



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 XXVI

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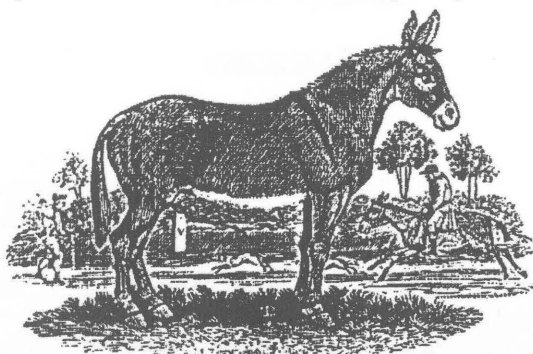
NUMBER 3

A Mule in Time Saves Nine

THE PRESIDENT'S COLUMN

The title makes only a little sense but it's to get your attention. There is a story to tell. The canal park is getting a new mule for its canal boat team. Here's what happened:

Gordon Gay, chief of the park's interpretation branch, called awhile back and said that the mule team was short by one. He wondered if there was any chance that the Association could lend a hand in getting one. Gordon said that a good mule was hard to find these days, but one had been found--strong, responsive to command, trainable and just three years old. A mule like this can give 25 to 30 years of good service. We need to get her soon or another buyer will snatch her up. Gordon added that the park service staff had so far raised \$800 from boxes set about in the park asking visitors for contributions to a mule fund. The purchase price, however, exceeded two thousand dollars. Such a fine mule does not come cheap. Again, could the Association help? Now, how could such an eloquent plea be turned down?



The Mule

Since the next meeting of the Association Board was a month away, Board members were canvassed on the matter. A rough matching grant of \$1,000 would put the purchase in reach. Everyone was enthusiastic and voted in favor of drawing the amount from our discretionary funds. With the Board's O.K. our Treasurer, Bill Evans, promptly wrote a check to the NPS and sent it on to Gordon at the park headquarters at Ferry Hill. The deal then was struck and the mule is scheduled to come on board shortly.

Terrie Savering, Acting Superintendent of the canal park, warmly thanked the Association for its timely assistance in her letter of August 17th. Terrie says:

Thank you very much for the donation of \$1,000 to purchase a new mule. Once again the Association has come through for us in unparalleled fashion. We have not yet received the mule but in the interim, the crew at Georgetown, where she will be working, is trying to come up with a name for her.

In this time of tight government budgets, the canal park is on a shoe-string and can use all the help it can get. The Association is currently looking into ways that it can do more for the park. A special Committee on Dues, Budget, and Funding chaired by Gary Petrichick is considering ways the Association, as a strictly volunteer organization without paid staff, might yet seek funding from individuals, corporations, foundations and other donors for worthwhile canal park projects and purposes. It would be highly desirable if the Association were in a better position to do more for a park where the list of projects that badly need doing grows

PRESIDENT'S COLUMN, continued

continually. The Committee is looking into proposals to make the latter possible and will give its report to the Board at its meeting in late September.

We have in recent years set aside \$2,000 a year from our general funds for appropriate projects in the canal park. We cannot exceed that amount by much, if at all, within the framework of our dues structure. The consensus on the Board is that our regular dues should be kept low to keep Association membership easily open to all who would like to join us. However, our basic dues rate will probably have to be raised a bit soon to meet the gradually rising costs of administering the Association. Dave Johnson has prepared a detailed projection of our budgetary expenses which will enable us to make a realistic assessment of the dues income we will need in the next ten years or so.

Outside of the park service staff of the canal park and the citizens' advisory commission, we in the Association are the only sizeable and organized constituency of citizens speaking solely for the canal park as a whole. The more we are in a position to aid the canal park with our talents, resources, and focused efforts, the more the canal park's interests and purposes will be secured and enhanced to the public good. Citizens brought the park into being and sustained citizen support and interest are a vital element in its prosperous continuance.

The Association was recognized and thanked for its work at a National Parks Foundation awards ceremony and reception held for partner organizations of the National Capital Region parks on June 6th at the Potowmack Landing Restaurant. Robert Stanton, Regional Director of the National Capital Region, presented the Association a plaque and a \$250 award as the C&O Canal's "outstanding partner organization" for 1994. The award was designated for the purchase of software for use by Along the Towpath. Seeing Nancy Long in the audience Bob Stanton began the meeting with warm words for Nancy's dedicated work for the canal over the years. Each partner organization at the ceremony set up exhibits. Ken Rollins put together an excellent automatic slide show with scenes of the canal and photos of Association hikes and other activities on the canal.

The Association has a long established policy of cooperation with other organizations devoted to the protection and enhancement of the natural and human environment of the Potomac River Basin. We, therefore, were pleased to receive via Gilbert Gude an invitation from the Akkoek Foundation to take a seat ex officio on its Board of Trustees. Our Board has directed me to appoint someone from the Association to represent us. Some members who were on the April 40th anniversary hike have met Sue Van Buren, who walked the second half of the hike, and Will Corkern, who also joined us for a portion of the hike, both of the foundation. The Akkoek Foundation in the past concerned

itself with the tidewater Potomac but now extends its purview to the entire river basin seeing the river as a continuous entity. Akkoek has a strong interest in promoting scholarship and study, both professional and amateur, of the river basin in its many aspects. We look forward to fruitful cooperation with Akkoek.

Some of our readers may have seen Jess Atkinson do a week-long TV series reporting on his trip down the canal at the end of May. Earlier in the month Jess and Pamela Owens of WRC TV sought out the Association for advice in preparing the series. They had seen media coverage of our April hike and judged that a series on the canal would be timely and of public interest. Hal Larsen, Helen Shaw, and I met with Jess and Pamela and provided initial pointers and suggestions as well as assistance at various points during the production. Ken Rollins accompanied Jess and his crew during most of the trip providing on the spot guidance on scenic vistas and points of local interest (inevitably, Bill's place at Little Orleans received special attention in the series). Ed Taylor of Cumberland (a prospective member of the Association) was outfitter for the Atkinson crew on the canal journey. Jess Atkinson gave generous kudos to the Association for its help in the series and WRC sent us the video tapes of the production for our archives. The consensus among viewers of the program is that it was a first-rate, engaging, and reliably informative series (how could it be otherwise, of course). Jess Atkinson lent his inimitable personal touch to the series conveying his canal experience to the public to good effect. Such programs help make the public aware that the C&O Canal park is a national treasure that needs to be appreciated and preserved.

- - Carl Linden

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Jeff Atkinson and President Carl Linden

ABOUT THE AKKOKEEK FOUNDATION

Sue Van Buren is Director, Potomac Heritage Project, and is Planning Coordinator, *A River Revival, a project being developed in cooperation with the Potomac region's Humanities Councils*. Wilton C. Corkern is President of the Akkokeet Foundation. Gilbert Gude sits on the foundation's Board of Trustees. It should also be noted that our own Adam Foster is Vice Chair of the Board.

FORTIETH ANNIVERSARY DOUGLAS C&O CANAL HIKE: APRIL 17 TO 30, 1994

List of Participants - Updated

You'll recall that a list of those who took part in the Douglas Hike appeared in the June issue of *ATP*. Below listed are those people whose names were not included:

MOSTLY

Joy Bloom
Nancy Long
Sue Ann Sullivan
Joe Robbins

DAY HIKERS

Bernadette Chan
Mary St. Peter
Val Wheeler
John Wheeler
Sheila Weidenfeld

FACILITATORS

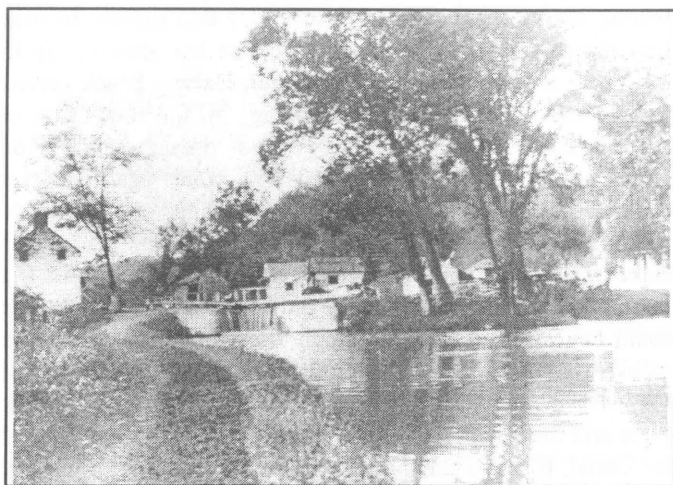
Anne Abbate

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FALL HERITAGE ADVENTURE

The 1994 annual Heritage Hike is on for October 22, 1994, and will take place from Pennyfield Lock to Edwards Ferry. A banquet will follow at the Volunteer Fire Department hall in Leesburg. Hikers should park at Edwards Ferry from which they will be bussed to the starting point at Pennyfield. The Towpath distance for the hike is 11.2 miles, but anyone who would like a shorter hike can park at Sycamore Landing and be picked up there by the busses enroute Pennyfield. Those wishing to hike even less should arrange with others to shuttle to or from Seneca, roughly four miles in either direction. Rita Bauman (703-888-1425) has agreed to coordinate such arrangements. Finally, anyone desiring a longer hike can go through to Whites Ferry--a total of 15 miles--and arrange with some friend along the way to be

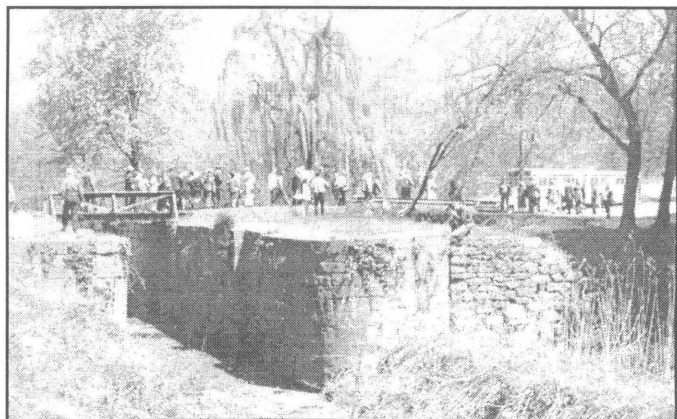
shuttled back to Edwards Ferry.



Pennyfield Lock - from the Tom Hahn collection

Busses will leave Edwards Ferry at 10:00 A.M., and stop by Sycamore Landing at about 10:20. Bus fare should not exceed \$2.00, although this is uncertain at the present time. The hike will start at 11:00 A.M. from Pennyfield. Lunch is own your own whenever you are ready and wherever you want. Horsepen Branch HBO is a likely lunch stop if you intend to hike beyond Seneca prior to lunch.

Reservations are not necessary for the hike, but are required for the banquet. Registrations must be received by October 15, 1994. A registration form, map of the area, and directions are included on the enclosed flyer. The cost of the family-style dinner is \$15.00 per person. A happy hour will begin when the first two happy hikers arrive, or not later than 5:00 P.M. Dinner will be served at 6:00 P.M.



Edwards Ferry Lock - from the Tom Hahn collection

- - Ken Rollins

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LIFE ON THE CANAL

During the Williamsport Bicentennial I was present to hear Lou (Mrs. Beckley) Harsh reminisce on her growing up in the house at Lock 44, where her father, Harvey Brant, served as locktender until the Canal's closing. At the conclusion of her remarks, Mrs. Harsh expressed a dream of the time "when the Canal would be filled with water again and we could fish and canoe..." She also challenged those present that night to "get involved with rewatering the Canal and make the dream come to reality." As we listened to her fascinating recollection of life at a lockhouse, few of us could have imagined how quickly we would indeed see the recovery of the historic Cushwah basin and the rebuilding of the lock. Now as we anticipate the construction of the lock gates and the rewatering of the entire Williamsport section of the Canal, it seems an appropriate time to share with you the text of Lou Harsh's speech of August 16, 1987. (TLP)

EDITOR'S NOTE - Thanks to Dave Gardner for contributing the manuscript and to Tom Perry for review and editing.



Lou Harsh and Dave Gardner at Lock 44
- Photo courtesy Lou Harsh

I have been asked to say something this evening about what it was like to live at Lock 44 as a little girl. Believe me, that's a long time ago! We moved to the lock when I was about three or four years old. I don't remember moving; it just seems like we always lived there. It was not a fancy house, but it was a good home. We had no water or electricity in the house, at first, and just a big cook-stove in the kitchen, a big stove in the dining-living area, and a big, hard-coal stove in the parlor. Of course, that room wasn't used much--only for special occasions. We always had our Christmas tree there, and I think the stove was kept going most of the Christmas season. I can remember getting up really early on Christmas morning, going downstairs and opening the door, and seeing our tree and gifts. What a thrill! We never saw our Christmas tree until that morning.

Not having electricity meant cleaning those kerosene lamp globes everyday and shining them with newspapers. This was not my favorite thing to do, and when we finally had electricity installed (oh, what a treat!). How much better it was to study!

Not having water meant we had to carry all our drinking water from a spring about 100 years away on the berm side of the Canal. We used the Canal water for washing clothes and for bathing. For us kids, a big wash tub behind the cook-stove was our bathing facility.

My dad's salary was only about \$20 a month for seven days a week, day and night. There was not much money for extras, and we did little things on the side. I remember at one time my mother baked homemade rolls, and my sister and I delivered them with our express wagon around town.

Another of our money-making projects was making Christmas wreaths. We would go into the woods and gather spruce and mountain laurel and bittersweet berries, and sit in the evenings and tie this on wire frames Pop had made for us. By the way, we got 25 cents a wreath. We also kept bread on hand to sell to the boatmen coming through the lock. We always had a garden and we canned everything we could, including much of the meat from the three or four porkers we raised and butchered each year. Butchering was usually on Thanksgiving Day. There would be eight or ten men and some of their wives who would help. We'd serve a big dinner to all of them. It was a lot of work but lots of fun. I can still remember our sugar-cured hams, no smoke, just sugar cure. I can also remember a year when the weather turned very hot after we butchered and all of those wonderful hams and shoulders spoiled. Then we had to dig holes and bury them over in the field. That was a great loss of food.

We always had rabbit hounds, beagles as we say today, and Dad hunted rabbits and squirrels in season and mother canned some of that meat, too. My Dad raised beagle puppies to sell, sometimes when they were small, sometimes after he had trained them to hunt. But, we loved animals and made pets out of them and never wanted to part with one of them. I remember one particular puppy which was with us a long time and had been trained to hunt. Some man offered Dad \$50 for him. We begged and we cried, but \$50 was a lot of money then. We lost the battle.

There was always a lot of people around the lock. They would come over the trolley from Hagerstown and walk to the lock to see a boat go through. They might have to wait a long time because the boats did not run on any schedule. But they walked along the Canal, took pictures, and were very patient.

Of course, I remember the boats coming through the lock--day and night. (Not too many ran at night.) We'd hear, "Hey lock! Hey, lock!" and know we had to get the lock

ready. When it was ready for the boat to move in, Dad would yell, "Lock ready! Lock ready!" The boat would move in through the open gates which then had to be closed. It was either raised or lowered, according to which way it was going. This was done by opening or shutting the paddles. Then the opposite gates would be opened and they'd move out. I remember helping my mother to push the lock gates open and pull them shut because, if only one person was on duty, he'd have to go all the way to the opposite end of the lock and cross over and come back to the other end to work the gate. (There was a small walkway on the lock gate by which to cross the lock.) It was really a job to handle it alone, so we usually helped on one side, while Pop was on the other.

In the summer, the Canal was our private swimming pool. Many times on warm nights we would go out about the lock and go for a swim before going to bed. It made us nice and cool. My sister and I learned to swim just about as soon as we learned to walk, so there was no fear to living on the water. My mom used to take a whole gang of kids down to the culvert and there she taught many of them to swim. We had canoes and canoeists, too. At one time, we had twelve or fifteen canoes, acquired one at a time, sometimes in bad shape, and Dad would have to recover them with canvas and paint them. People would come with their pillows and picnics, rent a canoe, and go off for a couple hours or maybe for all day. Lots of "spooning" (courting) took place by canoe, too!

My sister and I learned to handle the canoes over along the River and we kids could take our school friends up to Duck Island to swim and sometimes have wiener roasts. My dog, Cindy, liked to sneak along. We'd be paddling up the River and look back and see his brown head bobbing along behind us. He could make it too! If a storm came up when we were up there, we turned the canoe upside down and stayed under it. That was better than battling the whitecaps on the River.

My uncles, John and Pat, had a marvelous motorboat called the "Virginia." It would seat about twenty people; taking a ride in that boat was thrilling for a little girl! Sometimes we would go three or four miles down the Canal and visit my grandmother and grandfather.

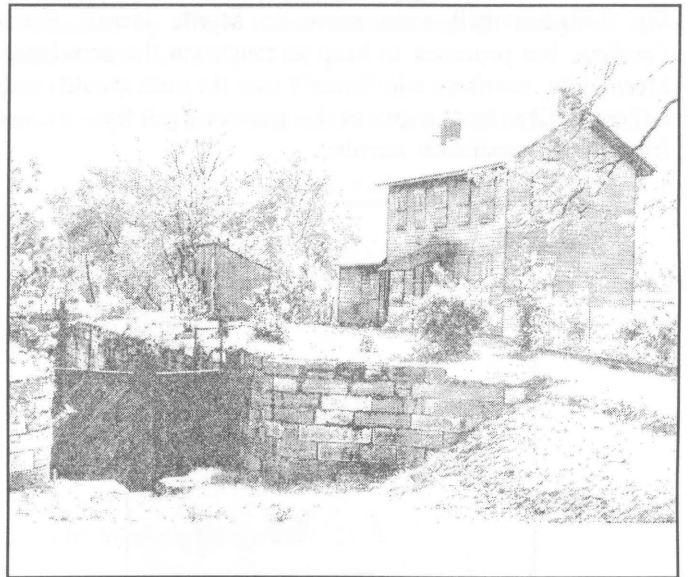
In the winter there would be ice on the Canal, and Mom and Dad would put on their ice skates and put us on a sled and push us down the ice for that visit with our grandparents.

My grandfather, J. Frank Wine was superintendent of our section of the Canal. He and a Mr. Spigler could both make repairs under water. They would go down there and work and come up from time to time for air. Mr. Spigler worked the carpenter shop across from the lock house, making and repairing the gates for locks. His shop was fascinating for all the kids around and, I guess, we were in his way many times. Nearby his shop there was a "furnace" where, by means of a pulley affair, gate beams could be lowered into

hot creosote. That old furnace is still standing near the lock on the berm side of the Canal. Also, on the berm side stood a corn shed which held feed for the mules. A flood carried it away.

My worst memories are the floods. I cannot tell you how many times we had to move everything to the second floor or out of the house because the water would get up the floor, to the window sill--or higher. But, the worst flood was in 1936. The water was up three or four feet into the attic. I'll never forget how fast that water was rising-- at one time over three feet to the hour! This was after the bridge went out at Hancock, March 17. Of course, we had moved everything out as the water was rising and only lost our floor coverings. Next day, we went to the hill overlooking the lock and watched as all kinds of debris and even buildings came down and hit the house--our home! We thought it surely would go over, but it took all that punishment. So, you know it was well built. I think it moved one-half inch on its foundation. When that water went down, there was mud from the attic to the cellar. The fire company hosed it down for us and then everything had to have new paint and paper. But, we went back. Where else could you live for \$1 a year?

After the Canal closed in 1924, I lived in that house until I got married in 1937. My parents lived there until 1961. Of course, we kept the house up with fresh paint, and wallpaper, and repairs. All in all, living along the Canal was a good, simple life.



Lockhouse, Lock 44 - from the Tom Hahn collection

I'd love to see the day the Canal would be filled with water again, and we could fish and canoe those waters. But, I guess that's a dream! I'm hoping this group (of townspeople) will get involved with rewatering the Canal and make the dream come to a reality.

- - Lula (Lou) Brant Harsh

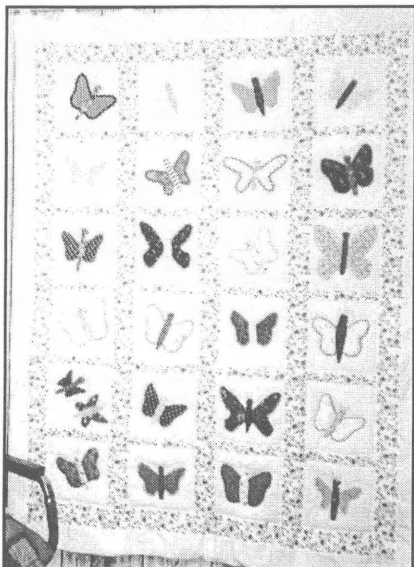
A GIFT OF BUTTERFLIES

Lillian Crampton Langdon was born and grew up on a C&O Canal boat. In these tight quarters her mother taught her many domestic arts, including needlework. Now, many decades later, at her home in Waldorf, Maryland, Ms. Langdon put her knowledge to work in designing and making a "butterfly" quilt, which she gave to the Association in memory of her grandmother. She presented the quilt at the Pier 7 banquet that closed the Justice Douglas through-hike on April 30, 1994. Today this colorful handiwork hangs on the wall at the Canal Association archives at Ferry Hill.

The quilt depicts 24 different species of butterfly, all with spread wings, a pattern created under the guidance of her naturalist son, a park ranger in the Great Smokies. The cheerful tableau enlivens the otherwise austere space where our volunteer archivists toil. The quilt not only decorates, it recalls an earlier simpler time when the pace was slower, people made many of the things they used, and no one knew the frustration of being unable to program a VCR.

But we are indebted to Ms. Langdon for more than her beautiful butterflies: on tape and in transcript, we have captured her memories of early canal life. Archives volunteer Dr. Molly Schuchat's interview with her is the first of what we hope will be a series of oral histories for the archives. We're grateful to Ms. Langdon, and to Dr. Schuchat, for helping us get this project under way.

Ms. Langdon will soon move to Myrtle Beach, South Carolina, but promises to keep in touch via the newsletter. Meanwhile, members who haven't seen the quilt should come to Ferry Hill to have a look at this generous gift from a canal friend and Association member.



A gift from Lillian Langdon



THE ASSOCIATION WELCOMES NEW MEMBERS

ALLEGHENY ADVENTURES, INC.	LA VALE	MD
JOHN F. BARR	CLEAR SPRING	MD
PETER BRUCE	ARLINGTON	VA
MICHAEL D. COREN	GAITHERSBURG	MD
NATALIE M. CUTLER	MC LEAN	VA
DAN & JEANETTE DEVLIN	ELLCOTT CITY	MD
MICHAEL DITKOFF	LANHAM	MD
SUSAN ELIAS	BERKELEY SPRINGS	WV
PAUL & JANE ENGELSTAD	BETHESDA	MD
VIRGINIA L. EVANS	POTOMAC	MD
ROBERTA HAHN	SILVER SPRING	MD
THOMAS HALL	GAITHERSBURG	MD
ROBERT & MARY JO HALL	FRIEDENS	PA
HAROLD HANKINS	CHAMBERSBURG	PA
WAYNE HARGY	FROSTBURG	MD
TOM & ALICE HOBBS	HARPERS FERRY	WV
NORMAN & DIANA		
HUDSON-TAYLOR	GLEN ECHO	MD
JOE HUTNYAN	BETHESDA	MD
BERNARD B. JOHNSON	WOODBIDGE	VA
GERALD & LYUN KLAUBER	BALTIMORE	MD
MICHAEL J. LINDERS	ARLINGTON	VA
PAUL H. E. MEIJER	WASHINGTON	DC
MIKE MILANO	BALTIMORE	MD
MARC H. MONHEIMER	WASHINGTON	DC
SENATOR DONALD F. MUNSON	HAGERSTOWN	MD
TRUDY & MIKE NICHOLSON	CABIN JOHN	MD
BETTY OLER	HEDGESVILLE	WV
WILLIAM E. RAVENSCROFT	HAGERSTOWN	MD
G. JOHN ROWNY	ARLINGTON	VA
STEPHEN & HELEN RUBY	CUMBERLAND	MD
RUTH SEXTON	SILVER SPRING	MD
PEGGY J. SHAW	GERMANTOWN	MD
HAROLD & ANGIE SILVER	BETHESDA	MD
TIM TILSON	FAIRFAX	VA
RON WILSON	CHEVY CHASE	MD
RALPH & JUDY WRIGHT	GAITHERSBURG	MD

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- - Hal Larsen

CALENDAR OF UPCOMING EVENTS

<u>Date</u>	<u>Day</u>	<u>Event</u>
Monthly	Wed, Sat	<i>Sights and Sounds of the Seasons</i> nature walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 a.m.
Sep 17-18	Sat-Sun	Hancock Apple Festival. Contact John Popenoe (301-678-6379).
Sep 10	Sat	BIRD HIKE: Contact Pat Schindler (703-281-3399).
Sep 25	Sun	Board Meeting, Williamsport Library, Williamsport, 1:00 p.m.
Oct 1,2	Sat,Sun	Brunswick Railroad Days. Association booth to be manned. Call Diane Ellison (301-834-8400)
Oct 1	Sat	VIP Day 9 A.M. to Noon. Meet at Great Falls Tavern for finish-up work on Lock 19 loop trail and start Towpath project. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Oct 8-9	Sat,Sun	Overnight Canoe trip sponsored by Green Ridge State Forest Office. Call Green Ridge State Forest Headquarters at (301) 777-2345.
Oct 9-14	Sun-Fri	CANCELLED -2nd Annual full-length bicycle trip-CANCELLED.
Oct 15	Sat	One-day canoe trip sponsored by Green Ridge State Forest Office. Call Green Ridge State Forest Headquarters at (301) 777-2345.
Oct 16	Sun	One-day canoe trip sponsored by Green Ridge State Forest Office. Call Green Ridge State Forest Headquarters at (301) 777-2345.
Oct 22	Sat	Annual Heritage Hike - Pennyfield Lock to Edwards Ferry. Details enclosed.
Nov 5	Sat	VIP Workday 9 A.M. to Noon. Meet at Great Falls Tavern for work on the Towpath at Widewater.
Dec 3	Sat	VIP Day 9 A.M. to Noon. Meet at Great Falls Tavern to work on Towpath bridge at Widewater, weather permitting. Call John Lindt (301-469-6381) or Ranger Terry Barbot (301-299-3613) for details.
Dec 4	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.m.
Dec 10	Sat	Annual "FROSTBITE" HIKE. Contact Ken Rollins (804-448-2934).
Jan 1	Sun	Happy New Year. No VIP Workday December 31.
Feb 4	Sat	VIP Workday 9 A.M. to Noon. Meet at Great Falls Tavern for work on the Towpath, weather permitting.
Mar 4	Sat	VIP Workday 9 A.M. to Noon. Meet at Riley's Lockhouse (Seneca)

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On The Level

By Keith D. Kridenoff
1994 Level Walker Chairman

Thanks to the great response to the previous newsletter article, we now have 100% coverage on the levels. We still have openings for active areas which need more coverage. Thanks also to everyone who hiked their levels during this less than hospitable summer. Everyone has done a great job! Anyone interested in becoming a level walker please contact me at:

410-661-8285
1725 Red Oak Road
Baltimore MD 21234

Welcome New Level Walkers!

Mark Page	7
Lydia Crooks	15
Mel Collins	68 & 69
Carolyn Bowers	40
Wayne Hargy	68 & 69
Kristen & Sean McCabe	18

Following are reports received by the August 5th deadline. The next deadline is November 5th.

3 - 5 to 7.5

Lock 5 to Cabin John Creek

Dot Johnson (4/23) James & Joan Wilson (5/9,10,11 & 7/8)

Large fallen tree trimmed to clear towpath below Sycamore Island still blocks canal. Parking lot at Lock 7 still closed. No end in sight. Trash cans missing from pedestrian overpass on parkway. Need to be replaced. Water in canal stagnant and bad smelling!

4 - 7.5 to 9.4

Lock 7 to Lock 14

Charles Bookman (5/15) Carolyn Reeder (6/25)

Level in excellent condition. Spotted two black snakes. (5/15) Erosion under beltway bridge getting worse. Lift lock 9 sign still missing. Cabin John culvert clear. (6/25)

5 - 9.4 to 12.3

Lock 14 to Cropley

Jim Millar (5/7,6/26) Olivia Casasnovas (6/5)

Met large group from the Sierra Club hiking from Harpers Ferry to Georgetown in one day! Level very clean. (5/7) Upon return trip on level someone had dumped a large amount of trash next to trash can. (6/5) An unidentified flow of water near base of towpath east of entrance to Old Anglers Inn is potentially hazardous. Several animals including beaver, tortoise and many species of birds in one hour's time. (6/28)

6 - 12.3 to 14.3

Cropley to Great Falls

Ernest Green (8/1)

Water level in canal very high. Active beaver lodge near waste weir off Widewater. Wooden beams badly rotted on bypass flume of Lock 16.

7 - 14.3 to 16.6

Great Falls to Swains Lock

Mark Page (6/19)

Very little litter except at Swains where there was an abundance of ice cream wrappers. Three large tree limbs in canal above Great Falls. Spotted 76 Canadian geese at Great Falls.

8 - 16.6 to 19.6

Swains Lock to Pennyfield Lock 22

Paul Davis (4/27,7/25)

Numerous trees down on berm bank. Some have been trimmed/removed but more need to be cleared for canoes to navigate. (4/27) Most downed trees have been removed from canal since last report (7/25)

12 - 27.2 to 30.8

Sycamore Landing to Edwards Ferry

Stephen Pollock (4/27,7/3,7/16)

All washouts of towpath have been repaired. Towpath clear and in good shape. (4/27) Spotted two wild turkeys, red fox, doe w/two fawns and several black

snakes. Jarboes store continues to collapse. (7/16)
Towpath in great condition although a little overgrown
near Edwards Ferry. Wildlife is getting more scarce
with increased weekend usage. (7/3)

13 - 30.8 to 33

Edwards Ferry to Harrison Island
Don Groelsema (5/18)

Collapse of stones at west and north end of retaining
wall at Lock 25 still in need of repair. Newer beaver
dam at 32.4 has been enlarged and strengthened. All
beaver activity has shifted here.

13 & 14 - 30.8 to 35.5

Edwards Ferry to Whites Ferry
Betty Bushell & Pat Schindler (6/8)

Towpath dry and entire level has been neatly mowed
including HBO. Much beaver activity from mile 32 to
33 resulting in several new dams and lodges.

14 - 33 to 35.5

Harrison Island to Whites Ferry
Herbert Madison (7/20)

Sinkhole in prism in culvert at 34.8. Towpath in good
condition and well mowed. Several oil drums between
towpath and river near 33.9.

15 - 35.5 to 39.4

Whites Ferry to Lock 28
Herbert Madison (7/23)

Large number of bikers in assorted groups and ages.
Towpath and HBOs in good shape despite recent rain.
Also spotted herons, wood ducks and several other
species of birds.

16 - 39.4 to 42.2

Lock 28 to Monocacy Aqueduct
C.H. & Chris Breedlove (6/2) Steve Dean (7/30)

All trash collected was in vicinity of fishing area
parking lot. Very few wildflowers due to recent
mowing. Spotted one small groundhog near power
plant. (6/2) Park service has kept areas around
aqueduct and locks mowed and clear. Spotted beaver
near Dickerson Conservation area. Also two new
lodges have appeared.

17 - 42.2 to 44.6

Monocacy Aqueduct to Noland's Ferry
Terry Ledley (7/4)

Towpath and canal in good shape with no litter.
Reported several species of birds including barred owl
and blue heron.

18 - 44.6 to 48.2

Noland's Ferry to Point of Rocks
Norma Hendrickson (5/29) Paul Redmer (7/1) Mary
Olczak & G.S. Troop 2461 (5/27)
Log leaning over towpath with one end at head height

potentially dangerous. Many muddy potholes but level
relatively free of trash.(5/29) Persistent deep water
filled holes on towpath at 45.5 and between 47 and
47.65. (7/1)

19 - 48.2 to 51.5

Point of Rocks to Catoctin Creek
Jack & Pat Cook (5/8) Lyman Stucker (6/18)

Lockhouse 28 has been broken into. Slats missing
from last window. Towpath very clean. (5/8) Spring
flowers are now gone but May Apple in abundance.
Level clean at this time also. (6/18)

20 - 51.5 to 55

Catoctin Creek to Brunswick
Thad Hecht (5/8,6/26) Mario & Anne Abbate ((6/14)
Automobile tire in canal prism just west of mile 52.
Catoctin bridge temporarily planked but not finished.
Spotted tame banded pigeon on towpath. (6/14)

21 55 to 58.01

Lock 30 to Lock 31
Emmalyn Holdrige (3/6,7/2)
River level very high and most of area between
towpath and river flooded.Very little trash along
level.(3/6) Parking area at boat ramp and railroad yard
full. Spotted deer w/ two fawns. (7/2)

22 - 58 to 60.7

Lock 31 to Lock 33
Robert Schoen (5/25)
Collapsed culvert at 59.7 was being repaired by park
service. Very little trash but numerous turtles.

31 - 79.4 to 81.6

Lock 40 To Marsh Run Culvert
Debbie & Barry Kistler (6/2)
Canal prism well maintained and mowed. Lone beaver
was swimming in spring fed canal from Mondell.
Overhanging tree was removed from towpath near
Horseshoe Bend HO.

32 - 81.6 to 84.4

Marsh Run Culvert to Dam 4
Edith Wilkerson & Bejay Myers (4/24,6/8)
Unusually very little trash even at Dam 4. Latrine at
Big Woods HO in dire need of emptying.

33 - 84.4 to 88.1

Dam 4 to McMaho's Mill
Nick & Peggy (4/24,6/8) Paul & Rita Marth (4/22)
Towpath in bad shape below McMaho's Mill. Poison
ivy sprouting up profusely along level making hiking
almost impossible. Spotted two muskrats at river, one
sitting and one sitting on bank. Wildflowers were in full
bloom. Graffiti still on winch house at Dam.(6/8)
Towpath above Dam still in bad shape.

34 - 88.1 to 91

McMahons Mill to Opequon Jct.

Tom & Linda Perry (5/11,5/29,7/2)

Very slippery condition at inlet lock (88.9) over the pipe which drains the prism. Very little trash detected but grass along towpath and Opequon Jct is getting high.(5/11) River front park seems to be popular drinking area judging from amount of beer bottles.(5/29) NPS has graded lower section of level very nicely and towpath clear of storm debris. (7/2)

35 - 91 to 93

Opequon Jct to Lock 43

Ruth & Tack Swan (5/22)

Least amount of trash ever noted. Surface of towpath excellent for hiking or biking.

37 - 94.4 to 99.3

Falling Waters to Lock 44

Ellen Holway (4/23) assisted by E. Scott & friends Passed volunteer group cleaning canal as part of Earth Day. Several large truck tires 2.25 miles south of Lock 44. Many large dead trees along level with flood debris collected around them.

39 - 102.26 to 104.98

High Rock Quarry to Nessle RR piers

William & Rita Bauman (6/23)

Towpath in excellent condition and recently mowed.

43 - 110.4 to 112.4

McCoys Ferry to Fort Frederick

Karen M. Gray (6/26)

Towpath in serious need of resurfacing and the two culverts above 111 continue to deteriorate.

46 - 116 to 120

Licking Creek to Milepost 120

John Popenoe (5/16)

Two groups of newly hatched ducklings and groundhog spotted. Seems to be noisiest level on canal being so close to I- 70.

49 - 127.4 to 130.7

Roundtop Cement Mill to Lock 53

Norman McBurney (7/16)

All trash was concentrated in parking lot above Lock 53. Towpath in excellent shape.

50 - 130 to 134

Lock 53 to Dam 6

Gren Whitman & Janice Plotczyk (7/3)

Only trash was concentrated at Dam 6.

52 - 136.6 to 140.9

Sideling Hill Aqueduct to Fifteen Mile Creek

Kent & Marcia Minichiello (7/17)

Several trees had fallen during winter but all obstacles

had been removed by NPS. Several groups making use of the towpath and campsites.

55 & 56 - 149.7 to 153.1

Lock 60 to 61

Herb Gunther (5/29)

Both levels in good condition. Large beaver dam below mile 152 has water backed up to Bonds Landing.

65 - 173.4 to 175.4

Spring Gap to North Branch

Mary Twigg (4/2)

All culverts, Lock 72 and lockhouse in good condition.

66 - 175.4 to 177

Lock 74 to Mexico Farms

Mary Twigg (4/5)

Level in good shape and prison looks almost complete.

67 - 177.7 to 180.7

Mexico Farms to 180.7

Mary Twigg (4/1,4/26)

Pump cleaned up and erosion filled in. All signs of winter damage gone. (4/1) All historic structures in good shape. (4/26)

VOLUNTEERS IN PARKS PROGRAM

Members of the C&O Canal Association have long been active in many National Park Service **VOLUNTEERS IN PARKS (VIP)** activities. They have served to: improve and maintain trails, clear vegetation from historic structures, lead nature hikes, assist with administrative work, and staff NPS visitor centers. The C&O Canal Association and NPS sponsor a monthly VIP Work-Day for those who would like to participate in projects which will improve the public's enjoyment of the C&O Park and/or supplement NPS budget and staff constraints.

VIP WORK-DAYS

The VIP Work-Day is the first Saturday of each month from 9 A.M. to noon at the place designated in ***Along the Towpath***. It is open to all members. For the most part we will undertake definitive projects such as upgrading the Gold Mine and Billy Goat Trails, improvements at Riley's Lock house, canal facilities in the Georgetown area, etc. We need and welcome your help. No special skills are required, but a pair of gloves, long-sleeve shirt and insect repellent may make things more pleasant. Tools and special equipment, if needed, will be provided by the NPS.

SIGN-UP

You need not sign-up in advance-just arrive at the time and place designated ready for work. Please be sure, however, to sign in on arrival. Participating members may earn a yellow VIP HAT. Although as a volunteer you are not considered a federal employee, you are eligible for compensation for medical expenses if injured while performing official volunteer duties.

FOR MORE INFORMATION, OR TO BECOME A VIP:

- Contact John H. Lindt (310-469-6381), VIP Coordinator; and/or
- Come to the next VIP Work-Day.

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ABE KAPLAN'S REFLECTIONS ON WILLIAMSPORT

Unlike other communities bordering the C. & O. Canal my hometown of Williamsport had a distinctive topographical feature. It was a broad, level, grassy plain that separated the canal from the Potomac River.

Because of its dimensions the area served as the location for the Williamsport baseball team during the late teens and the twenties. Each Sunday during the summer the townsfolk gathered here to cheer their local heroes and cast aspersions in the direction of their opponents. The spectators included, of course, the inhabitants of the canal boats tied up at Cushwa's Basin, since boating activity for the most part came to a halt on the Sabbath.

In fact the canal with its terraced bank and column of shade trees that provided welcome relief from the sun, marked the right field boundary. In far away center field the Conococheague Creek defined the extent of that part of the outfield. Left field came to a halt on the shores of the placid Potomac. Probably no other ball field had its boundaries restricted by three different waterways.

Unknown to most of the players and the town's citizens as well, the area was steeped in Civil War history. To the left rear of home plate, a long foul ball away, Lemen's ferry crossed the Potomac where Union and Southern armies crossed and recrossed during the conflict. Most notable of such fording was that of Robert E. Lee and his troops on their way from Gettysburg. On that occasion he and his army encamped near Williamsport for about a week waiting for the rain swollen river to subside.

Beyond deep right center field loomed the aqueduct carrying the canal over the Conococheague (unpronounceable for outsiders) which in turn was swallowed up about 50 yards or so to the

south by the Potomac. During the war Confederate artillery from Virginia (later West Virginia) attempted to disrupt canal traffic by lobbing shells at the aqueduct, with minimal effect, or so I've been told.

From a baseball viewpoint, more important was Doubleday Hill, a steep bluff rising from the berm side of the canal. From a distance of about 200 yards from the diamond it overlooked the playing field as well as Lemen's ferry. A breastwork, surmounted by three canon pointing menacingly southward, had been erected by Captain (later General) Abner Doubleday. The fortification was later held untenable and abandoned without a shot ever having been fired. Mr. Doubleday, of course, became better known as the reputed inventor of baseball than for his military exploits.

Home plate was located directly below the upper side of the river bridge which spanned the Potomac at that point. Built by a private company it carried U.S. Route 11 from the north down into the Shenandoah Valley and beyond. Since tolls were charged, the bridge proved to be a bonanza for the stock holders. For the ball club it was something else. Batters striding forward to make contact with the pitcher's offerings would on occasion loft the ball skyward in a perpendicular plane. The sphere's backward spin carried it up and over the side of the structure, landing on the wooden deck.

Baseballs being an expensive item, a youngster (myself included on one or two occasions) was dispatched to retrieve the errant horsehide. This meant an expenditure of five cents - the going rate for pedestrians - an ill considered extravagance since it also represented the price of a loaf of bread. While baseball was considered the national pastime, the bridge's stockholders were sufficiently unpatriotic as to consider it just another source of revenue.

As my memory stretches back to the late teens and early twenties, the canal was the recreation mecca for the town's residents. In the winter, Cushwa Basin attracted ice skaters, both experienced and novice, from the community. During warm weather the towpath became the locale for Sunday and evening couples strolling in romantic complacency along the waterway. Kids learned to swim and adults frolicked in the canals somewhat less than sanitary waters, although in those days little was known about what constituted health hazards.

The Sunday ball games were the biggest draw, however, with a large proportion of the town's population in attendance. The demise of the river bottom as a baseball diamond resulted from several spring-time floods and the advent of the lively ball which found easy targets in the short right and left fields. In the late forties, after years of inactivity, the diamond was converted into a soft ball field including lights for evening and night games. Repairs to towpath have attracted hikers and bikers in such numbers that they probably far outnumber the strollers. With the restoration of the Cushwa Basin, ice skating may return once more to that locale. After years of hibernation the canal has reawakened with a far different but still vibrant life of its own.

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NATURE NOTES

The "Immortal Nine" who hiked the towpath from Cumberland to Georgetown in 1954 were not the first to travel the path from end to end, or were they the first to view the area as a recreational resource. Even in the canal's operating days, United States presidents and common people alike looked to the area for rest and recreation. President Grover Cleveland relaxed with friends when he went fishing near Pennyfield. One of my uncles came to Washington in 1903. He took my aunt canoeing on the old canal.

The Potomac Appalachian Trail Club was organized in 1927. Eleven years earlier, John Cowan, a future PATC member, launched his boat, SOMETUB, in canal waters at Cumberland, Md. Plans to embark on July 15, 1916, were drowned out. According to John, "Jupiter Pluvius presided..."

Start they finally did, and John's records of the trip provide interesting insights into canal operation. "At midnight in Oldtown," according to John, "we were aroused by a shriek that pierced the night air and echoed back from the mountains across the river. ...There is a familiar rattle of harness. The unearthly voice translated itself into *ye black-hearted, ornery, low-lived beggars--geddap*. The shadowy forms of a pair of mules, hitched in tandem, moved off. Trailing was a silent boat..."

Below Woodmont Hunting and Fishing Club, on July 19, John observed "incomparable scenery" and a "strange-looking machine--half boat and half sputtering grass cutter. It was a barge towed by mules and beneath in the bottom was a mowing knife operated by a motor to snip off the tall grass that grows in the bottom of the canal. A home-made affair, it did effective work."

A mile or so later, John realized why the boat crew had seemed to snicker as SOMETUB passed them. The loose grass in the canal prism clogged the propeller and the motor stopped dead. This was repeated several times before SOMETUB reached Paw Paw tunnel. "Windrows of submarine hay halted them hopelessly in the tunnel. There was nothing to do but climb out on the muddy towpath and drag the boat through the tunnel--an hour-long job."

South of Shepherdstown, John enjoyed "every mile of the beautiful scenery." On July 27--twelve days after launching--SOMETUB sailed into Glen Echo. Two days later, John disembarked in Georgetown, feeling "downright sorry when the boat was shoved into a box car."

My own association with the towpath and the canal started in the mid-1930's when a friend and I explored the Washington area by taking weekend rides on streetcars to the end of the line and walking from that point. (Street car

passes for a week's rides cost \$1.25.)

One late fall excursion took us to the streetcar turn-around at Cabin John, Md., near the end of the Union Arch bridge. Hiking down the hill, we found a path at the bottom and decided to find out where it led. On one side was a ditch holding water in some places. On the other side we caught glimpses of a river. We had no map and didn't realize that the river was the same Potomac that flowed past downtown Washington, nor had we heard about the Chesapeake and Ohio Canal.

In some places we scrambled over rocks and struggled through head-high annual growth. Finally we reached a somewhat dilapidated old white building. (Later we learned this was the *Tavern*.) Just below it was a swinging bridge leading across a rushing stream. There was a chain across the bridge and a sign that said you had to pay a nickel to cross. No one was there to collect our nickels or to keep us from bypassing the chain, crossing to the other side and following paths until we reached what we later learned were the great falls of the Potomac. It was already late afternoon as we hustled back to the streetcar at Cabin John.

In the early 1940's, two members of the PATC, Paul and Jo Bradt, made what may have been the first through hike along the towpath from Georgetown to Cumberland. This was during World War II and the Bradts had to bypass the Great Falls area where a military guard had been installed to protect the District's water supply.

About the same time, Roger Tory Peterson was attracting dozens of bird-watchers with his early morning weekend walks in lower stretches of the canal. From Georgetown to Seneca, the canal and towpath had been restored during the late 1930's, as part of the emergency employment program for unemployed youth recruited into the Civilian Conservation Corps. The Park Service staffed a mule-drawn barge that ran for a time between Georgetown and Cabin John.

In spite of the hazards they encountered on their Towpath-long hike, Paul and Jo Bradt suggested making the abandoned towpath a continuous riverside walkway. Perhaps inspired by the Bradts' enthusiasm, the Trail Club undertook a series of weekend hikes with the objective of covering the entire towpath. In March 1953, the Trail Club called a meeting at the District Building, inviting the participation of other interested organizations. Nearly 100 people attended. When Justice Douglas challenged the two newspaper editors to walk with him the length of the towpath in March 1954, the Trail Club was actively involved in making arrangements.

Forty years later, the Park continues to be subject to stress from a variety of sources in spite of the protection achieved with national park status in 1971. The suggestion

NATURE NOTES - continued

made by PATC member Philip Stone in 1955, still seems to have relevance: "Most important consideration of all is the desirability of designating certain stretches of the upper Potomac... as a 'wild riverway.' This would involve preservation of the River itself and a substantial strip along each bank in their natural state, free from bridges, dams, pollution, and any development along the shore. With most of the river banks on both sides under National Park Service administration, such a Potomac Wild Riverway could and should be established and maintained."

The March 1993 issue of "Along the Towpath" contained a thoughtful article by Paul M. Rosa. He refers to a principle set forth by Frederick Law Olmsted to the effect that a public domain is not well bounded if it includes only one shore of a river or pond. Perhaps Senator Paul Sarbanes has opened a "window of opportunity" in announcing the approval of federal funding (\$100,000) to "develop and plan a long-range strategy to protect the Potomac River."

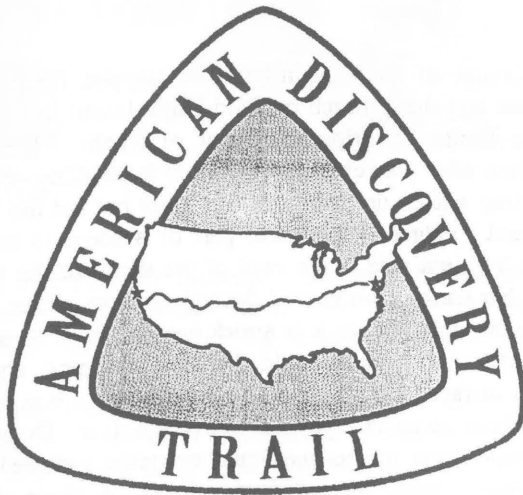
- - Helen L. Johnston

This is an abbreviated version of a previously unpublished paper prepared for a meeting of the Potomac Appalachian Trail Club to commemorate the 1954 Justice Douglas walk.

NOTE:

"Sights and Sounds of the Seasons" walks under Park Service auspices continue to be conducted four times monthly, starting at Great Falls Tavern at 10 a.m. with a brief slide show on the first and last Wednesday and Saturday. Three Canal Association members are leaders: Betty Bushell, Betty Henson, and Helen Johnston.

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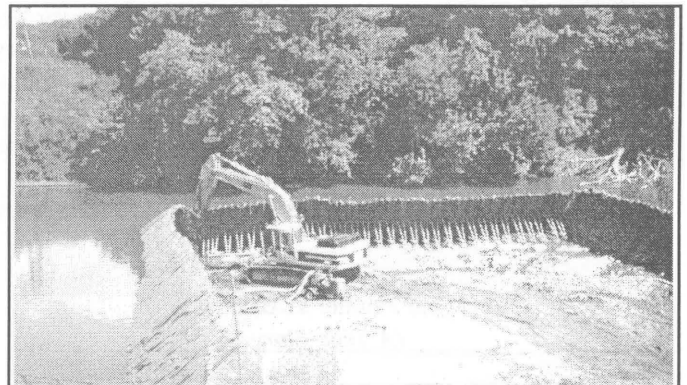


WILLIAMSPORT REWATERING PROJECT PROGRESSES



Heavy equipment 'dredges' the prism - Photograph courtesy Tom Perry

Tom reports progress in NPS efforts to re-water Cushwa and the canal from the aqueduct to lock 44 even though construction of the lock gates has not yet begun.



Water for the project will be furnished by a supply pump located in Conococheague Creek - Photograph courtesy Tom Perry

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ASSOCIATION SUMMER CANOE TRIPS

Violette's Lock to Great Falls

On Saturday, June 11th, the Association sponsored the first canoe trip of 1994. In spite of a dreary morning and the threat of rain a number of paddlers assembled at the Brookmont home of Carl Linden, and others joined our contingent at Violette's Lock. Carl and Ken Rollins led the outing. Our optimistic crew included: Will and Sarah Godwin, Ted Leach and his son-in-law Ray Nealle, Gera Millar, Harry and Mary Lou Robinson, Peggy Shaw, Nick Weber, and Bill and Scotty Wright.

Though the day began in light drizzle, the weather gradually improved and the journey on the canal from Violette's to Great Falls proved to be most pleasant. This is a most scenic section of the canal: The flora was lush and the fauna abundant. We stopped for lunch at Pennyfield Lock. After lunch we portaged around Pennyfield Lock and paddled on to Great Falls.

Peggy Shaw, a Canoe Cruiser who joined our group at Violette's at our invitation, demonstrated how talented her black Labrador was at the Swains Lock portage. The bank on the towpath side is very steep, so Peggy docked her canoe on the other side of the canal. She then tied the Lab's leash to her canoe, and told him to stay while she crossed the bridge at Swain's to the towpath side. At her call, the Lab smartly swam across the canal pulling the canoe behind him, demonstrating discipline, skill, and showmanship.

Happily, the returning rains held off until we finished with the shuttle and were all on our way home. We all agreed that it was a good excursion. Everyone looked forward to the next trip on the Potomac from Brunswick to Monocacy on July 16th. Rain or shine we all were ready to go again.

- - Harry Robinson

Down the Potomac from Brunswick to Monocacy Aqueduct

One Paddler's Account (A True Story)

Early in the morning of July 16th, our Association canoeists met at Carl Linden's house in Brookmont, Md. to load canoes and equipment on their vehicles. The task required taking the canoes stacked behind Carl's house up the steep driveway. The house is set on the edge of the palisade above the river and canal. The canoes were first hosed out to remove the ants and spiders that had moved into the hulls before loading them on our vehicles with ropes and bungee cords. The drive to Monocacy Aqueduct took us through the beautiful Maryland countryside. We dropped off a shuttle car at the Monocacy launching ramp. The other half of our party met us at our point of departure--the launching ramp in

the Brunswick city town park. In our party were: Corinne Axelrod, Joy Bloom, Joe Robinson, Sonny DeForge, Sarah Anne and Will Godwin, Carl Linden, Ed Miller, Harry Robinson and Buz Everline, Ken Rollins, Cathy and Tom Schoene, Andrei Tsygankov (this year's Russian scholar-in-canoe for the trip), Dave Lepkowski (author of this true story), and, of course, Nick and Peggy Weber.

At the start Carl and Ken Rollins raised the Association's green and yellow banner on a long paddle flying it with pride from the bow of Carl's canoe. Nick and Peggy Weber pumped up and launched their two inflatable canoes. I joined Carl in his canoe at the bow position where I applied myself with steady stroke. Harry Robinson's friend, Buz Everline, wafted us along with the strains of a little river music from his harmonica. Soon we all were moving nicely downriver, wending our way among the many islands that dot the river on the 12-mile stretch from Brunswick to the Monocacy. There are at least 35 or 40 of them, most ranging in size from five to ten acres. We encountered many fishermen on the river, some angling from boats and others fly casting in the river shallows. The fish were in abundance, suggesting that the river water environment in this section is in fairly good condition.

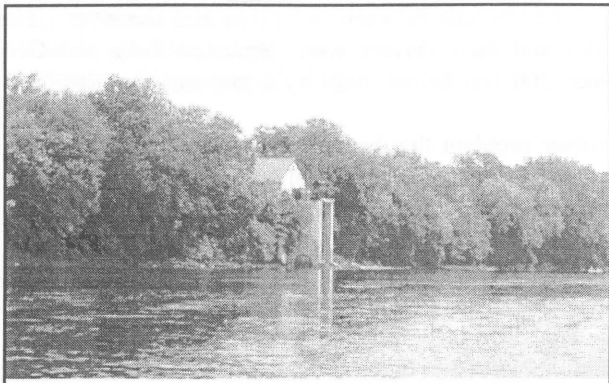


Lunch stop - photograph courtesy Carl Linden

After about an hour and a half, we stopped for lunch at a pleasant and shady beach on Bald Eagle Island just upstream of the Route 15 bridge at Point of Rocks. Rested and refreshed after our repast, we returned to paddling--our boats spreading out far and wide. It was a hot but not too hot day. Carl and I judged it the better part of wisdom to stay close to the Virginia side in the cool of the shade of the tall trees along her banks. We moved through shallow riffles in many places but only got stuck in a rock garden once. Everywhere dragonflies and birds could be seen skipping above the river's surface. Debris from the Spring floods was lodged in trees about seven or eight feet above the river. Down by the Frederick water intake, we found everyone gathered around the Webers ready to lend them a hand. A sharp stick had pierced Peggy's canoe.** Peggy transferred to Nick's inflatable and the twain continued down river with the

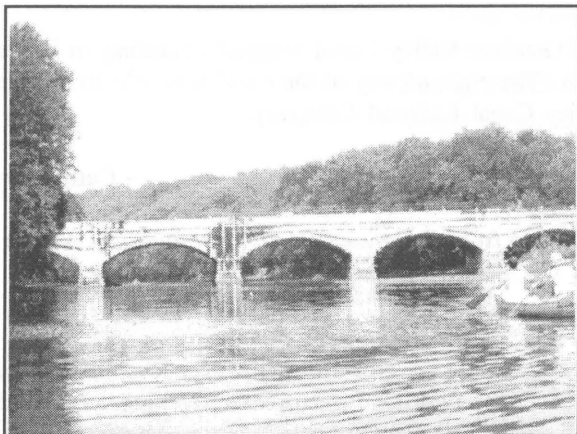
ASSOCIATION SUMMER CANOE TRIPS - continued

deflated canoe in tow. Nick said that dragging the dead weight of the waterlogged canoe was like pulling the entire river behind him.



Frederick water intake - Photograph courtesy Carl Linden

The remainder of the trip went smoothly, however. When I saw the smokestacks of the Dickerson power plant, I knew we were close to our destination. We made a hard left into the Monocacy and glided under the Aqueduct to the boat ramp. The Monocacy Aqueduct with its seven arches is not only the largest, but the most splendid of the eleven aqueducts along the canal.



Monocacy Aqueduct - Photograph courtesy Carl Linden

In all, nine paddlers squeezed into Carl's 1977 Olds for the shuttle back to Brunswick--five in back, four in front, including Carl as driver. Ed Miller called it a "nine-pack shuttle car." The rest of us waited at the Monocacy launching ramp parking area. A ranger entrusted with keeping the spot free of booze drove up and politely let those of us with beer in hand know that this was a No, No! Sonny DeForge was the first to be nabbed. We loaded our eight canoes on the vehicles with dispatch and were off for home. It was about 6 p.m. when I returned to Carl's house. I felt that the day was well spent and filled with many new

experiences and sights along our grand Potomac.



Carl Linden's Nine-Pack shuttle car

- - Dave Lepkowski

** This was another instance of the perils of Peggy. Some doubted that it was a stick that did it, but rather surmised that it was the handiwork of the razor-sharp teeth of the "Jaws" of the Potomac. Most considered this pure speculation at best, or a tale to spook us at worst.

Editor's Note:

The annual Paw Paw bends canoe trip occurs at the time this issue of the newsletter is at the printers. Two photos from the past, one of Bill's Place in Little Orleans and the other the canoe landing there, are included for your viewing pleasure.



OF OTHER CANALS...

THE GENESEE VALLEY CANAL

by Carol Horowitz

If you have ever been to Bradner Stadium in Olean, New York, you have stood on a spot where canal boats once floated. Olean was the southern end of the Genesee Valley Canal, which connected Cattaraugus County with Rochester on the more famous Erie Canal.

The Erie Canal Opened in 1825 and it soon transformed the western New York Wilderness. Overnight, hamlets on the Erie Canal became thriving towns. Residents of other areas of New York wanted to share in this prosperity and began to lobby the state legislature for canals. The state responded by building several lateral canals that flowed into the Erie Canal.

Canal advocates from Cattaraugus, Allegany, Livingston and Monroe counties urged that a canal be built through the Genesee Valley. They argued that such a canal, which would connect the Erie Canal with the Allegheny River, would allow lumber, farm products and other goods to be shipped via the Allegheny, Ohio and Mississippi Rivers all the way to New Orleans. The state was so unresponsive that people in the Southern Tier complained that other areas were getting improvements while they were not.

Finally, in 1836 the state legislature authorized the construction of the Genesee Valley Canal. Work on it started the following June. The canal was 124 miles long and took 21 years to complete, at a cost of nearly seven million dollars. Over one hundred men lost their lives during its construction.

Construction was difficult in an era with no power equipment. All digging was done by hand, using picks and shovels. The canal was forty feet wide at the surface and held four feet of water. One hundred twelve locks were built to allow the canal to climb the peaks and descend the valleys of the countryside.

Work on the Genesee Valley Canal started at Rochester and proceeded south. By 1840 the canal had reached Mt. Morris. The following year the side cut to Dansville was finished. Farmers along this section of the canal shipped their wheat to Rochester, the "Flour City." Lumbermen in Cattaraugus and Allegany counties looked forward to the completion of the canal so they could get their lumber to market.

In the late 1830's, an economic depression struck the country. New York had overextended itself. In 1842 the state legislature passed the "stop and tax" law, which stopped work on all canals and other public works projects.

When work on the canal was restarted in 1847, the hardest part of the construction was yet to come. The canal had to

climb the three falls of the Genesee River, in what is now Letchworth State Park. The original plan was to build a tunnel, but this attempt was abandoned when the tunnel collapsed. The canal was built on the side of the gorge wall, with the towpath between the canal and the river. Horses, mules and their drivers were separated from the Genesee River, 300 feet below, only by a low stone wall.

Another problem that bedeviled canal engineers was finding enough water to fill the canal. Cuba Lake was built as a reservoir to provide water to the southern part of the canal.

The Genesee Valley Canal inched south through Allegany and Cattaraugus counties, finally reaching Olean in 1856. The site of Bradner Stadium was then a pond, Martins Mill Pond. It served as a turnaround for canal boats. The canal was later extended to Portville.

Although vast quantities of lumber from Cattaraugus and Allegany counties were shipped to Rochester, the Genesee Valley Canal was not as successful as its proponents had hoped. Tolls from the canal never covered the annual maintenance costs, let alone the cost of construction. By the time the canal reached Olean, railroads were built in the Southern Tier and the Genesee Valley. The canal proved unable to compete with the railroads; it closed in the winter when the water froze, and when it was operating it was plagued by lack of water.

The Genesee Valley Canal stopped operating in September 1878. The right of way of the canal was sold to the Genesee Valley Canal Railroad Company.

- - Carol Horowitz

Reprinted from *Cattaraugus Country Magazine*, August 1994

Director's note: Carol Horowitz is a local author here in upstate New York who is currently working on a children's book on the Erie Canal. Little is left of the GVC today. The stonework of a few locks remain but most are hidden from view to all but the most dedicated canaler. Even the railroad is gone, and much of the route is now covered by power transmission lines. There is hope of one day seeing a recreation trail from Olean to Rochester.

- - Gary Petrichick

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For Immediate Release

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Spring 1994

PRESS RELEASE

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 Assistant Superintendent
 Chief Ranger
 Admin Officer
 Asst Ch. Ranger & Chief, Visitor Protection Branch
 Chief, Natural Resource Mgmt Branch
 Chief, Cultural Resource Mgmt Branch
 Chief, Interpretation Branch
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 Keith Whisenant
 Christine Streng
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 Susan Trail
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 301-413-0024

District Ranger	Tom Nash
Supv Ranger - Visitor Protection	Steve Pittleman
Supv Ranger - Fee Collection	Terry Barbot
Supv Ranger - District Interpretation	Clyde Bell
Park Ranger - Subdistrict Interpretation	Nancy Brown

GEORGETOWN VISITORS CENTER

1055 Thomas Jefferson St, Washington, D.C. 202-472-4376

Park Ranger - Subdistrict Interpretation Kathy Kupper

Great Falls Tavern Information 301-299-3613

The Palisades District begins at Milepost 0 (Tidelock) and continues to Milepost 42.19 (Monocacy River).

WESTERN MARYLAND DISTRICT

District Ranger	Dwight Stinson 301-739-4200 x237
District Interpretation	Martin Gallery 301-678-5463

Monocacy Subdistrict	Bill Orlando
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HANCOCK VISITORS CENTER

326 East Main Street
 Hancock, Maryland 21750
 301-678-5463

Park Ranger Sherilyn Seyler

CUMBERLAND VISITORS CENTER

Western Maryland Station
 Cumberland, Maryland 21502
 301-722-8226

Park Ranger Rita Knox

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation
 202-472-4376
 Abner Cloud House
 202-472-2679
 Fletcher's Boat House (Concessionaire)
 202-244-0461
 Canal Clipper, Great Falls Tavern
 301-299-2026
 Swains Lock (Concessionaire)
 301-299-9006

The following people, led by Justice William O. Douglas, signed the log at the Cardinal Club near Town Creek aqueduct and stayed over night on March 20, 1954, while participating in the first C&O Canal hike from Cumberland, Maryland to Washington, D.C.

Those of us who fully appreciate the natural beauty and tranquility of the C&O Canal, are indebted to these men who dramatized this beauty and tranquility by their C&O Canal hike, and thereby saved the C&O Canal from becoming just another super highway.

Start - 8:30 AM - 20 MARCH 1954 - First night - stop -
 HIKE - CUMBERLAND to Washington via C&O Canal - Banquet
 Wm O Douglas, Wash DC with great appreciation for the wonderful
 hospitality of the Cardinal Club on our
 C&O Canal. Sat March 20, 1954
 Don Stough Vienna, Va. - my appreciation adds a life saving
 Dedication to the Justice's appreciation
 Walter Slandroff Woff College Wash., Pa - the gratitude that only a novice
 hiker feels toward a haven of rest
 C.T.S. Durham Vienna Va. Thanks for the grand
 hospitality & for being on the
 same side of the highway!
 Bill Richards. When a sportsman needs an evening
 of pleasure he may easily find it here.
 John H. Cover, Wash, D.C. A hospitable trail end
 George J Miller
 Grant Conway Profoundly thankful for delightful hospitality
 Washington Canal Club
 George P. Havens The Washington Evening STAR
 La good hunting follows you are
 Chas B Thomas Potomac Appalachian Trail Club (Wash DC)
 Jerry F Blackburn Potomac Appalachian Trail Club
 Warren J. Gardner Editor, Meriden, Conn., Record - THANKS
 Tony Smith
 William E. Davis
 John D. Pearmain
 Howard Johnson
 Smith W. Brookhart
 Samuel H. Hower
 Audrey A. Brown
 Billy Schorr WASHINGTON, DC PATC THANK YOU
 Merlo J. Pusey Washington DC. Washington Post - Thanks much.
 W. D. Smith
 Lewis J. L. Sholteberger CBS Radio - Washington D.C. Conductor
 Washington Star
 Not for Cash - Public. Ely, Minn
 Pres. Wilderness Society, Moose, Wyo.
 Smoky Mtn. Hiking Club Knoxville, Tenn
 Klaus J. Murie
 Harvey Provine
 - Overnight - stay at Cardinal Club - Sat March 20, 1954
 Dinner - Sat. night - Provided & prepared by
 Breakfast - Sun. AM. Hiking Party

C & O CANAL OF CUMBERLAND, MD., INC.
 P.O. Box 522, Cumberland, Md. 21502

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From the Mule Stable

NOTES, QUOTES, AND QUIPS FROM THE EDITOR

You will recall that the March issue of *Along the Towpath* included an article by President Carl Linden about the then-upcoming Justice Douglas through hike. In that article Carl spoke about Aubrey Graves reference to the hike as a "bunion ballet." Merlo Pusey came up with what he thought were more apt sonorous descriptors. Mr. Walt Wilt from Stump Gully Estate in Indian Head, MD, wrote to add to our list of characterizations asking, "How about TOWPATH TOE DOWN?" Thanks, Walt.

On a more serious note, Mr. J. Michael Lewis of Raleigh, N.C., reported that he received his March issue of the newsletter on May 14. (That's five to six weeks after publication.) I have passed this concern to the Board. I know that the Committee on Dues, Budget, and Funding is giving consideration to issues such as postage expense and weighing that heavy as they consider recommendation of a dues increase. If you have concerns and ideas on this issue please contact Board member and Committee Chair Gary Petrichick at:

36 Willets Avenue
Belmont, NY 14813
(716) 268-5187

Dave Johnson continues to contribute to the newsletter. In fact, the June issue contained a number of articles that Dave submitted for which I failed to give him credit. Thanks for your continued support, Dave.

John Wheeler wrote to submit names that were not included in the Douglas Hike listing of dayhikers. Thank you, John. Corrections appear elsewhere in this issue.

Jim Preston sends an invitation to join him in hiking from Williamsport to Great Falls. Mr. Preston completed the remainder of the Douglas Anniversary Hike. He states that he owns a camper van and tents and wishes to complete this hike before the calendar year ends. Any month--September, October, November, or December will be great. Contact Jim if you are interested.

Jim Preston
112 E. Street
Mt. Lake Park, Maryland 21550
(301) 334-9760

Mel Collins, Preservation Society, Cumberland MD, included two articles of interest to Association members. One has to do with canoe trips from Paw Paw being offered by the Green Ridge State Forest Office. See the Calendar of Events for an October trip. Second, an article and photograph from a local paper reports on Girl Scout Junior Troop 78 of Cresaptown, who created their own badge for bicycling between Cumberland and Paw Paw. Thanks Mel.

I wish to acknowledge Ken Rollins, Carl Linden, and my best friend Jane for assisting me in proofing the newsletter.

We look forward to the Paw Paw bends canoe trip this coming weekend and hope to see you *Along the Towpath*.

- - RCP, Editor

And finally for this issue, Dave Johnson informs us that the Hagerstown Stamp Club has issued a third cover in their series. Orders should be sent to the club at the following address:

P.O. Box 2265
Hagerstown Maryland 21741-2265

Please include a stamped, self-addressed envelope with your order.

<u>DESCRIPTION</u>	<u>DATE</u>	<u>COST EACH</u>
Canal Boat and Train	8-14-93	\$ 2.00
Canal Map (Black & White)	2-19-94	\$ 2.00
Canal Map (Hand-Colored)	2-19-94	\$10.00
Canal Engineering	6-08-94	\$ 2.00
Canal Engineering (Hand-Colored)	6-08-94	\$10.00