

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.

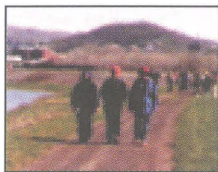
VOLUME XLI

March 2009

NUMBER 1

THE 55TH ANNIVERSARY JUSTICE WILLIAM O. DOUGLAS HIKE

Cumberland to Washington DC - 184.5 Miles - April 19 to May 2



It's a long way to go

Start at mile 184.5
From Cumberland

April 19 Cumberland to Spring Gap

April 20 Spring Gap to Town Creek

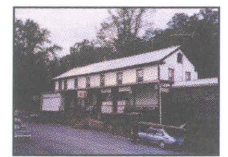
April 21 Town Creek to Stickpile

April 22 Stickpile to Cacapon Junction

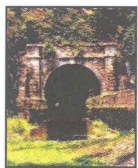
April 23 Cacapon Junction to Hancock

April 24 Hancock to McCoys Ferry

April 25 McCoys Ferry to Williamsport



Bill's Place - Little Orleans



Paw Paw Tunnel



Cushwa Boat Basin
Williamsport Md.

April 26 Williamsport to Dam 4

April 27 Dam 4 to Antietam

April 28 Antietam to Brunswick

April 29 Brunswick to Indian Flats

April 30 Indian Flats to Sycamore Landing

May 1 Sycamore Landing to Great Falls

May 2 Great Falls to Tidelock

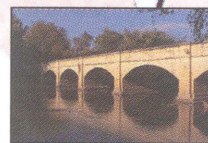


Bigfoot Arrives

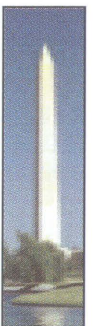
Finish

Mile 0

at Tidelock on the Potomac,



Monocacy Aqueduct



See inside: news on the big hike (p. 2), the annual meeting (pp. 3-4), the first Douglas hike (p.6), Lil, the mule's 15th anniv. (p. 17), and More!

Along the Towpath

55th Anniversary Douglas Thru-Hike News

by Barbara Sheridan

Almost everything is ready to celebrate the 55th anniversary of Justice William O. Douglas' famed 1954 hike that ultimately led to the creation of the C&O Canal National Historical Park. As has been the tradition for the past 35 years, this celebration will be in the form of a two week Thru-hike from Cumberland, Maryland, to Georgetown in Washington, DC.

Many dedicated C&O Canal Association members have spent a considerable amount of time over the past year to put together what we believe will be one of the best Thru-hikes ever. We will again have daily handout sheets (developed by the Park Service for the 2004 hike) and we are planning to have several interpretive presentations along the way. It is anticipated that a number of historic structures that will be open as we hike by.

As we go to press, the roster of Thru-hike participants still has a few openings. If you are interested in becoming part of this event, please contact Patricia White at hikemaster@candocanal.org as soon as possible.

We welcome all to come out and join us as day-hikers along the way. For the convenience of those wishing to join us on a day hike, our end-to-end schedule is as follows:

Daily start/stop	Start Mile	End Mile	Day Total
4/19 - Cumberland to Spring Gap Campground	184.5	173.4	11.1 miles
4/20 - Spring Gap to Town Creek H/B*	173.4	162.1	11.3 miles
4/21 - Town Creek to Stickpile H/B	162.1	149.4	12.7 miles
4/22 - Stickpile to Cacapon Junction H/B	149.4	133.6	15.8 miles
4/23 - Cacapon Junction to Hancock	133.6	124.1	9.5 miles
4/24 - Hancock to McCoys Ferry Campground	124.1	110.4	13.7 miles
4/25 - McCoys Ferry to Williamsport	110.4	99.7	10.7 miles
4/26 - Williamsport to Dam 4	99.7	84.4	15.3 miles
4/27 - Dam 4 to Antietam Campground	84.4	69.4	15.0 miles
4/28 - Antietam to Brunswick Campground	69.4	54.0	14.3 miles
4/29 - Brunswick to Indian Flats H/B	54.0	42.4	11.6 miles
4/30 - Indian Flats to Sycamore Landing	42.4	27.2	15.2 miles
5/1 - Sycamore Landing to Great Falls	27.2	14.3	12.9 miles
5/2 - Great Falls to Tide lock	14.3	0.0	14.3 miles

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

Day hikers must make their own arrangements for transportation and meals. For information on access points, please consult the Chesapeake and Ohio Canal NHP brochure or call the Park Headquarters at (301)739-4200.

Day hikers and non-hikers are welcome to join us for the dinner banquets in Cumberland on April 18, Williamsport on April 25th and the final banquet in Potomac, MD on May 2, 2009. We have also arranged for non-hikers to be able to join us for breakfast in Cumberland on April 19 as we prepare to depart on our 2-week journey. Please use the reservation form that is included in this newsletter to join us for dinner and/or breakfast. Your reservations **MUST** be re-

ceived by April 10, 2009. Reservations received after that date will **NOT** be honored and your money will be refunded after the end of the hike.

Saturday, May 2, is the final day of the Thru-Hike and also the annual Douglas Hike. On that day we will be hiking from Great Falls to Milepost 0 in Georgetown. The hike is scheduled to start at 9:30 am. Hikers will assemble in front of the Great Falls Tavern for picture taking and the final sendoff ceremony.

Since the final day of the Thru-Hike will be combined with the Annual Douglas Hike, arrangements have been made for shuttle buses to take all hikers from Tidelock (Thompson's Boat Center parking area) to Great Falls before the start of the hike. The cost to ride the bus is \$3 per person in advance (see reservation form enclosed) or \$5 at the bus in the morning. The buses are scheduled to depart Tidelock at approximately 8:30 a.m. for Thru-Hikers and 9am for all others.

The final banquet will be held at the St. Francis Episcopal Church, 10033 River Road, Potomac, Maryland. Happy Hour is at 7 pm and dinner at 8 p.m. Please mark your calendar and plan on joining us for this memorable event.

If you have any questions please contact Barbara Sheridan at (301)752-5436 or membership@candocanal.org.

From the President

Winter is fading into Spring, and that means it's nearly time for the quinquennial Thru-Hike. Every five years we celebrate the initial steps that preserved the abandoned Chesapeake & Ohio Canal as a sanctuary and prevented construction of a Parkway. And it's exciting to think that nearly 50 of us will participate in this adventure. Surely for many who take this long walk, it's no big deal. I have walked the entire canal, but not in one stretch. This will be the first year that I start in Cumberland and, with luck, good shoes, and fine companions, end two weeks later at Mile Zero in Georgetown.

There are important things that cannot be seen at speeds greater than three to four miles per hour, and I intend to look for them. Wildflowers like tiny spring beauties and shy trout lilies, pawpaw leaves no bigger than a kitten's ear. Having taken long hikes in the Scottish highlands, I'm also looking forward to walking on level ground, without roots and rocks to trip me up, and certainly no ups and no downs.

I'm very grateful to those who've planned for hours and weeks to ensure that the hikers have a safe, interesting, well-fed long walk, and to those walkers whose experiences help shape each successive Thru-Hike. When the evening news is grim, and becomes grimmer by the week, it's a pleasure - and even a relief - to walk out the door and take "practice walks" through my neighborhood. If you have the time in late April, come out and walk a few miles, or a day with us. See you on the towpath.

- Rachel Stewart



Along the Towpath

President's Welcome to Annual Meeting

Welcome to all, and I want to take the opportunity to thank you for your past support of the Association and of the C&O Canal National Historical Park. Because of friends like you, the Park's efforts to preserve and improve the C&O Canal and its towpath and many structures continue to move forward.

I believe that C&OCA membership support has been and continues to be critical in enabling efforts to protect and enhance and enjoy all aspects of the Park. Here are some of the steps that the Board has taken toward that end.

During the past year we began using an improved system to provide periodic e-mail "blasts" to the membership, ranging from reminders of hikes, bike rides, dinners, and other events, to requests that members take specific actions.

In the interest of communicating C&OCA activity to the Park's staff, two complimentary copies of our newsletter are now being sent to the Park headquarters and one to all of the five Visitors Centers.

Occasionally the Board takes steps to honor a special person. To that end, the Board approved adopting a Catoctin Aqueduct stone in honor of Bill Schoenadel, owner of the well-loved Bill's Place at Little Orleans; Bill is a true friend of the Canal. And to honor the memory of our beloved and revered friend Ken Rollins, the Board amended the name of the C&O Canal Fund to "The Ken Rollins C&O Canal Fund."

We authorized funds for events in towns along the canal: \$1,000 to Cumberland for its Canal Fest, \$1,000 to Williamsport for its Canal Days; and \$3,000 toward construction of a wayside exhibit at Oldtown to commemorate the Liberty Tree there. And as part of the Town of Sharpsburg's fall festival, we supported a remembrance of the Spong family, whose children died in a horrific accident on the canal in Georgetown in 1916.

We urged the membership to undertake an email letter campaign to the Secretary of Interior Ken Salazar, to Acting NPS Director Dan Wenk, and to the Regional Director of the National Capital Region, Peggy O'Dell in support of our Park in the use of the Economic Recovery bill funds.

Finally, the Board allocated up to \$40,000 to fund the cost of the required Environmental Assessment for Big Slackwater. At the meeting, I presented Superintendent Kevin Brandt with our check for \$25,000. We may allocate additional money to be used for the design stage, so that the project is ready for construction no later than September 30, 2010, the deadline for use of Economic Recovery funds. The more advanced the preparation is, the greater the likelihood of completion by the deadline. And you see where that is going.

March 7, 2009

- Rachel Stewart

Annual Meeting Features Donation for Big Slackwater

At its Annual Meeting on Sunday, March 7, the C&O Canal Association donated \$25,000 to the National Park Service for a timely preparation of an Environmental Assessment of the restoration of the eroded towpath in the Big Slackwater area of the C&O Canal National Historical Park. The donation was a highlight of a spring-like day that was ideal for visiting the historical sites in and near Williamsport, where the event took place.

Following the President's welcoming remarks, committee chairs made their reports. Tom Perry said that the Big Slackwater Committee has continued to collect petition signatures and has been stressing the danger to hikers and bikers who are forced to use public roads to bypass the closed towpath section. He explained that recent recovery legislation may well prove helpful to the project. He said that Association officers and members have been at work advocating funding for Big Slack.

George Lewis declared that the Catoctin Aqueduct restoration is "shovel-ready," and thanked the Association for the role its support and donations have played. He expects that the NPS would begin major work at the site within 30-60 days, and believes bids would be opened in June on two contracts for stonecutting and construction. He said an aqueduct stone honoring Ken Rollins under the "Adopt-a-Stone" program would be dedicated on March 15.

Treasurer William Bauman reminded members that the C&O Canal Fund has been re-designated the Kenneth Rollins C&O Canal Fund. William asked that those making contributions in memory of Ken make clear whether they intend their gift to be added to that renamed fund or to the Catoctin Aqueduct Fund.

Jim Heins thanked Skip Magee for his help in managing the Volunteers-In-Parks (VIP) program. Jim outlined upcoming VIP projects (see Calendar, pp.18-19) and invited members to join in them, including the Annual Potomac Watershed Cleanup on April 4. Jim said that a VIP crew able to handle heavy work has now installed some 35 wayside exhibits, with the help of the Park Service and local groups such as the Cumberland-based Bike Patrol. He also noted that the park has made progress toward installing benches.

Marion Robertson said that the Nature Committee is considering a butterfly/dragonfly walk this summer; Richard Stoll and John Wheeler reported that the Audit Committee had found no discrepancies; and Carl Linden thanked artist Tom Kozar and video producer Dave Humphrey for their generous help to Special Projects.

Val Wheeler asked members for ideas on Youth Committee projects and also for any information on existing canal-related school programs. William Bauman proposed that the Board consider assisting schools in paying for buses to bring students to the canal, and also aiding the Park Service in refurbishing the recently-vandalized Lockhouse 75.

On behalf of the Bylaws Committee, Dave Johnson presented the four minor amendments all of which were unanimously approved. The amendments: make clear that the Nominating Committee is to propose only a single candidate for each office; adjust the eligibility for membership in the Legal Advisory Committee; and establish the Bylaws Committee and Special Projects Committee as standing committees.

By acclamation, the assembled members approved the nominations for officers and directors published in the December Towpath. This meant another term for all incumbent officers, including Information Officer Adrienne Gude, who had been appointed to fill a vacancy during 2008. Directors elected for a three-year term

were Carl Linden, Dorothea Malsbary, Marlow Madeoy, Don Harrison, and Lisa Hendrick.

Superintendent Kevin Brandt briefed members on developments in the park, assisted by Rangers Curt Gaul and John Noel. Points included the hope that a range of pressing needs will receive grants from federal recovery legislation, the proposed omnibus budget bill, Maryland's Transportation Enhancement Program, and other sources. Projects that have already been funded include equipment to operate the stopgate at Mary's Wall, and purchase of electric-powered launches that can be transported by trailer and operated on most of the watered sections of the canal. The launches' designs will copy boats used historically on the canal. The boats will be used for a new form of interpretive experience for visitors.

A review of the park's Long Range Interpretive Plan will begin on March 18. Meanwhile, the park is introducing Canal Quarters, a pilot program under which park visitors will pay a fee to stay overnight in lockhouses with special interpretation provided. The program should begin by Memorial Day at Lockhouses 6, 22 and 49 with 28 and 35 perhaps added next.

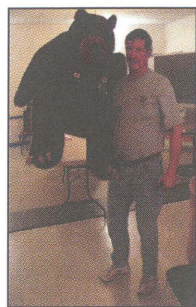
Two new park staff members will manage a new Canal Stewards Program, under which volunteer groups at the C&O Canal will help maintain specific park areas or facilities such as camping sites. The program will be coordinated with the Levels Walkers and is not intended to conflict with our activities.

Following Happy Hour, Jim Heins showed a slide show of Thru Hike scenes, the attendees enjoyed a tasty dinner. Everyone thoroughly enjoyed Matthew Dodd's canal presentation. A true showman, he regaled us with his canal stories and songs. His musical skill was displayed in his mastery of guitar, banjo, and mandolin.

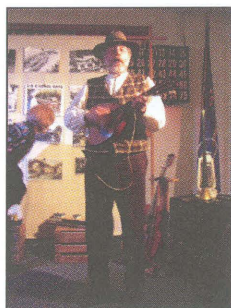
- Ned Preston



Breakfast at the Legion



Man and Bear



Showman Matt Dodd



Happy Hour

Association Makes Donation for Big Slack



President, Rachel Stewart, presents a \$25,000 check to Superintendent Kevin Brandt in support of an EA (Environmental Assessment) for a repair of the towpath along Big Slackwater. Photo by Ned Preston

Impromptu Hike to the Big Slack Barrier



Left / Right: Nancy & David Long, Helen Shaw, Barbara Sheridan, Pat White, Linda & Tom Lightfoot, and Bill Burton. Val Wheeler (in front of barrier). Tom seems to be hiding under his hat. Camera shy? Photo by John Wheeler

The impulse to stride forth is strong among our hiking clan. Though no pre-annual-meeting hike was scheduled for the day, ten of our members took a jaunt down to the Big Slack anyway. They gathered at the Dam 4 boat ramp and tarried at the barrier blocking off the section of the towpath that flooding has washed away. The weather was just right for a stroll along the Potomac. Val is blocking out the STOP-Towpath-Closed-Beyond-This-Point sign. Robert Frost was right: "Something there is that doesn't love a wall."

Along the Towpath

Building America's Canals

Exhibit Returns to C&O Canal at Williamsport in 2009

by Curt Gaul

With each thrust of his shovel at the ceremony to begin the construction of the C&O Canal, three, four, five times, President John Quincy Adams' hat fell over his eyes and had to be repositioned. One would think that the roots blocking his shovel were challenge enough! Yet with each thrust, three, four, five times, the rest of the class of fourth graders laughed at the "President's" dilemma.

"President John Q. Adams" in this case is not the sixth President of the United States, but a student from a Washington County fourth grade class participating in a field trip to see the National Canal Museum's Building America's Canals traveling exhibit at Williamsport. The exhibit was on display in the Trolley Barn in the Cushwa Basin from mid-April through mid-October 2008. In the spring and fall 2008, over 3,550 students visited this exhibit and participated in park-led education programs. During this six-month period, the park staff provided 214 education programs.

When school groups visit the exhibit they participate in three activities. One activity includes a historical tour, led by a member of the park staff, from the Cushwa Basin to Lock 44. Along the way they stop and discuss Washington's dream for a water route to the west, the start of the canal construction with President JQ Adams (and his big hat!), the competition with the railroad at the Williamsport Railroad lift bridge, and life on a canal boat. Then at Lock 44 the students help open and close the lock, and tour the Lockhouse.

The second activity is a tour across the Conococheague Aqueduct and along the drained prism of the canal west of Williamsport. On this tour the park staff shares the story of the boat breaking through the aqueduct in 1920, the canal's closure in 1924, natural habitats and the re-growth of vegetation along the canal, and the efforts to preserve the canal, including Justice Douglas' hike in 1954.

The third activity is a visit to the Building America's Canals exhibit. As students enter the exhibit in the Trolley Barn they divide into groups of three to five students. They then engage in the exhibit as they build a model of a canal, construct an aqueduct, use cranes to load cargo onto a canal boat, and (via computer) construct and operate locks, and, as a boat captain, run their own boat along a canal.

In spring and fall 2008, the majority of the students who visited the exhibit were the fourth graders from every Washington County public elementary school, plus a handful of classes from other area private schools. The response from both the students and teachers to the field trip was very positive.

The C&O Canal field trip was a great experience for our fourth grade students. Maryland state history is a part of our curriculum and instruction, and what better way for the students to learn the history of Maryland than through some thing so close to home.

Bester Elementary Fourth Grade Teachers and Students

What I liked about the field trip was we got to work a lock. Then we learned how to build a lock and build a crane and then blew the horn for the lockmaster. I felt like I want to go back again.

Dylan, Fourth Grade Student,
Sharpsburg Elementary

The exhibit will return in 2009, again from mid-April through mid-October. The Washington County Public School fourth grade classes will return for field trips in fall 2009. At this date the spring 2009 field trip dates are wide open. Schools from the surrounding region are encouraged to come to the exhibit and to participate in the field trips. If you know of a school that may be interested in participating in this field trip have them contact the park.

Not only did students visit and enjoy the Building America's Canals exhibit, the exhibit was open daily to the general public. A total of 11,518 visitors interacted with the exhibit. C&O Canal Association member and past President Tom Perry noted; "As an adult I enjoyed the exhibit as much as my three grandchildren did!" So if you did not have a chance to see the exhibit in 2008, come to the park and see the exhibit in 2009!

Volunteer support is needed to staff the exhibit in 2009. Volunteers work a three-hour shift one day a week, or two days per month, from mid-April to mid-October 2009. For more information about the National Canal Museum, Building America's Canals exhibit, contact the C&O Canal NHP Visitor Center at 301-582-0813 or e-mail West District Ranger Curt Gaul at curt_gaul@nps.gov.



The boy in the foreground is busy "constructing" a canal. The 90-foot long table above has a topographic model upon it. It is supplied with all the parts and pieces. - NPS Photo

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 (106–43 BCE), Pro Publio Sestio**

The 1954 Douglas–Washington Post Hike

NOTE: The following account is gleaned from various newspaper articles in the C&O Canal NHP headquarters library. Some clippings included the date they were published and the newspaper they appeared in, others did not. I've provided information on the paper and date of publication when it was available.

It was in an atmosphere of increasing division and growing distrust among agencies and the public over the future of the C&O Canal lands that the *Washington Post* published its January 3, 1954 editorial in favor of the parkway. Taking the view that the canal was “no longer either a commercial or a scenic asset,” the paper emphasized that using the old canal as a parkway would make the beautiful Potomac Valley accessible to sightseers, fishermen, and hikers, etc.

As those familiar with canal hagiography know, a letter to the *Post* from Supreme Court Justice William O. Douglas was published by the paper on January 19. It extolled the virtues and resources of the canal and river, and challenged the author of the editorial to “take time off and come with me” to walk the 185 miles from Cumberland to Washington. On January 21, the editorial’s author, Merlo Pusey, and editorial page editor, Robert H. Estabrook, accepted the challenge in a published response.

Conservationists and outdoorsmen were quick to sign on, some of them already working to save the canal lands as a natural and historical resource. Among those who joined the hike group were leaders in the D.C. Audubon Society, The Wilderness Society, the National Parks Association, and the Potomac Appalachian Trail Club. The PATC took on responsibility for transporting the hikers’ equipment from point to point and for preparing the meals. Sportsmen’s clubs were lined up along the route for most nights’ accommodations.

On Friday, March 19, the B&O Railroad provided a special car to carry the Douglas party and the press representatives accompanying it to Cumberland. At the time of the hike, Douglas was 55 and Pusey 52.

On Saturday, March 20, to avoid the odoriferous remnants of the canal in Cumberland, the group of 34 began their walk at a point 10 miles downstream at Lock 72 then called “the Spring Gap Lock” (at mi. 174.44), which is immediately adjacent to the road. Nearly an inch of rain had fallen Friday and Friday night, and continued as a cold drizzle on Saturday (*Dallas Morning News*, March 21). As a result, the hikers walked on a muddy towpath and did not take a substantial rest until Oldtown, although a pattern was established of walking 50 minutes and resting 10. From Oldtown Douglas and about 20 others continued on to Paw Paw.

Aubrey Graves, *The Washington Post*’s Country Life Editor, covered the hike both with articles and in his column “Country Livin’.” In a March 21 article, he quoted from a telegram sent by a Cumberland citizen and received by Douglas at the start of the hike:

That long, long trail that’s winding

Was not meant for a hiker’s haven;

We must remain a transportation center,

So please don’t object to its pavin’

In the same article, Graves described the group as setting off “through a gauntlet of woodchuck holes, tangle wood, and cameramen.”

The first night was spent at the Cardinal Club (at the mouth of Town Creek), described by the March 21 *Dallas Morning News* report as “an exclusive hunting and fishing lodge.” *Washington Star* reporter George Kennedy, in his Sunday article, noted how the hikers around the fireplace had expressed surprise at the number of television and radio men that had met them during the day wherever the road was near the towpath. When some of the group expressed their opinion that they were participating in the biggest story of the day, “others warned that Senator [Joseph] McCarthy was probably topping it.” Kennedy also reported that the PATC members present predicted only seven men would finish the entire hike.

The hikers were taken to the Paw Paw Tunnel to start their second day hike (Sunday, March 21) and George Kennedy’s March 22 *Evening Star* article included the fact that they set off in a minor blizzard and that it took them ten hours to walk 22 miles simply because they “took their time.”

The towpath in the deep cut below the tunnel was gone—today, as in the operating days of the canal, it is on an elevated boardwalk, making that stretch particularly difficult. Near the Cumberland Outdoor Club a sign along the canal invited them up for coffee and sandwiches. While there, Lee Bailey, club president, informed the group that he was dead set against the building of a parkway along the canal.

Kennedy described himself as walking the last six miles in a state of “sheer exhaustion” and proclaimed “I’m ready to die any time now.” He also said he had begun seeing a mirage of the finished parkway, with “kindly people in gold-plated Cadillacs...asking me to ride with them.”

By Monday night the hikers around Douglas were down to 15. They camped at Fort Frederick, the only campout on the hike. On Tuesday, at Williamsport, a school band and chorus “offered music to soothe the sore-footed thinning band of C&O Canal hikers.” It was noted that “comments of many hikers so far have been in favor of constructing a proposed parkway paralleling the canal.” (*Washington Post*, March 23)

When they passed through Falling Waters, one hiker suggested that it be renamed “Falling Arches.” They spent Tuesday night at the nearby Potomac Fish and Game Club.

The March 24 *Washington Post* article, which like others during the hike, commented on Irston Barnes’ bird identification skills, refers to the hike as a “jog,” and emphasizes Douglas’ mountain climbing experience. The article ends by noting that Douglas, Estabrook, and Pusey formed “the hard core of the caravan.” That edition of the paper also carried four large photographs showing the “picturesque countryside” and the hikers working their way around a washed-out section of the towpath, sleeping on club floors, and at a meal.

In his Wednesday, March 24 *Evening Star* article George Kennedy comments:

The Justice is still going strong. It isn’t that he is tireless. He was almost done in Sunday night and he was very weary last evening. But he knows how to walk and he is going through with the hike.

Kennedy also notes that at every town the hikers had been met by groups of citizens and school children. In Hancock, Douglas had

Along the Towpath

asked a civics class that turned out to meet him if anyone knew how many justices had served on the Supreme Court. No one did, but when Kennedy asked Douglas later how many there had been, he admitted he did not know himself. Kennedy stated that Douglas never refused a request for an autograph, and if someone wanted to talk with him, he would reply: "Come on along, we'll talk while walking."

Wednesday night was spent at the Conococheague Lodge near Antietam (*Washington Post*, Thursday, March 25). Wednesday had seen the group's first encounter with organized resistance to the parkway. As they approached Shepherdstown, they found a sign attached to a tree reading: "Our thanks to the Washington Post and Times Herald." A way further on, a second sign, attached to a stake beside a mud puddle warned: "Justice Douglas, keep to right. Booby traps to left are for Post editors." A third sign, five feet beyond, read:

Henry Kyd Douglas

Stonewall Jackson's aid

Got a hill named after him—

You keep our sanctuary,

We'll have another hill named Douglas.

Beyond that sign, a group of about a hundred Shepherdstown residents had gathered, and Douglas worked his way through the group by greeting some and introducing them to hikers near him, making his escape and leaving the others to catch up when they were able. The author of this report also describes how a recent flood had covered the towpath and left silt that was still wet and that clung to the hikers' boots, making walking extremely difficult.

The author of the article published on Thursday noted that by Wednesday, the number who had walked all the way with Douglas was down to only ten. However, another dozen who had begun with the group, but had not gone the whole way were still participating.

George Kennedy, in his March 26 article in the *Evening Star*, described a break above Harpers Ferry that the group encountered.

[It] separated the men from the boys. To get past it you have to clamber the side of the mountain where big exposed rock faces make the going difficult. The Judge, who has tackled the Himalayas in recent years, did not hesitate. He went up the mountain side using grapevines for pull and with unerring eye found a way to keep going for the several hundred yards to the point where the towpath resumes.

An article appearing in the Friday, March 26 edition of the *Washington Post* reported that at Brunswick on Thursday the hikers had encountered ardent parkway support from the town's Board of Trade and citizens' committee who served them coffee and donuts under a banner that read: "JUSTICE DOUGLAS: BRUNSWICK FOR PARKWAY." By Thursday the hiking group was reduced to 23 and they ended the day at Camp Kanawha behind Calico Rock.

On Friday when the group set off, only eight remained who had walked every mile with Douglas. George Kennedy named the "Immortal Nine" (as they came to be known) in his March 26 article in the *Evening Star*: "Justice Douglas, Constant Southworth, George Frederick Miller (the oldest at 73 yrs.), Harvey Broome, Olaus Murie, Grant Conway, John Pearmain, Albert Farwell, and Colin Ritter (the youngest at 33 yrs.)." Sigurd Olson had been forced out by a swollen ankle and Drew Chick, an NPS naturalist who had hiked over the Sierra Nevadas, had been forced out by an infected foot. Others had either never planned to hike the entire way, took off time to rest, or rode part of a day's hike in the support vehicles. In the end, Merlo Pusey walked 140 miles and Robert Estabrook walked 150.

At Camp Kanawha, Kennedy noted that among the locally prominent men on hand to greet the group was Will Delaplane, publisher of the *Frederick News Post*, and Russell McCain, chairman of the State Roads Commission. He also commented on the central heating in the club house that made it impossible for him to sleep and drove him out to complete the night under a canoe that "proved very good protection from the constant rain."

On Friday the group walked to Seneca and spent the night at the Izaak Walton League near Poolesville. The day had included one major challenge, as recent high waters at Broad Branch had washed out the towpath bridge. Most took off their shoes and rolled up their jeans to wade across, although others found that one of the Park Service maintenance men had built a stone crossing about 100 feet below the towpath gulch. Dinner that night included buffalo and salmon steaks.

An unidentified clipping described the final miles on Saturday morning when the group found themselves joined by more and more supporters. It states that by the time they were 10 miles from Georgetown, they had fifty followers and were "paralleled in the canal by canoeists bearing such signs as "SAVE THE CANAL" and "LESS CARS — MORE CANOES."

A quarter-mile below lock No. 5, the hikers were met by Interior Secretary Douglas McKay. There the group boarded the Park Service sightseeing barge pulled by two mules, and an article tells us:

When the party climbed out onto the Georgetown Cobblestones at the end of the trip, [Douglas] seemed as fresh and springy of step as ever. But as he got into his chauffeur-driven Oldsmobile to go home, certain marks of wilderness attrition were unmistakably evident: somehow, somewhere, Justice Douglas had got his chin into some poison ivy.

In the newspaper accounts of the hike, there is frequent disagreement and confusion on both the total and daily mileages. My calculations based on descriptions of where hikes began and ended each day on the towpath, give these mileages: 20th mi.; 17.6; 21st, 21.2; 22nd, 22; 23rd, 18.7; 24th, 24.5; 25th, 22.3; 26th, 24.3; and 27th, 17.8 walked plus five on the boat. These do not include detours from the towpath to get around obstructions or distance walked to and from some of the places they spent the night. The total distance walked on the towpath, not counting the five miles on the boat, was 168.4 miles.



Left to right: Merlo Pusey, William O. Douglas and Bob Estabrook

NPS Photo

Frostbite Hike

'Twas a fine winter morning when a few of the hardier Association members met at Great Falls Tavern for the Annual Frostbite Hike. Not that a lot of frost was showing, but it was a tad nippy. Leaving the Tavern via the back door, we set off for the bluffs overlooking Lock 19. As luck would have it, leaves obscured the trail, but Carl, our resourceful leader, led us up the trackless slopes to splendid views of the river and towpath and, fortunately, to the trail we followed down. Stop 2 was the overlook on Olmstead Island where we reveled in the mighty torrent cascading over the falls. Well,



maybe the river was a bit low, but we did espy the ever-present great blue heron. Then we marched in grand formation down the towpath to inspect the breach above Mile 12. A sad sight indeed, but the ever resilient Park Service had a short detour in place so photos could be taken up close and from all angles. The Washington Aqueduct was inspected and declared a magnificent piece of engineering as we returned to the Tavern for a short song fest before adjourning to the Bistro in Potomac for lunch and continued good fellowship. P.S. The Bistro food was great but the sign outside says "PIZZA". - Pat White



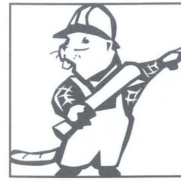
The Frostbite Hikers on the bluff above Great Falls. Views of the canal, the falls and the gorge below are spectacular. In winter the view is unobstructed. We hiked to five "vistas" in the area including a view of the Rocky Island (below) seen from the towpath along Widewater. Left to right: Ned Preston, Bobbie Thornberg, Barbara Sheridan, Karen Gray, Estelle Laughlin, Sonny DeForge, Neil Gilliam, Pat White, Rachel Stewart. Photos by Carl Linden



Widewater: "Japanese Water Garden?"

Expert Tree Fellers at Work Along the Towpath

One day last fall Sonny DeForge and your editor were walking along the towpath and came upon ten neatly felled trees by the Little Falls



Let's Go Fellows!

intake station. The beavers were at it again as they often are on the canal and river. If the beavers could talk to us, they might say "Whose territory is this anyway? Weren't we here first? We only take down to build up our fine dams and lodges. Don't you do the same? You talk about wetlands. We create them with our dams. If you want to save trees, put up a fence. You can cage and exile us. But we don't give up so easy. We'll be back."



Gnawed down with geometric care leaving a neat circle of chips.



Sonny DeForge examines the handiwork of *Castor Canadensis*

ON THE LEVEL by Level Walker Chair Bill McAllister

Five years passed by quickly and the much anticipated through-hike is upon us. We start hiking from Cumberland on Sunday, April 19. Let me encourage Level Walkers, and all members, to join us as day hikers. I'll be hiking and I have volunteered to be the permanent sweep so I will be lagging behind, taking pictures, savoring the moments, and napping. Level walkers please consider a trip to your level sometime during the first three weeks of April. May I suggest Levels 69 through 35 the first two weeks, then Levels 34 through 1 the middle two weeks.

Level #1 Tidelock to Incline Plane; John Barnett reports: 11/15 Some fall colors but mostly just dull. A few ducks. Just got back home in time to avoid the squalls which hit here today. Good timing. 11/29 Bleak. No flora and no creatures. 12/27 Tidelock clear. Picked up a few items and left a fresh trash bag. 1/23 Towpath was so clean that I wonder if the rangers had been through. I don't think so, though because the canal is loaded with trash and needs to be flushed. At least on Inauguration Day the barge was taken off its moorings and placed at ready at the Visitors Center. This is my first inspection in around a month although I have picked up trash on Sundays in the Visitor Center area on my way to and from church. After I got through, I sat for a while on a nice bench in the newly built Georgetown Waterfront Park. What a delightful spot that has become. And to think that not too many years ago it was a railroad yard!! 1/4 **Mike Flanigan & Mary Jo Cittadino report:** We spent a couple of hours today, Sunday, January 4, walking the canal picking up trash. We noticed on our clean up walk yesterday that someone had defaced two of the educational signs (at Lock 4 and on pedestrian overpass on 34th). We came prepared with liquid detergent and a scraper. It worked. We did contact Georgetown BID about placing trash cans where the Canal Walk intersects with Georgetown's streets. This resulted in two cans so far: one at 29th and the Canal on the west side (there was already one on the east side) and one behind the Water Street Condo at the Canal.

Level #4 Cabin John Creek to Lock 14; Larry Heflin reports: 11/1 Erosional collapse under towpath just upstream of Lock 8 repaired early September and the wooden pedestrian bridge that once covered it has been moved to alongside towpath just downstream of Lock 9. Canal remains essentially dry upstream of Lock 8 through upstream of Lock 14 (end of my section) as of September 27. Following hard rain of September 26 canal water downstream of Lock 8 is very (brown) muddy. 12/3 Canal with small to no flow upstream of Lock 8 through upstream of Lock 14 (end of my section). An eroded caved-in hole, about a cubic yard in size, on the canal side of towpath next to Lock 11 has been filled. 1/23 Picked up a fallen woman. (It is not what you think.) An elderly woman had fallen near Lock 8. I went to her assistance and helped her regain her footing.

Level #5 Lock 14 to Bridge at Cropley; Susan Zweighaft reports: 12/25 Estimated about 100 walkers, lots of families out for a holiday stroll. About 5 pairs of very active ducks in canal where the water is shallow.

Level #6 Bridge at Cropley to Great Falls Tavern; Diane and Timothy Seward report: 9/12 Two small sinkholes on towpath at Mary's Wall (above Mather Gorge). Washout of towpath above Angler's Inn occurred on September 5, before the heavy rains of that week-end. Towpath closed from the overhead bridge at the guard dam below Lock 17 to below the breach, about 100 yards above the bridge at Cropley. Skink observed at Lift Lock 16; two great blue herons nearby in shallow water. Pool of trapped fish just below Lift Lock 19. Black vulture observing fish, also a green heron looking on. Heard two Northern cardinals and one or two juvenile cardinals; heard an Eastern bluebird, Carolina wren, one or two tufted titmice, and a Carolina chickadee. Wildflowers observed: Lots of yellow corn flowers on the river side of the towpath below Tavern; yarrow, dayflowers, monkey flowers, and jewelweed between Tavern and



Lock 16. After the major washout of the towpath about 100 yards above the bridge at Cropley on September 5, there were isolated small pools of water below Lock 19 and between Locks 17 and 18 where fish were trapped. We attempted (with the knowledge of an NPS Ranger) to collect the fish and move them to deeper water but found that the bottom of the canal was like quicksand, and we immediately sank practically to our knees in the mud. 11/14 Five walking pairs, three individuals, two joggers, one biker with busted tire; one biker enjoying lunch at Lock 15. Towpath was wet; water level about four



feet below normal. Animals observed: three or four squirrels. Birds observed: two great blue herons; three pairs of mallards; one pileated woodpecker. The herons and mallards were over or in the canal near Mary's Wall (Mather Gorge overlook). 11/29, **Jan and Jim Heins report:** Olmsted Island Overlook. Human usage, hundreds. All hikers (no dogs or bikes allowed on this trail).

Level #7 Great Falls Tavern to Swains Lock (21); Diane and Timothy Seward report: 11/26 Saw five long distance bikers. A man and his two sons were returning home (Bethesda), concluding a five-day biking trip that started out in Pittsburgh. The second day they pedaled through two inches of snow near Confluence, PA. On 11/29 walked the Blue Blaze trail that begins at the far northwestern end of the Tavern parking lot. This trail is beautifully maintained and has very little traffic; quite enjoyable, no trash. Saw just one other pair of walkers with two female Golden Retrievers having a ball.

Level #8 Swains Lock (21) to Pennyfield Lock (22); Joe D'Amico and Amy Proft report: 11/10 We forgot how beautiful and serene this stretch is with the river often close at hand. Signs of civilization including the pumping station on the river side and the huge hilltop mansions overlooking the canal and river along River Road are also close at hand but one can quickly focus on the large rock formations that also are present along the way and have a wonderful experience on this level.

Level #9 Pennyfield Lock (22) to Seneca Aqueduct; Mike Schuchat reports: 10/1 Towpath clean, no obstructions. New signs at Seneca (Bowser's crossing in Civil War). Canal watered from Lock 23. New Bridge across lock at Seneca.

Level #10 Seneca Aqueduct to Milepost 25; Mason White reports: 1/13 All trash except for a couple of facial tissues found at the fishing spot on the west side of the aqueduct. One squirrel seen.

Level #11 Milepost 25 to Sycamore Landing; Marv and Sandy Kahn report: 12/2 We saw a few songbirds and three squirrels. We saw a huge (about a foot in diameter) puffball. At first we thought it to be an old basketball. 12/27 **Mason White reports:** A typical bare winter day. As John Keats might have put it, the plant life had long withered and no birds were singing. No wild animals seen except for one squirrel.

Level #12 Sycamore Landing to Edwards Ferry; Pat Hopson and Carol Ivory assisted by fellow Sierra Club members: Ray Abercrombie, Janet Kegg, Susan Sewell, and Frank Wodarczyk – 6 people total – report: The leaves are virtually all gone from the deciduous trees – some within the last week. I photographed the pawpaw tree leaves being blown by wind last Sunday, but they're virtually all gone now. We didn't note any wildlife. I heard a few birds but didn't recognize

them. A group of about 20 Sierra Club hikers, friends of ours, came up the towpath and back on a club hike. There were at least two other small groups of hikers. We saw about eight bicyclists.

Level #15 Whites Ferry to Woods Lock (26); Regina Holden reports: 1/28 We were taken aback by the amount of trash in one area after the 36 mile marker. We had strayed into the woods to pick up some large pieces of Styrofoam when we came across a rusted oil tank, two rusted 55-gallon drums, a very large plastic container, tires, and tons of rubbish. Way too much for our kitchen trash bag. The trash might have washed up when the river flooded (September) but the tires are partially buried, so we were guessing they had been there for awhile.

Level #23 Lock 33 to Dam #3; Sandi & Craig Roberts report: 1/19 Bright and sunny day, a little windy with a temperature of 26 F. It had snowed a little the day before and the towpath had a light layer of snow. The steps and the bridge to cross the canal from the parking area had been treated so they were not slippery to walk on. We saw two woodpeckers in the trees and dozens of ducks and geese swimming and feeding in the river. Several trees right next to the towpath are covered in poison ivy.

Level #25 Dargan Bend to Lock 37; Don Juran reports: 12/27 Towpath in excellent shape, almost no wet spots after December rains. Uprooted oak across towpath has been sawn and cleared from path. Heard crows, saw downy woodpecker and a blue and white bird probably too small to be a jay. Great time of year for this level--absence of leaves offers views not available during other seasons.

Level #26 Lock 37 to Antietam Aqueduct; Don MacKenzie reports: 11/17 The towpath was in good shape, several small twigs were on the towpath and I removed them. The lock house and grounds at lock 37 were in good shape. At lock 38, the lock and path into and out of the lock were also in good shape.

Level #36 Lock 43 to Falling Waters; Dick Ebersole reports: 11/7 One hiker, seven bikers, three runners and three men in a golf cart.

Level #38 Lock 44 to High Rock Quarry; Ray Vogel reports: 1/3 Trail was in good condition. One concern is pedestrian bridge crossing over stream by Cushwa Basin. With the wall collapsed on north side, wonder if possible for railing to be placed along wall to minimize the risk of visitor falling off and down into water, or onto wood debris piled against wall. I have seen numerous occasions where adults and children are too close to the edge.

Level #39 High Rock Quarry to Nessle RR Bridge Piers; Jean Swank reports: 1/2 For the first time, we (Bill Hibbard and myself) entered the towpath from a little offshoot off Bottom Road near the quarry, at about mile 101.8. There was a street sign saying, "?? Martin Drive", though it seemed to be the driveway for the house there. Next time we will see if Gift Road is now passable. It looked good close to the parking lot and the park has trash bags up there again.

Level #44 Fort Frederick to Ernstville; John Bowman reports: 10/30 Towpath in great shape. Big Pool is very low. Waves on Big Pool make it look cold. Level is now ready for the November 1 Heritage Hike.

Level #48 Hancock to Round Top Cement Mill; Phillip Clemans reports: 11/28 Dormant flora. With my eyes, and National Geographic Field Guide, I will report seven cardinals, a white breasted nuthatch, two downy and a red bellied woodpecker. These birds were part of a large amount of small bird activity between the 125-mile marker and 125.6 mile marker area. Right at 126 mile marker five antlerless deer galloped abruptly a mere thirty paces in front of me. Three more took off from the middle of the canal almost at the 127 mm. Just above the

mile marker a red shouldered hawk launched across the Potomac. Found a turtle shell empty. The fall, winter and early spring seem to be the time for bird watching. The reduced foliage lengthens the sight line. I could hear many songs and the knocking of the woodpeckers en masse for about a half mile. Then the deer, then the hawk.

Level #55 Lock 60 to Culvert #208; Karen Gray reports: 12/29 The towpath was in excellent condition despite a great deal of recent rain and a lot of water in the canal prism. I scared up a flock of wild turkeys while I walked and saw multiple small woodpeckers too far away to precisely identify. Same with many LBBs (little brown birds). Crows as usual were also in the vicinity. Otherwise no wildlife was heard or seen.

Level #56 Culvert #208 to Lock 61; Pat White with Barbara Sheridan report: 11/28 Wash-out before gate at Twigg Hollow. More stones off face of culvert 208.

Level #57 Lock 61 to Lock 63 1/3; Barbara Sheridan with Pat White report: 11/28 The level was very clean and we had to look very hard to find the smallest amount of trash. I read somewhere later that a scout troop had removed a lot of tires from that area and I guess they picked up trash too!

Level #61 Town Creek Aqueduct to Lock 68; Steve Johnson reports: 11/28 I saw six Park Rangers in a dually pick up truck on the towpath. I believe they may have been looking for hunters/poachers in the park. It was opening day of deer season. Deer everywhere. They must have known it was hunting season and took refuge there. I stopped counting after 30. Oddly enough I found one snake (a green racer) on the towpath, very much alive but very cold. I've never seen a snake out in that kind of weather before. I also spotted a small deer frozen in the surface ice on the canal. It appears it tried to walk across the ice and fell through.

Level #64 Kelly's Road Culvert to Spring Gap Rec Area; Nasra Sakran reports: 11/11 The towpath was unusually free of trash. Edges were trimmed. The canal itself was dry (although damp). Assuming that the canal runs northwest and southeast, within 100 yards south of milepost 172, the western bank edge is starting to erode. Maybe it needs a truckload of dirt? Also, there were minor potholes in the 300 yards south of 173. I heard two gunshots at 9:43 am, followed by a third one at 9:45 am. Seemed to come from the southwest direction. Not close enough to worry me.

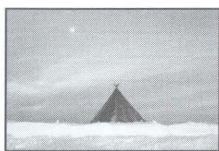
Level #65 Spring Gap Rec Area to Lock 74; Bill and Marsha Romano report: 12/12 At the Spring Gap boat launch area, one Maryland plated car was parked there and the occupants of a pick-up truck were using the new permanent latrines. With spotty gravel, the towpath was muddy after recent heavy rain. Many fallen trees were in the canal near Spring Gap walking in the direction of Cumberland. The sign at Lock 74 is clouded over and is very difficult to read. We saw the remnants of the burned out latrine at the railroad bridge at Lock 74 which has been replaced by a new latrine. Very little wildlife was in view, just a few birds. Everything is asleep for the winter.

Level #67 Mexico Farms to Evitts Creek Aqueduct; Mary Huebner reports: 2/1 I decided to walk Level 67 this afternoon. The canal was still icy most of the way, and where it wasn't icy, it was wet and muddy. I picked up a few branches and other debris. Saw a few birds and two Redhead ducks. When I got to Milepost 180, I noticed a tent pitched on the ice in the canal. I called over to see if anyone was in it but got no response. I participated in the C&O Canal Audubon Bird Count last weekend so when I got home, I called the Allegany County Bird Club president to ask him if anyone mentioned the tent last weekend. He wasn't aware of anything. So a little while ago, I called the

Along the Towpath

ON THE LEVEL (continued)

Sheriff's Department, and they patched me over to the Park Service, and the woman that answered said she would let the Rangers know. She said they might already be aware of this. Kind of a weird start to my monitoring of this level.



Tent on Ice: Anyone Home?

New Towpath Pins Available

In recent years, the C&O Canal Association has annually provided laminated Towpath pins. The collectible pins are a popular way to show support for the C&O Canal National Historical Park. Each year's pin shows a different scene in the park. The Towpath Pins are available at any of the canal park's Visitor Centers in exchange for a small donation.

The pin for 2009 (below - and shown **in color** on p. 24 on the mailer page) features the canal boat basin at Williamsport. Based on a historic photograph, the scene by artist Tom Kozar shows the town's old trolley barn on the left. On the right is the Cushwa warehouse, now a National Park Service Visitor Center. Other structures include an aqueduct, lock, and lockhouse, as well as an historic Bollman iron truss bridge, making this half-mile one of the park's most fascinating areas.

For those unable to stop by a visitor center, the pins may be ordered by mail (address on p. 23). The suggested donation is \$5 for each 2009 pin, or \$5 for a set of four prior year pins. Donations are forwarded to the National Park Service.

A postage and handling charge will be \$0.72 for a single pin, or \$1.10 for four pins. Specify what you want. Please make checks payable to the C&O Canal Association.



Park Offers Reward for Identifying Those Responsible for Burglary at Lockhouse 49

The National Park Service is offering a reward for information leading to the arrest of suspects responsible for the burglary and theft of property from Lock House 49 in Chesapeake and Ohio Canal National

Along the Towpath

The Douglas Hikers: 34 Started, 9 Finished



"THE NINE IMMORTALS"

Left to right: Grant Conway, Olaus Murie, John (Jack) Permain, Colin Ritter, Albert Farwell, William O. Douglas, Harvey Broome, George Miller, Constant (Connie) Southworth. NPS Photo

Among the 1954 Douglas hikers the question arose as to what was the proper characterization of their upcoming trek down canal. Aubrey Graves, the outdoor columnist, said that the hike was a "*bunion ballet*." Merlo Pusey, the Washington Post editor, said he had more apt and sonorous characterizations to offer, among these, "*a callous caracole, a blister bolero, a plodder's promenade, a straggler's strut, a rambler's rigadoon*," or, even... "*a drag-foot fandango*." Our readers are free to come up with their own witticisms, say, something more poignant, more poetical, and less pedestrian than a mere "*Thru-Hike*."

Burglary (continued)

Historical Park. This site is located at Four Locks on the canal in Washington County, Maryland. Sometime between Thursday night January 22, 2009, and Friday morning January 23, 2009, an unknown person or persons broke into the historic lock house and stole various items.

Any persons with information regarding this crime are asked to call the National Park Service Toll Free Number 1-866-677-6677 or contact U.S. Park Ranger Leigh Zahm at (301) 491-6267. Callers may remain anonymous.



Lockhouse 49 - NPS Photo

Letter

The Farmington Canal Heritage Trail

This letter was received by Membership Chairman Barbara Sheridan from one of our members in New England.

Dear Barbara,

Thank you for your kind note, transmitting my 2009 C&O Canal Association membership card.

Coincidentally, yesterday the front page of our country's oldest daily newspaper, *The Hartford Courant*, ran a story on the course of the 1829-1849 Farmington (my home town) Canal being unearthed in the very heart of Yale University for the 84-mile Canal Heritage Trail from New Haven to Northampton, Massachusetts. It was a grandiose scheme, even planning to reach the St. Lawrence River.

There is ideal hiking on the Farmington Canal Heritage Trail in Farmington, Unionville, Collinsville, Avon, and Simsbury, where restoring a bridge in Granby, Connecticut, has interrupted its course. But you can pick it up in Northampton and hike over the beautiful Connecticut river to Emily Dickinson's house in Amherst—a trip I made last summer with twin grand-nieces, eight years old, who found going over the wide river “whoopie!”

I may have told you that in the Unionville Museum (which I helped found in 1983 when I retired after forty years as a foreign service officer) I consider one of our choice items of ephemera the little “Paymaster's Book” for the accounts of the “men who dug the ditch.” They were predominantly Irish names, as were those of most of the expert stone-masons in most Connecticut colonial period towns.

JOHN CROCKETT
Unionville, Connecticut



Photo: Farmington Canal Association



Through-Bike Ride Scheduled in October

Each year in October the C&O Canal Association holds a bike ride from Cumberland to Georgetown. We do about thirty miles a day and complete the trip in six days. We accommodate both those who like to camp and those who prefer staying in motels or B&Bs along the way. Trained volunteers of the canal park's Bike Patrol come along as sweeps for the cycling group.

This year the trip will begin on the Wednesday before Columbus Day and finish on Columbus Day, October 12th.

Those who sign up pay a non-refundable registration fee. If you would like to participate, contact Tom Perry, our cycling group leader. Prior to registering you will be given a fuller description of what the trip entails as well as a sheet which sets out the “rules of the road” and what is expected of those who become members of the cycling group.

If you are interested, contact Tom Perry by phone at 301.223.7010 or by mail at 116 S. Conococheague Street, Williamsport, MD 21795.

May Introductory Ride: Tom Perry also will lead an introductory ride on Memorial Day weekend. Tom will brief riders on bike camping. There is no fee, but registration for the trip is necessary so that everyone can be accommodated.

The cycling group will leave from Williamsport on Saturday, May 23 and will stop at Dam #5, visit Fort Frederick, check out the Rail Trail, and then spend the night in Hancock. The overnight facility will provide hostel-style accommodations which both campers and motel types should find acceptable. Upon return to Williamsport on Sunday participants may decide to spend the night in town or return home for the night. Call Tom at 301.223.7010 if you are interested.

Don't Delay, Join the Association Today!

If you enjoy the C&O Canal, how about joining fellow canallers in the C&O Canal Association?

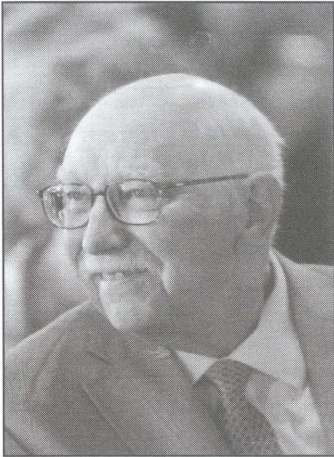
You can go to www.candocanal.org to get further information and to apply. Or, just send us your name and address, phone, and e-mail (optional) and a check for annual dues: Individual - \$15, Family - \$20, Patron, \$25. Indicate the name you want on your membership badge and on a 2nd badge for a family or patron membership. Please make your check payable to the C&O Canal Association and mail it along with the above information to:

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

Along the Towpath

ACROSS THE BERM

James R. Millar



Jim Millar, a long time member of the Association and a former board member, lost his valiant battle with a deadly pancreatic cancer on November 30th, 2008. He was an eminent professor of economics and author of a number of books, and many articles and studies in the field of Soviet and Russian affairs. He came to Washington in 1988 from the University of Illinois where he had held high academic posts as a Vice Chancellor and Director of International Programs. The demands on his time that these posts required had taken him away from his primary interests as a professor and scholar. While he was a superb academic administrator, he wanted to return to his primary scholarly interest, the study of the Soviet economy, and to have time to teach and write. At George Washington he had greater freedom to do this. Despite his scholarly focus on penetrating the mysteries of the Soviet command economy, Jim was not, in any sense a narrow specialist, but possessed a wide-ranging intellect. This was evident in his books and his originality in argument on fundamental issues. The sweep of his mind was mirrored in his last major scholarly accomplishment the production of a multi-volume encyclopedia of Russian history. He was a talented editor and for a number of years edited the premier scholarly journal in Slavic affairs. He was able to bring together a wide range of scholars at home and abroad to produce a very valuable compendium of expertise on Russia past and present. I can say something about Professor James Millar's scholarly talents because we were close colleagues and good friends for two decades.

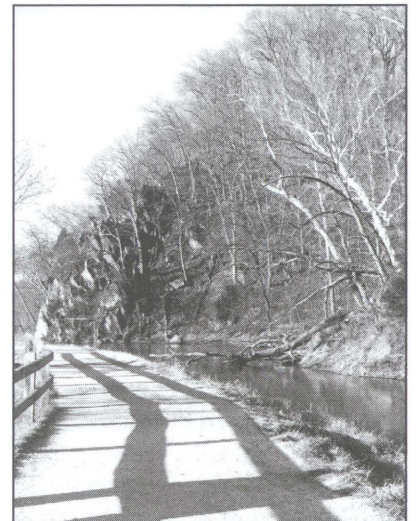
One element that helped cement our friendship came about as a result of our mutual affection for and enjoyment of the C&O Canal National Historical Park. We both discovered the canal on our own soon after our arrivals in Washington - myself, many, many years ago and Jim shortly after he arrived from Illinois. Jim's dedication to scholarly life and his love of the canal and river were evident in the fact that shortly before his death he said that he would prefer that his friends and colleagues not send flowers in his memory but that they, if they wished, should make memorial donations either to the scholarship fund he had established or to the C&O Canal Association. Jim not only enjoyed being out on the canal and river, but was very concerned with its protection and preservation. Since academic demands absorbed much of his time, I helped keep him abreast of what was happening on the canal and what was happening in it and to it. He had hoped that with his recent retirement to be able to play an active role in the Association's efforts in support of the canal park. Sadly, affliction intervened before he could carry out his intention..

However, during his years in Washington Jim took every spare moment to get out on the towpath. He regularly took brisk walks on the towpath for the exercise, but well beyond that purpose he enjoyed exploring the canal and the river. Jim found the canal's natural settings excellent for bird watching and observing the flora and fauna that flourish there. Jim was a keen observer. He had a sharp eye, good ear and the probing mind of a good detective. On two occasions he found serious leaks in canal embankments. The clues that point to a leak are not always obvious. It can be a small crack showing up on the surface of the towpath, a small whirlpool on the water's surface, or an almost inaudible trickling sound. The casual passer-by is likely to miss or ignore such clues, but not Jim. He well knew that even a tiny leak, if unchecked, can grow until it blows out the canal wall. Jim, of course, promptly reported his discovery to an appreciative park maintenance staffer. The big breach that took place last fall on the canal near Old Angler's Inn is a dramatic reminder of a leak's destructive potential.

Even on his canal walks Jim couldn't help being a teacher whenever the opportunity presented itself. His daughter, Mira, who now lives in California, benefitted from Jim's teaching proclivity. These were the words she wrote to me in her reply to my letter of condolence to her: "I went on many walks with my Dad on the canal because he was a great tour guide! He did brag about finding the leaks, I know he loved monitoring the canal. I will always associate the canal with my Dad and will miss our walks together." Jim's wife Gera also went out daily for a number of years on the towpath for a jog and often joined her husband on some of his canal walks. She also enjoyed the Association's annual canoe trip from Violettes Lock to Great Falls. Jim did not keep his love of the canal to himself, but made it a family affair.

- Carl Linden

Along the Towpath



What better place to go for a walk?

CONTRIBUTORS TO ASSOCIATION FUNDS

The C&O Canal Association thanks our donors for their generous gifts made from 11-15-08 to 2-15-09 to the Ken Rollins C&O Canal Fund, Big Slackwater & Davies Funds. Donations received after 2-15-09 will be acknowledged in a future issue. We charge no overhead fees. Donations go wholly to their designated purpose.

Name

Abbate, Mario & Anne	Giles, Craig & Lois	Lochstampfor, Bernice Ann	Romeo, Joseph A.
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Betzer, Terry R	Haigh, Bradley & Shirley	Marames, Kristine	Schwarz, Kurt
Biasco, James R	Hall, William S	Marmer, Michael & Linda	Sengers, Jan & J. M. H.
Biser, David & Barbara	Hall, Jr., Ridgway M	Marth, Rita K	Sharp, Douglas & Norma
Black, Richard S	Hallquist, Theresa E	Marziani, John & Mary	Shipp, Diane N
Bogdan, Jr., John R	Harsh, Lula R	Mast, Phillip & Luella	Simmons, Dennis
Bradley, Marguerite A	Hawley, John & Patricia	Matula, Stephen R	Skiver, Malcolm & Robin
Brown, William & Patricia	Hecht, Judith A	McAllister, William & Susan	Skoglund, Leonard & Joyce
Bucci, Michael J	Heck, Kenneth C	McEwan, Mary K	Snarr, Leo & Mary Sue
Butler, John & Renee	Hedin, Alan & Rebecca	McGowan, Howard I	Stanley, William & Phyllis
Cahill, Lora	Heins, James & Janet	McLane, D. L.	Stevens, Robert & Jody
Carter, Leslie J	Hennessy, Ellen	McManus, Robert J	Stockham, Edwin H
Chamberlin, Ashby & Kathryn	Himmeler, Charles & Suzanne	Meinke, Russell & Dorothy	Stoll, Richard & Anita
Clem, William & Mary	Holdsworth, William & Christine	Mick, Daniel & Maureen	Stover, Mark C
Collins, Barbara F	Holmberg, Carl C	Millar, John D	Summerhill, Diane E
Conlon, Jerome A	Hood, William C	Miller, Edward K	Sumner, Anne E
Conroy, M. Ryan	Hood, John & Shizue	Mitchell, David & Nicole	Swisko, George M
Crocket III, Thomas J	Howe, John & Shizue	Moen, Mary Ann	Teitelbaum, Steven A
Cumbie, Dennis & Kimberly	Howell, William C	Moore, Dward & Jeanine	Tucker, Samuel & Grace
D'Amico, Joseph M	Ipavac, Dorothy J	Moore, Thomas A	Ugelow, Richard & Susan
Davis, Paul & Marguerite	James, Elizabeth B	Morgan, Ronald D	Vogel, Raymond
Dean, Steven & Jon	Jones, John F	Morris, Helen D	Waite, III, James P.
DeForge, R. Justin	Justice, William H	Mullennex, Joanna T	Washington Cty. MD
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Dieter, Emma Rose	Kent, Carl & Dawn	Niskern, Diana M	Weir, Charles & Darlene
Donoghue, Kevin & Bryson	Kochenderfer, Joseph W	Nosalik, Ronald & Linda	Welch, Jack B
Duddleson, William J	Kokajko, Lawrence & Elizabeth	Thomas	Wells, Katherine L
Dwyer, Bruce & Linda	Kovenock, Paul	Ogren, Robert & Amanda	Welsh, Raymond & Barbara,
Eckel, Ruth Stone	Krafsur, E. S. & H. J.	Pankin, Mark & Mary Faith	Westendorf, Katrinka L
Eckels, Joseph & Jane	Kubicki, Dennis J	Pedersen, Carl R	Wheeler, John H
Edmonds, Jon M	La Borwit, Louis & Phyllis	Peterson, David & Kathleen	White, Gerald
Elmer, Brian & Sonja	Langevin, Paul T	Petrichick, Gary & Nancy	White, Patricia Ann
Engstrom, David F	Lantz, Pamela K	Petrichick, Glenn E	Williams, Stephen A
Fanke, Ann H	Larsen, Jane T	Phelps, Harriette L	Williamson, James & Elizabeth
Fisher, Robert & Joan	Lawrence, David & Joann	Plaskett, Roger & Patricia	Wilson, John R
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Frances	Lewis, J. Michael	Preston, Edmund & Eleanor	Wisniewski, John A
Frye, John C	Liebow, Norman	Proescholdt, Terry & Susan	Wood, Morton
Gaul, Helen E	Linden, Carl A	Quinn, William T	Ziegler, John & Margery
Gellhorn, Gay		Radhe, Richard E	Zimmer, David
		Ravenscroft, William E	Zveare, Douglas W
		Reed, Richard J	
		Reeder, Carolyn O	
		Reid, Farnum & Gayle	
		Rempt, Rodney & Pamela	
		Reynolds, Craig A	
		Reynolds, Robert J	
		Richman, Marjorie	
		Rogers, Edward & Patricia	

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Symbol for Generosity

continued on the next page

Along the Towpath

CONTRIBUTORS TO ASSOCIATION FUNDS (continued)

The C&O Canal Association highly appreciates and thanks our donors for their generosity. Donations below were made from 11-15-08 to 2-15-09. Subsequent donations will be acknowledged in a future issue. No overhead is charged and donations go to their stated purpose.

In Memory of James Millar

Guroff, Gregory & Katherine
Linden, Carl A
Martin, John & Linda
Roosevelt, Kermit & Priscilla
Schmidt, Albert & Katheryn

In Memory of Lois H Rice

Boles, Louise
Cruger, Frances R
Gaberson, Paul & Kathleen
Hupp, Henry E

In Memory of Ken Rollins

Bauman, William & Rita
Bender, John L
Burton, William L
DeForge, R. Justin
Johnson, Carrie W
Linden, Carl A
Shaw, Helen L
Zumbrun, Francis

In Memory of Gilbert Gude

DeLanoy, Stephan J

Bequest of Winnie Proudman

Note: Winnie Proudman passed away in England on November 12, 2007. She left the Association a very generous bequest. She had been a member since 1990. We have no information on her heirs, if any. She evidently had no children of her own. In any case, we will try to locate Winnie's American friends. Winnie stands for Winifred, but she evidently hated being so called and would cut off conversation with any one doing so, as Rita Bauman recalls. Rita also remembers that Winnie was from the Dickerson, Md., area and that she strongly supported the Monocacy Aqueduct's repair and restoration. If anyone reading this note knew Winnie Proudman, please let us know. Rita and William Bauman can be reached at 540/888-1425.

Along the Towpath

The C& O Ninety Years Ago

C&O CANAL TAKEN OVER BY GOVERNMENT:

Intimated Tug Line May Be Put Into Operation To Speed Up Coal Delivery

Source: Cumberland Evening Times, Saturday, September 11, 1918

Washington, ... The Federal Railroad Administration took over yesterday the historic Chesapeake and Ohio Canal connecting the coal fields adjacent to Cumberland, Md. with tidewater, announcing the same time that the waterway would undergo great development as the Government's plans for its future usefulness are unfolded. The new division created for inland waterways by the administration, successor to the Water Ways Committee, took possession of the plant offices and other property of the canal.

Within a few days, five large Government owned barges built at Elizabeth City, N.C. will be towed to Washington and placed upon the canal to supplement the service of the old craft now in use. A little later other new barges will be put into operation, and the prospect is that under the Government control this waterway will become a real artery of traffic once more.

The Chesapeake and Ohio Canal is one of the earliest coal carriers, rail or water, in America. A large part of its route was surveyed by George Washington, the young Virginia civil service engineer, who afterward became the idol of the nation. The canal was not built until many years later, however, the construction having been begun soon after permanent capital of the country was located on the banks of the Potomac.

For many years the canal has been used only for the movement of coal from Western Maryland to Washington, although in earlier days it was used for general traffic as well as for coal. And from the very beginning horsepower has been used for towing. There have been recent intimations however that a tug line would be put into operation both as a matter of speed and general economy. This is one of the first matters to be taken up by the new operators of the canal.

G.A. Tomlinson, the new Inland Waterways Director of the Railroad Administration has reached Washington and has taken over the offices and property of the canal company. He has dispatched Col. John Stewart, United States Army Engineers, who has been detailed to the Railroad Administration to Elizabeth City to attend to the towing of the new barges to Washington. It was Colonel Stewart who made the personal survey of the canal last year, and upon whose report and recommendation Director General McAdoo decided to take the waterway over.

At present, 84 boats are in operation but many of them are obsolete. All that will float however will be kept in service until the season is closed by winter weather. If possible, the coal movement will be kept until the middle of December, although in ordinary years the canal is drained about November 1.

Note: According to this news report, the C&O Canal was lumped with the American railroads for nationalization during World War I. Once the war was over, the canal and the railroads were returned to their private owners. The B&O Railroad resumed its ownership of the canal. In 1938 the federal government purchased the C&O Canal from the B&O. Once more the C&O was federalized, but through a purchase. This opened the way for the C&O to become a national historical park some 33 years later. - Editor

ARREST!

Alfred Spates was President of the Chesapeake & Ohio Canal Company from January 1861 to June 1865, a period when loyalty to the Union was a serious issue in the state of Maryland--and Spates was among those to fall under a cloud of suspicion. Walter S. Sanderlin, in *The Great National Project*, writes, "Alfred Spates ... was thrice arrested and detained by military authorities for disloyal activities." Harlan D. Unrau, in *History of the C & O Canal*, speculates that the first arrest followed the September 1862 Antietam Campaign.

The second arrest occurred following the Battle of Gettysburg and involved Spates' claim of a visit to Gen. Robert E. Lee during that campaign. Spates apparently boasted to a William H. Hoffman that he had visited Gen. Lee at the Confederate Headquarters in Hagerstown, and Hoffman reported this to the authorities. On September 1, 1863, Spates was arrested and sent to Ft. McHenry in Baltimore to await trial by a military commission. The company Board of Directors on September 10 appointed Lawrence Brengle president for the duration of Spates' incarceration, and Brengle and Director Joseph Bradley were sent to Baltimore to attempt to obtain Spates' release.

There they learned from Spates that while he had, in fact, visited Lee's Headquarters, it was not to meet with Lee, but rather with Charles Marshall, an aide of Gen. Lee. Spates and Marshall had been close friends in Baltimore before the war and Spates had hoped that Marshall could help both in averting his own arrest by the Confederates who at the time occupied most of Washington County, Maryland, and in protecting the interests of the canal. (Spates was a native of Montgomery County, Maryland, having owned a large farm on the road from Washington to Rockville, but he lived in Baltimore from 1846 until 1853.)

Though the charges against Spates were weak, Brengle and Bradley failed to obtain Spates release. Spates later claimed that he and the canal had enemies in Baltimore who desired to see him kept imprisoned. The company decided to appeal directly to Secretary of War Stanton, who the board hoped would be more sympathetic to Spates' case than were the military authorities. According to Unrau, Spates was transferred sometime after late September to a prison at Ft. Lafayette in New York harbor and was released on January 25, 1864 on special orders from Secretary Stanton, almost five months after his first arrest.

A more likely scenario is put forth in a 1999 thesis by Timothy R. Snyder, *"I Hope They Will Get Away Soon": The Chesapeake and Ohio Canal and The Federal Authorities During the U. S. Civil War*, which states that a military commission trial began in late September 1863. Spates was not convicted on any charges and was released sometime between mid-October and the end of December to resume his position with the canal company. He was arrested again in January 1864, but the company only knew that he was mysteriously missing until the *Baltimore American and Commercial Advertiser* on January 25 1864 reported that he had been released from Ft. Lafayette on the order of Secretary Stanton. Again, he assumed the presidency of the company, which would indicate that the authorities were rea-

sonably confident of his loyalty to the Union.

An interesting aside to Spates' time at Ft. McHenry is that he wrote the company in mid-October requesting additional money, stating, "I have paid out over \$1,000 and will have at least \$1,000 more to pay." In 1864, Colonel William S. Fish, Provost Marshal of Baltimore, was arrested and court-martialed on charges of fraud and corruption for arresting citizens, then offering to intervene on their behalf for a fee, raising the distinct possibility that Spates had been a victim of extortion.

WELCOME TO OUR NEW MEMBERS

Rob & Ariette Coppock	Washington, DC
Rebecca Davis	Gerradstown, WV
Maribeth Evans	Silver Spring, MD
Eric Fisher	Mc Lean, VA
Anne & John Gale	Chambersburg, PA
Ann Haas	Washington, DC
Charles & Betty Hilliard	Sperryville, VA
Ronald Horowitz	Middletown, NJ
Nan Johnson	Shepherdstown, WV
Alexander Martinkosky & Christina Hiett	Washington, DC
Mike Morgan	Hagerstown, MD
Coleman & Bonnie O'Donohue	College Park, VA
Craig & Sandi Roberts	Knoxville, MD
Celeste Rollins	Frederick, MD
Gregory & Doloras Russo	Goodrich, MI
Roy Sewall	Bethesda, MD
Michael Tierney	Washington, DC
Barbara Boyle Torrey	Bethesda, MD
John B. Wells & Eileen Haggerty	Dayton, MD
Walt & Elizabeth Wessel	Leesburg, VA



‘Lil,’ the Mule, Still Hauling the Boats on Her 15th Anniversary

‘Lil’

It has been my pleasure to work with Lil for many years. In fact, 2009 marks the 15th anniversary of her working on the canal. I’ve seen Lil in many different situations and I am always impressed by her work ethic. Lil is decidedly a mule. When asked to do something she may consider hazardous to her health, she may want a second opinion, her own. When she is in the paddock, she can be hard to catch for some of the seasonal staff. Yet, if treated with patience, love, and respect, Lil is capable of great trust and will work all day for her handlers.

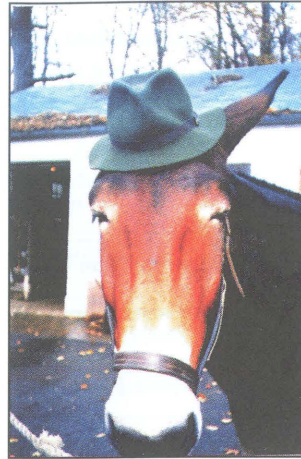
Lil has wonderful traits that endear her to me. She can’t resist drooling over grain and apples if I delay feeding her just a bit. The anticipation on her face is priceless. She likes having her back scratched and being made to feel she is special with extra attention. I even have a special tone of voice I use around Lil and I call it my “Lil Voice.” Lil is dependable enough to work singly or as a team. She has helped train other mules that have come to the park.

Although I have had many memorable experiences with Lil, two stand out in my mind. The C&O Canal NHP is a popular park averaging three million visitors a year. Thousands of visitors crowd the Great Falls section of the park every summer. I watch closely when I am with the mules to make sure visitors safely interact with them. Unfortunately, I can’t watch everywhere at once. One busy day I was holding the mule team while answering some visitor’s questions. I turned around and was surprised to find a young child holding onto one of Lil’s back legs. Lil was safe enough. She did not kick. If she had, she could have seriously injured the child. Once the child was out of harm’s way, I took the opportunity to explain to him why it was not a good idea to walk up on the back side of a horse or mule. I certainly thanked Lil for being such a great mule and not kicking.

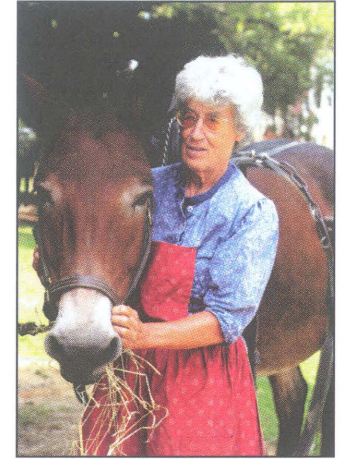
The other incident occurred while pulling the *Charles F. Mercer* in the fall of 2006. The boat grounded on the berm side of the canal during a trip. In an effort to free the boat, Lil leaned even harder in her collar and pulled all the more. Attempting to relieve the stress on the mules, Lil’s handler turned the team around 180 degrees, but instead of staying on the towpath, Lil got wrapped around a tree. Her handler lost balance and fell down right in front of the mules. Rather than step on her handler, Lil jumped over her while still hitched to the mule behind her. After I unhooked the towline and took the weight of the boat off the mules, Lil stood quietly and waited for her regular job to resume. An animal of lesser constitution would have panicked, but not Lil. Even when the boat grounded again the SAME TRIP, Lil was all right and did not panic. I knew we had a really good mule.

Lil is very healthy and an easy keeper. This means she doesn’t require much feed to maintain her body weight. I tell visitors she could get fat on mud. She has some draft horse blood in her background which gives her good body and bone mass. I have every reason to believe she will be around for many more years.

- Mark Myers , NPS Ranger and “Wrangler”



“Give me my oats, and I’ll pull the boats”



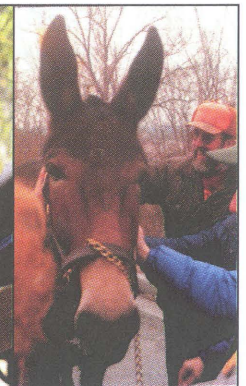
Lil and Cathy Cooper, both 15 year veterans with the canal



I’m laughing.



I am a good looker.



I’ll have to suffer this!



Lil arrived in the fall of 1994 and was “dedicated” March 4 1995. Lil Langdon said mules need to be dedicated. Her father, Bud Crampton, ran a canal boat on the C&O. He named his favorite mule, and then his daughter, Lil. All agreed that the canal park’s new mule be named, Lil. Left to right: Carl Linden, Tom Perry, Lil, Frank Galvin (NPS trainer), and Lillian Langdon. Upper left & middle right and left photos by Hal Larsen. Upper right & middle by Ann Lochstampfor, Bottom: by Hal Larsen,

C&OCA 2009 CALENDAR OF UPCOMING EVENTS

Mar. 21	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. 29	Sun.	Continuing Hike Series, 10:30 a.m. Fifteen Mile Creek (mile 141) downstream. Meet at Bill's place in Little Orleans. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
Apr. 4	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	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
April 18	Sat.	Hikers travel by chartered bus to Cumberland, Md. Pre-hike reception and dinner at the Holiday Inn in Cumberland and breakfast at the Inn next morning.
Apr. 19 to May 2	Sun. to Sat. (Two weeks)	Thru-Hike of the C&O Canal towpath, starting in Cumberland, MD and ending in Washington, DC. Reservations required. Contact Barbara Sheridan at (301 752 5436 or Barbara.sheridan@gsa.gov) or Pat White (301 977 5628 or hikemaster@candocanal.org)
May 2	Sat.	Annual Douglas Memorial Hike and Dinner. Hikers will have three different length options with bus transportation provided. Hikers will join the Thru-Hikers on their final segment from Great Falls to Mile Marker "0" in DC and the evening program will be the banquet for the Thru-Hike. See p. 1 of this newsletter.
May 9	Sat.	VIP Work Party, 9 a.m. to 12 noon. Invasive plant project. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
May 15	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. - Cumberland
May 16 & 17	Sat. & Sun.	Two one-day canoe trips on the Monocacy River. Reservations required. Contact Bill Burton (billburton@earthlink.net or 703 801 0963).
May 23-25	Sat-Mon.	Bike trip, location To Be Announced (TBD). No sag wagon provided. Reservations required. Contact Tom Perry (301 223 7010).
May 24	Sun.	Continuing Hike Series, 10:30 a.m. Noland's Ferry (mile 44.5), hike upstream. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
June 6	Sat.	Potomac River Family Festival, Brunswick, Md.

Note: A signed Waiver & Release form is required for many of these events that are organized by C&OCA. The event leaders will provide the forms to participants at the time of the activity. Hikes require proper footwear. Waivers may be previewed at www.candocanal.org. or contact the event leader.

June 7	Sun.	Board meeting at Williamsport Memorial Library, 1 p.m.
June 13	Sat.	One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact canoemaster@candocanal.org. Reservations required.
June 20	Sat.	VIP Work Party, TBD, 9 a.m. to 1 p.m. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
June 27 & 28	Sat. & Sun.	Heritage Tour Days, Monocacy Aqueduct.
July 17	Fri.	C&O Canal NHP Fed. Advisory Commission Meeting, 9:30 a.m.. Park HQs, 2d level, 1850 Dual Highway, Hagerstown, MD
July 18	Sat.	Canoe trip, Brunswick to Monocacy. Contact Bill Burton (billburton@earthlink.net or 703 801 0963), Reservations required
July 25	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Aug. 2	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug. 15	Sat.	Canoe trip, Loop trip from Violette's Lock to Old Patowmack Canal, Virginia, and return. Contact canoemas-
Aug 22	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Sep. 13	Sun.	Happy Birthday Montgomery County, Beall Dawson House, Rockville, MD
Sep. 19	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Sep. 21-27	Mon-Sun.	World Canals Conference, Novi Sad, Serbia. For more information, see www.wccserbia.org
Oct. 4	Sun.	Board Meeting at the home of Tom and Linda Perry in Williamsport, 1 p.m.
Oct. 7-12	Wed - Mon.	Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301 223 7010) Reservations required.
Oct. 16	Fri.	Chesapeake and Ohio Canal National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Location TBD
Oct. 17	Sat.	"Life and Death on the Canal." Contact Great Falls Tavern Visitors Center (301 767 3714).
Oct. 24	Sat.	VIP Work Party, time and details TBD. Contact Jim Heins (301 949 3518 or vip@candocanal.org).
Oct. 24	Sat.	Continuing Hike Series, 10:30 a.m. Spring Gap downstream (mi. 173). Meet at Spring Gap. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
Nov. 7	Sat.	Annual Heritage Hike and evening dinner and program, Antietam vicinity. Hikes of varying lengths will be available. Details to be in September newsletter.
Nov. 14	Sat.	Geology Hike. Details TBD. Contact Marlow Madeoy (703 723 6884 or nancymadeoy@aol.com).
Nov. 22	Sun.	Continuing Hike Series, 10:30 a.m. McMahon's Mill (mile 88) upstream. Meet at McMahon's Mill. Contact Pat White (301 977 5628 or hikemaster@candocanal.org).
Dec. 5	Sat.	Frostbite Hike, 10:30 a.m. Meet at Fletcher's Boathouse and have lunch in Georgetown. Contact Carl Linden (301 229 2398).
Dec. 6	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Dec. 31	Thurs.	New Year's Eve Hike. Details TBD
Jan. 1	Fri. .	New Year's Day Hike. Details TBD

Note: A signed Waiver & Release form is required for many of these events that are organized by C&OCA. The event leaders will provide the forms to participants at the time of the activity. Hikes require proper footwear.

On the Bookshelf

GREAT FALLS AND MATHER GORGE

By Roy Sewall

Image Publishing, Ltd. 192 pp. \$44.50

Reviewed by Dave Johnson

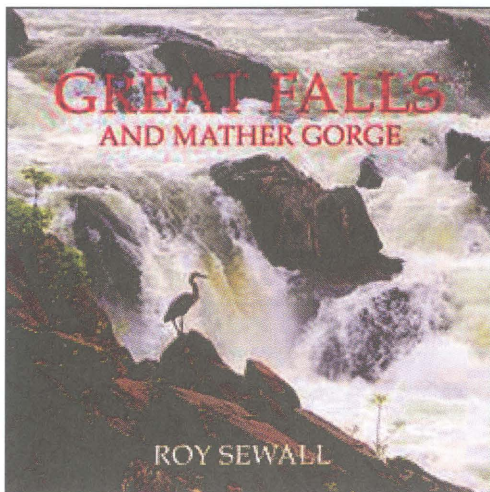
In 2005, Roy Sewall published *Our Potomac, Great Falls Through Washington, D. C.*, a collection of his photographs of the seventeen miles of river from above the Falls down to Hains Point and Reagan National Airport. That book brought him recognition as one of the area's pre-eminent photographers. Now he has produced a second volume that should generate even greater acclaim.

Great Falls and Mather Gorge concentrates on just one square mile, along two miles of the most spectacular section of the river, and the pictures fully capture the spectacle.

Like the earlier book, the large pages—eleven and one-half inches square—allow the pictures to be displayed with great detail. Included are many aerial photos, affording views of the park unseen by all but aviators. He captures the scenery in all seasons, in winter snow and brilliant autumn colors, soft early morning mists and orange sunsets, quiet ponds in the woods and churning water in the rapids. It is the combination of all of these things that keeps us coming back to the Great Falls, but after you peruse this book, you will look for things you never noticed before.

The nearly two hundred pages are divided into four chapters. The first is a brief, ten-page overview of the falls and gorge taken from the Park Police helicopter *Eagle 1*. Chapter 2 covers the Maryland side, more than 90 pages of the Great Falls Tavern, Olmsted Island, canal and towpath, Widewater, and, of course, the Bear Island Billy Goat Trail. The third chapter is for the Virginia side, including the ruins of the Patowmack Canal and rock climbers on the cliffs. The final chapter is titled "On the River." If you ever stood at the overlook and wondered what those people were doing down there in those little boats, this will answer all your questions. It includes nearly forty pages of remarkable action shots of kayakers running the falls, riding the waves and practicing all of the skills of whitewater paddlers.

The text accompanying the photos is equally good. This is a photography book and it is not overburdened with superfluous verbiage. Picture captions are concise, informative and accurate. The approximately 220 images reproduced in the book were chosen from a collection of about 15,000 photographs that Mr. Sewall has taken of the falls and gorge. He considers a shoot highly successful if it produces *one* great picture. But even if he doesn't take a single picture, he considers every day spent along the river a day well used.



George Washington: Father of His Country, Father of the Feeder Canal

by Bill Endicott

Did you know that before he was President of the United States, George Washington was an accomplished canoeist and president of the company that built the Feeder Canal at Lock 6 where the US Olympic Whitewater team trains today? And did you know that the Feeder Canal, along with other canals Washington's company built, coupled with similar projects in other parts of the country, touched off legal issues involving interstate commerce that led to the creation of the US Constitution?

Well, it's all true and here's the story. I am indebted to correspondence with Dan Guzy and Dan's book "Navigation on the Upper Potomac River and Its Tributaries" (Available from the C&O Canal Association) as well as Walter Sanderlin's book, "The Great National Project" as the sources for much of what I've written here.

Washington had always dreamed of using the Potomac River to open the West to commerce. Born in 1732, he took his first canoe trip down the Potomac in July or August of 1754 and noted the places where great obstacles would have to be overcome to make the river navigable.

A few years later, he did surveying work for the Ohio Company (chartered in 1749), which was established for the purpose of developing trade and depended on the Potomac for commerce. The French and Indian wars (1755-63) led to the company's decline.

In 1770, Thomas Johnson, who would become governor of Maryland and who had also boated the Potomac, proposed a river improvement plan and with Washington's help, the Virginia assembly approved the plan in 1772. But Johnson failed to get the Maryland assembly's endorsement and that killed the project. In 1774, a gent by the name of John Ballendine devised a plan to build a canal around Little Falls. Washington and Johnson and other prominent Virginians and Marylanders endorsed the project. But before Ballendine's canal was finished, unpaid debts forced him to leave the area. Washington then was swept up in the US Revolution from 1775 to 1783. When he returned in 1784, he found that Ballendine had died in 1782 and not much work had been done on the Little Falls canal. In 1785, Washington became the first president of a new company to develop Potomac navigation, the Potomac Company. It had received a charter from the assemblies of both Virginia and Maryland. The Potomac Company built a series of "skirting canals" around Little Falls, Great Falls and several other rapids, thus making the Potomac navigable. In 1785, Washington visited Little Falls with a survey team, and while we can't prove it, he probably also visited the site of the Feeder Canal at that time. Potomac Company's Little Falls skirting canal started where the Feeder Canal starts today and ended where Ballendine had worked, or about where Fletcher's Boat House is now.

Before the Potomac Company could begin construction, issues arose as to exactly who owned the river - Maryland or Virginia. To deal with these issues, Washington convened a meeting that produced the Mount Vernon Compact, whereby Maryland and Virginia worked out a way of accommodating each other.

Washington hoped to produce similar agreements between other states that bordered the two, namely, Pennsylvania, Delaware, and North Carolina, by convening the Annapolis convention in 1786. But the lack of a quorum at that convention caused its adjournment, with a new Convention to be held in Philadelphia the next year, in 1787.

The Philadelphia Convention, over which Washington presided, originally intended to simply amend the Articles of Confederation. But it soon became evident this would not work, so the Articles were junked and the US Constitution was born.

Before the Little Falls canal was

(continued on next page)

Along the Towpath

completed, Washington had to resign from the presidency of the Potomac Company in 1789 to assume the Presidency of something else: the United States, serving in that office from 1789-1797. But even as US President, Washington actively followed the progress of the Little Falls canal, making at least one onsite visit.

The Little Falls canal was completed in early 1795 and scholars believe that the stone walls of the Feeder Canal that you see today were almost certainly put there by the Potomac Company during that time and have remained relatively untouched since.

Washington died in 1799, and thus did not live to see the completion of his bigger canal project, the Great Falls canal, the Little Falls canal was the greatest achievement of the Potomac Company that he did live to see.

The Potomac Company completed all of its initial skirting canals in 1802 and the Potomac was then navigable for 220 miles, from the mouth of the Savage River to the tidewater.

In 1828, the Potomac Company went out of business and was superseded by the Chesapeake and Ohio (C&O) Canal Company, which inherited the Potomac Company's charter. The C&O Canal Company wanted a whole new canal running parallel to the Potomac because during the summer the Potomac was sometimes so low that river travel was impossible.

On July 4, 1828 construction of the C&O canal began. The C&O Company built the Rubble Dam, replacing a simpler, much shorter wing dam that the Potomac Company had built to shunt water from the Potomac down into the canal. The C&O left the top part of the Potomac Company's canal untouched but used it as a feeder canal for the new canal they were constructing. That's today's Feeder Canal training course.

Starting at today's Lock 5 and running down to what is now Fletcher's, the C&O Company followed the bed of the Potomac Company's Little Falls canal, but widened and deepened it. They also extended the canal all the way into Georgetown and, of course, all the way out to Cumberland. The C&O Canal operated up to 1924.

So, as racers push off one of those rocks on the Feeder Canal, they're really pushing off a piece of US history put there at the behest of George Washington, another one of the region's famous canoists!



Photo left: Bill Endicott with boaters training on the Feeder Canal.

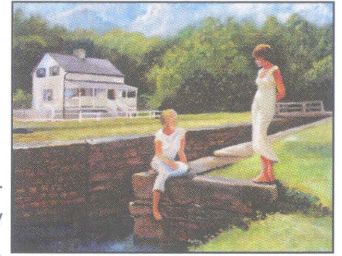
Photos above & right: courtesy of Abbie & Bill Endicott

Note: Bill Endicott was the 1992 US Olympic Coach for white water canoeing and kayaking. Bill has coached and inspired many kayakers and canoeists to excel in the sport. He lives near the Feeder in Brookmont, Maryland..

Along the Towpath

ANNOUNCEMENTS

Tom Kozar's "Ladies on the Canal" Art Show



Tom Kozar is presenting a showing of his art work at the Trolley Barn Gallery, Williamsport, Md.

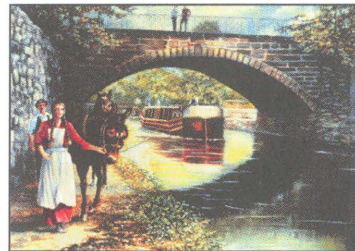
by the Canal Visitor Center. The show opens on March 21 from 2 to 8 p.m.. The theme of the show is "Ladies on the Canal." As Artist in Residence for the C&O Canal Tom Kozar will be showing canal related works in a variety of media. Both originals and prints will be on display. A variety of picturesque scenes from Georgetown to Cumberland along our majestic C&O Canal will be exhibited for the viewer's enjoyment. The show will provide canal aficionados a fine opportunity to see the range of Tom's work.

Other hours for the show are:

Sunday 3/22, noon - 4 p.m.

Saturday 3/28, 10 - 4 p.m.

Sunday 3/29, noon - 4 p.m.



Yesterday



Today



Norm Bellingham, now the US Olympic Committee's Chief Operating Officer, training on the Feeder Canal in 1982.

2009 WORLD CANALS CONFERENCE

The 22nd World Canals Conference will be held in Novi Sad, Serbia, in the autonomous province of Vojvodina. The conference, September 23 to 25, will be a forum for waterway managers, users and enthusiasts with an interest in the canals, navigable rivers and inland waterway heritage of the Middle Danube region. The overall theme of the conference will be raising awareness and improving the economic performance of waterways, especially in Eastern Europe and Asia, two world regions which have not previously been covered by the annual event.

Two optional tours are included in the program. The pre-conference tour (September 21-22) will visit the Djerdap (Iron Gate) section of the Danube, featuring the hydroelectric power scheme at Djerdap I shared by Serbia and Romania. The post-conference tour (September 26-27) will include many important sites on the canal system of Vojvodina — Middle Danube.

Inland Waterways International and the WCC Steering Committee exercise oversight and selection of conference hosts, but the planning and staging of each annual meeting is the responsibility of the local organizing committee. The 2009 conference host is the Public Water Management Company Vode Vojvodina and the association Danube Propeller, with support from Serbian government departments, universities and the national tourist association.

Additional information on conference topics and speakers, details of the pre- and post-conference tours, accommodations, and registration fees can be obtained at www.wcc2009serbia.org. David Edwards-May of Euromapping will facilitate registration with secure on-line payment for international delegates. His web address is www.euromapping.com.

NCPC Approves Odor Abatement Plans

Vents along the Potomac Interceptor sewer line emit a stench that annoys visitors to downriver sections of the C&O Canal National Historical Park. The D.C. Water and Sewer Authority (WASA) seeks to control the problem through its Long Term Odor Abatement Project. The plan involves a series of structures containing equipment to force air from the sewer line through a carbon filter. Two of these buildings will be in Virginia, three in Maryland, and one in the District of Columbia. Two of the structures will be within the canal park, located near Anglers Inn and at Fletchers Cove. These two buildings will also provide public lavatories.

The project cleared another in a long series of regulatory hurdles on January 29, when the National Capital Planning Commission approved the site and plans for the four structures north of the Potomac River. The plans will still require approvals from the National Park Service and certain other agencies. WASA currently expects to award construction contracts this year for the sites in Maryland and the District, and to complete those buildings before December 2011. The entire project is scheduled to be accomplished before May 2012. WASA will provide an update on the abatement plan on March 24, 7:30 p.m., at the Clara Barton Community Center at 7425 MacArthur Blvd. in Cabin John, Md.



Proposed odor abatement structure at Fletchers Cove NPCP File 6905

Program to View Canal's Historic Economic Role

A new historical program focuses on the impact of the C&O Canal on the economy of the Washington County area. A grant from the Maryland Humanities Council and the PNC Foundation made the project possible. The grant will fund panel discussions and a new website. Participating organizations are: the Washington County Free Library; the C&O Canal National Historical Park; and the Western Maryland Regional Library.

Public events will include: a reception (6:30 p.m.) and lecture (7:00 p.m.) at the Washington County Free Library, Hagerstown, on May 28; and panel discussions at two locations, followed by canal tours: June 13, Cushwa Basin, Williamsport, and June 20, Ferry Hill Place, Sharpsburg (rain dates on the following days). For further information, please contact: Carol Appenzellar, Washington County Free Library, 301.739.3250 ext. 151 (cappenzellar@washcolibrary.org).



BUG WALK

Sunday, April 19, 1-2 pm

River Center at Lockhouse 8, C&O Canal National Historical Park, 7906 Riverside Ave. Cabin John, MD 20818

Volunteer naturalist Deborah Landau will lead the group on a walking journey along the C&O Canal to discover the creepy crawlies that everyone loves and can find in their own backyard and along the Potomac River.

For additional information about the "Bug Walk," the Potomac Conservancy and its River Center at Lockhouse 8, contact Bridget Chapin or visit www.potomac.org.

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	Sue Edlund
Superintendent	301-714-2202	Kevin Brandt
Deputy Superintendent	301-714-2200	Brian Carlstrom
Asst. Superintendent	301-714-2203	Sharon Cleary
Chief Ranger	301-714-2222	Bradley Clawson
Admin Officer	301-714-2204	Sharon Cleary*
Chief, Natural and Cultural Resource Management	301-714-2210	Sam Tamburro*
Chief, Interpretation	301-714-2214	Bill Justice
Natural Resource Program Mgr	301-714-2224	P. Scott Bell
Public Affairs Assistant	301-745-5804	Vacant
Special Use Permits	301-745-5817	John Hitchcock
Chief of Maintenance	301-714-2239	Bradley Hofe
Partnerships Coordinator	301-714-2238	John Noel
Volunteer Coordinator	301-714-2233	Daniel Filer
Engineer	301-745-5818	Dan Copenhaver
Historian	301-714-2236	Sam Tamburro

Palisades District, Milepost 0 (Tidelock) to Milepost 42.19 (Monocacy River)

Palisades District

11710 MacArthur Blvd., Potomac, Md. 20854	
District Ranger	301-767-3720
Fee Collection Supervisor	301-299-3603
	Joshua Cunningham
	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, Milepost 42.19 (Monocacy River) to Milepost 184.5 (Canal Terminus, Cumberland, Md.):

Western Maryland District

District Ranger	301-714-2236	Jules Huelskamp*
Cumberland Subdistrict	301-722-0543	
Hancock Sub district	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

* = Acting

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 CHO_Hazards@nps.gov

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: 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, levelwalker@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: Adrienne Gude, 4000 Massachusetts Ave., N.W., Apt. 1222, Washington DC 20016-5144, 202/244-4882, agudelewis@hotmail.com.

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 2011): Carl Linden, Dorothea Malsbary, Marlow Madeoy, Don Harrison, and Lisa Hendrick.

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, Carl Linden; Programs, Dorothea Malsbary; Sales,

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Along The Towpath

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'Lil'
(p. 17)

IMPORTANT NOTICE

55th Anniversary Banquet Reservations

All reservations to attend the banquets in Cumberland, MD on April 18, in Williamsport, MD on April 25, or in Potomac, MD on May 2, 2009, **MUST** be received by April 10, 2009. **NO** reservations will be accepted after that date. Any checks received after April 10, 2009 will be returned to the sender after the end of the Thru-Hike on May 2, 2009. A Thru-Hike dinner reservations form is inserted into this issue of *Along the Towpath*.

In This Issue

55th Anniversary Douglas Thru-Hike Map.1	
Thru-Hike News.....	2
From the President.....	2
News & Reports: Annual Meeting.....	3
Accompanied by the Past.....	6
On the Level.....	9
Across the Berm.....	13
Contributors.....	14
New Members.....	16
The C&O Canal in the Civil War.....	16
Lil the Mule's 15th Anniversary.....	17
Calendar.....	19
George Washington & the Feeder Canal.....	20
On the Bookshelf.....	20
Announcements.....	21