



ALONG THE TOWPATH

A quarterly publication of the
Chesapeake & Ohio Canal Association

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

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Canal Park Survives Blizzard and Flood, Looks Forward

Nature Tests the Canal Park's Resilience

by Ned Preston

The C&O Canal has weathered many natural calamities since its groundbreaking in 1828, but early this year it endured an unusual one-two punch. The first blow was intense, heavy snow, falling on ground already softened by much late-winter precipitation. "Snowmageddon" on the first weekend in February was followed by the "Blizzard of 2010" three days later. Roads were blocked and trees toppled from Cumberland to Georgetown. The blanket of snow contained seeds of a potential disaster. For a time, the melting seemed encouragingly

gradual, but rising temperatures and heavy rainfall added danger. On Thursday, March 11, Superintendent Kevin Brandt declared a park-wide emergency. Transfer of control of the park to an Incident Command Team at the Williamsport headquarters was set up on Friday. On that day, Brandt reported that the combination of snow pack in the mountains upriver and forecast rain amounted to a prediction of a major flood along the canal. The park's emergency plan included three priorities: first, the safety of park employees and

visitors; second, safeguarding park resources and government property; and third, assisting park neighbors in protecting their property.

On Thursday, meanwhile, the supervisory ranger at Great Falls Tavern, Aly Baltrus, was alerting volunteers in the vulnerable Palisades District. She let them know that the river was expected to crest at Little Falls between Sunday and Tuesday at a level of at least 10 feet

Continued on page 2, column 1

The Catoctin Aqueduct Groundbreaking

by Dave Johnson

Groundbreaking festivities for the restoration of the Catoctin Aqueduct were held on Saturday, April 24, 2010. A large crowd, including many members of the C&O Canal Association, attended to watch elected and National Park Service officials turn the first spadefulls of earth before a background of rumbling CSX trains. The reconstruction of the aqueduct will cost about \$3.9 million and is expected to take about one year to complete.

The speakers' platform was erected in the canal prism on the west bank of the Catoctin Creek. The towpath embankment provided a natural amphitheater for the crowd of between 160 and 200. Musical entertainment before and after the ceremony was provided by Gilmore's Light Ensemble, in nineteenth century costume and playing appropriate period tunes.

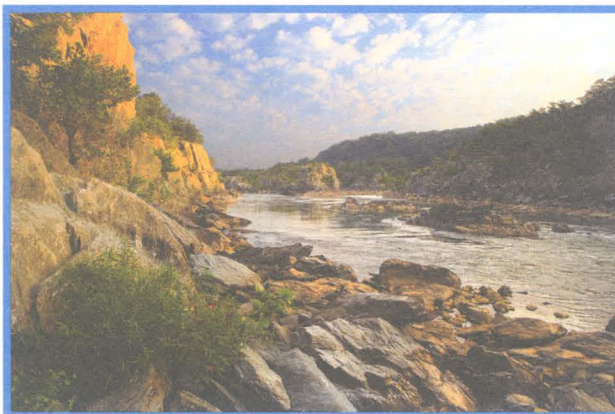
Superintendent Kevin Brandt presided over the program. He welcomed the crowd and introduced the guests on the platform, who included Director Margaret O'Dell of the NPS National Capital Region, Governor Martin O'Malley, Senators Barbara Mikulski and Benjamin Cardin, and Congressman Roscoe Bartlett. In their formal remarks each of them noted their strong support for the aqueduct project and their contribution to the effort to see the aqueduct project come to fruition.

Following the dignitaries' speeches, George Lewis, president

Continued on page 2, column 2



Breaking ground for Rebuilding the Catoctin Aqueduct (See p. 5)



"Wet Bottom at Dawn" - Photo art courtesy of Roy Sewall
The Potomac within her banks - See her in flood on page 4

Symposium: Early C&O Canal Engineering - Shepherd U., Jul. 24 - Join us. See p. 6

Nature Tests Canal Park's Resilience - From p.1

(flood stage) and as high as 16 feet. Tavern exhibits were moved.

Park maintenance staff were preparing for a flood of 1996 scale with its 19-foot crest. The canal prism was emptied to serve as a reservoir, and a shallow breach in the canal wall was cut above Lock 20 to direct water back into the Potomac. Using the new winch house, the heavy stop gate below Lock 17 was closed in case it was needed to divert high water from the canal along Mary's Wall and into the river. Lock gates on both sides of the dry-docked *Charles F. Mercer* were closed to give the boat added protection.

As of 4:00 p.m. Saturday, March 13, access roads to the park were closed from Cumberland to Great Falls. Park collections and resources were moved from flood-prone buildings. Sandbags were placed around Blockhouse 6 with the help of volunteers, while Great Falls Tavern was shielded by a barrier formed by sand poured into plastic sheeting. On Sunday, Brandt reported that the flood's crest had reached Cumberland and was expected at the Little Falls measuring station on the following afternoon. Much of the towpath and many of the park's historic structures had already been inundated, but its occupied buildings did not appear to be threatened. A breach in the canal wall was in the making near Dargan, but the superintendent correctly predicted that it would be smaller than the one near Anglers Inn caused by heavy rains in 2008.

As the crest arrived at Great Falls, water reached the Tavern but did not top the sand barrier there or rise high enough to divert along Mary's Wall. Farther downstream, sandbags successfully protected Blockhouse 6, and the crest measured at Little Falls on March 15 proved to be only about 13 feet. A threatening problem developed, however, at the inlet lock beside Lock 5. The sluice gates on one side of the lock's gate failed, allowing flood water to inundate the canal level below. Officials briefly considered breaching the towpath to prevent flooding in Georgetown, but dismissed this as unneeded; however, park staff carefully monitored the situation until the river began to recede 48 hours later.

In the flood's aftermath, new gates for the inlet lock became a top priority, and stronger ones of an improved design were in place by May 14. On top of the \$600,000 in damages caused by the heavy snows earlier, the flooding left the canal park with \$2.8 million more in damages and additional operating costs. The single item expected to be the most expensive was removal of some 10,000 cubic yards of debris, including massive trees, which lay accumulated behind the Monocacy Aqueduct. Next in projected cost was dealing with silt in the Palisades District, followed by repair of culverts. Lesser problems of erosion and cleanup abounded, but the park's emergency measures had helped to limit the damage. Data collected during the flood became the basis for review and refinement of planning for the inevitable next recurrence.

See flood photographs on page 4

Catoctin Aqueduct Groundbreaking - From p. 1

of the Catoctin Aqueduct Restoration Fund and C&OCA board member, gave the main address preceding the groundbreaking ceremony. George stressed the historic significance of the aqueduct, recalled the aqueduct's collapse in 1973, the initial efforts for stabilization and restoration, the subsequent decades when it was forgotten, and the recent campaign to bring about this historic occasion. He noted that "By its very location, the restored Catoctin Aqueduct will be an educational platform like no other — a dynamic interpretive forum from which the story of the role that Maryland played in the development of our nation's transportation infrastructure can be told, seen, touched, experienced, understood and shared. This narrow strip between Point of Rocks and Harpers Ferry is a transportation museum where the many roads west all came together: the Potomac River, Indian trails, wagon roads, the B&O Railroad and the C&O Canal."

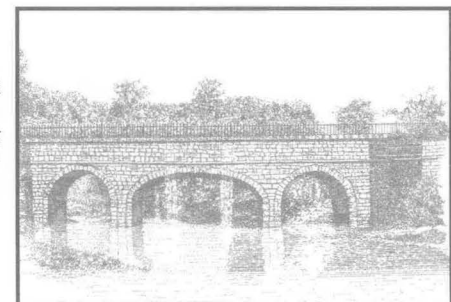
George paid tribute to the many groups and individuals whose efforts and contributions have made the restoration possible. He said "We got here because of your benevolence, your vision, your trust in each other, in the Catoctin Aqueduct Restoration Fund, the Community Foundation of Frederick County, in your elected officials, and in your stewards of this place, the National Park Service. At the forefront of this restoration effort have been the ever vigilant, and most persistent, volunteer stewards of our C&O Canal, those volunteers being the members of the C&O Canal Association and the C&O Canal NHP Advisory Commission. Each of you here today, in your own way, has not only talked the Catoctin Aqueduct talk but each of you has walked the Catoctin Aqueduct walk."

George closed with a proposition: "I propose to you that we gather once again, here on the banks of Catoctin Creek, in the summer of 2011, to dedicate the completely restored and not forgotten, the once and near future 'Most Beautiful Aqueduct on the Line.' When you leave this special place today, do so knowing that, on your watch, yet another gap in the towpath is about to be closed."

Carl Linden, sitting in the audience, rose and seconded George's "motion", which was unanimously affirmed by the assembled throng.

See photographs of the event on page 5

Pen and ink drawing by Tom Kozar



Catoctin Aqueduct in final form

Along the Towpath, June 2010

Improvements Made at Great Falls

The snows of February and the March freshet set back the completion of several projects at Great Falls and delayed the opening of the canal boat season by a month.

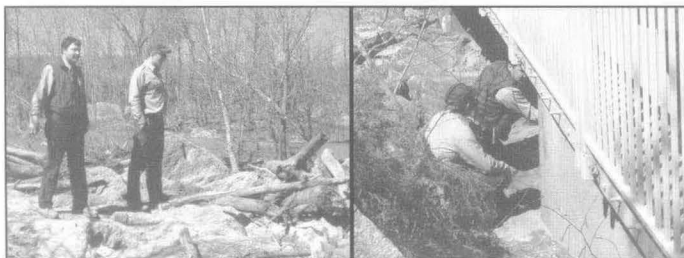
The projects that required the canal be kept dry included the partial disassembly and reconstruction of deteriorated portions of Locks 19 (Great Falls) and 22 (Pennyfield). The masonry work was performed by personnel from the National Park Service Historic Preservation Training Center. New gates for both locks were built by park maintenance staff. In addition, park staff laid up a new dry stone wall in level 19 between the *Mercer's* pier and Lock 20, and completed repairs to the upper sill in Lock 20.

Water was finally admitted into the canal at the end of April, and the *Charles F. Mercer* made its first public trips on May 5.

Meanwhile, work is in full swing on the Great Falls entrance road. The contractor is putting all utilities along the road underground. As work continues, the road will be widened and repaved, parking lots will be repaired and improved, and the landscaping in front of the Tavern restored to its historic appearance. The work is expected to continue through the summer. Because the road work may cause inconvenience and delays entering and leaving the park, entrance fees have been suspended during construction.



New lock gate at Lock 19 built by the park maintenance staff



Maintenance chief Mike Seibert and Deputy Supt. Brian Carlstrom check for flood damage on Olmsted Isl. & under Olmsted bridge.

The *Charles F. Mercer* enters Lock 20 on its first run of the season. Ranger Aly Baltrus is at the bow.

Text and photos by Dave Johnson



Along the Towpath, June 2010

Welcome to the Canal, Eva!

The Chesapeake and Ohio Canal is proud to announce our most recent member of the family, Eva the mule. She was a joint purchase by the Friends of the Historic Great Falls Tavern and the C&O Canal Association as a successor for our oldest mule, Ida, who will be retiring this year.

Eva is named in honor of a long term NPS employee, Eva Lorraine Link, who unfortunately passed away in July 2009. A brown bay mare mule, Eva stands 15.3 hands tall and weighs 1200 lbs making her one of our larger mules. Being only four-years old going on five in the fall, she has some growing up to do: she still has some of her baby teeth!

Eva arrived at the C&O Canal on September 3, 2009. We gave her two weeks to get used to her new home and a month to get used to her new companions, the C&O's six other mules. After her initiation period she took to the canal as if she were born to pull. In one month on the canal she has proven to be a promising addition to our team. She took to the work faster than any of the other mules we have trained over the years. We are proud to say she is an excellent listener, she trailers well and she loves to cuddle. She also has tons of energy to spend. In fact, the first time she came down to work the *Georgetown* boat you could practically ski behind it, she was pulling so fast. We are looking forward to another 20-25 years of working with her on the canal.

Ida is a 30-year-old mare mule who started working for the C&O Canal as a three-year-old in the early 1980s. In her 27 years on the job, Ida worked over 7,000 boat trips and walked approximately 10,000 miles on the towpath. Talk about dependability! Before we let her retire, Ida will stay with the C&O Canal for a few more months to help train Eva. Then, she will retire to a private farm near Lovettsville, Virginia. Ida will join former C&O Canal mules, Kate and Rhody. After all her faithful work and dedication to the canal, Ida will be sorely missed.

The Chesapeake and Ohio Canal National Historical Park would like to thank the Chesapeake and Ohio Canal Association and the Friends of the Historic Great Falls Tavern for their generous purchase of Eva. It is a pleasure working with such supportive cooperating associations.

- NPS Ranger Mark Myers

Go to page 20 for photos of the welcoming ceremony.

Photo Credits

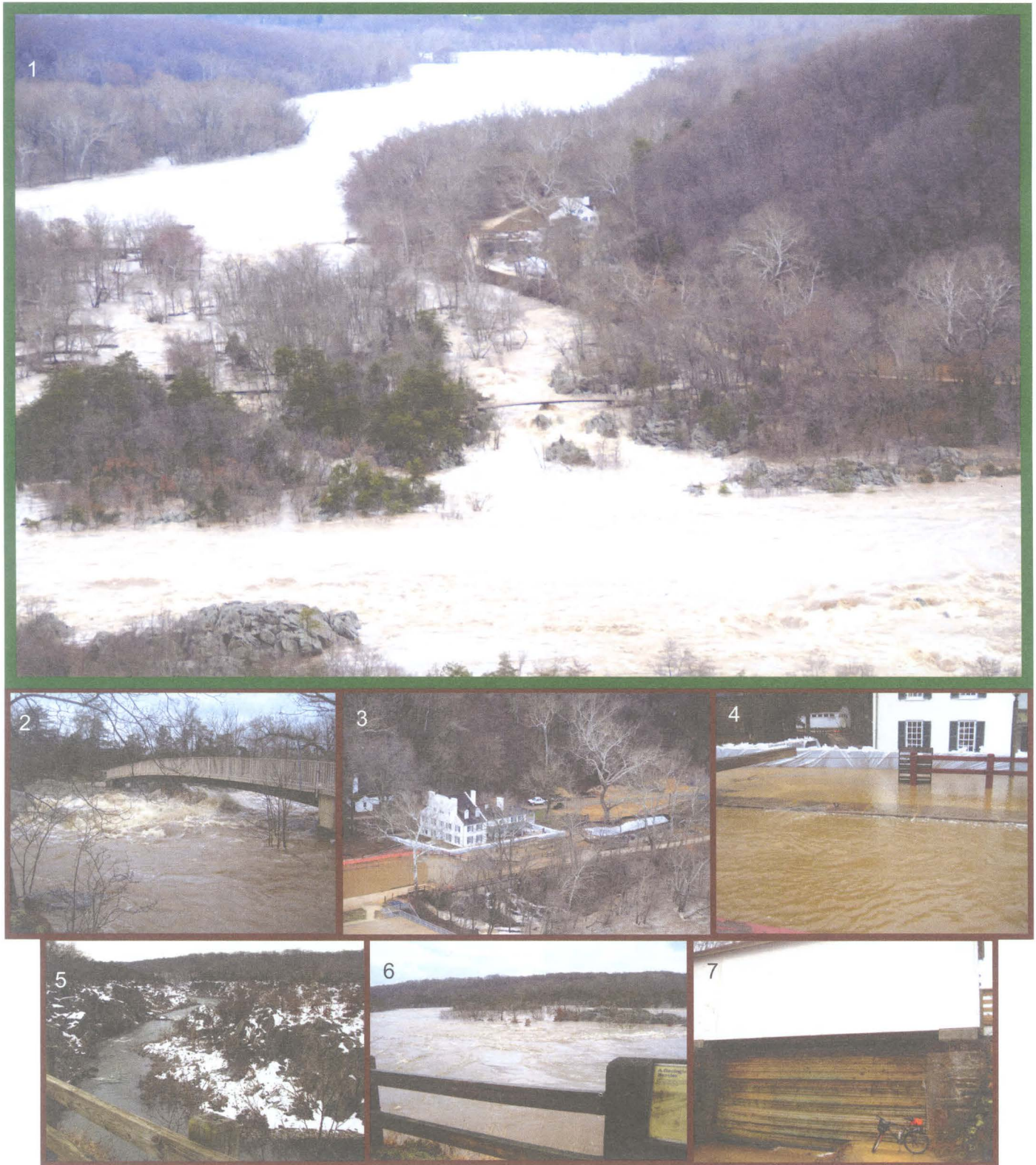
For page four:

1. Courtesy of NPS
- 2 Norman Liebow, Bike Patrol
3. Courtesy of NPS
4. Norman Liebow
5. Carl Linden
6. Courtesy of NPS
7. Norman Liebow

For page five:

- 1, 3, & 6 - Courtesy of the Governor's Photo Gallery
- 4 - Carl Linden
- 2, 5, 8 - Courtesy of Roy Sewall
- 7 - Courtesy of Jo Reynolds
- 9 - Courtesy of Lisa Hendrick

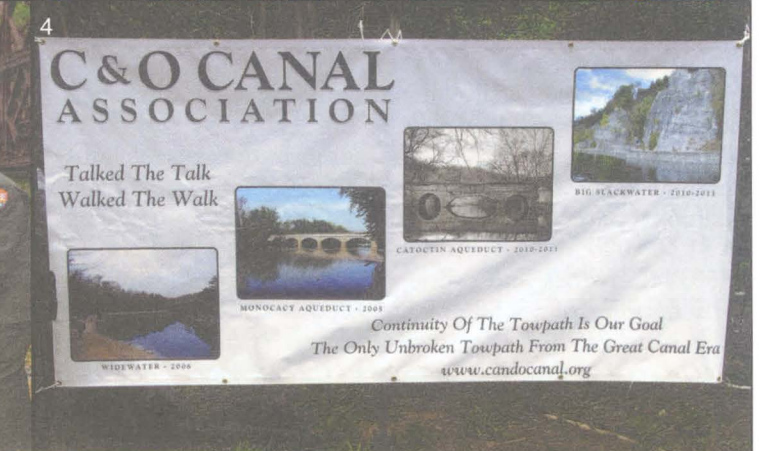
After the February Blizzard Came the March Flood



1. Aerial view of Great Falls Tavern & Olmsted Isl. area.
2. Flood rising under Olmsted Island Bridge
3. Flood waters fill the canal & threaten the Tavern

4. A temporary sand-filled barrier kept the Tavern dry.
- 5, 6 The rocky island channel below Mary's Wall before the flood (5) and at flood (6).
7. Log barrier put into stop gate slots from winch house.

The Catoctin Aqueduct Groundbreaking Ceremonies



1. George Lewis speaks to the assembly.

2. The assembled gathering

3. The groundbreakers (l to r) Peggy O'Dell, George Lewis, Sen. Mikulski, Jan Gardner, Governor O'Malley, Sen. Cardin, Congressman Bartlett, & Kevin Brandt.

4. C&O Canal Association Banner showing four key projects: Monocacy Aqueduct, Widewater, Catoctin Aqueduct & Big Slackwater.

5. Peggy O'Dell, Director of the Capital Region (NPS) and Superintendent Kevin Brandt, C&O Canal National Historical Park

6. Governor O'Malley plays the guitar with Gilmore's Light Ensemble

7. Left to right: Chair of the C&O Canal NHP Advisory Commission, Sheila Weidenfeld, and former Chairs of the Commission, Nancy Long and Carrie Johnson

8. Jan Gardner President of the Frederick County Commission and Governor Martin O'Malley

9. Dave Johnson (l) and William Bauman enjoying the occasion in the C&O Canal Association tent.



Dave Johnson and William Bauman presiding in the Association tent and enjoying the occasion.

C&O Canal Engineering: The Early Years

by Karen Gray

The symposium on C&O Canal Engineering in the early years of the canal will be held at Shepherd University on Saturday afternoon, July 24. See insert in this issue for details and registration form. Eminent experts will discuss the great challenges engineers faced in the first years of the canal's construction. Whether neophyte or expert, you are encouraged to come. It promises to be a rewarding and enjoyable afternoon of learning. Below, Karen Gray introduces us to the fascinating story of the C&O's creation.

By June 1828, after more than five years of arduous effort, the supporters of a continuous canal up the Potomac to replace the inadequate Potomac Company's works had finally gotten to the point where the company could be organized. Behind them were two major surveys of the Potomac's banks from Washington to Cumberland that had confirmed the feasibility of a continuous canal, and a contentious political and constitutional battle for federal support.

Among the most important legislation that made organization of the canal company possible were three bills husbanded through Congress at the end of its session in May 1828. These included the authorization of the purchase of \$1,000,000 in stock by the federal government and additional purchases by the federal district cities amounting to \$1,500,000 in stock. Along with Maryland's purchase of \$500,000 in stock and other stock sales, the company had subscriptions for a total of \$3,620,000 in stock—more than 80 percent of the \$4,480,000 estimated as the cost of the eastern section from Washington to Cumberland.

What the C&O Canal Company represented was the success of Congressman Charles Fenton Mercer's "system of mixed enterprise" that envisioned the country building the internal improvements it so desperately needed with a combination of federal, state, and private funds. It was a close relative to Henry Clay's "American System" that sought to fund such projects with the money from high tariffs and the benefits of a national bank and national currency.

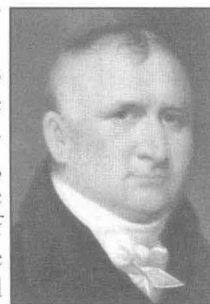
When the company organized during a meeting of the stockholders June 22–23, 1828, it selected Mercer as its first president and a board that included: ex-governor of Maryland Joseph Kent; Pennsylvania Congressman Andrew Stewart; physician Frederick May, Washington City merchant Peter Lenox; Georgetown landholder and merchant General Walter Smith, and Alexandria banker Phineas Janney.

On June 23, Mercer met with his board and their first items of business involved the adoption of a set of bylaws and the appointments of John P. Ingle as company clerk, Clement Smith of Georgetown as treasurer, and Judge Benjamin Wright as chief engineer. Wright's appointment was important for more than engineering reasons: As one of the most renowned engineers in the country at the time, his assignment would give significant confidence to potential investors and stockholders.

Already, however, the dark cloud of legal entanglements with the Baltimore-based B&O Railroad hung over the new company. In an effort to protect their rights to the Potomac shore, the C&O canal supporters had convinced the court in Washington County to issue an injunction preventing the railroad from proceeding beyond Point of Rocks, where the first of the narrow passages occurred. The B&O retaliated by obtaining three injunctions from the Court of Chancery at Annapolis on June 23, 24, and 25 respectively, that similarly blocked the new canal company from work beyond Point of Rocks.

Confident that their prior right to the Potomac shoreline could be established on the basis of the Potomac Company charter that had been transferred to the C&O (as arranged by the far-sighted Mercer), the company plunged into the task of creating a corps of engineers that would determine the line of the canal, design the works along it, and oversee the contractors once contracts began to be assigned.

Chief Engineer Wright had made his reputation on the Erie Canal, where he had overseen the construction of the central section. In June of 1828, however, Wright was under contract with the Chesapeake and Delaware Canal as chief engineer. Not until December 1 was he freed from that contract so that he could "make permanent arrangements" with the C&O. [Gray, p. 63]



Benjamin Wright

Despite his C&D commitments, Wright went immediately to work in the summer determining the final line of the canal from Little Falls to Seneca Falls, preparatory to letting contracts, which began in August. In this activity he was assisted by Nathan Roberts and John Martineau, both former Erie men. Martineau, in fact, was one of Wright's protégés on the Erie [Unrau, p. 42], while Roberts was best known for his design of the double flight of five staircase locks at Lockport that carried the Erie Canal over the Niagara escarpment and through a seven-mile-deep cut beyond. However, Roberts already had survey experience along the Potomac, as he, along with former Erie engineer James Geddes, had conducted the second (1826–1827) Potomac survey that had recalculated the cost of the Eastern Section to Cumberland at \$4.5 million after the initial government survey had arrived at a figure of at least \$8,177,081. [Sanderlin, pp. 55–56]

Martineau would develop the specifications for Dams No. 1 and 2 and the lockhouses, as well as be responsible for the survey of the Monocacy River, which was being considered as a potential feeder for the C&O canal.

On August 23, 1828, the canal company directors appointed a board of engineers consisting of Wright and Roberts, with Martineau as a junior member of the board. [Unrau, pp. 42 and 181] At the same time they authorized President Mercer to hire resident engineers, assistant engineers, and rodmen. Dividing the line of the canal up to Point of Rocks into five residencies, the requisite positions

were filled by November 22, 1828, bringing the engineering corps to a total of 18 men. [Unrau, p. 257]

There were also two unpaid rodmen taken on as apprentices according to a practice established by Wright on the Erie. By early 1830, however, Wright and Mercer would be at odds with each other on the use of volunteer rodmen, which may have contributed to Wright's departure near the end of the year. [Sanderlin, p. 63n]

In the fifth residency, Alfred Cruger was initially appointed as resident engineer with Charles Ellet, Jr., as his assistant. Born January 1, 1810, Ellet was a mere 18 years old, and his only other relevant paid position prior to that on the C&O was as a rodman with the team surveying the route for Pennsylvania's canal along the North Branch of the Susquehanna. He left the North Branch of the Susquehanna survey team in May 1828, and appears to have come to the C&O in the summer as a volunteer (unpaid) rodman assisting Wright, Roberts, and Martineau in the surveys preparatory to the letting of the first contracts. His responsibilities in that project included taking field notes, drawing maps, and making computations.



Charles Ellet, Jr. Once Ellet was hired as an assistant, company clerk Ingle promptly sent him a copy of the "Rules and Regulations for the Engineering Department." That document reflects the company's standards and expectations of all those in its engineering corps at the time.

It appears, however, that very shortly after the November 22 assignments were made, Cruger was moved to one of the lower residencies, and Herman Böye, a Danish immigrant who had initially been appointed as an assistant engineer in the second residency, was promoted to resident engineer on the fifth residency, becoming Ellet's new supervisor. Before coming to the C&O, Böye had established a considerable reputation as the surveyor who completed in 1827 a series of maps of Virginia's counties begun by James Wood (who died in 1822) and an important new map of the state.

Ellet's experience in the fifth residency is revealed in his personal papers, which include letters from Wright and Böye, as well as from company president Mercer, company clerk Ingle, resident engineer Cruger, and inspector of masonry Robert Leckie. The difficulties that so quickly developed along the canal are also apparent in those documents as well as something of the personality of the men who wrote them or are referenced in them.

Ellet's own position became significantly more difficult than it would naturally have been when Böye became so ill that he was unable to be physically present in the residency. In addition, the residency included the troubled Monocacy Aqueduct project, and much of Ellet's time was clearly spent on Monocacy-related tasks and oversight.

At the end of 1829, by which time it became clear that Böye would not be able to resume his responsibilities as

resident engineer, Alfred Cruger was once again assigned to the fifth residency in addition to the one further down the canal on which he had been serving. Letters from Böye in February and March of 1830 reveal that Böye knew of this arrangement, but seemed to be continuing to direct and advise Ellet right up to his last letter on March 8.

By January, 1832, when Maryland's highest appeals court confirmed the canal company's prior right to the Potomac shore, freeing it to continue building above Point of Rocks, the engineering corps on the C&O Canal had changed dramatically. Martineau had been released in June 1829 due to increasing financial constraints; Ellet had left in the latter part of March or very early April of 1830 to study engineering in Europe; Böye appears to have died on March 20, 1830; Wright resigned in November 1830; and Nathan Roberts resigned on April 1, 1831.

In early 1832 Ellet apparently informed Mercer that he was ready to return to the United States. On February 17, Mercer wrote to him at the port of Bristol, England, offering him a position. In that letter Mercer states: "Our board of engineers has been dissolved for some time and A. Cruger and T. F. Purcell are our only Resident Engineers. Mr. Fisk is the assistant of Mr. Cruger."

Between the summer of 1828 and January of 1832, the C&O had completed and opened the first 22 miles of canal from Dam No. 2 down to Georgetown. It was also on its way toward the completion of the structures on the next 27 miles up to Point of Rocks. By October 1833, the company had opened the canal from Dam No. 3, some 62.27 miles upriver from tidelock.

Ellet did not return to the C&O, but went on to become one of the foremost American engineers of the mid-19th century, famed for the suspension bridge of his design across the Ohio at Wheeling. Cruger resigned in 1834, Purcell in March, 1836. Of the original engineering corps, only Charles B. Fisk was still in the company's employ when the canal was completed to Cumberland in 1850.

The Ellet papers, in addition to other resources, make it possible to see some of the inner workings of the engineering corps and the construction process along the C&O Canal in these early years, as well as the effect upon these men of the growing difficulties encountered by the canal company. The early C&O engineering symposium at Shepherd University July 24 will focus on this fascinating period of C&O history and the lives of Wright and Ellet who, along with Nathan Roberts, represent the most famous of the engineers to have been employed on the C&O Canal.

Resources:

- Gray, Ralph D. *The National Waterway: A History of the Chesapeake and Delaware Canal, 1769-1965*. University of Illinois Press, 1967.
- Sanderlin, Walter S. *The Great National Project: A History of the Chesapeake and Ohio Canal*. Johns Hopkins Press, 1946. Reprinted by the Eastern National Park and Monument Association, 2005.
- Unrau, Harlan D. *History of the Chesapeake and Ohio Canal*. Available at: www.nps.gov/history/history/online_books/choh/unrau_hrs.pdf

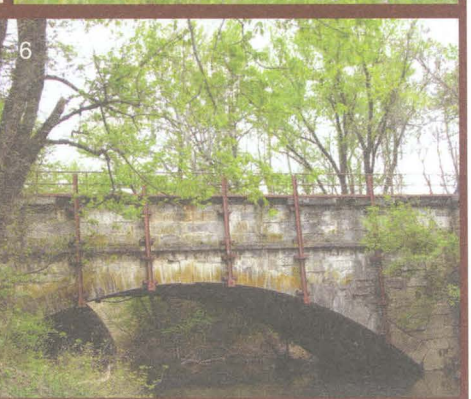
Douglas Hike 2010

Those driving to Cumberland for the Justice Douglas Memorial Hike were treated to this spring's unusually spectacular display of redbuds on the mountainsides. The canal's historic terminus was a convenient gathering spot to board the "trolley" to starting points for treks that ranged from three to eleven miles on a day that proved cool and breezy. The group reassembled later at the Orleans Fire Hall for happy hour, chatting and watching an automated slide show of photos from the 2009 Thru Hike, assembled by Jim Heins.

Following a tasty dinner, Francis "Champ" Zumbrun gave a lively talk on the history of Green Ridge State Forest, where he served as forest manager until his recent retirement. The forest was once the property of Frederick Mertens, an immigrant from Germany who made a fortune building boats to ply the C&O Canal. The Mertens family transformed the forest into a vast apple orchard, and later began to sell private lots within it. Bankruptcy scuttled this scheme, however, and the area became a state forest known for its remarkable plant diversity. Champ illustrated his narrative with fascinating slides drawn from the Mertens family album, including historic scenes of the canal not previously seen by the public.

At the close of his talk, Champ shifted his topic to Maryland's Liberty Tree, a seedling of the original Revolutionary-era tulip poplar that grew in Annapolis. With the support of the C&O Canal Association, the new tree was planted in 2009 at Old Town, near a site associated with Patriot leader Thomas Cresap. Champ capped his presentation with rousing verses from "The Liberty Tree," a song written by Thomas Paine in 1775.

Champ has a CD of his songs, "Allegheny County: Songs for Liberty" (www.budgetrecords.com - 301-689-0267).



Photos Above:

1. Dorothea Malsbary (left) & Jean Swank (right) greet the "mule statue" at Cumberland's Canal Place before the hike.
Photo by Ned Preston
2. Driver Ron Rice takes the hikers on the Canal Place Trolley Bus to the various hike starting points. Photo by Carl Linden

3. Carl Linden and Laura Gilliam sit down for lunch on two convenient stump seats. Photo by Ned Preston.
4. Lowly dandelions brightly decorate the prism of the Evitts Creek Aqueduct. Photo by Carl Linden
5. Champ Zumbrun brings to life Tom Paine's musical homage to the tree of liberty. Photo by Ned Preston
6. The Evitts Creek Aqueduct. Photo by Carl Linden.

Donors to Association Funds from March 1 to May 20, 2010

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KELTON Ann D.
KING Frederick D.
KOPE Cecelia G.
KUSHNIR Andrei
LA BORWIT Louis & Phyllis
LIGHT Francis & Elisabeth
LONGFELLOW Colleen
MALONE Cheryl
McMANUS James & Karen
MILLER Edward Terhune
NIEDRINGHAUS William P.
O'MEARA James & Clare
PAULL Joan
PENNER Jeanette
PIERCE Dr. John G.
PODVIA Mark W.
POWELL William & Nancy
PROESCHOLDT Terry & M. Susan
REID Farnum & Gayle
ROBINSON David & Gail
RUSSO Gregory & Deloras
RYSCHKEWITSCH Michael & C.
SAVEL Cay
SCOTTO Frank & Pepper
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VIP Program: Adjusting to Park Needs

by Jim Heins, coordinator, VIPs

The days of a scheduled VIP project once each month are no longer. With support from many sources these days, the needs and desires of the NPS have changed. The VIP program now engages in some on-going activities such as installing wayside exhibits, new ID signs at park access roads, the painting of the two canal boats each year and invasive plant work each spring. In addition, it will respond to unanticipated park needs as they arise. The C&O Canal NHP is actively promoting a stewardship program. Individuals or organizations can sign up and agree to be responsible for specific sections or parts of the park. The VIP program will be ready to partner with Association members who participate in this stewardship program as a support for work beyond the ability of that member sponsor, when appropriate.

We have had a good response from members so far this year in helping paint the Georgetown boat, installing some of the aforementioned signs and removing invasive plants. We look forward to working with more Association members as these programs grow and develop.

VIPs needed to work on signs and bulletin boards

The C&O Canal NHP is refurbishing its signs and bulletin boards throughout the park. It is a big job and is being divided up among groups. C&OCA VIPs will work on the more than 20 signs/boards between Georgetown and Point of Rocks. Our main job will be to clean up and paint each one. Needed repairs will be done later and perhaps by the maintenance staff. That part has yet to be decided. If you live further west (upstream) and would like to help in a section between Point of Rocks and Cumberland, please contact Dan Filer (NPS VIP coordinator) at 301-714-2218. He would welcome your help.

With sufficient help, we hope to have two teams. One precedes the painters to prepare the signs. The signs will be cleaned, scraped and bulletin board windows taped. The other team will follow up with the painting. The special paint, once mixed, hardens after a few hours. Efficiency will be important. One team starts in Georgetown and the other at Great Falls, and they meet in the middle.

If you can help on any of the dates below, let me know which you can do. We will work on the date on which most can make it. We'll work from 9 a.m. to noon. What's not done will be done at a later time. In case of rain, we will have rain dates. The dates available are: Saturday, June 12; Friday, June 18; Saturday, June 19; Friday, June 25; Saturday, June 26. Let me know any and all dates you can do AND your preference for painting or preparing. It will be fun. Let me know as soon as you can. I will be most appreciative.

You can reach me at 301-949-3518 or by E-mail at VIP@candocanal.org

ON THE LEVEL by Level Walker Chairman Bill McAllister

On behalf of the Level Walker Committee and the Canal Association, we thank, for their long and dedicated service, two level walkers who have retired: Emily Kilby of Dickerson, Md., and John Bowman of Towson, Md.. At the beginning of August each year, the canal park requests our volunteer hour totals so that level walkers and all volunteers who have served the park can be recognized. The park honors volunteers at two picnics usually held in late August or September. Also, the hour totals are helpful to the park when it submits its budget requests. Level walkers who have not level-walked since last August should do so and submit their report before August 1st, 2010. Level walkers must walk their level at least once a year. Let me also correct any misunderstanding I may have caused in my e-mail to level walkers. Reports may be sent **by USPS mail** as well as by email. There is no requirement that reports be in electronic format. Reports by mail have always been welcomed.

Bill McAllister (301-577-4757), levelwalker@candocanal.org

Level #1 Tide lock to Incline Plane John Barnett reports 3/7 Fairly heavy with bikers; joggers; sunbathers(!); walkers with dogs. No blooms yet. Just west of the 31st St. bridge there are two trees down across the towpath and a third up a few feet from the towpath. Just east of Key Bridge, a fourth downed tree is about seven feet above the towpath, with vines and branches that impede passage under it. **3/16** Just enough water in the canal to cover the bottom (and not always even that) and hardly moving. Doors to Locks 1 through 4 looked okay to me, though there might have been unobservable defects. Contractor was working on 30th St. bridge. The tree just east of Key Bridge is still down. I doubt the boat will get past it unless the "motor" trots over the 34th St. pedestrian bridge and continues on the south side towpath. Tide lock is now visible!! AND it appears that no large debris got into it. The barrier held and the boat shielded by the boathouse folks helped too, I think. There is a solid cake of mud along the lock wall tops which will have to be scraped off sooner or later. The river continues to run hard but there is much less debris passing by. **3/19** Tide lock looks pretty good. The mud on the walkways had dried and some of it is gone. There is a heavy coating of mud on the beach as well as the formerly grassy area at the Rock Creek end of the lock. My main focus was the immediate area around the Incline Plane way-side. This has been in terrible shape for years. I was asked if I could give it some attention and did what I could with loppers and hedge clippers, but I recommended that a powerful "weed eater" be used. Then I worked my way back to Lock 1 and accumulated the three bags of junk en route. The tree adjacent to Key Bridge base is still down. **3/27** Tide lock looked good. I need to rake off some of the detritus from the surface of the tide water but that's routine and will be done soon. Volunteers led by Jim Heins in Georgetown were painting the canal boat, cleaning the canal bed, and painting some of the fencing around Lock 4. Forsythia is blooming. Always good to see the first flowering of spring, but it fades so fast! Business was reasonably brisk today and I expect it'll stay that way as the season progresses and more and more campers/picnickers/revelers invade the property. I can hardly wait. **4/24** Tide lock has more than its share of driftwood and lumber. I talked with one of the boathouse staff and he says they also got a quantity of lumber during the storms. They traced it back to Jack's Boathouse up near Key Bridge. Seems Jack didn't batten down his hatches soon enough before the weather hit and he lost some structure as a result. I've rearranged the stuff in neat piles, for the most part, but the place sure

doesn't look like it did. **10/31/09** Georgetown Visitor Center is open Sat. and Sun, starting today, MAY also be open Thurs. and Fri. but I wouldn't count on it.

Level #2 Fletchers Incline Plane to Lock #5 Hal Cole reports 3/7 Sixty degrees, light wind, first nice weekend in 2010 after a record breaking snowfall during the winter. Towpath was in great shape. I need to go back and cut vines around a fallen branch at Spillway #2 at mi. 3.86. There were at least 150 people on the towpath, a few fishermen, maybe 50 bikes. The Abner Cloud House was open and a delight to tour. It is great that these structures are being saved. We must save as many as we can while we can.

Level #3 Brookmont-Glen Echo Lock five to Cabin John Creek Caroline and Bill Triplett report 3/20 Variety of building trash, a yellow newspaper box, and a dresser thrown over wall at Lock 7 parking lot. Large tree down in canal at mi. 6.9. Significant tree debris in canal at Sycamore Island ferry. Some bank erosion at dam warning buoys. One female deer drinking at mi. 6.1, pair of mallards in river, small water snake in canal, 16 large turtles. Many blossoming daffodils, jonquils and buttercups. Did some hand pruning and clearing along the trail. Lots of people of all ages were enjoying the trail, which was very clean overall. The people we met were very nice and appreciative of the work NPS does.

Level #4 Cabin John Creek to Lock #14 Larry Heflin reports 2/2010 Following high winds and record-breaking snow, several trees have fallen across towpath, blocking it at Lock 8. A tree-fall rests on the back porch of Blockhouse 8, and 100 feet upstream a large tree has overturned into the canal, its root-ball taking part of the canal bank and revealing artifact bricks. X-country skiers on towpath. **3/2010** Canal has little-to-no water from near Lock 14 downstream to Lock 8, moderate water level below that to beyond Cabin John Creek. **3/14** Potomac level at Little Falls 11 feet (Flood stage is 10 feet). River covers flood plain and rising water erodes top of towpath at new boat put-in just south of Lock 8 at 6 p.m. **3/22** Several trees fallen across towpath have been removed. Blockhouse 10, occupied for many years, now appears empty. **Carolyn and Jack Reeder report 3/21** The usual graffiti, new and old, on overpasses along access trail. Sink hole on trail under last overpass (now stuffed with debris) is unchanged. Graffiti on balance beams of gate at Lock 13. Spice bush is in bloom; garlic mustard and chickweed are up. The following were in bloom on 4/4 "unofficial" walk: spring beauties, purple violets, a few bluebells, redbud, marsh marigolds, garlic mustard. Frog, squirrel, two turtles; phoebes, finch, chickadees, robins, blue jays, crows, white-throated sparrows, song sparrows, pileated woodpecker, red-bellied woodpecker; dove, cardinals, mallards, Canada geese, and unidentified small songbirds. We also saw a hawk catch a small snake and fly off with it!

Level #6 Bridge at Cropley to Great Falls Tavern Harry Bridges reports 3/7 Construction at upper end of Lock 19. Tree in canal between Locks 18 and 19 (not blocking the towpath). Lock gates for Locks 15, 16, 17, and 18 need repairs. Two Canada geese and two ducks just below Lock 17. Many people walking on the right side of the narrow access road, making a very dangerous situation.

Level #7 Great Falls Tavern to Swains Lock Susan VanHaften and Rod Mackler report 3/18 The NPS staff were working hard and the results were clear. The towpath was largely in good condition, given the recent flood, and mostly not muddy. There were signs of fresh cutting of large trees that had probably come down across the towpath. There were several minor washouts along the edge of the towpath around mi. 15, and some large downed tree limbs in that

vicinity partially covered the towpath. Close to Swain's Lock, a series of ruts and gullies across the towpath that will cause problems for bikers. The only wildflowers in evidence were small, white, star-shaped flowers (spring beauties?) and at Swains Lock, clusters of purple crocuses that someone had planted. Various shrubs and trees were in bud and the tops of the maples were red with their flowers. We saw five turtles basking on logs, five great blue herons, two mallards, two titmice, and heard lots of geese as well as two murders of crows. Two mature deer were on the hill above Blockhouse 21.

Level #10 Seneca Aqueduct to mi. 25 Mason White reports 3/20 The towpath surface was very dry and hard with not one muddy spot. NPS crews had cleared downed trees, and I removed many remaining limbs and sticks. The parking lot was mostly dry except on the west side. One squirrel and a couple of Canada geese seen. The plant growth is about what would be expected for the official beginning of spring, with some greening. **Carol Purcell reports 4/1** Amazing, fantastic, wonderful! A beautiful, sunny, warm (75 degrees F.) day with bright blue sky. (This is no April fool!) Two people had kindly left dog poop in bags along the trail. What part of taking out your own trash do they not get? Hikers:15. Bikers: 12, plus one father with a small boy on a bike built for two, towing a kiddy carrier with a young girl inside, and with gear in panniers for a camping trip. Brave dad! Excellent repairs have been made to the usually muddy low area just before mi. 24. In full bloom were: March marigold, Dutchman's breeches, dandelion, trout lily, Virginia bluebell, cut-leaved toothwort, purple violet, spring beauty, bloodroot, Gill-over-the-ground and spice bushes. Pawpaws were in bud. Red-eared turtle, one Canada goose, gray squirrels, cormorant, mallard duck, lots of crows, various frogs calling and American toad giving his mating song, and a beaver swimming in the Potomac. It was the perfect day to hike my level! **John Wheeler reports 4/10** This was Potomac River Cleanup day. Lots of garbage was collected by many people. I mostly removed invasive plants, primarily garlic mustard, English ivy, and Japanese honeysuckle. 20-30 people doing training hikes for the Sierra Club's DC to Harpers Ferry May hike; three men overnight camping; lots of bikers. Many turtles out on limbs; Canada geese doing their mating thing, white-breasted nuthatches. I had to check the recently posted wildflower document on our website for this: bluebells, Dutchman's breeches, squirrelcorn, blue phlox, redbud, paw paw.

Level #11 Tenfoot Island to Sycamore Landing Sandy and Marv Kahn report 3/8 We met one hiker, with her dog off the leash, and one biker, and a work team clearing the towpath of fallen tress. The Porta-potty at the campsite is in good order but perhaps nearing pumping time, although it is checked regularly by service people. The towpath is clear throughout our level. We removed a lot of small tree debris. Spring has sprung but not much to report in way of blooms yet, and a little snow in some places. We saw gulls busy on the river and two large flights of (apparently) migrating geese. We saw or heard a few songbirds and a woodpecker, one squirrel, one chipmunk and one (probably) painted turtle. **Mason White reports 3/11** The towpath was amazingly dry and free of mud holes, in view of all the recent precipitation, and the access road so dry that my tires threw up large clouds of dust. NPS crews, or well-equipped volunteers had already all but cleared the towpath of downed trees and large limbs, but I removed my share of smaller limbs and sticks. One squirrel seen. The landscape remains mostly bare but is beginning to show just a little greenery.

Level #12 Sycamore Landing to Edwards Ferry Pat Hopson reports 3/20 The towpath has been cleared of all the storm debris the entire way from Seneca to Edwards Ferry. Bravo to the Park Service, a wonderful contrast from my walk in this area on 3/2. The towpath was quite dry from Seneca upstream to about mi. 29.5. The section

from 29.5 to 30.8 has several wet or damp areas; and alas, bicycle traffic was creating ruts. The stabilization of the Jarboe store ruins at Edwards Ferry appears complete, but there are still piles of brick there. There is ongoing restoration of the lock itself. The glory of this day was the turtles in the canal; I stopped counting when I reached 100. It's too early for most of the spring wildflowers, but I saw occasional spring beauties, several stands of buttercups, and one non-blooming sessile trillium. I'm not good at birding, but did see a chickadee and a nuthatch. **Pat Hopson and Carol Ivory (assisted by fellow Sierra Club members Ray Abercrombie, Christine Ford, Vishant Shah, Emily Shortridge, and Frank Wodarczyk) 3/28** Discouraging but expected: there is a lot of garbage and debris brought in by the river during the recent floods. From my March 20 scouting trip, I knew it extended from Edwards Ferry downstream past mi. 30. It's going to take several trips, and drier conditions, to get this stretch back to its pre-flood nearly trash-free condition. We worked solely between Edwards Ferry and the Chisel Branch Hiker-Biker, which we were able to clear of most trash. Right along the riverside there it was still too wet and unstable to get into some unsightly piles, so we turned upstream and found one very messy area where we made quite a dent. We also removed a rolled-up bundle of wire fencing that has been there at least four years and about 35 feet more of fencing and barbed wire. The last remaining bits of fencing are so thoroughly embedded in the ground that we decided to declare that project finished.

Level #14 Harrison Island to Whites Ferry Bob Robinson reports 4/1 An absolutely perfect day on the canal. Glorious sunshine and temperature in the high 60s. A tremendous amount of trash adjacent to the towpath, probably the result of all the recent rains. I hauled out 12 bags but probably could have collected 25 more with better haul-out capacity. Two hikers; two bicycle riders, all expressed appreciation that a C&OCA volunteer was removing so much trash, and one said she may join the Association. Given all the recent rains, the level was in surprisingly good shape overall, but there are several washouts on the towpath upstream from mi. 33 in places where there seem to have been previous repairs.

Level #16 Woods Lock (26) to Monocacy Aqueduct Michael Cianciosi reports 3/6 I saw 14 people on foot, including nine people fishing, and five bicyclists. Lots and lots of fallen branches from the February snow storm. I cleared many of the smaller branches but some so large that the best I could do was to break off pieces to make it easier for people to get by. I should have brought a saw. The back side of the Monocacy Aqueduct had a lot of branches and logs trapped up against it, as happens often after a large storm. I saw one turtle on a log. Trees were all bare, but I saw a few wildflowers starting to bloom.

Level #19 Point of Rocks to Catoctin Aqueduct Marlow and Nancy Madeoy report 3/10 The towpath was mostly dried; limbs and branches fallen from the heavy snow were successfully removed. I discovered two potholes before mi. 50. I heard spring peepers and an unknown "crackling" sound, also spotted turtles basking on the logs in the canal basin. The water level from the USGS gauge at the Point-of-Rock Bridge was measured at six feet. The river water was cloudy, flowing at desirable rate. **Pat Cook reports 4/2010** There was no trash. One cyclist and a jogger with a dog on a leash. I had an adventure! I was on my trike (I'm almost 69 years old and am reluctant to ride a bike) going from Lander to the Route 15 bridge. I got down there just fine, but on my return I encountered a huge tree blocking the trail between mi. 49 and 50. I couldn't get around it, but fortunately the nice jogger with the dog helped me lift the trike over the tree!

Level #21 Brunswick Lock #30 to Lock #31 Ron Howard reports 4/16 Usually I find lots in the canal between mi. 55 and mi. 56, but saw very little today. I learned from a hiker that a crew participating

in the Alice Ferguson Potomac cleanup last Saturday had taken out large amounts of it. As we talked, we both realized we had met several years ago and that he had helped pick up trash, which he offered to do again if I let him know I was coming! The towpath was in excellent condition – smooth and mostly dry. The foliage is not fully developed. Wildflowers I saw were: bluebells, dandelions, violets, dwarf larkspur, star chickweed, and garlic mustard. **Olivia Evans reports 4/25** Walkers: 10. Dogs with walkers: four. Bikers: 50 plus, including about 20 Boy Scouts with parents and another group of about 25 adults. Runners: 100 plus, as a race was going on from Gettysburg to Brunswick. Towpath looked good. There are some branches in the first mile that are a bit low, but I didn't have anything with me to trim them. Nothing was blocking the towpath.

Level #22 Weverton Lock #31 to Lock #33 Karlen Keto reports 3/8 There were six cyclists, six walkers and one photographer. No water enthusiasts. Path was in great shape. The fallen limbs were recently chain sawed and placed off the path. Two men took the time to discuss trash and the towpath, and to thank me.

Level #24 Dam #3 to Dargan Bend Ron Howard reports 4/7 I saw bluebells, violets, dandelions and blooming redbud trees, but no wildlife except ducks in the river. In addition to a group of about twelve scouts and their leaders, I met four other hikers. I counted 27 people on bicycles. I talked with some of the boys and men in the scout troop, and also with two different bike riders. One of them, who reported picking up trash near Harpers Ferry, took a brochure about the Association. I told him he should be a level walker, since he was already helping us! There were several bags of trash along Back Road, evidently the result of someone being there before me, so I had to spend less time there than usual!

Level #26 Mountain Lock to Antietam Aqueduct Jack and Karen Forster report 3/20 Much storm damage from mi. 67 to mi. 68, but debris removed from towpath by NPS completely. Sign at parking lot warns "Caution – high water damage." Overall, the canal trail was in better shape than we expected considering the winter severity. Small white daisy-like wildflowers starting to appear in many places.

Level #27 Antietam Creek to Shepherdstown, Lock #38. Steve Dean reports, 5/7. Towpath is clear and in good shape with no flood damage. Bulk of trash was under N&S trestle from graffiti painters and in canal prism at Antietam. Trash and tree debris is in Antietam Creek blocking middle arch of aqueduct. Culverts 103 and 104 are clear with water flowing through. Antietam Creek



Culvert 103 on Level #27
Photo by Steve Dean



Culvert 104 on Level #27
Photo by Steve Dean

Walk-In Campground is in good condition, clean and freshly mowed. Wildflowers, mostly Dame's rocket, in bloom, and extensive garlic mustard in the Millers Sawmill area.

Level #30 Snyder's Landing to Lock 40 Hilary Walsh reports 4/18 Viewed boaters from the towpath around the 77, including an electric boat with two fishermen. Twelve bikers seen. My five-year old son delighted in showing me where there was more trash in the prism once I was "down in the trenches." He also delighted to see a bulldozer at mi. 78, and another construction vehicle at mi. 79. The

edges of the towpath have been built up, and at one point there was so much silt from the river that the canal was nearly level with the towpath. My son walked three of the nearly six miles, then was content to doze in the jogger stroller with the collected trash piled up around him! I feel I looked like a bag lady pushing a cart full of treasures! There wasn't much water left in the prism from the recent flooding. Lots of logs and brush. Lots of Virginia bluebells, other white star-like flowers, and yellow flowers. I heard practically no bird calls, maybe due to the windy conditions.

Level #32 Middlekauff's Basin to Marsh Run Culvert Carl and Dawn Kent report 3/19 We were able to get on level 32 last evening. NPS had already been through and cleared any mud, trees, and debris. Trail was in fair shape and we were able to ride easily on the path. They did a great job getting it ready for use by any hikers or bikers!

Level #34 McMabon's Mill to Opequon Junction Hiker Biker Tom Perry and Gary Naugle report 4/1 Comments on trash: Miller Lite beer a favorite of the fishing crowd?? Some signs of the recent flooding. About mi. 88.5 we encountered so much water that it would have been dangerous to proceed. I will get to the upper end of the level later this week. The Potomac is still high but not of course like it was. However, this area floods before and after other sections.

Level #35 Opequon Junction Hiker Biker to Lock #43 Stephen Williams reports 3/11 Collected five NPS-size bags of garbage, most from the riverside of the towpath along the crest of the winter flood. The towpath is nice and clear. At mi. 92.92 there were vehicle tire ruts leading up to the backside of the lockhouse from a dirt access road, with several muddy boot prints on the lockhouse's white wall. The birdsong this morning was particularly enjoyable, even the heated conversation between some Canada geese. Enjoyed seeing the "You are halfway there!" sign again. There is continuing evidence of the occasional golf ball being driven across the river from West Virginia.

Level #36 Lock 43 to Falling Waters Dick Ebersole reports 3/9 The towpath is in good condition considering the severity of the winter. There were a few small branches down and a few pot-holes in the section where the people at the Potomac Fish & Game Club drive their vehicles on the towpath. Nothing growing yet. Saw lots of birds and squirrels.

Level #37 Upper Falling Waters to Lock #44 (Williamsport) Kevin Shaner reports 3/30 I took out two bags full of trash, including two buckets and a plastic flower watering pot. There are several "islands" of trash and flotsam on the river side – a clue to how high the river was. The canal side was not as bad, and here I focused my efforts. I will be back for more very soon. It is distressing to see so much trash. The towpath is in good shape – mostly dry and only a few muddy spots. A few soft spots had been patched with extra stone around several of the culverts. High water had reached but did not go over the towpath in several spots. The lockhouse, the bridge structures and the ruins of stone piers looked OK. Many trees were down, and a big one that fell across the towpath had been sawed up and moved aside.

Level #38 Williamsport Lock #44 to High Rock Quarry Diane Summerhill reports 3/11 Cedar trees bowed over towpath just at face height for cyclists just south of auto bridge to boat ramp. No other obstructions. Evidence that downed trees had recently been cut and removed.

Level #39 Millers Bend High Rock Quarry to Nettle RR Bridge Piers Jean Swank reports 4/10 More than 20 bicyclists, one pulling a kayak. He intended to put in at Hancock, load the bike on the kayak and take out at McCoy's ferry. A few walkers. Several runners. Towpath has a lot of flood erosion, making it rough. We

were pleased to find Gift Road passable by car, as we left bags there to pick up on the way back. Butterfly. Birds singing. Many *mertensia*, Dutchmen's breeches, spring beauty.

Level #40 Little Conococheague Nettle RR Bridge Piers to Dam #5 Mercedes and Paul Tibbits report 3/20 We picked up trash from Dam 5 down for two miles. The Potomac had gone over the trail, but it was obvious that the trail had been cleared. Trees and ground were starting to sprout some green. We saw no animal life to speak of, which was surprising. We saw several runners and about 12 bikers, two of whom stopped separately to thank us for the work we were doing. **Bill Hibbard reports 4/10** Towpath was passable with some flood damage: heavy mud on the towpath, some erosion. Acres of *mertensia*, Dutchman's breeches; many birds and butterflies.

Level #46 Licking Creek Aqueduct to Little Pool Margie Knott reports 4/17 NPS has done good job on cutting down and removing fallen trees off the towpath in this area, but many small branches remained - cleared them as I walked. Only one was too large for me to remove. Lots of blooming yellow violets; some mayapples; a little late for most of the bluebells. Some brave turtles trying to catch some sun. Saw my first muskrat in the canal in this area, at first thought it might be a beaver but wrong shape tail. Good to see the large number of hikers since it was Justice Douglas day on the canal.

Level #45 Ernestville to Licking Creek Aqueduct Rodney Putman and Sara Jane Putman report 3/20 The WMRT was extremely busy. The towpath had a group of 20 biking Boy Scouts and their leaders, at least eight other bikers, and two hikers. There was evidence of horse traffic on the towpath during the winter. The towpath was in better condition than I had expected, and neither it nor the aqueduct had been affected by recent flood. There were two small puddles and one wet tire rut. There were numerous small branches down, but no large obstructions. We removed practically all the debris from the towpath, needing to cut only one piece. The canal was watered along most of this level. We saw one small patch of small white flowering blooms, two deer, one chipmunk, one crow, one northern flicker, and several small song birds, besides hearing Canada geese on the river. Maintaining a level can be hard work, but it is encouraging when trail users express their gratitude. Of the roughly 14 adults that passed by, three offered thanks.

Level #49 Round Top Cement Mill to Lock #53 Paul Petkus reports 4/10 Couldn't have been a better day out on the towpath. I biked between mi. 120 and 141 and walked Level 49. The towpath was in good condition. Kudos to the NPS for a great job of cleaning up the storm debris. Bluebells lined the towpath the entire way between miles 121 and 122, - a show that was hard to match! I spotted a woodpecker on Level 50. Three kayakers tried to circle the island in the river near Cohill Station, but only one managed to overcome the current while I watched them.

Level #54 Stickpile Hill Lock #59 to Lock #60 Tom Aitken and Candee Schneider report 3/21 The garbage consisted mainly of beer and soda cans, but there were several empty MRE containers as well. We met four bikers on the towpath, but most of them stayed on the rail trail. There were 20 or more people fishing at or around Fifteen Mile Creek. At this point, the Potomac is still high and muddy and the smaller streams are the only option for fishermen. The towpath is in excellent condition, as are the aqueducts, Lock 57, and Indigo Neck campsite, where the picnic table, grill, and campfire pit are unaffected by the recent flooding. At the Sideling Hill Creek Aqueduct, "shrubbery" growing out of the front wall could damage the mortar. **Dennis Kubicki reports 4/18** Chilly and variably cloudy, with temperature in lower 40s when I started but "heated up" to lower 50s. Almost no trash.

Recent high water on the Potomac deposited debris along its bank near Little Orleans. I often saw garbage near two derelict homes between mi. 147 and 148, but the area has been clean of late. I met one cyclist going east. The Stickpile Hill hiker/biker area was clean. A few mud holes, but the towpath was generally fine. Trees and wildflowers were in full bloom and the forest floor was carpeted with bluebells. I saw a beaver in the canal and much beaver-related damage to trees. The areas around Locks 59 and 60 were clean.

Level #60 Little Cacapon to Town Creek Aqueduct John and Judith Lilga report 4/19 We met no one until we turned around at the Little Cacapon, when two thru-bikers passed going downstream. The informal parking area was clear of cars. As we left, three cyclists went by. The towpath was in excellent shape, very smooth and easy to negotiate. All structures were sound with no signs of new deterioration or vandalism. Wood debris in the culvert at mi. 161.82 needs removal. About 80 percent of the canal had water, the rest dry or marshy. A dozen bird species were identified, including warblers, four wood ducks, and a bald eagle circling over the Town Creek Aqueduct. Several butterflies. A predominance of bluebells. Sliders everywhere. A quiet but pleasant walk on the canal.

Level #62 Lock 68 to Oldtown Bob and Joan Mischler report 3/10 Path apparently has been plowed and is free of debris but very bumpy for biking. A large tree fallen at Lock 69 had been cleared. At about mi. 166 there is a small section with piled up debris on the canal side of the path that needs to be avoided by bikers, but is OK for hikers.

Level #65 Spring Gap Recreational Area to Lock #74 Bill & Marsha Romano report 3/20 Hikers, six. Bikers, 11. Camping equipment, Weber grill and smoldering fire at Irons Mountain hiker-biker at 175.36 left untended. Turtles on downed trees in the canal. A beaver swam alongside us as we walked a long distance on the towpath. River was flowing rapidly, swollen from recent rains and melting snow. A pool of teal-hued water from Blue Spring at 174.40 contrasted to the muddy river. Jolting gunshots from the West Virginia side of the river echoed across the valley as we walked back.

Level #68 Evitts Creek Aqueduct to Wiley Ford Bridge Bob and Joan Mischler report 3/10 Path was mostly dry and in good shape with about five major puddles where snow and ice hadn't quite melted. Worst concentration of puddles was around the railroad bridge near the sports complex and at about mi. 181.25. A bad puddle just beyond the aqueduct. **3/19** Path was dry and in shape. Saw a coltsfoot near entrance to sports complex.

NPS to Expand GU Boathouse Study

The National Park Service plans to hold public meetings during this summer or early fall on an addendum to the Environmental Impact Statement (EIS) being prepared on Georgetown University's proposal to build a large private boathouse on land currently within the C&O Canal NHP. According to a June 2 article by Carol Buckley in the Northwest Current (Washington, D.C.), the expansion of the scope of the EIS is based on unspecified new information. NPS spokesperson Bill Line confirmed that the article is correct.

An Invitation to Membership

If by some mischance you are not a member of the C&O Canal Association, please consider joining our organization! Among the benefits are: recreational and social events; volunteer programs; the opportunity to support the canal park and to participate in discussions concerning its future; and a subscription to this quarterly newsletter.

If you are already on our roster, consider giving a gift membership to a friend! In either case, please visit our website, www.candocanal.org, and print out the form from the Membership page. If printing the form is not convenient, simply send a letter to the C&O Canal Association, P.O. Box 366, Glen Echo, Md. 20812, with the following information: your name (and that of the gift recipient, if applicable); address and phone number; the membership category selected (Individual, \$15 per year; Family, \$20 per year; Patron, \$25 per year); a check for the selected amount; and the name to appear on your badge, plus a second name in the case of Family or Patron memberships.

Wildflowers Along the Towpath

Check Out Our Guide

If you enjoy looking for and at wildflowers when you are walking on the towpath, check out the C&OCA Nature Committee's "Guide to Spring Wildflowers on the Towpath." You can find the guide on our web page at candocanal.org. This is a compilation of the best pictures taken by the hikers on the Douglas Hike last spring (2009) with identifying information and the area in which each photo was taken. Many species are found everywhere, some only in specific locations, as the "Guide" indicates. Spring wildflowers are mostly gone by now but use the "Guide" to study up and be ready for your walks next spring. Feel free to send us your towpath photos of summer and/or fall wildflowers. We can use help in expanding the "Guide".

- Marion Robertson (marobertson@verizon.net)

A Warm Welcome to Our New Members



Ginny Barnes, Potomac, Md.
Phil Brey, Ceresco, Neb.
Richard Busch, Washington, D.C.
Vance L. Carver, Severna Park, Md.
Stephen Claussen, Cumberland, Md.
Andrew Clemens, Baltimore, Md.
Sally C. Coates, Winchester, Va.
Lisa Creadick, Ashburn, Va.
Lynn & Don Dworsky, Glen Echo, Md.
Tom & Michele Ehlman, North Potomac, Md.
W. Eugene Flook, Hagerstown, Md.
Gordon & Page Hawk, Washington, D.C.
Libby Hillard, Poolesville, Md.
Jeff James, Jefferson, Md.
Wayne & Beverly Johnson, Rockville, Md.
Catherine Kisluk, Lakewood, Colo.
Mike & Janice McDermott, Gaithersburg, Md.
Ed Parsons, Cumberland, Md.
John J. Pereira, Davidsonville, Md.
Ed Rhodes, Harpers Ferry, W.Va.
Dale & Helen Sipes, Little Orleans, Md.
Linda Stern-Siegel, Potomac, Md.
Jim Stevenson, Washington, D.C.
George Warrick, Sharpsburg, Md.



| C&OCA CALENDAR OF EVENTS (visit www.candocanal.org for updated event information) | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE | DAY | |
| June 12 | Sat. | One-day canoe trip at Violette's Lock (Lock 23). For information on this introduction to canoeing, contact Sonny DeForge (301 530 8830 or deforgelynn@comcast.net) or Carl Linden (301-461-2071 or clinden@gwu.edu). |
| June 26 | Sat. | Barge Blast, Hancock, Md. |
| June 26 | Sat. | Potomac River Family Festival, Brunswick, Md. Note: This is the correct date of the Festival, not June 5 as noted earlier. |
| June 26 and 27 | Sat. & Sun. | Montgomery County's "Heritage Tour Days," at the Monocacy Aqueduct. |
| July 17 | Sat. | Canoe trip. Brunswick to Monocacy. Call Bill Burton (billburton@earthlink.net or 703-801-0963) for reservations. |
| July 24 | Sat. | Symposium: Early C&O Engineering at Shepherd U.- Register by July 16 - Info. at www.candocanal.org and ph. 301-983-0825 |
| Aug. 1 | Sun. | Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave. 1:00 p.m. |
| Aug 13 | Fri. | C&O Canal NHP Federal Advisory Commission meeting 9:30 a.m. at Brunswick Community Center, Brunswick, Md. |
| Aug. 14 | Sat. | Canoe trip, Old Patowmack Canal, Virginia. Contact Sonny DeForge (301 530 8830 or deforgelynn@comcast.net) or Carl Linden (301-461-2071 or clinden@gwu.edu). |
| Aug. 27/-29 | Fri. Sat. & Sun. | Canoe trip/camp, Paw Paw Bends. Contact canoemaster@candocanal.org . or Barbara Sheridan at (301-752-5436). Reservations required. |
| Aug 28/29 | Sat. & Sun. | Williamsport Days in Williamsport, Md. |
| Sep. 4 | Sat. | Tree ID walk. 10:00 a.m. Location TBD. Contact Marion Robertson at (301-657-8992) or marobertson@verizon.net |
| Sep. 12 | Sun. | Happy Birthday Montgomery County, Beall Dawson House, Rockville, Md. |
| Sep. 19 -24 | Sun.- Fri | World Canals Conference, Rochester, N.Y. For more information, see www.wccrochester.org |
| Sep. 25 & 26 | Sat. & Sun. | Canal/Rail Fest, Cumberland, Md. |
| Oct 2 | Sat. | Bird walk at 8 a.m. with Kurt Schwarz, at Riley's Lock. Contact Marion Robertson at (301-657-8992) or marobertson@verizon.net |
| Oct. 2 | Sat. | Canal Reunion, Williamsport, Md. |
| Oct. 3 | Sun. | Board Meeting at the home of Tom and Linda Perry in Williamsport, 1:00 p.m.. |
| Oct. 6 - 11 | Wed. - Mon. | Through bike ride, Cumberland to Georgetown. No sag wagon provided. Contact Tom Perry (301-223-7010). Reservations required. |
| Oct. 16 | Sat. | "Life and Death on the C&O Canal." Contact Great Falls Tavern Visitors Center (301-767-3714). |
| Oct. 23 | Sat. | Continuing Hike Series. 10:30 a.m. Lock 67/Town Creek Aqueduct Access (Mile 162) upstream . Contact Pat White (301-977-5628 or hikemaster@candocanal.org). |
| Oct. 30 | Sat. | Annual Heritage Hike and evening dinner and program, Harpers Ferry to Point of Rocks vicinity including Brunswick and Catoctin Creek Aqueduct. Hikes of varying lengths will be available. Details in September newsletter. |
| Nov. 14 | Sun. | GEOHike. Exploring the geology of the Seneca area. Meet at Riley's Lock at noon. Contact Marlow Madeoy (703-723-6884) or madeoym@verizon.net . |
| Nov. 21 | Sun. | Continuing Hike Series. 10:30 a.m. Goose Creek Navigation (Virginia, parking lot at intersection of Route 7 and Goose Creek. Contact Pat White (301-977-5628 or hikemaster@candocanal.org). |
| Dec. 4 | Sat. | Frostbite Hike, 10:30 a.m. Meet at the Great Falls Tavern. Visit five vistas along the canal in the Great Falls/Widewater area. Music & snacks at the tavern after hike. Contact Carl Linden (301-461-2071 or clinden@gwu.edu). |
| Dec. 5 | Sun. | Board Meeting at Glen Echo Town Hall, 6106 Harvard Ave. 1:00 p.m. |
| Dec. 31 | Fri. | New Year's Eve Hike. Details TBD. |
| Jan. 1 | Sat. | New Year's Day Hike (2011). Details TBD. |
| Note: Waivers are required for many of these Association activities. The event leader will provide the forms to participants at the activity. Hikes require proper footwear. | | |

Hancock Visitor Center Opened at New Location

On Friday, May 28, 2010, the Chesapeake and Ohio Canal National Historical Park opened its Hancock Visitor Center for the season in a new location, the historic Bowles House (also known as the Little House). A period farm house overlooking the canal at the east end of Hancock, the Bowles House is located at 439 East Main Street, just off Rt. I-70 at Exit 3. The park held a ribbon cutting ceremony that included park officials, Hancock's Mayor and elected Washington county officials.

Our thanks to Bill Trout for letting us reprint below his "radio drama," which is to appear in the summer issue of *The Tiller*, published by the Virginia Canals and Navigations Society. Editor

Old Dominion Geography in One Easy Lesson

Bob: Hello again, boys and girls! Thanks for tuning in. It's time for this week's

Ray: ADVENTURE IN GEOGRAPHY!

Bob: That's right, Ray. Every week we explore a new part of the world, and today we're discovering the rivers and canals of Virginia, still known to the settlers as the Old Dominion. And we start with the mighty James River, which flows through Virginia's mighty capital, the city of Richmond.

Ray: But remember, kids, Richmond is not in Richmond County, which is somewhere else.

Bob: Well, that's right, Ray, but a little confusing. I was going to say that the James River Company, founded in 1785 with George Washington as its first president, built two bateau canals to bypass the falls in Richmond. When they first opened in late 1789, this was the country's first operating canal system with locks. Later it was replaced by the almost 200-mile long James River & Kanawha Canal, for mule-drawn canal boats. The JR&K's Turnpike ran from the west end of the canal to the Ohio River valley. In the end, the Chesapeake and Ohio Railway owned the canal and made it into a railway line.

Ray: But remember, kids, don't get that confused with the Potomac Company, also founded in 1785 with George Washington as its first president. It built two bateau canals with locks around the falls of the Potomac, which opened in 1802. Later they were replaced by the almost 200-mile long Chesapeake and Ohio Canal, for mule-drawn canal boats. The National Road ran from the west end of the canal to the Ohio River valley. In the end the canal was owned by the Baltimore and Ohio Railroad. This means that the James River & Kanawha Canal was the C & O's, but the C & O Canal was the B & O's. You need to get all that straight to avoid confusion.

Bob: I'm sure that will help the kids, Ray. And now we move to another Virginia river navigated by bateaux, the mighty Roanoke.

Ray: But remember, boys and girls, that it's called the Roanoke River only at each end. In the middle, it's called the Staunton River. And the town of Staunton is not on the Staunton River, but somewhere else. And both places are pronounced STANton, not STAUNton. So kids, if someone comes up to you and says he was born in STAUNton, don't take any candy from him.

Bob: That's right, Ray. And one of the major branches of the Staunton is the mighty Blackwater River, which runs through Franklin County, Virginia.

Ray: But remember, kids, don't get that Blackwater River confused with another mighty Blackwater River, which runs through Franklin, Virginia, which is somewhere else.

Bob: And finally, there's the mighty Shenandoah River, "the river of the stars," navigated by gundalows.

Ray: But remember, the town of Shenandoah is on the Shenandoah River, and Shenandoah County is on the Shenandoah River, but the town of Shenandoah is not in Shenandoah County, which is somewhere else.

Bob: And that's enough for today's Adventure in Geography, boys and girls. With all these facts you can tell a native Virginian a thing or two about his own state. Tune in next week and we'll tell you all about the mighty Dismal Swamp Canal, which needs our support to stay open.

Ray: But remember, kids, "Dismal" is an old word for swamp, so it should really be called just the mighty Dismal Canal. And Virginia's not really a state, it's a Commonwealth, it says here.

The Waterways & Canals of Milan

by Albert Schmidt

This spring I spent just over two weeks driving in northern Italy--around Milan and the Lombardy lakes. These travels took me as far northwest as Locarno and Bellinzona in Switzerland, to Trento in the northeast, and as far south and east as Pavia, Cremona, Mantova (Mantua) and Verona. I was especially intrigued by the various rivers descending from the Alps--the Ticino and Adda, which flow southward toward Milan from Lakes Maggiore and Lecco; the Oglio, which straddles the east side of Bergamo; the Mincio, which carries waters from Lake Garda along the west side of Mantua; and the Adige, which cuts through Verona. All at some point join the great river Po. That the Po emptied into the Adriatic at Venice provided a city like Milan the potential for becoming an inland seaport--if only canals existed to provide the necessary river linkages. Milan did, in fact, take up this challenge, thereby becoming a city of canals and thus a key part of the north Italian river system.

Although Milanese over the centuries built at least half a dozen canals, I focused on only functioning or near-functioning ones--the Grand Canal (*Naviglio Grande*) and the Pavia Canal (*Naviglio di Pavia*). The Grand Canal, which dates to the mid-twelfth century, was originally intended for commerce, irrigation, and, of course, defense. Connecting the city to the River Ticino, it even served the Visconti lord Gian Galeazzo as a water road from Lake Maggiore for hauling marble to his magnificent new cathedral.

Additional waterways altered the Milan landscape over the centuries; early in the seventeenth the Spanish, who exercised a lengthy rule, built a canal basin (the *Darsena*), where Napoleon added a canal navigable to Pavia in the south. At this juncture of the Grand and Pavia Canals bustling Port of Ticino (*Porta Ticinese*) emerged, marked by an Ionic arch to celebrate Bonaparte's victory over the Austrians at Marengo in 1800. The port became not only the commercial hub of Milan, but a source for the Pavia Canal to irrigate the rich farmlands of the Lombardy plain.

Milan's canal system peaked at the turn of the twentieth century and was especially busy during World War II, when Allied planes took a heavy toll of road and river traffic. Only in the last generation has this network lost its centrality to the city's commerce. I encountered a flea market adjacent to the dry bed of the Grand and rotting boats in the Pavia at old Port of Ticino. Further south, the Pavia still functions for irrigation. While most Milan canals have been filled and paved over, the Grand, the Darsena, and the Pavia hover between extinction and a renaissance; it's hard to tell which. There is talk of rehabilitating them for Milan's Expo 2015 to stimulate tourism, but this is still a work in progress.

The Rough Guide to the Italian Lakes suggests checking www.navigliombardi.it and www.amicideinavigli.org (p. 94) for breaking news of this matter. I would add <http://www.naviglilive.it>. An incomparable canal source, profusely illustrated, is *I Navigli: De Milano Lungo i Canali La Bellezza Nell'Arte e Nel Paesaggio* (Edizioni CELIP Milano, 2002-

2007). Leonardo da Vinci is another avenue to explore regarding Italy's canals. He was intensely interested in hydrodynamics and did work for the Sforza duke of Milan variously as engineer and architect. One wonders whether his reputed invention of the crucially important mitred (beveled) lock gate was tested and put to use in his Milan work. That he also worked with Niccolo Machiavelli on building a canal system connecting Florence on the Arno to the sea further substantiates his canal interest. See Roger D. Masters, *Fortune is a River: Leonardo da Vinci and Niccolo Machiavelli's Magnificent Dream to Change the Course of Florentine History* (New York: The Free Press, 1998).

Al Schmidt is an Association member, a professor in history and law (ret.), an Associate at GW's Institute for European, Russian & Eurasian Studies and a docent at the National Portrait Gallery.



The author on a bridge over the now unwatered Grand Canal.

Photos by the author.



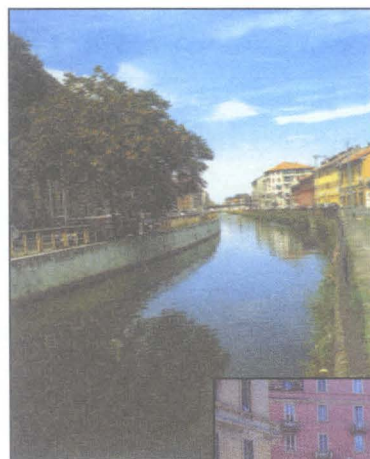
Grand Canal when watered .
(from a postcard)

The Grand Canal today unused and unwatered.

(2010)



Along the Towpath , June 2010



The Pavia Canal watered.

(from a postcard)



Pavia Canal today near the Port of Ticino, Rotting boats in foreground.



Monument to Napoleon's victory at the Battle of Marengo. He built the Pavia Canal & joined it to the Grand Canal at the Port of Ticino



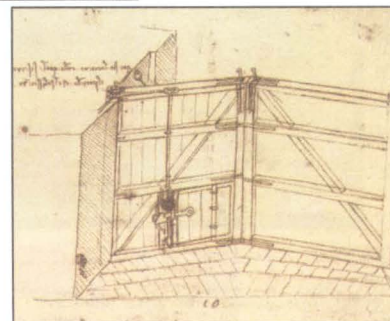
The Darsena (Canal Basin) at the junction of the Grand and Pavia Canals. .



Irrigation canal & gate watered by the River Ticino, near Mantua

Leonardo Da Vinci's sketch of a mitred (beveled) lock gate.

(from the National Museum of Science & Technology, Italy)

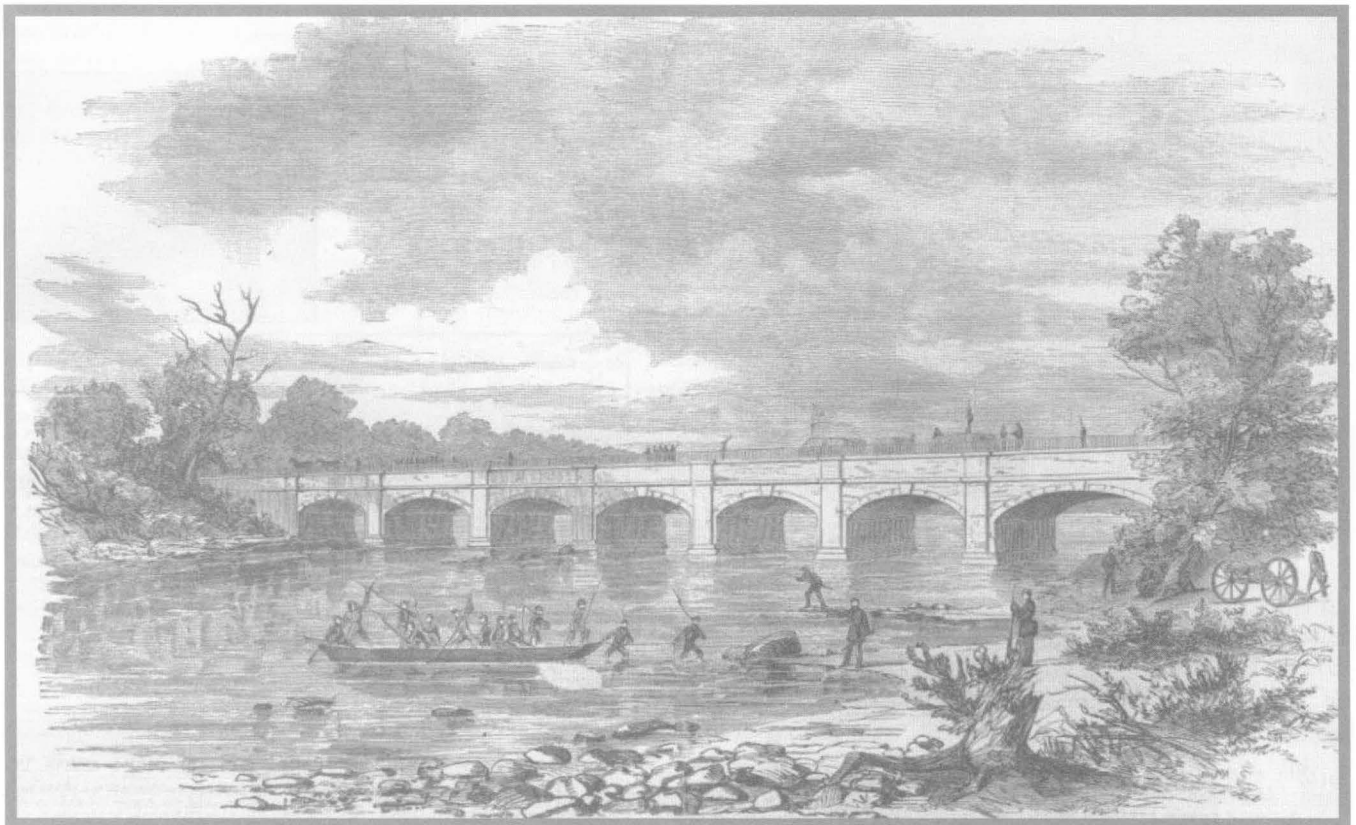


The Monocacy River Aqueduct

Following the Confederate success at the Second Battle of Manassas on August 30, 1862, Gen Robert E. Lee determined to bring the war to the North, and the magnificent seven arch Monocacy River Aqueduct on the Chesapeake & Ohio Canal became the target of the Confederate Army on its way to the Battle of Antietam in September 1862.

On September 4, Confederate Maj. Gen. D.H. Hill forced a crossing of the Potomac at White's Ford, about two and a half miles downstream, and at Hauling's Ford at the mouth of the Monocacy River, both guarded by men of the 1st Potomac Home Guard Regiment and the 87th Ohio, and immediately set out to drain the canal to facilitate troop crossings. The Little Monocacy Culvert, a quarter mile downstream, was destroyed, draining the Seven-Mile Level. The following morning, Gen. Stonewall Jackson's corps forded the Potomac, crossed the canal bed and moved out toward Frederick, Maryland, to await the rest of Lee's troops. Hill's men continued their efforts to destroy canal structures, but after determining that they lacked both tools and sufficient powder to destroy the Monocacy River Aqueduct, damaged Lock No. 27, three quarters of a mile downstream. Hill then moved his troops to Frederick to join Jackson.

By September 9, the balance of Lee's Army of Northern Virginia had forded the Potomac at White's Ford and had concentrated at Frederick. There, it was decided to divide the army and Jackson's corps was directed to move against Union forces at Harpers Ferry and Martinsburg, Virginia. Maj. Gen. John G. Walker's division was ordered to destroy the Monocacy River Aqueduct before recrossing the Potomac at Cheek's Ford, about three miles above the Monocacy Aqueduct, to occupy Loudoun Heights overlooking Harpers Ferry. Late on the 9th, Walker's division drove off the Union pickets guarding the aqueduct and set to work to destroy it. According to General Walker's memoirs, the structure "was found to be virtually a solid mass of granite. Not a seam or crevice could be discovered in which to insert the point of a crow bar and the only resource was in blasting. But the drills furnished by my engineer were too dull and the granite too hard, and after several hours of zealous but ineffectual effort, the attempt had to be abandoned." Later that night Union forces retook possession of the



The Monocacy River Aqueduct, *Harper's Weekly*, 1861

aqueduct, placing artillery to command the approaches to the aqueduct and Cheek's Ford, forcing Walker to cross the Potomac upstream at Point of Rocks.

On the 17th, the Union and Confederate Armies met on Antietam Creek at Sharpsburg, Maryland. That encounter was to become one of the most memorable of the war, but with no clear winner. The Confederate forces were sufficiently battered to make further efforts in the north impossible and they withdrew across the Potomac. (Part of the Confederate retreat was covered in the September 2007 issue of *Along the Towpath*.) Gen. McClellan chose not to follow immediately and the Confederates settled into the lower Shenandoah Valley. On October 9, J.E.B. Stuart crossed the Potomac en route to raid Chambersburg, Pennsylvania, on the 10th and 11th. On October 12, General Alfred Pleasonton's Union cavalry moved to the mouth of the Monocacy River to prevent Stuart's cavalry from returning to Virginia at that point. Troops from the 8th Illinois and 3rd Indiana Cavalry and two guns from Pennington's artillery battery, covering the fords toward Poolesville, Maryland, were attacked by Confederates wearing captured Union uniforms and were driven back to the main force. More Confederate cavalry, supported by one gun of Colonel Pelham's artillery battery arrived, as did ten Union companies of the 3th and 4th Maine Infantry. After two hours of battle, Pleasonton learned that the skirmish was a diversion, screening the main body of Stuart's cavalry, which was crossing the Potomac at White's Ford. The Confederate diversionary troops fell slowly back to White's Ford, delaying the Union advance enough to allow Stuart's entire command to return safely to Virginia.

In July 1864, General Jubal Early invaded the north, hoping to relieve pressure on Lee's army at Richmond. His approach to Washington was delayed on the 9th at the Battle of the Monocacy, some ten miles upstream of the aqueduct as the crow flies. Late in the month, a picket of the 8th Illinois Cavalry was attacked at the aqueduct by Mosby's cavalry, which had crossed at Cheek's Ford.

Through it all, the Monocacy River Aqueduct survived the ravages of war, only to suffer the ravages of nature, Tropical Storm Agnes in 1972! It was not fully restored to its present grandeur until 2005.

Resources: Robert J. Kapsch and Elizabeth Perry Kapsch, *Monocacy Aqueduct: On the C&O Canal* (Poolesville, Md.: Medley Press, 2005) esp. pp. 46-49

Battles and Leaders of the Civil War, Vols. I - IV (Secaucus, N.J.:Castle, 1983). Gen. Walker's aqueduct comment above is in Vol. II, page 606.

Volunteers Fix up Paw Paw Campground

I participated in a C&O Canal Pride Days event on May 8, 2010, at the Paw Paw campground close to the Paw Paw Tunnel. The day began cold and rainy, but improved with each passing hour. By noon, it was a beautiful day.

At least 45 volunteers came out, plus some C&O Canal Trust volunteers who provided organized support. An Americorps contingent from Frostburg State University was on hand to help. Two Boy Scout troops came from Virginia. Troop 423 from Woodstock arrived with 12 Scouts, Scoutmaster Todd White and some parents. Troop 13 from Alexandria arrived with 14 Scouts and at least five adults. Everyone worked hard.

The Scout Troops dug post holes for all the new grills in the picnic areas, secured the posts in concrete, set new fire rings and newly painted picnic tables on gravel.

Scott Young of Troop 113 completed his Eagle Scout project. He built and installed benches set into concrete for use when Park Rangers give interpretive talks to the public. Funds for this project were provided by the Charles M. Stover C&O Canal Eagle Scout Project Memorial Fund, which the Canal Trust administers. The Fund supports Eagle Scout projects on the canal.

I helped paint picnic tables, as did at least ten other volunteers, including Isabel, who was a great little worker. Isabel and her father from Cumberland worked all day.

We all enjoyed pitching in for the canal park.

- Mary Ann Moen

Regional Awards Honor Volunteers

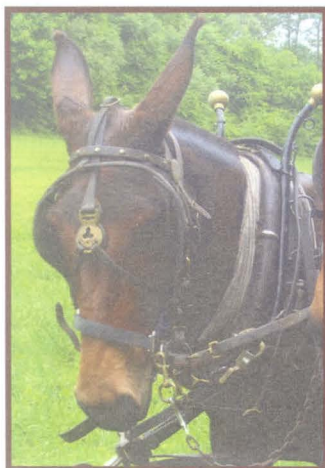
On April 9, the NPS National Capital Region held its seventh annual Hartzog Awards ceremony for Outstanding Volunteer Service. C&OCA member Karen Gray was honored as the Enduring Service Volunteer for 33 years of service to the C&O Canal National Historical Park. Her attainments include the digitizing of Harlan Unrau's "Historic Resource Study of the Chesapeake & Ohio Canal," a major work on the park, her key role in the C&O Canal Association, her activity as "Levelwalker," and her service as a docent at Blockhouse 75. She gave over 635 hours of her time to the park in FY 2009, bringing her total volunteer hours up to 3,296. Among the longest-serving volunteers in the park, she is also one of the most active.

William "Bud" Cline received the Outstanding Individual Park Volunteer Award for his work as a "weed warrior," Bike Patroller, "eagle watcher," and participant in the Canal Quartermasters program. The C&O Canal Trust Scanning Team won the Outstanding Park Volunteer Group Award for putting over 4,000 historic photos online. The C&O Canal Volunteers In Park (VIP) Program was recognized as the Outstanding Park Volunteer Program for expanding operations to 75,765 volunteer hours in 2009, and increasing the volunteer cadre by 23 percent over the previous year. All the nominees will be entered into nationwide Take Pride in America program.

Above adapted from an NPS National Capital Region publication.

WELCOME EVA & FAREWELL IDA

EVA

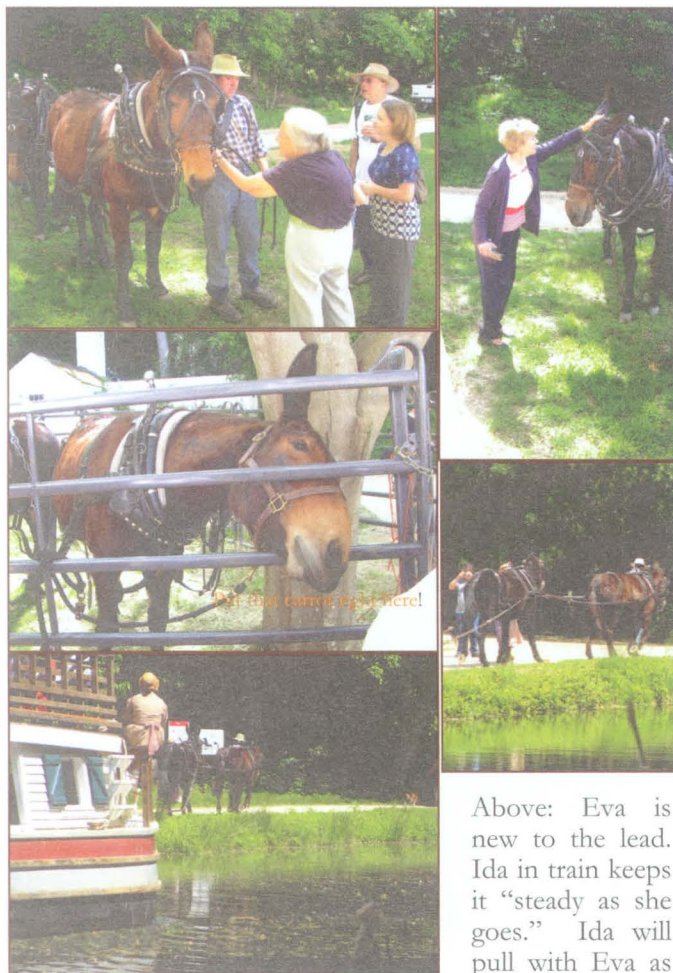


"Ready? Lets pull!"

IDA



"Retire? I'm ready"



After the welcoming ceremonies Eva and Ida get right to work pulling the Charles F. Mercer for a run up-canal.

Above: Eva is new to the lead. Ida in train keeps it "steady as she goes." Ida will pull with Eva as her tutor through the season and then retire to pastoral bliss.

Notes from the Nature Committee

Starting at 8 am on April 24, Kurt Schwartz led a few hardy C&OCA members from Sycamore Landing (mi. 22.7) on a bird walk in rain and cold. Not daunted, they sought early spring migrants. We heard many birds, but they were hard to find in the trees, which had leafed out early. We did see a bald eagle, which we added to our "heard" list. - Marion Robertson



Left to right: Val Wheeler, Tom Lightfoot, Kurt Schwarz, Ann Lochstampfor and, hidden behind Ann, Amy Proft.

I encountered a gaggle of 23 goslings near Great Falls in the first week of May, well guarded by their proud parents. When intimidated by walker or cyclist, they bunched up, waddled across the towpath and splashed into the water just before speeding bikers were upon them. Once in the water, the goslings swam in perfect order and decorum behind their parents. Also nearby was a



mother goose with her lone two goslings. She kept her distance from the pack and was unperturbed. These C&O families are typically seen in early May.

- Marjorie Richman

Photo Credits:

Upper left corner: Courtesy of Ranger Mark Myers, Eva's trainer. Remainder of photos on left column by the editor. Top right column photos by Marion Robertson and lower right photos by Marjorie Richman.



Believe it or Not! On the C&O Canal!



"I passed her between mileposts nine and ten... I only noticed two of the dogs...I chuckled about her until I caught up with her later...then I saw the third dog in the snuggle child carrier on her chest.

...She got ahead of me afterward, but stopped to let the dogs out for exercise on their leashes. ... it tickled me that she loved her dogs so much."

- Wayne Johnson

(Wayne showed the photos to his friend Diane Seward who urged him to send them to *Along the Towpath*. Our cyclist gave Wayne her OK to take the photos. Note that she kept her dogs leashed per NPS rules. Maybe our rule makers have yet to conceive a rule on how many dogs may be put on a bike? *Along the Towpath* thanks Wayne for sending this gem along to us and Diane for persuading him to do so.

- Editor



Groundbreaking for Odor Control Buildings



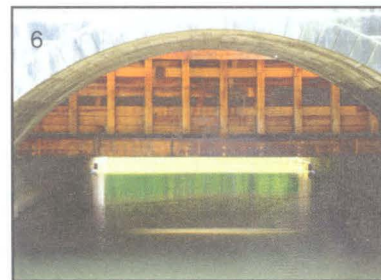
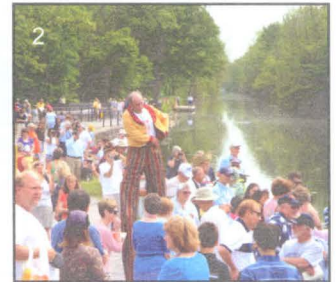
Ground was broken for the odor control building at Fletcher's Cove on Thursday, May 20. The canal park's superintendent Kevin Brandt (center) and WASA's General Manager George Hawkins (left end) led the shovelers. Also left to right are Mac Thornton, Burr Gray, Bill Walker, Barry Lucas, Cuthbert Braveboy (hidden) and John Mattingly.

Sally Strain, coordinator of The Defenders of Potomac Parkland, shows off one of the day lily gifts George Hawkins presented on WASA's behalf. The gifts were for those citizens who worked to get the odor control building project underway.



Along the Towpath, June 2010

Restored Nine Mile Creek Aqueduct Celebration Camillus, NY (Enlarged Erie Canal, 1842)



1. David Beebe, who led the aqueduct restoration drive, addresses the celebrants. 2. A man on stilts delights the gathering. 3. A white mule shows up for the occasion. 4. Camillus Landing - half way between Albany & Buffalo on the old Erie. 5. Side view of The Nine Mile Creek Aqueduct. 6. The wooden trunk that rests on the aqueduct's piers and channels canal water across the creek. 7. Aqueduct as seen from above.

Photos: 1 by editor, 2-6 by Leif Linden and 7 by Bob Reese

Association members Dave Johnson, Carl Linden and Leif Linden travelled to Camillus to take part in the day long celebration on Saturday, May 22. It ended with fireworks at the restored Nine Mile Creek Aqueduct. A festive spirit animated the many people who came. Gratitude to the Camillus Canal Society and David Beebe for bringing about the restoration of this fine section of the old Erie and the aqueduct was everywhere in evidence.

Mertens' Mortgage Loans for Boatmen.

After the Douglas Hike dinner on April 17, 2010, Francis "Champ" Zumbun, retired forest manager of Green Ridge State Forest, gave a talk on Frederick Mertens. Here is some further information. one of Mr. Mertens' enterprises was canal boat building in Cumberland. He started out with John Snyder in partnership; of the first seven boats listed above, six were mortgaged to Mertens & Snyder. The next five were financed by Frederick Mertens, alone. From Aug. 1863 through Sept. 1865, four boats were co-financed by Borden Mining Co. and Mertens. After Oct. 1865, Mertens financed the rest of the boats himself. Of the 39 boats listed above, 31 mortgages required the owners to run their boats both day and night; seven mortgages required them to use double teams and to run day and night as well. John Ortman also ran double teams with no mention of day and night running. Now we have an insight into why the boats passed Lock 75 all day and all night; many boat owners were required to run that hard. Once the mortgage was paid, the owner could run as he wished. The full compilation of these mortgages is available at Blockhouse 75, NHP Hdqtrs, and three other locations.

* William M. Hill bought this boat from Henry Thomas Weld; see Washington County Deed Book IN 13, page 449, 1858. This mortgage was like a home equity loan today.

- W.B.

Hustle and Bustle on the C&O Canal - 1852 to 1872

Frederick Mertens Canal Boat Mortgages, Washington County, Md. Compiled by William Bauman

| Owner's Name | Book | Pg. | Date Recorded | Boat's Name | Purchase Cost | 1 st installment | Subsequent installments |
|---------------------|---------|-----|---------------|-----------------------|---------------|-----------------------------|-------------------------|
| B. F. Rohrbach | IN 13 | 352 | 10/15/1858 | A. T. Rohrbach | \$548 | \$50 | Same |
| John Berry | IN 14 | 404 | 12/6/1859 | Michael Oshea | \$778 | \$40 | Same |
| John R Turner | IN 14 | 704 | 5/17/1860 | H.C. & J.D. Turner | \$1,200 | \$50 | \$35 |
| William M. Hill | IN 15 | 97 | 9/26/1860 | G. W. Birdsall | \$1,429 | \$40 | Same |
| William E. Taylor | IN 15 | 406 | 3/28/1861 | T. J. Baker | \$1,075 | \$40 | Same |
| Thomas Little | IN 15 | 417 | 4/3/1861 | Frederick Mertens | \$1,325 | \$45 | Same |
| Ezra Reynolds | IN 15 | 448 | 4/15/1861 | Ida F. Reynolds | \$1,150 | \$30/10 | \$35 |
| Thomas Baker | IN 16 | 248 | 6/5/1862 | James Baker | \$1,016 | \$40 | Same |
| S. L. Neal | IN 16 | 249 | 6/5/1862 | W. T. O'Neal | \$766 | \$40 | Same |
| Seth Buchanan | IN 16 | 255 | 6/11/1862 | Unexpected | \$1,016 | \$40 | Same |
| Levi R. Shaw | IN 16 | 336 | 9/3/1862 | Governor Shaw | \$1,200 | \$40 | Same |
| James Colbert | IN 17 | 73 | 4/18/1863 | Ida F. Reynolds | \$1,100 | \$50 | Same |
| Owen Ardinger | IN 17 | 297 | 8/25/1863 | Sallie Ardinger | \$1,550 | \$75 | Same |
| Joseph H. Farrow | IN 17 | 282 | 3/21/1864 | Colonel Alfred Spates | \$1,050 | \$50 | Same |
| J. C. Grove | IN 17 | 283 | 3/24/1864 | Richard Cropley | \$1,600 | \$75 | Same |
| Abraham Kroon | IN 17 | 521 | 5/19/1864 | M.V. & M.C. Kroon | \$1,550 | \$75 | Same |
| George Seaman | LBN 1 | 56 | 7/25/1865 | Dr. Grimes | \$2,030 | \$50 | Same |
| Thomas Little | LBN 1 | 59 | 7/27/1865 | General Grant | \$1,700 | \$100/10 | \$60 |
| John Ortman | LBN 1 | 140 | 8/24/1865 | Fanny Ortman | \$1,700 | \$100/5 | \$60 |
| John H. Gatrell | LBN 1 | 178 | 9/19/1865 | M. J. Gatrell | \$1,942 | \$50 | Same |
| William R. Shaw | LBN 1 | 197 | 10/2/1865 | Ursula & Estella | \$2,000 | \$100/5 | \$60 |
| Levi M. Hall | LBN 1 | 199 | 10/2/1865 | Lucy Hall | \$1,850 | \$100/5 | \$60 |
| John R. Turner | LBN 1 | 331 | 12/9/1865 | Sister Mollie | \$1,800 | \$75 | Same |
| E. P. Steffey & Co. | IN 19 | 539 | 10/4/1866 | E. P. Steffey | \$1,850 | \$50 | Same |
| Abraham Kroon | WMcKK 1 | 467 | 4/29/1869 | Hollander | \$1,600 | \$35 | Same |
| Luke Clem | WMcKK 1 | 472 | 5/1/1869 | H. W. Dellinger | \$1,400 | \$35 | Same |
| J. C. Grove & Bro | WMcKK 1 | 608 | 7/5/1869 | Catherine F. Waters | \$1,600 | \$100 | Same |
| William Goddard | WMcKK 1 | 638 | 7/23/1869 | Loretto | \$2,000 | \$35 | Same |
| Owen Ardinger | WMcKK 1 | 649 | 7/30/1869 | Joseph C. Farrow | \$1,800 | \$35 | Same |
| William M. Hill * | WMcKK 1 | 732 | 9/21/1869 | A. H. Bradt | \$350 | \$30 | Same |
| William O. Neal | WMcKK 2 | 697 | 8/18/1870 | Peter L. Lemen | \$1,987 | \$40 | Same |
| Henry Artz | WMcKK 2 | 699 | 8/8/1870 | Ida Sallia | \$1,800 | \$35 | Same |
| William T. Hassett | WMcKK 2 | 708 | 8/15/1870 | Joseph R. Haines | \$1,337 | \$40 | Same |
| William T. Hassett | WMcKK 2 | 711 | 8/15/1870 | Tillie A. Lynn | \$1,400 | \$35 | Same |
| Edward P. Steffey | WMcKK 4 | 239 | 12/9/1871 | Grason & Fannie | \$1,800 | \$50 | Same |
| Benjamin T. Price | WMcKK 4 | 330 | 1/22/1872 | Dr. R. J. Duckett | \$2,100 | \$40 | Same |
| Charles W. Embrey | WMcKK 4 | 779 | 6/22/1872 | Theodor Embrey | \$2,100 | \$40 | Same |
| Thomas L. Little | WMcKK 5 | 305 | 11/27/1872 | Gen. Grand | \$1,200 | \$50 | Same |
| Thomas L. Little | WMcKK 5 | 306 | 11/27/1872 | Morning Sun | \$1,200 | \$50 | Same |

C&O CANAL NATIONAL HISTORICAL PARK Telephone Numbers and Personnel

C&O CANAL National Historical Park Headquarters 1850 Dual Highway, Suite 100, Hagerstown, MD. 21740

| | | |
|----------------------------|--------------|-----------------------|
| Superintendent | 301-714-2202 | Kevin Brandt |
| Deputy Superintendent | 301-714-2200 | Brian Carlstrom |
| Assistant Superintendent | 301-714-2203 | Sharon Cleary |
| Superintendent's Secretary | 301-714-2201 | Annette Martin |
| Chief Ranger | 301-714-2222 | Brad Clawson |
| Administrative Technician | 301-714-2215 | Tom Houdersheldt |
| Chief of Interpretation | 301-714-2214 | William Justice |
| NRM Program Director | 301-714-2224 | Scott Bell |
| Public Affairs Assistant | 301-745-5804 | Vacant |
| Community Planner | 301-745-5817 | John Hitchcock |
| Chief of Maintenance | 301-714-2239 | Mike Seibert (acting) |
| Partnerships & Volunteers | 301-714-2238 | John Noel |
| Volunteer Coordinator | 301-714-2218 | Daniel Filer |
| Preservation & Projects | 301-745-5818 | Daniel Copenhaver |
| Cultural Resources Program | 301-714-2211 | Sam Tamburro |
| Historian | 301-714-2236 | Ahna Wilson |
| Safety Officer | 301-745-5804 | Rodante Paz (acting) |

Palisades District Milepost 0 (Tide lock) to Mile 42.19 (Monocacy River)
11710 MacArthur Blvd., Potomac, MD. 20854
Park Ranger Law Enforcement 301-491-6279 Joshua Cunningham
Supervisory Visitor Use Assistant 301-767-3703 Paul Johnson

Georgetown Visitor Ctr 202-653-5190
1057 Thomas Jefferson St., NW, Washington, D.C. 20007
Supervisory Park Ranger 301-491-2452 Alyssa Baltrus

Great Falls Tavern Visitor Ctr 301-767-3714
11710 MacArthur Blvd., Potomac, MD. 20854
Supervisory Park Ranger 301-767-3702 Alyssa Baltrus

Western Maryland District, Milepost 42.19 (Monocacy River) to Milepost 184.5
(Canal Terminus, Cumberland, MD.):

Western Maryland District
Park Ranger Law Enforcement 301-722-0543 Todd Stanton (acting)
Cumberland Subdistrict 301-722-0543
Hancock Subdistrict 301-678-5463
Ferry Hill Subdistrict 301-714-2206

Williamsport Visitor Center 301-582-0813
205 West Potomac St., Williamsport, MD. 21795
Supervisory Park Ranger Curt Gaul

Hancock Visitor Center 301-582-0813
326 East Main St., Hancock, MD. 21750
Supervisory Park Ranger Curt Gaul

Cumberland Visitor Center 301-722-8226

Western Maryland station, Cumberland, MD. 21502
Park Ranger Rita Knox

OTHER USEFUL TELEPHONE NUMBERS:

Georgetown Boat Operation 202-653-5190
Great Falls Boat Operation 301-767-3714
Boat House at Fletcher's Cove (concessionaire) 202-244-0461
Carderock and Marsden Reservations 301-767-3731
Canal Quarters Program 301-714-2233

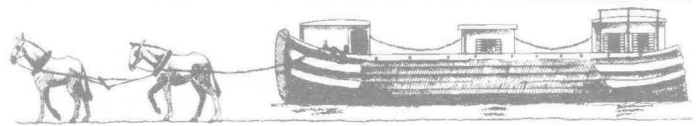
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C&O CANAL ASSOCIATION

Membership in C&OCA 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, assessed on a calendar-year basis, and include subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. C&OCA 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 fullest extent of the law. A copy of our current financial statement is available upon request by writing to C&OCA at the address above or calling 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.

C&OCA maintains a home page at <http://www.candocanal.org>. The webmaster is Matthew James Teigen (webmaster@candocanal.org). C&OCA also maintains a telephone number for information and inquiries: 301-983-0825.

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Along The Towpath

Chesapeake & Ohio Canal Association

www.candocanal.org



Tidewater Lock flooded - March 15, 2010

Photo by John Barnett



Flood-borne driftwood piled up against the
Monocacy Aqueduct (April 18, 2010)

Photo by editor

**Symposium: Early C&O Canal Engineering -
Shepherd U., Jul. 24 - Join us. See p. 6**

FIRST CLASS MAIL



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In This Issue

| | |
|---------------------------------------------|----|
| Nature Tests Park's Resilience..... | 1 |
| Catoctin Aqueduct Groundbreaking.. .. | 1 |
| Improvements at Great Falls..... | 3 |
| Welcome to the Canal, Eva!..... | 3 |
| Flood Scenes at Great Falls..... | 4 |
| Catoctin Groundbreaking Scenes..... | 5 |
| C&O Canal Engineering: The Early Years. . | 6 |
| Douglas Hike 2010..... | 8 |
| Contributors & Volunteers | 9 |
| On the Level..... | 10 |
| New Members..... | 14 |
| Calendar..... | 15 |
| Old Dominion Geography Lesson..... | 16 |
| The Canals of Milan | 16 |
| The C&O Canal in the Civil War..... | 18 |
| Volunteers at Paw Paw & VIP Awards..... | 19 |
| Fete for Eva & Ida & Nature Notes..... | 20 |
| "Believe it or Not!" & OdorControl Startup. | 21 |
| Erie Canal Aqueduct Restored..... | 21 |
| C&O Traffic 1852-1872: Boat Mortgages..... | 22 |
| Masthead & Directory..... | 23 |