

# ALONG THE TOWPATH

Vol. I No. 2

20 April 1970

## REUNION SET

## EARTH DAY

Finishing touches have been made to plans for the 16th Annual Reunion of the Chesapeake and Ohio Canal Association on 24 and 25 April and now we are awaiting the big day. By this time all Level Walkers should have received the final announcement from the Association Secretary, Doug Lindsay. The schedule for the Reunion is:

FRI 7:00 Supper at Isaak Walton  
League Clubhouse

SAT 9:00 Hike starts at Seneca

xxxx Lunch at Great Falls

xxxx Hike ends at Glen Echo

5:30 Reception at Glen Echo

7:00 Dinner at Glen Echo.

Speaker is Rep. Gude

Through the initiative and cooperation of Level Walkers Miss Rae Lewis (Georgetown Tidal Lock to Old Boat Incline) and Mr. William Johnson (Old Boat Incline to Lock 5) an exhibit of unusual photographs and other materials pertaining to the Old Boat Incline (Georgetown Canal Incline) will be shown prior to supper on Friday night; at the lunch stop; and prior to the Dinner.

Of special interest in this issue is the "Section of the Month," featuring the 15.8 mile Reunion Hike Route from Seneca to Glen Echo. For those of you who are unable to attend Reunion activities, look for Along the Towpath in May for Reunion cover.

"Earth Day, April 22 marks a time of warning. We are fouling our streams, lakes, marshes. The sea is next. We are burying ourselves under 7 million scrapped cars, 30 million tons of waste paper, 48 billion discarded cans and 28 billion bottles and jars a year, and America contributes 140 million tons of pollutants..... LA smog may cause mass deaths by 1975. Noise, straining our lives doubles in volume every ten years. There are 5,500 Americans born each day; 100 million more by 2000. We already consume and waste more than any other people. We flatten our hills, fill our bays, blitz our wilderness. The quality drains from our lives: I am one-twenty-millionth of a swelling megapolis.....after Earth Day, the talk and warning end, because THE FIGHT TO SAVE AMERICA STARTS NOW."

So begins the feature article of the 21 April 1970 issue of Look; an article which is recommended to your reading prior to taking the hike and discussing the objectives of the C&O Canal Association 24 and 25 April. You may not agree with all of the Look article, but it certainly is something to think about as you hike down the towpath, seeing in evidence the beauty of nature and the human desecration thereto.



## THE LEVEL WALKERS REPORT

Beginning with this issue, Along the Towpath will include extracts from letters and reports received from Level Walkers. The number preceding the name of the Level Walker is the assigned Section number and the number in parentheses is the towpath mileage from the Georgetown Tidal Lock to the downstream end of the Level Walker's section.

1 Rae Lewis (0.00) (needless to say to last month's readers who read the first installment of her Georgetown section--concluded next month) submitted a very fine report, which is offered as a classic example of the type of reporting for which we are looking from Level Walkers. Also submitted was a clipping from Potomac Current (12 March) concerning the story of an old cottage once located on site of the Old Outlet Incline Lock (Old Boat Incline, Georgetown Canal Incline--we will give this structure a "permanent" name) and a newspaper clipping on the new building complex, "Canal Square" going up on 31st Street in Georgetown adjacent to the Canal. Re trash in the Georgetown section, she reports that the maintenance department in Arlington stated that they will be doing a great deal of clean-up work on waterways in the area (including the Canal, we hope. Miss Lewis has been cooperating with Bill Johnson on the Old Boat Incline in developing sources of information, about which we will be hearing soon.

2 Bill Johnson (2.5) has been doing extensive research on the Old Boat Incline and will have information to share with Level Walkers in the near future on that subject. Be sure to see the exhibit on the Old Boat Incline and kindred matters at the C&O Reunion. He is also working on some new leads on Little Falls which sounds interesting. Received from Bill were several articles on the Incline, the Alexandria Canal and other pieces of Canal interest. We are currently trying to track down good detail photos of maps made by the Coast and Geodetic Survey (and hopefully the maps themselves)--the study was made in 1893/4 of the Washington area and should permit better exploitation of the Incline.

3 Philip Stone (5.0) sent in a very complete revision of Croder's notes.

4 Ken Phifer (7.5) made corrections to Crowder's notes, particularly as to locks and lock structures (including some very nice photographs). Also assisted in the Hike Guide Project.

5 Bob Greenberg (9.5) recently sent an update of section notes, with the comments: "At points 9.67 and 9.92 there have been constructed two ugly makeshift foot bridges across the Canal, built low to the water and thereby blocking any canoe traffic.....with resultant ugly junk piling up behind them. They are eye sores and are completely out of keeping with the restoration ideal.....I wonder if more attention should not be given to describing the construction techniques that might have been used." He also mentions conversation with Jim Putman about the need to contact people with memories of the days when the Canal operated.

6 Jim Putman (12.3) submitted a complete revision to the basic notes to be used in the Hike Guide. Readers will enjoy seeing complete coverage of his section (Cropley to Great Falls) in a later "Section of the Month."

7 Dail Doucette (14.9) sent in corrections to notes on his section as well as discussed ideas as to how to better inform the public during our Annual Hike, which at least had the effect of encouraging your Chairman to turn out the Hike Guide.

8 Ed Wesely (16.6), working quietly behind the scenes assisting Level Walkers with their "history" and providing notes on his section. (Cont Page 3)



# SECTION OF THE MONTH

## HIKE GUIDE FOR 16TH ANNUAL REUNION OF THE C & O CANAL ASSOCIATION 1970

The Reunion Hike Guide was written with the cooperation of the following Level Walkers assigned to sections along the route:

Pennyfield to Seneca Aqueduct	Mrs. John (Peg) Frankel
Swains Lock to Pennyfield	Edwin. F. Wesely
Great Falls to Swains Lock	Dail Doucette
Cropley to Great Falls	James E. Putman
Lock 14 to Cropley	Robert N. Greenberg
Cabin John Creek to Lock 14	Dr. Kenneth Phifer
Lock 5 to Cabin John Creek	Philip J. Stone

Thomas F. Hahn, Level Walker Chairman

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### SENECA AQUEDUCT TO GLEN ECHO

(Mileages are from the Georgetown Tidal Lock. Mileages in parentheses are actual mileages from the beginning of the hike.)

22.80 RILEY'S LOCK AND SENECA AQUEDUCT. This region played an important  
(0.0) part in early Canal Company dreams. The expected canal trade and available water supply downstream encouraged settlement of the area. For a time Seneca was head of canal navigation and enjoyed a temporary boom. The following excerpt from the Canal Company Annual Report of 1831 is of interest:

"Passage boat now plies from the south end of Washington two miles below Little Falls carrying U.S. Mail to Seneca connecting with two stage lines running to Leesburg crossing the Potomac at Edwards Ferry."

Seneca's dreams faded as canal construction pushed on up river. In 1839, when agitation for a canal extension to Baltimore was at its height, one of the proposed routes was from Seneca to Baltimore via Rockville. Cost estimates proved staggering; The Maryland Canal or "cross cut canal," was never built and hopes for Seneca prosperity faded.

Seneca remained important for another reason. It was in this vicinity that the unique Seneca Red Sandstone was quarried, cut and prepared for shipment by canal. This remarkably beautiful and durable stone was used in the construction of many of the canal locks as well as numerous building in and around Washington. James Renwick chose Seneca Sandstone for the original Smithsonian building (1847).

"My Daddy Has a Snow White Mule," a lively recounting of canal stories by a former boatman, refers to the sandstone industry at Seneca. The record is available at Potomac Records, 7101 Ridge-wood Avenue, Chevy Chase, Maryland.

Things to look for:

1. The marsh area directly beyond the aqueduct which was once a turn-round and loading basin for canal barges.
2. Across the aqueduct and to the right are the remains of the Seneca Stone Cutting Mill.



3. The aqueduct itself ~~is the first of eleven along the Canal.~~  
Note the unique manner in which its structure merges with that of Lock 24.

4. A line carved on the stone post on the east side of the aqueduct indicates the high water mark of the 1889 flood. (Extreme flood damage helped to cause the demise of the Canal Company.)

5. The recently restored lock-keeper's house east the aqueduct.

22.22

(0.6)

DAM NO.2--(Old Seneca Rock Dam) stretches across the river. Contract for the dam was let in 1828, the first year of canal construction. Although much of the original structure is now reduced to scattered rubble, it still impounds a sizeable lake and supports heavy recreational use on the river. Within the past two years there has been some consideration given to raising the dam's height and thereby further enhancing the recreation potential upstream.

22.12

(0.7)

VIOLETS LOCK AND GUARD LOCK No.2. These mark the upstream limit of the restored section of the Canal. The locks are constructed of Seneca Red Sandstone. Lock 23 has an  $8\frac{1}{2}$ ' lift, slightly more than the 8' standard. The Guard Lock, which now admits water from the river for recreational use along the Canal, originally served to lock barges out into the river for the rest of the journey to Seneca.

Nearby was Rushville, a small settlement whose prospects also faded with the westward extension of the Canal. The Canal Company had named for Richard Rush, one-time Secretary of the Treasury, whose success in arranging Dutch loans helped the Canal in one of its frequent crises. In the 1890's thirsty quarrymen from Seneca gathered here to buy moonshine from one Aunt Priscilla Jenkins. A few feet downstream from the lock on the right is an original milestone.

21.12

(1.3)

BLOCKHOUSE POINT. Here are some of the more beautiful cliffs on the berm side reaching a height of 125'. A few feet upstream and opposite Milestone 21 is the lovely cedar-topped cliff depicted in Justice Douglas's book My Wilderness: East to Katahdin (Doubleday). Opposite Milestone 21, note that part of the dramatic cliff has fallen into the Canal. It occurred following the blasting for the Potomac Interceptor Sewer two years ago. The Blockhouse Point area has been considered for both the River Bend Dam and the River Bend Crossing of the proposed Outer Beltway.

20.30

(1.9)

MARSHALL BIDWELL DIERSON WATERFOWL SANCTUARY. Note siphon pipes in Canal which supply water to the ponds. This area is in imminent danger because it is now considered the "preferred river crossing" of the new Outer Beltway. A crossing at this juncture would be directly over the refuge ponds and on the Virginia side of the river would traverse a Nature Conservancy Preserve. Redheaded Woodpeckers, no longer common in the East, were often seen across the Canal in this area. Since the laying of the Potomac Interceptor Sewer they have disappeared from here. Beyond Pennyfield Lock the Potomac sewer was laid under the Canal itself. During the time that the water was drained the remains of a canal barge hull were found. Preservation of these remains beneath mud and water was such that even bits of coal dust were discernible.

19.63

(3.2)

PENNYFIELD LOCK. This was a low lift lock of only 7'. This area was Presiden Cleveland's favorite base for fishing excursions and the large house on left was once an Inn which he frequented.



In addition to the birds that are considered year-round residents to the area, following are "spring arrivals" likely at this time:

Phoebe	Brown Thrasher	Purple Martin
Blue-Grey Gnatcatcher	Swainsons or Olive-backed Thrush	Chimney Swift
Red-Eyed Vireo	Wood Thrush	Barn Swallow
Redstart Warbler	Hermit Thrush	Tree Swallow
Myrtle Warbler	Barred Owl (more likely heard than seen)	Rough-Winged Swallow
Palm Warbler		Green Heron
Prothonotary Warbler	Blue Wing Teal	Wood Duck

- 18.96 Sharp bend around a fine 90-foot cedar- and pine-topped cliff.
- 17.74 WATTS BRANCH. This winding stream, with its numerous branches, drains an extensive and varied terrain five miles back from the river. Some of the valley remains in woods, in the face of advancing real estate development. The shore opposite is Watkins Island.
- 17.02 Old milestone; at measured point 17 miles from Tidewater Lock.
- 16.64 (6.2) LOCK 21. "SWAINS LOCK". Formerly known as Oak Springs Lock. Lock-keeper's house occupied by Swain family long associated with the Canal. Jesse Swain, born in 1870, was locktender at this point when the shut-down order came up the line in 1924. John Swain was lock-keeper down-river at Seven Locks; a grandfather born about 1817, worked on some original canal construction jobs; others of the family owned or operated boats. The lock is constructed of red sandstone, boated down the river from Seneca.
- 16.43 More rock-walled cliffs on berm-"Cedar Bluff." In river to right, long, narrow island ends and Lock Island begins.
- 15.85 Fine, mature woods. To right, path leads to river bank, opposite lower end of Bealls Island, with numerous islands downstream.
- 15.26 (7.0) COOL SPRING BRANCH. A short distance up Cool Spring Branch was the Ford Gold Mine, one of more than 50 gold mines in the hills to the left in the period following the Civil War. Gold was known in the vicinity before this, but the period from 1867 to 1916 saw the greatest activity here. One mine, with a 150-foot vertical shaft and two working levels, was reopened in 1936 and operated for a number of years.
- 14.43 The large island in the river is Conn Island.
- 14.33 Intake point at right. Just passed is the crest of Great Falls water supply dam.
- 14.30 LOCK 20. GREAT FALLS TAVERN. Lunch stop. This is a wonderful area in which to rest those aching muscles and blistered feet. Be sure to see the Canal exhibit prepared by Bill Johnson (with the assistance of Rae Lewis). For those of you who are full of vim and vigor, this would be a good opportunity to see Great Falls from the Maryland side of the Potomac. Path leads off in the area of Lock 17. Also in the Canal Museum are some fine exhibits of photographs and artifacts from the Canal Era which should be of considerable interest.

Don't miss the remainder of the hike--as you can see by reading ahead in this guide, there are some very interesting spots ahead.



- 14.30 (8.5) LOCK 20. GREAT FALLS TAVERN; also known as Crommelin House, is now a Canal Museum and Park Ranger Station. Near the river in the picnic area, one can still see the remains of a triangular log support (filled with rocks)--all that is left of an old swinging bridge that led to the falls before the present trail was constructed. The logs for the structure are said to have been timber supports from the Maryland Gold Mine. Near at hand sticking out from the side of the towpath next to the river are the stones of an old canal store, operated by John Bissett near the turn of the century. The Bissett family, the Swains, Offetts and other canal families still live in the Potomac (called Offetts Crossroads by the oldtimers) and Cropley area. The center section of Great Falls Tavern was originally constructed for a lock-tender's home, but was enlarged soon after with additions on each end of the original house (now the Towpath Movie Theater). For many years, Great Falls Tavern was a popular hotel, celebrated for its fine meals, honeymoon suite and square dances. People drove up from Washington in their hacks and later horseless carriages, or caught a streetcar. Excursion steamers (the only steam boats allowed on the Canal) ran from Congress and High Streets in Georgetown, leaving at 8AM, lying at Great Falls Tavern for four hours and making the four-hour return trip the same day. The Peggy was one such steamer and her picture is part of the interesting canal lore exhibit located in the Old Tavern lobby. Many vacationers came up for the weekends, riding the freight boats; round trip fare was 75 cents.
- 14.17 (8.6) LOCK 19; followed in close order by five more locks, drops the Canal over the Fall Line.
- 14.09 LOCK 18. OLD LOCK-HOUSE RUINS. Walls of old lock-tender's house show beyond the spillway on the berm side of the Canal. It's said that the lock-keeper who lived here tended both Locks 18 and 17. Uphill from Lock 18 is the loop of the end of an old trolley line to Great Falls--the Washington and Great Falls Electric Railway. The loop is still visible.
- 13.99 LOCK 17. The wide, graded National Park Service trail leads across bridges to outlook area at the top of a bluff overlooking the Falls. A fine view of the Potomac River may be had here. Numerous fish ladders may be seen in the falls area. They were built before the turn of the century as a help to fish using the upper river as spawning grounds. The River and Canal are so polluted today that few fish can survive in the waters except catfish, carp, perch and eels. Despite the hundreds of visitors who use the trail the year round, an abundant wildlife population call the Falls area home. Across the Potomac River from the overlook is the new National Park Service Visitors Center at Great Falls, Virginia. The Center is located on George Washington's "Old Potomack Canal," built in 1795. The bed of the old canal and the stonework of many of the locks are still in place, as are some of the foundations of the old buildings.
- 13.83 (9.3) BILLYGOAT TRAIL leading off to the right, just before the stop-lock farther down the trail, is the Northern or Western Loop of "Billy Goat Trail." The trail is marked by blue patches of paint on rocks and trees. This popular hiker's route, laid out by a YMCA "Red Triangle Hiking Club" between 1918-20, is a spectacular alternate route to the towpath, but is very rugged and takes a long time to walk. The wildlife, wild flowers and plants, and geologic formations along Billygoat Trail are outstanding. The view is so exceptional that it must be experienced to be believed.



- 13.74 STOPLOCK AND LEVEE. This structure was constructed on the Canal to  
(9.1) divert rushing flood waters off around a levee extending to the right towards the river. Note the slots in the stone masonry on either side of the Canal. Long boards were placed in these grooves one on top of another as the water rose. The chains on the sides of the walls could be looped up over the boards, fastened on either side, and secured. Beyond the stop-lock are Locks 16 and 15 and the area known as "the Log Wall" by oldtimers on the Canal. This "Log Wall" or Widewater area as it is known today was an old river channel before the Canal was built and subject to frequent flooding. In ancient times the area from Lock 16 to Cropley was a channel of the Potomac River. When the Canal was built, this area was flooded with water and a lake was created.
- LOCK 16.  
13.63 Area bears evidence of many heavy floods in the past. Note the rock=  
(9.2) filled cribbing and spillway in front of the old lock-house on the berm side of the Canal. The three-story lock-house is still substantially sound and is covered by a roof and the chimney is still standing. Of special note is "Berma Road," which is reached by taking the footbridge across Lock 16 to the left, up past the lockhouse. This road is the smoothest way to reach Cropley from this point down the Canal. The towpath from Lock 16 to the end of Widewater is "passable but very rough and only the heartiest of hikers should attempt it. The road rejoins the towpath at the parking lot at Cropley and in many ways is more spectacular than following the towpath. Note the markings in the red Seneca sandstone of Lock 16. On the berm side near the up Canal end may be found a carving of a canal boat by an oldtimer. On the towpath side may be seen "W. Spong" and "W. Fisher." W. Spong was a canal boat captain from Sharpsburg and W. Fisher was a superintendent of the C&O Canal's Georgetown Division.
- 13.45 LOCK 15. Here begins the head of the present lake known as Widewater  
(9.5) This is the last of the six locks located in the one-mile section from Great Falls; sometimes known as the "Six Locks" area. All the locks in this section of the Canal are of red Seneca sandstone construction. The stone is very soft--note the grooves in the rock where the tow ropes from boat to mule cut deeply. The towpath around this section of Widewater, called the "Log Wall" by old canallers, was a wall of logs laid over the rocks and then covered with earth as a path for the mules. This corduroy road was washed away for the last time by the 1924 flood that closed the Canal to commercial operation. The rock foundation is all that remains of the old towpath.
- 13.33 ROCK CAUSEWAY. Here the towpath crosses an arm of Widewater leading off to the right. The rock wall dam in the background stops up a gap in this natural basin thus retaining the level of the Canal.
- 12.75 BILLYGOAT TRAIL. The Northern or Western Loop of Billy Goat Trail rejoins the towpath at this point. Down past Cropley it will again lead off towards the river to emerge with the towpath again at Carderock.
- 12.60 LOWER END OF WIDEWATER. This section of the Canal is a real trouble  
(10.2) spot to canal maintenance men as the towpath periodically washes out, dumping canal waters into the Potomac far below.



- 12.47 SHERWIN ISLAND VIEW. Fine view of Sherman Island. Across the Canal to the left is one of the finest examples of folded rocks along the Canal. Synoclines and anticlines may be seen in rocks throughout the Great Falls area, where the Canal, various roads, quarries and gold mining operations have exposed the many hidden formations.
- 12.28 CROPLEY. To the left a Park Service maintenance road crosses a cause-  
(10.5) way over the Canal to a locked chain beyond; roadway leads right uphill to Old Angler's Inn and parking lots on MacArthur Boulevard.
- 11.22 High masonry wall begins. River channel bears away, with Herzog Island in view.
- 11.10 OUTLOOK ROCK. Here the towpath comes directly onto the river es-  
(11.7) carpment, atop a high masonry retaining wall. Below, a sharp bend in the river channel turns the end of Vaso Island (formerly Herzog Island). The sheer rock walls on all sides and the vistas up and down the turbulent river channel, make this an extremely spectacular viewpoint.
- 10.19 Wide pool in Canal. This is a favorite haunt of turtles, which cover old logs protruding from the water and slide quietly off when disturbed, accounting for the term "sliders" by which they are called at many points along the Canal.
- 10.16 STUBBLEFIELD FALLS, a succession of rapids in a narrow neck of the  
(12.6) river, close in view to the right.
- 9.92 Remains of old CARDEROCK PIVOT BRIDGE; note cog on pier in center  
(12.9) of Canal.
- 9.63 NAVAL SHIP RESEARCH AND DEVELOPMENT CENTER, Carderock, to the left. This extensive installation extends along the Canal for the next mile.
- 9.46 The last of the series known as "Seven Locks," is constructed part-  
(13.3) ly of granite from Lock 7 and partly of stone from "a quarry five miles distant." This is an attractive spot, with a fine vista looking down the descending levels of Seven Locks.
- 9.37 LOCK 13, built of granite from the quarry at Lock 7, as is Lock 12, with coping and hollow quoins from Seneca."
- 9.29 LOCK 12. Upper gate of lock is of drop type, as were Locks 9 and 10.
- 8.97 LOCK 11. Lock-keeper's house. The lock is built of red sandstone from Seneca quarries.
- 8.96 To right is PLUMMER ISLAND, property of Washington Biologists' Club.
- 8.93 ROCK RUN. Cross stone arch culvert with interesting masonry. Rock Run drains a pretty valley north of MacArthur Boulevard, with several footpaths and remains of old gold mine workings.
- 8.79 LOCK 10. To the left on berm side is the stone lock-keeper's house, which served Locks 9 and 10. In the early days of the Canal, a lock-keeper received his house, an acre of land for a garden and \$150 a year. When he had an additional lock to tend, as here at this point,



he was paid \$50 a year extra, but had to provide any assistants required to handle the dual responsibility. Men with sizeable families were favored, and despite seemingly low pay, the jobs were eagerly sought after; in a day of simpler living, the cabin and garden patch were inducements. Later on, as control of the Canal came into hands of the State as bondholders, politics and the spoils system extended even to these lower appointments, and lock-keeper changes were more frequent. Birdlife is plentiful; one resident, except in winter, is the Prothonotary Warbler. Several islands in the river are accessible during periods of low water.

- 8.70 LOCK 9. The engineers' report of 1833 says this lock is of granite, brought a mile and three-quarters by land from a quarry near Lock 7; except for the coping which is of Aquia freestone; and a few feet of ashlar, which is red sandstone from Seneca.
- 8.57 WADES ISLAND to right. Floodplain widens.
- 8.33 LOCK 8. Last of the Seven Locks. The material is sandstone boated  
(14.5) down the river from the quarries at Seneca.
- 8.12 Towpath comes directly onto river bank, supported by straight masonry wall. High wooded island is Minnie Island.
- 7.83 This is a beautiful stretch of the Canal. The river side is sometimes rocky, sometimes a honeysuckle jungle. The river itself, brown at floodtime or olive green at others, is noisy among the rock islands that stretch the Virginia shore. The floodplain is a green blanket splashed with myriads of wildflowers--Spring Beauties, Blue Phlox, Mint, Dutchmans Breeches, Ragwort, Violets and Trout Lilies all reach their blooming peak at one time. Rocky islands in the river are covered with growths of primitive Horsetail.
- 7.65 The floodplain is narrow here, with numerous islands in the river. Growth of English Ivy on the trees testifies to earlier habitation.
- 7.52 CEDAR ISLAND, to right, but like Cabin John Island on the downstream side of the culvert, its island character is ill-defined and varies with the height of water in the shallower river channels.
- 7.50 CABIN JOHN CREEK. Footbridge across Canal gives access to a parking area on the George Washington Memorial Parkway. Old Cabin John Bridge, not to be confused with the modern bridge of the same name which carries the Capital Beltway across the Potomac, is a beautiful stone arch span which takes MacArthur Boulevard and the Washington Aqueduct across Cabin John Creek. When constructed in the 1850's it was the longest (220 feet) single-arch masonry span in the world! The Canal carries Cabin John Creek on an interesting stone-arched aqueduct. Beyond there are numerous braids of the river. The valley of Cabin John Creek used to be a beautiful, scenic wooded area in which birds and plants (including wild flowers, ferns, mosses and lichens) abounded; but in recent years, though some of it is intact, much of the valley has been damaged by construction.
- 7.12 The floodplain supports many fine, tall elms and sycamores. This is Cabin John Island, though changing river channels have destroyed its true island character. This typical bottomland woods is a fine bird habitat. For many years the Audubon Naturalist Society has made observations here and kept records of both winter birds and breeding bird population.



7.10 Cross concrete drainway, with gate. These drainways, at least one of which can be found on all but the very short levels, served the dual purpose of carrying off excess water when the canal was full and of permitting drainage of the Canal during the winter months. Draining removed the danger of damage to canal banks and structures from ice and permitted clean-up of debris and sandbars that tended to obstruct the waterway and reduce its six-foot working depth.

7.00 LOCK 7. GLEN ECHO. Constructed of "granite, from quarry within 1/8 (15.8) mile." Lock-keeper's house. A parking area along the Parway at hand. The upper end of this lock is equipped with a "drop gate," of which there are a number remaining along the Canal. Incidentally, room was always left on the berm side of the Canal at locks for a duplicate lock, should future traffic require it. At many locks this location is occupied by a spillway. Path leads up slope to George Washington Memorial Parkway, just below the former Glen Echo Amusement Park which occupied the bluffs above this point, but was closed after the 1968 season. The National Park Service acquired this area in 1969. To the right through the woods is a side channel of the river with Chataqua Island beyond. The wide area in the Canal above Lock 7 is a popular area for ice-skating.

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A special thanks is owed to Orville Crowder of Harpers Ferry whose Canal notes helped fill the gaps of the contributing Level Walkers.

Since there may be errors contained in the preceding notes, any corrections would be welcomed to keep the record straight. Please address any comments/notes/corrections or interest in the Level Walkers of the C&O Canal Association to:

Captain Tom Hahn, USNR

Level Walker Chairman

7845 Galt Street

Ft. Meade, Md. 20755

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"Sometime soon the New Conservationists must defend their beloved ecological science and figure out how best to organize to put it to use. Both the concept is too new and the organizations are in their infancy. Meanwhile the bulldozers roll on, and someone has to stop them, lest there be no life to interrelate. In ecology, by definition all of nature is connected. All relates to everything else..... To the New conservation, rivers, mountains, and wildlife are no more important than cities and suburbs...../it/ is the total environment. Unfettered technology is the destruction of the world." Fortune, March 1970.

"We have come to believe that the primary requisite to amelioration of the present natural environmental condition as well as to enrichment of the lower life experience are individual citizen attitudinal change and personal participation in effecting these changes as well as in the resulting society. We have come to believe that a wealthy environment cannot be bought with words or money--that it only can be earned by millions of participating and aware citizens." Borrowed from the Ecology Center, Berkely, California.

We urge that the participants on this Annual Reunion Hike of the C&O Canal Association reflect on these matters during and after the Hike.



The following two letters should be of interest to Level Walkers:

The public should be told about the primary interest of the C&O Canal Association in the prompt enactment of legislation establishing a C&O Canal National Historical Park. The other two major propositions of the Association are to block all Army-type dams on the Potomac, and its tributaries, and to get a supplemental water supply intake built in the fresh water estuary of the Potomac at Washington for purposes of local, municipal water supply. The only position the C&O Canal Association has taken with respect to a Potomac National River is to endorse the concept in principle. We have never supported the project which was advanced several years ago by former Secretary Udall. The thing we want to do now is to push for a park, and all emphasis should be placed on that point at the time of the Reunion and Hike.

Looking forward to seeing you on the great occasion.

Anthony Wayne Smith

President, C&O Canal Association

I have been going over some of the reports of the Level Walkers and find them exceedingly informative—even to one who has hiked the path for years.

The Level Walkers are doing a great job. I congratulate them and extend my Happy Hiking Greetings.

Justice William O. Douglas

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#### A L O N G   T H E   T O W P A T H

Is published sort of monthly (no promises either way) by the Level Walkers of the Chesapeake and Canal Association. The opinions contained herein do not necessarily reflect those of the Association—though they usually do.

Correspondence should be addressed to:

Level Walker Chairman  
7845 Galt Street  
Ft. Meade, Md. 20755

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#### THE LEVEL WALKERS REPORT (Cont. from Page 2)

9 Peg Frankel (19.6) provided a well-written, interesting report written in a style particularly suitable for the Hike Guide.

10 Grant Conway (25.0) submitted corrections to basic Canal notes and additions including an interesting description of the Winslow Site (25.7), the Indian Village located on the flat adjacent to the Canal. "Both banks of the Potomac and the islands in this area have revealed Indian cultures from approximately 500 B.C. to settlement by Europeans."

11 Bill Clague (27.2) sent in corrections to basic notes.  
(No more room—will continue on up the towpath next month)



The following letter has been received from Troop 240 of Bethesda, Md.

Dear C&O Canal Association,

We would like to tell you how much our troop has appreciated the work you have done to preserve the C&O Canal as a National Park for all to use. We have heard that you publish a quarterly magazine and they are very receptive to write-ups of Scouting experiences on the C&O Canal.

Our Troop 240 has undertaken as a troop activity to hike on foot the total length of the C&O Canal on November 18, 1967. Since then 12 scouts have completed it and the Scoutmaster and Assistant Scoutmaster. When the troop project is completed, Troop 240 has a continuing program of "making up" hikes. These make-up hikes are scheduled in between normal troop activities and will allow those scouts who started with the program to complete their requirements for the C&O Canal Scout Medal. Also this allows tenderfoot scouts to start working toward their badges. It is anticipated that at least 6 more scouts will have received the C&O Canal Medal by July 1, 1970.

Our troop has had many highlights while hiking. The old aqueducts and farmhouses are very interesting. We took the train to Cumberland, had an overnight, and then took the train at Paw Paw back. It was one of our best overnights. The Paw Paw Tunnel was lots of fun. We "shined" our flashlights all over in it and the canal right next to us. That was lots of fun. We had an overnight at Fort Frederick where some of the scouts fished and we all enjoyed seeing the fort.

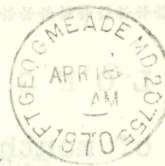
From this letter, our troop just wants to tell you that you have done a great job in preserving this canal and that we all think it is a great place to have fun.

Yours Truly, Don Allen, Scribe

FROM:

Level Walker Chairman  
C & O Canal Association

CAPT. T. F. MAHN, USNR  
7845 GALT STREET  
EL. MEADE, MD. 20755



TO:

John C. Frye  
Capland, Md. 21734