

# 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.

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## **Douglas Hikers Trek Thru Cold, Rain, Frost, and Heat into Spring 185 Miles on the C&O Canal (April 19-May 2009)**



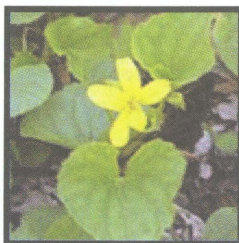
Virginia  
bluebells



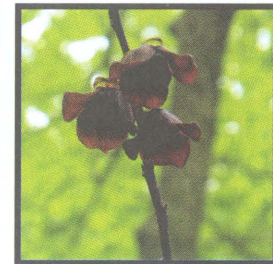
Piper Norman Weaver of the Alexandria Pipe & Drum Corps leads off the Douglas Thru-Hikers piping Highland tunes on the hike's last leg from Great Falls to Mile 0 where Rock Creek enters the Potomac.



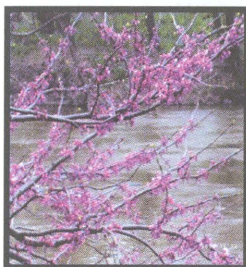
Dogwood



Yellow violet



Paw paw



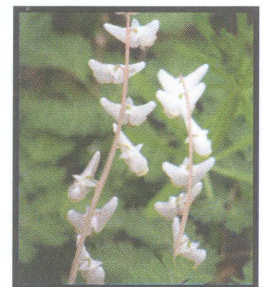
Redbud

**Spring in bud at  
the hike's start  
unfolds before  
us on the way.**

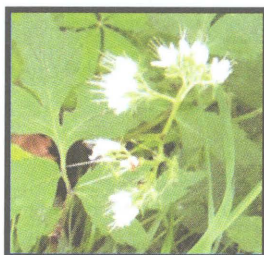


Betsy Williamson (l.) and Marion  
Robertson (r.) reach Mile "0".

**The wildflowers  
come forth in  
glorious and  
amazing variety.**



Dutchman's breeches



Virginia waterleaf



Trillium

Photo credits -  
See page 2, 2d  
column, bottom.

**C&OCA's \$80K in grants to C&O Canal NHP helps win funds for Big Slackwater repair. See p. 2**



## NEWS AND REPORTS

### President's Report on the Thru-Hike

By Rachel Stewart

Well, it is over, finished, completed, done. Forty men and women, fourteen days of walking, three banquets, 132 bags of trash, two consecutive 90-degree/15-mile days followed by one morning of frost at sunrise, two days of almost non-stop rain, several cloudy, misty, drizzly days, and one grand group photo at the historic Great Falls Tavern on the final leg. The oddest things turned up. In addition to the trash that we collected, Jim Heins found a shopping cart – he pushed it to a hiker-biker campsite for the Park Service to carry away. (photo 5, p. 5)

And Barbara Sheridan, Hike Commander a/k/a shepherd of this wandering flock, found a little fish, which she carried as far as the kayak slalom course and left it hooked to a fence. I don't fish but I think it was really a lure with three treble-hooks and a little propeller on the tail. As I said, the oddest things turn up.

We were young and middle-aged and seniors, local and from far-away (Wisconsin and Washington). Mickey and John Reed celebrated their 55th wedding anniversary. Carol Galaty and Gil Hill were responsible for our morning and mid-day meals. Chris and Wayne Cerniglia's big truck carried our liquid refreshment and the propane gas tanks that fueled the stoves and provided their sleeping quarters. Nine of us were motel muffins; electricity, flush toilets and comfortable sleeping were offset by miles and miles of shuttling cars back and forth. We were all kinds of people — professors, lab techs, teachers, plumbers, lawyers, nurses, military men, scientists. All joined by our love of the Canal, of the outdoors, of birds, trees, wildflowers.

We began on April 18th with a banquet in Cumberland, and Cathleen Douglas Stone, widow of our patron saint, Justice William O. Douglas, addressed the assembly. Next morning, led by kilted piper and drummer and joined by Park Service personnel, we walked off into very early spring. Leaves just as big as a kitten's ear were beginning to grow. That day was comfortable, slightly overcast and not terribly long. The upstream parts of the Park are just beautiful; the river is quick and swift but not so wide. To an urban person like me, that part of the Park seems remote, yet there's a well-traveled two-lane highway running near much of it, down to the Paw Paw Canoe Camp.

The second day, from Spring Gap to Town Creek Aqueduct, would have been better without the constant rain. Breakfast in the mud, walking onto the grassy verge to avoid yards-long puddles in the towpath, seeking infrequent shelter on a lockhouse porch.

Finally arriving at the campsite, under normal circumstances at the end of the day, any meal would be welcome. But to chilled, damp, tired walkers, boeuf bourguignon and mashed potatoes and grilled mixed vegetables went down like food for the gods.

Next day the stalwart walkers pushed on to Stickpile Hill – another very long walk. It was too remote for most motel muffins. We feared our cars getting swamped crossing (**Continued on page 9**)

### Canal Park to Receive Nearly \$14 Million in Recovery Funds

#### C&OCA Donations Helped Advance Big Slackwater Project

The C&O Canal National Historical Park will receive nearly \$14 million under the American Recovery and Reinvestment Act, including \$12.1 million for restoration of the Big Slackwater area and nearly \$1.9 million for a variety of other projects. The funds are part of \$750 million in stimulus projects for the National Park Service announced on April 22.

The major funding for repair of the Big Slackwater historic stone wall and towpath supports an objective that has long been a top priority for both the canal park and the C&O Canal Association. The work will reestablish the continuity of the towpath by reopening the only closed section between Cumberland and Georgetown.

C&OCA's active advocacy for Big Slackwater has included a series of donations to NPS intended to help move the project to the construction phase. In August 2007, the Association contributed \$15,000 as part of a matching grant from several partners that allowed for the first phase of restoration design to be completed. In March 2009, the Association made a \$25,000 donation for an Environmental Assessment (EA), following this with an additional \$40,000 for the same purpose on April 2. Initiation of the Assessment was a key step in ensuring that the Big Slackwater project will be "shovel ready" in accordance with guidelines for the recovery package. Construction is expected to begin in August 2010.

Other recovery funding announced by NPS on April 22 included: \$661,000 to repair parts of the towpath; \$475,000 to replace the boat ramp and parking area at Point of Rocks; \$322,000 to repair Lock 22 (Pennyfield Lock) near Potomac; \$213,000 to control exotic plants; \$113,000 to repoint masonry structures in watered areas of the canal; and \$112,000 to expand the Brunswick boat ramp and improve the service road.

"These important projects will provide much-needed jobs in many of the local communities along the canal," stated Kevin Brandt, the canal park's superintendent. "They will make the C&O Canal a safer, more enjoyable place to visit, will support our community partners along the park, and will help preserve many of the park's outstanding resources. We are delighted at this opportunity to move these projects forward."

-- Ned Preston

(See page 21 under the heading, "**To Our Contributors,**" for further comment on the importance of C&OCA grants for Big Slack and other canal projects.)

#### Photo Credits for p. 1

Top Center and bottom center photos by editor.

#### Flower photos:

Left, top down: Virginia bluebells and yellow violet by Rachel Stewart, Redbud by Gage Linden, Virginia waterleaf by Pat Hopson

Right, top down: Dogwood and Paw paw by Frank Wodarczyk, Dutchman's breeches by Marjorie Richman, Trillium by Barbara Sheridan

*Along the Towpath*



## Remarks to the Thru-Hikers at the Final Banquet at St. Francis Church in Potomac, Md.

May 2, 2009  
by Gary Petrichick

First, congratulations to all of you who completed the Douglas Thru-Hike! And thanks to all those whose labors made it possible! I was taught in my army Method of Instruction course back in the 1950s to never apologize, so I'm not apologizing, I'm explaining. I'm reading this because if I didn't, I'd ramble, and if I ramble, I'll go beyond my allotted hour and a half!

A few weeks ago I got a call from Carl Linden. He needed a banquet speaker in the worst way, and of course, the worst way to get speaker was to call me! In his defense, he knew that I've done the last three through hikes so I could appreciate that you've had a hard two weeks. And a long hard day today. And after a full meal, and at this late hour, you don't need a someone to bore you for an hour or more when I can do it in five or ten minutes.

Carl suggested that although the old timers have heard the story, some of you might be wondering how an upstate New Yorker got to be active in the C&O Canal Association. That, plus, some folks might like to put a face on the strange name they see on the pocket guides and the Civil War column in the newsletter, but whose strange face is rarely seen otherwise. So — The story of one man's discovery of the C&O Canal.

I had long been into bicycle touring, mostly in northern Pennsylvania and in the Finger Lakes region of New York State. By the late 1980s my legs were getting tired of the constant hills when I heard from two different sources of a level bike path along the Potomac River. The first week of October 1989, I drove down to Cumberland and put in four days on the towpath to Little Pool, and back, and it blew my mind! Not only was it level, it was beautiful and it was interesting! And the weather was just like home. On the day I left Cumberland it was 90 degrees and two days later at the Purselane Run hiker/biker, I had frost on my tent! Our saying back home is that if you don't like the weather, wait fifteen minutes!

The following July, my eldest son and I biked the entire canal, and at the old Antietam Creek Ranger Station, I picked up a brochure for something called the C&O Canal Association. Well, I figured any group that supported this magnificent park was all right with me and I'd be glad to support it with my membership fees even though I knew I'd never attend a meeting. Well, in the words of John Lennon, "Life is what happens while you're making other plans."

I started getting the newsletter and learned of the Paw paw Bends canoe trip. Now even though my Nancy wouldn't bicycle, she would canoe and camp so I called some guy named Ken Rollins and signed up for the trip. On a Friday evening in September, 1991 in the Paw Paw drive-in campground we met Ken, Carl Linden, and the Perry boys, Tom and Bob. By the time we reached Bill's in Little

Orleans on Sunday, we were hooked, and four short years after thinking I'd never go to a meeting, I was elected to the Board of Directors and two years later, president of the Association.

I've now hiked the Canal three times, and biked it seven times — two round trips — along with many day and weekend trips. I have a notebook full of names of strangers along the canal who offered me refreshments, a meal, or a place for the night, and I've taken some of them up on their offer, often after being threatened with an ice cold beer.

When the 1994 Through Hike was announced I jumped at the chance, and in preparation, I went through Tom Hahn's Towpath Guide to the C&O Canal and made up an abbreviated version that I pasted in a 3" x 5" pocket notebook to help me locate where I was and what I was seeing. A number of fellow hikers saw it and wanted one, and that led to the printing of my Pocket Guide to the C&O Canal National Historical Park. Coincidental to my discovery of the Canal was the Ken Burns Civil War Series on PBS. With my joint interest in the war and the Canal, I made up a similar notebook of Civil War sites. A park ranger saw it, and convinced me to print that too. And that led to my being asked to do the newsletter series.

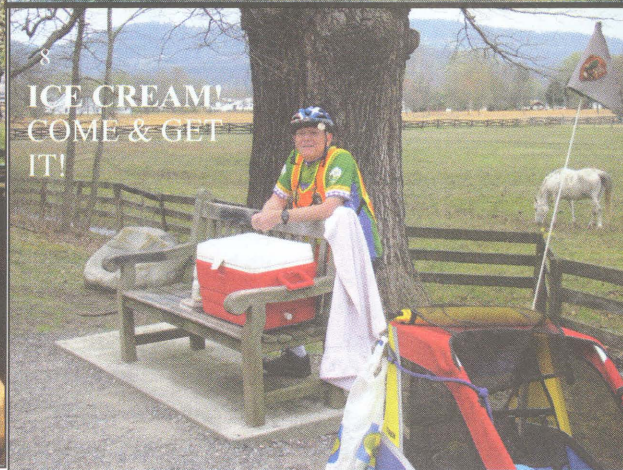
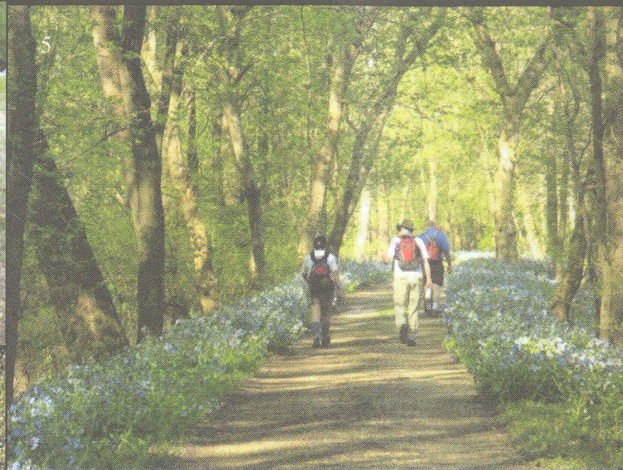
Before I wrap up, Carl thought I should throw in a couple of humorous things that have occurred over the years:

- None of the above would have been possible if it hadn't been for Carl putting me up at his home, what I call the "Brookmont Bed & Breakfast." Many Saturday evenings he, Ken and I would be sitting around his living room shooting the breeze, when one of his boys would pop in and ask if I'd like to join them "on the town." The next thing I'd know we'd be on Carl's back deck, the sun would be coming up, and Carl's head would poke out from his bedroom asking if we knew what time it was! I always meant to buy him a clock.
- On the '94 Through Hike "someone," I won't say who, got caught with beer at the Harpers Ferry Youth Hostel and got us all in trouble! One of the proprietors was a dead serious recovered alcoholic! From then on it was known as the "hostile hostel!"
- This last isn't humorous, but I'm sure many of you have heard "Dueling Banjos," but have you ever heard "Dueling Robert Service?" On a lot of our Canal outings, Ken would recite "The Shooting of Dan McGrew," and I'd come back with "The Cremation of Sam McGee." I've also recited Poe's "The Raven," and I tell you this to let you know how lucky you are tonight, because my capacity for boring is extensive!

I'll close with a couple of favorite expressions of our late, dear friend, Ken Rollins. Paraphrasing the old Sara Lee commercial, he'd often say, "Nobody doesn't like the C&O Canal," and he was also fond of saying, "It's magic!" For reasons so magical and so numerous that I probably don't even know them all myself, I fell in love with the old ditch and with the people who love it too! And with that I say to you all again, congratulations, live long and prosper, and to all, a good night!



## NEWS AND REPORTS (continued) - Scenes from the Douglas Thru-Hike 2009



1. Cathy Douglas Stone cuts the ribbon with Barbara Sheridan's help sending the hikers on their way.
2. Piper Annie Bristow and drummer Kenny Braitman give a bounce to the departing hikers' stride with stirring Scottish tunes.
3. Nancy Long, John and Mickey Reed, and Neil Gilliam stop briefly at mile 184.
4. Bluebells graced the towpath in glorious profusion all along the way.
5. Hiking down the towpath in springtime is a wondrous experience.
6. Rain swollen streams cascaded down the sides of the deep cut at the east portal of the Paw Paw Tunnel.
7. Rain-soaked hiking gear hung out to dry.
8. Each day Norman Liebow, Bike Patroller *extraordinaire*, treated the hikers to ice cream, candy, and ice-cold water.
9. "Rain, rain go away. Come again another day!"
10. Bartender in chief, Wayne Cerniglia, & Overseer of Fine Cuisine, Carol Galaty
11. Bill Schoenagel and Barbara Sheridan at *Bill's Place*, Little Orleans.

### Photo credits:

- 2 & 8 - the editor.  
 3, 4, & 6 - Gage Linden  
 5 - Pat Hopson  
 7 - Rachel Stewart  
 1, 9 & 11 - Barbara Sheridan  
 10 - Val Wheeler





1. Dennis Simmons took a nap after a hard day's walk.
2. NPS's Porta-Potty Triplicate was essential equipment at camp.
3. Quartermaster Mike Lewis trucked the luggage for the hikers.
4. Ruins of the kilns of the Round Top Cement Mill built in 1837 are set in rock above the towpath three miles west of Hancock.
5. Jim Heins, "trash-free Park" champ, found a grocery cart dumped by the towpath and trundled it to a hiker-biker for NPS pick-up.
6. Here Jim, now fast-food chef, prepared a hearty breakfast.
7. Tom Reid found a restful spot immersed among the bluebells.
8. Rain gear fashion models on lockhouse front porch at Crabtrees Lock (mile 165) (l-r): Front — Marjorie Richman, Pam Lantz, Lou La Borwit; Back — Nasra Sakran, Phyllis La Borwit.
9. Stones the NPS retrieved for rebuilding Catoctin Aqueduct.
10. Lander Lockhouse. George Lewis and Lander volunteers welcomed hikers for a morning break with hot coffee and donuts.
11. Can you spy the hiker embracing the grand old Maple at Woods

- Lock (Lock 26)? "Who is that tree hugger?" (Answer below)
12. Larry Mills kept his walking boots close by.
13. The white drapery hanging from Barbara's cap is made from strips of laundry dryer sheets. The strips kept bugs away.
14. Rest stop at Lock 8. L. to r: Gary Petrichick, John Wheeler, and Jim and Mary Ann Moen.
15. True-grit hikers, Mickey and John Reed, at Great Falls ready to complete the last leg to Mile 0. John at 80 and Mickey at 78 say:

**Photo credits:** 5 - editor  
 4, 9, 10, 14, 15 - Gage Linden  
 6 - Carol Galati  
 7 - Frank Wodarczyk  
 1-3, 11, 12. - Barbara Sheridan  
 8, 13, 16 - Rachel Stewart

- "Don't be daunted. You can do it!"
16. Marion Robertson checked the feet that made it to Mile 0.
17. Last stop at Mile 0. Father & son, Carl and Gage Linden.

Answer: Who else but Pat White?



*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 Battle to Save the Canal: 1938 - 1954—Part I

When canal lands were acquired in 1938, the Park Service and others soon conceptualized those areas in the vicinity of Great Falls in particular, as park land that would be part of a larger project—the George Washington Memorial Parkway. (Mackintosh, 33) Consequently, prior to WWII, the Civilian Conservation Corps (CCC) had been used to restore the lower 22 miles of the canal. The inclusion of the stretch above Great Falls to the inlet lock from Dam 2 (located beside Violettes Lock) was necessary if the canal was to be watered in the Great Falls area and down to the next inlet at Lock 5.

Unfortunately, by the time the war ended, the work done by the CCC prior to the war was seriously damaged—to a great extent by a major flood in mid-October 1942. This made painfully clear the difficulties in maintaining even the lower 22 miles and brought to the fore the issue of what to do with the remaining 162 miles to Cumberland. Development as a park depended largely on whether the numbers of people who would use it justified the expense of making it into a park—for which there were no studies. In addition, beginning in 1945, there were the Corps of Engineers' proposals for fourteen multipurpose reservoirs on the Potomac and its tributaries that would have inundated much of the canal and largely eliminated the possibility of preserving it except as bits and pieces.

The idea of a parkway paralleling the canal and continuing the George Washington Memorial Parkway, had originally emerged in 1935 as a proposal considered by the Park Service and other agencies. Between 1945 and 1950 it re-emerged as Cumberland and the Corps of Engineers sought the release canal lands for a flood control program on the city's waterfront. Needless to say, enthusiasm for a canal parkway in that part of the state was also spurred by the recognition that it offered an attractive alternative to the mountainous US 40 route between Hancock and Cumberland.

One result of the developing proposals was a study that produced a joint report for Congress in August 1950, by the National Park Service and Bureau of Public Roads. In an appendix to the report, Walter S. Sanderlin (whose doctoral dissertation on the history of the canal had been published in 1946 as *The Great National Project*) supported the parkway idea as “best adapted for the achievement of such varying objectives as the provision of recreation areas, the preservation of selected canal structures as historic sites, and the protection of the inherent beauty of the valley.” (Mackintosh, 58)

This report estimated the total costs for constructing the parkway at \$17,107,700. However, even before the report was made official, J. Glenn Beall, representing Maryland's sixth district in Congress, introduced a bill that would authorize the acceptance of lands

from Maryland for a parkway. The bill included reference to the “present parkway lands” and in doing so essentially gave Congressional approval to the parkway. (Mackintosh, 58–59)

It was at this point that public dissent emerged, coming first from the Izaak Walton League. In a letter to NPS Assistant Director Conrad L. Wirth, the League informed the agency that its members were “quite incensed over the proposals of the National Park Service to build a road, or highway, along the C. and O. Canal” and declared that it “could serve a far greater value if kept in a natural state.” (Mackintosh, 59). The National Parks Association then reviewed the parkway plan and issued a report in 1951 that—while not rejecting the parkway idea—did criticize it for lack of attention to the canal's natural resources.

In May 1951, Maryland began its own study of the parkway proposal and in June the commission doing the study unanimously opposed it as interfering with Maryland's own plans for developing the land along the Potomac. Going further, it advocated for the return of the canal lands to the state.

On March 27, 1953, legislation was passed that provided \$350,000 for land acquisition between Hancock and Cumberland—but only when further legislation provided permanent easement rights for the use of water from the Potomac by Maryland, its subdivisions, businesses, and citizens. Such legislation, introduced by James Glenn Beall (who moved from the house to the Senate that year) and Rep. DeWitt S. Hyde, was signed into law August 1. As park historian, Barry Mackintosh put it: “The way now appeared ready for at least the sixty-mile parkway beyond Hancock.” (Mackintosh, 65) But opposition from conservationists was growing. In 1953—a year before Justice William O. Douglas entered the debate—Irston R. Barnes, president of the Audubon Society of the District of Columbia and nature writer for the *Washington Post*, had written an article published January 11, 1953 and titled “C & O Canal Proposed as Recreation Park.” In it Barnes stated:

The prescription for the C. & O. Canal is obvious. The people of the valley have a priceless asset in the national park status of the canal. Let the National Park Service acquire the private lands between the canal and the river. Let the canal be restored as a highway for canoes, and perhaps for a few of the old barges. Let the towpath become a country lane for hikers and cyclists. Restore the canal and its locks and lockhouses to their nineteenth-century usefulness. Provide an abundance of small camp sites at intervals of a few miles, equipped with safe drinking water, Adirondack shelters, fireplaces, and simple sanitation facilities. Prepare the lockhouses as hostels for winter use....

A limited number of access roads to the canal would allow the motorist to escape from traffic and enjoy, but not destroy, the quiet beauty of the river country.

Anthony Wayne Smith, a CIO lawyer who was active member of the National Parks Association, wrote a similar article in April. On May 7, 1953, the D.C. Audubon Society met at the home of Mrs. Gifford Pinchot to mobilize and organize opposition to the parkway proposal.



Among the approximately 50 people who gathered there were Irston Barnes, Constant Southworth, and Howard Zahniser as well as Anthony Wayne Smith. Barnes then wrote an article for the summer issue of the *National Parks Magazine*, the journal of the National Parks Association. In it he criticized the NPS for lack of imagination and initiative and explained the threat posed by the parkway idea, asserting that “the only way to save the canal is through wide and vocal opposition to the plan, and thus to extricate the [National Park] Service from its own commitments [to the parkway proposal].”

In August Frederick Law Olmsted, Jr. weighed in as an opponent of the parkway plan in a letter to Conrad Wirth, now Director of the NPS, who responded in an October letter. In it Wirth denied that the canal lands could “be considered a wilderness.” Wirth also insisted that “a program of sufficient magnitude to attract the support of great numbers of people is absolutely essential for the protection of the Potomac River from future dam projects which have been sponsored by the Corps of Engineers.”

The fact is that there was an already organized and dedicated opposition to the parkway when Douglas entered the fray with his letter to the *Washington Post* in January of 1954. Not surprisingly, all four of those named above who had been at the May 7, 1953 meeting were immediately on board with the hike. The hike, of course, brought in other conservationists and outdoorsmen, and put the controversy over the C&O Canal into newspapers and magazines across the country.

During the hike a *Washington Post* editorial on March 22 stated that “it is not impossible that these viewpoints [of a parkway and a natural area] can be reconciled”; and the *Hagerstown Daily Mail* and the *Hagerstown Morning Herald* on March 23 carried articles under headings that referred to the hikers talking compromise and the possibility of a meeting of the minds. As the Herald Mail wrote, citing Barnes and Douglas:

Some members of the party who originally favored a parkway now agree that many places along the canal should not be touched by the proposed highway. Others...who wanted to keep the canal untouched, now are beginning to understand it should be made more accessible. Douglas, himself has said there is not room for a highway along the canal without spoiling the natural beauty of the area. But his own thoughts on developing the canal as a recreational area which could be used by “tens of thousands” include more access roads.

When the editors returned after the hike, the effects of the interactions with nature, other hikers, and people turning out along the way to support one side or the other, had clearly resulted in movement in the paper’s editorial position. On March 31 it published an editorial titled “C & O Canal: A Report.” In it they stated:

We retain the conviction that the valley ought to be opened up. We believe, however, that a compromise is possible which will preserve large areas in their natural state and still make possible a parkway along some beautiful parts of the valley.

The editors noted that an important change in their position concerned their support for the 1950 NPS plan that had “called for a parkway

along the towpath, and in some places along the bed of the old Chesapeake & Ohio Canal.” They now recognized both that “this would be a much bigger undertaking than we had supposed” and that “the cost of maintenance might be prohibitive.” Indeed, in the subsequent controversy the cost of fill in the canal prism to make it usable as a bed for the parkway became a significant issue. “That many semi-wilderness stretches along the old canal ought not to be disturbed” was another theme they developed in the editorial that also championed “the magnificent 3000-foot tunnel near Paw Paw, which remains a monument to the architectural and engineering genius of 110 years ago” and the “preservation of the fine aqueducts at Licking Creek, Monocacy, and Seneca.”

They then made four proposals, beginning with a call for the Park Service plan to be substantially modified to avoid encroachment on the best of the natural areas. Noting the Park Service’s recent interest in a “walking parkway” they nevertheless asserted “the need for both types of parkway.”

The second proposal put an emphasis on picnic grounds and access roads and the restoration of the canal “as a canoe way where feasible.” In the third, they called for “local communities to clean up the parts of the canal preserve and river front”—naming Brunswick and Hancock in particular. And in the fourth, they called for an investigation of the possibility “of obtaining matching funds from Maryland for access roads.” They noted that “both a walking trail and a parkway should spur tourist trade and should bring motels, hostels, and stores.” The *Post*’s editorial concluded by urging their readers to “investigate for themselves the wonderful potential of this scenic attraction” and stated: “We think it possible to develop this resource so that it will serve as a boon to hikers as well as to those whose enjoyment of nature must be limited to a leisurely drive in an automobile.”

After the Douglas–*Washington Post* hike, the idea of a mixed development that would combine parkway and access roads with the preservation of selected natural and historic resources, now had the *Post*’s editorial support along with that of many regional, governmental, and business voices. But this was NOT the position of most the conservationists and outdoorsmen who had formed their opinion prior to the hike.

*Part two of “The Battle to Save the Canal” will cover the years from 1954–1970 and will appear in the Winter issue of Along the Towpath. —Karen Gray*

#### Notes on resources:

The archives of C&O Canal NHP at the headquarters in Hagerstown include collections of articles from newspapers and magazines and I have drawn from those in this article, designating the date and paper in the text. The history of the park by NPS historian Barry MacIntosh was published as *C & O Canal: The Making of a Park* by the U. S. Department of the Interior, National Park Service, 1991. It is — or soon will be — available on the National Park Service website for NPS studies and histories under the Chesapeake and Ohio Canal NHP at: [www.nps.gov/history/history/park\\_histories/index.htm](http://www.nps.gov/history/history/park_histories/index.htm)



### Oklahoma City was Canal-less. What is a city to do about it? Dig one!

(Editor's note: Don and Bobbe Whitney live in Oklahoma City, but that does not stop them from being enthusiastic members of the C&O Canal Association. They take a lively interest in the issues that the Association and the C&O Canal NHP face. Don and his wife, Bobbe, discovered our Association on a bike trip from Washington to Pittsburgh on the C&O Canal towpath and the Allegheny Passage trail. Don was worried about the Big Slack towpath break and wondered what action we were taking in an effort to get it fixed. He was delighted to hear on a recent visit that recovery funds had just been allocated to repair the break. He was heartened to learn that the Association had come to the aid of the C&O Canal Park with a timely contribution of funds which enabled the NPS to prepare an EA (Environmental Assessment) promptly. Now Big Slack project will be "shovel ready" and is to receive twelve million in "recovery" funds.

During Don's visit he told me about Oklahoma City's urban renewal program. Its *pièce de résistance* was the creation of a canal from scratch. Don sent in the following item describing the city's bold stroke:

"What was once a warehouse neighborhood, and the original site of the city, has been restored becoming the destination for Oklahomans looking for fun and entertainment. Bricktown is the place to be! With restaurants, nightclubs, shopping, sports facilities and a canal no less. Bricktown is Oklahoma's Entertainment District. Although only 0.6 miles long, the canal can be said to be the center piece of Bricktown and major factor in the redevelopment of the downtown area."

"In 1993, Oklahoma City voters approved the Metropolitan Area Projects (MAPS). Funded with a 1 percent addition to the sales tax for 5 years, the program added major attractions to the downtown area including new or improved fairgrounds, library, performing arts center, art museum, ball park, and the canal and riverwalk. The vision for the canal may have been the Paseo del Rio in San Antonio, Texas. For OKC however, it required a total conversion of the dusty Bricks Street. The old street was excavated down 30 feet. The chan-

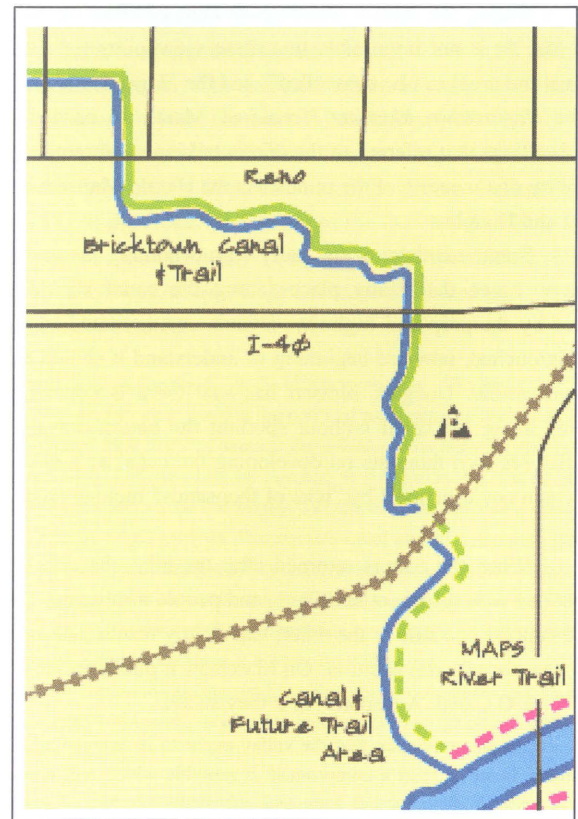
nel for the canal was created and the adjacent surroundings landscaped. Now, Bricktown is the popular place to be in Oklahoma City. Bricktown exudes turn of the century charm. Oklahomans stroll along the canal-side promenade, enjoy live music, cheer on their favorite sports team, sit down for some fine dining or dance the night away."



Bricktown Transformed - A Touch of Venice & Ponte di Rialto



Bricktown before - a Dusty Street - A Bit of the "Dust Bowl"?



Urban renewal will also extend to the Canadian River (lower right.) with canal and river trail. This section of the river will be redubbed the "Oklahoma River."



## News and Reports

(continued from p. 2) the high-water fords to Bonds Landing and chose to leave at Paw Paw. On Day 4, the destination was Cacapon Junction; you can't get there from here, at least by car. So the muffins drove to Pearre, walked to Bill's Place at Little Orleans for lunch, then walked back, putting in a respectable 10 miles.

Day 5 was bright and sunny and the walkers arrived at Hancock's town park ready to hang up clothes lines or head for the laundromat to dry out clothes & sleeping bags. Dinner, interestingly enough, was not at one of the local restaurants but at the Pizza Hut, just two blocks from the town park.

From Hancock to McCoy's Ferry, many stopped at Fort Frederick for the annual Market Fair, set in the late 1750s – time of the French & Indian War. There were hundreds of costumed reenactors selling very high quality wares to each other out of their spacious white linen tents, making music, and target shooting with black powder long-guns. After dinner that evening, Cathy Carroll and Barbara Sheridan jointly recited Robert Service's poem "The Cremation of Sam McGee" – at times poignant, and grotesque, and very funny.

After breakfast we pushed on through Four Locks, touring the lockhouse that will be open as part of Canal Quarters. The walking ended at Cushwa Basin, followed by dinner at the American Legion and a talk about the JFK 50-Mile Ultra marathon, which has run continuously in Washington County, Maryland since the spring of 1963.

The second week continued with fewer walkers – nine had left after the first week, and one joined for the second week. And on we went toward McMahon's Mill where we were transported around the Big Slackwater detour by members of the Western Maryland Sportsman's Club to their clubhouse overlooking Dam No. 4. That's where we enjoyed a restful afternoon in the bar, followed by a wonderful dinner. Many campers set their sleeping bags indoors while others remained resolutely outside.

From there, next day, we proceeded past miles of nodding Star-of-Bethlehem, an invasive plant but lovely and graceful. We stopped at Antietam Campground, where people seemed to have odd white ribbons hanging from their hats. This is a very low-cost bug repellent: sheets of anti-static dryer sheets cut into ribbons and sewn together to hang down over one's head. Somehow it works. But looks quite strange. (See photo no. 13 on page 5.)

From Antietam we pushed onward toward Brunswick Family Campground. The towpath continued to be bordered by great stretches of Virginia bluebells and other spring wildflowers. Approaching Harper's Ferry, the towpath is very close to the Potomac's rapids and the river was quite high, thanks to the prior days of rain. But this day we walked in bright sunlight all the way into camp at Brunswick, with hot showers and flush toilets and a covered pavilion for dining, but a noisy train yard next door.

Early into the next day's walk – Day 11 (another wet one) we stopped at Catoctin Aqueduct where Kevin Brandt, Dan Copenhaver, and John Hitchcock described the work done to date, the next steps to be taken, and expected funding sources.

Then on to Lander Lockhouse, for a tour along with coffee and doughnuts. Then on past Noland's Ferry to Monocacy Aqueduct. This was the night of the great steak cookout – big juicy flavorful beauties cooked just right. The fact that we ate during a downpour meant little to the hungry gang. The Park Service provided all of the side dishes and some terrific pies for dessert.

Day 12 continued from Monocacy to Sycamore Landing. Along the watered portion of the canal downstream from Monocacy we began to see geese and goslings in greater numbers, but few other walkers or bikers. White's Ferry was busy with cars coming off the ferryboat. At Edwards Ferry we could see that Jarboe's Store has been significantly deconstructed in the name of safety. I was sorely tempted by the pile of ancient bricks. At Sycamore Landing several stick arrows lay across the towpath, pointing to the shuttle bus pickup; and if you missed them, Jim Heins lay across the towpath, effectively blocking it. Dinner and camping that night were at the Isaac Walton League, quite a comfortable place. High up on its hilltop before dining, we relaxed on the porch and in a small lounge room.

Next morning after breakfast, we cleaned up the place, and continued toward Great Falls. Again, many geese and goslings in the watered sections of the canal. And again the drizzle began. Close to Great Falls, I could see the *Charles F. Mercer* approach, stop, mules unhitch, turn round, mules re-hitched, and return downstream.

The boat was filled with a group of Mennonites whose dress seemed to echo that of the boat's crew members. That evening all of us who live in the area went home for the night, and returned on Saturday morning in time for the group photograph and another fourteen miles to Milepost Zero in Georgetown.

The finale was dinner that last evening at St. Francis church in Potomac, Maryland, with several guests including former U.S. Representative Connie Morella and her husband, and a representative of U.S. Representative Chris Van Hollen, along with Park Superintendent, Kevin Brandt, and Chief of Interpretation, Bill Justice. Somehow Bill Holdsworth found time to put together a slide show, "185 Miles in Eight Minutes," with map segments and weather reports followed by photographs from each day.

All together it was time well spent with old friends and new ones, with adventures worth talking about forever or trying to forget. Early spring is the perfect time to take this very long walk, when the bare bones of the earth can be seen through trees and shrubs, when faint shades of green have begun to tint the landscape, and wildflowers come into view for those who look down. I doubt that I'll try again in 2014, but one never knows. But never say never, right?



### Around the Park

The following items of interest were among the topics addressed in briefing statements issued by the National Park Service at the C&O Canal NHP Federal Advisory Commission meeting on May 15:

In conjunction with other organizations, NPS is reviewing the feasibility of Rails-to-Trails use of former Western Maryland Railway tunnels. The issue is complicated by the presence of bats, some species of which use the tunnels as winter sleep chambers. Based on a study completed last May, the U.S. Fish and Wildlife Service and Maryland Heritage Program have determined that the Stickpile and Kessler tunnels should be closed to the public from Labor Day to Memorial Day.

White-Nose Syndrome, a highly lethal disease, has infected bats in several northern states, and most recently in Pennsylvania, and NPS is a partner in a nationwide effort to study and address this problem. The C&O Canal NHP has received funding to monitor the bats in tunnels this autumn, and a two-year project to use radio collars to study their movements has also been funded for fiscal 2010.

For a second year, the canal park is cooperating with the U.S. Department of Agriculture to monitor the Emerald Ash Borer, an invasive beetle whose larvae have killed millions of ash trees. Ten purple traps, shaped like box kites, will be hung in ash trees and monitored over the summer.

For several years, Dr. Elizabeth Wells has led efforts to restore harperella, an extremely rare wildflower with small white blossoms that grows on gravel bars and river shores. Several plantings have recently been completed in the canal park, and the project is now in the monitoring phase.

At the Catoctin Aqueduct, park preservation staff members have removed remaining pieces of historic rail from masonry. About 20 feet of the original railing will be reinstalled on the aqueduct as part of its restoration. Tree removal has begun at the work zone, and access road and construction is expected to begin during May.

The Stop Gate at Lock 16, which provides protection against flooding, is currently operated by use of a crane. To provide a better method, NPS plans to reconstruct a winch house above the lock that was lost in the flood of 1889. Construction is planned to begin this early summer.

Restoration of the 1922 railroad lift bridge that crosses the canal at Williamsport recently received a Transportation Enhancement Program Grant through Maryland highway authorities. Final design work is anticipated to begin before autumn.

An Environmental Assessment has been completed on projects at Great Falls to improve and widen the access road, repave the parking areas, and restore the historic landscape in front of Great Falls Tavern. Work should be underway by June, with a tentative completion date in December, and visitors may experience minor delays during that period. Meanwhile, designs for new exhibits within the Tavern are complete and installation is expected by late summer.

The canal park received funding in 2007 to design a canal boat for the Cumberland area, but received an estimate from a boat builder that was higher than the amount expected to be available for the purpose. The park decided to move the funding to a number of smaller portable launches that can be used at multiple locations along the canal. The C&O Canal Trust and the park have developed specifications for the boats. The Trust is also planning for this summer a

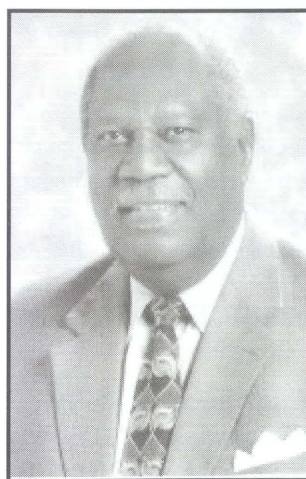
pilot implementation of the C&O Canal Quarters Program. Visitors will be able to stay overnight at five rehabilitated lockhouses and receive historical interpretation.

The canal park has awarded a contract for preparation of an Alternative Transportation Feasibility Study. The study will consider such modes as water-based and public transport, as well as bicycling and hiking, to enhance access, distribution, and interpretation for visitors to the park's lower 23 miles. A stakeholders' meeting will be held in June.

- Ned Preston

### Robert Stanton Appointed Deputy Assistant Secretary of the Interior For Policy, Management & Budget

Secretary of the Interior Ken Salazar on May 14 appointed Robert Stanton, former Director of the National Park Service, as Deputy Assistant Secretary of the Interior for Policy, Management, and Budget. "Since the beginning of his career as a National Park Service ranger 47 years ago, Bob Stanton had dedicated his life to improving the conservation and management of our treasured landscapes and



Robert G. Stanton

national icons," Salazar said. "The Department of Interior will benefit greatly from his vast experience, extraordinary management skill, and dedication to our public lands."

From 1988-1997, Stanton was regional director of the Park Service's National Capital Region, which includes 40 national park units in the Washington D.C. metropolitan areas and surrounding states. Stanton went on to serve as Director of the National Park Service from 1997 to 2001. As director, he oversaw major planning and resource preservation programs at the White House, Yellowstone, Yosemite, Gettysburg, and other national parks. He inaugurated and oversaw the National Resource Challenge, a plan to revise and expand the agency's natural resource programs.

Since 2001 Stanton served as an executive professor at Texas A&M University and a visiting professor at both Howard and Yale. During this time he also provided consulting services to the national Resources Council of America on broadening cultural diversity in conservation organizations and programs.

Stanton is a graduate of Huston-Tillotson University in Austin, Texas and has received honorary doctorate degrees from Texas A&M, Unity College, Southern University, and Huston-Tillotson.

- NPS



## ON THE LEVEL by Level Walker Chairman Bill McAllister

Under the C&OCA's Level Walkers program, volunteers cover about three-miles of towpath each. They pick up trash; report on wildlife and plants; notify park authorities of any hazardous conditions, take note of maintenance needs are some of the things they do. Under the C&OCA's Volunteers-in-Parks (VIP) program, they do such tasks as installing wayside exhibits and removing invasive plants. The Canal Steward Program is a new NPS initiative to extend the use of volunteers for park maintenance, similar to adopt-a-highway programs. This new program and the C&OCA's Level Walker and VIP programs will be complementary. Canal stewards will focus on a specific feature along the canal, such as a campground. Here they could, for example, clean and paint the grille, repair picnic tables, and cut grass - tasks that our level walkers do not perform. Level walkers in the sections where the stewards are assigned could lend a hand as appropriate. The Park Service is including both the C&OCA VIP and Level Walker programs in the planning for the Canal Steward Program. Jim Heins, C&OCA VIP Coordinator, and Bill McAllister, Level Walker Chairman, had a very productive meeting in early April with Rebecca Jameson and Danny Filer of the Park Service. Jim Heins and I look forward to a cooperative relationship with the Canal Steward Program. Level Walker reports follow:

### *Level #1 Tidelock to Incline Plane* **John Barnett reports 3/8/09**

Many joggers and bikers and some walkers-many with dogs. One couple had a dog which had a sort of 'silent' bark. They could tell that I found that unusual and told me the dog had been stone deaf from birth. Interesting. **3/25/09** Usual trash except one of those road construction barrels (orange with white stripes) washed up at Tidelock. I rolled it out to the parking lot at Rock Creek and placed it (gently) next to one of the trash receptacles. I'll bet the park guy will have kind words to roar when he sees it. I could only pick up trash around Aqueduct as the aqueduct itself was roped off while film crews did their stuff in the area below at Water Street and into the entrance of Crescent Trail. The aqueduct looked pretty good as far as I could see. **4/5/09** One bag of trash came from Tidelock and most of it from the lock itself. The tide was out so I got down into the ditch and really gave it a cleaning (bottles, cans, etc., not wood). Quite a few joggers, bikers and dog walkers. The canal boat made three trips and was well occupied. **4/19/09** Usual mix of trash except there appears to be much more broken glass (bottles) than usual. Whether a commentary on the frustrations of the times, or not, I can't answer. **4/27/09** Much green and some flowers. More ducks. I'm going to try to make a pass on Friday 1st in anticipation of the arrival of the thru-hikers. I'll try to remember to leave a trash bag at Tidelock for whatever junk the hikers want to get rid of as they wind up the trip. I'll look for it Friday night and get rid of it. May even put up a sign asking them to enjoy the wonderful condition of the lock. **Mike Flanigan & Mary Jo Cittadino report 1/19/09** Following our previous week's report, we found that efforts had been made to clean and/or paint over the graffiti we'd found on the trail. It's looking somewhat better in most cases.

### *Level #4 Cabin John Creek to Lock #14* **Larry Heflin reports 2/28/09**

some of the trees upstream of Cabin John Creek have been sawed and partially removed from the canal. Truck with boom seen on towpath. Brush and branches in canal remain enough to impede ice hockey games or two-abreast kayakers. Early in February two information signs near Lockhouse 8 were defaced with spray paint. Both signs were cleaned within a few days of the graffiti being reported. **3/1/09** Canal with small to no flow upstream of Lock 8 through upstream of Lock 14. Beavers have removed several small trees between the towpath and the river downstream from Lock 8. **3/24/09** attended a presentation by Washington Area Sewer Authority to the Cabin John Citizens Association on plans for alleviating the smell from the Potomac

Interceptor Sewer that parallels much of the canal from Great Falls through DC. Asked for drawings, sketches, information on planned capping/venting for the vents in my Seven Locks area. A powered vent with a carbon odor filter is planned between Lock 10 and the 495 Beltway. NPS Superintendent Brandt described the view of the vent from the canal, as I understood him, as being like the roof of a lock-house. I asked for plans, etc. for this as well. **Carolyn Reeder reports 4/25/09** Flowers in bloom: prolific blue phlox and spring beauties; dandelions; violets (purple, lavender, white, yellow); two wake-robin trilliums on path between canal and river; marsh marigolds; heal-all; wild geranium; may apples and false Solomon's seal just starting to bloom; last of the bluebells. Also several I couldn't identify. Shrubs in bloom: white and pink dogwoods; redbuds; paw paws. Other: lots of poison ivy, stinging nettle, and garlic mustard. Birds: lots of Carolina wrens; robins; cardinals; chickadees; pileated woodpecker; yellow-bellied woodpecker; crow; red-winged blackbird; geese; mallards. A couple of others I couldn't identify. Animals: lots of turtles; one deer (tracks in mud elsewhere).

### *Level #6 Bridge at Cropley to Great Falls Tavern* **Harry Bridges reports 2/8/09**

Good detour around breach in towpath just upstream from crossover at Cropley. Towpath very muddy for most of the way, particularly by widewater. Probably the result of snow melt. **Diane and Timothy Seward report 2/20/09** Saw or heard the usual winter birds: a couple of white-breasted nuthatches, mallards, a pileated woodpecker, a small flock of eastern bluebirds, two great blue herons, a belted kingfisher. **3/20/09** Saw a number of walkers and joggers, a couple of bikers. Encountered a group of 20 students from a DC high school who were sampling canal water for certain invertebrates, under the supervision of Park Service employees, near the overhead bridge.

### *Level #7 Great Falls Tavern to Swains Lock* **Alan and Becky Hedin report 3/7/09**

Number of hikers-60, bikers-25, joggers-17, dog walkers-5, tents in campground at Swains-3. Water at a trickle at Great Falls. Kids were playing in the canal. Water had been drained for repairs. Turkey vultures, mallards, Canada geese, fish crow, blue jay, great blue heron, Carolina wren, chickadee, tufted titmouse, woodpecker, red winged black bird, cormorant, deer tracks, butterfly, turtles, spring peepers. Maple trees in bloom. Spring ephemerals were not obvious. Large stand of bamboo near Swains. **Diane and Timothy Seward report 3/2/09** Freshly fallen snow, about four inches. Low 30ish temps. One or two other pairs of walkers. A beautiful walk on freshly fallen snow; we were the first to make tracks. No flora or fauna or avian residents observed. **3/25/09** Spot-



ted a bald eagle perched high in a tree, from the Blue-Blaze river path. **3/27/09** Saw three young men with kayaks in parking lot. The river path is in good condition; stepping stones have been laid on the slope down to the river from the towpath, and the blue blaze river trail was clear. Saw a pair of bald eagles tending their young high in a nest presently visible but which will be hidden when the trees leaf out. This is a new nest; the older nest, farther along the trail, shows no signs of activity this spring. Also spotted a flock of ring-necked ducks diving for food, and three cormorants. Saw three or four great blue herons flying over the island where they nest and on the canal. Spotted two Canada geese near the Tavern and several on the river. **3/29/09** The canal has been re-watered, and I'd forgotten how very beautiful it is, especially with the serene reflections of the trunks and limbs of the still-leafless trees along its banks. A couple of pairs of Canada geese and mallards were enjoying the water, while robins were searching for grubs on the towpath. **4/3/09** Observed eight doe in the woods, two cormorants, one large turtle, six Carolina chickadees, two robins, a couple pairs of mallards, a couple pairs of Canada geese, and spring beauties beginning to bloom. **4/9/09** observed a blanket of spring beauties and lots of Virginia bluebells. Observed at least eight great blue



herons flying over the island across from the blue-blaze river path.

**Level #8 Swains Lock (21) to Pennyfield Lock (22) Joe D'Amico and Amy Proft report 2/23/09** During the round trip hike from Swain's and back we encountered approximately 30 walkers, 20 bikers, 15 runners, several dogs (with and without a leash), and a kayaker on the river. Possible eagle's nest in tree top across river on Virginia side at approximately mile 18 but no sign of activity. Pair of loons on river just below Pennyfield area. Scattering of large bird feathers frozen onto canal surface by thin layer of ice just after Swain's Lock. Eleven pair of mallards seen in/along canal. Bird species sighted: chickadee, Carolina wren, titmouse, ever-present turkey vulture. Additional birds heard but not seen remain anonymous.

**Level #10 Seneca Aqueduct to Milepost 25 Mason White reports 3/21/09** The usual trash-cans, bottles, plastic bags. Also a large balloon that had drifted off from a birthday party, possibly across the Potomac. **Carol Purcell reports 3/27/2009** Four bikers, three hikers, ten fishermen in boats on the river, one park ranger in a car on the tow-path. Two boaters paddling a canoe in the river. Many red-bellied turtles hauled out on logs in the wide-water area, three on one, ten on another, 19 on a log, and one log filled with 45 large and small! Saw one huge (bistro table-sized shell, with huge flippers) snapping turtle thrashing about in the wide-water area. Spring peepers in full chorus in several spots as well as pickerel-nosed frog at wide-water. One great blue heron on a log in the river at the Aqueduct. Crows, seagulls, chickadees, Black vulture perched in a tree, female red-bellied woodpecker, male yellow-bellied woodpecker, tufted titmice, two Downy woodpeckers, Carolina wren, cardinals, white-throated sparrow flock bathing in a puddle in the canal. Sadly, some english ivy in several spots along the towpath as well as some vinca. Wild flowers included spring beauty, two kinds of chickweed, cut-leaved toothward, Dutchman's breeches, Virginia blue-bells almost in bloom, bloodroot, marsh

marigold, horse nettle, gill-over-the-ground, and spice bush in full bloom.

**Level #11 Tenfoot Island to Sycamore Landing Sandy and Marv Kahn report 3/22/2009** We met 17 hikers (counting a baby in a stroller), 20 joggers, 30 bikers (including three with camping gear), and four horsemen. Spring ground flowers are popping out. We saw a few songbirds, one squirrel, and eight painted turtles. In one area we found a lot of large river-mussel shells in the prism. (If anyone wants to exchange ideas regarding this, give Marv a call at 301-926-9502.) **Charles Mason White reports 3/29/09** 72 degrees upon arrival; 52 degrees upon departure. It was quite windy but sunny. The towpath had mud holes in a large number of places, especially east of milepost 26. In my opinion, not one of the mud holes was in need of NPS maintenance. Because of the strong wind, the towpath was littered with small-, medium- and large-sized limbs. I may not have accomplished much else but I did remove all of the limbs. As I was leaving the parking lot, the winds really picked up and rain started to fall. I'm sure that caused many more limbs to come down.

**Level #11 Milepost 25 to Sycamore Landing Mason White reports 2/7/09** The walking surface between the parking lot and milepost 26 was in what I would consider to be good condition-soft but not especially muddy. The path between mileposts 26 and 25 was for the most part muddy but in my opinion not in need of NPS maintenance. The towpath was surprisingly clear of wood debris although I did remove a fair amount while walking today. I kept being reminded of a man named Louis Phipps, who was mayor of Annapolis many years ago. He always said that the most practical and cost-efficient method of removing snow and ice from the streets was to put it off until the beginning of spring.

**Level #12 Sycamore Landing to Edwards Ferry Pat Hopson and Carol Ivory (assisted by fellow sierra club members: Meredith Griggs, Janet Kegg, Susan Sewell, Eric Lollo, and Bengt Nylen) report 2/28/09** This trip had two primary focuses: (a) to continue removing as much as we could of the fence adjacent to the Towpath going downstream to the Goose Creek Lock Inlet, and (b) to continue removing trash along the riverfront near the Goose Creek Inlet. Three of us worked steadily on fence removal and took out about 40 yards. This involved cutting away shrubs and brush, clipping the wire, and pulling or clipping the wire out of the ground. The other five people collected trash. There was very little trash in the Edwards Ferry parking lot and also very little at the Sycamore Landing parking lot, which we checked out on our way to Edwards Ferry.

**Level #14 Harrison Island to Whites Ferry Bob Robinson reports 4/16/09** Little trash. Instead removed many branches from path. Much more trash in canal itself but too wet to get to it. Towpath in good shape. Wet and muddy in many spots but not badly rutted anywhere.

**Level #15 White's Ferry to Lock #26 Charles and Regina Holden 3/20/09** Signs of spring surrounded us. Purple plants with a few sprouting delicate purple flowers. Although the trees have not yet begun to bloom, the smaller bushes were showing little buds. Two beautiful herons were spotted, one flying between the trees. The jogger reported seeing a blue bird and we spotted a turtle in the water. A



lovely day but we were only able to walk to the overnight camp site. A total of just over five miles. Time and an old dog were our excuse not to finish the level. All seemed fine. A jogger thanked us for our efforts and offered that she and her husband also come out on occasion with a garbage bag and pick up some loose trash.

*Level #16 Woods Lock (26) to Monocacy Aqueduct* **Michael Ciansiosi reports 2/8/09** I saw 17 bicyclists and 26 people on foot, including six people who were walking their dogs. There was a large puddle of water, about 2 inches deep in the center, in the canal prism. One of the drains was obviously clogged, although there was nothing covering it from the outside. The watered section of the canal still had ice on it. The ice looked to be about 2 inches thick, which surprised me because the weather has been above 60 degrees for the second day in a row. As usual, the area near the Dickerson power plant had no ice due to the warm water the power plant puts out. Last time I reported a sign missing where the road forks between the Monocacy aqueduct parking lot and the boat-launch – the sign is back. There were signs of beaver activity – I saw 2 trees that had recently had the bark gnawed off. One was very close to a tree that beavers had previously gnawed down to the point where it was close to falling – which makes me wonder why the beavers gave up on that tree and started a new one.

*Level #17 Monocacy Aqueduct to Noland's Ferry* **George Kennett and Mary Wheeler report 10/4/08** Noticed three hikers walking with pull cart loaded with camping gear, five people using Indian Flats campground. A family of six were enjoying a picnic at Monocacy Aqueduct, one sunbather. Additionally, we passed five dog walkers and 10 hikers during the two hours spent on the trail.

*Level #19 Point of Rocks to Catoctin Aqueduct* **Marlow and Nancy Madeoy report 2/7/09** Clear skies, light breeze, and temperature in the mid 60s; making this a break from the deep winter freeze. During the dead of winter, there were no florals around to identify except for the sycamore trees with their white bark standing out the most along the towpath. I heard typical mid winter bird sounds along the Potomac River valley indicating that Spring just around the corner. While I was doing my level walk, I bumped in Pepper Scotto, who is active in her own community of Point-of-Rocks and also a member of COCA, near mile marker 50. I chatted with her in regard to any significant plans being made between Point-of-Rocks and Catoctin Aqueduct. Also, she pointed out to me that there is something of possible historic interest on the Potomac River side of the towpath above mile marker 50 in the filled area. The area will be fully studied and researched for any possible findings.

*Level #22 Weverton Lock #31 to Lock #33* **Pat and Ken Heck report 3/22/09** Spring is definitely at the towpath. Lots of greenery and a few actual wild flowers – Dutchman's breeches and snowdrops, perhaps. Also, some daffodils and crocuses are now blooming in isolated spots. We saw a turtle on a branch in a submerged area of the canal, and Ken spotted a Canada goose. As always, the traffic area around the Harpers Ferry hiking bridge has the most use. People were out in high numbers, many returning before we got to that part of the towpath. People were pushing strollers, and everyone seemed very happy to be there. Considering how long it has been since our last cleanup,

we were pleasantly surprised not to see more trash. Three different people said "thank you" to us as we were working. Always a nice addition. **John and Diane Younkens report 4/19/09** The water on the river was up but the path was dry. A few wineberry canes were next to the trail north of the Weverton entrance. Pink survey ribbons on/in canal towpath looked like garbage but were staked to the ground. There were lots of



dead and downed trees along the path. A few limbs were hanging in the canopy over the trail but nothing too ominous. The canal has tires, beverage containers, garbage and a soccer ball in sections of it. There were sections that were difficult to reach. The Virginia bluebells were out as were violets. The trees are just leafing out. There were at least as many turtles sunning themselves in the canal as there were people using the path. A



green heron jumped out of the canal at Sandy Hook as we slid to get trash nearby. The seagulls and cormorants were flying over the river and the grackles were in force near Sandy Hook. A bluebird was also sighted north of Sandy Hook. The trains do not have off on Sunday. Three sets of freight trains rumbled through during the walk. We have an affinity for trains. Road noise is a problem from Route 340 at the Weverton entrance and at Sandy Hook. We wondered if there would be a noise difference if electric motors were used.



*Level #25 Dargan Bend to Lock 37* **Sandi and Craig Roberts report 4/12/09** 16 bikes, three fishermen, two boaters, 12 hikers, two runners. The bluebells are in full bloom and there are large numbers of them between the towpath and the river. The trees are beginning to green too. Lovely day for a walk on the towpath.

*Level #30 Snyder's Landing to Lock 40* **Hilary Walsh reports 3/19/09** Two bags of trash, one fisherman's bucket filled with bottles. There seemed to be more than usual. However, as all the leaves are still down from the trees, it was much more visible. Removed some unusual items, like a large vinyl tablecloth, a shoe and hat, half a fishing rod out of a tree. Most notably, I dragged back a 77-foot long one-inch diameter black pipe one and a half miles to the port-a-potty near the parking lot at Snyder's Landing. I had my four year old son with me, who enjoyed putting trash in the bag and threw in a few stones for good measure. Eventually he fell asleep in the stroller! We were treated to a fantastic sunset at the end of the walk – spectacular blues, oranges and pinks in the western sky.

*Level #30 Snyders Landing to Lock 40* **Margie Knott reports 2/7/09** Two fishermen loading up their boat; one adult with her two boys and dog; two joggers; two bikers; one bareback horseback older woman rider and her dog (saw her last year when I did this walk...a charming woman to talk to). Towpath still had a lot of icy strips and patches and very muddy. Walked a lot on the grass edges. Numerous blowdowns that had been cut up. Towpath clear of all limbs and/or branches/trees.

*Level #32 Middlekauff's Basin to Marsh Run Culvert* **Dave and Kathy Peterson report 4/5/09** Just the usual litter along the towpath and fishing detritus just below the dam. The male northern cardinals were calling away all morning along this section of the towpath. The river was run-



ning very high and fast today. The usual bank was flooded about 2-3 feet. **Edda Brenneman and Woody Hurtt report 2/8/09** Everything normal in appearance. Path wet and soft in places but to be expected. Large quantity of Park Service plastic bags tossed into canal between Marker 83 and 84. Water at Dam 4 was 80 to 90 percent iced over. **Cory and Julie Ferguson report 4/26/09** We had the pleasure of meeting a number of the C&O Canal Association members that were participating or helping with the Thru-hike as they were camping at the Sportsmen's Club located adjacent to Dam #4. We found a lost dog at the #4 Dam and secured him until the owner showed up to collect him. He was a local resident and seemed to be very happy that we helped him out. It was a very pleasurable experience and we are very happy to be a part of this program. We were able to visit with a number of people and it allowed us to help out while enjoying the C&O with three of our dogs as well. The most striking aspect was the amount of Virginia bluebells along most sections of the towpath. We saw a number of cardinals, woodpeckers, owls, hawks, squirrels, and various other animals which made the walk all that more enjoyable. Attached are 2 photos of an owl that we spied in a great location.

**Level #36 Lock 43 to Falling Waters Dick Ebersole reports 2/14/09** The towpath is in good condition, but a lot of small branches are on the towpath from the recent winds. Lock 43 and its lockhouse are in stable condition. The trees are bare of leaves, and the plants have not yet started to grow.

**Level #38 Williamsport Lock #44 to High Rock Quarry Diane Summerhill reports 4/28/09** Ranger had patrolled basin area two days before and picked up most of the trash other than hundreds of cigarettes. The National Canal Museum exhibit is excellent for grade school kids. Enormous carp in basin acting frenetic. Spawning? Bluets, spring beauties, white and purple violets. A fading carpet of Virginia bluebells around Jordan Junction.

**Level #41 Dam 5 to Four Locks B.K. Lunde reports 2/7/09** The day was beautiful. The river was iced over. There was very little ice on the path. Five deer, up stream from two locks, Duck weed on the canal and a stream north of the canal. A muskrat by two locks, swimming in the canal. A beautiful formation of geese. New signs about falling rocks by the palisades. There were some rocks on the towpath.

**Level #42 and #43 Four Locks to Fort Frederick Carl Pedersen reports 3/23/09** Met two maintenance personnel at Mile 111 where they look down a "hanger," a large broken branch hanging over the towpath suspended by grape vines. They pulled it down with their pickup.

**Level #44 Fort Frederick to Ernestville James Biasco reports 4/18/09** One car in the parking lot in the Fort at the path. Nineteen bikers, looked like four were long distance riders. Four fisherman in boats. Two hikers heading out on Level 43. The Western Maryland Rail/Trail parking lot at the eastern end of the trail near I-70 was full. The trail was in great condition. Big Pool was at a fairly low water level. Lot of birds. A number of Canada geese with one Snow goose (best guess at identification) with them, first seen in the field beside the trail and then in Big Pool on the return.

**Level #54 Stickpile Hill Lock #59 to Lock #60 Dennis Kubicki reports 3/14/09** I met only one cyclist all day and two men on foot

walking a dog. There was quite a bit of deadfall and evidence that the NPS had been out cutting up the tree limbs and clearing the towpath of obstructions. Nothing of significance to report on flora. (It's still too early.) Deer and squirrels were out in great numbers. I also saw quite a few nesting pairs of ducks and geese.

**Level #48 Hancock to Round Top Cement Mill Phillip Michael Clemans reports 04/11/09** Wildlife, everyone was where they should be. The deer at mile 126, many birds up to around mile 127. Wild turkey, tom and at least six females. Blue-gray gnat catchers, four hairy woodpeckers, about a dozen cedar waxwings. Then the red shouldered hawk's area. At the cement factory there's a couple of crows so big they are ravens. Pretty soggy day but the sun came out and so did the people come in the afternoon.

**Level #51 Dam #6 to Sideling Hill Aqueduct Bill and Chris Holdsworth with Myrna, their dog, report 4/18/09** We encountered five hikers and three bikers on the towpath. No vehicles parked at Lock 56, but several vehicles were parked at the "Peare Station" Western Maryland Rail Trail parking lot. We saw 14 turtles and an abundance of wild flowers, include Dutchman's breeches and Virginia bluebells.

**Level #62 Lock 68 to Oldtown Bob and Joan Mischler report 3/6/09** Path in good shape. I cleared some limbs from the path and clipped back some of that awful thorny stuff that I would love to know how to kill for good. Winter brown flora. Four Canada geese and about eight turtles in canal. **Karen and Jack Forster report 3/8/09** Mid-60s, overcast with rare sun on return leg. Wooden guard rail north end of Mountain Lock parking lot left-hand two posts now completely down. Metal biker usage sign very bent. Water level in the Potomac noticeably low.

**Level #64 Kellys Road Culvert to Spring Gap Recreational Area Nasra Sakran reports 4/4/09** The canal has some (rain) water in it near the recreation area. Some small plants with a small stalk of blue flowers were blooming. More trash than usual, both in woods near Spring Gap Recreation Area and coming down steep slope from I-51 to canal.

**Level #66 Lock 74 to Mexico Farms Mary Huebner reports 2/7/09** Two men with dogs, one young woman running, two men walking, one man on bike - C&O Canal Patrol. Towpath was icy in parts, but mostly muddy and lots of puddles. Picked up some small branches, but in general, this level is in good condition. Canal was frozen, even though the weather was mild today (around 53 degrees). Ravens and crows, one hawk. Lots of geese at the sewage treatment plant.

**Level #67 Mexico Farms to Evitts Creek Aqueduct Mary Huebner reports 3/23/09** One beaver. Turtles sunning themselves. Red winged blackbirds; wood ducks; Carolina wren; Downy woodpecker; titmouse; robins; cardinals. No sign of tent that I had previously seen in the canal. The canal was filled with water.



*Along the Towpath*



## FERRY HILL PLACE

High on the Maryland bluff overlooking Shepherdstown, West Virginia, sits Ferry Hill Place, built by John Blackford around the end of the War of 1812 and named for the 1755 ferry that crossed the Potomac here prior to the building of a covered bridge in 1850. In 1848, ownership of Ferry Hill passed to Reverend Robert Douglas, husband of Blackford's youngest daughter. In late 1859, nineteen year old Henry Kyd Douglas, eldest son of the Reverend, was crossing the bridge when he came upon "Isaac Smith," a newcomer to the area, who was having difficulty ascending the hill with his two horse wagon, supposedly carrying mining tools. Douglas got his father's carriage horses and helped the man, only to learn a few months later that Smith was the infamous John Brown, and the wagon was carrying pikes to arm a planned slave insurrection.

Young Douglas was a newly practicing attorney in St. Louis in April 1861 when Virginia passed the Ordinance of Secession. He returned to enlist as a private in the 2<sup>nd</sup> Virginia Infantry at Harpers Ferry. When Harpers Ferry was evacuated in June, a regiment was sent to destroy the bridge at Shepherdstown. One of Douglas's first actions as a Confederate soldier was to help in the burning of the bridge below Ferry Hill Place, owned by the Virginia & Maryland Bridge Company of which his father was a stockholder. He noted that not long after this, his father's barn was burned by Union troops.

While camped near Harpers Ferry on September 13, 1862, as Gen. Stonewall Jackson prepared to capture that town as part of Lee's first excursion north, Douglas rode west to cross the Potomac at Botelers or Blackfords Ford below the dam and rode up the C&O Canal towpath to visit with his parents for a few hours. He rode past Ferry Hill again on the 16<sup>th</sup> on his way to join Gen. Jackson and the bulk of General Lee's Confederate army in Sharpsburg. During the ensuing Battle of Antietam, Ferry Hill Place was used as a hospital for Confederate wounded and, with the subsequent withdrawal of the Southern Army, the grounds were occupied by Union troops. The Confederate army crossed back into Virginia at Blackfords Ford and Douglas reported observing that the "farm was laid waste," with artillery and rifle pits in front of the house aimed at the rebel forces across the river.

In October, while camped at Martinsburg or Bunker Hill, Douglas decided to visit home again. When he reached the Virginia cliffs across the Potomac from Ferry Hill, he observed Union soldiers and artillery on the front lawn. Riding down to the river to water his horse, he was hailed by Union cavalrymen on the far shore. To make an interesting and long story short, the Union soldiers helped him across the river and brought his mother down to visit with him! The Union sergeant then promised to "keep an eye on your home and do what I can for your people." Unfortunately, those troops were replaced by

less sympathetic men, and according to Douglas, on a stormy night shortly thereafter, a shutter blew open as his mother was passing by with a lit candle. The following morning the Reverend Douglas was arrested by Union forces on suspicion of signaling the enemy. He was taken to Berlin (Brunswick) and then to Ft. McHenry where he was held for six weeks before being released with no charges preferred against him. The Reverend Douglas died shortly after the end of the war.

Following Stonewall Jackson's death at Chancellorsville in early May 1863, Maj. General Edward Johnson was given command of Jackson's division for Lee's second venture north. In mid June they crossed the Potomac en route to Gettysburg and camped for a night at Ferry Hill Place with Gen. Johnson being headquartered in the house. In July 1864, Douglas was with Gen. Jubal Early when he entered Maryland hoping to relieve Union pressure on General Lee at Petersburg. The Confederates visited Ferry Hill Place on their way to threaten Washington, with the Douglas family playing host to Generals Early, Breckenridge, Gordon, and Ramseur. In mid August during Early and Sheridan's duel for control of the Shenandoah Valley, Douglas had his last wartime view of his home while riding with some cavalry into Shepherdstown.

During the course of the war, Henry Kyd Douglas rose from Private to Colonel. He was the youngest staff officer with Stonewall Jackson, and later served on the staffs of Generals Edward Johnson, John Gordon, Jubal Early, J. H. Pegram, and John Walker. He was wounded six times, the most severe being at Gettysburg where he was also captured and held at various Federal prisons until he was paroled in mid March 1864. His fascinating story is told in the book *I Rode With Stonewall*, drawn from the voluminous diary he kept during the conflict. Ferry Hill Place remained in the hands of Blackford descendants until 1951, and from 1980 until 2001 it served as Headquarters of our Chesapeake & Ohio Canal National Historical Park.



Ferry Hill Place (historical photo)

Photo: NPS Collection



## Invitations to Our Members

### Nominating Committee News and Invitation

Have you ever considered becoming more involved in the C&O Canal Association? Would you like to help in shaping and guiding this organization as we move forward with our commitment to assist in the protection, preservation, and promotion of the Chesapeake and Ohio Canal National Historical Park? Do you have ideas or suggestions as to how we can better serve the Park we love so much?

If you answered "Yes" to any of the questions above, you may be just the person we are looking for! The Nominating Committee will be meeting early in the fall to determine the candidates for the 2010 Officers and Board of Directors. The elections will be held at the Annual Meeting next March.

If you are interested in a position on the Board or you know someone who would make a good candidate for office, please contact one of the members of the Nominating Committee. This year's members are listed below:

Valerie Wheeler, Chair, [valthepotter@att.net](mailto:valthepotter@att.net); 202-362-6009  
Chris Cerniglia, [chriscerniglia@mrisc.com](mailto:chriscerniglia@mrisc.com), 301-340-6361  
Ron Howard, [ronhoward3@comcast.net](mailto:ronhoward3@comcast.net), 301-603-0336  
William D. McAllister, [wdmca@juno.com](mailto:wdmca@juno.com), 301-520-1000

### Come Out and See Us at Lockhouse 75

As many of our readers know, our Association has responsibility for interpretation at Lockhouse 75, the first one east of Cumberland, Md., on weekends from Memorial Day to the end of September. We also open it for special events, for example, welcoming the Douglas Thru-Hikers last April 19th. This year 25 volunteers have signed up (listed in box on lower right.) Some are long-time returnees, some are coming back after a hiatus, and some are new. All are members of the Association. Some travel a fair distance, for example, from Lancaster and Mercersburg in Pennsylvania and Ellicott City in Maryland. Most are from the Cumberland and Hagerstown areas. All, evidently, enjoy a day or two without modern conveniences, otherwise they wouldn't keep coming back, some several times in a season.

Sadly, last September vandals broke in and stole the furnishings that help with interpretation. The good news is that our Association stepped up and bought appropriate period furnishings, some of which are shown on page 21. We owe many thanks to Mary Ann Moen, who searched out and bought the items for the Association. We used donations to the Ken Rollins C&O Canal Fund to cover the cost. We think Ken would have been pleased with the purchases. If any of our readers are in the Cumberland area on a weekend this summer, please stop by Lockhouse 75 for a visit and introduce yourself.

- William Bauman

## Welcome to Our New Members

Nancy Benco	Washington, DC
Burkey & Margaret Ann	
Boggs	La Plata, MD
Barbara Brown	Hagerstown, MD
Joseph Clark	Altoona, PA
Brad & Beth Clawson	Waynesboro, PA
Sandy Clipp	Hagerstown, MD
Caroline M. Courbois	Mitchellville, MD
Milton Critchfield	Great Falls, VA
Paul Cunningham	Martinsburg, WV
J. Mark Curran	Hagerstown, MD
Kirk & Katherine Jacobs	Winchester, VA
Ed Kirkpatrick	Dickerson, MD
Mary Ann Mc Namar	
& Bob Greeves	Bethesda, MD
Bill & Sally Meadows	Washington, DC
Michael & Debby Miller	Bunker Hill, WV
Kate & John Owen	Saint Albans, WV
Caroline M. Petti	
& Leon Lowery	Washington, DC
Reg & Sue Rice	Williamsport, MD
The Stottlemeyer Family	Clear Spring, MD
Brian Sutphin	Thurmont, MD
Barbara Tobler	Leesburg, VA
Leslie Tripp & Buddy Ey	N. Potomac, MD
Sally Wells	Washington, DC

### 2009 Lockhouse 75 Volunteers

William Bauman	Karen M.Gray	Mary Ann Moen
Edwinna Bernat	Norma Hendrickson	Tom & Linda Perry
John Bowman	Charles J.& Suzy	Gary Petrichick
Hal Cole	Himmeler	Bill & Marsha
Maggie & Paul Davis	Mary Heubner	Romano
Herb & Florence	Ed Bury &	Davis & Patricia
Doggett	Kathy Schuyler	Schooley
Vernell & Timothy	Emily R. Kilby	Kevin T. Shaner
Doyle	James Kittel	Dick Stoner
Dave Engstrom	Dennis Kubicki	Emmie Woodward
Olivia Evans	Carl A.Linden	



## ACROSS THE BERM

On March 20, at Zion Lutheran Church in Williamsport a large crowd of family and friends, including several C&O Canal Association members, gathered to celebrate the life of Sue Ann Sullivan. With readings and eulogies provided by various members of her family we remembered eight decades of a very active life with many avenues of contribution and service including terms on the Federal Advisory Commission for the C&O Canal National Historical Park and the C&O Canal Association Board of Directors.

For me, the association with Sue Ann began in the 1970s, long before we located in Williamsport. When I would come into town with scout and church groups to camp overnight, she would insist that we come up and stay in her yard, which adjoined the Byron Memorial Park. She would keep a light on all night in case we needed anything. Gladly we accepted her offer and her warm hospitality time after time.

When we finally did move to Williamsport, in 1986, we had occasion to stay inside her home, awaiting entry into our place. Sometime during that period Sue Ann gently but firmly reminded me that the C&O Canal National Historical Park had provided a lot for me and that it was now time to give something back. How? Well, of course, by joining the C&O Canal Association. "The what?," I asked.

### Sue Ann Sullivan

#### "Our companion on the towpath"

Well, you know the rest of the story and my expanding involvement in our organization.

Sue Ann was born in Johnstown, Pennsylvania on May 31, 1929. She graduated from Clarion State Teachers College and spent her working career as a research assistant at the Johns Hopkins University Center in Hagerstown. She is survived by one daughter and six sons. She raised her large family to maturity by herself after the untimely death of her husband, William Joseph Sullivan, in 1968. Her passing from us is also mourned by her longtime friend and companion, Bob Cline.

In addition to her interest in the C&O Canal, Sue Ann was also heavily involved in the Washington County Historical Society, the Museum of Fine Arts, and the Williamsport Public Library.

One of her sons at the funeral service said: "I would like each of you to think of one or two instances that you will remember her by ... honor her by learning from her or continuing with her love, her passion for life or her service to others."

We will remember our companion on the towpath and give thanks continually for her wonderful life and good example.

- Tom Perry



Left to right: Sonny De Forge, Tom Perry, Sue Ann Sullivan, and Ed Miller hiking the towpath on the Cumberland to Washington Douglas Thru-Hike. Photo: *The Herald Mail*, April 23, 1994 (Hagerstown).



## The C&O Canal Association Newsletter Forty Years Ago

The first issue of the *C&O Canaller* was four pages long. Another two years passed before the C&O Canal National Historical Park was established by legislation. In this issue, Justice Douglas urged Association members to stay focused on creating the Park and nothing else. By that time, not highway developers but dam builders threatened the park idea with a plan to flood over the canal with a series of dams and reservoirs along the Potomac.

# DOUGLAS URGES C&O CANAL PARK

HANCOCK, Md. April 25-26—Supreme Court Justice William O. Douglas, at the 15th annual meeting of the C&O Canal Association, urged its members to concentrate on making the Chesapeake and Ohio Canal a national park—"something," he said, "which is politically feasible."

"The time has come," Justice Douglas said, "to zero in on this one thing. Then we can go on to something else. But if the something else is mixed in with the immediate objective," he warned, "nothing will be accomplished, and the C&O Canal Association will still be passing the same resolutions 10 years from now."

Resolutions passed by the Association at the Friday night

business meeting urged:

1. Prompt establishment of a C&O Canal National Historical Park, no Army-type dams on the Potomac River, and supply of water to the District of Columbia through an intake at the freshwater estuary.

2. Enactment of a bill recently introduced by U.S. Senator Charles McC. Mathias which would make the C&O Canal National Monument a national park, and expand its 5,250 acres to a maximum of 15,000 acres. (Mathias had earlier commented that establishment of the national historical park could be the first step in the comprehensive development of the Potomac River basin by Federal, State and local agencies.)

See DOUGLAS, Page 2



Photo by Jack Rattier

JUSTICE AND MRS. WILLIAM O. DOUGLAS chat with fellow hikers on the C&O towpath at the 15th Annual Reunion of the C&O Canal Association.

# C.&O. CANALLER

VOL. 1. No. 1.

PUBLISHED BY THE CHESAPEAKE & OHIO CANAL ASSOCIATION

AUGUST 1969.

## Key Bills Introduced In 91st Congress

EVERY MEMBER of the C&O Canal Association should become familiar with provisions of the following bills presently before the 91st Congress.

- S-1859 (Potomac River)  
Senator Charles McC. Mathias, Jr. (R-Md.)
- HR-658 (C&O Canal) & HR-10353 (Potomac River)  
Congressman John P. Saylor (R-Pa.)
- HR-11988 (C&O Canal) & HR-11943 (Potomac River)  
Congressman Gilbert Gude (R-Pa.)
- HR-10316 (Corps of Engineers to engage in public works for waste water purification and reuse)  
Congressman Henry S. Reuss (D-Wis.)

Write for copies of these bills. Then let each Congressional sponsor have the benefit of your constructive suggestions and an indication of your support. U.S. Senate Washington, D.C. 20510; U.S. House of Representatives, Washington, D.C. 20515. Or TELEPHONE: Area Code 202--224-3121-U.S. Capitol.

## CITY OF CUMBERLAND TO HONOR- ORIGINAL 1954 HIKERS OCTOBER 18

On behalf of the City of Cumberland, Maryland, Mayor Thomas F. Conlon has announced that a Civic Testimonial Dinner will be held Saturday evening, October 18, in honor of the original hikers of the "Justice Douglas Washington Post Hike" along the C&O Canal from Cumberland to Washington in April 1954.

All conservationists, outdoorsmen, and friends of the C&O Canal are urged to attend. Principal hosts for the occasion will be the Chamber of Commerce for the City of Cumberland, the Western Maryland Central Labor Council, Operation Gateway, the Allegany County Economic Development Corporation, and the local chapter of the Chesapeake and Ohio Canal Association.

Tentative plans call for a special railroad car leaving early Saturday morning from Union Station in Washington, with an additional pickup stop at Silver Spring.

Ample time has been set aside Saturday afternoon and Sunday morning for various local hikes and tours featuring the natural historical, recreational and

industrial features of the Cumberland Valley. And don't forget the "fall colors" which should be at their best this time of year.

It is fairly certain that Saturday night's testimonial banquet will be held at the beautiful new Bishop Walsh High School, strategically located on a high hill overlooking the City of Cumberland and the surrounding Maryland countryside. Plans also call for return to Washington by train with departure from Cumberland late Sunday afternoon.

Final details, including a complete itinerary, cost of the banquet, box lunches, railroad fare, and other items of interest will be announced by letter to all C&O Canallers. Do we have your correct address?

Be sure to read our NO-DAM PLAN, page 3. Significantly, pumping water from the Potomac Estuary to augment municipal supply during droughts was belatedly declared feasible & approved by Metropolitan Washington Council of Govts., July 10, 1969.



## C&OCA 2009 CALENDAR OF UPCOMING EVENTS

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
Aug. 2	Sun.	Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave., 1 p.m.
Aug. 15	Sat.	Canoe trip, Old Patowmack Canal, Virginia, Contact canoemaster@candocanal.org
Aug. 28-30	Fri.-Sun	Annual Paw Paw Bends paddle trip and camp-out. Reservations required. Contact Barbara Sheridan at membership@candocanal.org or 301 752 5436.
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 National Historical Park Federal Advisory Commission Meeting, 9:30 a.m. Held at Park Headquarters, training room on second level, 1850 Dual Highway, Hagerstown.
Oct. 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 & 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 Great Falls Tavern. Visit five vistas along the canal. Contact Carl Linden at clinden@gwu.edu or (301 229 2398). (Note this changes the hike itinerary indicated in the March issue.)
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

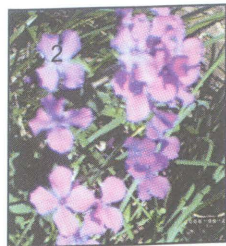
Note: A signed Waiver & Release form is required for many of these events that are organized by C&OCA. The event leaders will provide the forms to participants at the time of the activity. Hikes require proper footwear.



## More Wildflowers Met on the Thru-Hike



Virginia bluebells



Phlox



White yellow mass



Sessile trillium



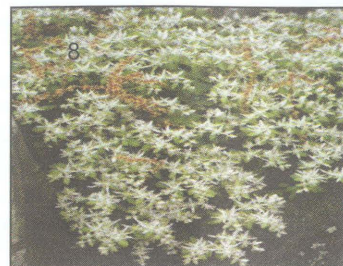
Violet



Lockspur



May apple



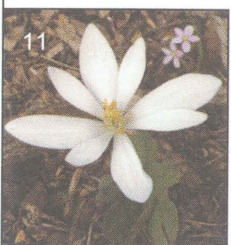
Field chickweed



Squirrel corn



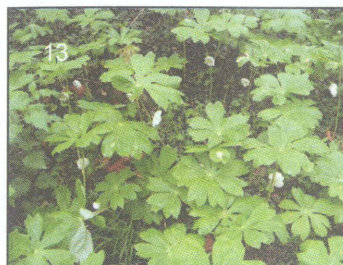
Violet



Bloodroot



Bluet



May apples en masse



Dandelion



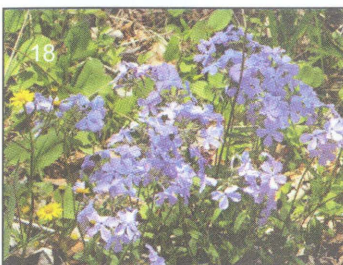
Wild ginger



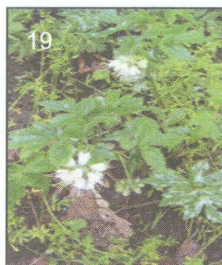
Paw paw flower



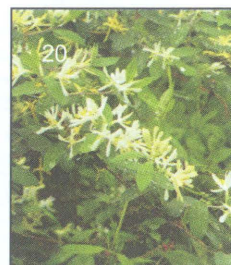
Grape hyacinth



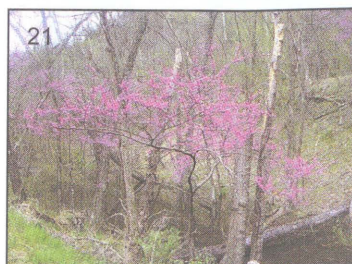
Phlox en masse



Virginia waterleaf



Japanese Honeysuckle



Redbud

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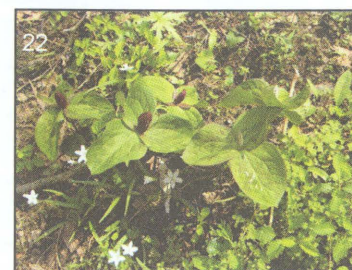
2. Gage Linden

6, 7, 9, 13, 15, 19, 20. Pat Hopson

4, 5, 10, 11, 21, 22. Marjorie Richman

1, 12, 21. Rachel Stewart

3, 8, 14, 16, 17, 18. Frank Wodarczyk



Sessile trillium



## Nancy Long Honored for Civic Achievement

Long time C&OCA member, Nancy Long was honored for her civic accomplishments by the Glen Echo Park Partnership for Arts and Culture at a Spanish style *Celebración* held in the grand Spanish Ballroom on May 16. Spanish Ambassador Jorge Dezcallar served as honorary chairman of the gathering. Park Service Regional Director, Peggy O'Dell presented the award to Nancy with these words:

In 1969 the Glen Echo Park Historic Dentzel Carousel was slated to be sold along with other Glen Echo Park rides after the amusement park closed. It was Nancy Long who envisioned and led the effort to save the iconic carousel with the support of the mayor and town council of Glen Echo, as well as Congressman Gilbert Gude. Nancy recruited volunteers and raised \$80,000 in one month to purchase the carousel. The carousel was then given to the Park Service with the stipulation that it would remain in perpetuity in Glen Echo Park and be kept open to the public to ride and enjoy. Nancy has also been the driving force behind the Park's Labor Day Art Show since its inception in 1971— recruiting artists and volunteers and currently curating the exhibitions. On the basis of her interest in historic preservation and land use, Nancy was named the first chairman of the C&O Canal National Historical Park Commission. She was sworn in to a five-year term by Supreme Court Justice William O. Douglas in 1971. She currently represents Montgomery County on the Commission. A graduate of George Washington University with a degree in Spanish literature, Nancy worked for 38 years with the National Academy of Sciences and has been a council member of the Town of Glen Echo for 40 years. Mayor Deborah Beers said this about Nancy: "As the longest-serving official in the history of the town of Glen Echo, Nancy Long is its heart, soul and institutional memory. Her dedication to the town and Glen Echo Park continues unabated to this day. We owe her our gratitude. Thank you, Nancy!" It is now my pleasure to present the award for individual achievement to Nancy Long.



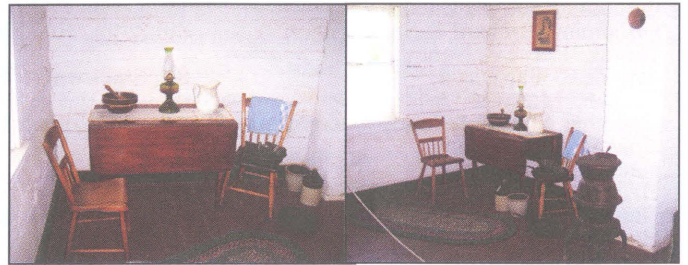
L-r.: Peggy O'Dell, Nancy Long, Katey Borener (Exec. Director, Glen Echo Park Partnership for Arts & Culture)  
Photo: Courtesy of GEPPAC

## Lockhouse 75 Refurnished

Hi Volunteers!

Last September vandals broke into Lockhouse 75 and stole the artifacts. Our Association bought replacement, period-appropriate furnishings as shown in the photographs below. Member Mary Ann Moen purchased the items on behalf of the Association, excepting the wood-burning stove which was donated by Dward and Jeanine Moore. We plan to install a stove pipe from the stove and fitted into the chimney hole. The green may have held out-of-season clothes, for example. The white rope cordons off the exhibit area and we would prefer visitors look but not touch the items. The front room still contains the modern wooden picnic table and plastic chairs for visitors. The three front windows do not have curtains. We have minimized the furnishings there, so that the ner-do-wells who might peer into the windows won't see something of interest. We hope it works. The Park Service has promised to put up shutters. If you have items you want to donate, contact Mary Ann Moen at 301-777-0734 or E-mail [mmoen@mandtbank.com](mailto:mmoen@mandtbank.com). I hope we all have a delightful summer at the lockhouse. Thank you all so much for volunteering.

- William Bauman



## To Our Contributors Your Donations Count!

C&O Canal Association funds have greatly helped advance key canal projects over the years. The Big Slackwater project is just the latest. The Association focuses on sustaining the towpath's *continuity* from one end of the C&O Canal to the other. We have lent our support to the Monocacy Aqueduct restoration, the Widewater towpath repair, the Catoctin Aqueduct reconstruction project, and now the Big Slackwater towpath restoration. Our efforts have brought public attention to the need to maintain and repair canal structures essential to the integrity of the C&O Canal NHP. Your donations count.

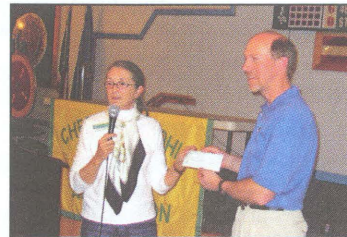


Photo left: C&OCA President, Rachel Stewart presents Superintendent of the C&O Canal National Historical Park, Kevin Brandt a check for \$25,000 for the Big Slackwater Environmental Assessment at C&OCA's annual meeting (Mar. 7)  
Photo by the editor

Photo right: C&OCA 1st VP, Dward Moore, and Big Slackwater Committee Chairman, Tom Perry, present Superintendent Kevin Brandt a check for an additional \$40,000 for the Big Slackwater Environmental Assessment (Apr. 2).

Photo by Jeanine Moore





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Rollins, Celeste

**In Memory of James Millar**

慷慨

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Along the Towpath



## 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

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Engineer	301-745-5818	Dan Copenhaver
Cultural Resources Mgr	301-714-2211	Sam Tamburro
Canal Trust	301-739-7294	Matt Logan

**Palisades District** Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)  
11710 MacArthur Blvd., Potomac, Md. 20854  
District Ranger 301-767-3720 Joshua Cunningham  
Fee Collection Supervisor 301-299-3603 Paul Johnson

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

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

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

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Cumberland Subdistrict 301-722-0543  
Hancock Sub district 301-678-5463  
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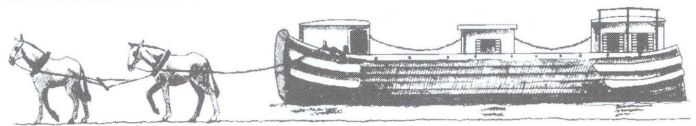
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**Editor:** Carl Linden

**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](mailto:webmaster@candocanal.org)). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

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Chesapeake & Ohio Canal Association



**A Walk into Springtime  
The Douglas Thru-Hike  
April 19-May 2, 2009**

### *In This Issue*

2009 Douglas Thru-Hike.....	1
From the President.....	2
News & Reports.....	2
Thru-Hike Photos.....	4
Accompanied by the Past.....	6
Oklahoma City Canal.....	8
On the Level.....	11
The C&O in the Civil War.....	15
Across the Berm.....	17
The Newsletter 40 Years Ago.....	18
Towpath Wildflowers .....	20
Lockhouse 75.....	21
Contributors.....	22
Masthead & Directory.....	23