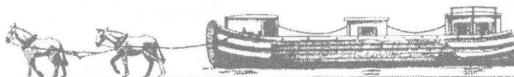




ALONG THE TOWPATH



Vol. 33, No. 3

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CHESAPEAKE & OHIO CANAL ASSOCIATION

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

FALL HERITAGE HIKE

Fort Frederick to Williamsport: This Walk Has It All

Karen Gray

The Fall Heritage Hike on October 27th includes just about everything someone interested in the history and engineering of the C&O Canal could ask for, including six lift locks, two stop gates, a dam with associated inlet/guard lock and a slackwater area (one of two on the canal), dry dock, mule barn, lock shanty, three road culverts, waste weirs, aqueduct, and canal basin.

General History:

Sections of the canal included in this hike were under contract between 1833 and 1839. Cholera, violence among factions of Irish workers, and financial crises characterized these years, delaying work and creating a complex history of abandoned and re-let contracts. Congressman Charles Fenton Mercer who was the primary inspiration behind and first president of the C&O Canal, failed in his battle for a new infusion of Federal funds, largely because of the hostile environment of Andrew Jackson's administration.

Stepping into the financial gap, Maryland first purchased \$125,000 in company stock in 1834 and then made a loan securing \$2 million in construction bonds in 1835. In 1836 \$3 million was included for the purchase of Canal Company stock in Maryland's infamous Eight Million Dollar bill for internal improvements. This left the canal deeply in debt with Maryland controlling the company and a mortgage on its property.



Looking downstream where canal reenters from Little Slackwater
Fred Mopsik

Also during this period the battle over specifications for lock foundations erupted between Charles B. Fisk (at the time Resident Engineer on the Dam 4 to Dam 5 Residency) and Resident Engineer Thomas F. Purcell. It would culminate with Purcell's resignation in March of 1836 and Fisk's eventual promotion to the position of Chief Engineer in 1837.

Heritage Hike continued on page 4

Monocacy Funding in Doubt

Write your letters in support of funding for the restoration of the Monocacy Aqueduct.

For details see the Monocacy Report on Page 6

IN MEMORIAM

To all victims of the terrorist attacks of September 11, 2001. This issue is dedicated to their memory.

They shall beat their swords into Plowshares and their spears into pruning hooks, Nations shall not lift up sword against nation, neither shall they learn war any more. But they shall sit every man under his vine and under his fig tree, and none shall make them afraid.

Park Headquarters Moving to Hagerstown

National Park Service

The C&O Canal National Historical Park has selected a location in Hagerstown for its new headquarters operation. The park has maintained its headquarters along the Potomac River at the Ferry Hill Plantation between Sharpsburg and Shepherdstown since 1980. The new location will be in the Crystal (IBM) Building, 1850 Dual Highway, Hagerstown, Maryland.

Superintendent Doug Faris stated that, "the new location will provide a modern and efficient office location adjacent to Interstate 70, easily accessible to visitors and those needing to undertake business with the park staff." The new facility provides state-of-the-art office features, is handicapped accessible, and will have sufficient space for future park needs over the next two decades. Also, Crystal Building provides the capability to provide adequate computer and telecommunications features

The current headquarters complex at Ferry Hill will be transformed into an educational and interpretive complex. Ferry Hill is a primary historic site along the canal and the public has a strong interest in having the site open for visitor use. The main house was constructed about 1810. The C&O Canal arrived in 1833 providing the opportunity to ship goods downstream to Georgetown. Ferry Hill was involved during the Battle of Antietam, when the grounds and house were occupied by both Confederate and Union armies. The park has recently completed an historic resource study and cultural landscape management report that will guide future management and interpretive programs.

The new headquarters facility in Hagerstown will provide an efficient contemporary office location with sufficient space for current and future operational needs. The new site will have office and support space for up to 40 staff. The Ferry Hill facilities provided no opportunity for expansion, and were inadequate to appropriately serve the needs of the headquarters staff. The current headquarters currently requires about 2 hours to reach either end of the park, severely affecting the availability of personnel.

The new location will include space for training, conferences, a geographic information system lab, elevator access to all floors, emergency fire protection, a library and research facility, an environmentally controlled space for historic photo and map collections, and a multi-park communication and dispatch center.

The C&O Canal headquarters staff will move to the new location in January 2002 following completion of modifications to the Crystal Building. The facility will include a public information feature for providing visitor information regarding the C&O Canal National Historical Park and other National Park Service facilities in the region. The owner of the Crystal Building is Perini and Associates. ❀

Cabin John Bridge Repairs

The Cabin John Bridge, originally known as the Union Arch Bridge, has been closed since July 30 for restoration and repairs. The bridge over the Cabin John Creek is adjacent to and contem-

porary with the C&O Canal and was designed to be a supply aqueduct for Washington, DC. It was designed by Montgomery Meigs and Alfred Rives, begun in 1858, became operational as an aqueduct in 1864, and completed in 1872 with the addition of a Seneca sandstone parapet to allow its use for traffic. It is a registered historic site and from 1864 until 1903 was the longest single span masonry arch in the world at 220 feet.

The bridge has had a mixed history, having been closed to traffic for a while due to deterioration of the sandstone parapet, some of which had to be removed to protect traffic on the Cabin John Parkway which runs underneath. In the 1980's colored concrete blocks were used for restoration, which allowed its re-opening.

The current repairs, scheduled to be completed by November, will rebuild the parapet with matching Seneca sandstone, as well as repair the roadway and other items. This will restore the bridge to its original appearance, in keeping with its historic nature. One of the best views of the bridge is from the towpath using the trail that goes along the Cabin John Creek up to MacArthur Boulevard and the Clara Barton House. ❀

Fred Mopsik

Towpath Is a Detour

In a rare switch, the towpath has now become a detour for a real road, MacArthur Boulevard - for pedestrians. While the nearby Cabin John Bridge is closed for repairs, the towpath is marked as a pedestrian detour. Starting from the downstream end, the detour leaves MacArthur Boulevard adjacent to the Cabin John Creek and the Cabin John Bridge, down to the towpath. In the process, it also provides one of the best views of the very photogenic bridge being repaired. It then follows the towpath to Lock 8, where it returns to MacArthur Boulevard at 79th Street.

For a pedestrian, this provides one of the more scenic views along the canal as the Potomac comes close to the canal at Cabin John Creek, then as the towpath is on an elevated wall alongside Minnie's Island and finally the newly restored Lockhouse 8. It also has the virtue of being one of the most environmentally kind detours that has been seen. ❀

Fred Mopsik

Sewer Modification Proposed to Eliminate Smell

A draft Environmental Assessment (EA) prepared by the DC Water and Sewer Authority (WASA) is due in October, showing that a blower will be near the Little Falls Pump Station. Either Lock 10 or Lock 12 (near 495) will also get a blower station. Once completed, the EA will be advertised in the Federal Register as well as local papers, and mailers will be sent to known interested parties to review the document at a location to be determined (probably park offices at Great Falls, MD and VA). Most other vents near the towpath will be closed.

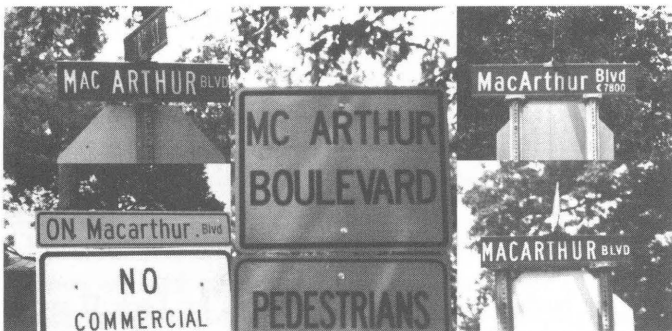
Larry Heflin ❀

The Signs of Fall

In checking the route used for the towpath detour while the Cabin John Bridge is being repaired, the signs were an obvious focus of attention. Their bright, fluorescent color demanded attention, not only to the message, but the spelling of MacArthur Blvd., which is not correct. When I checked out the route, I could not help but notice that the sign at the footbridge to Glen Echo could not be read in the direction of approach.

These observations were a reminder that in the very short distance along MacArthur Blvd. parallel to detour, the street signs also could not seem to agree either. The following composite photos illustrate the problem.

Fred Mopsik



Street signs along MacArthur Blvd. in Cabin John. Fred Mopsik



Upstream and downstream sides of the sign directing walkers to Glen Echo. The approach is on the left. Fred Mopsik

Lockhouse has Signs

Lockhouse 75 now has an Open sign made by Herb and Florence Doggett. They report a good reception for the sign and that the Lockhouse 75 interpretive talk was well attended by visitors. The Association would like to thank them, as one of the comments from those who have manned Lockhouse 75 is that passers by often do not know that the lockhouse is open.

When the Association mans Lockhouse 75, the open sign can readily be combined with an Association sign, which gives our Association good visibility along this part of the upper Canal Park.

Fred Mopsik



Brunswick to Monocacy Canoe Trip A Diversion

There are a number of islands on this section of the Potomac which are interesting to explore. However the low water level made many of these choices not very inviting. Undaunted by the threat of yet another scrape and bailout, Sonny De Forge and John Viner chose such a channel near the end of the trip and failed to arrive at the takeout on the Monocacy in a timely manner. Doug and Tabi Viner put in again and started paddling upstream to find the missing party who were sighted when they again reached the Potomac.

The group, as is sometimes its custom, began to comment most unfavorably about the canoeing skills of the tardy party upon its arrival. In defense, Sonny and John claimed that they were neither pinned on a rock nor forced to drag the canoe through a mile long rock garden, but rather were guests at the Tarara vineyard's blackberry days celebration where they enjoyed blackberry sundaes with a splash of red wine as they listened to bluegrass music.

The group treated this unlikely story with all the derision that it so richly seemed to deserve. However, when Sonny produced a wine bottle for Carl and a program for the celebration the mood of the crowd shifted. It now seems that many of the trip participant's would look favorably at scheduling next year's trip to coincide with this alleged event.

John Viner



Intrepid Canoers. Dave Lepkowski



Lockhouse 75 with the new open sign and with new COCA signs. The Doggets are shown in the inset. Carl Linden and Herb Dogget

Fort Frederick to Four Locks

The walk begins at one of seven stop gates on the C&O Canal, now hidden under the bridge over the canal that carries the road from Fort Frederick to the riverside campground. A stop gate allowed the retention of water on the upstream side of the canal while draining the water out of a section of canal on the downstream side either intentionally for repairs or due to a leak or breach in the canal wall somewhere below the gate.

From the stop gate to Lock 50, hikers cover 3.5 miles of the nearly 14 mile long level, the longest on the canal (with its upstream end at Lock 51 near Hancock). The prism beside the first one third mile of this hike was cleared and covered with grass for the bicentennial in 1976. The extensive growth that now hides the canal ditch grew up during the last quarter century. Observant walkers will notice a dramatic change where the towpath enters the older-growth forest at the end of the formerly cleared area. The woodland walk from this point to McCoy's Ferry has no significant structures except for five large historic masonry culverts—four with 6 ft. spans and one with a 4 ft. span.

McCoy's Ferry was the site of periodic Civil War actions. A sign along the towpath refers to May 23, 1861 when there was an unsuccessful effort by the Confederates to steal the ferry boat; and October 10, 1862 when Confederate General "Jeb" Stuart crossed the Potomac here with 1,800 horse soldiers and four light guns. Stuart would reach Chambersburg, Pennsylvania before re-entering Maryland and raiding far to the east, eventually returning to Virginia at Whites Ferry. McCoy's Ferry was also where, on July 29, 1864, Confederate Brigadier General John McCausland crossed on an incursion into the North that would culminate the next day in the burning of Chambersburg.

This Civil War marker is located above one of the canal's major road culverts—still used as such to provide access to the recreation area between the canal and the river. Also seen along the stretch beside the campground is another stop gate and downstream from milepost 110 is a 10 ft. span road culvert. At about mile 109.3 is a waste weir just before the canal passes through a half-mile cut across Prather's Neck and the towpath opens onto the impressive Four Locks area.

Four Locks

Once a bustling canal village, Four Locks is now one of the most scenic and unique sites along the canal. Renowned canal contractor Michael Byrne completed Locks 48, 49, and 50 in May of 1838 after Daniel Cahoon abandoned the initial contracts for them in 1835. Although Cahoon did complete his contract for Lock 47 in 1837, he was embroiled in labor unrest in the spring and early summer of 1838 as a result of his failure to pay his workmen on contracts he had in the Prather's neck area. At one point the canal workers seized 140 casks of gunpowder and threatened to blow up the locks if not paid. A sympathetic local militia recovered the gunpowder without incident and eventually an agreement was reached that reputedly paid the workers 75% of the wages due to them.

At Lock 50, the Park Service has reconstructed a mule barn

and lock shanty. The shanty, a small building of a type once found on the upstream end of many of the C&O locks, provided a place where lock tenders could shelter and rest between boats. Back from the lock on the river side of the towpath, the root cellar of a vanished residence can be seen. In the latter-half of the 19th century Thomas and William Hassett operated a store built over the bypass flume where those on canal boats could purchase supplies or feed for mules.

Lock 49 is graced by an attractive brick 2-story lockhouse on the berm side. This is the only lockhouse built by the company at Four Locks. Four generations of Taylors lived here, beginning with Sam Taylor who was lockkeeper from 1889 to 1924, and ending with the last members of the Taylor family leaving the house ca. 1971. A large warehouse existed at this lock ca. 1863 to at least 1906. A concrete wall can still be seen from this structure in which hay, oats, and a feed grinder were reportedly stored. On the towpath side of Lock 49 is the Flory House that once contained a small store and post office.

Between Locks 49 and 48 the canal passes over the second road culvert crossed on this hike—a Historic American Engineering Record (HAER) site. At Lock 48 a general store carrying both groceries and household items existed over the bypass flume from ca. 1876 to at least 1922. Likely built over a sinkhole, Lock 48 was unstable from the first and has now been filled in to prevent its complete collapse.

In the bushes beside the bypass flume for Lock 47 are the remains of a dry dock for repairing canal boats and across the road beyond Lock 47 is the impressive Hassett House. Two Mason-Dixon markers serve as doorsteps and a keystone on the top of this residence's south side bears the date 1868.

Four Locks to Dam 5

At about mile 108.1 the canal passes over the Camp Springs Run 8 ft. span culvert alongside the Benjamin F. Charles Mill and remains of a former milling community. In about .75 mile, hikers will pass through the Two Locks area, Locks 45 and 46. These locks were also built by Michael Bryne's company. There was a mule crossover bridge at Lock 45 where the towpath moves to the berm side above the point where the canal ends at Little Slackwater. There boats went into the river to get around the rock cliff on which the towpath is a blasted-out ledge.

Once around the cliff, a long canal-like ditch parallels the towpath. The land on the other side of the ditch was actually an island, bare except for small plants and grasses. Heavily loaded boats came down the outside of the island while light boats went up the "ditch" side. Towlines extended between boats and mules on the towpath regardless of which side of the island the boats were on.

A 1½ story lockhouse overlooks Inlet Lock #5 that admitted water from the pool created by Dam #5. Water in the canal was provided from this lock for the 21.6 miles down to Inlet Lock #4, above Dam 4. This section of the canal first opened to navigation in April, 1869. The canal above here is watered from Inlet Lock #6, located more than 27 miles upriver at Dam 6. Inlet Lock #5 functions as well as a guard lock and for passing boats between the canal and the slackwater navigation section above it. Guard locks are massive structures associated with levees or extensive dam-like

structures on either side that help protect the inlet area from high waters and flood debris.

In 1861 the Confederates made three attempts to blow up Dam 5 which at that time was composed of wooden cribs filled with stone. Had they been successful, the pool behind the dam would have drained, effectively draining the canal between Dam 5 and Dam 4. As a result no boats could have come down the canal from any point above Dam 4. This was desirable to the Confederates for three reasons: 1) Washington needed the coal brought down the canal from Cumberland (alternative rail routes being circuitous and much longer); 2) the military was using the canal to move supplies, equipment and men up and down the Potomac Valley; and 3) the watered canal was a significant barrier to the Confederate movement of troops, wagons, and large guns or cannon into Maryland. The more of it drained, the easier raids and invasions would be.

So on June 8, 1861, Brigadier General Joseph E. Johnston had his troops try to blow up Dam 5. However, the Clear Spring Guards drove them off. Returning with a cannon to defend the men, Johnston's troops succeeded in destroying a small portion of stone-filled cribs, but without doing serious damage. The next day the Clearspring Guards took possession of Dam 5 and later it was guarded by the 13th Massachusetts units.

On December 7 Gen. Stonewall Jackson moved into the Dam 5 vicinity with 400 infantry, 200 horse soldiers; three 10-pounder Parrotts, one 12-pounder Sawyer, and two 6-pounder smooth-bores. For three days the Confederates fired on the dam and houses on the Maryland shore. Union forces returned fire, including a 13th Massachusetts company armed with long-ranged Enfield rifle-muskets that had been brought up from Williamsport on the night of the 7th. Finally on December 9th the Confederates succeeded in digging a ditch around the end of the Virginia abutment until water was pouring through their ditch from the pool behind the dam. On the 14th however, Jackson had to report that ultimately "the injury done to Dam No. 5 is not sufficient to admit the passage of water on the Virginia side."

During the night of December 17th, Confederates crept across the dam, slid down into the frigid water, and began hacking away at the dam cribs. By daylight when the Union troops became aware of their activity, they were protected by rocks they had piled up as well as two guns firing on the houses on the Maryland side from the hill on the Virginia side. On the nights of the 18th, 19th and 20th they continued to work on the dam despite Union

artillery and sharpshooters. Eventually they opened a breach believed to be sufficient to cripple the canal. However, once the Confederate had withdrawn, the dam was quickly repaired and once again the canal was open.

Dam 5 to Williamsport

A mule crossover bridge at the upper end of the Inlet-Guard Lock returned the towpath to the riverside of the canal. At about mile 106.2 the second of three Charles Mills along the canal is passed. This one is also known as Middlekauffs or Colton's Mill. The brick miller's house is still extant. The 24 ft. span Little Conococheague Creek culvert is crossed at mile 105.3 and near mile 105 hikers pass the concrete piers of the Nessle bridge (1909 to 1936) that once carried the Charlton Branch of the Western Maryland Railway.

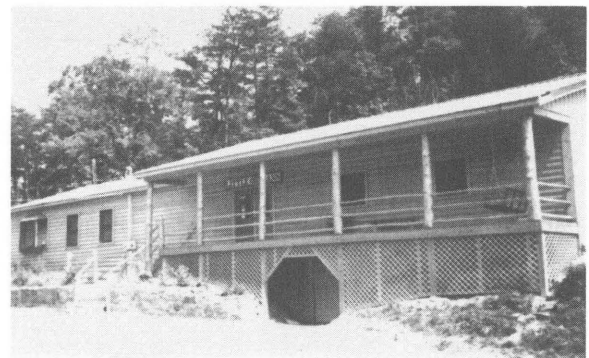
At Millers Bend (approximately mile 104.4), the canal passes cliffs of an abandoned quarry that also contains a shallow cave and limestone spring. Another quarry that provided stone for the Conococheague Aqueduct is passed at about mile 102.3. The Jordan Junction Hiker-Biker campground is passed at mile 101.3, and a large grassy picnic area is passed at the Hagerstown Filtration Plant at mile 100.9.

The Conococheague Aqueduct at mile 99.8 marks the end of the hike and arrival at Williamsport. It also represented the 100 mile point which the C&O Canal Company was required to reach within five years of beginning construction near Georgetown. Although the canal was not completed to this point by 1833, the crucial 5th year, boats could reach the river through the Dam 4 Inlet-Guard lock and navigate up the river for 14 miles to Williamsport. The company had met the requirement only with a loose interpretation of the charter's language.

At Williamsport there are a number of structures of historic significance, most notably the aqueduct with its missing berm wall. The wall collapsed about 5 AM on April 20, 1920, draining a long section of canal and dumping Captain Frank Myer's boat No. 73 into the Conococheague Creek. Just beyond the aqueduct is the restored basin with the historic Cushwa warehouse and down the canal is a rare railroad lift bridge, Bollman Company truss bridge, and at the other end of town, the newly rebuilt Lock 44 beside an impressive lockhouse. Williamsport has a rich Civil War history, of course, but that and a detailed discussion of its rich trove of historic structures must wait for another time. ❀

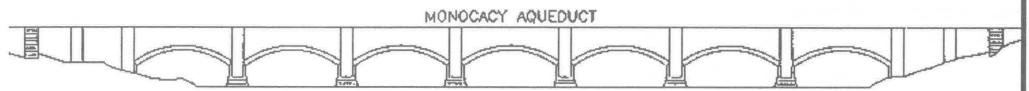
The New Bill's Place

Bill's Place in Little Orleans, MD has been a favorite stopping place for those along the towpath at mile 141. It burned down last year and has now been rebuilt and reopened. Since the New Bill's Place no longer looks like the old one, we thought that this photo by William Schmidt would help those who happen to be up there recognize where they are. ❀



The new Bill's Place. William Schmidt

The Monocacy Aqueduct Report



A Critical Moment for the Monocacy Aqueduct

A critical moment has arrived in the effort to stabilize, repair and rehabilitate the Monocacy Aqueduct. The National Park Service now has all preparations in place to go ahead with construction work on the aqueduct. The aqueduct is included in the Administration's FY2002 Budget Proposal and the Senate version of the Interior Appropriations Act. This version of the act directs \$6.4 million toward the C&O Canal National Historical Park for repair of the Monocacy Aqueduct. This is a most encouraging development in the Association's campaign of the past six years to see the Monocacy Aqueduct saved. However, the fly in the ointment is the omission of the aqueduct in the House version of the appropriations bill. At this stage of the congressional appropriations process, the fate of the aqueduct appropriation will be determined in the House and Senate conference committee sometime after congress returns in September. The Senate half of the Senate/House conference committee has been selected and is under the chairmanship of Senator Robert C. Byrd of West Virginia. The House half of the committee had not been selected at the time of this writing.

The Association through correspondence and contacts with supporters of the aqueduct's rehabilitation both in and out of Congress is working to see that the case for the aqueduct's inclusion in the FY 2002 Interior Appropriations Act is made forcefully and persuasively. Members of the Maryland congressional delegation are strongly supporting the aqueduct. Congressman Roscoe G. Bartlett, in whose district the Monocacy Aqueduct is located, has written to Chairman Joe Skeen of the House Appropriations Subcommittee on Interior strongly urging that the Senate version, including an aqueduct appropriation, be accepted in conference. In his letter Congressman Bartlett stressed that the Monocacy Aqueduct is "a true monument to this nation's canal era" and its repair would "rehabilitate an irreplaceable treasure." Congresswoman Connie Morella and Senators Sarbanes and Mikulski of the Maryland delegation are also actively backing an appropriation for the aqueduct. A key argument for the aqueduct's repair is that it is a prime example of the need, now formally recognized by Congress and the administration, to move ahead with the repair of deteriorating structures and facilities in

our national parks. As well as a fine historical monument to American history it remains a functioning and essential bridge tying the eastern and western sections of the C&O Canal which goes west for 185 miles to Cumberland from our Capital's doorstep. It is truly a vital structure of our C&O Canal National Historical Park.

Members of the Association and other readers of *Along the Towpath* can lend a real hand in supporting our aqueduct. Write a letter to your congressman and especially to the appropriate committee chairmen in Congress. See the box for addresses. ❀

Write your letter of support for the inclusion of the Monocacy Aqueduct in the FY 2002 Interior Appropriations Act. It will count.

The addresses of chairmen of key committees in Congress are as follows:

Senator Robert C. Byrd
Chairman, Senate Conference Committee
311 Hart Senate Office Building
Washington, D.C. 20510-4801

The Honorable Joe Skeen
House Appropriations
Subcommittee on the Interior
2302 Rayburn House Office Building
Washington, D.C. 20515

The Honorable C. W. "Bill" Young
Chairman, House Appropriations Committee
2407 Rayburn House Office Building
Washington, D.C. 20515-0910



WORLD CANALS CONFERENCE IN IRELAND

Dave Johnson

The 14th World Canals Conference convened in May in Dublin, Ireland. More than 250 delegates from eleven European and North American countries met in historic Dublin Castle to consider the theme of "Living Heritage." As has become traditional at these annual events, the conference program included speakers, panel discussions, workshops, field trips, and banquets. Delegates attending the conference this year came from Belgium, Canada, England, France, Germany, Ireland, the Netherlands, Northern Ireland, Scotland, Wales and the United States.

Dublin Castle, the principal venue for the conference, stands on the site of a 10th century Viking settlement, and occupies a corner of the 13th century Norman walled town, overlooking the long-vanished black pool ("Dubh linn") that gave the city its ancient Irish name. The castle was the center of English rule in Ireland for more than 700 years. Much of the present structure was rebuilt in the 18th century, following a fire in 1684. It was the official residence of the British viceroy until handed over to the newly independent Irish government in 1922. The state apartments are still used for major occasions, such as presidential inaugurations, and many of the buildings remain occupied by government offices. The modern conference center, where our meetings were held, is a first-class facility inserted into an historic structure.

The conference formally opened on Wednesday morning, 16th May, with a welcoming address by Sile deValera, Minister for Arts, Heritage, Gaeltacht and the Islands. She was followed by Colin Becker, president of Inland Waterways Association of Ireland (IWAI), who defined the theme of "Living Heritage." He noted that the purpose of this conference was to explore the tensions that exist in the ways that we use the natural and constructed heritage of our waterways. These include the conflicts between development and preservation, and the compromises that have to be made; the impact of heritage considerations on how different groups of people use the waterways; and the question of sustainability. (These are the major issues that we

have faced on the C&O Canal since the time of the original Douglas Hike; it is good to know that we are not alone.) He defined "sustainable development" as development to meet our present needs without compromising the ability of those in the future to meet their own.

Wednesday's panel speakers addressed topics related to restoration and user experience as they relate to the conference theme. They contrasted various canal restoration schemes, including the Royal Canal and Shannon-Erne Waterway in Ireland, several projects on the continent, and the Huddersfield Narrow and Rochdale Canals in England. Tom Grasso, president of the Canal Society of New York State and co-chair of last year's conference in Rochester, spoke about the 19th century Erie Canal and the 20th century New York Barge Canal, and the differences in the ways they are managed for restoration and interpretation, focusing on revitalized major urban canal harbors for tourism and trail development. Later speakers concentrated on user experience, including non-boating activities (fishing, walking, nature study) and the needs of those user groups, and private boating. Rory Robinson, from the U.S. National Park Service, spoke on the American and Canadian park approach to historic preservation, which is based on providing access to resources for recreation. He concluded that access plus education does result in public advocacy for the preservation of significant historic resources.

The first day's activities ended with a reception at City Hall, hosted by the Lord Mayor of Dublin. This was followed by a fine banquet in St. Patrick's Hall, in the Castle's State Apartments, hosted by Minister deValera. The dinner and entertainment ended sometime after 11 PM, which allowed little time for sleep, because early wake-up calls were already set for Thursday morning.

Our special train left Connolly Station at 7 AM on Thursday for the trip to Northern Ireland, one of the highlights of the conference. A traditional Irish breakfast was served en route as the



Roberstown Hotel on the Grand Canal. Sonny DeForge



Lock 12 on the Lagan Navigation. Sonny DeForge

train sped along the coast of the Irish Sea, and then, as we passed into Northern Ireland, followed the abandoned Newry Canal. The Newry Canal, connecting the port town of Newry to Portadown, was the first British-built summit-level canal. It had been proposed in the mid-17th century by an officer in Cromwell's army, but was not built until the 1730s, and opened for commerce in 1742. It operated for two centuries, finally closing in 1947. Today, the old towpath has been developed as a hiking trail.

Arriving in Belfast, we walked the short distance to Waterfront Hall, the city's modern conference and exhibition center. Following a welcoming address by Michael McGimpsey, Minister of Culture, Arts and Leisure, presentations were made on heritage canal development in urban settings, using examples in the Netherlands, Germany, Britain and the United States. The American speaker was Duncan Hay of the National Park Service, who stressed that as urban canals are turned into parklands, we need to keep interpretation and redevelopment honest, or risk losing living links to the working history of the towns they run through. After luncheon, presentations on Belfast's Lagan side waterfront and Lisburn's Lagan Corridor prepared us for the afternoon activities.

Following short walking tours of Laganside, we traveled by bus to the Borough of Lisburn to visit the newly restored lock and by-pass canal of the Lagan Navigation, and the brand-new Civic and Arts Centre beside it. A number of local people had brought their boats to the opening of the canal and gave delegates water tours of the lock, canal, and the river above and below. Dinner and entertainment were held in the arts center, after which we caught our train for the return to Dublin.

Although Friday's session started promptly at 9 AM, many delegates were seen slipping in tardily following two late nights. The morning speakers' topics related to preserving canal heritage with modern technology to ensure sustainability, drawing on experience in Ireland, Great Britain and on Canada's Rideau Canal. They described methods of restoring and strengthening locks, bridges and aqueducts; channel lining and bank preservation, including reconstruction of bog and peat embankments; and the recovery and re-learning of traditional craft skills in the process of conservation. Other speakers talked on the restoration and conservation of former commercial canal boats for both work and leisure. They stressed the reasons for encouraging the preservation of these crafts and the retention of their original form while providing comfortable and safe recreational vessels.

Closing festivities were held on Friday evening along the Grand Canal. Conference delegates were guests of the IWAI on board the boats moored in the canal for the annual Dublin Boat Rally. After the reception, the delegates strolled to a large marquee erected in the park across the canal for dinner, musical entertainment and the presentation of the Dink Award.

The Grand Canal and Royal Canal both link Dublin with the River Shannon in the Irish midlands. Many delegates participated in field trips before and after the regular conference sessions. On Tuesday, they visited sites in Dublin on both canals, ending at the Waterways Visitor Centre, which stands on pilings in the Grand Canal Dock, near where the canal joins the River Liffey.

The all-day tour on Saturday went to Athlone, with stops along the Grand Canal at Robertstown and Blundell Aqueduct. Lunch was at Banagher, on the Shannon. The buses then turned north to Athlone, where we boarded a boat for a cruise up the Shannon to Hodson Bay on Lough Ree. The return to Dublin paralleled the route of the Royal Canal. The week ended with a spectacular fireworks display over the River Liffey on Saturday night and a huge parade on Sunday which wound through Dublin's streets wide and narrow. (It was learned that these events were not specifically planned to top the fireworks over the River Genesee last year at Rochester, but were connected with a certain "St. P", whose traditional festival in March had to be postponed because of foot-and-mouth disease.)

The Irish conference organizing committee did a spectacular job of planning the conference. The committee was chaired by John Martin, director of Irish Waterways. They prepared a stimulating program of speakers and workshops, and managed complex logistic, transportation and catering arrangements that appeared to work flawlessly.

Members of the C&O Canal Association attending the conference included Lynn and Sonny DeForge, Dave Johnson, Nolan Jones, Bob and Perry Kapsch, Carl Linden, John and Gloria Lindt, Kate Mulligan, Barry Passett, Rachel Stewart, Lee Struble, Bill Trout, and John and Eliane Viner.

This annual meeting has grown into a major international event since its beginning in 1988 as a symposium for managers of historic canal parks. The C&O Canal Association and C&O Canal NHP jointly hosted the fifth conference at Harpers Ferry in 1992. The name "World Canals Conference" was adopted in 1996 when the conference was held in Birmingham, England. In recent years the pattern has been to meet in North America in even-numbered years and in Europe in odd-numbered years.

The next World Canals Conference will be held in Montreal in September 2002. The conference will be part of the events celebrating the reopening of the Lachine Canal, thirty years after its closure. It will be followed, in September 2003, in Edinburgh, Scotland. The Scottish conference will give attendees the opportunity to see the Millennium Link and Falkirk Wheel, which will reconnect the Forth & Clyde and the Union canals. This is the largest canal restoration project ever undertaken in the United Kingdom. In June 2004, the Canadian Canal Society will host the World Canals Conference in St. Catharines, Ontario, to celebrate the 175th anniversary of the Welland Canals. ❀

NEW EMERGENCY NUMBER
C&O Canal NHP
(Toll Free)
1-(866)677-6677
24 Hours

NEWS FROM THE PARK SERVICE



Mammal Count Dianne Ingram, NPS

Smithsonian Institution scientist Bill McShea and his staff will be cataloguing small mammals along the C&O Canal starting 8/10/01 as part of the NCR Inventory and Monitoring Program. The inventory team will begin just past Fort Duncan and work their way to Cumberland this fall. The Palisades district will be surveyed next spring for this round of trapping. Their research and collection permit is valid through March 2003. They will survey along transects in the park in various habitats. The surveys this fall and next spring will involve pitfall traps, silt fencing, sherman live traps and squirrel traps. Each trap site will be labeled something like "NPS research project" and marked with orange flagging.

Please be aware the research team and their traps will be in the park. If you need more information, feel free to call me at 301-714-2225.

C&O Canal Park Photo Wins Second Place in National Parks Pass *Experience Your America* Photo Contest Kathy Sholl, NPS

A stunning picture taken from the C&O Canal National Historical Park towpath has been selected as a second place winner in the National Parks Pass *Experience Your America Photo Contest*. Germantown resident Elizabeth Kelly took a photograph of kayaks on the Potomac River at sunset.

"We are thrilled that a picture taken from the C&O Canal towpath has been singled out for this honor," said Superintendent Doug Faris. "To be able to share this experience through photographs is a wonderful way to introduce people to the C&O Canal and to all of America's 384 national parks," said Faris.

A Largo, Fla. man, Keni Lee, won the grand prize with a winning photograph of the Arches National Park in Utah. His photo will be featured on the 2002 National Parks Pass. More

than 4,500 photographs from amateur photographers were entered in the first annual National Parks Pass *Experience Your America Photo Contest*.

The contest for the 2003 Pass is underway. All entries must be received by January 15, 2002. See all the winning images at www.nationalparks.org/ProudPartner/photo/photocontest-winners.cfm.

Flash Flood Damages C&O Canal in Washington, D.C. Vicinity Kathy Sholl, NPS

Torrential rains caused damage to the C&O Canal on Saturday, August 11 near Lock 5 at Little Falls and at the Georgetown Visitor Center. The volume of rain caused the Little Falls Branch to overflow its culvert and breach the canal. The additional volume of water in the canal also eroded the canal banks and undermined the main sewer line that runs along the canal. In order to make repairs, the canal has been drained from Lock 5 (approximately one mile upstream from Chain Bridge) to the visitor center in Georgetown.

Due to the flooding on the first floor of the Georgetown Visitor Center, visitors will be greeted on the second floor of the building. The visitor center is located at 1057 Thomas Jefferson Street, NW in Washington, D.C. The operating hours of the visitor center will remain the same, Wednesdays through Sundays from 9 a.m. to 4:30 PM

Because the canal has been drained, the mule-drawn canal boat rides at the Georgetown Visitor Center will be out of service for approximately two weeks. However, mule-drawn canal boat rides will be offered at the Great Falls Tavern Visitor Center seven days a week (rather than five days) until the boat is again operational in Georgetown. Boat rides will be offered at the Great Falls Tavern Visitor Center, 11710 MacArthur Boulevard in Potomac, Md., on Mondays through Fridays, 11 AM, 1:30 PM and 3 PM and on Saturdays and Sundays at 11 AM, 1:30 PM, 3 PM and 4:30 PM. Alternative programs will be offered at the Georgetown Visitor Center, in lieu of the boat rides, on Wednesdays through Sundays at 11 AM, 1:30 PM and 3 PM For more information about programs at the Georgetown Visitor Center, call 202-653-5190. For more information about the boat rides, call the Great Falls Tavern Visitor Center at 301-767-3714.

Fall Boat Schedule - Great Falls Only

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					11:00 AM	11:00 AM
					1:30 PM	1:30 PM
3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM

Additional times (9:45, 11, and 12:15) are available on Monday, Wednesday, Thursday, and Friday for group reservations. Groups must consist of at least 10 people and may be no larger than 80 during these additional times (no larger than 40 at other times). Check schedule for Tuesday after October 1.

THE NEWS FROM ENGLAND

Hal Larsen

With its half-million inhabitants, Manchester is surrounded by an industrial sector that stretches to the Peaks District and the Pennine Way to the east. An ancient trading center, the city came into being during the Industrial Revolution. As the center of a vast Lancashire cotton-manufacturing district, it was known as "Cottonopolis" during the height of its 19th-century prosperity. With industrialization came canals, resulting in a dense network of waterways in the area. Connected to the great wide world via the Manchester Ship Canal, the city had canalized tentacles reaching out in all directions. It was the terminus of the Bridgewater Canal begun in 1759 by the famous canal-builder James Brindley. This was the first canal in England to be built across open ground rather than following the course of an existing river. The Bridgewater was tied into the Rochdale Canal that meandered out into the Pennine surroundings, proceeding to the Calder and Hebbler Navigation that connects to the Huddersfield Broad Canal.

As with many canals in England that were put out of business by the railroads in the early to mid-19th century, the canals of Manchester are undergoing restoration primarily for use by recreational boating. In order to complete a loop from the center of Manchester to the Huddersfield Broad Canal, restoration of the Rochdale was essential to fill a gap of 70 years when it was unusable owing to abandonment, deterioration, and obliteration to make way for highways. About \$35 million were allocated to finance this restoration. One lock was restored in March, and work is now in progress to build new channels through the city to circumvent Highways M60 and M62 whose building had rubbed out substantial sections of the Rochdale. Other locks between Manchester and Castleton now await restoration. Several lowered bridges must be replaced. The 33-mile canal from Manchester to its junction with the navigation at Sowersby Bridge is the last link to be completed in a waterway that will be fully open sometime in 2002.

A link in the network is the recently restored Ashton Canal that runs from the Portland Basin in Ashton-Under-Lyme to the center of Manchester. The Ashton Canal is hemmed in by the northern suburbs of a city that is not exactly renowned for tranquillity or beauty. Manchester was badly damaged by bombing during World War II, and wholesale demolitions followed the closing of the city's vast rail yards. Seemingly mindless development in the post-war period resulted in a metropolis that offers little to attract tourists, although some effort was recently made to

refurbish Victorian houses. In many respects, it remains a gritty city in a large rust belt.

In its passage through the northern precincts of the city, the Ashton finds itself in what is not the best part of town. Only 6.25 miles long, possibly the shortest canal in England, the canal has 18 locks, making for slow trips. Boaters must pay special attention to security when they pass this way. Indeed, boaters are urged to call the British Waterways before attempting this short trip. They are warned never to take on hitchhikers. In addition boaters must be particularly careful when they pass under bridges since local mischief-makers sometimes bombard the boats with stolen TV sets or other heavy projectiles. Travelers are urged to use the canal only during daylight on school days. For some time now, British Waterways has been escorting boats in convoy through the Ashton.

During the summer months, a cruise on the Rochdale Canal takes one from Sowersby Bridge to the summit of the Pennine Way, thence via the Calder and Hebbler Navigation and the Huddersfield Broad and Narrow canals and on to Manchester. When the restoration of the Rochdale is completed, a grand round trip will be possible. What might be done to spruce up the Ashton remains to be seen. While Manchester seems to suffer from urban ills not unknown in the US, the current problems affecting canal travel do not seem insoluble.

While it will probably never match the scenic beauty of many of England's other areas, Manchester's industrial environs have some fine features despite the industrial despoiling. The towns and cities encountered by canal trips in the region are on the whole meanly unimaginative, but a few grand town halls and other public buildings may still be seen. Industrialization never completely despoiled the rugged scenery, and great natural beauty survives in the valleys and moors and the highlands of the Peaks. In a region where manufacturing is changing with the times and diversification is altering the character of the industrial precincts, one may expect that greater emphasis will be placed on tourism, which will be enhanced by the usable restored canal system. But the massive buildings of industry remain, and in many instances a journey through a Manchester canal will be reminiscent of a boat ride in the redbrick canyons of the Birmingham and Fazeley Canal. Vast unused industrial plants become historical monuments of interest as they remind us of the prosperity of an earlier era. These industrial behemoths are in contrast to the bucolic areas encountered in the Peaks District, with rocky outcroppings giving way to vaulting meadowland where one sees sheep, stone walls and farms, as well as the morose villages of dark-gray stone buildings. This excursion via the Rochdale and its connections will be well worth doing. ❁

Sign at Lock 10

Warning
No Construction
Ahead

FROM THE ASSOCIATION

From the President

Our portable kiosk made its debut at the Monocacy on Montgomery County History Day, followed up by a field test by Tom Perry and Sonny DeForge at Lock 75. It seems to be all set to serve its purpose and ready to go. All it needs is volunteers who would like to spend a few hours at any point where people have access to the Canal to share your knowledge and enthusiasm with those who have just found our treasure, are full of questions, and will be glad to find you waiting for them.

What we need most is someone who is willing to line up prospects, or at least keep up with the kiosk and see that it is available to the next volunteer. Rita Bauman will be glad to coordinate this with her festivals, but it is a bit much to ask her to expand on the terrific job she is now doing.

Anyone who gives it a try will be delightfully surprised to find how much fun it is to share your experience with those who have just found the Canal just as you once did.

The "rest of the story" is that our presence will dispel the criticism that we are a secret organization. Most people find the Canal and then sometime later find that there is an organization (us) to promote the interest that they have just discovered. Let's make a presence at their point of their discovery!

Volunteers?

Ken Rollins



From the Editor

September 12, 2001

I was going to finish this issue yesterday so that I could have it ready in time for the deadline of September 15, when the planes struck. I was getting ready to take Cleo to the Vet, when I received a phone call from my daughter asking if I had heard the news. I had just seen the first news on CNN on-line that a plane had struck the first tower, and all I could think of was when a B25 hit the Empire State Building. With this news, I then remembered the day that John F. Kennedy was killed and I was a new employee of the U.S. government for 4 months. I could not work for the rest of the day.

This morning, I added the In Memoriam to the front page and then erased my original comments. They were inspired by both Helen Johnston's piece and my own experience of hearing the rescue squad rushing to save someone who fell into the river. They were a hope that we could all get to share the canal so that all could enjoy it.

I did not know how relevant they were until I was trying to say more than the dedication. I then remembered the verses of Isaiah. My family has always recited them during the Passover Service after recalling the Holocaust. I include them now, because once more innocent, unsuspecting people were targeted in an unthinkable way. If I had to change one word in them for this time, perhaps nation should be changed to people.

I know that my own thoughts have changed drastically in the

day since the attack and I am sure that will continue to do so for many more days. My flag is hung and tonight Judie and myself are going to donate blood. But everything has changed.

When I walked the dogs today on the towpath, I did not hear the planes from National Airport, I heard continual sounds of F15's high in the air, something I never thought I would hear. They were both reassuring, yet frightening. The towpath had changed.

The questions came back. How can such fanaticism even be possible? Why was not more of a struggle made on the planes? Why was it not foreseen? Where are we going as a nation? The answers and even the questions will continue to change in the next days, but the shock will always remain.

The words of Isaiah are, then, a hope and not for now. Perhaps one day they will come true. I do know it will not be in my lifetime and I offer them as solace and hope that one day they will come true.

Fred Mopsik



Thank You

Many thanks to the following members for volunteering at the Association booth:

Canalfest - Cumberland

Tom Perry, Jim Preston, Mary Ann Moen and James and Joanna Mullennex.

History Tour Day - Monocacy Aqueduct

Karen Gray, Ken Rollins, Carl Linden, Dave Johnson and Richard and Anita Stoll

Montgomery County Fair

Sonny and Lynn DeForge, Emily Kilby, Richard Stoll, Mickey Reed, Sarah and Brian Evans, Maggie and Paul Davis and Karen Gray.

Without these folks giving their time, the Association would not have a presence at these events.

William Bauman



ACROSS THE BERM

Melvin Kaplan, a Williamsport native and staunch supporter of the C&O Canal, died October 2 at age 92.

As a youngster, he swam in the canal at various locations during the summer, ice skated at Cushwa Basin in the winter and was on hand when the Conococheague Aqueduct crashed in 1921. He was the recipient of the Purple Heart after being wounded at Normandy. For many years following his discharge from the army at the end of World War II, he conducted tours of the towpath.

He owned and operated Kaplan's Grocery in Williamsport before retiring in 1988. He was a member of the C&O Canal Days Committee.

ISSUES

Legal Dispute Between Maryland and Virginia Over the Potomac River (update) - A preliminary report that supports Virginia's right to build in the Potomac River has been issued by the Special Master appointed by the U. S. Supreme Court to settle the dispute between Maryland, which owns the Potomac, and Virginia, which is extending a water intake pipe into the river from Fairfax County. As reported in the Washington Post, the Master recommended that the Supreme Court reject Maryland's claim that the case became moot in January. The Master's report then stated: "The Compact of 1785 unambiguously secures for Virginia the right to make improvements connected to the Virginia shore along the entire Potomac River so long as those improvements do not obstruct navigation." While Virginia officials were elated by this aspect of the report, Maryland Solicitor General Andrew Baida is quoted as saying: "It's not at all a loss. The big issue still remains. The question still to be addressed is whether we have the right to impose the same environmental safeguards on Virginia that we impose on the residents of Maryland." The Special Master will issue another report with his conclusion on whether Virginia's right to build supersedes Maryland's right to regulate. The Supreme Court is not bound to accept the Special Master's findings.

Techway (update) - The Loudoun County Board of Supervisors is completing work on a revised countywide transportation plan that recommends Route 15 remain a two-lane road, but also eliminates support for future consideration of the Western Transportation Corridor or a new Potomac River bridge crossing, as reported in *Leesburg Today*. **Montgomery County** Council member Nancy Dacek, the report continues, has said that her jurisdiction is solidly opposed to any roads or bridges cutting into its agricultural preserve. Meanwhile, the Montgomery County Planning Board of the Maryland National Capital Park and Planning Commission, in preparing the final draft of the Potomac Subregion Master Plan, includes the following statement: "This Master Plan contains plans for environmental resources, land use and zoning, transportation and community facilities which best meet the community goals and needs of the Potomac subregion. Those goals and needs do not include a new river crossing. A new river crossing has not previously been justified as a regional need. If a new river crossing were ever to be justified on the basis of regional needs, the impact on each of the subregion's plans for environmental resources, land use and zoning, transportation and community facilities would be severe. This Master Plan would not be feasible and an entirely new comprehensive Master Plan would be required. Therefore this Master Plan does not support a new river crossing." Further, **Frederick County** has successfully petitioned the State of Maryland to name Route 15 through Frederick County as a State Scenic Byway, and Frederick County is reported to be reevaluating plans to widen Route 15 to four lanes.

The organization Solutions Not Sprawl recently led a tour of those areas that could be impacted, or destroyed, by the construc-

tion of a Potomac River bridge. State of Maryland Comptroller William Donald Schaeffer, a participant in the tour, indicated in a news broadcast that he recognized the need for a solution to the growing traffic problem. However, he then stated: "You should not destroy the pristine areas I have seen today."

Power Plants - Companies proposing power plants near the C&O Canal NHP must undertake an environmental "study" to determine the potential impact of their projects on the canal park. The National Park Service will give the companies a list of items to be addressed. However, NPS itself will not prepare an environmental impact statement or an environmental assessment, but will evaluate the results of the companies' "studies." A proliferation of applications to build plants providing electric power is underway in Maryland as a result of the deregulation of electric utilities. These power plants will be providing electricity to a national grid; it is not anticipated that electricity generated here will be used in the area of the plants or in Maryland. The State of Maryland should not have begun deregulation before learning from the experience of other states that have instituted deregulation, most notably California where deregulation has resulted in blackouts, higher prices, government bail-outs of failing companies at taxpayers' expense, and bankruptcies such as Pacific Gas & Electric which filed for Chapter 11 protection with a debt of \$8.9 billion. The first company to deregulate in California saw customers bills triple in one year.

NEWS

C&O Canal NHP Budget News -

* The Senate has included \$6.4 million in its budget for the Monocacy Aqueduct. As of press time, the House has nothing earmarked for the aqueduct.

* The Service-wide NPS line-item construction program includes the following C&O Canal projects:

FY 2002 - \$6.4 million for the Monocacy Aqueduct.

\$1.838 million to preserve historic Georgetown waterfront masonry walls.

FY 2003 - \$1.708 million to repair/rehabilitate Great Falls Visitor Center & Facilities.

FY 2004 - \$3.112 million to develop the Williamsport Interpretive Complex.

FY 2005 - \$3.730 million to repair Canal structures in the Widewater Area, and from Lock 5 to Lock 22.

Conservancy Buys Island - For the sum of \$1.00, the Potomac Conservancy purchased Ten Foot Island from the Nature Conservancy. The 15-acre island, which lies opposite the McKee-Beshers Wildlife Management Area in Montgomery County, was first offered to the Maryland Department of Natural Resources, stewards of McKee-Beshers. The offer was refused, based on concerns about managing the island. The Potomac Conservancy expects to balance recreational use and conservation of the island's natural resources, including animal and plant life habitat; it also wants to limit present uses by boaters who come to fish and camp. The Washington Post reports that: "The island

contains a flood plain forest with certain species of plants that can survive times that the island is under water. That vegetation includes mature trees and several species of plants that are rare to Maryland." A potential threat to the inland's continued existence and its environmental integrity is the possibility that the proposed Techway, if ever approved, might cross the Potomac at or near this location. The Potomac Conservancy chooses to own lands it acquires rather than turning them over to public agencies such as the National Park Service.

Heritage Preservation and Tourism Initiative, Montgomery County – This initiative proposes a Heritage Area, not yet certified, designed to link local historical themes. Three thematic clusters have been planned to define what is unique and distinctive about Montgomery County. The clusters are: 1. Underground Railroad and Quaker Cluster; 2. Farming History Cluster; 3. Industrial Heritage Cluster. It is Cluster 3 that includes the C&O Canal. Specific elements mentioned along the 37.4 miles of canal in Montgomery County include: Great Falls Tavern, Swain's Lock, Pennyfield Lock House, Riley's Lock House, Violette's Lock, Seneca Quarry, Seneca Aqueduct, Blockhouse Point, and White's Ferry. Nearby sites include: Glen Echo Park, DuFief Mill Site, Black Rock Mill, gold mines such as Maryland Mines at Falls Road and MacArthur Boulevard, Union Arch Bridge at Cabin John, Quince Orchard Quarry. The broad goals of the Heritage Area program are: 1. Marketing and Economic Development; 2. Interpretation and Education; 3. Preservation and Stewardship. The program goals are listed in that order, hence it is clear what the primary focus of the initiative is. The published materials about the initiative contain the following quote: "The three clusters each contain a critical mass of quality sites and attractions that can be marketed and promoted." While this initiative has received considerable support, there are questions concerning its appropriateness for all of the areas included. For example, how much "marketing and promotion" do these areas want or need, or can accommodate, particularly along the MacArthur Boulevard corridor? What consideration will be given to fragile structures and environments, to the existence of limited facilities, to whether there is evidence of economic need in the clusters proposed?

Canal Place Heritage Area, Cumberland, Allegany County – This is the first Heritage Area established in Maryland and is in an area that for many years has been in economic decline. The C&O Canal National Historical Park has created an inviting and beautifully presented interpretive area as the visitor's center for the canal at its western terminus; the center is located on the ground floor of the Western Maryland Railroad Station, which is the center of activity for Canal Place. Future plans for

this Heritage Area include excavating the canal bed and then rewatering the canal, building and floating a canal boat for interpretive trips down the canal for a few miles, development of attractions between the canal and the Potomac River, as well as additional activities centering around the railroad station, perhaps to further enhance the scenic steam train excursions through the hills of far western Maryland. In Cumberland, there is a demonstrated need for economic development, there is space for additional facilities to accommodate tourists, and the local populace is desirous of the benefits they perceive will derive from Heritage Area development.

PEOPLE

The exhibit is titled "American Light 2001." The artist is **Andrei Kushnir**, who paints exquisitely beautiful scenes of the C&O Canal as well as landscapes and an occasional cityscape; he is a resident of Brookmont. His work will be on exhibit from September 29 to November 3 at Taylor and Sons Fine Art, 660 Pennsylvania Avenue, SE, Washington, DC. There will be an opening reception on Saturday, September 29, from 6 to 9 PM. Mr. Kushnir's work is well known to several C&O Canal Association members, and several are owners of his paintings.

For those aficionados of the mystery novel genre, the work of author **Nevada Barr** is worth exploring. Ms. Barr is a National Park Service seasonal ranger. The settings for her books are national parks in which she has worked, her characters are fictional employees who hold real NPS positions. She is an accomplished teller of stories; is gifted in painting word pictures of her settings; is sometimes too graphic in her descriptions of the unpleasant; and while her mystery plots are generally well-conceived, they occasionally become overly entangled. For the reader, though, the national park settings are an added bonus – not the same as a visit to the parks, of course, but a good introduction to some park aspects the visitor may never encounter. An example of the latter is contained in *A Superior Death* in which Isle Royale National Park is the setting. A visitor to the park, which is a collection of numerous islands in Lake Superior, may never know that there are numerous shipwrecks that lie at lake-bottom and are the responsibility of the park's Submerged Cultural Resources Specialist. Three of Ms. Barr's other books are *Endangered Species*, set in Cumberland Island National Seashore, *Track of the Cat*, set in Guadalupe Mountains National Park and *Deep South*, set in the Natchez trace Parkway.

Any opinions expressed in this column do not necessarily reflect the intent of the C&O Canal Association. ❀



C&O Canal NHP Visitors Centers
Locations and telephone numbers on page 23

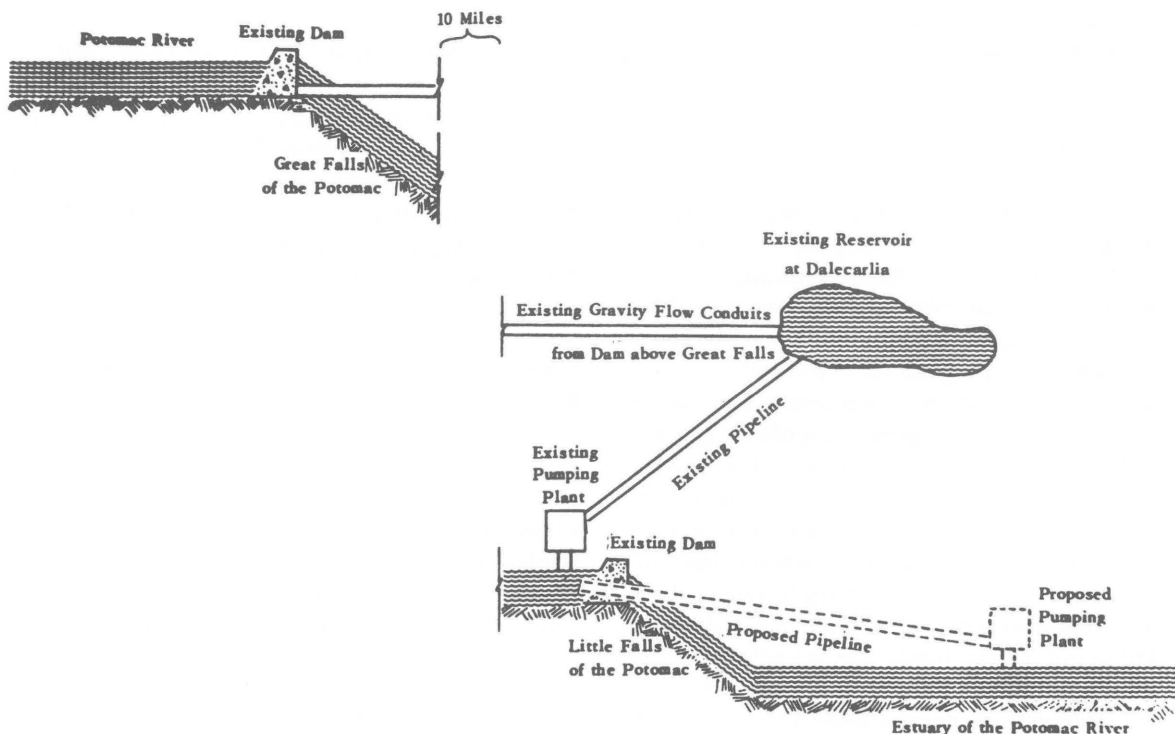
FROM THE ARCHIVES

Lest We forget

Everyone knows about our fight with the road builders to save the canal, but who remembers our struggle with the Corps of Engineers over dams? Corps proposals for emergency water reserves called for a mainstream dam at River Bend which would have flooded the towpath and canal, and this plan held up

consideration of legislation for a Park. Our own Ellery Fosdick, professional engineer, came up with a plan to move water from the estuary to the Dalecarlia Plant which was published in the *C&O CANALLER*, predecessor to *ALONG THE TOWPATH*, in August 1969:

Potomac Estuary Plan



The practical simplicity of the Potomac Estuary Plan is clearly demonstrated in this schematic profile by Ellery Fosdick which shows existing and proposed facilities for supplying municipal water to the Washington Aqueduct—the major supplier of water

in the Washington Metropolitan Region (MWR).

During occasional periods of low flow, the use of water held in natural storage in the upper estuary—rather than resorting to

regulation of the Potomac River flow by manmade reservoirs—would avoid the adverse effects of large dams and reservoirs upon the environment of the Potomac River Basin, and do so at a fraction of their cost.

The connection from the estuary to Dalecarlia was actually built, along with vaults to house the pumps at Little Falls Run just above Chain Bridge. The idea was to install pumps only in emergencies and take them out for flood threats. Pumps were

never installed because their need was obviated by the Bloomington Dam on the North Branch, but the vaults are still there, and they make a good observation deck for the area.

Level Walker Chair Karen Gray

New Level Walker assignments made this past quarter included Michael Loomis to #15, Jed and Grace Tucker to #18, Lisa Angstadt to #22, Joe Carper to #22, Pat Hurline to #48, Paula and Greg Rosasco to #59. Thanks for volunteering folks!

We're doing well this year (at mid-August) with 143 reports received from 81 of the 117 current Level Walkers. Still, as always, we need more volunteers. As this is being written in mid-August, the following levels need a walker:

#55, Lock 60 to culvert 208

#64, Kelly's Road culvert to Spring Gap Recreation Area

Of the 69 levels, 10 have not been reported on: #20 downstream from Brunswick; #31 upstream from Taylors Landing; #42 upstream from Four Locks; #49 upstream from Round Top cement mill; #53, #54, #55 and #56 in the Fifteen Mile Creek to Seven Mile Bottom area; #62 downstream from Oldtown; #64 downstream from Spring Gap.

If you are a member, consider becoming a Level Walker and especially consider the two levels without volunteers or one of those that has not yet been reported on. No volunteer interested in the responsibilities and pleasures of being a Level Walker will be turned away. I'll work with you to find a level right for you, as no level has too many volunteers on it.

NOTE: The deadline for reports included in the next issue is Nov. 10. Reports can be mailed or e-mailed but **PLEASE USE THE STANDARD FORM** (provided in email format or on paper for those using regular mail).

HIGHLIGHTS FROM NEW LEVEL REPORTS for period from early May to early August:

#1 Tidelock to the Incline Plane: 5/15, 22, 31; 6/8, 18, 19 (includes work on 21, 29); 7/10, 20, 26; 8/9-10, **John Barnett**. John continues his hard work on this level, having filled approximately 27 large bags on these walks, with much in the tidelock and Alexandria aqueduct abutment areas. In June he began to be assisted by a young man, Kevin, who often cycles in that area. Kevin has recently been a great help to John in his efforts to stay ahead of the trash on this busy urban level.

#2 Incline Plane to Lock 5: 6/30, **Bill Quinn** noted an abundant black raspberry crop this summer on the river side.

#4 Cabin John Creek to Lock 14: 7/1, **Nancy Henningsen** reported a small tree down on the path to the bridge over the canal at Cabin John. 5/15, 22, 31; 6/4, 8/1&2, **Fred Mopsik** with canine assistants Cleo and Logan reported that the towpath between Cabin John and Glen Echo has become the pedestrian detour during the closure of the historic Cabin John Bridge (Union Arch Bridge) for repair. With work completed on this level, he found water back in this area on the early August walks. Logan and Cleo appreciate the repair of the water bowl for

dogs at Lock 10.

#6 Cropley to Great Falls Tavern (Lock 20): 6/22, **Chris Francke** reported on the severe erosion of the towpath near mile 13. In a long report covering the period Jan.-June, **Helen Johnston** and friends expressed concern at the overpopulation of Canadian geese as well as the chronic problem of speeding bikers on this busy section of the towpath. 7/19, **John Kimbrough** commented on the trees across the canal between locks 17 and 18.

#7 Great Falls Tavern (Lock 20) to Swains Lock (21): 7/12, **Jack Magarrell** reported on tree across all or part of the canal along this canoeable level.

#8 Swains Lock (21) to Pennyfield Lock (22): 5/31, 6/18, 7/12, **Paul and Maggie Davis** continue their much appreciated monthly reports and major litter-control work. In May they reported more trees across the canal than they could remember in 10 years as Level Walkers, however those between Pennyfield and milepost 19 had been removed by June 18 although a new one was down in July.

#9 Pennyfield Lock (22) to Seneca Aqueduct: 6/13, 7/19, **Michael Schuchat** also noted trees blocking canoes.

#10 Seneca Aqueduct to Milepost 25: 5/26, **Carol Purcell** noted that there had been recent work at a culvert that left the

towpath soft and muddy as gravel had not yet been put down.

#11 Milepost 25 to Sycamore Landing: 5/20, 7/2, **Sandy and Marv Kahn** reported that a dead tree near the Horsepen Branch Hiker-Biker campground had been cut down and the on-going need for the repair of signs at Sycamore Landing. 5/31, 6/22 **Judy and Don Plumb** reported the repair of a bad pothole highlighted in earlier reports and a close encounter with a buck.

#12 Sycamore Landing to Edwards Ferry: 6/25, **Stephen Pollock** reported 13 trees across the canal on this date—the worst tree fall he'd seen. [Severe storms this summer seem generally to have created a worse situation than usual in this regard. —kg comment]

#15 White's Ferry to Woods Lock (26): 7/12, **Michael Loomis** noted numerous rutted and muddy patches along this level. 7/15 **Rich Tibbets and Andrea Bartkowski** met a family of 3 bikers with 2 dogs in a dog cart who were from Ohio and biking the entire length. They also observed 2 barred owls in a tree.

#16 Woods Lock (No. 26) to Monocacy Aqueduct: 6/24, **Michael Ciansiosi** found the missing sign for lock 27 in reasonable shape but now in need of being bolted to the post.

#17 *Monocacy Aqueduct to Nolands Ferry*: 6/9, **Eric Wentworth** filled a large bag in the aqueduct area with the usual trash left by people drinking or fishing there.

#18 *Nolands Ferry to Point of Rocks*: 6/1, **John and Patty Hawley** removed many branches from the towpath and filled 2 bags with trash. 8/8-9, **Jed Tucker** noted areas that become quagmires in wet periods were dry at the time of this walk.

#19 *Point of Rocks to Catoctin Aqueduct*: 7/1 **Jack and Pat Cook** noted that extensive repair was being done on the lockhouse at Lock 28 and that the Lock 29 (Lander) lockhouse is now open at times on weekends.

#23 *Lock 33 to Dam 3*: 5/15, **Tammy Davis**, commented on the display at Lock 33 showing the work being done and what it will look like when finished. 6/10, **George Wyeth** reported that the supports had been removed from Lock 34 and that with the river very high, some of the canal prism that is usually dry had water in it.

#24 *Dam 3 to Dargan Bend*: 6/25, **Ron Howard** removed branches from a fallen tree that intruded on the towpath and noted a park employee removing a large number of beer bottles left beside the portable john at Dargan Bend.

#27 *Antietam Aqueduct to Lock 38 (Shepherdstown)*: 6/1, **Phil Adams and Ruth Conard** encountered a ranger marking out an area for a bird count.

#28 *Lock 38 to Lock 39*: 6/6, **John Lindt and Sonny DeForge** found the towpath clean and the only trash they removed was from the parking area.

#33 *Dam 4 to McMahon's Mill*: 7/11, **Jack Stickles** found evidence of fire-works in the picnic area.

#34 *McMahon's Mill to Opequon Jct. H/B*: 6/30, **Tom and Linda Perry** reported that the parking area at McMahon's Mill had been graded and

enlarged to hold more cars and make turning around easier.

#35 *Opequon Jct. to Lock 43*: 6/16, 7/27, **Dave and Audrey Engstrom** found the towpath, campground, and lockhouse at Lock 43 in good condition but reported that the remains of the downstream lock gate have now fallen into the canal. The lock which had standing water in it in June was dry in July.

#36 *Lock 43 to Falling Waters*: 4/5, **Harry and Phyllis Davis** commented on branches blown into Lock 43 that could not be reached.

#37 *Fallingwaters to Lock 44*: 5/13, **Nancy and Tim Thorpe** noted the large number of wildflowers and songbirds along this level.

#38 *Lock 44 to High Rock Quarry*: 3/21, **Gary Naugle** noted that on this mid-week walk there were only 6 cars in the parking lot at the increasingly-busy Cushwa's Basin site.

#40 *Nesle RR bridge to Dam 5*: 8/1, **Bill Hibbard** found little litter and the towpath in good condition. Observed a black snake.

#41 *Dam 5 to Four Locks*: 3/11, **B. K. Lunde** found the level in good condition.

#43 *McCoy's Ferry to Fort Frederick*: 6/10, **Teresa Harshman** walked with her grandson, Stefan. She reported a sinkhole on the berm near the 111.9 mile point.

#44 *Ft. Frederick to Ernstville*: 5/31, **John Bowman** noted 8 boats containing a total of 13 people fishing on Big Pool.

#45 *Ernstville to Licking Creek Aqueduct*: 6/17, **Irvin and Helen Keck** found a large dead tree across the towpath at about 114.25 6/9, **Joe Kochenderfer** reported talking with people along the trail who expressed great enthusiasm for the C&O.

#46 *Licking Creek Aqueduct to Little Pool*: 6/3, **Margie Knott** noted new gravel in some holes in the towpath but a lot of

mud from mile 118 to 120.

#48 *Hancock to the Roundtop Cement Mill*: 7/13, **Pat Hurline** removed many small branches on the towpath from recent storms.

#51 *Dam 6 to Sideling Hill Aqueduct*: 5/12, **John Popenoe** commented on the detour on the Western MD railway grade to get around work in the Pollypond overflow area.

#52 *Sideling Hill Aqueduct to 15 Mile Creek Aqueduct*: 7/24, **Irving Soloway** commented on how remote and beautiful this level is although proximate to a herd of Black Angus cattle.

#57 & 58 *Lock 61 to the Paw Paw tunnel parking area*: 5/20, **Bill Burton** reported a Girl Scout troop hiking on this level was also picking up litter as they hiked. The Twig Hollow gate was in good repair and the locks in good condition.

#59 *Tunnel parking area to point opposite the mouth of Little Cacapon*: 7/14, **Paula and Greg Rosasco** found the level, including the canal workers cemetery, in good condition. The tunnel parking area was, as always, very busy.

#60 *Mouth of Little Cacapon to Town Creek Aqueduct*: 6/19, **John & Judith Lilga** counted 18 species of birds on their walk. They encountered a ranger who reported that trash in a ravine near the entrance road would be cleaned up by one of the work details from the Allegheny prison.

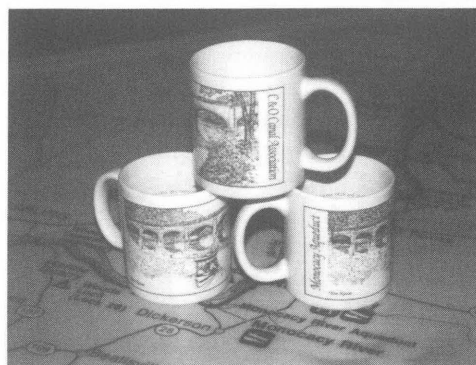
#61 *Town Creek Aqueduct to Lock 68*: 8/4, **Dennis Hibbard** noted a bees nest on the NW corner of the lockhouse at Lock 68.

#69 *Wiley Ford Bridge to the Cumberland Terminus*: 6/4, 7/15, **Jim and Joanna Mullenex** noticed some stonework by Army Corps of Engineers near the end of the canal line. Also the new walls appear finished and trees and greenery on the slope between them have been planted.

For Sale

Rita Bauman

The Association has four mugs depicting canal scenes (Monocacy Aqueduct - 1998, Great Falls Tavern - 1999, Cushwa Basin - 2000, and Paw Paw Tunnel - 2001) for sale. Tom Kozar has permitted us to copy his paintings on the mugs. The drawings are Wedgewood blue in color on large white mugs. The price of each mug is \$6.00 plus MD tax and shipping, if applicable. The mugs will be sold at the Heritage Hike or can be obtained via mail. Orders should be sent to the association or call (540)888 1425 after 6 PM."



❄ NATURE NOTES ❄

Helen L. Johnston

A highlight of the spring season in the park was the 2001 breeding bird census under the general direction of Dianne Ingram of the headquarters staff of the C&O Canal NHP. As in past years, members of the "Sights and Sounds of the Seasons" group based at Great Falls Tavern participated in the park count for the area between Great Falls Tavern and Swain's Lock. By 5:30 AM six people left their cars near the Tavern, and sauntered to their first point for counting birds along the towpath. Each point was flagged by a red ribbon tied to a branch on the edge of the towpath. The leader was Pat Schindler. Dick Tibbetts timed each counting period. The other four--Betty Henson, Dorothy Camara, Bobbie Thornberg and Helen Johnston--recorded light and weather conditions at each point and removed red ribbons, keeping quiet while Pat identified birds by sight or sound for five minutes.

Near the Tavern, the Baltimore oriole was already tuned up to start the day even before the first rays of the sun hit the Tavern roof. This was an auspicious beginning. Unfortunately, the barred owl that we have heard several times along the towpath failed to appear or to be heard. Canada geese were heard and seen everywhere, most of their young now grown to the point that they have left their watchful parents.

Birds seen or heard at the designated points in the two mile stretch from the Tavern to Swain's Lock totaled nineteen species. They included the great blue heron, Canada goose, mourning dove, kingfisher, red-bellied woodpecker, Acadian flycatcher, titmouse, white-breasted nuthatch, wood thrush, blue-grey gnatcatcher, red-eyed vireo, Baltimore oriole, common grackle, cowbird and cardinal.

Other birds were encountered before and after the 5-minute count periods and on the return along the towpath and the river trail. They included more than ten great blue herons, a green heron, more than fifty Canada geese, eight mallards, a turkey vulture, one or two chimney swifts, a flicker, a great crested flycatcher, several blue jays, eight Carolina chickadees, a Carolina wren, a prothonotary warbler, three parula warblers, a Louisiana waterthrush, three or four Baltimore orioles, several scarlet tanagers, two or three song sparrows and several goldfinches.

By the time we neared Swain's Lock at 8 AM, the daytime use of the towpath had already begun. A group of joggers filed quietly by the group of bird-watchers. Several other groups of joggers similarly passed by quietly. Then came the bicyclists. One yelled "Watch out!" Another, apparently disturbed by the small group of birdwatchers intent on following bird antics, yelled as he passed, "This is a **bicycle** path!"

Most bicyclists are pleasant and let birders and other small groups know when they are coming up behind. And birders and other nature lovers realize the need to keep out of the way. Nevertheless, our morning experience reminded us of the many near accidents we have witnessed in the high traffic area near Great Falls tavern. Both adults and children are involved, especially on the path to the overlook bridges. Perhaps dismounting from bicycles could be encouraged in such areas or when

approaching large groups of people. Certainly, the speed limit of 15 mph needs to be enforced and perhaps in these areas even reduced for bicycles.

Recalling the days when the national park was a dream in the minds of a few dedicated to the dream's realization, Justice William O. Douglas said, "The C&O Canal is a refuge, a place of retreat, a long stretch of quiet and peace." What would he have said to the speeding bicyclists and joggers? Active sports in the park leads to resurfacing and smoothing the towpath, removing annual growth on both sides. This change has the effect of eradicating the wild asters, iris, ferns and others that used to be a joy to watch bordering the towpath as the seasons passed. The park still provides ample opportunity for the study of the natural environment along the towpath, trees, birds, butterflies, wild-flowers, beetles, turtles, fish, deer, snakes and many other types of plants and creatures that have disappeared in our urban environment. Years ago, the prince of birdwatchers, Roger Tory Peterson, lived near the park and enchanted dozens of eager birdwatchers as he led groups on the towpath. We no longer have Peterson for a resource but other Pied Pipers could doubtless be found among members of the Audubon Naturalist Society and other outdoor study groups.

The ANS once conducted bird population studies in a small area between the Towpath and the river above Cabin John Creek. Perhaps this study continues. If so, it should provide fascinating data on bird populations and changes occurring after the building of the Beltway bridge and the highway on the Maryland side connecting with Canal Road and the beltway.

Twenty or more years ago, the Park Service sponsored nature walks for children, intriguing boys and girls to look for butterflies, birds and even snakes. Under quiet tutelage, the park and the towpath became not a place to race on foot or on a bicycle but a quiet place to look and listen, to identify and remember what is going on in the natural world from which so many are sheltered in apartments or housing developments with manicured lawns and carefully trimmed bushes and trees.

If the Park Service itself does not have and cannot get naturalists qualified to lead natural history study for various age groups, linkages might be established between the Park and such groups as the Audubon Naturalist Society, the Maryland Plant Society, and natural history study groups from local schools.

The 184 ½ mile length of the park is an inexhaustible natural history study area with its seasonal changes, its majestic river and its population of birds, mammals, amphibians and other creatures. In addition, it has a wealth of human history, represented chiefly by summer barge trips in Georgetown and at Great Falls Tavern and by a group of Girl Scouts who perform in costume in the lockkeeper's house at Seneca. Could other lockkeeper houses be converted to living history exhibits under local group auspices?

For the natural history student, the amateur photographer, the artist or even the casual observer interested in identifying what he sees, the park is an inexhaustible resource, one that seems unnoticed by speeding bicyclists, runners, campers, horseback

riders, even canoeists and kayakers. Preservation of its natural history resources depends on public appreciation. Public appreciation depends to a large extent on knowledge; public knowledge needs to be cultivated. ❀

A Plant Inventory of the C&O Park

Peter Whitney

At the December 2000 C&O Canal Association Board Meeting, I proposed finding out if there were a thorough plant inventory of the park. If the park either did not have such an inventory or had an incomplete one, I suggested we could explore developing a system in which Board members or visitors could record plant species they witnessed in bloom along with the date and location. I noted that various informal and incomplete lists already exist, including *A Beginner's Guide to Wildflowers of the C&O Towpath* by Edwin M. Martin, now out of print, the one I prepared from observations of other hikers and myself on the last Justice Douglas hike in 1999, and additional lists I have from outings with the Washington Botanical Society. With the data we could consider publishing information on the plant species in the park.

There are various options involving different amounts of time and work. These include: (1) check lists of plants found in

delineated portions of the park, (2) check lists by season and location, (3) check lists with a botanical organization, either by family designation or a key as in Newcomb's *Wildflower Guide*, (4) pamphlets with drawings and descriptions of the plants contained in one of the lists. Once a plant inventory has been completed and organized in a useable way, we would consider the possibility of printing the check lists or pamphlets and selling them at a reasonable price as part of our publicity effort for the park. The Board endorsed the concept.

I contacted the Park Service and learned that the National Park Service (NPS) is working on biological inventories for 270 NPS parks and is devoting significant resources to the effort. The National Capital Region, which includes the C&O Canal NHP, has developed a plan including the hiring of staff to produce a plant inventory of the park. This program was approved in December 2000, too.

The project has started and the work includes checking an unverified plant list of more than 1,500 species. The project is to last for one to two years. When the inventory is completed, Supt. Doug Faris thought some of the publishing ideas might be pursued. I will follow up on this and report at subsequent meetings. ❀

THE ASSOCIATION WELCOMES NEW MEMBERS

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CONTRIBUTORS TO ASSOCIATION FUNDS

With appreciation, the C&O Canal Association acknowledges the following who have contributed to the Monocacy Aqueduct Fund, the C&O Canal Fund, and the Davies Legal Fund since the last issue of *Along the Towpath*:

Rita H. BAUMAN
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SENECA VALLEY SUGARLOAFERS VOLKSMARCH CLUB
Jack G. SMITH
Paul & Shirley TOURIGNY

ANNOUNCEMENTS OF COMING EVENTS

HERITAGE HIKE

This year's Heritage Hike, on Saturday, October 27, will be in the Williamsport area. Joining us for dinner (and some perhaps for the hike) will be members of the American Canal Society and the Pennsylvania Canal Society. Our featured speaker after dinner will be Bob Kapsch of the National Park Service; Mr. Kapsch is Special Assistant to the Deputy Director of the National Park Service.

Again this year Leiters' Fine Catering will be serving us at the Williamsport Fire Hall, where we will also park before boarding the bus to take us to the start of our hike.

There are three options for setting the length of your hike. The longest segment will be from Fort Frederick, at mile 112. Those planning to walk this segment need to be at the parking lot by 10 AM. The second option begins at mile 108.7, Four Locks, and the third begins at Dam #5, mile 106.8. Those taking the shorter segments need to be at the parking lot at 10:30 AM. Hikers desiring a shorter route than those can start at the Cushwa Basin and go westward and back at their own leisure. Williamsport is between mile post 99 and 100. (On the bus you will be given directions to the fire hall from the towpath.) Please bring your lunch and drink.

Happy Hour is at 4:30, dinner at 6 PM (This will allow members of the Canal Societies to finish their bus tour.) Dinner consists of two entrees, salad, vegetables, rolls, beverage and dessert.

Directions by car to the Williamsport Fire Hall: From I-81 take Exit 1 (Route 68) and head toward Williamsport. Look for water tower and the American Legion on your left. Brandy Drive, leading to the fire hall, is opposite the tower and Legion.

If you need more information or additional instructions please call Sonny DeForge at (301)530-8830 or Tom Perry (301)223-7010. Registration is necessary in advance for the dinner, and will

help us with bus logistics as well. A registration form is enclosed as an insert. Reservations must be made by October 19, 2001. ❁

Frostbite Hike 2001

Annual Frostbite Hike, December 1. Great Falls Virginia and George Washington's Potomack Canal. Meet at the Great Falls, VA Visitors Center at 10:30. Contact Ken Rollins at 804-448-2934.

Pat White ❁

Continuing Hike Series Winter 2001--2002

The Georgetown to Cumberland Series will conclude on November 17, 2001. We will meet at the Cumberland Visitors Center at 10:00 and shuttle to Lock 75 where we will start the hike to Cumberland. Bring lunch.

The New Year's Hikes will start at the Seneca Aqueduct at 2:00 New Year's Eve and at 10:30 on New Year's Day. This will be a good chance to examine the quarries and the stone cutting mill. If we are lucky, a geologist will join us.

We are currently planning the 2002 hikes. All will include a circuit and return to the starting point. Some may be quite strenuous, others a pleasant stroll. The first hike will be Sunday January 27. We will meet at Violettes Lock at 10:30 AM for an easy three-mile stroll on the towpath and riverside trails. Watch for more details in the December *Along The Towpath*.

Pat White 301-977-5628 ❁

Fall Bike Trip Filled Up

Tom Perry reports that the "Through Bike Trip" scheduled for October 3-8 is filled up. There is a possibility of having two trips next year. If you would be interested in adding one, let Tom know when you prefer it to be, and whether you are a camper or a motel/B&B user. The traditional October trek will remain in place.

For information call Tom Perry, (301)223-7010 ❁

LETTER TO THE EDITOR



The story in the June issue, "New Events at Fort Frederick" had nostalgic overtones. It transported me back more than six decades and my personal identification with the Fort.

In the midst of the depression years of the 1930's the area surrounding the Fort was occupied by the Civilian Conservation Corps, a group of about 200 young men 18 and over, victims of the era's hard times. Almost without exception, these enrollees were residents of western Pennsylvania: Pittsburgh, McKeesport, Charleroi, etc.

Work projects engaged in by the Corps were the restoration of the Fort and the Washington Monument at South Mountain, both of which had fallen into almost complete disrepair.

My role in the group's activities was that of a part time instructor and athletic coach for one season. Among the enrollees were a number of gifted athletes whose abilities enabled them to compete successfully against other CCC softball and baseball teams as well as independent clubs in the community. In fact the outstanding semi—pro club in the county tried to recruit our ace pitcher.

Abner Kaplan

CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Sep 22/23	Sat/Sun	Continuing Hike Series. Saturday - Oldtown to Paw Paw Tunnel. Meet at Paw Paw Tunnel Parking Lot at 10:00. Sunday - Oldtown to Lock 75. Meet at Lock 75 at 10:00. Contact Pat White, 301-977-5628.
Sep 29/30	Sat/Sun	Annual Paw Paw Bends Overnight Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins 804-448-2934 for information and reservations.
Oct 3-8	Wed-Mon	Through-bike-trip. Cumberland to Georgetown. Led by Tom Perry, 301-223-7010. Camp or stay at B&Bs/motels. Fully booked
Oct 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Oct 27	Sat	Annual Heritage Hike and Joint Event with the Pennsylvania Canal Society. Williamsport area. Evening banquet at the Williamsport Fire Hall. Details on page 19.
Oct 27	Sat	Spook Thing at the Great Falls tavern. NPS event. Details later.
Nov 17	Sat	Continuing Hike Series. Lock 75 to Cumberland. Meet at Cumberland Visitors Center at 10:00. Contact Pat White, 301-977-5628.
Dec 1	Sat	Annual Frostbite Hike. Meet at the Great Falls, VA Visitors Center at 10:30. Contact Ken Rollins at 804-448-2934.
Dec 2	Sun	Board Meeting, Glen Echo Town Hall, 1:00 PM.
Dec 16	Sun	Carol Sing at Great Falls Tavern. 1.00 PM
Dec 31	Mon	New Year's Eve hike. Meet at Seneca Aqueduct at 2:00 PM. Contact Pat White at 301-977-5628.
Jan 1	Tues	New Year's Day Hike. Meet at Seneca Aqueduct at 10:30 AM. Contact Pat white at 301-977-5628.
Jan 27	Sun	Continuing Hike Series. Three mile circuit including towpath and trails along the river. Meet at Violette's Lock at 10:30 AM. Contact Pat White at 301-977-5628.



RESERVATION FOR THE HERITAGE HIKE

October 27, 2001

Must be returned by October 19, 2001



Name _____

_____ No. of dinner reservations at \$18.00 included Total enclosed \$ _____
make payable to C&O Canal Association (no confirmation will be sent)

Indicate how many on each starting point for the hike. A \$2.00 fee will be collected on the bus.

_____ Mile 112, Fort Frederick

_____ Mile 108.7, Four Locks

_____ Mile 106.8, Dam #5

Send to: C&O Canal Association
P.O. Box 366
Glen Echo, MD 20812-0336

Directions by car to the Williamsport Fire Hall: From I-81 take Exit 1 (Route 68) and head toward Williamsport. Look for water tower and the American Legion on your left. Brandy Drive, leading to the fire hall, is opposite the tower and Legion.

Chesapeake & Ohio Canal Association - Membership Form

Have a Friend Join or Make One a Member

Please enter the following membership in the C&O Canal Association in the category indicated at right:
(Select One)

NAME: _____ ☐ Individual \$15

ADDRESS: _____ ☐ Family \$20

CITY/STATE/ZIP: _____ ☐ Patron \$25

EMAIL: _____

PHONE: _____ Total \$ _____

Name to appear on badge: _____

Name on 2nd badge (family or patron): _____

Gift from: _____

Please make your check payable to the C&O Canal Association and mail to:
P. O. Box 366, Glen Echo, Maryland 20812-0366



Along the Towpath is published in March, June, September, and December by the C&O Canal Association (COCA), P.O. Box 366, Glen Echo, MD 20812-0366. Articles for publication should be received by the 15th of the month prior to publication. Electronic submissions are encouraged. Please send articles to:

Frederick I. Mopsik, Editor
Along the Towpath
 6415 79th Street
 Cabin John, MD 20818
 mopsikj@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, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible.

COCA maintains a home page at <http://www.CandOCanal.org>. The COCA Webmaster is Olivia Casasnovas. COCA also maintains a telephone for information and inquiries at (301)983-0825.

C&O CANAL ASSOCIATION 2000 Association Officers

President:

Ken Rollins 19086 Carlyle Street
 (804)448-2934 Ruther Glen, VA 22546-2768

First Vice President:

cerniglia@erols.com,
 Christine Cerniglia 603 Grandin Ave.
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Second VP & Level Walker Chairperson:

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 Karen M. Gray 1747 Edgewood Hill Circle #102
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donjuran@crosslink.net
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Editorial Staff

Editor: Frederick I. Mopsik (301)320-2111

Associate Editors: Dave Johnson, Don Juran, Carl Linden, Nancy Long, Ken Rollins

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DIRECTORY C&O CANAL NHP Telephone Numbers and Personnel

C&O CANAL NHP HQTRS	(301)739-4200	
Box 4, Sharpsburg, MD	21782	
Superintendent	(301)714-2201	Douglas Faris
Assistant Superintendent	(301)714-2201	Kevin Brandt
Chief Ranger	(301)714-2222	Keith Whisenant
Admin Officer	(301)714-2204	Vacant
Chief, Natural and Cultural Resource Mgmt Branch		
	(301)714-2231	Vacant
Chief, Interpretation Brnch	(301)714-2214	Vacant
Public Affairs Assistant	(301)745-5804	Kathy Sholl
Special Permits	(301)714-5817	Richard Briggs
Chief of Maintenance	(301)714-2216	Bob Hartman
Volunteer Coordinator	(301)714-2233	Nancy Poe
Engineer	(301)745-5818	Dan Copenhagen

Palisades District

11710 MacArthur Blvd, Potomac, MD 20854
 District Ranger (301)767-3701 Joe Pond, Acting
 Supv Ranger-Fee Collect. (301)299-3613 Terry Barbot

Georgetown Visitors Center (202)653-5190

1057 Thomas Jefferson St., NW Washington, DC 20007

Sup. Ranger - Interpretation Kathy Kupper

Great Falls Tavern Visitors Center

11710 MacArthur Blvd., Potomac, MD 20854

Great Falls Tavern Information (301)767-3714

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)714-2236	Dwight Dixon
Cumberland Subdistrict	(301)722-0543	Matt Huelskamp
		Alex Negron
Hancock Subdistrict	(301)678-5463	Al Voner
		Chip Buchanan
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	(301)745-5803	Jan Lemons

Williamsport Visitors Center (301)582-0813

205 West Potomac Street, Williamsport, MD 21795

Park Ranger - Interpretation Donna Swauger

Hancock Visitors Center (301)678-5463

326 East Main Street Hancock, Maryland 21750

Park Ranger - Interpretation (part time) Paul Apple
 Jim Seibert

Cumberland Visitors Center (301)722-8226

Western Maryland Station, Cumberland, Maryland 21502

Park Ranger - Interpretation Rita Knox
 Bob Borland

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)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)299-3613

FOR EMERGENCIES (TOLL FREE) 1-(866)677-6677
HAZARDS CHOH_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

Heritage Hike - October 27

Hike form on page 21

Membership form inside on Page 21

We need your letters now!

See Page 6 to support the restoration of the
Monocacy Aqueduct

Write your letter supporting a Douglas
Memorial Stamp Today! See June issue.

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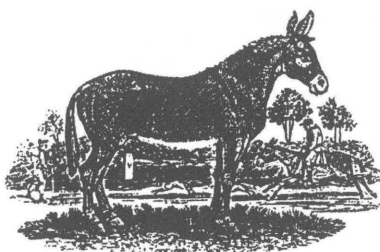
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