



C & O Canal Association

## ALONG THE TOWPATH

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

VOLUME XXIII

DECEMBER 1992

NUMBER 4

### HERITAGE HIKE ENJOYED BY ALL

The day was cloudy, befitting a Halloween eve. At Swains Lock Association members, old and new, disembarked from the buses that had brought us from Sycamore Landing and begun the almost 11-mile Annual Heritage Hike. A carpet of yellow, red, brown, orange, and green leaves covered the towpath. The rain of the night before left some muddy spots over which we carefully navigated. There were some one hundred hikers in all, but travelling at various speeds, we rarely saw more than two or three people ahead or behind. Even without bright sunshine, the fall colors were not in the least muted and as we passed, some of the

remaining leaves floated down upon us and around us. On the right was the canal and on the left open stretches of river views. At one point a little before Riley's Lock, looking at the huge rock formations in the river, surrounded by misty air, you could almost believe that dinosaurs roamed that area. It was a glorious day, truly a walk through history.

A treat awaited us upon arrival at Riley's Lock. As we crossed the footbridge, BeJay Myers and Joan Paull, in Victorian costume, directed us toward the group of girl scouts also in Victorian dress, singing and playing games of the era. Near the lock house was another group demonstrating how to ground coffee and make butter. Inside, several girls were sitting on the floor near the fireplace doing cross stitching. It was a delightful lunch break. Each week-end through December, the Girl Scout Council of the Nation's Capital provides an interpretive program of the 1870's as it might have been lived at a canal lock house. Guided tours are given of the house and grounds and the girls perform selected Victorian home crafts and skills that are typical of that period. The group that we had the pleasure of being with was Troop 815 from Germantown. Joan Paull then suggested that we might want to see the sight of the Seneca Stone Cutting Mill. A number of us walked the extra few hundred feet to see the remains of the mill which in its day produced stone for canal construction as well as the Seneca red sandstone for many of the famous buildings in Washington D.C. such as the Smithsonian Castle and the Renwick Gallery.

#### • • ANNUAL MEETING • •

March 6, 1992

Shepherdstown, WV

Details in January bulletin

Happy Holidays to All...

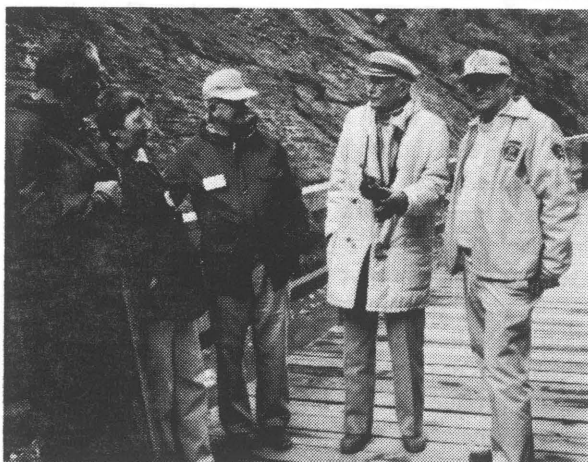
See you *Along the Towpath* -  
RCP

## HERITAGE HIKE - continued

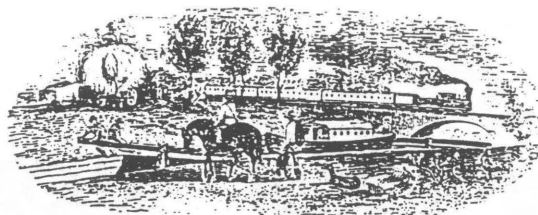
The hike ended at Milepost 27.21 and then it was but a short ride by car to the Izaak Walton Farm where there was the choice of several different activities. Those wishing a restful happy hour sat near the fireplace warmed by the crackling flames and the fellowship of content hikers. Others stayed in the main hall and watched the video of the original Douglas Hike and still others, led by Ken Rollins, explored the nearby nature trails of the farm. It was "fitting" to be at the Izaak Walton Farm, Ken Rollins told us later, since the C & O Canal Association was "born" here. After dinner, Gordon Frye, past president of the League, gave a short history of the League and the Bethesda/Chevy Chase Chapter. Dave Johnson welcomed the many new C&O Canal members who had joined us for the Heritage Hike. The evening ended very appropriately with Ken Rollins reading an excerpt from the 1954 interview with Justice Douglas given toward the end of the original hike. In answer to a question regarding the significance of the hike, Justice Douglas said:

"...It's a part of protest, I think, against the intrusion of the automobile, the highway, into all the wilderness areas that are getting smaller and smaller as the years go by; and, let's keep this one - it's rich in history, rich in beauty and wildlife and our great-grandchildren will bless us if we keep it this way."

- - Helen Shaw



Adam Foster, Karen Gray, John Lindt, Ken Rollins, and Dave Johnson chat at Paw Paw Tunnel Gorge.



1992 INTERNATIONAL CONFERENCE ON HISTORIC CANALS

## A SYNOPSIS AND PICTORIAL REVIEW OF THE 1992 INTERNATIONAL CONFERENCE ON HISTORIC CANALS

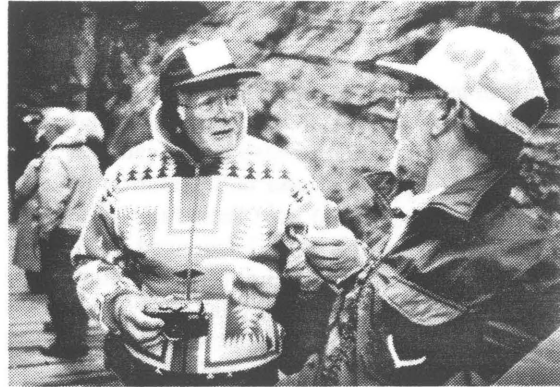
The 1992 Conference was co-sponsored by the Chesapeake & Ohio Canal National Historical Park and the Chesapeake and Ohio Canal Association. We gratefully acknowledge the support of the American Canal Society, Cuyahoga Valley Association and the work of Steering Committee members, Hal Larsen, Gordon Gay, and John Frye, and C & O Canal Association President Dave Johnson, in making this year's conference a great success.

The general meeting area and lodging were provided by the Cliffside Inn and Conference Center in Harpers Ferry, West Virginia. Conference dates were October 18-22, inclusive. The program consisted of morning presentations and afternoon field trips to sites along the C&O Canal, including, among others, the terminus at Cumberland, Paw Paw Tunnel, Williamsport, Monocacy Aqueduct, and Great Falls Tavern. Optional tours were provided by John Frye of Locks 33 and 34 for those arriving early Sunday, and Antietam Battlefield for those staying over until Thursday. I was unable to arrive in time and found it necessary to leave too early to participate in either of these events but am informed that despite the cold, those who did found each event worthwhile. Sunday evening was a pleasant time to renew old friendships and make new ones as we listened to the period music provided by Edie Roudebush and completed registration.

## CONFERENCE ON HISTORIC CANALS - continued

Monday morning, Dave Johnson opened the conference with a brief introduction and remarks. I found it noteworthy that this year marks the fifth year the International Conference on Historic Canals has met and provided a forum for representatives of the non-profit community, National Park Service, and state agencies to meet and interact. Dave also introduced our special guest, Tom Brock of the United Kingdom, a canal manager for the British Waterways. For the rest of the morning, we listened to remarks by Superintendent Hobbs, C&O Canal NHP and Ken Starns of Harpers Ferry NHP as each related specific concerns and progress of the parks for which they are responsible. In just forty five minutes, Professor Dave Gardner presented an otherwise 8-hour inspiring history of the C&O Canal. Barry Mackintosh, NPS and author of C&O Canal, The Making of a Park, used the Capital Beltway a hundred or so years from now as an example of preservation of the C&O Canal since about 1926. Obviously he drew some laughs with this example. Barry went on to summarize the events which led to the C&O as we know it today. The morning concluded with a panel discussion moderated by Superintendent Hobbs with Keith Whisenant, Chief Ranger, and Lisa Sasser and Chris Robinson, NPS, Williamsport Preservation Training Center, discussing current NPS initiatives in restoration, new initiatives, including increased interpretation, and challenges in maintenance and preservation of the C&O Canal National Park.

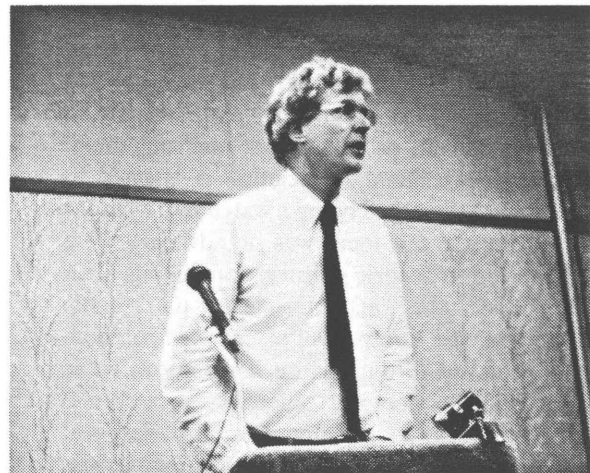
Following lunch, our buses departed the Cliffside Inn for stops at the Paw Paw Tunnel, North Branch to visit the replica canal boat, and the Canal terminus at Cumberland. Following a happy hour and supper in Cumberland, Bill Trout, President, American Canal Society, spoke briefly about partnership among canal people and introduced Chris Brown, National Trails Office, NPS, who spoke and provided a slide show describing a NPS vision of rivers, trails, and greenway corridor protection which provides close access to trails and park amenities for all Americans.



Sonny DeForge and George Complair at Paw Paw Tunnel.



Ken Rollins and Bob Perry at Paw Paw Tunnel.



Chris Brown, NPS Recreational Assistance Director, principal speaker at dinner in Cumberland.

## CONFERENCE ON HISTORIC CANALS - continued

Tuesday morning attendees were informed of the birth of a new canal organization, The Miami and Erie Canal Corridor Coalition which is dedicated to the preservation, restoration, and interpretation of canal corridors from Toledo to Cincinnati. Hal Larsen, Moderator for this day, introduced John Parsons, Associate Director, Land Use Planning, NPS. John discussed planning for the C&O Canal National Park, tracing its development for the past twenty years, including different concepts and the need for a plan to set the balance for development of the park. The following management objectives, in order of precedence, were keys to establishment of the plan: preservation, interpretation, and recreation. Next on the agenda, Sheila Weidenfeld, Chair, C&O Canal Advisory Commission spoke on the role of an advisory commission. Nineteen commission members assist the NPS in dealing with problems, sometimes taking the "heat," but for the most part perform a management advisory function. The commission operates with a minimum of rules, believes that anything related to the Park should be considered, and relies on the Superintendent as a very important resource. Dave Johnson, President, C&O Canal Association was the next speaker. Dave discussed the role of canal associations and friends groups. Using the C&O Canal Association as an example, Dave discussed problems such as a backlog of repair and maintenance, limited budgets, and growth in visitation and identified where friends groups can be of assistance through activities including fundraising, work forces, and sponsoring hikes to promote public awareness and support. We were also reminded that associations and friends groups should be flexible and dynamic in approaching current problems that confront them. Today, the C&O Canal Association is attuned to advocacy, recreation, and being a watchdog, whereas in the last decade our focus was on advocacy. We are committed to historic preservation, hiking, bird-watching and other activities in a partnership committed to the protection of the environment which is achieved through close harmony with the National Park Service and other like groups and societies. The role of a regional canal society was presented by Mike Howlett of the Virginia Canals and Navigation Society. Mike discussed the need for a constitution and bylaws to enable a volunteer organization to meet goals and remain viable as a

group. We learned how to best meet regional objectives through the representation of local people dealing with councils and politicians and keeping informed of local area happenings. Mike also spoke of problems of travel distances, attendance resulting in regional organizations. The final presentation of the day was that of George Berndt, Interpretive Specialist, Illinois & Michigan National Heritage Corridor. George spoke of how national heritage corridors bring it all together. He discussed the importance of forming a partnership between federal, private, state, and local groups. In the Illinois-Michigan Corridor, a 19-member commission is the catalyst for development within the corridor. Places of interest are well-identified and public awareness is enhanced through highway signs and publication of a schedule of events. Visitor centers are designated and, finally, places of interest, corridor boundaries and use restrictions are identified in shops and other public areas.

Following lunch, we again boarded buses for a field trip to Williamsport, Dam 5, Big Pool, and Fort Frederick.



Ranger Susie Fauntleroy relates canal history to conference participants.



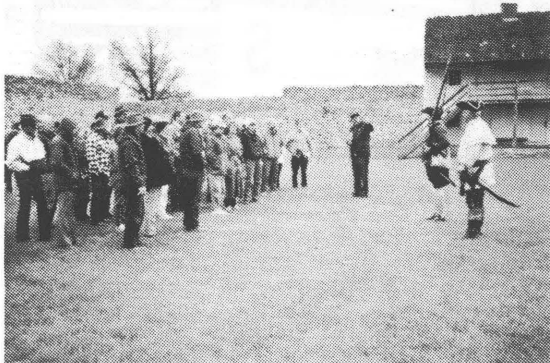
# CONFERENCE ON HISTORIC CANALS - continued



John Frye speaks to Ken Rollins and other attendees about the Conococheague Aqueduct.



View of the Cushwa basin (presently under restoration).



Our visit to Fort Frederick was complete with a demonstration by personnel in period costume.

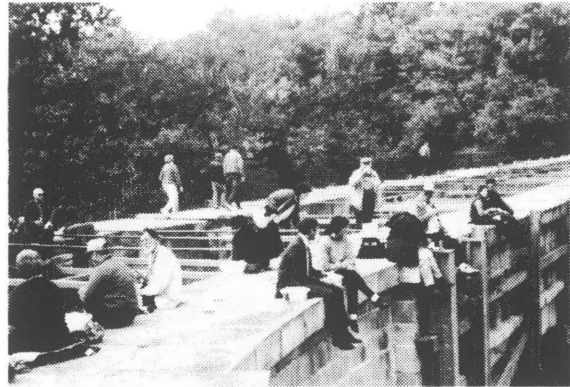
Following a happy hour and dinner at the Cliffside Inn attendees were treated to an evening of "Show and Tell" moderated by John Frye and presented by members of different organizations in attendance. At least two of our members, Karen Gray and Ken Rollins, made presentations on Level Walkers and a tribute to Justice Douglas, respectively.

Wednesday, October 21, marked the last day of conference presentations. Gordon Gay, moderator for the morning, introduced Rory Robinson, NPS, Midwest Regional Office. Rory spoke about present day uses of the Ohio & Erie Canal. The amenities which exist today in this corridor are the result of efforts of organizations such as ours. Hiking, biking, and cross country ski trails co-exist with natural environment. Obvious efforts were taken to protect endangered species as this area was developed. Rory stressed the importance of associations and friends groups in making projects like this come to fruition. Charles Fitts, Roanoke Canal Trail, was the next speaker. Charles discussed the development of The Roanoke Canal Trail as a case study. This entertaining and informative presentation was unique in character and approach as local responsible and respected community leaders work to influence the North Carolina State Legislature and corporations to preserve the canal. Through their efforts, as well as the development and execution of short- and long-range plans, they were successful in acquiring this stretch of historic canal. After Charles, David Ballinger spoke about canals in Canada. In particular, he discussed the 124 mile Rideau Canal and the unique problems encountered in developing a management plan. It seems the Canadian Park Service is responsible up to the canal high-water summer level and that municipalities and private individuals are responsible for the area immediately above that level. One can understand that developing the management plan required a large, well-coordinated effort in order to include the entire canal corridor. From workshops to focus groups, vision statement to implementation, communication is the critical element. As funding resources decline, different ways of doing business must be

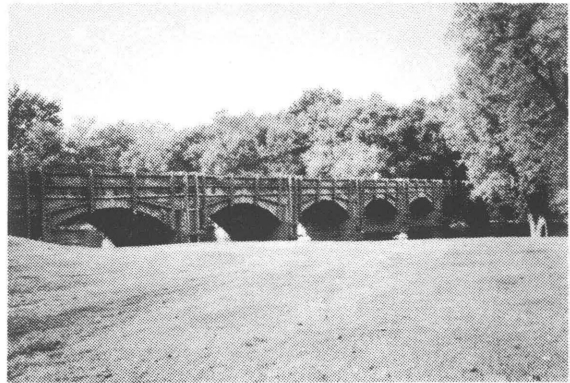
## CONFERENCE ON HISTORIC CANALS - continued

explored. The coalition of groups and organizations fostered in the development process will enhance the efforts to resolve this problem. The final morning speaker was Robert Schmidt, President of the Canal Society of Indiana. Robert discussed the occurrence of new highway construction, which resulted in discovery of an old timber lock from the 398-mile Wabash and Erie Canal. It seems that while a new interstate highway was being constructed, the lock was uncovered. Through the cooperation of the state highway commission, a local congresswoman, the work of archaeologists, newspaper coverage, and the efforts of the Canal Society of Indiana, the lock was disassembled and preserved. In addition, many canal-specific artifacts were found. Robert also talked about timber lock construction versus stone. It should be noted that Robert was recipient of the noted DINK Award for 1992.

With box lunches and attendees loaded on the buses, we once again departed for a field trip to Monocacy Aqueduct, Great Falls, and supper at Normandie Farm in Potomac followed by a presentation we all had been waiting for by Tom Brock, Waterway Manager, Stratford and Grand Union Canals, Warwickshire, England. The MC for the evening was Superintendent Hobbs. Dressed in his kilt, the Glasgow, Scotland native told of his work with the British Waterways. The British Waterways has a staff of 2,000 and operates on a grant of \$150 million per year, two thirds of which is funded by the government and the other third from private sources. There exists 2,000 miles of canals, 4,763 bridges, 60 tunnels, 397 aqueducts, 1,549 locks, 1,000 plus houses, and 2,050 historic sites. Seven and a half million people visit the canals, annually. Twenty six million people live within 5 miles of the canals which are serviced by 25 thousand boats, 1,200 of which are for hire. The mission of the British Waterways is to provide efficient management of the inland waterways for the benefit of the nation. Canals pass over roads and canals pass over canals. They are the focus rather than the garden at the back door. Tom stated that like canal organizations in the U.S., the British Waterways fosters a partnership with volunteers and friends, and that each canal is unique.



Conference attendees enjoying lunch at Monocacy Aqueduct.

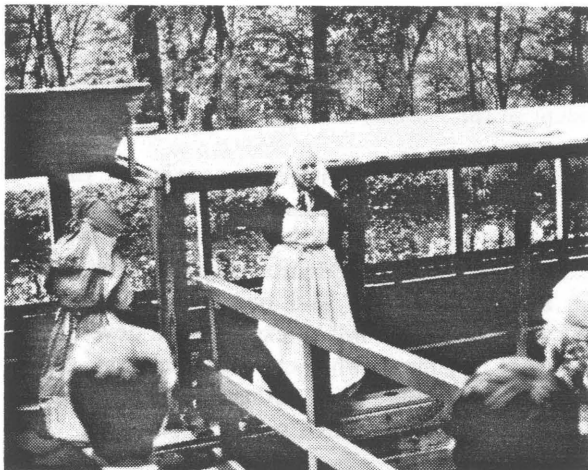


Monocacy Aqueduct.



Association board member Orrin Long about to re-board the bus at Monocacy.

## CONFERENCE ON HISTORIC CANALS - continued



Ranger Nancy Poe greets conference attendees preparing to board the Canal Clipper.



Dave Ballinger & Dave MacDougall of Canadian Parks Service, and Rory Robinson, NPS Midwest Region, lead conferees across Olmsted Bridges.



Rory Robinson (R) presents the "Dink of the Conference" trophy to Bob Schmidt, President, Canal Society of Indiana.



Tom Brock, waterways manager on the Stratford and Grand Union Canals in Warwickshire, England, principal speaker at the closing banquet.

As the conference came to a close, I departed for home grateful for the new friends I had made, the old friendships that had grown, and the opportunity to learn more about the C&O and other canals in our nation and world.

The 1993 conference is to be held in Dartmouth. We'll let you know more as the particulars are received.

-- RCP

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## THE PRESIDENT'S COLUMN

I want to use this space in this issue to welcome the many new members who have joined the Association this year. I was pleased to meet a lot of you at the Heritage Hike in October, and look forward to seeing all of you at future events. As you will note from the calendar of events in this newsletter, and in the bulletin that we mail between newsletters we have many activities in addition to the Heritage and Douglas Hikes, and we hope that you will participate in these.

The most popular of our programs is the Level Walkers, which provides an opportunity for every member to have an important role in preserving the canal. Level walkers' reports help keep all members aware of the condition of all parts of the park. They provide a record of changes in the park over a period of years. The program is open to all members, and you can be assigned to a level by

## PRESIDENT'S COLUMN - continued

contacting the Level Walker Chair, Karen Gray whose address and telephone number appear in the Officers section of this issue of the newsletter. In addition to individual activity, the Level Walkers program holds several informal hikes throughout the year, covering different parts of the towpath, which are a great deal of fun. (All members are welcome on these walks, of course.)

The second continuing activity that produces both satisfaction and enjoyment is our Volunteers-in-the-Park (V-I-P) program. We hold a regular workday each month (usually the first Saturday) to carry out a variety of projects for the park, including removal of vegetation from locks and aqueducts, trail maintenance, painting, even some clerical work. These activities are also listed in the Calendar of Events. For further information, and to confirm dates and locations, just call our Volunteer Coordinator, Joan Paull. More volunteers are always needed and welcome.

The Association has a number of permanent standing committees that are staffed by members with interests or experience that match the committees' roles.

The Environmental Committee is one of the most important, as it is responsible for reporting on all perceived threats to the integrity of the canal from proposed construction or other potentially damaging encroachments. These may be either public or private projects. The committee follows five basic steps in carrying out its responsibility: Identification of potential or emergent threats; investigation of the threat to determine the facts; evaluation to analyze the potential impact on the canal; reporting the findings to the Board of Directors; and recommendation of policy positions and courses of action, including alternatives to be taken by the Board. The chairman of the committee is Orrin Long, a member of the Board of Directors.

The Archives Committee was established to consolidate, catalogue, and preserve the Association's records, artifacts, and collections. We are currently anticipating the availability of work and storage space to house our collections at park headquarters in Sharpsburg. As soon as this occurs,

the committee will become very active. The chairman if the committee is Hal Larsen, vice president of the Association.

The Programs Committee organizes the Association's annual calendar of events, coordinating the group activities of the Level Walkers, V-I-P program, Membership Committee, canoe and bicycle trips, and our regular major hikes. This committee will be expanded to develop a cadre of planners who can take charge of managing the various events. Board member Ken Rollins chairs the Programs Committee.

The Membership Committee develops programs to attract new members, organizes events especially for new members, staffs the Association's booth at fairs and community festivals in canal towns, and manages the sale of books, T-shirts, and other items that the Association has available. Board member Rita Bauman is chairman of this committee.

The Publications Committee is responsible for all of the Association's publications except the newsletter. It is currently working on updating a manuscript for a guidebook to food and lodging establishments along the length of the canal and accessible from the towpath. The Information Officer, Helen Shaw, chairs this committee.

The Legal Advisory Committee is made up of attorneys who can advise the Board of Directors on legal questions that may arise. Bill Evans, the Association's Treasurer, serves as chairman of the Legal Committee.

We hope that you will be interested in becoming active as a level walker, park volunteer, and/or by working on one of these committees. Committee assignments are NOT limited to Board members; there are jobs for all interested members of the Association. Please contact the appropriate chairman or me if you are interested.

The success of the Association's programs and events depends on the willingness of members to give their time and effort to make things happen. In this regard, I want to thank the members of two committees for their work on two of our successful recent events: the Steering Committee for the



## PRESIDENT'S COLUMN - continued

International Conference on Historic Canals - Hal Larsen, John Frye, and Gordon Gay of the National Park Service; and the Heritage Hike Committee - Sonny DeForge, George Complair, Sharon Friedman, Carl Linden and Ken Rollins, plus John Chandler and Eric Linden who helped with the Happy Hour. Without all their work, these events could not have taken place.

- - - Dave Johnson

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## HIGHLIGHTS FROM THE BOARD OF DIRECTORS MEETING

The Association's Board of Directors met on Sunday, September 27, at Williamsport. The treasurer reported that dues income has already surpassed the estimate for the full year, because of the increase in membership. All expense categories except the newsletter are within budget. The newsletter overrun is due to the membership increase, which requires additional copies and postage, and to the increased number of pages. The Board voted to allocate an additional \$500 to the newsletter budget. It was noted that the Davies Legal Fund has achieved about 40% of its original goal of \$10k.

Among other business, the Board of Directors discussed:

- a. The proposed food and lodging guide, and voted to authorize the Publications Committee to proceed with work on preparation of the guide for public or internal distribution.
- b. The report of the Ad Hoc Committee on Dues and Membership Benefits, centering on the expansion of membership categories and the development of additional projects and member activities. The committee will continue to explore membership and contribution categories.
- c. The condition of several areas of the canal, in particular, the Monocacy Aqueduct and the towpath below Lock 15. It was noted

that these are the top two priorities on the Park's requirements agenda. The Board voted to urge Maryland's congressional delegation to support funding for the restoration of the Monocacy Aqueduct.

The following committee appointments were announced:

Budget: Bill Evans, Chair; Jack Stickles, Lou Odom, Dave Johnson

Nominating: Karen Gray, Chair; Lyman Stucker, Jim Bryant, Ellen Holway, Lou Odom

ADP Acquisition Study: Hal Larsen, Chair; Karen Gray, Jim Millar

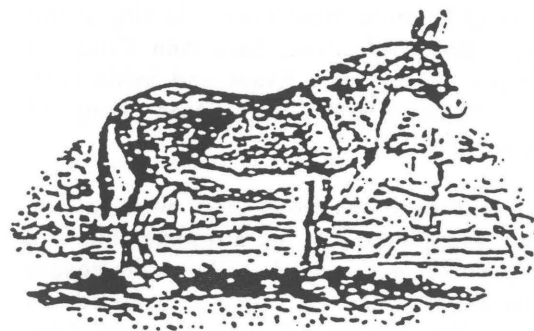
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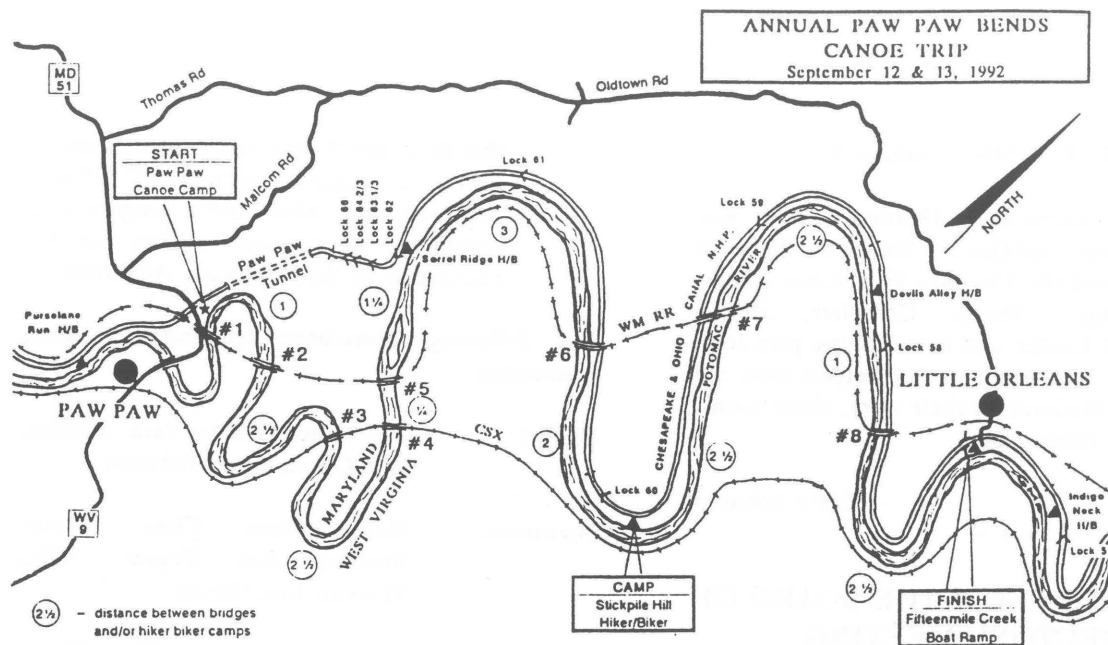
Robert C. Perry  
12713 Knightsbridge Drive  
Woodbridge, VA 22192

- - Editor

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1 The Mule



### THE 1992 PAW PAW BENDS CANOE TRIP

If happiness is not having to say "I had to get out of the boat to push off the rocks", then this year's Paw Paw Bends canoe trip was bliss right up to the last riffles before pulling out at Little Orleans. The weather was ideal, the river was perfect, and the scenery was everything one could expect from the upper Potomac Valley. But all that is minor compared to the camaraderie - the renewal of old friendships and the making of new.

Ten stalwart souls converged upon the Paw Paw canoe camp on Saturday, September 12th (eleven souls actually, but Carl Linden had a commitment back home and stayed only long enough to help shuttle some cars and see us off). Returning from last year were our venerable leader Ken Rollins, Bob Perry of Woodbridge, VA, Ken Glace of Stafford, VA, and ourselves, Nancy and Gary Petrichick of Belmont, New York. Joining us this year were Bob's wife Jane, Sara Ann Crider of Williamsport, MD, Ginny Evans and Sylvia Diss, both of Potomac MD, and Dean Long of Blacksburg, VA.

By early afternoon the five canoes were loaded, launched, and gliding past the awesome cliffs that helped canal engineers decide to build the equally awesome Paw Paw Tunnel over one hundred-fifty years ago. We soon passed under the first of the seven railroad bridges we were to encounter over the two day trip. This and the final four are on the

abandoned Western Maryland RR, while the next two are on the former B & O, now the CSX.

One thing was readily apparent to the "old timers". The extra six inches of water in the Potomac had us moving faster and with far less effort than last year. Riffles which had us all scraping or carrying over, were cleared with ease. Oh sure, there were occasional rocks that seemed to pop up out of nowhere while we were sightseeing, but for the most part the current just carried us along. Before we knew it, twelve and a half miles had passed and we were searching for signs of the Stickpile Hill Hiker/Biker. Note: Next year watch for the start of the rock face on the opposite bank.

Soon seven colorful tents were dotting the campsite, a fire was "blazing" and Ken's chowder was simmering on the stove. By the time we finished dinner, the full moon had appeared over the mountain and we were ready to party! Before long the most eclectic assortment of songs ever sung in nine-part harmony drifted across the valley, accompanied by the dulcet tones of a well worn harmonica. If that wasn't enough to satisfy the most demanding camper, the assemblage was then treated to a stirring recitation of Robert Service's "The Cremation of Sam McGee" in STEREO!! Not even public TV can match that. Nor could we, so we all turned in.

Sunday morning snuck up around seven a.m., and with the mist rising off the river, we eased into a

## PAW PAW BENDS - continued

second beautiful day. No one seemed in much of a hurry to start, knowing that starting only brought the trip that much closer to its end. Once on the water, we were favored with an atmospheric phenomenon most of us had never experienced; a full rainbow-like ring around the sun. It must have covered thirty degrees of sky and was visible for quite some time. Back down on earth, a few great blue herons were the most notable wildlife we encountered.

We lunched on bread, cheese, sausage and fruit at Devils Alley before beginning the last leg of the trip. And that brings up those last ruffles. I guess we had become a bit complacent, because there, in sight of the Fifteenmile Creek boat ramp, three of us "ran aground" and had to get our feet wet. Oh well, nobody's perfect. At this point last year we were grateful to get off the river to rest our aching muscles. This year we were content to drift with the current to prolong this wonderful experience we were sharing. Too soon it was over. The cars were packed and we headed up the hill to Bill's for some final moments together before heading home.

On a personal note, I'm sure I'll never experience a trip quite like this. I began Saturday morning by bending to pull up a tent stake and throwing out my back. While I could paddle just fine, I couldn't bend or carry and therefore was treated like a king for the entire weekend. Thanks folks, I couldn't a done it withoucha! Seriously, the amount and variety of pain-killers made available to me said a lot about the average age of the group.

So that was it. The 1992 Paw Paw Bends Canoe Trip. Fourth in a series we hope will go on forever, and we were there. We all expect to be back next year and hope some of you out there in Towpath land will join us.

- - Gary Petrichick



Canoeists make their way into Little Orleans.



(L to R) Sara Ann Crider, Sylvia Diss, Gary and Nancy Petrichick, Ginny Evans, Jane and Bob Perry, Dean Long, Ken Glace, and our gracious leader, Ken Rollins happy to have made it, but sad to leave!

Thanks to Gary Petrichick, our trip editor.

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## FERRY HILL TO JORDAN JUNCTION OVERNIGHT BIKE TRIP

It was 9:00 a.m., Saturday, October 10, 1992, when sixteen intrepid cyclists gathered at the historic Ferry Hill Plantation to brave the wilds of the C&O Canal on a 28-mile bike trip to Williamsport (plus a requisite return the next day) under the leadership of George Complair, who led the way, and Sonny DeForge, who brought up the rear with Park Ranger John Frye. Our gear would be transported to the Williamsport campsite and to the Days Inn by Ken Rollins and his 1975 van, a former ambulance which bore the marks of its owner's many inventions. The riders quickly introduced themselves and were on the Canal path by 10:00 a.m.

The 28 mile trip was to be a "piece of cake" for the experienced bikers, but some of the less experienced wondered if they could indeed finish. The first stop was the Killiansburg Caves where, it is said, some of the local folk took refuge during the Battle of Antietam. (We lost no one in the caves.) The second stop was at the Snyder's Store, a shop crammed with Canal lore; after a memorable "lecture interruptus" on canal boats, we sadly moved on after promising to return the next day for the rest of the proprietor's presentation. There continued to be long distances between the more proficient bikers and the novices who, riding at a slower pace, were entertained by Justice anecdotes as told by Ranger John and by Sonny's pointing out an ancient mid-stream Indian fish trap built with stones in the shape of a V.

Four bite-covered campers eschewed a motel and instead opted to throw down their gear at the Williamsport filtration plant, a euphanism for what we believe was a sewer treatment facility, as per Tom Perry's arrangements. It was a pleasant, level, grassy campsite, and we happily situated ourselves between two groups of unusually well-behaved boy scouts. The only downside was that a "call to nature" required trudging up and down scores of steep steps.

Ken Rollins ferried both groups of bikers in his retrofitted van to the American Legion Hall for a terrific dinner. After satisfying our huge appetites, Sue Ann Sullivan made arrangements with the

town's mayor for a tour of one of two Williamsport museums; the two-room size of the museum matched our energy level. Although Tom Perry had arranged for the campers to stay in a public building in case of rain, the campers only faced bugs and a light, early morning shower before Ken transported our gear, once again, as we biked to another wonderful meal, breakfast, at the American Legion Hall where Tom re-joined us in his cleric's collar and bicycle helmet.

The 28 mile ride back, slightly downhill this time, except for the hitherto unmentioned paved, hilly detour, gave us some pause to reminisce on the perfect weather, great comraderie, and superb leadership. At trip's end, we lined up for the obligatory photo opportunity and bittersweet goodbyes.

- - David Goode and Jane Weiman



Cyclists line up for the "obligatory photo."

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## C&O CANAL RE-WATERED AT HANCOCK

For the first time since 1924, the C&O Canal at Hancock will be flowing with water. Following the town's annual Canal-Apple Festival parade on September 19, Superintendent Tom Hobbs opened a valve introducing water into a one-half mile section of the canal that runs through the town.

Opening the valve allowed this section of the canal to slowly fill with water for the first time since the canal ceased operations in the early part of this century. The ceremony capped a 12-month long engineering project to re-water the section of the canal starting at the Route 522 bridge and ending just below the old canal cross-over bridge.

Regional Director Robert Stanton hailed the project as "a boost to growing historical and recreational interest in Hancock and the upper district of the (park). We hope putting water back into the canal will be a major asset to the town as it seeks to revitalize its canal-front properties," Stanton said.

George Washington made one of the earliest recorded visits to the area in 1748, noting in his diary having stayed at Polke's Trading Post on the Potomac River at the mouth of Little Tonoloway Creek. A descendent of Polke participated in the re-watering ceremony, which took place where his ancestors six generations ago were among the first non-Indians to settle in the area.

The re-watering project required excavation of 4000 tons of earth, strengthening the towpath, lining the canal with clay and placing dikes at either end to hold water in the re-watered section. The National Park Service has recently completed a Development Concept Plan for the Hancock area. With re-watering, interpretive services will be expanded, and park facilities will be improved. Plans call for stocking the canal at Hancock with sunfish, bluegill and bass, installing historic markers, and resurfacing the towpath.

Re-watering this section of the canal is part of a larger plan to revitalize Hancock, which has a population of 2000. During its heyday at the height of the canal period during the 1880's and 1890's. Hancock's major industries were apples and cement. Canal boat traffic fed a lively community. The Western Maryland Railway reached Han-

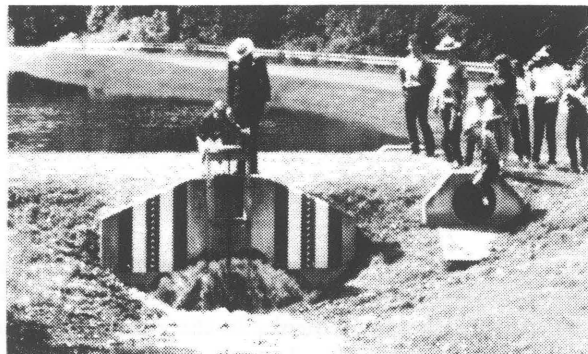
cock in about 1906.

Future plans at Hancock are to revitalize a three-block area between the Canal and Main Street. The C&O Canal re-watering, combined with the proposed Maryland Department of Natural Resources project to develop the Western Maryland Rail-Trail from Big Pool, will enhance Hancock's revitalization goals.

Beginning approximately one-half mile west of historic Fort Frederick State Park, the Western Maryland Rail-Trail will wind along the Potomac River to its terminus at the southern slope of Tonoloway Ridge. DNR acquired the 20.3 mile abandoned segment of the Western Maryland Railway from CSX in 1991. The abandoned rail corridor was one of ten potential rail-trail projects identified in a 1989 DNR study. The plan for the rail-trail provide recreational opportunities to compliment, not conflict with, present uses of the C&O towpath, and to serve as a buffer to protect the park and the natural amenities of the Potomac River.

There are other benefits associated with the trail and canal projects. The railroad right-of-way passes through Hancock's business district in close proximity to the canal and the river. The town is presently implementing a development plan to expand and promote area businesses. Elements of the NPS, DNR, and town plans have been coordinated so that Hancock's historic preservation efforts, pedestrian accessibility and flow, and local growth and development will be enhanced when the projects for the canal, rail-trail, and town are completed.

- - Dave Johnson



Superintendent Hobbs opens the valve to admit water to the restored level at Hancock on Sep. 19, 1992.

FROM THE AMERICAN DISCOVERY TRAIL

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# AMERICAN DISCOVERY TRAIL

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A Project of The American Hiking Society



ROCKPORT'S AMERICAN DISCOVERY TRAIL-BLAZER DAY

Thanks to you, our awareness event on September 12 was very successful. Nearly 10,000 people hiked, biked or rode horseback on 85% of the American Discovery Trail on one day! We now have 1,065 miles of the ADT signed! No trail has ever received so much attention or made so much progress in such a short period of time.

We must keep moving forward. We can now turn our attention to refining the ADT route where we still have concerns. We must also continue to make people aware of our trail project. It is essential that we continue to support the local trails and trail groups of which we have become a part. Obtaining permission to sign the rest of the trail route and producing a guidebook and maps are also important. In short, there is still plenty to do.

The certificate enclosed is just a small token of appreciation from the American Hiking Society and The Rockport Company for all your efforts on behalf of Rockport's American Discovery Trail-Blazer Day. THANK YOU.

Reese F. Lukei, Jr.  
American Discovery Trail  
National Coordinator

1046 Azalea Court, Virginia Beach, VA 23452 / 1-800-851-3442 FAX: 804-498-7282

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Along with this letter of thanks to the Association for our participation in the Trail-Blazer Day event came individual certificates of thanks to Carl Linden, Ken Rollins, Pat Schindler, and Rita Bauman. Congratulations for a job well-done.

## NATURE NOTES - Dreams and Dreamers - Past and Present

On October 8, 1850, the C&O President and Board of Directors gathered in Cumberland with a number of guests to celebrate the opening of the canal for navigation from Cumberland to Georgetown, the District of Columbia and Alexandria. Guests came by railroad from Maryland, Virginia, and the District, along with a band from Baltimore.

By 9 A.M. the procession started marching to the head of the canal. It was led by the military, followed by the board and guests, Cumberland dignitaries, and local citizens. After the firing of a salute, a Cumberland representative welcomed the canal board and guests and congratulated them upon the opening of the canal to Cumberland.

The crowd then boarded three canal boats especially outfitted for the occasion. First was the Jenny Lind which took on the canal board and guests; next was the Charles B. Fisk (named for the designer of the Paw Paw tunnel) with the Baltimore band and a large number of local citizens; the third was a boat carrying the military and the Mechanics Band of Cumberland. Following these three boats were three more loaded with coal for Alexandria, and a fourth carrying coal for Harper's Ferry.

After travelling for about nine miles, the canal board members and guests left the Jenny Lind to partake of an "abundant collation" especially prepared on board the Charles B. Fisk. The entire company returned to Cumberland that evening. There they closed the day with a supper and ball given by local citizens.

The "Washington Intelligencer" editorialized several days later: "Already the Coal of the Mountains has reached tidewater, in boats averaging probably one hundred tons.... Through the labors of practical builders and boatmen who have been taught their vocation on the New York canals, we may expect to see our Canal alive with boats this Fall for a period of navigation prolonged for weeks beyond the time when canals of the North are closed by the earlier winter in that region."

Apparently the original dream to make the canal a link between the Chesapeake Bay and the Ohio

River basin had already been forgotten. The railroad had won the race west several years earlier. But none of the 1850 celebrants could have dreamed of what lay ahead -- the devastating war between North and South, the intermittent floods requiring restoration of canal sections torn apart by a destructive river, the stresses of economic downturns, the continued competition by the railroad and later by highways, and the final abandonment in 1924 when the canal succumbed to repeated floods and financial failure.

Certainly the 1850 celebrants did not foresee the debate that started to build from the late 1920's onward regarding the future not only of the abandoned canal and its artifacts but also of the natural resources of the river bank and adjacent woodlands. Largely through the desire for preservation of the area's natural resources, a history-making walk took place little more than 100 years after the 1850 celebration in Cumberland. Led by Supreme Court Justice William O. Douglas, a small group of those who loved wild places turned the tide of public opinion away from support for a scenic highway superimposed on the old canal. Instead, support started to build for preservation of the area with protection for its natural resources as well as its historical artifacts. Finally, in 1971, Congress passed a bill creating the Chesapeake and Ohio National Historical Park.

From the beginning, Park administrators regarded as a "very ticklish business" the protection and development of such a "long and skinny" park, "chock-full of fragile historical and natural resources." An early draft of a Park management plan observed; "Trimmed in acreage, hedged in with railroads, highways and houses, and running through a region of burgeoning population growth, the park is in jeopardy from intrusions and overuse almost before its development begins." In view of this basic problem, the draft plan continues, "One overall development guideline must be followed unflinchingly... It is that no recreational development be allowed to impinge and intrude upon the historical atmosphere or seriously disturb or disrupt the quality of the park's natural...environment."

In a little more than 20 years of operation, the Park

## NATURE NOTES- continued

has served admirably the purpose of protecting most of the north bank of the Potomac River from Georgetown to Cumberland. It has also preserved and protected historical artifacts along the way, many of which probably would have disappeared long ago without the Park's protection.

Some interesting plant communities and wildlife habitat still remain. A notable example is along the route to the Potomac River falls overlook on Olmsted Island, reopened to the public in July 1992, after former bridges and walkways were destroyed by Hurricane Agnes 20 years earlier. Regrettably, much natural beauty has been lost in recent years, especially in the sections of the Park most heavily used. The loss within Park boundaries is even more regrettable because of the rapid destruction of natural areas elsewhere as development takes over.

Many Association members are too new to remember the plentiful wildflowers along the towpath in the past. Many see the Park chiefly as a place for hiking, biking and jogging, notable for its human history and its remaining historical artifacts. Not to recognize and try to regain some of the lost natural beauty of the Park's wildflowers and associated wildlife is to have lost much of the dream of Justice Douglas and those who walked with him. Can we now regain that dream?

Source Materials:

1. "The Washington Intelligencer, October 15, 1850.
2. Preliminary Master plan by the National Park Service. Undated. (ca. 1970).

- - Helen Johnston

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## TREE-CUTTING ON THE VIRGINIA SHORE

The Canoe Cruiser's October issue drew attention to tree-cutting and development along Virginia's Potomac shoreline between Great Falls and Chain Bridge. This stretch was a near wilderness until recently. In order to combat this development, the Canoe Cruisers Association has formed a new organization, the Potomac Gorge Preservation

Council (PGPC).

Lately, landowners on the Virginia side between Little Falls Dam and Little Falls have sought to improve their view by felling trees and throwing them into the river. Unfortunately, the vista for boaters and for hikers and residents on the Maryland shore is unattractive.



The unsightly gashes where trees were felled along the Virginia side are a visual offense to anyone who walks the C&O Canal towpath. I urge C&O Canal Association members who object to this development to offer their support to the PGPC by calling Mac Thornton (202-543-4923).

- - Hal Larsen

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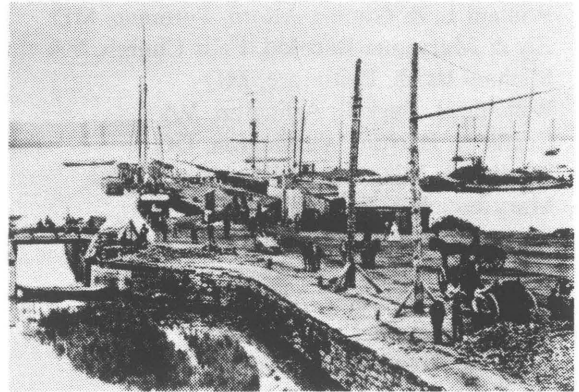


## THE ALEXANDRIA CANAL

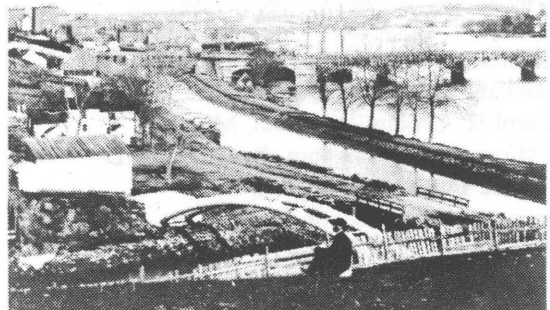
The Alexandria Canal played a short, but very important part in the history of commercial navigation on the Potomac River. Congress granted a charter to the Alexandria Canal Company on May 26, 1830. When completed, the Alexandria Canal crossed the Potomac River in an aqueduct bridge. The aqueduct bridge was over 1,000 feet long and was located between Georgetown and Rosslyn. It then ran on level ground seven miles to the edge of Alexandria, terminating in a large basin.

The Potomac Aqueduct Bridge was built under the direction of Major William Tumbull and Lieutenant Maskell C. Ewing. It consisted of a large wooden trough supported by eight solid masonry piers, a major undertaking at the time! In 1845, the canal company completed the construction of four lift locks at Alexandria, which lowered canal boats approximately 38 feet to the Potomac River. There, they discharged their cargoes onto wharves or directly into sailing vessels. On December 2, 1843, the Alexandria Canal was officially opened to trade and the first canal boat arrived at Alexandria. Business flourished for a while on the two canals. In 1850, the C&O Canal was completed to Cumberland, Maryland. From then on, coal from the western Maryland mines became the most important commodity to be shipped via the canals, to the Potomac River Wharves in Alexandria. The shipments continued until the abandonment of the canal in 1886. During its prime, service had been interrupted only once. This was during the Civil War, because of the need to use the aqueduct for a bridge to transfer Federal troops and supplies. A break in the aqueduct in 1886 coincided with popular demand for a toll free bridge across the Potomac River. Thus, the innovative operation of the Alexandria Canal came to an end.

Reprinted with permission of the Alexandria Guide, Mr. Brad Holsinger.



Tide lock at Alexandria, Virginia, in the 1860s.



Georgetown Level of the C & O Canal showing the Alexandria Aqueduct crossing the Potomac in 1860s.

Alexandria Canal and Potomac River Aqueduct Photos from the Tom Hahn Collection

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## THE ASSOCIATION WELCOMES NEW MEMBERS

Robert E. Adler, Arlington, VA  
 William L. & Gunilla Alford, Potomac, MD  
 Ely & Maryanne Bacolod, Falls Church, VA  
 Michael Baish, Baltimore, MD  
 William H. Barkell, Arlington, VA  
 Cecille S. Barron, Washington, DC  
 Marilyn & Mike Barth, Washington, DC  
 Mary Baugher, Ijamsville, MD  
 Bob Boegel, Rockville, MD  
 Diane Bohnstengel, McLean, VA  
 Colleen Bombardier, Alexandria, VA  
 Nancy Bracy, McLean, VA  
 Jeannine Brewer, Clear Spring, MD  
 Ian J. Bridge, Washington, DC  
 John Charles Brown, Baltimore, MD  
 Lucy Brown, Falls Church, VA  
 Hank & Marian Buckner, Shepherdstown, WV  
 Bruce Bunker, Leonardtown, MD  
 Norman Burnett, Alexandria, VA  
 John & Renee Butler, Washington, DC  
 Nicholas Calvano, Woodbine, MD  
 Lorna Carmel, Bethesda, MD  
 Jean B. Cioci, Chevy Chase, MD  
 Bonny M. Cochran, Washington, DC  
 Donna & Pierre Colombel, Columbia, MD  
 Michael Cotter, Derwood, MD  
 Carol R. Cronin, Bethesda, MD  
 Clifford F. Cunningham, Bethesda, MD  
 Joanne Dann, Washington, DC  
 Steve Dean, Lexington Park, MD  
 Frederick S. De Marr, Hyattsville, MD  
 Veva DePrima, Reston, VA  
 Michael Dileo, Knoxville, MD  
 Raymond C. Dondzila, Bethesda, MD  
 Mrs. Gene B. Dunbar, Potomac, MD  
 Thomas F. Duncan, Gaithersburg, MD  
 James Dunleavy, Harpers Ferry, WV  
 Ruth Stone Eckel, Kensington, MD  
 Irene C. Ewing, Bethesda, MD  
 Murray Felsher, Germantown, MD  
 Nancy Fern, Bryn Maawr, PA  
 Pauline P. Fisher, Washington, DC  
 Richard Fitz, Washington, DC  
 William L. Flinn, Columbus, OH  
 Dena N. Forster, Bethesda, MD  
 John Fragale, Arlington, VA  
 Butler T. Franklin, Bethesda, MD  
 Lili Froehling, Washington, DC

Ginette Garretson & Craig Zane, Fairfax, VA  
 Steve Garron, Arlington, VA  
 Debra Gidlund, Washington, DC  
 Ken Glace, Stafford, VA  
 Thomas L. & Barbara L. Glenn, Rockville, MD  
 Brant Goldwyn, Silver Spring, MD  
 David L. Good, Arlington, VA  
 Mr./Mrs. Gary Green, Potomac, MD  
 Aaron Greenberg, Arlington, VA  
 Ms. Stuart Greene, Washington, DC  
 Davidson R. Gwatkin, Bethesda, MD  
 Randy Harmon, Charles Town, WV  
 Michael & Helen Harrison, Arlington, VA  
 Judith Kemp Hemley, Potomac, MD  
 Mary Henry, College Park, MD  
 Michael C. Hickey, Arlington, VA  
 George J. Hilley, Reston, VA  
 Emmalyn Holdridge, Columbia, MD  
 Janet Horwitz & Mike Kravitz, Bethesda, MD  
 David Howcroft, Washington, DC  
 Nancy A. Hughes, Washington, DC  
 Elizabeth & Cristopher Hunsaker, Waldorf, MD  
 Thomas R. Insel MD, N. Potomac, MD  
 Lois B. Jassie, Bethesda, MD  
 Edward L. Jenkins, Bowie, MD  
 Donald R. Juran, Rockville, MD  
 Kathleen Valerie Kibler, Olney, MD  
 Jullie E. Kokis, Silver Spring, MD  
 Ena Koval, Annapolis, MD  
 CDR Kenneth A. Krantz, Virginia Beach, VA  
 Diana Kreiger, Alexandria, VA  
 Margaret M. Limehouse, Washington, DC  
 Sue A. Lindgren, N. Potomac, MD  
 Bryan Scott Line, Bethesda, MD  
 Nancy Link, Washington, DC  
 C. H. Looney, Hyattsville, MD  
 Beverly R. Lorz, Wheaton, MD  
 Donna Loughrige, Columbia, MD  
 Gene Luke, Reston, VA  
 Janice E. MacKinnon, Washington, DC  
 Judith Mag, Potomac, MD  
 Richard H. Mahoney, Elkton, MD  
 Nancy L. Matthews, Chevy Chase, MD  
 Vallary S. Maxey, Merrifield, VA  
 Kitty McEwan, Edgewater, MD  
 Charles B. Miller, Jr., Waldorf, MD  
 Kate Mulligan, Washington, DC  
 Leonard Neher, Bethesda, MD  
 Mr./Mrs. Charles W. Nicolson, Bethesda, MD

## WELCOME TO NEW MEMBERS - continued

Mary Olczak, California, MD  
Marcus W. Page, Bethesda, MD  
Paul L. Pascal, Bethesda, MD  
George A. Perdue, Hanover, MD  
Paula Phillips, Centreville, VA  
C. M. Piggott, Purcellville, VA  
Lori D. Pletcher, Alexandria, VA  
Kirk Prevost, Glen Burnie, MD  
Renee & Fortunato Priore, Alexandria, VA  
Victor D. Proletti, Cumberland, MD  
Carole A. Purcell, Bethesda, MD  
Mrs. Mary H. Purdue, Kensington, MD  
Rhoda S. Ratner, Washington, DC  
Benjamin H. Renshaw, III, Washington, DC  
Craig A. Reynolds, Severna Park, MD  
Winifred Ward Roberts, Silver Spring, MD  
Lorna E. Rock, Frederick, MD  
Phil Rockwell, Wheaton, MD  
Paul M. Rosa, Fairfax, VA  
Barak Rosenshine, Urbana, IL  
Richard E. Roulette, Hagerstown, MD  
Betsy Rubenstein, Washington, DC  
A. Dan Schnyer, McLean, VA  
Sam Schutte, Vienna, VA  
S. A. Schwartz, Germantown, MD  
Fred Seitz, Hyattsville, MD  
Mary Ann Sestili, Potomac, MD  
James L. Skidmore, Laurel, MD  
Sherwood Smith, Washington, DC  
Sharon Snider, Silver Spring, MD  
Mr./Mrs. Daniel C. Snyder, Bethesda, MD  
David & Jean Spaans, Gaithersburg, MD  
Marvin G. Spencer, Frederick, MD  
Arthur J. Spitzer, Washington, DC  
John R. Stalick, Potomac, MD  
Patricia T. Steen, Washington, DC  
Sharon Sweeney, Alexandria, VA  
Harold Taylor, Stafford, VA  
Norman Thomas, Rockville, MD  
Carol Tischhauser, Columbia, MD  
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J. Donald Turk, Chantilly, VA  
Patricia Valentino, Annapolis, MD  
John G. Viner, Rockville, MD  
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James K. Waters, Washington, DC  
John Weber, Alexandria, VA  
John F. Weeks, Jr., Herndon, VA  
Charles J. Weir, Oakton, VA  
Stephanie Weisbroth, Potomac, MD

William E. Wentzel, Boyertown, PA  
Ann Wolfe, Arlington, VA  
Douglas Wolfire, Washington, DC  
George M. Wyckoff, Cumberland, MD

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## INFORMATION, PLEASE

Ruth Seeley Strother of Sellersburg, Indiana would like information about a tavern which was run by her great-great grandfather, William Murphy, at the mouth of the Monocacy River at the time the C&O Canal was being built. His wife was Mary Gannon. They had one daughter, Anastasia, and would have been just over from Ireland. Ms. Strother's great-grandmother Catherine was born there in 1830.

Please address any information you might have to Ms. Ruth Seely Strother, 7904 Old State Road 60, Sellersburg, IN 47172.

- - Editor

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The Great Falls fish ladders.  
See the article on page 24.

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## ON THE LEVEL

### ...notes and news on the Level Walker Program

by Karen Gray, Level Walker Chair

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825 New Hampshire Ave. NW #304, Washington, DC 20037

202/333-6947

### HIKE--OPEN TO ALL ASSOCIATION MEMBERS AND THE GENERAL PUBLIC:

Sat., Feb. 6, 10 a.m. at Edwards Ferry near Poolsville. We'll walk upstream, the distance depending on walkers' preferences and weather conditions the day of the hike. After the hike those who wish will adjourn to an area restaurant for lunch together.

CONGRATULATIONS LEVEL WALKERS--WE HAVE 100% COVERAGE!: This year I've received at least one report for each of the 69 levels! This is a major and possibly unique achievement in the history of the Level Walker Program. We're still a long ways from the ideal of at least quarterly detailed reports on the entire canal, but this is a first step toward reaching that goal. My thanks to all the Level Walkers who contributed to the 100% coverage of the canal in 1992!

WINTER IS THE BEST TIME for seeing the litter off the towpath that can't be readily seen or retrieved at other times of the year. Wet ground is often firm and poison ivy and snakes are not a concern in the winter as they sometimes are the rest of the year. Also the views from the towpath are often spectacular with the leaves gone, and the winter viewscapes have their own special beauty. Wildlife too are often more visible and common with the towpath less busy.

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LEVEL REPORTS FOR THE QUARTER AUGUST - OCTOBER '92 with selected comments (includes reports received by the TOWPATH deadline only). NOTE: FEB. 10 is the DEADLINE for NOVEMBER-JANUARY Level Walker reports included in the Spring issue of ALONG THE TOWPATH.

03: 5.0- 7.5

L.5-Cabin John

Howard Rosen (9/15), James & Joan Wilson (10/15+)  
Parking area at Lock 7 in need of clean-up effort.

04: 7.5- 9.4

Cabin John-L.14

Carolyn Reeder (9/26)  
Severe erosion on bank of towpath near lock 8. Lift Lock 9 sign missing. Stone walls at locks 8, 9, 10 and 11 have water flowing through them in places. Erosion under and around plank edging the towpath under the beltway bridge. Erosion from the towpath into river path just before lock 11 repaired.

05: 9.4- 12.3

L.14-Cropley

Theresa Haddy (8/1), L.D. Pletcher (9/5), Patsy Woods (9/26), John Stalik (10/29)  
Tree limbs in canal near mile 11 causing

silting and erosion.

06: 12.3- 14.3

Cropley-Gt.Falls

Helen & Donald Shaw (9/20), Helen Johnston with Canal Commissioners Nancy Long and Jo Reynolds (10/28)  
People climbing over new boardwalk railings to walk around Olmstead Island.  
Heal all and certain other plants reduced by mowing.

07: 14.3- 16.6

Gt.Falls-Swains

Jack Francis (8/31)  
Litter reported along new boardwalk and on the rocks at falls.

08: 16.6- 19.6

Swains-Pennyfield

Paul Davis (8/21, 9/18, 10/16)  
Downed tree in canal previously reported has been removed but some limbs remain.

09: 19.6- 22.8

Pennyfield-Seneca



Janet Lanman (8/17)  
Tree in canal below Seneca.

10: 22.8- 25.0  
Seneca-10Ft.Is.  
Leslie Miel (8/20)  
Saw Green and Great Blue Herons and Kingfishers.

11: 25.0- 27.2  
10Ft.Is.-Sycamore Landing  
Sharon Freedman (8/1)  
Horsepen HBO picnic table has missing seat and top is rotted. Towpath has some deep ruts.

12: 27.2- 30.8  
Sycamore Landing.-Edwards Fy.  
Stephen Pollock (9/20, 9/29)  
Hugh beaver dam at 34.5.

13: 30.8- 33.2  
Edwards Fy.-Harrison Is.  
Don Goelsema (9/20)  
Lock wall at Edward's Ferry has loose and bulging stones.

15: 35.5- 39.4  
Whites Fy.-Woods L.  
Betty Bushell with Betty Henson, Herb Madison, Pat Schindler (8/17)  
Sighted great horned owl.

16: 39.4- 42.2  
Woods L.-Monocacy  
C.H. & Chris Breedlove (9/13)  
Park ranger was encountered giving a tour of the lock 27 lockhouse to canal visitors.

19: 48.2- 51.5  
Pt.of Rocks-Catoctin Aq.  
John & Susan Anderson (10/18)  
Level in excellent condition.

23: 60.7- 62.3  
Harpers Ferry-Dam 3  
Mike Reges/Kathy Wotring (8/2), Susan Hook (Sept.)  
Sign missing at lock 34. Level in good condition.

25: 65.1- 67.0  
Dargan Quarry-Mountain L.  
Norman & Cheryl Thomas (10/4)  
Private hazardous dock near lock 37.  
Towpath condition good.

26: 67.0- 69.4  
Mountain L.-Antietam Aq.  
Richard Metcalf and grandson Ben (8/25), Robert Stevenson (8/29), Rick Clement (10/10)

Old tires near milepost 69 along this level.  
Rick Clement reported being watched by a family of 5 as he cleaned Lock 37, making him feel very civic minded until the mother asked: "Are you on some kind of work-release program?"

27: 69.4- 72.8  
Antietam-Shepherdstown  
Ken Rollins (10/18)  
River lock sign missing. Towpath in best condition within memory.

28: 72.8- 74.0  
Shepherdstown-L.39  
George Camplair (8/5, 10/1)  
Met group of 30-40 from Shepherds College on a field trip.

30: 76.7- 79.4  
Snyders Landing-L.40  
Paul Redmer (8/29, 9/30); Art, Hal, Ann & Justin Cramer (11/3)  
Remnant of Andrew left much light wood litter on the towpath in August. Nine inch hole in concrete at HBO pump.

31: 79.4- 81.6  
L.40-Marsh Run Culvert  
Paul Redmer (8/29, 9/30), Barry & Debbie Kistler (9/5)  
New 50-75' wide swath clear cut from towpath to river near mile 81. Hole in towpath at 18.3.

32: 81.6- 84.4  
Marsh Run Culvert-Dam 4  
Bejay Myers with Edith Wilkerson (10/6)  
Camper for back of pickup appears to have been abandoned near Dam 4 on road parallel to the towpath. NPS signs along towpath warning people of dangerous conditions along the river serve to limit fishing and keep litter down.

34: 88.1- 91.0  
McM./Chas.Mill -Foremans Fy  
Tom Perry (8/17)  
Much litter removed from McMahons Mill area.

35: 91.0- 93.0  
Formans Fy.-L.43  
Ruth & Tack Swan  
Lock 43 gate deteriorating; lockhouse & towpath condition good.

36: 93.0- 94.4  
L.43-Falling Waters  
Mary Gravalos (8/9)

Litter mostly beer cans.  
 38: 99.3-102.3  
 Williamsport-High Rock Q.  
 Kevin Holloway & Vanessa Cieslak (10/12)  
 Construction for rewatering continues.  
 39: 102.3-105.0  
 High Rock Q.-Nessle Br.  
 E.R.Dolly Dieter (9/27)  
 Severe litter in parking area and riverside  
 fishing spots. Few pawpaws on the trees  
 this year. Sighted a wild turkey.  
 40: 105.0-106.8  
 Nessle Bridge-Dam 5  
 Edith Poetzschke (9/12)  
 Significant litter along this level.  
 41: 106.8-108.6  
 Dam 5-Four Locks  
 Ginny Small (10/12)  
 Found an asparagus fern on the riverside  
 along the level.  
 42: 108.6-110.4  
 Four Locks-McCoys Fy.  
 Tim Kernan (8/2)  
 Towpath muddy and deeply rutted. Boat  
 ramp in heavy use.  
 43: 110.4-112.4  
 McCoys Fy.-Ft.Frederick  
 Karen Gray (9/20)  
 Towpath severely rutted. Ditches to drain  
 some ruts were cut laterally across the  
 towpath posing hazard to cyclists and  
 unwary walkers. Culverts with holes show  
 continued deterioration. All culverts but  
 one mowed.  
 44: 112.4-114.5  
 Ft.Frederick-Ernestville  
 Jane & Hal Larsen (10/4)  
 Towpath has many mudholes. Spillway  
 stones at 113.1 overgrown with vegetation.  
 Two large white geese seen on Big Pool.  
 46: 116.0-120.0  
 Licking Cr.-Little Pool  
 David Combs & Maria Vargas (9/20)  
 Hole in canal prism at 117.1. Towpath in  
 good condition.  
 48: 124.1-127.4  
 Hancock-Round Top Mill  
 Fred Seitz (10/12)  
 Removed a lot of trash from the Western  
 Maryland right-of-way near the cement mill  
 and caves. Fred has contacted Rails to  
 Trails people about possible joint cleanup

along railroad.  
 49: 127.4-130.0  
 Round Top Mill-L.53  
 E.R. Dolly Dieter (9/19)  
 Interpretive sign at Round Top Cement  
 Mill missing.  
 50: 130.0-134.1  
 L.53-Dam 6  
 Gren Whitman & Janice Plotczyk (9/13)  
 Car parked on the railroad tracks above  
 the cement mill and beer-drinking  
 teenagers by the river.  
 53: 140.9-146.6  
 Ltl.Orleans-L.59  
 John Wheeler (8/1)  
 Met a cyclist from Old Wilmington, PA  
 who'd biked the entire towpath more than  
 20 times and reported it in best condition  
 ever.  
 55: 149.7-151.2  
 L.60-Kasecamp Rd.  
 Herb Gunther (10/14)  
 Level in excellent condition.  
 56: 151.2-153.1  
 Kasecamp Rd.-L.61  
 Herb Gunther (10/14)  
 Level in good condition.  
 57: 153.1-154.5  
 L.61-L.63 1/3  
 Ken and Marcie Campbell (8/30)  
 Locks and Sorrel Ridge HBO recently  
 mowed and well maintained but no water  
 from pump at HBO.  
 58: 154.5-156.2  
 L.63 1/3-Paw Paw  
 John & Anne Wisniewski  
 Graffiti on barricade post at path from  
 parking lot and on rocks above downstream  
 portal of tunnel. Signs of new rock slides  
 into canal in canyon at downstream end of  
 tunnel.  
 59: 156.2-159.7  
 Paw Paw-Ltl.Cacapon  
 Robert Stevenson (9/19), John Chandler  
 (10/17)  
 Towpath and HBO in good condition.  
 More stones leaning or down than before  
 in the canal workers cemetery at Mi.  
 157.27, and fence around it down in 2  
 places.  
 61: 162.3-164.8  
 Town Cr.Aq.-L.68

Charles and Mary Ayres (9/27)  
Door on lockhouse hanging off hinges but  
towpath in good condition. Signs of paths  
made by beaver.

62: 164.8-167.0

L.68-Oldtown

Tom Dulz (Apr.-Sept.)  
Documented conditions with photos  
submitted with report.

63: 167.0-170.8

Oldtown-Kelly's Rd.

David Foley (8/8, 9/6)  
Encountered 16 cyclists in August. Recent  
grading with drainage cut on river side.  
Hydrilla removal underway.

64: 170.8-173.4

Kelly's Rd.-Spring Gap

Martha & Dave Foley (9/7)  
Hole on canal side of berm at 171.1

69: 182.6-184.5

Wiley Ford-Cumberland

John Light (8/10)  
Milepost 183 knocked down.

**Any C&O Canal Association  
Member Can Be A Level Walker!  
We Need YOU! Please Join.**

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### VIP CORNER....

It is hard to believe that our 1992 VIP year is  
coming to a close. We did so much for the Park  
that it almost leaves me breathless!

We ---set up the boat reservation  
book, ran off some of the monthly visitor  
information sheets, collated, stapled, folded, and  
stuffed, addressed envelopes, planted saplings for  
erosion control (which helped the Chesapeake Bay),  
camouflaged the Billy Goat "social trails," removed  
vegetation from the aqueduct and lock at Seneca,  
worked on the yard of the new office in  
Georgetown, aided the crowd at the summer  
concerts at the Foundry, helped with recycling,  
sewed on buttons and mended costumes for the  
boat crew, duplicated monthly calendars for the  
Great Falls Tavern, picked up trash at the parking  
lots, Carderock, new bridge overlook, and the  
Marsden Track/Brickyard area, placed water bars  
on the kayak trail at Great Falls, cleaned out

Tidelock and removed unsightly growth to improve  
the view of the river, painted fences, and got the  
Great Falls Tavern area ready for the holidays!

Our special thanks go to --- Dave Johnson, Bunny  
Johnson, Bejay Myers, Jane and Hal Larsen, Bill  
Speck, Sally and Jim Bryant, Paul Twigg, Mike  
Bray, Marilyn and Russ Stearns, Pat White, George  
Complair, Sonny DeForge, John Chandler, Karen  
Gray, Kathy and Laura Olbry, and Joan Paull.

Why not take an hour or so on the first Saturday  
morning of the month to join us? We are a fun  
group and are giving the Park a much needed hand.  
We meet at 9 a.m. and work until noon. Our  
schedule is included in the calendar of events in  
each issue of Along the Towpath.

- - Joan Paull

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### PROGRESS IS MADE ON THE CAPITAL CRESCENT TRAIL

Conversion of the abandoned Georgetown Branch of  
the Baltimore & Ohio Railroad into a hiker-biker  
trail linking the C&O Canal in Georgetown to the  
Montgomery County suburbs has taken two big steps  
forward. Even as the National Park Service moved  
into the contract negotiation stage for development of  
the portion of the trail that will be part of the C&O  
Canal National Historical Park, the Montgomery  
County parks department received nearly a million  
dollars to begin work on the section of the trail from  
Dale Carlia, at the District line, to Bethesda.

The Capital Crescent Trail, when completed, will be  
an eleven-mile linear park for hiking, jogging, and  
bicycling from Silver Spring to Georgetown along the  
line of the former Metropolitan Southern R.R. in  
Montgomery County and the Washington & Western  
Maryland R.R. in the District of Columbia. Built in  
the early 1900s, the two roads collectively formed the  
Georgetown Branch of the B & O. Abandoned by  
CSX several years ago, the Maryland portion of the  
line was purchased by the county, while the D.C.  
section, which runs parallel to the C&O Canal from  
Key Bridge to Arizona Avenue, was acquired by the  
National Park Service.

When the rail right-of-way is converted to a bicycle  
trail along the canal, the towpath from Key Bridge to

## CAPITAL CRESCENT - continued

Fletcher's Boathouse will be reserved for pedestrian traffic, relieving congestion and conflict on one of the most heavily used sections of the entire park.

Funding for the development of the middle 3.4 miles of the trail, from the D.C. line to Bethesda, came in October in the form of a \$867,000 grant which the county had sought from the Maryland Department of Transportation under the Intermodal Surface Transportation Efficiency Act (ISTEA). The grant funds are a combination of federal and state money. Maryland received about \$6 million from the 1991 Act for projects, such as a trail, that encourage alternative means of transportation to reduce pollution and fuel consumption. In addition to the ISTEA funds, the project will receive about \$100,000 worth of in-kind services for regrading and rail removal at the Bethesda end of the line from Potomac Electric Power Company.

The Maryland section of the trail will include a ten-foot wide asphalt path for bicycles and a parallel four-foot unpaved section for walkers and joggers. Opening is planned for the fall of 1994.

The eastern extension of the Capital Crescent, from Bethesda to Silver Spring, remains tied to the proposed light-rail system, and development of the trail there is not included in the initial phase.

- - Dave Johnson

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## THE FISH LADDERS OF GREAT FALLS

Park Service Handout by Susan Fauntleroy, Park Service Ranger and Association member. Susan has done extensive research on the history of the canal in the Georgetown and Great Falls area.

Early settlers in both Maryland and Virginia depended on fish as a principle source of food. Since the Chesapeake Bay had an abundance of fish, our first colonists gave little thought to the need for fish in the interior waters. However as colonial settlements began to spread westward, the demand for food fish required their movement, or migration, from the Chesapeake Bay to the connecting waterways.

The Potomac was the longest river in Maryland, but migrating fish could not go upstream beyond Great Falls. An eighty foot high, sheer rock barrier prevented the ascent of fish from downstream to above the Falls. By 1830, industry, dams and canals also impeded the movement of fish on the Potomac and other Maryland rivers. Ruthless destruction by fish pots, seines, weirs and "striking" further depleted populations. Concerned citizens demanded every effort be made to provide upstream passage for migration, and restoration of the supply of fish in the Potomac River basin.

A Commission of Fisheries was established. In 1875 the new members undertook a study for the construction of a channel around Great Falls to promote the migration of shad fish in the upper Potomac. Eliminating the use of the Great Falls themselves as possible routes, the commission recommended the creation of a channel adjacent to the Maryland shore with a water rate modified enough in descent and velocity for the shad to ascend.

For seven years there was no progress on the project. Finally in 1882 public pressure resulted in a Congressional appropriation of \$50,000 for a fish way at Great Falls. Patents, plans, and specifications for the six-sectioned fish way were prepared, and work commenced in 1885. Six months later a flood carried away the protecting dam, damaged construction and suspended the project. Late in 1886 repairs were made, but it was determined that plans must be redesigned with sufficient strength to withstand flooding. At last, on July 1, 1892, seventeen years after its proposal, the "Fish Ladders" at Great Falls were complete at a total cost of \$75,000.

Constructed of concrete and pine timbers, the structural remains are in excellent condition but mostly unrecognizable as normal flow almost covers the units. To date, there are no reports of the success of this endeavor. Decades later, a study indicated that shad never migrated past Little Falls many miles downstream of Great Falls. Thus, the historic remains of the fish way at Great Falls stand not as monuments to their economic success, but as tributes to an early effort to protect and perpetuate food fish for future generations.



## CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Jan 9, 1993	Sat	VIP DAY - Meet at Riley's Lockhouse in Seneca at 9 am. Contact Joan Paull (301-384-8584).
Jan 16	Sat	NEW MEMBERS HIKE - President Dave Johnson will lead this hike which begins at 10 am from Carderock. As the group walks downstream, Dave will discuss the history of the Canal in this area and the interesting structures along the way. All members are invited. Cider will be served following the hike. Meet at the Carderock Pavilion. Directions: Follow the Clara Barton Parkway about one-half mile beyond the Beltway/opposite David Taylor Research Center.
Feb 6	Sat	LEVEL WALKER HIKE - Edwards Ferry.  VIP DAY - Choice of area to work. Report to either Abner Cloud/Fletcher's Boat House parking lot <u>or</u> Carderock lot by the pavilion at 9 AM.
Mar 6	Sat	C&O CANAL ASOCIATION ANNUAL MEETING at Shepherdstown. More information and reservation forms to be mailed in January 1993 bulletin. An Interpretive Hike will be led by NPS Ranger and Association member John Frye prior to the annual meeting. (Interpretive hikes are especially for new members to introduce them to the Canal, but all members are welcome.)
Mar 25	Thr	JOINT PRESENTATION OF THE C&O CANAL ASSOCIATION AND THE NATIONAL RAILROAD HISTORICAL SOCIETY - 7 pm in the Western Maryland Station. Mr. Pat Stakem, a member of both groups, has produced a program entitled "The C & O Canal and the Railroads: Synergy and Competition" which describes the activity of our young nation in developing transportation by wagons, railroads, and canals towards Cumberland. This informative talk should interest everyone who often wonders what else was taking place as the canal was being dug. For further information, contact Doug Mussen (304-788-0850)
May		NEW MEMBERS CANAL BOAT RIDE - This early-May activity will start at Great Falls Tavern. While the trip is free, there is a fee to get into the Park. New members will be seated first. All are welcome. BOTANICAL WALK - This late-May/early-June walk will occur in the Little Orleans area. Look for details in the March issue.

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## C & O CANAL ASSOCIATION

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Great Falls Tavern Information 301-299-2026  
301-299-3613

#### GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson St, Washington, D.C.

Boat Information 202-472-4376

The Palisades District begins at Milepost 0  
(Tidelock) and continues to Milepost 31 just above  
Edwards Ferry

#### PIEDMONT DISTRICT

Canal Road, Sharpsburg, MD 21782 (near  
Antietam Aqueduct) 301-739-4200,  
x237  
301-739-6179

After hours 301-739-4204

The Piedmont District begins at Milepost 31 just  
above Edwards Ferry and ends at Milepost 106  
approximately .8 mile below Dam 5.

#### ALLEGHENY DISTRICT

326 East Main St, Hancock, MD 21750  
301-678-5463

**DIRECTORY  
C & O CANAL NHP  
TELNOS. AND PERSONNEL - con't.**

Allegheny District begins at Milepost 106 (.8 mile below Dam 5) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

Georgetown Barge Operation	202-472-4376
Abner Cloud House	202-472-2679
Fletcher's Boat House	202-244-0461
Canal Clipper, Great Falls Tavern	301-299-2026
Swains Lock	301-299-9006
Western Maryland Station Center	301-722-8226

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### BOARD APPROVES CANAL GUIDE

You may have read in this issue, under Highlights from the Board of Directors Meeting, that the Board voted to authorize the Publications Committee to proceed with work on preparation of a guide for possible public or internal distribution. Towards that end, your assistance is solicited. Please submit information you have including name of the establishment, location, services offered, directions from the canal, and other amplifying information such as a telephone number or point of contact to:

C & O Canal Association  
Publications Committee  
P.O. Box 366  
Glen Echo, MD 20812-0366

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### GROWING UP ON THE C&O CANAL by Douglas Bruce McHenry

This article was sent to us by Bill Trout, president of the American Canal Society. It appeared in the September 1992 Middlesex Canal Association newsletter, Towpath Topics.

In 1940, when I was 9 years old, I moved with my father, mother, and brother into a 200 (sic) year old lockkeeper's house on the Chesapeake and Ohio Canal. The National Park Service had recently

renovated the house to be used for employee housing. They had stabilized the two foot thick stone walls, replaced all the old sills and flooring, raised the roof eighteen inches and added three dormer windows. Raising the roof allowed more space for two garret bedrooms and a very small bathroom which made it more livable. Originally, the cottage had only two small rooms on the ground level, each with a fireplace, no water, and of course no electricity. This cottage was my home for the years 1940-1946. It was here that I learned a lot about canals.

Lock No. 7 at Glen Echo, Maryland, was unusual in that it had a chamber fitted for an upstream drop gate, quite different from its swing gate. The drop gate was filled with stones, which counterbalanced the gate. The gate was lowered and raised using a geared chain winch. Barges would pass over the lowered gate when entering or leaving the filled lock chamber. The two butterfly valves were housed in the stone walls on either side. The gate was easily operated by one person. I often operated it myself, unaided.

In the early 1930's, the C&O Canal had been destroyed by floods along the Potomac River. By 1934 (sic), the WPA and CCC had been put to the task of rebuilding the lower section of the canal from Seneca to Georgetown. The most difficult section to rebuild was the section known as Wide Water. This section of the Canal was just below Great Falls and it required the reconstruction of a massive stone embankment between the Canal and the river. All of the banks and over 20 locks were rebuilt, and the 25-mile section was re-watered from the Seneca feeder canal to Georgetown.

My father, who was the Chief Naturalist for the National Capitol Park, NPS, was easily enlisted in the battle to save and restore the C&O Canal in its entire length, Cumberland to Georgetown. The railroad had purchased the Canal for its right of way. They wished to sell all or part of its length. The National Park Service was interested in preserving the Canal but couldn't get funding. At the same time, other interests were proposing high dams along the Potomac River, which would bury the Canal. Still others proposed a scenic parkway on the filled-in Canal. In order to increase public interest in the Canal, my dad proposed several activities.

Among the earliest was a highly publicized trip \* from Cumberland to Georgetown, which would use as much of the old C&O Canal as remained. Dad and three other men, including a news reporter and a photographer, made the camping trip in about a week. It did attract considerable media attention. I recall locking them through in front of our house.

As people learned of the Canal, more and more pressure to restore it developed. The lower 25 (sic) miles was in excellent working condition at that time. It was being used by canoes more and more.

My dad saw an opportunity to use the Canal as an interpretive medium. He wanted to run a barge in the restored section to give people the unique feeling of traveling a canal. This would give the National Park Service and the canal proponents more visibility. After he received the go-ahead, he and I visited the US Navy in Anacostia to look over old barges. I remember holding the end of the steel tape as we looked for a flat barge which would fit into a lock. When we found one, we asked the Navy if the NPS could borrow it. Dad was very persuasive and he got his wish. It was a nondescript flat barge, but it floated and could fit into a lock chamber with inches to spare. Next, dad had the NPS maintenance build a cabin and fit the barge with a rudder and all the necessary tow lines and davits. Benches and a canopy were added for passenger comfort. Dad had already found an old canal skipper and the mules and a driver.

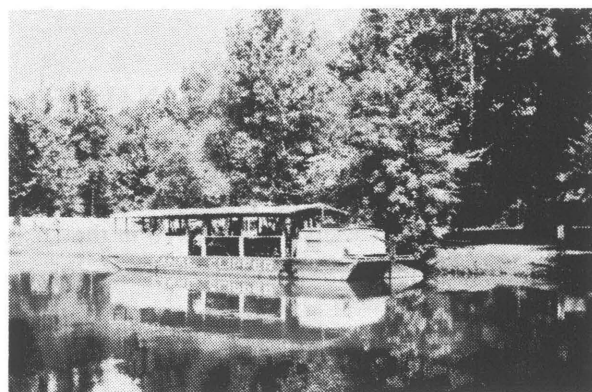
The newly outfitted barge was christened the Canal Clipper. On its maiden voyage, upstream, I went along to help with the locks. The invited guests included many NPS dignitaries, plus members of congress and senators and their families. My dad and his staff did the interpretation. It was a two-day trip, with buses carrying the passengers home for the night, and back. We eventually reached Seneca. The trip certainly attracted lots of media attention. Although I am not sure another such trip was made, this one certainly struck a stout blow toward saving the Canal.

During this period, I began to explore the Canal on my own and with my family. This was during World War II and gasoline and other scarce items were rationed. This meant that travel was limited, except on public conveyances. My dad worked out an arrangement with the Capitol Transit Company

to provide excursion buses for special interpretive tours. Several of these tours were to parts of the Canal which were not often visited during the War. One such tour visited the Monocacy Aqueduct, south of Frederick, Maryland. It was one of the longest such structures in the United States. It was made of granite taken from nearby Sugar Loaf Mountain, which we also toured. We also went through one of the longest canal tunnels in the United States at Paw Paw.

The pressure for dams and a parkway continued, however. A small group of conservationists met on our side porch one evening and came up with an idea which finally saved the C&O Canal. They knew that Justice William O. Douglas was a regular hiker along the towpath, although not many people recognized him at that time. My dad and this group of influential conservationists conceived of inviting Justice Douglas to "go Public" with his walk, to publicize the use of the Canal by people and the need to preserve it. Justice Douglas was delighted and, of course, as they say, the rest is history.

...I returned to Washington to work for the NPS in 1961. My colleagues and I spent many wonderful hours walking with our young families along the Canal. I have covered every mile of this Canal, and it truly deserves preservation....



The original Canal Clipper, circa 1941.