauman; Level Walkers, Bill McAllister; Membership Coordinator, Barbara Sheridan; Nature, Peter Whitney; Projects, Ken Rollins; Programs, Dorothea Malsbary; Sales, Bill Hibbard; Volunteers In the Park (VIP), Jim Heins; Youth, Val Wheeler.

Along The Towpath

Chesapeake & Ohio Canal Association

Please Note:

Inserted into this issue are two separate reservation forms printed on a single sheet. One form may be used for the dinner following the Justice William O. Douglas Memorial Hike on April 12, the other for the Presidents Breakfast on May 31. We hope to see many of you at these events!

In This Issue

Justice Douglas Memorial Hike	1
Great Falls Tavern Reopens	1
Accompanied by the Past	2
Annual Meeting Report	4
News and Reports	5
From The Association	7
Announcements	9
Calendar	10
On the Level	13
Contributors	16
Across The Berm	17
On The Bookshelf	18
The C&O Canal in the Civil War	19
New Members and Membership Form	22
Masthead & Directory	23

CHESAPEAKE & OHIO CANAL ASSOCIATION, INC.
P.O. Box 366
Glen Echo, MD 20812-0366

PRESORTED
FIRST-CLASS MAIL
U.S. POSTAGE PAID
Woodbridge, VA
PERMIT NO. 70

FIRST CLASS MAIL



5*2*****5-DIGIT 21742

Membership Expires: Dec-2008

JOHN C. FRYE
12968 LITTLE HAYDEN CIR
HAGERSTOWN MD 21742-2558