



ALONG THE TOWPATH

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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

MONOCACY AQUEDUCT RESTORATION BEGINS

Carl Linden

Saturday, September 7, 2002 was a glorious, sunny day and a glorious day for the Monocacy Aqueduct. The meadow by the Aqueduct was the scene of a ceremony held by the C&O Canal NHP marking the start of restoration work on the Aqueduct. It was a well-attended and gala event. The C&O Canal Association's partnership with the C&O Canal National Historical Park over the past seven years to bring about the restoration of the deteriorating Monocacy Aqueduct has met with success. Senator Paul Sarbanes and Representatives Connie Morella and Roscoe Bartlett, wearing the required hard hats, lifted the first stone with Archimedean machines (levers, that is) launching the Aqueduct project.

More than two hundred friends and supporters of the Aqueduct and Association members gathered together under a red and white striped pavilion tent. One side of the tent was decked out with seven county and state flags. These included the flags of Frederick and Montgomery Counties, Maryland, the District of Columbia, Virginia, West Virginia and Pennsylvania. A Park Service banner, "Monocacy Aqueduct - Restoration Project - 2002 - 2004", the Association's "Save America's Treasures - Uphold the Monocacy" banner were draped along the upriver side of the

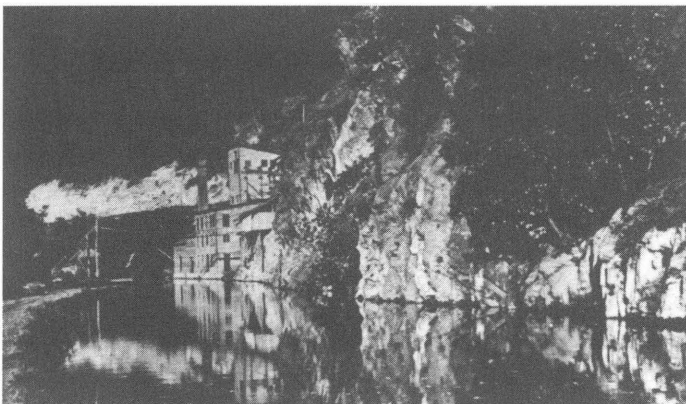
Aqueduct along with that of the American Society of Civil Engineers (ASCE).

Monocacy continued on page 2



Supt. Doug Faris and Senator Paul Sarbanes at stone moving. Gilbert Gude is in the background.
Carl Linden

HERITAGE HIKE - HANCOCK November 9 2002



Round Top Cement plant after 1903

Hahn Collection

This year's Heritage Hike will offer a combined trek on both the C&O Canal towpath and the recently extended rail trail in the Hancock area upstream from Hancock. It is set for Saturday, November 9 starting from the NPS Visitor Center at various times, with parking provided on the east side of the building, off of Main Street. As in past hikes, walkers can choose the length of hike each one feels comfortable with, but each will be a round-trip, with NO BUS service provided. A handout map will indicate the three, four, six, twelve, and sixteen mile options. Of course, anyone is free to stay solely on the towpath or the rail according to taste, but there is something different to be seen from each one.

Hike continued on page 3


Superintendent Doug Faris was master of ceremonies. Among the speakers were Regional NPS Director Terry Carlstrom, U.S. Senator Paul Sarbanes, U.S. Representatives Connie Morella and Roscoe Bartlett, Lisa Burcham of the National Trust for Historic Preservation, David Mongan of the American Society of Civil Engineers, and Hannah Byron of the Maryland Office of Tourism. U.S. Senator Barbara Mikulski was unable to attend but Gail Street of her office read the Senator's letter to those assembled.

Crucial support for the Aqueduct appropriation was provided by our Maryland legislators. Several speakers also took the opportunity to praise Gilbert Gude's leadership in support of the Canal and his active role as honorary chairman of the Aqueduct Committee. Bernie Dennis of the Capitol Section of the ASCE was singled out for his leadership in bringing into play ASCE expertise and support for the Aqueduct project. Dennis McMullen and Associates and Architrave PC, Architects provided design and engineering. Minny Pohlman was recognized for her preservation work and enthusiastic support of the Aqueduct project. Carl Linden, who headed the Association's Monocacy Aqueduct Committee, began his remarks by asking Dr. Jim Gilford to stand up and be recognized for his early advocacy of the restoration on the Aqueduct at the first Canal Commission meeting attended by Superintendent Doug Faris in early 1995. Carl told how the C&O Canal Association at the Commission's bidding, mounted its seven year campaign of public education and fund raising for the Aqueduct. The Association's Monocacy Aqueduct Committee, focused on making the public aware of the existence of the Aqueduct and that it was an endangered national treasure in urgent need of repair. At the same time, the Association raised more than \$150,000 from many individual contributors to show strong citizen support for the Aqueduct's restoration. At all stages the Association worked in close partnership with the National Park Service. He said special credit belongs to the

leadership of Doug Faris. With the assistance of a talented staff he organized a series of press conferences and special events drawing the public's attention to the plight of the Aqueduct. He also worked steadily within the Park Service and federal government to gain the funding that led up to this day's official launching of the Aqueduct restoration project.

The Corman Construction Company based in Annapolis Junction will start operations soon. The aim is to complete the project in the next two years in time for the 50th anniversary of the 1954 Douglas hike to preserve the C&O Canal as a national park. Corman is expert in working with stone and masonry structures and recently completed renovation work on the Cabin John Union Arch Bridge—the historic span which was the longest and still is among the world's grandest stone arches. Once the work on the Monocacy Aqueduct is done, its graceful structure will no longer be hidden under the "orthodontic braces" placed upon it to keep it aligned after the damage it suffered from the flood of 1972 from the remnants of Hurricane Agnes.

The Monocacy Aqueduct is now on its way to complete restoration. It will be in better shape than ever when the work is finished and the 2004 anniversary comes around. Further, not only is a national treasure being saved, but the preservation of the Aqueduct also will contribute substantially to maintaining the continuity and integrity of the C&O Canal NHP.

All in all, it was a great day for our C&O Canal Association and all the friends and supporters of the Canal and the Monocacy Aqueduct in particular. Seven years ago we issued a pamphlet to "Uphold the Monocacy Aqueduct." The pamphlet told the story of the Aqueduct and appealed to citizens to show support by making contributions to our Aqueduct Fund. Emblazoned on the pamphlet's cover were these words: "THE MONOCACY AQUEDUCT HAS A GLORIOUS HISTORY...BUT DOES IT HAVE A FUTURE?" The question now has an answer and we added these words: "YES IT HAS!" 

CRESCENT LAWN WORK REVEALS PIECES OF THE PAST

*from Canal Place Report, Summer 2002, Canal Place Preservation
& Development Authority*

Work on Phase I of the Canal Place Crescent Lawn Project is well underway, and early archeological surveys of the area have revealed some exciting surprises. During the excavation for three buildings on the site which are currently under construction, a number of original canal boat remnants and other archeological finds were unearthed. The archeological digs have confirmed the existence of twelve boats which were believed to have been buried in the area, as well as three additional boats which were unexpected finds. The boat remnants represent a variety of boat styles dating to the 1870s and confirm earlier archeological research which suggested that canal boats came in more styles than the familiar "barge" formation of later cargo boats. During the archeological exploration, an engine propeller was also found near one of the boats, but its origin has not yet been determined.

Portions of the boats had to be cut away and removed in order to make room for electrical duct work. Once the duct work was in place, however, the removed boat remnants were returned to their original locations. Due to the costliness of raising the boats and preserving them above ground, they are being "preserved in place." This means that they are being left where they were found and reburied to protect them from corrosion caused by exposure to the elements. The boats have been underground since the canal was closed in 1924 and backfilled.

In addition to the boats which have been found, archeologists also discovered the foundations of some of the boatyard buildings and a foundry which was later located on the property.

The buildings which are now under construction on the site are expected to be completed by April 2003. The foundations for all three buildings are complete with floor slabs for two of the buildings installed. The walls have gone up on the building which will house the shops. The timber framing for the walls is being manufactured off-site, and the buildings will be completed when the timber arrives. The buildings were designed to reflect the architectural style of the boat yard buildings which were located in the terminus basin of the canal in the late 1800s and are intended to be both functional and aesthetically pleasing.

"We are not just creating utilitarian buildings. These structures are intended to be works of art as well, with varying angles and elevations" explained Construction Manager David Flanigan.

Completion of the three buildings will be followed by construction of the festival grounds/public recreation area, projected for completion in Fall 2003. Additional elements of the Crescent Lawn project include development of a permanent stage area, a fourth building to house the National Park Service boat operation, and a walkway along the canal towpath. The final element of the Crescent Lawn construction will be rewatering of the terminus of the C&O Canal by the National Park Service. ❀

Senate Committee Passes Funding for Canal Terminus Restoration Project in Cumberland, Maryland

NPS Press Release

The National Park Service, in partnership with the U.S. Army Corps of Engineers, Canal Place Preservation and Development Authority, and the City of Cumberland, Maryland, is working to restore the historic terminus of the C&O Canal in downtown Cumberland. Congress authorized the Corps of Engineers to prepare designs and engineering to rewater a 1.1-mile segment of the canal and boat basin, and to undertake the construction project. Senator Paul Sarbanes made the announcement August 6 at Canal Place, Cumberland, regarding efforts to secure funding for the canal restoration project.

Senator Sarbanes' announcement included results of his efforts to obtain phase one funding to rewater the canal in Cumberland. Funds are included in a recently passed Senate Appropriation Bill for 2003 to undertake phase one of the project. The Corps of Engineers has completed about 90 percent of the design and engineering for the rewatering project, and if Congress passes the appropriation bill during the next two months, funds will then be available to begin construction in the spring of 2003.

The long-range plan of the National Park Service is to rewater two miles of the canal from the terminus adjacent to the Western Maryland Railway Station downstream to the Candoc neighborhood. The C&O Canal National Historical Park manages the canal and will operate and maintain the redeveloped canal in Cumberland. The Park plans on operating replica canal boats on the rewatered canal similar to ones they currently operate in Georgetown and Great Falls. ❀

Nancy Poe Leaving

Nancy Poe, currently Partnerships Director for the C&O Canal NHP, is leaving the park after 10 years of service. Her last day will be October 10. After a two week cruise, she will become the Chief of Resource Education at the Chattahoochee River National Recreation Area in Atlanta, GA. The Association wishes Nancy the best after all the hard work that she has done to make the C&O Canal NHP a much improved park.

Particularly noteworthy were Nancy's efforts in organizing the thousands of volunteers after the floods of 1996. Her help for the Association and her presentations before the board meetings were always a highlight. I am sure, also, that all those on the last through hike will remember her help in making all the hikers secure for the night during a particularly trying storm after leaving Hancock. Fred Mopsik ❀

Heritage, continued from page 1

Now a little guideline to aid you in planning your own individual "Hike Your Own Hike" for this great group event.

Starting Times: Having no busing schedule to dictate an official starting time, you choose your own. Keep in mind your miles option as well as walking pace.

This is our general recommendation: carry lunch, water, and other personal items for a full day's hike. Counting breaks and breathers and averaging 2+ mph, the starting times are:

8:30-9:00---16.6 mile option
10:00-10:30---12.0 mile option
12:00-2:00 P.M.---6 mile option

Any other time you arrive, pace yourself to complete by 4:00 PM.

Finish Time: For all participants. November 9, we operate now on **standard time**. All participants should be back at the Visitor Center and check back in no later than 4:00 PM.

Final special note on the hike: Whether you are staying for the evening social hour, dinner and program or not, if you do any of the hiking segments, register yourself and others with you before you begin. This way we will get an accurate count, plus accounting for all participants. Register and pick up your map guide upon arrival at the Visitor Center. Then check off your name after you finish. Have a great, traditional Heritage Hike on November 9, 2002.

See you all there.

Jim Preston ❀



Devil's Eyebrow

Fred Mopsik



Monocacy Aqueduct Restoration Project

Restoration Partnership

The C&O Canal National Historical Park, in partnership with the C&O Canal Association, the National Trust for Historic Preservation, and the American Society of Civil Engineers, began a campaign in 1995 to focus attention on the crucial need to preserve the Monocacy Aqueduct. In June 1995, the National Trust for Historic Preservation identified the Monocacy Aqueduct as one of 11 most endangered historic places in the United States. The C&O Canal Association raised more than \$150,000 toward the aqueduct restoration project. The success of the C&O Canal Association in raising attention and funds for the project illustrates broad public interest in preserving the historic structures of the C&O Canal National Historical Park.

Efforts by Senators Sarbanes and Mikulski and Representatives Morella and Bartlett were crucial in obtaining appropriated funds for the restoration project. Congress provided over \$6 million in fiscal year 2002 to undertake the project. Designs were completed in the summer of 2002, and the project has been awarded to Corman Construction, Inc., Annapolis Junction, Maryland. The restoration project will take approximately two years to complete.

Monocacy Aqueduct History

Construction of the Chesapeake and Ohio Canal began in 1828 in Georgetown, District of Columbia, and reached its terminus 184.5 miles upstream in Cumberland, Maryland, in the fall of 1850. The C&O Canal, today the most intact of the 36 major canals constructed in the United States during the great 1805-1850 canal building era, included 11 stone aqueducts designed to carry the canal and boats across major tributaries like the Monocacy River. The C&O Canal Chief Engineer, Benjamin Wright, designed the Monocacy Aqueduct, and is considered by many as the father of American civil engineering.

The Monocacy Aqueduct, an American civil engineering icon, was begun in 1829 and was completed in 1833. Three separate contractors labored on this immense structure. The aqueduct was constructed of large stone blocks taken from rock quarries at nearby Sugar Loaf Mountain, and has six piers, two abutments, and seven arches, each with a span of 54 feet. The span of the aqueduct is 438 feet, and the total length including abutments is 516 feet.

Following the 1972 Hurricane Agnes flood, the National Park Service, with the assistance of the Federal Highway Administration, designed a steel and wood banding support system for stabilizing the structure, and also installed a steel rod reinforcing system within the structure. Following two major floods of 1996,

the park began a condition assessment, physical analysis, and prepared stabilization options. The primary goal of the National Park Service is to implement a sustainable and cost-effective preservation solution for the aqueduct. ❁



Mosquito Season is Here

Mosquito season is here and the "skeeters" are looking for food-YOU. This means it's time to do two things: protect yourself (and your family) from mosquito bites and keep those bugs from breeding.

There are many ways to avoid being bitten by mosquitoes. The easiest way is to wear long pants and long-sleeved shirts. Other ways include: avoiding areas where mosquitoes might be exceptionally bad, avoid being outside at dusk when most mosquitoes are active, and wear mosquito repellants (the Center for Disease Control suggests repellents with at least a 20% DEET solution- but read all of the warnings first).

Keeping mosquitoes from breeding is very important-if there are fewer mosquitoes, there are fewer chances of getting bitten. Female mosquitoes look for standing (non-flowing) water so they have a receptacle in which to lay their eggs. A stopped-up gutter, a wheelbarrow, a birdbath, an old bucket or bin, an old tire, a bunched-up tarp, and even a soda pop top may contain enough water to allow hundreds of mosquito eggs to hatch. Getting rid of these habitats is critical to inhibiting a mosquito population. For large, non-natural areas that cannot be drained, there is a biological larvicide tablet containing the bacteria *Bacillus thuringiensis* that can be used with minimal impact to the environment. These tablets are found at many hardware stores and are sold by the name "Mosquito Dunks."

Mosquitoes bring health impacts wherever they go. They can carry viruses and are often effective transmitters of disease. In the summer of 1999, the West Nile Virus entered the country and has since spread far and wide. Other mosquito borne viruses like St. Louis Encephalitis and Eastern Equine Encephalitis have been around for a while and also have the potential to spread. It would be impossible to responsibly kill all mosquitoes; this is why protection against mosquitoes and disrupting their breeding habitat is essential. Therefore, the next time you are in hostile mosquito territory, remember there are ways to protect yourself from being the guest of honor at a mosquito's feast.

Christopher Horstkamp ❁

Fires Banned along the C&O Canal

The National Park service has banned all open fires along the C&O Canal, including charcoal grills, but not gas grills, in response to the current drought condition. ❁

Canal Odyssey: An Adventurous Journey

The definition of an odyssey is a long adventurous journey. Defining her experience of trekking the entire 184.5 miles of the C&O Canal as a "Canal Odyssey," Gaithersburg resident Janice Cahill Zimmerman has assembled an exhibit to let others know of her enthusiasm and inspiration. Zimmerman, a former junior-high science teacher for 32 years, has articulated her experiences through snippets of journal entries, photographs, and watercolors. The exhibit is on display at the Great Falls Tavern Visitor Center in Potomac, Maryland. Zimmerman wrote on it, "This exhibit is meant to show the fruits of such a journey; that there is an artistic, and even a spiritual dimension to such an undertaking, as well as a deep sense of accomplishment." However, Zimmerman's odyssey on the canal did not begin with the idea of an exhibit.

In the fall of 1998, along with two life-long friends, Zimmerman began walking the C&O Canal for two hours at a time, covering about five to six miles. Both of my friends are avid walkers; I stroll. The first time I walked for two hours, I thought I would never be able to do this. We really walked the canal twice, once up and once back," said Zimmerman. After several visits to the canal, Zimmerman decided to record her observations and reflections. "I didn't think to take pictures or keep a journal until White's Ferry. We walked about 30 miles when I thought it would be really nice to keep a record of this. This thing evolved, it wasn't set in stone. The first year we did 100 miles to Williamsport. The next 84-1/2 miles, took two years to do," said Zimmerman.

Early in the mornings, when the weather was good, the three friends would begin their adventure for the day. "The farther out you go, the longer it takes you to get there. The more difficult the access, the greater the fun. We went on roads you could hardly call roads," said Zimmerman. Each of the three had a different perspective of the canal. "One of my friends loved the wild-flowers, which I wouldn't have seen unless she pointed them out. The other was very conscious of our proximity to the river and very mindful of the trains. My emphasis was just being out in the fresh air and the freedom that walking gives," said Zimmerman. As the three women walked, they became aware of the hard work it took to build the canal. "We commented on more than once about being grateful to the people whose blood, sweat, and tears built the canal," said Zimmerman.

It took a total of three years for the threesome to walk the canal. "We finished walking the canal last November or December. It was then that I started thinking there is so much more to walking the canal than just the recreational aspect of it, and I would really like to share that with people," said Zimmerman. In August, with the exhibit as a backdrop, Zimmerman spoke to a group at the visitor center about her canal odyssey. "One couple from England was so interested that they commented that they were going to do this. That's what made it worthwhile."

Near the exhibit, Zimmerman has placed a guest book for visitors to sign and comment on the exhibit, and share their own canal experience. People from all over the world, including Uganda, Hungary, Germany and Japan, have seen her exhibit. "It is incredible how many people come to the canal. I realize Wash-

ington, D.C. is an international city, but they are only the people who enjoy the outdoors, who are going to take the time away from the monuments, and take time to explore. I have had two or three comments from people who said you have really inspired me to do the whole thing. And that is why I wanted to do it." The exhibit will be at the Great Falls Tavern Visitor until the end of September, but that will not end Zimmerman's odyssey. Walking the canal continues to be a family affair. "I've walked on the canal all of my life, ever since I was a small child and grew up doing that, so it was a natural progression that my then fiancé proposed to me on the canal. My father, children and grandchildren walked there. The canal is part of my life," said Zimmerman. Zimmerman has 6 children, 13 grandchildren, and will soon be a great grandmother.

You can begin your own canal odyssey by taking the encouragement from Zimmerman who suggests walking the canal at your own leisure. Zimmerman advises, "They should not put any pressure on themselves, because you want this sort of thing to be one of great freedom and anticipation, or it could get very structured. We didn't do that at all. Don't let this become something I've got to do, but something you really enjoy."

Dianne Ingram



Recreation Study at Dams 4 and 5

The C&O Canal National Historical Park (NHP) is conducting a recreation study at four park visitor access points at Dams 4 and 5 on the Potomac this summer. Biological Technician Christine Droske is stationed at Four Locks boat ramp, McCoys Ferry boat ramp, Dam 4 boat ramp, and Dam 5 parking lot conducting face-to-face interviews with the public. She targets peak use times including evening hours during the week and daytime hours on weekends, rotating her contact location among the four sites. Willing respondents are asked their opinions about the purpose and length of their visit, park facilities and services, and adequacy of access points both from public roads and to the water. Other observational data are collected such as, does the visitor have a boat, boat type, group size and type, plus standard information such as date, time, location and weather.

The purpose of this study is to determine public recreational use trends, needs and desires of the Dams 4 and 5 section of the Potomac River. This information will be used for management and planning purposes of the area within the C&O Canal NHP. We hope the data gathered will provide additional, more in-depth visitor satisfaction information that could be used to support future park actions. This information can be useful to other agencies including the U.S. Fish and Wildlife Service (USFWS), Maryland and West Virginia Departments of Natural Resources, and Allegheny Energy Supply.

The recreation study is one component of a Supplemental Agreement that commits the NPS, USFWS and Allegheny Energy Supply to long-term preservation for several important historical and natural resources while providing an essential public service.

Kathy Sholl



THE NEWS FROM ENGLAND

Hal Larsen

In England's heartland in the heavily industrialized space between Birmingham and Manchester flows the Trent River. Its great sweeping curve effectively divides the Midlands from the North. With its connecting canals, the Trent forms a line from the Mersey River to the Humber estuary. The Trent and Mersey Canal is a major man-made waterway that follows this arc to connect the two rivers, with many smaller canals shooting off from this main line to reach individual industrial sites. Among these is the Caldon Canal. This waterway extends from the Trent and Mersey for 17 miles, from Etruria to Froghall. It opened in 1779 and extended from Froghall to Uttoxter in 1811. A short line to Leek was added in 1812. The canal was erected primarily to haul stone from quarries at Cauldon Low then being moved by tramway. It also carried the more fragile products of the potters of Stokes-on-Trent. Never officially closed, except for the Uttoxter section in 1847, the Caldon gradually deteriorated until ca. 1973, when an ambitious restoration effort began. In a year's time it was reopened to Froghall, while much progress was made on the Leek branch.

This restoration occurred nearly 30 years ago. Because the Caldon was intact though considerably deteriorated, restoration was much easier than was usually the case in England. But, unlike their experience with other canals, the restorers did not have to recover a waterway built over with roads or buildings or fight stubborn landowners who would not give up their properties. The 17-mile canal has 17 locks including a staircase, the Froghall Tunnel, and the Hazellhurst Aqueduct. The entire stretch is navigable except that only the narrowest and lowest narrowboats can get through the small tunnel.

The famous potter Josiah Wedgwood was the driving force behind the decision to construct the Trent and Mersey Canal and its branch, the Caldon. Both waterways made it possible to transport delicate porcelain, at a time when the only way to go was by mule cart over rough tracks. Linking the pottery industry to the Mersey estuary by water also made it possible to bring in China clay more cheaply from the west country mines, thus making fine porcelain affordable to the average person. The boom in business caused a rapid growth in pottery making with many manufacturers siting their factories along the canal banks.

After leaving the industrial precincts of Stokes, the Caldon Canal soon reaches the countryside, surrounded by woods and moors, with the Peak District hills looming over it. The canal's final stretch to Froghall passes through the Churnet Valley, a wild and lovely section in the country. The Froghall Basin is reached through the tight little tunnel. At the basin one sees surviving warehouses and old lime kilns with wooded hills above. The Churnet Valley exhibits a splendid landscape, and there are good moorings at Deep Hayes Country Park, a perfect stop for anyone seeking quiet and solitude. At this point is the Oak Meadow Ford

lock that lets the canal into the river for about a mile. One can travel by narrowboat from the Caldon's connection to the Trent through the 17 miles. This is a leisurely journey through 17 locks, which the boater himself opens and closes. A side trip on the Leek Branch brings the visitor via the Hazellhurst Aqueduct into a gentle backwater, a peaceful place. The trip ends at the 767-yard Froghall Tunnel, which only boats with no more than four-foot, nine-inch headroom can enter. Others must tie up at the lock at Flint Mill. The last mile is wide enough only for a single boat. Thus visitors have a short walk to see Froghall and its old warehouses.

James Brindley, the great 18th-century canal builder, laid out both the Trent and Mersey and the Caldon canals. He was mainly responsible for the major canals built during the extensive canal construction in the late 18th century. Probably the Trent and Mersey and the Caldon were his last accomplishments. He was reportedly caught out in a violent rainstorm during his visit to the site to survey the route for the Leek Branch in 1772. For some reason he was unable to find shelter, became thoroughly soaked, and had to sleep in his wet clothes. The result was a chill that led to his death soon after.

The Caldon is unimpressive compared to other canals that are longer and have many more interesting man-made structures. However, for its beautiful routing, tranquillity and modest scale the Caldon is a jewel among canals. It offers a quiet, if slow, journey that removes visitors from modern life's turbulence and returns them to a quieter time. ❁

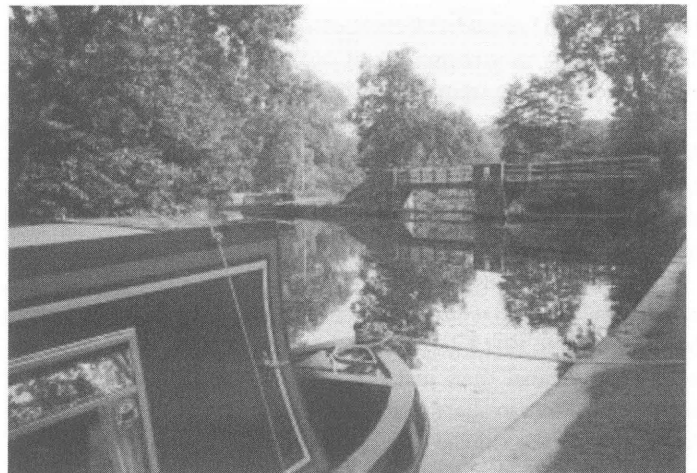


Image taken from "traveling the Inland Waterways, www.catshill.com/trips, with permission

FROM THE ASSOCIATION

From the President

As we go to press, our efforts to establish an office are on hold while the Park Service is reviewing the options for a possible location at Great Falls. The Williamsport space lacks the visibility that would better serve our purposes. There is the possibility that we might end up with two locations.

In any event, we should proceed to organize volunteers who can staff an office, at least on a part time basis, but with a schedule that we can post on location, on our answering service, and on our web site. Our volunteers already provide staff to the visitor desk at Great Falls, and we could organize a similar group for our own office there.

Such a volunteer staff should get us started without the immediate need for professional support. As always, volunteer effort is the real key to success in all our undertakings. We need both coordinators and members who are willing to exchange some of their time for some interesting experiences in sharing our beloved park.

If you would like to join the fun, get in touch with me, Karen Gray, or any officer or member of the board.
Ken Rollins



From the Editor

As I was finishing this newsletter, I was reminded of the situation one year ago, when I was getting ready to go to the printer when the news of the planes flying into the World Trade Center was broadcast. I stopped and rewrote the front page and my editorial the next day, as I was too shocked to do much more than contemplate the situation that day.

This is written exactly one year later, and rather than examine where we are today as a result of the events one year ago, I would much rather use this opportunity to observe that many of the heroes of last year worked for a government: federal, state or local. Having done so myself, I can readily state that most of them did so not for the high salaries that they received, but rather a sense of mission. I have found this to be true no matter where I have

been.

The C&O Canal NHP has been fortunate to have such people work for it. Many of them have gone on to other places, this being the nature of the National Park Service, but while they have been here they did their best to enhance the status of the park.

I would like to mention two of them. One is Nancy Poe, who has never failed to inject some joy along with her dedication to the Park. It was Nancy's work to organize the volunteer effort after the floods of 1996 that might have been just what was necessary to save the Park from being abandoned as being too flood-prone. It certainly showed that too many people care to that to happen. We wish her success as she moves on to Atlanta.

The other person is Doug Faris, who has to have had one of those rare moments of triumph with the ceremony initiating the reconstruction of the Monocacy Aqueduct this past Saturday. I could not attend, but I was told by someone there that it was one of the most joyous such events ever. Doug has been the driving force in getting the C&O Canal NHP the attention and status it now has as the unique resource it is. Let us hope that he will have many more occasions to celebrate with us in the future.

The Park also receives many contributions from its volunteers who are not paid. For myself, the pay is all in the comments that I have received from the readers. I would like to thank everyone for them. In that spirit, I would also like to share a message that I recently received from the publisher of *Nature's Justice* that I reviewed in the last issue.

Dear Mr. Mopsik,

I wanted to thank you for your enthusiastic review of our book, *Nature's Justice*, in the June issue of *Along the Towpath* and for your thoughtful comments about Justice Douglas in your Nature Notes.

Your readers are an ideal audience for the book. Thanks again for bringing it to their attention.

Best regards,
Tom Booth

This is nice pay.
Fred Mopsik



Chesapeake & Ohio Canal Association - Membership Form

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

NAME: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

EMAIL: _____

PHONE: _____

Name to appear on badge: _____

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

Gift from: _____

☐ Individual \$15

☐ Family \$20

☐ Patron \$25

Total \$ _____

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

Lyman M. Stucker Injured

Lyman M. Stucker fell off a ladder and broke his neck and some ribs. After leaving the hospital, he went to: Renaissance Gardens, 7440 Spring Village Dr., Springfield, VA 22150-4446, for rehabilitation. He can be reached at 703-569-7441. ❀

THE ASSOCIATION WELCOMES NEW MEMBERS

James R. BIASCO
Ashby L. CHAMBERLIN
Frank DUVAL
Terry ENGLE
Bernice GROSSMAN
John GUY and Alexis WEBB
William F. HAHN, SR.
William HERRMANN
Jack HOLLERBACH
Hunter & Peggy JONES
Jerry KICKENSON

Laytonsville, MD
Rockville, MD
Frederick, MD
Cumberland, MD
Rockville, MD
Gaithersburg, MD
Spring Grove, PA
Potomac, MD
Ellicott City, MD
Rockville, MD
Silver Spring, MD

John F. KVACH and Ann VERKAMP
Hester LEHNERT
Richard & Juanita MCMULLAN
Russ MEINKE
Douglas & Marilyn MITCHELL
Joseph O'CONNOR
Lisa PATTERSON
Julianne Bradley PETERSON
Bill PLANK
RED ROOSTER HOSTEL c/o J.D. GROSS
Rebecca REED
Edward & Patricia ROGERS
Tom & Rachel ROGERS
Mary C. SCHIMMINGER
Georgeann SMALE
Kathy Jo SOMMER
Raymond TRAGESER
Jim & Shelly WAGNER
James P. WAITE
Lorraine WEAVER
Raymond WELSH
Maurice WILLIAMS
Douglas & Marilyn ZVEARE

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Burtonsville, MD
Germantown, MD
Chambersburg, PA
Rockville, MD
Baltimore, MD
Darnestown, MD
Kensington, MD
Clearville, PA
Paw Paw, WV
Baltimore, MD
Potomac, MD
Reston, VA
Cumberland, MD
Bethesda, MD
Walnutport, PA
Pittsburgh, PA
Pasadena, MD
Charlottesville, VA
Leonardtwn, MD
Cumberland, MD
Chevy Chase, MD
Germantown, MD

CONTRIBUTORS TO ASSOCIATION FUNDS

With deep appreciation, the C&O Canal Association acknowledges the following who have generously contributed to the C&O Canal Fund, Widewater Fund and Davies Fund since the last report in *Along the Towpath*.

The CHARLES DELMAR Foundation
Alvin H. COHEN
June Elizabeth DOSIK
Robert L. EBERT
Dorothy J. IPAVEC

Hal & Jane LARSEN
Harry LeVINE Jr.
Norman LIEBOW
Mr. & Mrs. Michael C. MARMER
Annilee & Martin OPPENHEIMER

POTOMAC PEDALERS TOURING CLUB
Mr. & Mrs. William T. STANLEY
Mr. & Mrs. Samuel A. TUCKER
Pete & Ella WOOD





Mileposts

By Nancy Long



Community Foundations

Community foundations have been established in various parts of our country for the purpose of funding projects of essentially local interest. Along the length of the C&O Canal National Historical Park, community foundations have been, or are expected to be, created in the Maryland counties bordering the park and in the District of Columbia. For example, the Community Foundation of Frederick County was founded in 1986, is governed by a board of 25 community leaders, and has net assets of over \$16 million. Last year, it granted over \$3.3 to Frederick County charities and non-profit organizations. All donations to the Frederick County Community Foundation must benefit Frederick County projects.

A C&O Canal Fund was recently established within this foundation to provide an additional means of making contributions to C&O park projects and programs, in this case, in the approximately 16 mile stretch of the park that borders Frederick County. Provision is also made for donors to contribute to an endowment fund to be used in flood emergency situations. Gifts may also be targeted for new programs and projects identified by the canal park superintendent as appropriate to park goals and needs, and agreed to by fund administrators.

Canal Fund giving levels have been created with names related to canal history and terminology. These levels are as follows: Water Level Gifts: \$1 to \$999, designed to create a steady base of support; Feeder Dam Gifts: \$1,000 to \$4,900, for priority capital projects to be identified by the canal superintendent and members of the C&O Canal NHP Commission and C&O Canal Association; Mule Team Gifts: \$5,000, designed as annual commitments (the gift may be spread over 11 months after an initial donation of \$1,000); Canal Boat Gifts: \$5,001 to \$9,999, may add to the Fund's endowment or funding priority projects of donors' interests; Lock Keeper Gifts: \$10,000 to \$24,999, donors may designate new projects in keeping with the park's priorities; Aqueduct Society Gifts: \$25,000 to \$49,000, donors provide substantial support that helps to leverage federal funds to repair and maintain aqueducts and historic stone structures; Canal Stockholder Gifts: \$50,000 to \$99,999, designed to underwrite the long term growth and sustainability of the Canal Fund; Charles Fenton Mercer Society Gifts: \$100,000 and above, created to help ensure the park's future with major commitments that may be fulfilled over a period of years. (Information about the Frederick County Community Foundation is taken from the pamphlet entitled "Maximizing the Future: The C&O Canal Fund of Frederick County, Maryland.")

Comment: Community Foundations have the potential to assist the park in a number of desirable ways. However, because the park is linear and extends through several jurisdictions, park managers must be prepared to safeguard the continuity and integrity of the entire 184.5 mile length so that the park does not become segmented into a series of several local enclaves without a sense of the whole. In addition, fund-raising for local projects should not skew priorities identified as in the interest of the entire

park. The C&O Canal National Historical Park is a federal park and must remain as so established for the benefit of all people.

Notes from the Association's August 4 Board Meeting held at the Glen Echo Town Hall -

Superintendent Doug Faris attended this meeting and reported on the following items:

- *A new interpretive plan is underway.
- *Harvesting of the hydrilla that grows in the waters of the canal levels in Georgetown is underway.
- *The Georgetown visitors center will be renovated; more space will be available for interpretation.
- *Seven major wall segments in Georgetown will be repaired this coming winter; the canal will be empty during this project.
- *The Monocacy Aqueduct rehabilitation project is expected to take two years; railings and coping stones removed as a result of Hurricane Agnes in 1972 will be used as far as possible; any new railings are not expected to replicate historic railings.
- *The interpretive kiosk prepared for the Monocacy Aqueduct is expected to be in place for the September 7 ceremony. (And it was!)
- *A developer has signed an agreement with the Canal Place Authority to construct a hotel in the Crescent Lawn area at Cumberland.

*Great Falls Tavern restoration is underway.

*The Association will have the opportunity to review the plan selected for the towpath continuity project at Widewater.

*Superintendent Faris would like to have a written history of the C&O Canal Association.

Report on information concerning the Maryland Association of Nonprofit Organizations:

Karen Gray reported and commented on her meetings with the MANO as follows:

*Growth of the Association is concurrent with added responsibilities.

*The Association should require a conflict of interest statement from board members.

*There should be specific guidelines for the activities of volunteers, and for the Association's responsibilities for volunteers.

*A revision of the Association's by-laws should be undertaken.

*The Association should establish a risk management committee.

*The Maryland Association of Nonprofits offers an insurance program for members who have complied with all requirements.

*The Canal Association should postpone establishing an office and hiring an employee until all legal requirements are met.

Motions Passed:

By motion, the board voted favorably on the following items:

*To add the IRS category 501(h) to the Association's 501(c) 3 category; this will allow the Association to lobby on issues the board deems relevant to the interests of the C&O Canal National Historical Park.

*To reinforce the Association's commitment of concern for actions involving the Potomac River.

Committee reports:

*Membership Chair Barbara Sheridan reported current

membership is 967.

Treasurer Dave Johnson reported, among other Association financial information, that recent major expenditures included \$3,000 for the NPS intern program, \$2,500 for Cumberland CanalFest, \$3,532 for NPS Junior Ranger booklets, \$1,658 for Towpath Tags, and \$500 for NPS employee recognition event.

Notes from the June 28 meeting of the C&O Canal National Historical Park Commission held at canal park headquarters in Hagerstown -

*The decision on appointments to the commission is expected before the next meeting scheduled for October 4.

*It is expected that the park's General Plan will be reviewed, and possibly changed, within the next two years. This is a two-year process requiring much public involvement.

*Visitation to the park was up 23% as of June 28.

*A presentation describing a business plan for the park was conducted by two consultants from the National Parks Conservation Association. The completed plan is to contain three core analyses: 1. A review of current park operations; 2. A listing of goals for the park; 3. An analysis of any gap between operations and goals. Expected benefits: Plan will provide a financial tool to the staff to improve management efficiency by employing business techniques in conducting financial operations; it will create standards for what park should be doing if deficiencies exist. Superintendent Faris noted that this business plan will be a viable document for three years, and then would need revision.

*The staff at the Ferry Hill Mansion, former park headquarters, has prepared an interpretive program that includes exhibits and other features. Ferry Hill is once again open to the public.

*Funds for the reconstruction of the towpath in the Wide-water area are to be in the FY 2004 construction program. Five alternatives have been developed for the project. The new solution for traversing this difficult towpath area must be sustainable, must be safe, and must be compatible with the park environment. The existing boardwalk section will be removed. An environmental assessment will be required as well as compliance with Section 106 of the National Historic Preservation Act. It is expected that it will be three years before construction can start, unless Congress could provide funds and move the project up to FY 2003.

*The Western Maryland Railroad right-of-way was acquired after the adoption of the General Plan, and therefore there exists no specific planned use for the bridges and for the stretch that lies in West Virginia. NPS has held public meetings in Berkeley Springs and Oldtown to receive public comment on potential uses of this property, public ownership of which is not popular in West Virginia. A further complicating factor is that the land and bridges are on the National Register of Historic Places, as is all C&O Canal property. As reported earlier in this column, the right-of-way was acquired to lend enhancement to the C&O Canal park, an effort to protect the park from potential adverse development on the West Virginia shoreline, development such as that which exists opposite Dam 5.

*Status of historic leasing of park properties: Thirty-five are yet to be leased. Removal of lead-based paint is a problem for three properties; NPS must remove this paint, not the potential

tenant. This could cost the park as much as \$100,000. The work would be done by a licensed contractor, not park staff, as Maryland has particularly stringent lead paint removal requirements. An alternative to removal is encapsulation of lead paint areas, an action that could be done by NPS staff.

*Duke Power Plant: Duke officials have met with Department of Interior attorneys concerning the power plant proposal. The State of Maryland is withholding a permit for the plant until an analysis of power plant applications can be completed. The Maryland Power Commission was created to deal with the number of power plant proposals the state has received. Duke has submitted a permit to NPS for permission to cross canal property; the permit had not been granted at the time of the June 28 meeting. Issues concerning multiple power plants include: Amount of water withdrawal from the river, air quality, requirement for a permit from the Corps of Engineers for intake structures. It was noted that Frederick County already has a limit on the amount of water it can withdraw from the Potomac.

News from the Potomac Basin Reporter

The companion to ICPRB's (Interstate Commission on the Potomac River Basin) Potomac River and C&O Canal Mapset is now available. The new set covers the upper half of the area from Shepherdstown to Cumberland, and is entitled "The Potomac River Water Trail and C&O Canal: Shepherdstown, W.Va., to Potomac Park, Md." It can be ordered by sending a check for \$10 to ICPRB, Suite 300, 6110 Executive Boulevard, Rockville, Maryland 20852. The mapset is described as follows: "A valuable resource for canoeists, hikers, and outdoor enthusiasts, this colorful five-map set has been printed on waterproof, tearproof paper. Like its predecessor for the lower section, the maps include information on boating, public access sites, support facilities, camping and fishing sites, and picnic and parking areas. The maps also are filled with cultural and historical information, safety tips, and contact information. This handsome guide to the river and canal was produced by ICPRB, the Maryland Department of Natural Resources, National Park Service, and the West Virginia Department of Natural Resources."

An article under the headline "2002 Monocacy River Paddle Raises River Awareness," begins as follows:

"Jasper and Rocky enjoyed jumping in and out of the canoe into the waters of the Monocacy River. The Labrador Retriever and the Pomeranian could not resist a chance at taking a swim and sniffing around on the banks of the river. For a first-time canoeer who shared a canoe with Jasper, Rocky, and their master, canoeing the river during the 2002 Monocacy River Paddle was an experience in endurance and fortitude. It also was an experience that made for an appreciation of a historic river."

It continues: "The Monocacy River Paddle is an annual week-long canoeing and kayaking event from the basin's headwaters in Pennsylvania to its mouth at the Potomac River, raising river awareness and providing educational opportunities for youth and adults. The event also was held to raise conservation awareness that would focus on conserving water in view of the continuing drought situation."

For information on next year's paddle, call Community Commons at (301)-662-3000, www.communitycommons.org. ❁

Level Walker Chair Bill Burton

Resignations and Appointments: Please welcome the following new Level Walkers: John Artz, Level #3; Doug Zveare, Level #10; Brenda and Bob Hagan, Level #14; Rebecca Reed, Level #16; Mike Landrigan, Level #23; Andy Linden, Level #25; Russ Meinke, Level #36; John Kvach, Level #44. Also, Thad Hecht is returning as a Level Walker on Levels #20 and #26, and Ron Howard has agreed to become a Level Walker at Large. There have been no resignations since the last newsletter.

The number of visitors in the park is rapidly increasing, which is good news. But on the down side, this could result in more trash and additional strain on the park infrastructure. As Level Walkers, we should see this as increased opportunities to improve the appearance of the park and to observe the conditions on the towpath and structures. Also, as Association members, our frequent presence on the towpath is a chance to share our interest in the C&O Canal with others and to tell them about the Association. It is with these thoughts that we welcome the new Level Walkers and thank them for their interest in supporting the park through the C&O Canal Association.

Volunteer Time: A thank you to all the Level Walkers now reporting both their time on the towpath and their round-trip travel time to reach their Level. As noted in an earlier column, these volunteer hours are tracked by the National Park Service and will allow the Association to be credited for the time spent by the Level Walkers in support of the park. In case you missed the previous request, on your Level Walker reports please include separately, both the number of hours/minutes spent on towpath and the round-trip travel time. Time should be counted for each person if more than one is participating in the volunteer effort.

Summary of Reports: Since the cutoff date for the June newsletter, 72 reports have been received on 40 levels. So far this year, 57 levels have been walked and reported on by Level Walkers. That leaves 12 levels that have not yet been reported on this year. With the fall season approaching, it will be a beautiful time to go walk your level if you haven't had a chance to do so this year. Even if you have, it's still a good time to revisit your level. Speaking of weather, many thanks to the dedicated Level Walkers who braved the 90+ degree days this summer in order to maintain and report on their level.

Highlights from new reports received from mid May through mid August:

Level #1: Tidelock to Incline Plane; 6/4, 6/20, 7/18, 8/7, **John Barnett** reported a utility craft had been on the canal mowing the huge growth of plant life in the water and leaving large piles of "clippings" and trash from the prism on the banks. (Bet the mules are happy now that they don't have to pull the canal boat through all those plants. bb)

Level #3: Lock 5 to Cabin John Creek; 8/17, **John Artz**, on his initial level walk, documented the landmarks, features, and conditions on this level. (This information will serve as a useful reference for future walks.)

Level #4: Cabin John Creek to Lock 14; 5/28, **Carolyn Reeder** noted and photographed several areas on the level where there was substantial erosion on the access path and towpath. 5/22, 5/24, 5/28, 6/11, 6/20, **Fred Mopsik** commented that a large clump of ruellia carolinensis (hairy ruellia), which was quite showy, was growing on the berm near Lock # 8, also that a new foot bridge was in place at Lock #8.

Level #5: Lock 14 to Bridge at Cropley; 4/8, **Jim** and **Jan Heins** participated in a

Potomac River cleanup which included their level.

Level #6: Bridge at Cropley to Great Falls Tavern; 6/21, **Chris Francke** commented on how extensive the erosion across from the footbridge at Cropley has become and noted that a new milepost 13 has been installed.

Level #7: Great Falls Tavern to Swains Lock; 5/30, **Alan** and **Rebecca Hedin** observed a beaver that allowed them to get so close they could hear it crunching on the vegetation at the edge of the canal. 6/17, 7/11, 8/8, **John Belz** met a group of three women who had biked from Pittsburgh and were on their way to meet family in Georgetown. They had biked over 300 miles, averaging about 60 miles per day.

Level #8: Swains Lock to Pennyfield Lock; 5/31, 6/24, 7/27, **Paul** and **Maggie Davis** encountered a group of 45 bikers enroute from Georgetown to Cumberland. The bikers from Kentucky and North Carolina ranged from middle age to seniors.

Level #9: Pennyfield Lock to Seneca Aqueduct; 5/17, 7/19, **Michael Schuchat** commented that the prism was free of downed trees between Pennyfield and Seneca and two canoes had made the trip.

Level #10: Seneca Aqueduct to Milepost 25; 5/10, **Carol Purcell** combined the level walk with bird watching and noted an abundance of birds. She also met and thanked the gentlemen putting up prothonotary warbler boxes on the level.

Level #11: Milepost 25 to Sycamore Landing; 6/4, **Sandy** and **Marv Kahn** found little trash on the towpath but cleaned up the parking and fishing areas.

Level #12: Sycamore Landing to Edwards Ferry; 4/3, 5/18, **Bill Tammaro** reported that the towpath was very clean, but there was a large amount of trash at the fishing area near Sycamore Landing Road. 7/22, **Judy** and **Don Plumb** reported minimal trash and recently mowed brush on the towpath. 5/25, 7/1, **Steve Pollock** reported that Sycamore Landing was becoming a late night party spot with resulting trash, but recent visits by police have helped this situation.

Level #13: Edwards Ferry to Harrison Island; 5/26, **Stacey Cramp** and **Scott Douglas** were treated to a spectacular lightning show across the river in Virginia while standing near the boat ramp at Edwards Ferry. 7/1, **Steve Pollock** reported the level was in great shape.

Level #14: Harrison Island to White's Ferry; 7/6, **Brenda** and **Bob Hagan** re-

moved quite a lot of trash around White's Ferry and spotted a black snake crossing the towpath.

Level #16: Woods Lock (26) to Monocacy Aqueduct; 7/21, **Michael Ciansiosi** reported a small sink-hole in the towpath just east of Lock 27.

Level #18: Nolands Ferry to Point of Rocks; 5/11, 7/16, **Jed Tucker** talked to a woman with a stroller with an infant in it and another infant on her back who had just encountered a jogger with an unleashed dog. She was very upset and concerned about the safety of her children. 6/13, **John** and **Patty Hawley** spotted a large black snake on the towpath and reported removing a large amount of trash.

Level #20: Catoctin Aqueduct to Lock 30; 7/6, **Mark** and **Brenda Klueber** commented on the high volume of vehicle traffic on the towpath between the boat ramp and campground. The resulting dust made the hike on that part of the towpath not very pleasant. 7/21, **Thad Hecht** reported 50 bikers but no hikers on a very hot humid day.

Level #21: Lock 30 to Lock 31; 6/30, **Mike Darzi** picked up a large amount of trash, much of it around popular fishing areas.

Level #22: Lock 31 to Lock 33; 6/9, **Lisa Angstadt** and friend **Tammy** reported that the railroad wall near milepost 58 was allowing a large amount of ballast to erode into the prism.

Level #24: Dam #3 to Dargan Bend; 5/25, 6/26, **Howard McGowan** noted that the park service was hard at work at Dargan Bend. 5/7, **Ron Howard** noted that maintenance men were painting the bridge supports at Dargan Bend.

Level #25: Dargan Bend to Lock 37; 7/6, **Don** and **Carol Juran** removed a large amount of trash around the Dargan Bend boat ramp and noted that the area was in full use on a holiday weekend.

Level #26: Lock 37 to Antietam Aqueduct; 6/16, **Jane Larsen** found the towpath virtually trash free and a number of bikers and canoeists celebrating Father's day in

the park.

Level #29: Lock 39 to Snyders Landing; 6/10, **Jack Magarrell** removed a 5-inch turtle from the towpath before it could become a traffic fatality.

Level #35: Opequon Jct. Hiker-Biker to Lock 43; 5/30, 7/16, **Dave Engstrom** observed a black snake sunning on the towpath and at least a dozen squirrels.

Level #39: High Rock Quarry to Nettle RR Bridge Piers; 7/26, **Russ Meinke** spotted a total of six deer.

Level #43: McCoy's Ferry to Fort Frederick; 7/4, **Carl Pedersen** over several trips removed 30 bags of trash from this level. 5/25, **Karen Gray** reported that the culvert just upstream from milepost 111 has once again developed a sinkhole in the berm wall. This same culvert was just repaired a few years ago.

Level #45: Ernstville to Licking Creek Aqueduct; 6/25, **Joe Kochenderfer** met a tractor pulling a manure spreader on the towpath at Ernstville.

Level #46: Licking Creek Aqueduct to Little Pool; 7/12, **Margie Knott** sighted 10 to 15 turtles on one log and reported the Licking Creek Hiker-Biker was very clean.

Level #47: Little Pool to Hancock; 7/8, **Carroll** and **Phyllis Yingling** noted that the pump at the Little Pool Hiker/Biker campground had been dismantled (or vandalized) and the sign was missing.

Level #48: Hancock to Round Top Cement Mill; 7/25, **Bill Hibbard** reported the towpath was in good shape and clean. 6/25, 7/25, **Pat Hurline** saw a pileated woodpecker, a doe with twin fawns plus another doe with a single fawn, numerous squirrels and a white egret.

Level #49: Round Top Cement Mill to Lock 53; 8/7, **Larry Logan** noted that ruts in the towpath had been recently filled in by NPS.

Level #50: Lock 53 to Dam 6; 5/27, 6/22, **Ed Leisinger** and **Karen Elliott** noticed an improvised camping area complete with folding chairs, but no people. 5/25, **Gren Whitman** and **Janice**

Plotczyk reported on the impending opening of the Western Maryland Railroad pathway. They also noted the continuing deterioration of Lock 53 with loose stones and a tree growing out of the side.

Level #51: Dam 6 to Sideling Hill Aqueduct; 5/26, 8/7, **John Popenoe** commented on a cottonwood stump and log covered with oyster mushrooms in perfect condition for eating.

Level #52: Sideling Hill Aqueduct to 15 Mile Creek Aqueduct; 6/8, **Irving Soloway** encountered a grandpop, with child and kitten out for a morning stroll.

Level #55: Lock 60 to Culvert #208; 5/26, **Karen Gray** reported on some large carp splashing in shallow water between culvert 208 and Bonds Landing road. She also signed up a new member on her walk.

Level #57: Lock 61 to Lock 63 1/3; 7/12, **Barbara Sheridan** reported the level was very clean with very few visitors on a spring like day in July.

Level #58: Lock 63 1/3 to Tunnel Parking Area; 7/12, **Barbara Sheridan** noticed the beaver that had made a home in the tunnel decided to move on once the tunnel door was removed, allowing sunlight to shine in on its bed.

Level #59: Tunnel Parking Area to Opposite Little Cacapon; 5/20, **Paula Rosasco** combined the level walk with a camping trip and found the level in great shape.

Level #60: Opposite Little Cacapon to Town Creek Aqueduct; 6/18, **John** and **Judith Lilga** identified 27 bird species, highlighted by a long look at a Louisiana Water Thrush and the first Green Heron seen there in several years.

Level #65: Spring Gap Rec Area to Lock 74; 7/7, **Bill** and **Marsha Romano** enjoyed the beauty of the late evening sun appearing as an orange ball behind tall sycamores.

Level #69: Wiley Ford Bridge to Cumberland Terminus; 5/20, 8/15, **Jim** and **Joanna Mullennex** reported the towpath was in good shape with a large number of bikers enjoying a beautiful day in the park. ❀



❁ NATURE NOTES ❁

Fred Mopsik

I am writing this after the first significant rainfall during a very long, hot summer. My lawn is starting to look a healthy green again and my thoughts are actually beginning to consider some annual restoration. Living where I do, adjacent to the Clara Barton Parkway and below MacArthur Boulevard, I am constantly reminded of mankind's impact on the environment, in this case quite some time ago. I just happen to live in a spot where the C&O Canal Company stole the topsoil to build the canal and did such a thorough job that the original soil when I moved here was not reddish brown, but rather grey. It is not acid, but has a relatively high pH and when wet has the consistency of a good modeling clay. Anything that I plant can take a very long time to become established. Watering a garden, if permitted, can be quite difficult as it is hard to get any moisture to penetrate, and the ground can dry out in one area, even if there are spots quite wet nearby. Even the low technology methods of the early 19th century could have large impacts that take a long time to heal.

I have observed something similar further west, in Kansas, near Fort Leavenworth. Clearly visible are the tracks of the Oregon Trail, the ruts from the wagons still unable to grow any grasses. The pounding of the wagon wheels has so disturbed the soil structure, that local "weeds" cannot get started. Today, of course, we can do much more damage in a much shorter time.

This summer has been dominated by heat and drought. The effect of the heat is the more obvious as we tend to stay inside our comfortably air conditioned spaces and forgo too much outdoor activity. On my daily walks along the canal, this has been quite obvious, as often there is no car parked at the head of the path leading to Lock 8 and often I encounter nobody along the towpath. What has been particularly noticeable has been the rarity of bikers trying to go as fast as possible. We are, of course cautioned to not overexert ourselves, and Logan has reminded me that the same is true for dogs, who actually have a more difficult time in extreme heat than we do.

The drought has been more subtle. Until recently, the Potomac has not appeared that low, certainly compared to last year. The trees are still green and aside from a parched patch of grass, not too much had been obvious. The first sign was when I returned from vacation to find that a *stewartia* that I had planted two years ago had severe leaf burn and more recently noticed quite an amount of branch dieback. Wilting could be seen in the herbaceous plants along the road leading to the canal and even in some trees. A beech tree overhanging the path has dropped so many beechnuts that the ground has become crunchy. I expect quite a large crop of acorns soon as a response to the drought, since stress is known to increase seed production. For myself, thanks to a public water supply that uses the Potomac and upstream reservoirs, water supply has not been an issue.

I have heard that there will be considerable dieback among the plant life. This year, there has been a noticeable decrease in the number of Canada geese and I have had only a few sightings of blue herons. Yesterday, I did see a nice large pawpaw fruit along the towpath and the tree itself did not look too much in stress, but the pawpaw is known to be deeply taprooted. It will be interesting

to see if the usual spring wildflower show will be as extensive next year. This is hard to predict as often perennials can go dormant for quite a while and reappear by sprouting from their rootstocks. There have been droughts before and native plants have survived despite them. Even if many individuals die, the power of reproduction can replenish the species.

However, if there is a permanent change in the environment, then there need not be restoration. New species that were not present previously can easily upset a former balance. A long term change in the climate can give the edge to species that were more adapted to other locations. The warming trend only recently unambiguously established has already led to oceanic species appearing well north of their usual range. If the warming trend leads to more years of drought along the east coast, current native flora will certainly give way to others, even without an invasion of aliens. This year, I was late planting my flower gardens and did not do so until the temperature had risen to the 90's. Many ordinarily successful plants simply would not grow as the temperatures were continually above 85°.

An understanding of quantitative statistical inference and an examination of typical climatological data would make clear why it is only recently that the warming trend has been finally established. It is not that the data have changed or people see things differently, but simply that the trend has now existed for so long, about 50 years, that the trend has exceeded the fluctuations in the data. It is the same as estimating the odds of heads or tails by flipping a coin, the more the number of flips, the more exact is the estimate.

More problematic currently are the effects of mankind. There are locations today where impacts are quite severe and known. Madagascar is one of these, where the entire island is becoming desertified. Just recently, the implications of air pollution over southeast Asia have been noticed. More locally, is the increase in homes and roads affecting the nature of the drought? There has been speculation that this is indeed the case in the Carolinas, where all the new houses and roads interfere with the percolation of rainfall into the water table. In Maryland, increased development has led to stormwater management to control runoff, which does not percolate and can lead to greater flooding. Unfortunately, some of the controls are now realized to increase the number of mosquitos and, therefore, the spread of West Nile virus. Fairfax County has just allowed a new subdivision with greatly increased density to replace a more conventional low density suburb. The environmental consequences will depend greatly on whether this is a simple replacement or simply another increase in density. The consequences for the water supply are quite different.

While there is uncertainty in where we are headed, and how to minimize potential harm, the current trends will clearly affect the nature of the C&O Canal NHP. Some change is inevitable, but we ignore extrapolated trends at our peril. After all, it was only recently that the growth in fiber optic capacity was so large that soon it would exceed any possible need for the next 100 years. The current stock market reflects the consequences. ❁



Accompanied by the Past

by Karen Gray

History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity. Marcus Tullius Cicero (106 AD - 43 AD), Pro Publio Sestio

As the 2002 Heritage Hike on November 9 is in Hancock and along the canal as it follows the river to the southwest of the town, a focus on the history of the area seemed an appropriate way to begin this Accompanied by the Past column. In future issues I will be sharing here information on sources, tidbits from the past, and articles on selected canal-related subjects. Corrections of, additions to, and suggestions for what is written here are encouraged! Towpath mileages I will be using are from Davies (see bibliography at the end) and are based on Canal Company surveys of 1835, 1851, 1870, construction surveys, and the B. F. Mackall and T. L. Patterson surveys 1896-1898. (Davies, p. 4).

The area where Hancock is located today began to be settled in the first half of the eighteenth century. One of its earliest settlers was Charles Polke, owner of a trading post and great granduncle of our eleventh president, James Knox Polk. On March 20, 1747, Charles Polke was visited by a group of surveyors that included a sixteen-year-old apprentice, George Washington. Having crossed from what was then Virginia, the survey party would continue west the next day, on what Washington described in his diary as "the worst road that was ever trod by man or beast." That "road" was the old Maryland route to Thomas Cresap's important wilderness outpost at present-day Oldtown, and to the network of important trails beyond. Deneen, Pearre, Ziegler, and Oldtown roads follow much of that historic route today.

After the outbreak of the French and Indian War (1754), Maryland built a stockaded fort in 1755 to help protect the "Tonoloway Settlement" (Hancock). In reality, however, such defenses could do little for the widely scattered settlers and consequently many retreated to the east until the 1758 fall of Fort Duquesne (later Pittsburgh) and the subsequent decline in hostilities. In 1769 Washington visited another settler in the area, Joseph Flint, whose log trading post, Flint's Chance, has been modified and added to over the centuries and is now the Cohill Manor Bed and Breakfast about a mile west of Hancock on Rt. 144.

The name of Hancock apparently became associated with the site in the 1770's when Edward Joseph Hancock, Jr., operated a ferry here prior to his enlistment in the 8th Pennsylvania regiment. Always important as a crossroads for early east-west and north-south travel, Hancock's importance would dramatically increase when work began in 1808 on the "National Road"—the first federally-funded road project—that began in Cumberland and built westward to Ohio, which it reached (and began to build beyond) in 1818. While not on the federal section of the National Road, Hancock was on the road that connected the Federal District, Maryland, and much of Virginia to that government project. Ultimately this entire system would be called the

National Road (now often designated "old" or "scenic" US route 40) and Hancock would become primarily a place of blacksmith shops, taverns, and other services for the freight and passenger movement along the roads that met there.

In 1835, contracts began to be let for construction along the 27 miles of the C&O Canal from Dam 5 to Dam 6 (10 miles upstream from Hancock). This subjected the town for five years to the good and the bad of canal work and the people who executed it. Among the supplies that would pass through the town was stone from nearby quarries used for masonry structures such as Locks 51 and 52, and Aqueduct 7 (over the Tonoloway and locally called the Bowles Aqueduct) just east of the town.

Once the canal opened from Dam 6 in April, 1839, Hancock's Water Street alongside the canal boat basin, wharves, and warehouses, became a second "Main Street" as busy as the one just above it that carried the National Road. As the major town between Dam 6 and Williamsport, and the most westerly port on the canal during the 1840s (before the canal reached Cumberland), Hancock was a crucial shipping point for products from its tri-state area to the Federal District cities at tidewater. Its significance as a transportation center only increased when the B&O Railroad reached a point in Virginia across from Hancock in June 1842, and became the area's 122-mile link to Baltimore.

A new industry developed in the region with the discovery at Roundtop Hill (as it is designated on USGS topographical maps), just 3 miles west of Hancock, of limestone that could be used to make hydraulic (or natural) cement. The first cement mill on the site was that of George Shafer built ca. 1838-1839 on land rented from the canal company. Its two sets of four-foot French burrstones used to grind the rock, were driven by the drop of water from the canal to the river below. This required the mill to be located between the canal and the river, with the kilns across the canal on the berm. In 1863 Shafer sold his cement works to Robert Bridge and Charles W. Henderson. The mills at this location burned in 1846, 1897, and May 1903. The final mill, built entirely on the berm, appears to have closed in 1909. (Hahn & Kemp, pp. 76-79)

During the Civil War significant Confederate action occurred at Hancock twice. The first incident began on January 4, 1862, when, after three attempts over as many weeks to breach Dam 5, Maj. Gen. Thomas (Stonewall) Jackson drove the Union troops at Bath (Berkeley Springs) back across the Potomac into Hancock. When his demand for surrender was refused, his troops began to shell the town, continuing to do so through the night and for two days. Reportedly Union Gen. F. W. Lander sent word to Jackson that continued shelling of Hancock would kill more friends than enemies as the town was "a damned secesh [i.e., secessionist] place anyhow." When Jackson eventually withdrew and marched on Romney, it was unclear whether more damage was done by the Confederate shelling, or by actions of the Union forces that "used and destroyed without thought or decency . . . food, furniture, forage, and fuel" that Hancock citizens had left behind when they fled the shelling. (Williams)

The second incident took place on July 31, 1864, following the

burning of Chambersburg, when Brig. Gen. John McCausland descended on Hancock and demanded \$30,000 and 5,000 cooked rations in ransom for the town—despite the fact that Col. Gilmor and Gen. Bradley T. Johnson argued against this action because of the town's limited resources; its reputation as a “southern town;” and the men, money, and supplies it had regularly contributed to the Confederate cause. While the townsfolk were not able to collect \$30,000, they collected what they could, including “large sums of script, bonds, and acceptances of the [canal] company” taken from the company's Hancock collector, Jacob Snively. As Union forces under Brig. Gen. William Averell approached in the afternoon, the Confederates left the town, moving west toward Cumberland. (Baker; and Unrau, Ch. VI)

In 1891 the first road bridge was constructed over the Potomac at Hancock, and in 1904 the Western Maryland Railroad reached the town, initiating a building boom and increasing even more its importance as a transportation center. The Western Maryland's arrival was hardly inevitable, however, for it had stalled to the east after reaching the C&O Canal at Williamsport in 1873 and Big Pool—where a subsidiary railroad crossed the canal and the Potomac to connect with the B&O Railroad in Virginia—in 1882. But in 1902 the Western Maryland came under the control of the Gould syndicate that extended it through Hancock to Cumberland, reached in 1906. For the syndicate, the railroad was envisioned as part of a transcontinental railroad system it was attempting to create. By 1908, however, both the syndicate and the Western Maryland were in receivership, from which the railroad emerged in 1910 as the Western Maryland Railway. The Western Maryland operated through Hancock until 1975, although some of the tracks continued to serve a pulp wood business in Hancock until 1985. (Stakem)

No discussion of Hancock's history would be complete without some reference to the many major floods it has experienced. The highest of these to date was that of March 18, 1936

when the Potomac at Hancock reached 47.6 feet. By contrast the river's record low stage was 2.0 feet measured on October 4, 1932. Flood levels here were 41.2 ft. in 1985, 36.4 in January of 1996, and 36.9 in September of that year. The 1889 flood that bankrupted the Canal Company measured 39.70 feet at Hancock. (NOAA)

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Stakem, Patrick. Western Maryland Railway. This brief history is online at: <http://mes.loyola.edu/faculty/phs/RR/TQC/wmrr.html>

Unrau, Harland D. The Chesapeake And Ohio Canal During The Civil War: 1861 - 1865. This work, divided into seven chapters, is Chapter XV of Unrau's mammoth Chesapeake and Ohio Canal NHP Historic Resource Study, May 1977.

Williams, Brig. Gen. Alpheus. Letter downloaded Aug. 14, 2002, from: <http://bhere.com/plugugly/1862/6201ahan.htm>

Projects Committee

On Friday, August 2nd, members of the Projects Committee went to Andre Kushnir's new art gallery in Ellicott City at his invitation. The business side of our visit was to discuss with Andre his generous offer to make his gallery available for an Association event or events that would have a fund-raising dimension, for example, raising funds for the Widewater challenge grant. Andre and his partner in the gallery enterprise, Michelle Taylor, explained how the Potomac Conservancy was able to take advantage of a similar offer of help from Andre and Michelle. Two invitational receptions were arranged and Andre provided an image of one of his Potomac paintings which were used for the invitations and note cards (for sale).

The Projects Committee will discuss the possibilities of arranging similar events at the gallery. Andre has done many paintings of canal and river scenes and has always appreciated our support and interest in his impressive landscape artistry.

Over the past few months the Committee has been working on the towpath tag program and has been seeking ways to make them known to the public as well as to advertise them to good effect. Nancy Poe recently obtained well-designed clear plastic

collection boxes for contributions and established locations at the visitor centers for the tags. The Cumberland Visitors Center has so far been the most successful in selling the tags. According to Barbara Sheridan, only 18 new memberships have been received through the applications for C&O Canal Association membership that go with each tag. Tom Kozar is making flags to be placed outside visitors centers inviting people to come in and obtain their tag. Ken Rollins will put seams and flagpole mounting sleeves on the flags with his trusty sewing machine. We do need a better accounting system recording how many tags are sold. While Doug Faris and his staff are excited about the tag program we need to improve our strategies for marketing the tags. We also need to attract collectors of pins and other baubles (sort of Sonny DeForge types) to the tags. There will be a new one each year. Also a special towpath dog tag for the many people who walk their dogs on the towpath is being considered. Fred Mopsik walking Logan, his black Labrador, on the towpath are our prospective models for the logo of this tag. The inscription will read “Friends of the Towpath.” Suggestions concerning the Towpath Tag program are welcome.

Carl Linden, Chairman



ANNOUNCEMENTS OF COMING EVENTS

Heritage Hike

This year's Heritage Hike will be Saturday, November 9th, 2002, starting at 10:30 AM from the parking lot of the Hancock Visitor Center. The address for the Visitors Center is: 326 E. Main Street, Hancock, MD 21750. The telephone number for the Visitors Center is: 301-678-5463.

From the parking lot we will be walking down to the Canal and the rail trail. (There will be no bus this year). We will walk up the rail trail path and return by way of the Canal towpath. As with past hikes, walkers will choose the length of hike, but each hike will be a round-trip. A hand-out map will be given to each hiker at the beginning of the hike, which will show 3, 4, 6, 12 or 16-mile options.

Please note that there is no bus as each hike starts and ends at the same place. Therefore, hikers should set their own starting times depending on the length of the hike they choose. A rough guide is to estimate a walking speed of 2 miles per hour, including breaks. Reference landmarks are Hancock, mile 124, cement mill and Devils Eyebrow, mile 127.4, and Lock 53, mile 130.

Bring a bag lunch and drink. There are no toilets or water pumps on the rail trail; however, there are facilities on the towpath.

Dinner will be at the American Legion. Happy Hour is 4:30 AM- 5:30 PM, Cash Bar. Dinner at 5:30 PM. Dinner price is \$13.00. There will be a speaker. The address for the American Legion Post 26 is: 240 E. Main Street, Hancock, MD, 21750.

Dinner reservations deadline is October 28th. Checks are to be made payable to the C&O Canal Association. A reservation form is enclosed. If you need more information or have questions, please call either Sonny DeForge at 301-530-8830 or Tom Perry at 301-223-7010. ❀

Continuing Hike Series

We've had a series of very successful winter and spring hikes. In February we met at the Paw Paw Tunnel on our quest to find the transit stones. Five were located by the intrepid crew. A small group of late arrivals set off on their own adventures. We understand they didn't find the transit stones, but had a great time getting lost in the woods. Early March found us checking out the Big Slackwater Barriers the day of the Annual Meeting and late March found us back in Montgomery County enjoying the B and C Loops of the Billy Goat Trail. In May we climbed Maryland Heights across from Harpers Ferry and enjoyed the panoramic views.

After taking the summer off we have a busy fall series planned. Our first fall hike will be a circuit hike in the Hancock Area on Sunday September 22. We'll meet at the Visitors Center at 10:30 and walk to Little Pool and back. (I70 to

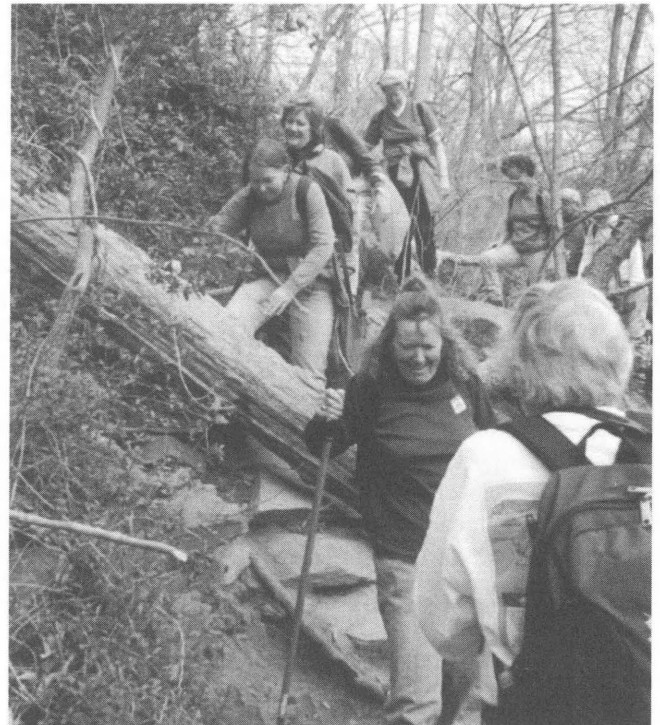
Hancock, exit on route 144, the C&O Canal Visitors Center is just after the bridge on the right.)

We've added a hike on the real Billy Goat Trail on Saturday October 26. Meet at the Lock 20 Footbridge at 1:00 PM (Great Falls Tavern in Montgomery County) and plan to attend the Park Service Spook Show that evening.

Our last hike of the year will be TriState Hike on Saturday November 23. This hike will be a moderately strenuous 7 mile loop incorporating the C&O Canal Towpath, the Loudon Heights Trail and the Appalachian Trail. Meet at the Footbridge in Harpers Ferry at 10:30 AM. (From Frederick MD, US 340 west to Harpers Ferry. Park in the visitors center (fee), take bus to historic area, footbridge is at the end of the street.)

Bring water and lunch/snack to all hikes.

Pat White, 301-977-5628 ❀



Hiking the Billy Goat Trail.

Rachel Stewart

Frostbite Hike 2002

Thar's gold (at least they wuz – some gold –) 'rite cheer' on our C&O Canal.

Sorry, you'll have to leave your pick and shovel; even worse, your pan, since mining is not allowed in National Parks. However, let's go prospecting. If you have a keen eye, you might spot evidence of "fool's gold" (iron pyrites) or lead ore (galena) in the scattered quartzite spoils along the trails of the gold mine tract at Great Falls.

Let's meet at 10:00 on Sat. Dec. 7 at Great Falls Tavern. We'll go uphill first, then come back down to the Berma Road. With good luck we may have Karen Gray to tell us about the history of the area and/or a Park Service interpreter to tell us about the gold mines. See you there.

Ken Rollins ❀

NOTES

Final Report on the Monocacy Fund

The Association undertook its major fund-raising drive for the restoration of the Monocacy Aqueduct in 1995. The fund was closed at the end of 2001, when funding for the aqueduct project was included in the park's appropriation for FY 2002. During the seven years of the fund drive, the Association received \$131,238 in contributions from its members and the general public (including donations made directly to the National Park Foundation.) Net revenue from the sale of T-shirts and coffee mugs added \$8,556 to the fund. In 2001, we transferred \$6,500 to the Park Service to be used toward the interpretive kiosk being installed at the aqueduct. (The Capital Section of the American Society of Civil Engineers also donated \$3,500 toward the kiosk.) All remaining contributions were placed under the management of the National Park Foundation, and this generated \$18,823 in net investment growth. In June, the Foundation transferred the balance of \$152,117 to the National Park Service, for inclusion in the aqueduct contract.

David Johnson



Railroad Right-of-Way Meeting

There will be a meeting on November 2, 2002, at 1:00 PM at Paw Paw High School on the future of the railroad right-of-way that the C&O Canal NHP owns in the vicinity Paw Paw, starting near Little Orleans. It includes 6 abandoned bridges across the Potomac River as it enters West Virginia three times as it follows the bend of the river for most of time. There has been a movement by the people who live in West Virginia for the National Park Service to abandon the property and the Park Service is soliciting views as to what to do. The current Western Maryland right-of-way is a Rails-to-Trails path until Pearre, about 4 miles before this section begins. For more information contact Emmie Woodward, actthree@earthlink.net. [see page 10]

Fred Mopsik



Duke Energy Right-of-Way Request

The National Park Service announces that it will begin soliciting comments from concerned parties regarding the right-of-way request by Duke Energy for construction of two pipelines across the Chesapeake and Ohio Canal National Historical Park. Two open-house style public workshops will be held at the Francis Scott Key Holiday Inn, 5400 Holiday Drive, Frederick, Maryland on Wednesday, October 9 from 3 to 5 PM and from 7 to 9 PM. Comments will be part of an environmental analysis that will identify the reasonably foreseeable direct, indirect and cumulative effects of the proposed right-of-way permit, and will develop and evaluate alternatives to address the park service's natural resource, cultural resource and visitor use concerns.

The area under consideration is between the U.S. Route 15 bridge area and the Nolands Ferry boat ramp area along the canal

near Point of Rocks in Frederick County, Maryland. The proposed pipelines will provide water for cooling and other purposes for two gas and one steam turbine generators with a combined output of 640 megawatts. One 24-inch raw water pipeline will withdraw a maximum of 7.5 million gallons per day from the Potomac River, while a second 10-inch pipeline will return approximately 800,000 gallons per day.



EA for Potomac Interceptor Sewer

The National Park Service has released the Environmental Assessment for the construction of four odor treatment units for the Potomac Interceptor sewer and improvements to a parking area and two new comfort stations. This Environmental Assessment examines several alternatives for controlling nuisance odors through the construction of four odor control facilities along the C&O Canal National Historical Park and the Clara Barton Parkway, administered by the George Washington Memorial Parkway. The document also evaluates environmental impacts of a proposed comfort station near Fletcher's Boat House and improvements to parking and restroom facilities at the Anglers Inn area all within the C&O Canal National Historical Park.

The National Park Service is soliciting comments on this Environmental Assessment during the public comment period from September 11, 2002 through October 11, 2002. The National Park Service will host a public meeting on October 3, 2002 from 7:00 PM to 9:00 PM at Rockwood Manor, 11001 MacArthur Boulevard, Potomac, Maryland to solicit public input. Comments received during the public comment period will be considered in evaluating this Environmental Assessment and making any decisions.

In public use areas along the C&O Canal National Historical Park and the Clara Barton Parkway, odorous air is intermittently exhausted from the PI sewer due to air pressure changes in the pipe. Because of the conflict between the emitted odors and public enjoyment of these national park areas an odor study was prepared, interim odor controls were implemented, and alternatives have been developed for the long-term abatement of these odors.

For further information on this proposed project, please visit the Potomac Interceptor website at www.potomacinterceptor.com. Comments may be sent to Superintendent, C&O Canal National Historical Park, 1850 Dual Highway, Hagerstown, MD 21740.



Help Wanted Webmaster

The C&O Canal association is looking for a webmaster for the Association pages on the Internet. The position requires knowledge of HTML and the use of the Internet to maintain a web page. The webmaster will be responsible for the layout and design. Material for the pages will be furnished from the newsletter and other sources. Contact Fred Mopsik at 301-320-2111 or fred.mopsik@verizon.net.



CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
Sep 22	Sun	Continuing Hike Series. Circuit hike from Hancock to Little Pool and back using both the Towpath and the Rail Trail, about 6 miles. Meet at Hancock Visitor's Center at 10:30 AM. Contact Pat White at 301-977-5628
Sep 28,29	Sat/Sun	Paw Paw Bends Canoe Trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934 for information and reservations.
Oct 1-6	Tues-Sun	Through Bike Trip. Cumberland to Georgetown. Camp or stay in motels. Contact Tom Perry, 301-223-7010.
Oct 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 AM
Oct. 26	Sat	Continuing Hike Series Billy Goat Trail. About 4 miles. Strenuous. Meet at foot bridge in front of Great Falls Tavern at 1:00 PM. Contact Pat White at 301-977-5628
Oct 26	Sat	"Life and Death on the C&O Canal" at Great Falls Tavern, 6:30-8:30 AM Nominal fee required. Call 301-767-3714 for information and reservations.
Nov 9	Sat	Heritage Hike. Hancock, Md. See page 1 and page 16.
Nov 23	Sat	Continuing Hike Series. Circuit hike incorporating portions of the Appalachian Trail, the Loudon Heights Trail, and the Towpath, about 7 miles. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
Dec 1	Sun	Board Meeting. Glen Echo Town Hall. 1:00 PM
Dec 7	Sat	Frostbite Hike. Great Falls Tavern 10:00 AM. Contact Ken Rollins at 804-448-2934.
Dec 15	Sun	Carol Sing at Great Falls Tavern, 1: 00 PM
Dec 31	Tue	New Year's Eve Hike. Meet at the parking lot across from Old Anglers Inn at 2:00 PM. Contact Pat White at 301-977-5628
Jan 1	Wed	New Year's Day Hike. Meet at the parking lot across from Old Anglers Inn at 10:00 AM. Contact Pat White at 301-977-5628.
Jan 26	Sun	Continuing Hike Series. Meet at the foot bridge to Fletcher's Boat House at 10:30 AM. Contact Pat White at 301-977-5628.

Mushroom Warning

I have recently spotted, on the path leading to Lock 8, a clump of Amanita mushrooms. These are the ones that have led to most of the fatal cases of mushroom poisoning in the United States. While they are not dangerous unless eaten, there is no known antidote to their toxin. They are identified by their bright white color, except possibly for the top skin of the cap, and a ring on the stem beneath the gills. There is also a cup on the bottom of the stem but this is beneath the ground and can be hard to observe. The usual advice for those who collect mushrooms is to never pick those whose identity is uncertain.

Fred Mopsik



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
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 fred.mopsik@verizon.net

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. A copy of our current financial statement is available upon request by contacting C&O Canal Association at P.O. Box 366, Glen Echo, MD 20812-0366 (telephone 301-983-0825). Documents and information submitted to the State of Maryland under the Maryland Charitable Solicitations Act are available from the Office of the Secretary of State for the cost of copying and postage.

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

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Restoration/Monocacy Aqueduct	Carl Linden
Environmental	Peter Whitney/Fred Mopsik
Level Walkers	Bill Burton
Festivals	Rita Bauman
Programs	Thomas Perry
VIPs	John Lindt
Membership Coordinator	Barbara Sheridan
Editorial	Frederick I. Mopsik

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

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

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1850 Dual Highway, Suite 100, Hagerstown, MD	21740	
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	Jeannie Bolden
Chief, Natural and Cultural Resource Mgt Branch	(301)714-2231	Tina Orcutt
Chief, Interpretation Brnch	(301)714-2214	Bill Justice
Public Affairs Assistant	(301)745-5804	Kathy Sholl
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Chief of Maintenance	(301)714-2216	Bob Hartman
Partnerships Coordinator	(301)714-2233	Nancy Poe
Engineer	(301)745-5818	Dan Copenhagen

Palisades District

11710 MacArthur Blvd, Potomac, MD 20854	
District Ranger	(301)767-3720 Keith Kelly
Supv Ranger-Fee Collect.	(301)299-3603 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
	Al Voner
Hancock Subdistrict	(301)678-5463
Ferry Hill Subdistrict	(301)714-2206

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	1-(866)677-6677
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)767-3731

24-HOUR EMERGENCY (TOLL FREE) 1-(866)677-6677
HAZARDS CHOH_Hazards@nps.gov

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

**Monocacy Aqueduct Restoration has
Begun**

Heritage Hike Form Enclosed

**Accompanied by the Past starts in this
Issue**

Important Announcements in Notes

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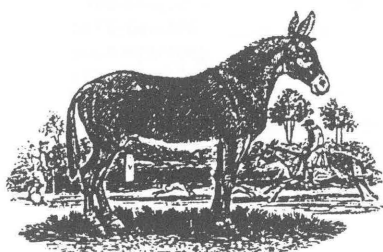
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