

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 XXXII

September 2000

NUMBER 3

THE CHESAPEAKE & OHIO CANAL

Harpers Ferry to Dam Number 6

The story of the construction of the C&O Canal continues as we move westward from Dam #3 to Dam #6, where everything came to a temporary standstill. A common theme in both of these locations turns out to be the continuing struggle between the Canal Company and the Baltimore & Ohio Railroad, whose particulars we will want to examine in detail. In addition, we will note and reiterate the effect of financial woes, scarcity of good building material, and unrest and disease among the canal workers, already introduced in the preceding issue of *Along the Towpath*¹.

We begin with the relationship between the Canal and railroad. Writers take various slants on that matter. Mike High believes that after the collision at Point of Rocks and its litigation, the C&O and the B&O "cooperated rather amicably."² On the other wise, *Barrons Guide* states that "As the years went by, the railroad did its best to do the canal in, always fearful of its underlying potentials."³ In James D. Dilts we seem to have a fair-minded assessment even though he writes to tell the B&O story. He describes the struggle of the Canal Company and the Baltimore & Ohio Railroad as a "policy of reciprocal delay and harassment, with intermittent periods of reconciliation."⁴ He tells of how in the Point of Rocks collision the Canal Company had offered a compromise which the railroad turned down, and of how later the railroad put forward a proposal which the Canal Company refused, wanting "nothing for the moment, except the satisfaction of having the railroad admit defeat."⁵ Evidently the truth was that each one feared the other and was convinced that there would not be enough business in the Potomac Valley for both of them.



Dam Number 6

After the opening of Dam #3 in 1833, the Canal Company entered into agreement in 1835 with the railroad to provide for moving freight across the Potomac River from Harpers Ferry to the newly watered section of the canal. This was to be accomplished in two ways: construction of a "tracking path" adjacent to the railroad bridge, and the use of its own cars for transporting goods across the bridge to the canal. (The reader will understand that the B&O had crossed over the Potomac River into what was then Virginia, to reenter Maryland below Cumberland.) The tracking path was indeed constructed but, to the consternation of the Canal Company, the agreement did not provide for access to the path on the Virginia side, and to make things worse a businessman partial to the B&O and hostile to the Canal Company built a warehouse at the very point of access. Later on, the railroad tore down the tracking path and charged the Canal Company unmercifully high rates for transporting its goods over the bridge. Yet one more blow was struck when the B&O cleverly contrived to have the Canal Company raise its rates for carrying flour (in the hopes of staving off legislative action in Annapolis) and then dropped its own rates significantly, so that the Canal's business declined significantly by unfair competition.⁶ We will see the same sort of scenario unfold with the opening of Dam #6, in connection there with the transfer of coal.

¹ Johnson, David M., "Chesapeake & Ohio Canal: The Seneca to Harpers Ferry Edition," *Along The Towpath*, XXXII, Number 2, June 2000.

² High, Mike, *The C&O Canal Companion*, Baltimore, The John Hopkins University Press, 1997, 22.

³ Barron, Lee, *Barron's Chesapeake & Ohio Canal Directory*, Sharpsburg, 1972, pages unnumbered.

⁴ Dilts, James D., *The Great Road*, Stanford University Press, 1993, 104.

⁵ *Ibid.*, 116f.

⁶ Sanderlin, Walter S., *The Great National Project*, Baltimore, The John Hopkins University Press, 1946, 193-196.

HARPERS FERRY TO DAM 6 - continued

We turn now from the operation of the Canal in its first sixty miles to the continuing construction as it moved westward. It is important to remember that the Company's charter provided that the first one hundred miles of the Canal would be built within five years of ground breaking (1833) and that the compromise worked out in Annapolis to resolve the Point of Rocks dispute provided a two-year extension of the charter's requirement.⁷ The reader should also be aware that a great amount of construction work took place simultaneously, as numerous contracts were let out to various contractors up and down the Canal. So it should not surprise us that Dam #4 opened in 1834, one year after Dam #3, and that by using the slack water created behind Dam #4, navigation extended in that same year into mile 100 at Williamsport, even though the Canal did not reach that town until 1835. The Williamsport Banner of April 11 of that year reported, "It was a glorious sight to see the numerous boats as they lay in the basin by night, each illuminated by a coal fire."⁸ And, of course, the arrival of the Canal brought new prosperity:

After the completion of the Canal, boating was remunerative to quite a number of the inhabitants and to the farmers afforded a great market....⁹

Despite such a positive assessment of the waterway's arrival, everything was not "glorious." We must examine the strain caused by deadly disease and chronic unrest among the canal workers.

The cholera epidemic which raged among the canal workers in August and September of 1832, beginning in the Harpers Ferry area manifested itself in the summer of 1833 in the Williamsport section and spread terror and fear among canal workers and townspeople alike. In each case men who saw their comrades sicken and die within twenty-four hours fled for their own safety. For many it was in vain, for they had been exposed already to the deadly disease. Work on the Canal threatened to come to a standstill. Listen to this report to the President and Board of Directors of the Canal Company:

Humanity is outraged by some of the scenes presented; men deserted by their friends or comrades have been left in the fields, the highways, or in the neighboring barns & stables...Excited by the suffering of the miserable victims of this disease the citizens of this place (Sharpsburg) have ministered to their wants and sought to soothe their dying moments; but unfortunately for the cause of humanity, nearly every person who has been with the dead bodies or has assisted in burying them have paid the forfeit with their lives; and now it is scarcely (sic) possible to get the dead buried.¹⁰

The Canal Company established two "hospitals" and organized a group insurance plan. With the receding of the cholera epidemic this program quickly vanished. In Williamsport to this

day Hospital Hill, just outside the town, serves as a reminder of those grim months, for it was there that the victims of the cholera were carried to a makeshift treatment area and then buried in mass graves.¹¹

Another aspect of the pain which accompanied the movement of the Canal into western Maryland was the unrest and violence of the Irish workers.¹² Beginning in 1834 clans fought rival clans periodically, turned on German workers with deadly force, and rioted as they turned on the Canal itself. Of the feuding, Tom Hahn says: "Presumably each (clan) hoped to oust the other from (the) Canal and benefit by resultant scarcity of labor and higher wages."¹³ But, in defense of the Irish we have to note that the Canal Company was itself responsible for much of the unrest by its failure to pay contractors in timely fashion, which resulted of course in earned wages being withheld. So from time to time the militia had to be called upon to restore order among the construction workers but found that many of its citizen members were reluctant to participate in action against the Irish, convinced as they were of the rightness of the workers' cause.

Militia officers described the workers and their families as being "in a suffering and deplorable condition" but determined to prevent further work from being done until they were paid. The local inhabitants assured them that they were in the right and supplied them with provisions on credit.¹⁴

Nevertheless the Canal continued to move westward. Dam #5 was built from 1833-1835, watering eastward through Williamsport down to Big Slackwater. Hancock was reached about that time but awaited the completion of Dam #6. But in the mid 1830s the Canal Company reiterated a policy which threw into doubt the completion of the Canal: There would be no slacking of high standards in construction.

The Canal Company's rigid insistence on perfection in workmanship surely sprang from pride of workmanship and the desire to reduce maintenance costs once the Canal was in full operation. But it failed to take into account the scarcity of good building materials in the area west of Hancock. One engineer reported from Cumberland that "he had never seen a region so destitute of good building material."¹⁵ The cost of materials, higher than estimated damage payments for acquisition of land, increasing labor costs, and the decision to build the Paw Paw Tunnel all contributed to the deepening financial crisis.¹⁶ And as to the sources of income to support construction, the Canal became increasingly dependent upon the state of Maryland alone, and subject to its changing political whims. The company would have gone under in 1836, but for a three million dollar loan from the state and even that was not enough. Listen to how

¹¹ Persistent local folklore unanimously identifies the site of the burials. Sandra Warfield, in A Newspaper History of Life in Washington County, 1820- 1835, Hagerstown, Washington County Free Library, 1990, cites an article from the "Torch Light" of July 5, 1833 which announces the purchase of a burying ground "in the neighborhood of Williamsport" for Catholic canal workers who had become the victims of the cholera epidemic. Unfortunately, the pages in this book are unnumbered.

¹² The Irish-American mother of the writer and the editor will read this section with critical eye, so I have chosen my words carefully!

¹³ Hahn, Tom, Towpath Guide, Shepherdstown, American Canal and Transportation Center, 1997 rev., 147.

¹⁴ Sanderlin, 121f.

¹⁵ *Ibid.*, 123f.

¹⁶ *Ibid.*, 123-126.

⁷ Dilts, 118.

⁸ Sanderlin, 166.

⁹ Williamsport and Vicinity Reminiscences, Williamsport, 86.

¹⁰ Sanderlin, 166.

HARPERS FERRY TO DAM 6 - continued

Mike High sums up the details for us:

The state of Maryland thus committed itself to the completion of the canal, and also took upon itself to hire and fire company directors with each change of political administration. Unfortunately, the company's travails were just beginning. The \$3 million promised by Maryland was contingent on the sale of bonds, and 1836 was the year of worldwide panic.¹⁷

Even so, Dam #6 opened in 1839, and many sections west of there were actually completed before 1842, when work shut down completely for an eight-year period.

Historically this became a very important spot along the towpath, for there for a short distance we have two canals running side by side! To my knowledge this is the only place on the C&O Canal where such a thing occurs.¹⁸ The river lock accessed the Virginia shore; Lock 55, finished in 1840, stood unused until 1850, when the Tunnel was put into service. For eleven years, then, Dam #6 was the terminus of the C&O Canal.

The National Project somehow had progressed to mile 134, with only 50 miles to go to Cumberland. We wonder when it began to dawn upon its leaders that the Canal would not be able to press beyond the "Queen City," if it indeed reached there? By 1842 the cost of construction was already more than double the amount estimated in 1827 for the 184 miles to Cumberland. Now an additional \$1,500,000 was needed to get there, and the company showed \$1,200,000 of liabilities over assets. "Little wonder that many thoughtful people doubted 'The Fifty Miles' would ever be built," observes Tom Hahn.¹⁹

We come now to an aspect of the operation of the Canal which points again to the tension between the Canal and the Railroad. In the same year, 1842, in which work came to a standstill on the C&O Canal, the B&O reached Cumberland. The Canal Company put aside whatever hurt and insult this caused, in order to produce badly needed revenues. It entered into arrangement with the railroad to bring coal down to Dam #6, on the opposite shore, where it would be transferred to Canal boats headed eastward. The B&O then used this agreement as basis for arguing that there was now no reason to finish the Canal.²⁰ And it later raised its rates for providing this service to exorbitant levels, occasioning ineffectual protest from the Canal Company president.²¹ We seem to have here a repetition of the tensions produced at Harpers Ferry, and this telling of the story will end here with a reminder that the B&O and the C&O were competitors locked in mortal struggle.

We have entered a dark and gloomy decade for the Canal. But we have not yet reached our terminus. Hang in, there's more to come.

- - Tom Perry

¹⁷ High, 22.

¹⁸ This is from my own observation. Am I correct?

¹⁹ Hahn, 183.

²⁰ Dilts, 301.

²¹ Sanderlin, 196-198



Lock 44 and Lockhouse During Renovation

LOCK 44 RESTORATION COMPLETED

The restoration of Lock 44 at Mile 99 is one of the Park's 150th Anniversary events. Started in 1995, the restoration was interrupted by the floods of 1996, but was completed and dedicated during Williamsport's Canal Days, 26-27 August. The lock and bypass flume have been rebuilt from the ground up, and the lock house is repainted, re-roofed and re-shuttered. Lock 44 is a fully functional, watered lock. The basin below the lock has been cleared of the vegetation that accumulated over the years and is being shaped to the original contour. It is wide enough to turn a canal boat.

The functional Lock 44, together with the Cushwa Warehouse and the Conococheague Aqueduct, make Williamsport a microcosm of the working C&O Canal.

- - Bill Hibbard

FROM THE PRESIDENT

I will probably be remembered as the president who was always calling for volunteers, but here I go again.

We've been accused of being a secret organization. People usually discover the Canal and then find some time later that we exist. Perhaps we can change that. Why not make a presence at the popular access points? This could be done with a table, a banner, and perhaps a portable kiosk to explain who we are and what we do. This would require organizers, coordinators, and volunteers to man such a display. I know we have members with the necessary skills and enthusiasm to do this. Rita Bauman endorses the idea, and her experience will be helpful. She can provide some good advice, but she has too much to do to take the lead. Who will?

I have found that most people who find the Canal are full of

FROM THE PRESIDENT - continued

questions, but don't know where to turn. Our presence would solve that problem and dispel our reputation as a secret society. I know it would also be lots of fun!

As long as I can remember, John Chandler has been chairman of the Audit Committee. For several years he has sought to be relieved. For some time I have assisted him, but I think in the present circumstances it would be inappropriate for me to continue. The annual audit, instituted at the request of the Treasurer, is usually a one-day job for a two-person team, and is carried out prior to the Annual Meeting. CPA's are not required, and anyone with a little familiarity with record keeping is qualified. Volunteers will be provided with a simple audit program and will have the advice and counsel of either John or myself.

- - Ken Rollins

PRESIDENT'S MEMBERSHIP COMMENTS

For some time, the Board has been reviewing year 2000 membership renewals with concern. The rate has been lagging more than in recent years. At the June meeting, the Board directed the President to draft a letter to those who hadn't renewed for the current year as a reminder and discretely explore possible reasons. A suggested letter was sent to the membership coordinator, along with a return form. The membership coordinator added some usual refinements and expanded the return form to include a survey of member interests, asking for suggestions. On July 19, 369 letters were mailed.

Since Dave Johnson, who usually picks up the mail at Glen Echo, had gone on an extended vacation, we contained our curiosity about the return until Carl Linden had business at the Post Office on August 10. Our friend Yvonne of the P. O. staff was glad to see him so he could take a large box of mail off their hands. We had 159 replies! We anticipate that there will still be others.

This overwhelming response requires analysis. Only two were non-renewals: one couple had moved from the area, and one addressee was deceased. Of the renewals, 71 were individuals, 48 were families, 40 were patrons, and there were a number of additional contributions. Many responded that they either thought they had renewed or didn't remember getting a notice. There were a number of apologies.

Clearly our renewal procedure has been deficient and any apologies should go the other way around. The faith of those renewing is affirmed by a number of complimentary remarks:

"You are doing a great job! Such a wonderful resource so close to a major urban center"

"You do a great job..... [have health problems, but] ..still enjoy your group activities and the 'Towpath'."

"Sorry - I thought I had renewed. Keep up the good work..."

"Sorry for the delay...had bypass surgery...enclosing an extra \$10.00"

"Thanks for the reminder. I always want to support anything to do with the protection of this beautiful area!"

"Keep doing your thing!"

One respondent pointed out the difficulty of skimming the newsletter and suggested e-mail as an economical method for keeping contact, including a dues notice - a good suggestion which will be explored. Another suggested a strong reminder in the January newsletter which we will do.

The only complaint had to do with the removal of trash cans. This will be passed along to the Park Service. Perhaps we can work out some compromise to provide large containers at a few centralized points with locations to be indicated at all places where trash bags are dispensed. This would also be a help to our level walkers.

Of 159 replies, 130 completed the interests questionnaire. It is interesting to note that the tally of areas of interest ranked with a couple of notable exceptions close to the order in which they were listed. Our membership coordinator must know something!

The breakdown is as follows:

INTEREST	NUMBER	%
Hiking	124	94
Biking	76	58
Historical	73	55
Park Preservation	53	40
Bird watching	51	39
Plants & Flowers	50	39
Conservation	40	30
Canoeing	35	27
Camping	19	14
Social events	19	14

'Other' interests expressed included running, photography, horseback riding, painting the Canal and "arty things." One respondent, Theodore E. Bear, added "bees" to his interest in plants and flowers, and to social events he added "parties where food is abundant, any food." He also suggested that an apiarian study be made of the Canal and its environs.

There were a few suggestions that we consider multi-year or even lifetime memberships.

In spite of the regrettable need to resort to these reminders, the whole exercise gave us a useful view of the membership and the reassurance that we are generally in step, as shown by the generous bonus contributions and the favorable comments. Surely we can avoid this problem in the future.

Thanks and congratulations to Barbara Sheridan for a job well done!

TREASURER'S COMMENTS ON MEMBERSHIP RENEWALS

We are very pleased to report that the Association recently completed a successful round-up of members who hadn't previously renewed their memberships for the current year. This sweep brought our dues income back on course to achieve the goal set in the 2000 budget, when earlier it had appeared that we faced a serious shortfall for the year. We thank all of the members who responded to the President's letter (and, of course, we greatly appreciate all those who renewed last winter and did not have to be reminded).

Some of the notes that accompanied the renewals indicate that there is some misunderstanding about our membership policies and renewal procedures. Our membership year is coincident with the calendar year - it runs from January through December, regardless of the date that you originally joined the Association or paid your dues the previous year. All renewals are due on the first of January. This is specified in the by-laws and has been in effect for many years. The only exception is for new members who join late in the year and are credited for the subsequent year. The date through which your membership dues are paid is always on your membership card.

It has also been our procedure for many years to include the renewal notice with the December *Along the Towpath* issue. Those who do not renew by the end of February receive a second notice with their March issue. Finally, those members who do not respond to the two notices included with the winter and spring issues are sent a letter during the summer.

The procedure of enclosing the dues notice in *Along the Towpath* has, over the years, saved the Association considerable expense and countless hours of volunteer work preparing an additional mailing to the entire membership. However, our recent experience, particularly this year, suggest that this process has become less effective than previously. We are not sure of the reason for this, but we feel it is important to receive renewals early in the year, so we don't have to curtail programs because of uncertainty about our income.

Therefore, the board of directors has decided that we will send out renewal notices for 2001 as a separate mailing to all members this winter. This will entail additional expense - for printing, stationary, and postage - and additional work for those members who will be asked to volunteer to stuff and address the envelopes. We hope that the results will justify their efforts.

-- Dave Johnson



FALL HERITAGE HIKE

Dam #4 to Ferry Hill

Please consider joining us on Saturday, October 28, 2000, for our annual Heritage Hike on the Towpath. We have a special day planned. This year, we will be in the Sheperdstown area with 12, 8, and 4-mile segments planned to suit various walking inclinations and abilities of our members and guests.

To reach the beginning point, take I-70 to the Rt. 65 exit and go south into Sharpsburg, where you turn right onto Rt. 34. A couple of miles out of town you will come to the C&O Canal NHP Headquarters on the right. Enter and park in the designated areas. Buses will pick us up at 10 A.M. and deposit walkers at Dam Number 4 (12-mile hike), Taylor's Landing (8-mile hike), and Snyder's Landing (4-mile hike). The bus ride fare will be \$2 for each participant.

Please pack yourself a brown bag lunch and drink. John Bowman is preparing handout sheets interpreting what you will see as you walk.

At the conclusion of your hike, return to your car and drive over the bridge into Sheperdstown, turning left on German Street at the four-way stop. Supper will be at the Entler Hotel at the corner of East German and Princess Street in Sheperdstown (Parking is available behind the hotel at White Hall of Shepherd College, Princess and High Streets.).

At 4 o'clock, Jay Hurley will talk about the Rumsey Boat replica and the feat that James Rumsey accomplished at Sheperdstown twenty years before Fulton's Claremont, December 1787.

Happy Hour is at 4:30-5:30 P.M. with supper at 5:30. The after-dinner speaker will be Matthew Logan, new CEO of the Potomac Conservancy. We are interested in *building bridges* between our two organizations. Seating for supper will require special logistics, so we need your reservation by Wednesday, October 18. (It is not necessary to register to hike.) For additional information call Sonny DeForge, 301.530.8830, or Tom Perry, 301.223.7010.

**See the enclosed insert for dinner
reservations.**

ON THE LEVEL

by Level Walker Chair Karen Gray

Winter is the very best time of the year for level walks. With foliage gone, not only are views spectacular, but litter off the Towpath becomes visible and can be retrieved without concern about poison ivy and other risks of the warmer seasons. In addition, one can more easily see and study the historic structures along the canal, such as culverts, locks, and lockhouses. It's a good time also to make photographs of such structures for comparison on future walks. Are stones falling or shifting dramatically? Have holes formed in the prism over culverts? Such things merit comment in the "Conditions of Note" section of Level Walker reports, along with the usual evaluations of the towpath, hiker-biker and recreation area facilities, etc. Winter inspections are most helpful in documenting conditions and recording changes.

A reminder: Don't forget to check the portable toilets and report if you find that litter and garbage is being dropped into them. Also, expect watered sections of the canal to be drained in winter and handles removed from pumps at hiker-bikers (as they are the rest of the year if the water is not sufficiently pure).

The deadline for reports included in the next issue is Nov. 10. Reports can be mailed or e-mailed but in whatever form you submit them, **please use the standard form** with the full identification of your level (number, mile and identification points at both end), yourself (name, address, phone, etc.), and all the required topics (date, time, weather, garbage, vehicles and human usage, conditions of note, flora and fauna, and other comments). Contact me by phone at 202.333.6947; by e-mail at kmgrayphd@cs.com; or by mail at 825 New Hampshire Ave., NW #304, Washington DC 20037-2307.

New assignments during the past quarter include: Tammy Davis, #23, Michelle Fink, #14, Angela Fitzgerald, #10, Jim Mullenex, #69, Don Rathburn, #68, Bill Romano, #65, and Diane Summerhill, #42. Level Walkers are always needed. No level can be walked and reported on too often but some levels badly need walkers and I especially hope to find folks willing to take them on.

HIGHLIGHTS FROM NEW LEVEL REPORTS for the period from early May, to early August. General comments: This summer of frequent violent thunder storms with heavy rain up and down the Potomac valley has left large branches and trees down here and there along the Canal as well as many water-filled holes or muddy areas on the Towpath. Most walkers however are finding little in the way of litter. Winter walks will reveal whether there is little out there or if it is simply hidden by seasonal foliage.

#1 Tidelock to the Incline Plane: 5/15-16 & 22; 6/8, 9, 12, 22, 29; 7/7,13 **John Barnett:** Reported regularly on unsanitary conditions where homeless live under Key Bridge. (If you notice how clean the Georgetown level is, credit goes to John for his regular and hard work.) 7/7, **B.K. Lunde:** Reported on the deterioration of the pedestrian bridge over the canal on Potomac St. (belonging to the city of Washington). **#2 Incline Plane to Lock 5:** 7/1, **Paul Hagan** reported on two areas particularly prone to severe litter, at the sidewalk at Chain Bridge and Canal Road; and at the end of the Dalecarlia spillway from the Towpath to the Potomac. 7/18, **Bill Quinn,** reports graffiti removed from the B&O bridge but graffiti remains on the Chain Bridge sewer pikes and support structure. **#3 Lock 5 to Cabin John Creek:** 6/20-22, **James Wilson:** reported recently fallen tree across the canal below the Sycamore Island ferry.

#4 Cabin John Creek to Lock 14: 7/25, 8/9, **Fred Mopsik** with canine assistants **Cleo** and **Logan:** Reported fallen trees in the canal and a large branch across the towpath. **#5 Lock 14 to Cropley:** 5/31, **Jim and Jan Heins:** Reports multiple occasions of picking up litter along this level (also members of the Bike Patrol). **#6 Cropley to Lock 20 (Gt. Falls Tavern):** June, **Helen Johnston:** Reports deer are so numerous they are destroying vegetation in the woods and on both sides of the canal. She also reports that the eagles nesting on Conn island left the nest early, leading her to suspect that their nesting was unsuccessful this year. 8/8, **John Kimbrough** noted considerable erosion and puddling on the towpath due to recent heavy rains. **#8 Swains Lock (21) to Pennyfield Lock (22):** 5/30, 6/20, 7/28, **Paul and Maggie Davis:** Noticed strawberries abundant and ripe the end of May and reported that trees previously reported in the canal have been removed.

#9 Pennyfield Lock (22) to Seneca Aqueduct: 7/6, **Michael Schuchat:** Found the canal well-watered from Lock 23. **#10 Seneca Aqueduct to Lower end of Tenfoot Is.:** 7/8 **Carol Purcell:** Counted 78 vehicles at Seneca at 9 a.m., 84 when she left. Carol's report comes with lengthy and detailed lists of flora and fauna. **#11 Lower end of Tenfoot Is., to Sycamore Landing:** 6/9, **Judy and Don Plumb:** Encountered 1 backpacker, 6 hikers, 3 dog walkers and 2 birders with 3 motorboats on the placid Potomac. 7/8, **Marv and Sandy Kahn** noted park signs near the parking lot had been well-shot up. **#12 Sycamore Landing to Edward's Ferry:** 5/12 **Stephen Pollock,** Found the towpath in beautiful shape but stinging nettles in abundance. **#15 White's Ferry to Woods Lock (26):** 7/12, **Richard Tibbets:** Reported water in the prism along most of the level and turtles in abundance along with a variety of

ON THE LEVEL - continued

species in bloom and birds seen or heard.

#16 Woods Lock (No. 26) to the Monocacy Aqueduct: 5/19, 7/4, **Michael Cianciosi:** Noted an increasingly eroding hole at Mi. 41.2 where the canal water drains into the Potomac. Frogs, turtles and 2 snakes observed in July.

#19 Point of Rocks to Catoctin Aqueduct: 7/23, **John and Susan Anderson:** Counted 50 cyclists during their walk and reported one large patch of mud across towpath.

#23 Lock 33 to Dam 3: 5/28, **George Wyeth:** Reported Lock 34 shored up with timbers. [Supt. Faris indicated the shoring was protecting the lock from vibrations of heavy equipment being taken across above the head of lock to towpath and down to Lock 33 on which stabilization work is being done.]; 6/10, **Tammy Davis,** Parking levels full along Harpers Ferry road with moderately heavy usage by walkers, bikers, fishermen and swimmers as well as more than a dozen horseback riders.

#28 Lock 38 (Shepherdstown) to Lock 39: 5/29, **John Frye:** Found towpath in great shape and Lock 38 mowed.

#29 Lock 39 to Snyder's Landing: 7/21, **Jack Magarrell,** found red raspberries along the towpath, ripe and sweet.

#32 Middlekauffs Basin to Dam 4: 6/27, **Bill Wentzel,** Most of his effort went into clearing minor tree debris from the towpath.

#35 Opequon Jct. to Lock 43: 7/6, **Dave Engstrom,** encountered only 2 bikers and saw a great horned owl about 2' tall.

#38 Lock 44 to High Rock Quarry: 7/2, **Gary Naugle:** Found much recent storm damage between Mi. 100 and 101, including 2 very large trees uprooted.

#41 Dam 5 to 4 Locks: 7/8, **B. K. Lunde,** reported 2 trees caught on Dam 5, and a new "Dam Ahead" sign for boats at Two Locks.

#42 Four Locks to McCoys Ferry: 6/30, **Diane Summerhill,** found a heap of garbage at North Mtn. campsite and observed a doe with 2 fawns near McCoys Ferry.

#43 McCoy's Ferry to Fort Frederick: 7/8, **Teresa Harshman:** Reported blackberries were ripe. Saw 14 deer.

#44 Ft. Frederick to Ernstville: 5/31, **John Bowman:** Found towpath somewhat muddy in places; 6/4 **Pete and Thelma Peterson:** Found the level as good or better than last year. 7/2, **Hal and Jane Larsen:** Reported towpath in pristine condition.

#45 Ernstville to Licking Creek Aqueduct: 6/26, **Joe Kochenderfer:** Reported all-terrain-vehicles running through the prism of the aqueduct, eroding it and driving dangerously on the towpath.

#50 Lock 53 to Lock 55/Dam 6: 6/2, **Gren Whitman and Janice Plotczyk,** Noted that they have patrolled this level 26 times in the past 9 years and reported meeting a park ranger on patrol in a pickup; 6/18, **Ed Leisinger and Karen Elliott:** Found a large branch completely across the towpath and a large tree blocking much of the path.

#51 Dam 6 to Sideling Hill Aqueduct: 6/28, **Aubrey Pearre:** Encountered many long-distance bikers headed toward Cumberland or Washington, some on tandem bikes.

#57-58 Lock 61 to Paw Paw Tunnel Parking: 5/12, **Barbara Sheridan:** Reported a wood duck hen with 9-10 ducklings and a naked biker peddling down the towpath from the tunnel who went behind a lockhouse to put on a pair of shorts before continuing when he realized he'd been seen.

#63 Lock 71 to Culvert 223: 7/23, **Jim Preston:** Met a camper at Pigmans Ferry who had started in Delaware and was on his way to Kentucky via the "American Discovery Trail."

#65 Spring Gap Recreation Area to North Branch: 7/29, **Bill Romano,** encountered omni-present, hard-working Cumberland-area walker, Jim Preston. Also reported graffiti on sign at entrance to picnic area and on latrine door.

#66 Lock 74 to Mexico Farms: 7/28, **Jim Preston:** Noted new gravel on sections of towpath and stated that for the first time in recent memory there was no odor from the sediment basins near mile 176.

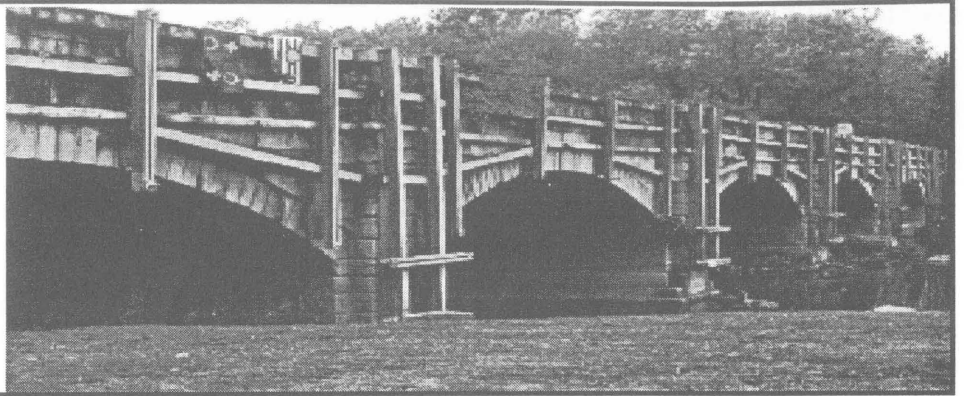
REMEMBERING ANSON COURTER

Anson Courter, formerly of the Dickerson area, was a great friend of Justice Douglas and made a significant contribution to the creation of the Park. He participated in many reunions through the years. On her membership renewal, Francis Courter wrote the following:

My husband is no longer with us, but I want to tell you, we both enjoyed our hours on the Canal and the Association - from the Justice and others. We savor the time we spent on the Potomac--and the memories of the times spent there enrich my remaining years.

- - Ken Rollins

The Monocacy Aqueduct Report

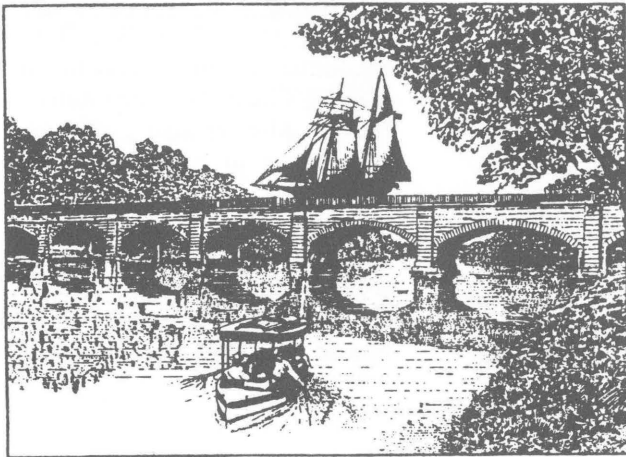


BELIEVE IT OR NOT! TALL SHIP SEEN SAILING ACROSS THE MONOCACY AQUEDUCT

With *The Washington Post's* permission we reprint below an incredible scene with an accompanying letter we sent to the paper's "Free for All" page recently. Some of our readers may not have seen it. The *Post* correspondent's slip of the lip did not sink a tall ship, but led to one ending up perched rather prettily atop the Monocacy Aqueduct in full sail--a Baltimore Clipper, no less. The ship was on its way to the tall ship celebration in New York in July but is taking a peculiar tack to get there.

SATURDAY, JULY 22, 2000

R DM VA



BY TOM KOZAR

A Tall Order Filled

As noted by a July 1 Free for All letter, the June 24 Metro story on the tall ships had one contingent leaving Baltimore and turning down the C & O Canal (instead of the Chesapeake & Delaware Canal). The letter writer said it would be amusing to conjure up a tall ship on the canal. Above is a Baltimore Clipper schooner crossing the Monocacy Aqueduct on the C & O Canal, as conjured up by canal artist Tom Kozar.

—Carl Linden

ANOTHER BELIEVE IT OR NOT! AQUEDUCT WITH FOUNTAINS DISPORTED

Below is another remarkable aqueduct scene. Look closely. Streams of water are spouting out from the sides of the aqueduct. This is an actual photo of the Monocacy Aqueduct in 1917, from the John Thompson Collection. We didn't make this up! In fact, we have a corroborating document from late last century in our files from an engineer who marveled at the excellence of the structure but noted that it leaks rather a lot. He was not a poet. Are not these "leaks" but fountains enhancing the aqueduct's beauty?

Incidentally, the engineers plan to make the rehabilitated aqueduct watertight. However, for the sake of historical accuracy they might just consider adroitly placing a series of small pipes from the prism to the outside walls to simulate these "leaks" or "fountains" (depending on how you look at it) in the event the whole canal is re-watered at some glorious time in the future.



In any case, whatever you make of the above, support your local aqueduct with a contribution today!



The National Park Service

VOLUNTEERS ON THE CANAL

Fall Volunteer Schedule

Help us prepare for three million visitors that enjoy the park each year. Enjoy your weekend mornings with park staff repairing trails, clearing vegetation, removing trash and debris, and more! Projects are scheduled along the entire length of the towpath. Look for the area that you enjoy the most and call us to sign up.

PALISADES (Georgetown to Pennyfield)

301-767-3706

DATE	LOCATION	WORK TO BE PERFORMED	TIME (a.m.)
Sept. 23	Lock 6	"National Public Lands Day" / repair trail	9-1
Oct. 14	Fletcher's Boat House	Remove vegetation from stone wall on C.C.T.	9-1
Nov. 4	Great Falls	Mule barn and paddock repair	9-1

MONOCACY (Seneca to Dargan)

301-432-5164

DATE	LOCATION	WORK TO BE PERFORMED	TIME (a.m.)
Sept. 29	Harper's Ferry	Hike and pick up trash	9-12
Oct. 21	Lander	Interior repair work on lock house 29	9-1

WILLIAMSPORT (Antietam to Dam #5)

301-582-1071

DATE	LOCATION	WORK TO BE PERFORMED	TIME (a.m.)
Sept. 30	Taylor's Landing	Pick up trash / prune vegetation	9-1
Oct. 7	Dam #4	Pick up trash / prune vegetation	9-1

HANCOCK (Dam #5 to 15 Mile Creek)

301-678-5548

DATE	LOCATION	WORK TO BE PERFORMED	TIME (a.m.)
Oct. 7	Dam #5	Pick up trash / prune vegetation	9-1
Oct. 28	Round Top cement mill	Remove vegetation	9-1

NPS - continued

EXPERIENCE THE SENSATION OF A C&O CANAL BOAT RIDE

To experience the sensation of what it was like to go through a lock on a canal boat, take a relaxing mule-drawn boat ride down the C&O Canal. Park rangers, dressed in period clothing, operate a replica canal boat as they interpret the history of the canal at Great Falls and Georgetown visitor centers. The round-trip boat ride takes about one hour. Beginning Saturday, September 16, the following schedule will be in effect.

The Great Falls Visitor Center offers boat rides on Mondays, Wednesdays, Thursdays, and Fridays at 11:30 a.m., 1:30, and 3 p.m. On Saturdays and Sundays, trips are offered at 11:30 a.m., 1:30 and 3 p.m.

The Georgetown Visitor Center offers wheelchair accessible boat rides at 11 a.m. and 3 p.m. on Wednesdays and Fridays. On Saturdays and Sundays, trips are offered at 11 a.m., 1:30 and 3 p.m.

Tickets are \$7.50 per adult (15-61); \$6 per senior citizen (62+); and \$4 per youth (4-14). Children ages 3 and under are free. The Great Falls Tavern Visitor Center is located at 11710 MacArthur Boulevard, near the intersection of Falls Road in Potomac, Maryland. There is an entrance fee of \$4 per motor vehicle or \$2 for hikers and bicyclists. For more information, contact the visitor center at 301-767-3714, open daily from 9 a.m. to 4:30 p.m.

The Georgetown Visitor Center is located at 1057 Thomas Jefferson Street, N.W. in Washington, D.C. For more information, contact the visitor center at (202) 653-5190, open Thursdays through Sundays from 8:30 a.m. to 4:30 p.m.

There are four other visitor centers on the C&O Canal:

The Brunswick Visitor Center is located at 40 West Potomac Street in Brunswick. The hours of operation are Thursdays and Fridays from 10 a.m. to 2 p.m. and Saturdays and Sundays from 10 a.m. to 4 p.m. The telephone number for the Brunswick Visitor Center is (301) 834-7100.

The Williamsport Visitor Center is located at 205 West Potomac Street in Williamsport, Maryland. The hours of operation are from Wednesdays through Sundays 9 a.m. to 4:30 p.m. For more information, call the Williamsport Visitor Center at (301) 582-0813.

The Hancock Visitor Center is located at 326 East Main Street in Hancock, Maryland. The visitor center is open Fridays through Tuesdays from 9 a.m. to 4:30 p.m. The telephone number for the Hancock

Visitor Center is (301) 678-5463. Page 3--Experience the sensation of a C&O Canal boat ride.

The Cumberland Visitor Center is located at the Western Maryland Station in Cumberland, Maryland. The visitor center is open daily from 9 a.m. until 5 p.m. For more information, contact the Cumberland Visitor Center at (301) 722-8226.

Visit the C&O Canal during its 150th anniversary celebration and unlock the treasures of this historical park.

CAMPING FEE INITIATED AT C&O CANAL DRIVE-IN AND GROUP CAMPSITES

Beginning June 12, a camping fee was initiated at five drive-in campgrounds and two group sites located within the C&O Canal National Historical Park. The drive-in campgrounds include Antietam Creek (mile 69.3), McCoys Ferry, (mile 110.4), Fifteenmile Creek (mile 140.9), Paw Paw (mile 156.8) and Spring Gap (mile 173.3). The fee for drive-in campsites will be \$10 per night. The fee for group campsites located at Marsden Tract and Fifteenmile Creek will be \$20 per night. Holders of Golden Access and Golden Age Passports are entitled to a 50 percent discount.

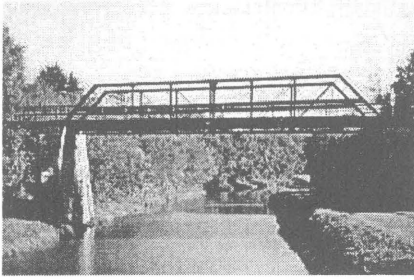
Campgrounds are being updated with new grills and portable toilets. Water will now be available for the first time at McCoys Ferry and Spring Gap. Each campground will also have one handicapped campsite. The park will retain 80 percent of the camping fees collected and they will be used to support campground maintenance, interpretation and resource management. Funding will also provide for additional law enforcement staff to help provide a more family-type atmosphere.

All campgrounds and the Fifteenmile Creek group campsite are available on a first come, first served basis. There is a maximum stay limit of 14 days between May 1 and September 30. Marsden Tract requires an advanced permit, available by calling the Great Falls Fee Office at (301) 767-3731. Recreational Vehicles up to 20 feet in length are allowed in McCoys Ferry, Fifteenmile Creek and Spring Gap. Antietam Creek and Paw Paw are tents only.

There is a limit of 8 persons/site in the campgrounds. Groups larger than 8 need to use the group campsites or register for more than one site in the campgrounds.

For additional information, please call Keith Whisenant at 301.714.2222.

Williamsport's Historic Bridges of the C&O Canal National Historical Park



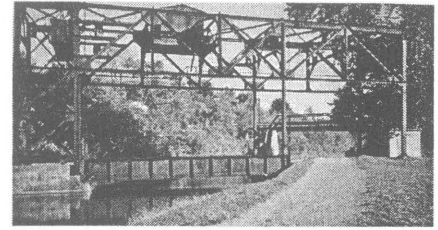
Bollman Bridge

The Bollman Bridge was built in 1879 to replace the original wood bridge built by the C&O Canal Company. The stone piers are the original bridge supports. When the Canal was completed in Williamsport, the flat area between the Canal and the Potomac River was used for grazing and other purposes. Because the Canal would isolate the area from the town, the Canal Company was required to build a bridge over the canal. Today, the Williamsport Bollman bridge is a part of the C&O Canal National Historical Park and is maintained by the National Park Service.

The Bollman bridge was built in one month, for a cost of \$1,075. The contract specified a bridge "sixty-four (64) feet, six inches between masonry, eleven (11) feet wide in the clear with wrought iron floor beams and wooden floor." The original wood bridge served from the Canal's opening in 1838 until its Bollman replacement, forty years later. During its lifetime the old bridge suffered the use and abuse of the Civil War as Robert E. Lee, Stonewall Jackson and other Confederate generals crossed the Potomac on the way to and from the battle-fields of Pennsylvania and Maryland.

Many Bollman bridges were built in the United States during the 19th Century, mostly for the B&O Railroad, but some were built for the horse and wagon traffic of the day. Today's trucks are too much for the horse and wagon version, and only a few examples remain today. The Williamsport bridge is limited to 3 tons load and a five mile per hour speed limit, which is a slow pickup truck. The bridge uses a Pratt truss design. Bollman had designed and patented his own truss, the Bollman truss, which added diagonal tension elements to the Pratt truss, improving its performance but increasing the complexity and cost. The diagonal elements also proved difficult to design, and the simpler Pratt truss was generally adopted for all later Bollman bridges. There is one remaining example of the Bollman truss preserved in Savage, Maryland, between Baltimore and Washington DC.

Wendel Bollman was a pioneer in the use of iron for bridges, replacing the wood structures of the early B&O Railroad. Bollman's patented truss was the first railroad bridge in the world to use iron in all of its structural parts. He was widely considered the greatest bridge builder in America from 1850 to 1880.



Rail Road Lift Bridge

The Williamsport railroad lift bridge is believed to be the world's smallest railroad lift bridge. It was built in 1923 to bring coal to the new Electric Power Plant. It was used for the first time in early April of 1924. Soon thereafter, the C&O Canal permanently ceased operation, and the railroad bridge was never again raised for a canal boat to pass. It did, however, continue to carry coal trains across the canal until the middle of this century, when coal delivery was switched from trains to trucks.

A unique feature of the bridge is its asymmetry. While the eastern end of the lift section begins at the edge of the canal, the western end extends to the far side of the towpath, about twenty feet (7 meters) beyond the canal edge. This was necessary to allow the mules to pull the canal boats past the bridge. There are two massive counter weights, one at each end of the bridge. These weights are slightly less than the weight of the lift bridge, so the bridge will try to drop if unconstrained. Because of this arrangement, the bridge can be raised and lowered with a rather small motor and steel cables attached to the four corners of the bridge. The lift cables are connected to a drum in the machinery shack at the top of the bridge. The drum is connected to a ten horse-power electric motor by way of a large gear, called a bull gear. The motor controls are located in the concrete building near the end of the bridge.

The Park Service hired an engineering firm to survey the bridge and assess the work needed to restore the bridge to operating condition. Based on tests and observation of the structure and machinery, the engineers concluded that the bridge was in relatively good condition and could be restored to its original, working condition for a reasonable cost.

The bridge has attracted researchers from the Society for Industrial Archeology. A paper on the bridge was presented at a conference of the Society.

The Route 11 Highway bridge across the Potomac River was originally built as a private toll bridge in the first decade of the 20th Century.

Williamsport's Historic Bridges - continued

Prior to its construction, a ferry provided the only means of crossing the river in this area. The ferry carried passengers and freight from 1749 until the bridge opened in 1908, nearly 160 years.

The toll bridge was severely damaged by the 1936 flood and was taken over by the State of Maryland. The State rebuilt the bridge in its present configuration in the early 1950s.

During the Civil War, both the Northern and Southern armies crossed the Potomac many times at Williamsport. The ferry was, of course, completely inadequate for carrying an army across the river though it was used to carry the wounded Confederates after Gettysburg. So the armies forded the Potomac at several locations near Williamsport.

At that time the river was shallower than at present because the dam had not been built at the power plant. Nonetheless, General Lee was trapped in Williamsport by high water for a week following his defeat at Gettysburg. He finally escaped mere hours before the Union attack that might have ended the Civil War two years earlier.

- - Bill Hibbard

NATURE NOTES

A pair of orioles in the trees near the Great Falls Tavern tantalized us in early summer. We heard the male bird's lusty song repeatedly during nesting season, but often failed to see him. Since he sang consistently in the same area for several weeks, we hope he had a nest and succeeded in raising young.

The pair of eagles on Conn Island apparently had an unsuccessful nesting experience this spring. At any rate, they disappeared rather early in the summer with no trace of young eaglets.

Again this year we saw barn swallows passing through, no longer stopping to raise families at the Tavern. For a number of years we watched as they built nests at the tops of shutters or posts. Later we had no difficulty in knowing whether their nest-building effort was successful. At each nest three to five young birds clamored for food with bills wide open as busy parents tried to keep them satisfied. Tavern repair and summer crowds apparently made barn swallows search for nesting sites elsewhere.

Perhaps the most surprising wildlife found on summer walks was a slender green snake about a foot long. He melted successfully into his green background at the edge of the path, but a sharp eye saw his movement. Even more quiet than the green snake was a skink seen at the base of a tree at the edge of the Towpath.

Box turtles once lumbered through the summer woods on the Gold Mine tract back of the Tavern. No box turtles have been seen for a number of years. Perhaps their habit of lumbering across well-traveled roads is the reason. In past years, it was not unusual to see a well-mashed turtle at the edge of the park.

As August turns to September, the smooth green berry-like fruit on the fringe of the trees starts to darken. Goldenrod is turning yellow, blue lobelias are starting to bloom, and various kinds of sunflower are showing bright yellow color. The long-blooming Bouncing Bet continues to bloom at the edge of the Canal. Large-flowered white mallows appear on mid-river islands. The seed pods of jewel weed explode, scattering seeds in all directions.

The butterfly pea continues to have a few flowers in rocky crevices at the Towpath's edge. Seed balls on the button bush are darkening in color. The passion flower vine hides its bloom under its leaves. Bottle brush ripens and the tiny flowers of smartweed turn dark pink at the Towpath's edge. Pawpaw fruits are still hard and green, but the time will soon come for making pawpaw bread from the ripened fruit.

Sights and Sounds of the Season walks are scheduled on the first and last Wednesday and Saturday every month of the year. They start at 10 a.m. at Great Falls Tavern with leadership by three Park Service volunteers: Betty Hensen, Betty Bushell and Helen Johnston. Each walk is introduced by a brief slide show based on current sights in the Park.

- - Helen Johnston

BIKE TRIPS 2000/2001

Since our October 2000 bike trip is fully subscribed, we are not pushing for any further registrations. However, looking ahead to next year, I am thinking about offering a second trip in the spring, as well as what has become the traditional one around Columbus Day. (The first bike trip of the Association in which I participated was in May.) But I need to know if there is interest, and whether potential participants would like to camp or take refuge in motels/B&Bs.

Remember, next year's calendar appears in the December issue of *Along the Towpath*, so I need to hear from you, soon, with ideas. Write me at: 116 S. Conococheague St., Williamsport, MD 21795.

- - Tom Perry

CONTINUING HIKE SERIES

In honor of the 150th anniversary of the completion of the canal, the Continuing Hikes for 2000 have been a series of back-to-back ten mile linear segments with the goal of completing the entire 184.5 miles in May 2001.

The last two hikes in 2000 will be Saturday and Sunday, November 11 and 12. We will meet at the Williamsport Visitor's Center on Saturday and shuttle hikers to McMahons

CONTINUING HIKE SERIES - continued

Mill. On Sunday we will meet at the Four Locks Picnic Area at 10:00 AM and shuttle hikers to Williamsport. Bring water and lunch. If enough people are interested, group dinners at a local restaurant (possibly in Hancock or Hagerstown) will occur after the hikes.

The segments continue in January, but in the meantime plan on attending one or both New Year's Hikes (Hancock Visitor Center 2:00 PM Sunday December 31 and 10:00 AM Monday January 1). Last year we had dinner, breakfast, and late lunch/early dinner as a group at Weaver's; this year? Come and find out.

The Frostbite Hike will be in the Harpers Ferry Area. Meet at Lock 34 at 10:30 AM on December 2. The iron mines on the berm will be investigated.

Call Pat White 301.977.5628 for more information.

ACKNOWLEDGMENT OF CONTRIBUTIONS

With appreciation, the C&O Canal Association acknowledges the following persons who, and organizations that, have contributed to the Davies Fund (D), C&O Canal Fund (C), or the Monocacy Aqueduct Fund (M) since the last report in ATP:

Robert and Eileen RABSON	M
Shirley STRONG	M
R. Booth CHAPMAN	M
Ruth A. SEXTON	CM
George B. WYETH	C
Mr. and Mrs. John BRIER	M
Porter W. VENN	CM
HAGERSTOWN COMMUNITY COLLEGE	M
Steven M. GARRON	M
Robert Bradley NELSON	CM
Richard E. NAUEN	M
Jane T. LARSEN	M
Linda L. RICHMOND	M
Mr. and Mrs. Samuel ADAMS	M
Diana M. NISKERN	C
Charles "Mike" HIGH	C
Douglas SANDERS	M

THE NEWS FROM ENGLAND

The British are reinventing the wheel, specifically the Falkirk Wheel. Now under construction, this innovative contraption is a new kind of boat lift, taking the place of an inclined plane or a lift lock. It is part of the restoration of the Forth and Clyde Canal.

As early as the reign of Charles II, planners conceived the idea of a canal to link the Clyde River and the Firth of Forth in Scotland. Such a canal would provide passage from the

Atlantic to the North Sea, then known as the "German Ocean." After much hemming and hawing, especially dealing with vociferous complaints and demands from Glasgow merchants, construction finally began after authorization by an act of parliament in 1766. The digging began from the east end in June 1768, but funding problems held things up so that the canal could not officially open until July 1790. The waterway was 35 miles long, six feet wide and nine feet deep, with a 3.5-mile branch into Port Dundas in Glasgow. It had 20 locks and the Kelvin Aqueduct, the largest in Britain at the time.

In the canal's heyday, cargo vessels made the trip in one day, while passenger boats, known as "swifts," could do it in three to six hours. But inevitably the canal's demise resulted from the introduction of rail transportation. The first blow came when the Caledonian Railway acquired the waterway in a deal to purchase the Grangemouth docks. In 1948 the British Transport Commission took over the Forth and Clyde, followed by acquisition of the canal by the British Waterways Board in 1962. However, it was not only the rails that finally doomed the canal but also the trucks. When a bypass on the main Glasgow-Stirling road was built to cross the Forth and Clyde, a lift bridge was needed if boat traffic was to continue. Rather than make this substantial investment the canal was closed, ceasing navigation in January 1963.

Now, as part of the Millenium Link Partnership established to restore canals in Britain, the Forth and Clyde is being brought back to life. In reconnecting this waterway with the Union Canal, planners decided to construct the Falkirk Wheel, the world's first rotating boat lift. This swinging structure will be able to carry eight or more boats at a time, and a single trip will take about 15 minutes. It will be 115 feet high and 100 feet long and will stand on a 330-foot wide circular basin with moorings for more than 20 boats. The whole site dedicated to the wheel will take up 110 acres, including an abandoned open-face mine. About 1900 a German engineer had proposed a rotating lift. But it was never built. The Falkirk Wheel will be the world's first rotating boat lift and the first boat lift to be built in Britain since the Anderton Boat Lift in Cheshire in 1875.

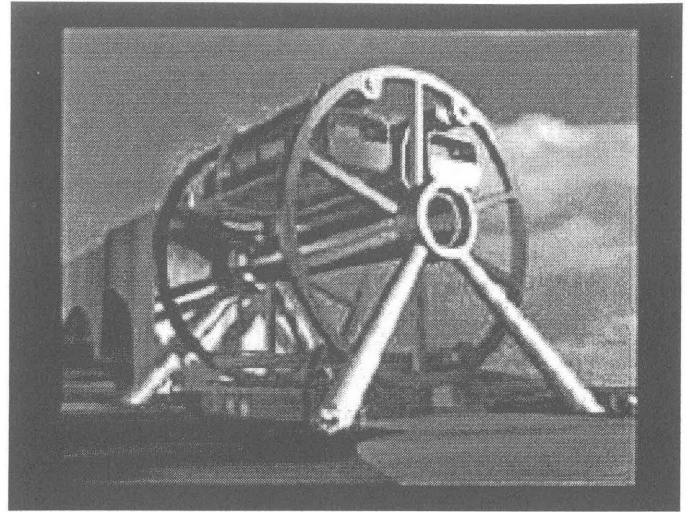
Construction of the wheel began this summer (2000) and is scheduled for completion in the fall of 2001. This work will correspond with the restoration of the Forth and Clyde with its road overpass. The wheel site will include a new section of canal, two aqueducts, a tunnel, and a railway bridge, as well as the basin. The wheel will be a white form with curved lines, giving the structure a sculptured appearance. Visitors will be able to view this spectacular mechanism on boat trips to the site. In addition, a visitor center near the wheel will provide a good spot to see it in action. People have observed boats slowly raised in locks or creeping up or down on inclined planes. Now they will have the opportunity to see boats swung around by this gigantic wheel. There are other worthy

THE NEWS FROM ENGLAND - continued

sights in Scotland, but this remarkable product of British engineering should be on everybody's list.

That the British are dedicated to restoring their canals is reflected in the cost of the Falkirk Wheel, approximately 25 million dollars. The entire restoration of the Forth and Clyde with its connection to the Union Canal comes to about 117 million dollars. It seems remarkable that Britain is expending such sums to restore canals when the national highway system needs improvement and the railroads need modernization. But the restoration of canals is being accomplished by partnerships of public, private and voluntary entities. Local councils and corporations contribute some of the money, but the British government is making generous grants to restore the canals. The goal is to improve the environment, restore sites along canal banks, support commercial and leisure developments, and ensure easy access to the canals for all users.

-- Hal Larsen



Conceptual drawing of the Falkirk Millenium Wheel by Magpie Designs. Barges (canal boats) will be enclosed in gondolas, and then lifted hydraulically between locks.



Ken Rollins blows out the candle on his birthday cake with Carl Linden's assistance. The party was held at Dr. Jim and Mary Ann Moen's home during CanalFest at Cumberland. Photo thanks to Jim - cake by Mary Ann

NOTICE - At noon on October 1, 2000 at the Glen Echo Town Hall, a planning meeting will be held for the Association-sponsored *March for Parks* April 2001 event. We want to have our plans ready to implement after the holiday. Bring your ideas, large or small, and meet immediately prior to the Board of Directors meeting.

- - Rita Bauman

Along the Towpath is published in March, June, September, and December by the C & O Canal Association (COCA). Articles for publication should be received by the 15th of the month prior to publication. Please mail articles to:

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Woodbridge, Virginia 22192
janeandbob.perry@erols.com

Membership in COCA is open to all persons with an interest in the C & O Canal, the C & O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, and are assessed on a calendar-year basis. Dues should be mailed to:

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

A newsletter subscription is included with membership.

COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

COCA maintains a home page on the WWW at <http://www.omcdesigns.com/canal>. The COCA Webmaster is Olivia Casasanovis. COCA also maintains a telephone for information and inquiries. Please direct calls to (301) 983-0825.

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Assistant Superintendent
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Admin Officer
Asst Ch. Ranger & Chief, Visitor Protection Branch
Chief, Natural and Cultural Resource Mgmt Branch
Chief, Interpretation Branch
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11710 MacArthur Blvd, Potomac, MD 20854
District Ranger 301.767.3707
Supv Ranger - Fee Collection 301.767.3703

Tom Nash
Terry Barbot

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1055 Thomas Jefferson Street, Washington, D.C.
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Sup. Ranger - Interpretation

Kathy Kupper

GREAT FALLS TAVERN VISITORS CENTER

Great Falls Tavern Information
301.299.3613
Sup. Ranger - Interpretation 301.767.3702

Rod Sauter

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

WESTERN MARYLAND DISTRICT

District Ranger 301.842.3128

Mark Spier

Western Subdistrict 301.478.5063

Central Subdistrict 301.842.3279

Matt Stoffolano
John Bailey
George DeLancey
Luis Krug
Bill Orlando
Martin Gallery

Eastern Subdistrict 301.432.6348

District Interpreter

301.582.0813

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301.582.0813
Park Ranger - Interpretation

Donna Swauger

HANCOCK VISITORS CENTER

326 East Main Street Hancock, Maryland 21750
301.678.5463
Park Ranger - Interpretation

Jim Seibert

CUMBERLAND VISITORS CENTER

Western Maryland Station, Cumberland, Maryland 21502
301.722.8226
Park Ranger - Interpretation

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:

24-Hour Emergency	301.739.4206
Georgetown Boat Operation	202.653.5844
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
Carderock and Marsden Reservations	301.299.3613

FOR LIFE-THREATENING EMERGENCIES DIAL 911

CHESAPEAKE AND OHIO CANAL ASSOCIATION
ANNUAL HERITAGE HIKE
Saturday, October , 2000
Shepherdstown, West Virginia
See Page 5 and the Insert

CORRECTIONS

I regret that mistakes are made and welcome the opportunity to make corrections. Editor

On page 5 of the June issue of *Along the Towpath*, **Recommendations for Additional Reading**, gave an incorrect title for the book by Peter Way. The correct title of Mr. Way's book is COMMON LABOR. David M. Johnson

Check out what a Level Walker might encounter. Read Barbara Sheridan's account of what she saw on her level (57-58) on page 7. Thinking about being a Level Walker? See Karen Gray's column on pg 6.

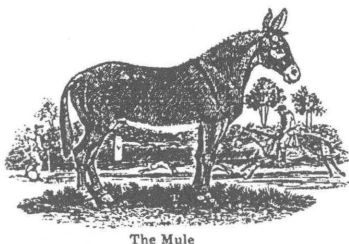
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