

# ALONG THE TOWPATH

A quarterly publication of the  
**Chesapeake & Ohio Canal Association**

An independent, non-profit, all-volunteer citizens association established in 1954 supporting the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin.

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## DOUGLAS MEMORIAL WEEKEND

By Steve Dean

C&O Canal Association members spent a great weekend of fellowship and canal-related activity in Williamsport during the Douglas Memorial Weekend. Nearly 30 members spent the weekend at the Hagerstown Kampground of America; a repeat of the popular 2014 event. Saturday's hike took place on a fine spring day and members took walks of three different lengths between Lock 38 and Dam 4.

The annual Douglas Dinner was held at the Western Maryland Sportsman's Club, near Dam 4. It was attended by a large group of members, who enjoyed the happy hour and dinner. This has been a popular venue for Association events in the past, and attendees weren't disappointed by the excellent service and delicious dinner. The evening program was a presentation by Steve Dean, entitled "100 Years, 100 Culverts" featuring a selection of the C&O Canal's nearly 200 culverts, in honor of the National Park Service's 100th

anniversary. Anyone who missed the presentation can view it at [app.box.com/v/100culverts](http://app.box.com/v/100culverts).

During both evenings of the weekend, members enjoyed bonfires and happy hours at the campground pavilion. The weather was fine for the evenings and Saturday hike, but was less cooperative for the Sunday activities. The group gathered at the Cushwa Basin and Williamsport. Rangers Ben Helwig and Breana Athey led a tour of the Cushwa and provided details of the planned enhancements in the Williamsport area. Many thanks to Ben and Breana for leading the group in rainy conditions. The rain increased as the day went on, and the group opted to cancel the short hike planned for the late morning. A few hardy Association members met at Desert Rose, a favorite Williamsport gathering spot, and then called it a day. Thanks to all who made this fine weekend happen!



*Hikers gather at Snyders Landing for the start of the Douglas Memorial Hike - Photo by Steve Dean*



## President's Report

The National Park Service (NPS) recently published a draft revision of Director's Order 21 on philanthropic partnerships. These 33 pages of bureaucratic language reminded me of the importance of the C&O Canal Association's work.

In the document, the NPS makes the rules on donations more flexible. It's clear that they hope to raise more money from corporate donors. We reviewed the revised order and concluded it wouldn't hurt the Association's relationship with the park.

Each year the budgetary situation for the NPS and our park seems to get a little worse. We understand why they seek more donations. However, one can't help but worry that this policy risks over-commercialization of the national parks. Some columnists in *The Washington Post* echoed this concern before the period for comment closed.

All of which reminds us why the Association is so important. Our volunteer work has been critical in helping the park deal with declining resources. The Association may never be able to give \$10 million to a park project. But we will provide our support and advocate loudly for the park. And we will never ask them to put a Coca-Cola sign on the Monocacy Aqueduct.

– Bill Holdsworth

*Below - The cofferdam and work in progress at Williamsport on May 21, 2016 to repair and restore the uptake from Conococheague Creek.*

*Upper right - The Williamsport railroad lift bridge in October, 2014.*

*Lower right - The partially lifted railroad lift bridge on June 4, 2016, while work was still in progress.*

*Photos by Steve Dean*

## Williamsport Work in Progress

Efforts to enhance the canal experience at Williamsport are in progress. In May and June, work was underway to repair the water intake in Conococheague Creek. Water will be pumped from the creek to maintain the level of the canal prism between the Cushwa Basin and the area below Lock 44. The increased water level will allow launch boat lock operations at Lock 44. Plans are in development to restore the Conococheague Aqueduct to once again hold water. The aqueduct will likely be restored to appear as it did in the 1920s with the repairs completed after Captain Meyers' Boat 73 went through the berm wall in 1920. For the first time since 1923 boats will cross a C&O Canal aqueduct.

The railroad lift bridge was permanently lifted in early June. This is another necessary step to support canal operations between Lock 44 and the Cushwa Basin area.

See page 22 for further information about Williamsport Canal Days and the chance to observe the exciting changes in progress at Williamsport first hand.

– Steve Dean





## Two C&O Canal Association Members Win Hartzog Awards

Chesapeake & Ohio Canal National Historical Park (NHP) featured prominently in the 2015 National Park Service volunteer awards. The prestigious George and Helen Hartzog Awards for Outstanding Volunteer Service recognize contributions at national and regional level.

### Steve Dean wins Enduring Service Award

Steve Dean received the regional Hartzog Enduring Service Award. Steve began serving as a volunteer in 1991 and contributed nearly 1,400 hours of volunteer service to the park in 2015 alone. Steve, as second vice president of the C&O Canal Association, has served as the chair of the Level Walker program since 2011. He has assisted with maintenance of the Lock 38 area as a Canal Steward, participated on the Association's Volunteers-in-Parks team, and served as a documentarian for the park's historical culverts.

Steve also spearheaded a two-year effort to reproduce the park handbook. He led the revision of both text and maps. He recruited volunteers and park staff to contribute their expertise and added 20 pages to the handbook. Steve worked with the association to copyright the handbook and pay for its publication. All proceeds from the book will be reinvested in the park's education programs.

### Vinh Le-Si receives Individual Volunteer Award

Vinh Le-Si was the recipient of the national Hartzog Individual Volunteer Award. Vinh contributed more than 1,000 hours to the park in 2015. As a member of the Bike Patrol, Vinh volunteered on two patrols per week during riding season, covering a 23-mile stretch from Georgetown to the Seneca Aqueduct. Vinh also helped with the bike loaner program. Vinh's most exceptional achievement was the repair of the park's canal boat, the *Charles F. Mercer*. He recruited a volunteer boat maintenance crew to help identify and address the maintenance needs of the boat.

Vinh and Steve are also past C&O Canal NHP park-wide volunteers of the year, in 2016 and 2012, respectively.

### Park's volunteer program honored

Finally, the park's own volunteer program was the recipient of the Hartzog Park Volunteer Program Award. Through the C&O Canal volunteer program, 3,620 volunteers contributed 78,012 hours to the park in 2015. Partnerships with the Potomac Appalachian Trail Club, the C&O Canal Association, Georgetown Heritage, and the C&O Canal Trust helped make this program successful. Volunteer roles in the park include staffing the Hancock Visitor Center every summer weekend, working in other visitor centers, serving as level walkers, participating in the bike patrol, and

operating the *Charles F. Mercer*. Association volunteer support for the parks volunteer program includes: the Volunteers-in-Parks team led by Jim Heins; the Lock House 75 program coordinated by William Bauman; the Swains Lock Canal Steward effort managed by Pat White; level walkers; Paleo Protectors; garlic mustard challenge; and numerous individual volunteers.

"When a VIP agrees to share his talents, skills, and interests with the National Park Service, he is paying us one of the highest compliments possible by offering a most valued possession - his time." (George B. Hartzog, Jr., Director, National Park Service, 1964-1972).

– From National Park Service Press Release



Above – Steve Dean during a visit to Culvert 140. Photo by Steve Dean

Below – Vinh Le-Si with Bri Colon during a bike patrol. Photo courtesy of the National Park Service, C&O Canal National Historical Park

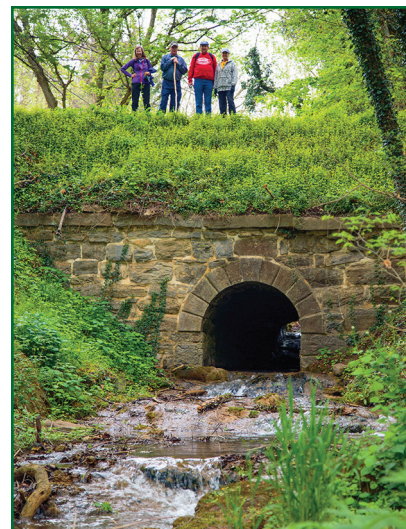






## ***Douglas Memorial Weekend –***

*Clockwise from upper left: 1. Ranger Ben Helwig discusses the upcoming Williamsport area park enhancements. 2. Hikers take a lunch break at Taylors Landing. 3. Hikers atop Culvert 115. 4. Everyone's favorite towpath ice cream man, Norman Liebow (far left in photo). 5. Many members enjoyed evenings under the pavilion. 6. Ranger Breana Athey discusses the history of the Conococheague Aqueduct. 7. Happy hour at the Douglas Dinner. 8. Garlic mustard was in full force during the weekend. Photos by Steve Dean.*





## Canal Water Level in the Palisades

In the spring months there is plenty of water coming in at Violettes Lock, and the water is making its way down to the boat operations at the Great Falls Tavern, and from there on downstream to Widewater. However, at Widewater, the National Park Service (NPS) has opened up the waste weirs and kept the water level low to reduce the flow of water at the high masonry wall at Milepost 11.

The masonry wall is having some problems, and several holes have formed in a small section along the towpath that can be identified by the sandbags in the area. Leakage through the wall has occurred, and the sandbags are in place around holes that have formed near the edge of the towpath. The NPS is concerned about the integrity of the wall, and can't allow water into this area until the exact nature of the problem is clear.

In regard to fixing the problem at wall, the NPS has already removed all the trees and brush along the wall and is now in the process of issuing a contract to install monitoring devices to see if the wall is shifting or moving. They are also exploring ways of removing the large buildup of silt that has been deposited at Mile 11.5 from run-off culverts that feed into the canal. Once the wall problem is identified and repaired, the NPS can then dig through the alluvial fan caused by the run-off, raise the water level at Widewater and allow water to continue downstream.

The NPS understands the frustration of visitors, but cannot endanger this beautiful and historic wall by bringing the water levels back up before they resolve the problem.

– Based on National Park Service Comments



*The high masonry wall above Milepost 11. Photo by Ned Preston*

## Volunteers in Parks

Due to the rainy weather in May, the VIPs decided to develop a plan for building an ark instead of trying to complete projects on the canal. We did manage to bring together volunteers to work on garlic mustard at two sites, Carderock and Swains. Although it was somewhat wet, they were very productive.



*The VIP team prepares a bench for installation. (l - r) Skip Magee, Tom Lightfoot, Jim Heins and Linda Lightfoot. Photo by Rod Mackler*

The primary focus so far in the season was the installation of two benches in the park. A hearty team of five installed one on the towpath near Cabin John, which apparently was quickly found to be a benefit. The second bench is located along the shoreline a bit closer in toward Lock 6. Although off the beaten path, it is being used by visitors to the area. Installing benches is a bit difficult due to the bulkiness and serious weight of the benches but the end result is worth the effort.

The team is very proud of their achievements in this project. With dry and warm weather on the way, painting railings at Great Falls and installing new lock number signs throughout the canal are on tap for the early summer.

– Jim Heins



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## ACROSS THE BERM

### Jane Larsen

Jane Larsen, an active member of the C&O Canal Association for many years, passed away at McLean, Virginia on 30 April 2016. She was the widow of Hal Larsen, who was the Association's president from 1986 to 1991.

Jane T. Miremont was born in Memphis, Tennessee, in 1928. She grew up in Fort Worth, Texas, where she graduated from Texas Christian University. Following graduation, she went to work for the U. S. government in post-war Germany. While posted in Frankfurt she met Hal Larsen, and they were married there in 1950. After several more overseas assignments, they settled in McLean and discovered the C&O Canal. Their daughter, Anna, recalls hiking and bicycling with them on the towpath in the 1960s and '70s.

When they joined the Association, Jane and Hal soon became familiar faces on the towpath, seldom missing the annual Douglas and Heritage hikes. They were level walkers for the Fort Frederick level and regular participants in the Association's volunteer work projects. They attended eight of the early World Canal Conferences, beginning with the third conference at Chaffey's Lock, Ontario (Rideau Canal) in 1990 and continuing through Pawtucket, R. I. (Blackstone Canal) in 1997. Jane was also very active as a volunteer for the canal concerts that the Park Service sponsored at Lock 3 in Georgetown in the 1990s and early 2000s. In March 1994 she was elected Association secretary, a position she held for one term.

Hal Larsen died in 2006. Jane is survived by her son and daughter, two granddaughters and a great-granddaughter.

— Dave Johnson



*Left - Jane on the Antietam Aqueduct in 1989. Right - Jane and Hal near Williamsport during a Douglas Hike. Photos courtesy of Anna Porter.*

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**In Memory of Rachel Stewart**  
Adrian R. Stewart



## Beaver Family Values

By Bonnie Bell

The ice has finally melted off the pond: fresh snow melt swells the water that the spring sun has finally released from winter's grip. As the sun sets, a faint splash is heard, seemingly from inside a muddy pile of branches at the water's edge. Moments later a large dark shape silently surfaces a few yards from the shore. After a brief pause, it moves in swift widening circles, a v-shaped wake marking its path through the water. Suddenly it disappears without a sound under the surface. More splashing is heard from the lodge of branches, and a second, then a third and a fourth gleaming beaver head breaks the water's surface near the lodge.

Freedom! The beaver family which has been living a quiet life in the lodge and swimming under the ice is finally free to swim in the pond and forage for spring's tender green shoots. Papa and Mama Beaver quickly check their dam for leaks, plugging any breach that could allow swift flow out of the pond. Last year's two kits tag along to help out, adding small branches here and there, or bringing mud and stones up from the pond bottom. One of the parents has to re-position a poorly placed stick, but the yearlings are learning fast.

Assured that the dam is secure, the family turns to the succulent plants just pushing up through the patchy snow. Skunk cabbage is an early favorite. Cattail shoots, pond lilies and tender young leaves sprouting from the stumps of trees felled last year for food and building materials add to the spring diet. Many other plants will contribute to the beavers' strict vegetarian diet, including autumn olive and even poison ivy.

Native American lore and tales from the earliest European explorers describe the beaver as being active during the day, a true sun worshiper who basked on the lodge or dam through lazy afternoons. Beaver trapping led to the exploration of the interior regions of the continent, and eventually to the near extinction of the beaver on American soil. The beavers that survived were nocturnal, making them less susceptible to hunters and trappers. Evolutionary pressures created by the fur trade seem to have favored those beavers that were active at night and hidden during the day. Their descendants have increased in number, thanks to strict regulation of hunting and reintroduction efforts.

After a night of eating, marking territory, playing and making repairs to the lodge and dam, the beaver family retires to the dry interior of the lodge soon after dawn to sleep through the day. The lodge has one or two underwater entrances leading to a low platform where the beavers dry off before moving into the main chamber. Their living area is cushioned with soft bedding of dry grasses or finely peeled wood shavings. Soft mewling sounds can be heard from just outside the lodge as the family meticulously grooms the luxurious fur which keeps them warm in the cold water.



*Beaver lodge*

With the warm weather, the yearlings find that they have new baby brothers and sisters, up to six of them! The newborn kits have to be watched constantly, as, like all children, they seem drawn to the water, in this case the plunge hole just below their sleeping platform. They often fall into the water, but while very young they are too buoyant to dive and simply bob in the water inside the lodge. A parent or big brother or sister will come to the rescue and carry the small kit, often in their arms while walking erect on their hind legs, back up to the main living area of the lodge. As they grow, the babies must go into the water to relieve themselves, as no beaver will soil the interior of the lodge. The babies nurse from birth, but are soon ready to sample solid food. The older siblings readily help care for the young beavers, bringing them choice morsels of food. Maple branch, anyone?



*Beaver tail*

After a few weeks, the kits get their first look at the world outside of the lodge. They swim skillfully but tire easily and will cry for a bigger beaver to give them a piggy-back ride back to the lodge if they stray too far. Until they can dive well, the kits are vulnerable to predators.

An adult beaver is a match for most predators as long as it can get into the water before being caught. The ability



*Skunk cabbage. Photos by Bonnie Bell.*



to stay under water for up to 15 minutes at a time is a great advantage! The babies could fall prey to a hungry fox, coyote – or a curious dog. Adult beavers warn of danger by diving with a vigorous slap of the tail on the surface of the water, making a sound that travels far across the water and alerts all beavers within hearing range of approaching danger. Slap! All the family members have been warned and will also do a slap dive, then maybe come to investigate what all the fuss is about.

With the arrival of the new kits, the lodge gets crowded. The inside chamber may be expanded by gnawing the walls further out. The yearlings may take up residence in a nearby den – a deep tunnel at the water's edge that runs under the banks of the pond or stream. This gets the "teenagers" out of the way while keeping them close enough for supervision and to help with chores and baby-sitting.

The young kits grow rapidly and have developed many skills by fall. The yearlings start to think of moving out on their own at about a year and a half to two years of age. The young males may travel many miles to find a new site suitable for building a new lodge. The females typically stay closer to the home lodge. Either male or female may spend a second winter in the lodge, but will surely leave in their second year. Over a dozen family members may winter over in a single lodge.

Autumn is a time of intense activity in the pond. Food stores must be gathered for the coming winter and the lodge and dam secured before cold weather. This is when most trees are felled. A beaver can take down a sapling in a matter of minutes. A five-inch diameter willow trunk is severed in three minutes. Fresh tree branches are cut into easily managed lengths and brought to the food stash near the lodge. The branches are anchored in the mud in the bottom of the pond. The tips are allowed to extend above the water level. Once the pond freezes, the branches are held firmly in place between the ice and the bottom, supplying bark preserved in cold water to feed the family until spring melt-out. The dam is reinforced and the lodge winterized with a coating of mud, which acts to chink the spaces between the branches, as in the construction of a log cabin. A small ventilation shaft will be left free of mud to allow air to circulate.

The beaver family does not hibernate. It is quite cozy in the lodge, even after the pond has frozen over and snow blankets the lodge. Body heat from up to a dozen beavers sharing the lodge keeps the water from freezing in the plunge hole so the beavers have access to the water. They will swim under the ice to get food from the stash, check the dam, and



Beaver lodge and food stash

generally keep an eye on things in the pond. On a cold day, a hiker may be startled to see "smoke" rising from the central "chimney" of the lodge as steam escapes through the ventilation shaft, as if the beavers were enjoying a warm fire inside.

Many landowners view the arrival of beavers as a catastrophe, but it need not be so. They are easily discouraged from downing trees by wrapping the trunks in wire fencing. The beaver pond provides ideal habitat for a diverse population of fish, amphibians, reptiles, birds and mammals. Once the beavers' food is in short supply, the lodge will be abandoned. The dam will break without the beavers' constant maintenance, allowing the pond to drain. This leaves behind an extremely fertile area where new vegetation grows, first into a meadow, then a tree stand. Eventually the area again becomes favorable habitat for beavers and a new couple may move in again, repeating the cycle. River systems that support large beaver populations are far less susceptible to flooding than rivers without the retaining ponds created by beavers.

Beavers are gentle, intelligent animals that live exemplary lives. Couples remain together for life. Tasks are shared by all family members, with siblings learning to care for younger babies and helping in lodge and dam building. The lodge may look like a haphazard pile of sticks and mud, but they are ingenious in design and are kept neat and clean. One researcher even reported a daily "airing" of the bedding material. Young adults are encouraged to seek their independence but are welcome in the parents' lodge as long as the food supply is adequate. Squabbles among family members are resolved by holding a pushing match, the beaver equivalent of arm wrestling. Even neighboring families will be tolerated as long as there is enough food and boundaries are respected. Beavers are playful as youngsters, patient as adults, and quite curious about humans in canoes!

There are several lodges in Seneca Creek State Park. The beavers living in Clopper Lake do not build a dam, as the water is already deep. There is currently a lodge and two dams along Long Draught Branch below the lake.



Locating a beaver lodge

Three excellent books for further reading are: *Lily Pond* by Hope Ryden, *Beaversprite* by Dorothy Richards, and *My Beaver Colony* by Lars Wilsson. An informative web site is Beavers, Wetlands & Wildlife [www.beaversww.org](http://www.beaversww.org)

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## The C&O Canal in the Rockville Expedition

By Timothy R. Snyder

The first documented use of the C&O Canal to supply a Union command in the field occurred during the Rockville Expedition, which took place from June 10 to July 8, 1861. The canal was an object of contention between Union and Confederate forces and played an important role in this small and relatively unknown military movement.

A common misconception about Maryland during the early days of the Civil War was that the Union army quickly occupied and seized control of the state. Such was not the case, however. When Confederate artillery opened fire on Fort Sumter beginning April 12, 1861, it was almost two months before the Union army sent troops into the interior of Maryland. Before considering such a move, the Lincoln Administration had other priorities to address, all concerned with securing and defending Washington, D.C. By late May the defense of the city had improved to such an extent that the army began to send troops into Maryland's interior. The Rockville Expedition would be the Union army's first effort to seize control of the Potomac River above the capital city.

On June 8, 1861, Union General-in-Chief Winfield Scott ordered Col. Charles P. Stone to command an expedition to take possession of Edwards Ferry and to prevent supplies from being sent to Virginia from southern sympathizers in Baltimore. Stone was a 36-year-old West Point graduate and Mexican War veteran. He had resigned from the army in 1856 to pursue business interests, but was living in Washington during the "Secession Winter" of 1860–1861 when General Scott asked him to become the colonel and inspector general of the District of Columbia Militia. Stone agreed to do so. He reorganized the militia, removed disloyal men, and expanded it until it reached about 3,500 men. During Abraham Lincoln's March 4, 1861, inauguration, Stone was in charge of security. As the head of the D.C. Militia, Stone helped defend the nation's capital in the early days of the Civil War until northern volunteers arrived to swell the ranks of the city's defenders. He officially rejoined the U.S. Army on May 14 as colonel of the 14th Infantry.

On June 8 Scott also informed Maj. Gen. Robert Patterson of the Stone's orders. Patterson commanded the Department of Pennsylvania, which included that portion of Maryland into which Stone would lead his command. Patterson was gathering an army in Chambersburg, Pennsylvania for a drive against the Confederate garrison at Harpers Ferry. Scott advised Patterson that Stone's force would be directed to Edwards Ferry while "touching at Rockville." Patterson, he

added, could utilize Stone's expedition as means of diverting the Confederates from his objective of Harpers Ferry, or he could use Stone's advance as "an effective co-operation."<sup>1</sup>

Stone's 2,500-man command consisted of volunteers from the District of Columbia, New York, New Hampshire, and Pennsylvania. In addition, the regular army contributed two artillery pieces and a troop of cavalry to the expedition. Stone planned to advance up the Potomac along three routes that were approximately parallel: the Darnestown Road, the River Road, and the Chesapeake and Ohio Canal.

On June 10 Stone advanced a portion of his command to Rockville. Additional military units were positioned at Tennallytown (now Tenleytown) and Georgetown in preparation for an advance along the other routes. At the latter location, workmen loaded two canal boats with provisions and supplies. On June 12 a battalion of District of Columbia volunteers boarded the canal boats at the Chain Bridge and moved up the canal. Its commander left a company of troops at Great Falls to guard the fords and ferry in the region, while the remainder of the force advanced to the mouth of Seneca Creek. There the remaining men left the boats and established a camp along the canal near the Seneca Aqueduct, protecting the canal and guarding the nearby ford. On the same day another battalion of D.C. volunteers advanced along the River Road to Seneca Mills, only about a half mile above the mouth of Seneca Creek, to protect the mill facilities there. Meanwhile, from Rockville, the New York regiment advanced and occupied Darnestown. A largely German battalion of D.C. volunteers remained behind in Tennallytown to keep the road open to Washington.

Stone and his staff followed the advance troops to Rockville, probably on June 12 as well, and established temporary headquarters. The name of the excursion, the "Rockville Expedition," is something of a misnomer. General-in-Chief Scott had stated that the object of the movement was Edwards Ferry. Perhaps because Stone's first headquarters outside of Washington was at Rockville, and that the bulk of his force advanced over the route through Rockville, the name derived from these circumstances.

Stone was unsure of what to expect as he moved into Maryland along the Potomac. On June 11 he wrote that he had received reports that the citizens of Rockville were "one-half rabid secessionists." Additionally, others had informed him that upon the approach of his men at Rockville, couriers were sent to Harpers Ferry to notify the Confederates.<sup>2</sup>

In fact, the Confederates were well aware of Stone's pending advance. On June 9, the day before the first of Stone's men moved out, Col. Eppa Hunton, who commanded Confederate troops at Leesburg, Virginia, reported that he had received intelligence that Union troops at Georgetown were loading ten canal boats with provisions and ammunition. The following day, Gen. Robert E. Lee, who commanded Virginia's



state forces, responded to Hunton: "It is necessary to destroy the navigation of the Chesapeake and Ohio Canal, to prevent its being used by the enemy, and you will take measures to do so effectually, by cutting the dams at Seneca and Edwards Ferry, and blowing up the Monocacy Aqueduct." Although there was no dam at Edwards Ferry, attempting to destroy Dam No. 2 near Seneca, or an aqueduct, would involve much time-consuming and labor intensive work. Instead, Hunton took a more expedient option. On the morning of June 12 a party of Confederates crossed into Maryland near Edwards Ferry and, in the words of Stone, "attempted to break the canal, but the lock-keeper drew off the water at that point, which satisfied them, and at the same time makes the destruction of the embankments more difficult."<sup>3</sup>

On June 14 Stone received news that 300–400 Confederate troops were still on Maryland soil, and, as a result, he accelerated the pace of his advance. On the Darnestown Road, troops were sent ahead to Dawsonville and then others beyond to Poolesville. Later that day Stone accompanied the cavalry on a scouting expedition to Edwards and Conrads ferries, but discovered no enemy troops north of the Potomac. The next day Stone sent his troops forward to occupy both ferry towns. By taking possession of Edwards Ferry, Stone had accomplished the primary objective of the expedition.

The Confederates, meanwhile, were concerned that Stone might be preparing to invade Virginia. On June 15 Stone's men observed the Confederates constructing earthworks opposite Seneca Creek. The following day Stone's troops noticed that the Confederates appeared in force on the Virginia side of the two ferry towns and had placed a battery on the road leading from the Virginia side of Edwards Ferry to Leesburg. For about five days, skirmishing and picket fire was exchanged across the river. By the third week of June, however, a state of calm settled in along the Potomac. On June 22 the pickets from each army met in the middle of the river at Conrads Ferry, shook hands and drank to each others' health. The peacefulness lasted about a week until new South Carolina troops were placed on duty on the Virginia side, and picket fire resumed across the river.

On June 16 Brig. Gen. Joseph K. F. Mansfield, commander of the Department of Washington and nominally Stone's commanding officer, ordered the colonel to help sustain the Union sentiment on both sides of the river and to restore navigation on the C&O Canal. On June 17 Stone wrote "It is very necessary to hold these ferries and protect the canal, for the enemy seem disposed to destroy everything they do not control, and the canal is absolutely necessary to the well-being of this neighborhood—one of the best small-grain districts in the State. It is now suffering for want of means of transportation, and the appearance of troops here has had an excellent effect." Although Confederate troops and artillery opposite Edwards Ferry prevented Stone from

resuming canal navigation to that point, he did protect the waterway to Seneca Creek and utilized it to supply his command. On June 18, for example, he requested that a staff officer in Washington send rations and ammunition up the canal "in boats of light draught" to the Seneca aqueduct, then by wagon to Poolesville. Stone's protection of the canal also helped to gain the support of local residents by keeping open an avenue for them to send their goods to market, especially from the farmers and millers along Seneca Creek.<sup>4</sup>

On June 21 Stone extended his troops further upriver to the mouth of the Monocacy River, then two miles beyond to Noland's Ferry. Stone was convinced that Union troops should also occupy Point of Rocks, another notorious Confederate crossing point. He did not, however, think that his force was strong enough to do so. Stone's 2,500-man command, which included only two pieces of artillery, were already guarding over 30 miles of riverfront between Great Falls and Noland's Ferry. On June 24 he wrote, "I deem it highly important to occupy the Point of Rocks, and guard the ferries and fords there, a little above and below. Communication is constantly going on there, and the enemy can at any time cross and destroy the canal and railway track." Stone asked for additional troops so that he could occupy Point of Rocks and either Knoxville or Sandy Hook. On June 28 General Mansfield sent Stone an additional five companies of infantry, but before they arrived General-in-Chief Scott gave Stone new orders that would change the mission of the Rockville Expedition.<sup>5</sup>

On June 15 Maj. Gen. Robert Patterson's army moved south from Chambersburg, occupied Hagerstown and Williamsport, made an abortive advance into Virginia, and then returned to Maryland. Scott soon ordered Patterson to return his regular army units, and all artillery and cavalry, to Washington. As Patterson made preparations to cross the Potomac again, Scott began to forward him additional troops to make up for those he had taken from him, one of which was Stone's entire command. On July 1 Stone received Scott's orders to report to Patterson after returning his own artillery and cavalry to Washington. The D.C. troops, who were nearing the end of their 90-day enlistment period, were given the opportunity to return too, and most did so. Of the D.C. troops, Stone would later write, "I think that the country has never properly appreciated the services of those District of Columbia volunteers."<sup>6</sup>

As Stone made preparations to move upriver to join Patterson, his thoughts remained with the region he would soon leave behind: "It will be with serious misgivings that I leave this horseshoe of the river unguarded, for I shall expect to learn that the enemy have crossed immediately on my leaving, and doubtless the canal will be destroyed, as well as large amounts of grain. . . . I greatly regret the necessity which exists for leaving this village [Poolesville] and vicinity without troops."<sup>7</sup>

On the evening of July 1, Stone began to forward troops upriver. First they reached Point of Rocks, the river



crossing that had caused him so much concern. As the advance continued, the troops noticed that Union sentiment became stronger as they moved farther up river. On July 4 Stone wrote, "The people received the troops at Berlin, Knoxville, and Sandy Hook with the greatest demonstration of joy and relief." On the evening of the same day Stone's men engaged in a skirmish with a small body of Confederates holding Harpers Ferry. They suffered four casualties, one of which was a fatality.<sup>8</sup>

On July 6 Stone reached Sharpsburg. One New York soldier wrote, "This was to be a thoroughly loyal town, the first the Ninth had entered, whose people boldly flung to the breeze the American flag. Cheering and shouts of delight were heard on each side as the regiment gallantly marched through the main street." Over the next two days Stone's command crossed the Potomac between Falling Waters and Williamsport, and on July 8 the colonel reported to Gen. Patterson at Martinsburg, Virginia. The Rockville Expedition had come to an end.<sup>9</sup> Although his withdrawal from the river between Great Falls and Noland's Ferry had caused Stone much anxiety, the Confederates did not cross the river and damage the canal. In fact, there was not a strong likelihood that the Confederates would cross the river in the Edwards Ferry region because large union armies were nearby. On July 2 Patterson had crossed into Virginia again and occupied Martinsburg, only about 35 miles northwest of Leesburg, and an even larger Union army was only about 25 miles southeast of the town, concentrating for what would become the First Battle of Bull Run (Manassas). In fact, Eppa Hunton's entire command withdrew from Leesburg July 18 and participated in the July 21 First Battle of Bull Run.

Stone's short-lived Rockville Expedition accomplished a number of important objectives: 1) he placed the first Union pickets at the prominent fords and ferry crossings above Washington; 2) within his jurisdiction he prevented additional Confederate raids and scouting expeditions onto Maryland soil; 3) he prevented the transfer of supplies and recruits to Virginia from Maryland within the region of his command; 4) he had helped sustain Union sentiment along the Potomac while not unnecessarily antagonizing those of uncertain loyalty; and 5) he protected the C&O Canal and

allowed for the resumption of navigation from Georgetown to Seneca, which supplied his army and helped gain the support of local residents.

On July 6 Stone received a letter from General Scott's adjutant: "The General-in-Chief has been highly pleased with the whole conduct of your expedition, and only regrets that it has not been in his power to furnish you additional cavalry and artillery to permit you to carry out the plans suggested by you."<sup>10</sup>

The Rockville Expedition is just one example of how the C&O Canal Company was impacted at a very early date in the Civil War. The Confederates' concern that the Union army might utilize the waterway as a supply line did, in fact, occur during the expedition. This, from a military standpoint, justified its efforts to disable the canal. In fact, as the Confederates prepared to withdraw from the line of the upper Potomac, the canal was damaged across a broad front. Although the southern soldiers only drew off the water from the canal at Edwards Ferry, at about the same time troops from Harpers Ferry had cut the canal prism and damaged locks in that region, and had attempted to damage Dam Numbers 4 and 5, above and below Williamsport. Farther west, Confederates damaged or destroyed culverts under the canal. These were the opening salvos of a four year struggle along the Potomac, during which the C&O Canal would play an important role.

#### Notes:

1. *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series 1, 2: 671 (hereinafter, cited as OR, and all references are to Series 1).
2. OR 2: 106.
3. OR 2: 917, 107.
4. OR 2: 110, 112.
5. OR 2: 118.
6. Charles P. Stone, "Washington on the Eve of the War," in *Battles and Leaders of the Civil War*, eds. Robert U. Johnson and Clarence C. Buel (New York: Century Publishing, 1884), vol. 1: 20.
7. OR 2: 119.
8. OR, 2: 120–121.
9. George A. Hussey, *History of the Ninth Regiment New York S.M. – N.G.S.N.Y. (Eighty-Third New York Volunteers), 1845–1888*, William Todd, ed., (New York: Veterans of the Regiment, 1889), 55.
10. OR 2: 105–106.

## Opportunities to Serve on Association Committees

The Association needs help with two committee assignments. These are excellent opportunities for anyone who would like to become more involved and have a voice in the activities of the Association. The first need is for a Programs Committee chair. The chair leads the effort to plan and execute the Association's annual events. Specific duties are outlined on page 34 of the leadership directory at [www.candocanal.org/Leadership-Directory-2012-11-12.pdf](http://www.candocanal.org/Leadership-Directory-2012-11-12.pdf). The second opportunity is to serve on the Auditing Committee. The incumbent assists the Auditing Committee chair with the annual audit of the Association's books. Further details are on page 17 of the leadership directory. Interested persons should contact Bill Holdsworth at [president@candocanal.org](mailto:president@candocanal.org).



## Accompanied by the Past *by Karen Gray*

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

### The C&O Canal Trusteeship 1890–1901

In the first days of June 1889, the worst flood in the Potomac Valley to date left the canal severely damaged at many points along its entire length. At the time the C&O Canal Company was deeply in debt and had no possibility of raising the money to make the necessary repairs to open the canal again to navigation.

On July 9, 1889, the canal company filed a petition responding to a Maryland Board of Public Works requirement that they do a study of the canal. In that petition (also presented to the stockholders) they stated that it was “impracticable to repair and operate the canal with any expectation that it can earn in the future revenue enough to keep itself a living and going concern.”

However, it was not until Dec. 31 that the inevitable occurred, in the form of a bill with the Circuit Court of Washington County, in equity filed by the trustees for the holders of the C&O Canal bonds of 1844 that had been issued to complete construction to Cumberland. The bill asked for the appointment of receivers to take possession of and operate the canal, and to pay net revenues to the bondholders until they were fully compensated.<sup>1</sup>

On Jan. 15, 1890, the 1844 bond trustees claimed their mortgage was “the first and paramount lien upon the canal and its revenues” and that they were entitled to a receiver and foreclosure and the sale of the mortgaged property. The trustees were George S. Brown, James Sloan Jr., and Lloyd Lowndes Jr. On Jan. 16, these trustees amended their bill to allege the execution and delivery of the May 15, 1878, bonds (that had been issued to pay for repairs after the November 1877 flood) to the 1844 bond trustees (Brown, Sloan and Lowndes).

Possession of both the majority of the 1844 and 1878 bonds meant that the trustees held bonds that had mortgaged not just the future profits but also the real property and franchises of the company. On Jan. 28 they also asked the Supreme Court of the District of Columbia to appoint receivers, which the court did the next day. The two courts (in the District of Columbia and Maryland) jointly represented the two jurisdictions in which the primary canal properties lay.

On Jan. 31, 1890, opposition arose from the Canal Company and Maryland Attorney General White for the State of Maryland (admitted to the case on this date). Both wanted the

canal sold. They were joined by minority holders of 1844 and 1878 bonds, and on Feb. 22, Judge Alvey (whose Washington County court would lead in the canal’s bankruptcy-related cases), consolidated the minority bond holders with the Canal Company’s and Attorney General’s Maryland petition. All these were now seeking the immediate sale of the canal.

In his first decree on March 3, 1890, Judge Alvey appointed receivers to assess the condition of the canal, the repairs needed, probable cost, and feasibility of operating it when repaired. Receivers were also appointed by the D.C. court and given the same instructions. The Maryland receivers submitted reports on May 1 and June 9.

By Aug. 12, reports from all the receivers were filed, although the Maryland and the District Court receivers came to opposite decisions as to whether the canal could be operated in a manner that would produce adequate levels of revenue. At this point the Maryland Attorney General’s office was permitted to amend its previous statements with a paragraph asking the court to pass a decree for the sale of the canal and all the franchises and property of the canal company. At the same time the 1844 bond trustees filed a petition stating that:

The bond ... were generally held by capitalists, who were willing to furnish the necessary money to repair the canal, upon receivers’ certificates, and operate it so as to repay money for repairs, pay operating expenses, and yield a net revenue for bondholders.

They also asked that the court appoint as receivers persons selected by the trustees.

Nevertheless, on Sept. 1, 1890, Judge Alvey issued an opinion expressing his conclusion to pass a decree for the sale of the entire work. Before he could issue such a decree, however, on Sept. 18, the 1844 bond trustees petitioned for permission to redeem the 1878 bonds, that they (the trustees) be subrogated to their rights, and that they be given possession of the canal to restore and operate it as a water-way.

In an opinion filed on Oct. 2, Judge Alvey decreed that the repair and operation of the canal was impractical and inexpedient, the canal company was in default and insolvent, and that the state and bondholders were entitled to a decree for such a sale. In four lengthy sections, three trustees for the sale were named and details spelled out for sale expenses and procedures.

A lengthy fifth section, however, *stayed and suspended the sale*, providing for the trustees of the mortgage of June 5, 1848 (representing a subset of the 1844 bonds that had failed to sell by 1848) to take possession of the canal and to repair and operate it until four years after May 1, 1895, when the decree of sale was to be executed if the court was not satisfied with the revenue produced. It is critical to recognize that this decree did not transfer ownership (i.e., title) of the C&O Canal Company and its property or earnings, but concerned control only.



Judge Alvey's decree was promptly appealed to the Maryland Court of Appeals by minority bondholders still seeking the canal's immediate sale, but the decree was upheld by Judge Robinson on Feb. 20, 1891.<sup>2</sup> Judge Robinson's ruling clearly stated the reasons for allowing a trial period for the repair and operation of the canal:

- The differing opinions in the two receiver reports (those of Maryland and the District) concerning the ability of a repaired canal to produce a net revenue indicates that "after all, it is a question in regard to which fair, impartial and competent persons may honestly differ."
- It does not necessarily follow that the canal's failure during the past 12 years to produce enough revenue for its operating expenses, means that "better results may not be expected from the management of others more directly interested in developing the earning capacity of the canal to its utmost extent."
- If, after a fair trial the canal can't yield any revenue applicable to the payment of the bonds of 1844, the decree provides for it to be sold at public auction.
- "The fact that it has in the meantime been repaired and put in good order along its entire line ought, it seems, to enhance its marketable value, whether sold as a waterway, or to be used, as was argued, for the construction of a railroad."

Judge Robinson then stated:

But be this as it may, if the trustees are lawfully entitled to its possession, they ought to be allowed to put it in a condition to produce revenue, otherwise its possession would be without benefit to them. And while a Court of equity will not permit a mortgagee to burden the estate by the expenditure of money for unnecessary and useless repairs, it will authorize him to make such repairs as may be necessary for the preservation and beneficial occupation of the property?

The court also set aside the concerns of the minority bondholders by stating:

The suit was brought by the trustees at the request of a majority of the bondholders, and so long as they act in good faith, and for the purpose of carrying out the trust reposed in them under the mortgage, a minority bondholder has no right to interfere with them in the discharge of their duty.

And finally, the court addressed the concerns with regard to B&O Railroad influence in the background.

A good deal was said about the veil which conceals the real motives that have prompted this litigation. Whatever they may be, we must deal with the case, as it is presented by the record, and so dealing with it, we are of the opinion that the decree below must be affirmed.

By the end of September 1891, some 28 months after it was closed by the great flood of 1889, the canal was once

again open for business. In December 1894, articles of incorporation were granted by Judge Stake to the Chesapeake and Ohio Transportation Company of Washington County. Details of this company's incorporation were reported in papers at the time as:

The term of existence was 40 years and the chief office was to be at Hagerstown. The purposes of the corporation were to buy and lease lands, buy and transport timber, grain, fruits, seeds, &c., build boats and ships, mine coal, iron and other metals, open marble and slate quarries, operate canal boats by means of electricity, navigate the ocean by vessels, acquire bridges, wharves, &c., by lease or otherwise, and for other purposes.<sup>3</sup>

The canal trustees promptly filed a petition with the Circuit Court of Washington County to extend Judge Alvey's four year trial to 10 years, i.e., 1901. The petition was based on the trustees' desire to contract with the new C&O Transportation Company to operate the canal with a guarantee of net revenues to the trustees of \$100,000 annually. Interestingly, it was also said that the transportation company desired the privilege of furnishing the necessary wires and appliances, either experimentally or permanently, for the propulsion of boats by electricity.

On Feb. 18, 1894, the case was heard by Judge Stake. Maryland's Attorney General, the defendant in the case, argued against the extension, insisting that the C&OTC's project was "visionary and impracticable" and once again the state asked for the immediate sale of the canal. Judge Stake ruled on June 20, 1894:

I see no reason for not allowing said contract to be entered into by the trustees, as it provides a certain net revenue and does not prevent the earning of more if possible... [and] I think there is good and sufficient cause shown for the exercise of the power of the court reserved in the decree of Oct. 2, 1890, and I will grant the extension asked for by the trustees.<sup>4</sup>

Judge Stake criticized the trustees for their laxness in reporting to the court as required but reasoned that "such delinquency cannot deprive those for whom the trustees were appointed — the bondholders of 1844 — of any substantial rights guaranteed them under the decree."<sup>5</sup>

The trustees subsequently contracted with the C&OTC, effective Jan. 1, 1896, to maintain the canal and to provide boats as necessary for the trade on the canal. The latter was a clear indication of the loss of most, if not all, the boatyard businesses during the two and a quarter years that the canal was closed. (Keep in mind that the canal company continued under its original charter that did not allow it—or the trustees controlling it—to operate boats commercially.)

As to the shadow of the B&O Railroad in the background, in 1896 the B&O RR itself went bankrupt. The Pennsylvania Railroad, which had bought the majority of its stock, allowed

it to reorganize and it regained its independence in 1906 when the Pennsylvania Railroad, fearing antitrust action on the part of the government, sold its controlling interest. In the 1890s a similar need to avoid an obvious monopoly in the Potomac Valley likely played a role in the B&O's avoidance of direct involvement with the C&O Canal's bankruptcy.

The financial picture for the C&O in the 1890s was mixed and the "visionary" promises of the trustees and the C&OTC were unfulfilled. Although receipts exceeded expenditures from 1892 through 1896, the situation was reversed in the next three years.<sup>6</sup> However the depression following on the panic of 1893 made it obvious that it was not a favorable time to sell the canal, especially with the B&O—a likely buyer—being deep into its own financial difficulties and ultimately receivership.

There is one more important legal action in this period that must be mentioned. In 1896 the Maryland legislature enacted a law that waived and released the liens of the State of Maryland upon the corpus of the canal and upon its tolls and revenues in favor of certain creditors; chiefly poor people living along the canal, who since 1877 furnished labor, supplies and materials for the company. Under the law, cases began to be brought and judgments against the canal company rendered. Among them there those of: William T. Coulehan, obtained in 1891, for \$3,600.31; William E. Walsh and Clara T. Walsh, obtained in 1881, for \$60, and William E. Walsh, obtained in

1889, for \$149.29. However Judge Stake ordered that these judgments be certified by the Allegany County court clerk and then simply filed in the consolidated equity cases, involving all the litigation of the canal now pending in this court.<sup>7</sup>

#### Notes:

1. The basic case for the canal's bankruptcy is *George S. Brown et al. vs. the Chesapeake and Ohio Canal Company*. There are a number of online sources for this case and subsequent court actions and rulings around the C&O Canal bankruptcy. See especially: *Reports Of Cases Argued and Determined in the Court of Appeals of Maryland*. J. Shaaff Stockett, Sate Reporter Vol. LXXIII. Containing Cases in April and October Terms, 1890, and January Term, 1891 Published by Authority Baltimore: Printed by William K. Boyle & Son, 110 E. Baltimore Street. 1891 Digitized by Google [available in pdf]. The following summary is based on sources I have gathered and studied and I will be happy to share my digital files (in Microsoft Word and Adobe Acrobat PDF) with any serious researcher.
2. Judge Robinson's complete ruling on *The State of Maryland vs. George S. Brown, James Sloan, Jr., Lloyd Lowndes, Jr. Trustees, And Others* is available in *Reports Of Cases Argued and Determined in the Court of Appeals of Maryland*, 484–516, referenced above.
3. The *Cumberland Evening Times*, June 5, 1894.
4. *Ibid*, June 21, 1894.
5. *Ibid*.
6. Sanderlin, *Ibid*, 310.
7. The *Cumberland Evening Times*, August 11, 1896. It might be noted that Coulehan and his brother were owners of a grocery store in Cumberland that was popular with canallers and, this would indicate, also the C&O Canal Company that would have required supplies for its maintenance crews, etc.

## Notes and News from the Park Library

William Bauman and Dward Moore continue their work in finding and transcribing articles and reports concerning the canal from online sources such as newspapers.com, Maryland's official legislative archives, and Google Books. Collectively these sources contain a growing collection of official publications with materials such as court rulings in cases involving the canal. These are providing information little known or completely unknown by past historians and researchers because of the difficulty in acquiring them or even knowing about them. Current extensive efforts to put such old material online makes it readily available, although often in a form that requires transcription, copying followed by significant editing, and/or conversion into MS Word, Excel or PDF files. It is that sort of meticulous and time-consuming work that William and Dward are doing as volunteers.

As William and Dward feed their work to me, I am able to add it to our historic resources on the park's servers and to expand subject areas such as those concerning boating, canal communities, legal documents, etc. This information is expanding the available historic resources at a dramatic rate. Much of it also requires changes in facts and understanding about the canal and closely related subjects.

Endless gems are to be found in this material, and I'll offer as an example the following notice from page 6 of the *Cumberland Evening Times*, July 16, 1896:

*Bicycling on the Tow Path. — Officials of the Chesapeake and Ohio canal are exercising the strictest precaution to prevent bicycling on the tow path, yet, in defiance of a special order which was sent out from canal headquarters sometime ago prohibiting wheelman [sic.] from traveling on the tow path, there have been many violations by touring bicyclists and those of this vicinity. The prohibitory order was issued in behalf of the safety of the boatmen, who were constantly complaining about the interruption to travel by the great numbers of bicycles, which also, in several cases, were the cause of frightening the mules, and placing the animals' lives in jeopardy by the teams plunging into the canal while scared.*

— Karen Gray



## On The Level By Level Walker Chair Steve Dean

*Level Walkers are C&O Canal Association volunteers who are assigned a section, or "level" of the canal, and periodically walk it and perform light trail maintenance, assessments, and cleanup. The program is popular because the walks can be performed by an individual or family, and on their own schedule. Please contact me if you are interested in joining us.*

*Our dedicated group of level walkers managed to keep an eye on the canal throughout the winter. This report includes the late winter walks and early spring walks. Many of the winter days they walked were unseasonably warm. Spring is typically one of the busiest times of year for the level walkers. This spring started off that way, but the seemingly endless May rains reduced the number of walks to a lower than normal level. I hope we see you on the towpath!*

– Steve Dean, [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org)

### Level Walker Profile –

#### Paul Petkus, Levels 49 and 55

Paul Petkus is a level walker for Levels 49 and 55. He works on computers during the week, and seeks outdoor activities during the weekend as a diversion. Fortunately for the park and the Association he chooses level walking as one of those diversions!

Paul is from Chicago and discovered the park by accident. In the fall of 1986 he went for a ride to do some shopping. He stopped to look at the fall foliage and ended up at Great Falls. His first impression of the park, with the colorful reflection of the trees on the water in the prism, was a long lasting one. He was hooked on the C&O Canal National Historical Park.

The variety of experiences that the canal park offers interests Paul the most. Visiting the park never gets to be the same old routine, no matter how often he visits. He delights in the changes in seasons, and in how the park changes character along its 184.5 mile course as it transitions from city to rural, with the occasional small towns.

Paul decided to become a level walker after he helped three bicyclists with flat tires during one outing. That day inspired him to investigate opportunities to officially volunteer for the park rather than informally assist. Ironically, since becoming a level walker, he hasn't assisted any stranded bicyclists. On the other hand, he is very



Paul Petkus on Level 49 at the Round Top Cement Mill. Photo courtesy of Paul Petkus

knowledgeable about the canal and the nature that thrives on it, and often shares his experiences with park visitors.

Level walking appeals to Paul for many reasons. He enjoys photography and is an excellent photographer. He uses photography to help him remember what happened during his outings. He provides excellent reports and uses his photographs to document conditions between trips. His favorite subjects are wildflowers and butterflies, but he is also a master of turtle photographs. His reports are detailed, documented with photos, informative and downright interesting. Learning to identify flora and fauna is a challenge that he considers a fun diversion from his normal routine. He enjoys watching the yearly cycle on his levels, and is a four seasons walker many times over.

After over six years of level walking he still finds something different to write about in a report, especially the winter reports when almost everything is dormant except for birds. Yet his experience has proven that every level walk is unique. He can anticipate some of the things that he'll see on an outing, but not everything. As an example, he recently learned that river otters live in the park after he spotted them on a level walk. On another level walk, it seemed that he couldn't walk 50 feet along the towpath without encountering wood ducks. Sightings like those make level walking fun for him. We hope he continues for a long time.

– Steve Dean

**Level 1 Tidelock to Incline Plane: John Barnett, occasionally with Mary Budarz, reports March 6, 8 and 9; and April 15:** During the season, someone whacked the brush which had accumulated in the bottom and one side of the tide lock and then removed the brush. The No Trespassing signs at the aqueduct either not there at all or are grossly ignored when they are. The insides of the aqueduct are chaotic with overgrowth and garbage. We have long since given up keeping the inside of the aqueduct clean.

**Level 3 Lock 5 to Cabin John Creek: Hugh Robinson reports March 22, 29, and 31:** Towpath is in good condition for the entire level. I pruned branches and vines extending into path as I proceeded and removed numerous small branches from path that had come down due to recent heavy winds. I removed dead branches from a tree

in the yard at Lock 7, and picked up and discarded numerous tree branches in yard. I put major effort into clearing debris from the bypass channel.

**Level 4 Cabin John Creek to Lock 14: Larry Heflin reports March through May:** The towpath was monitored over numerous walks, through all conditions. Nothing unusual was reported.

**Level 6 Bridge at Cropley to Lock 20: Jan Kuhl reports March 7:** It was a beautiful day to enjoy the towpath, and many of the pedestrians I met in passing were very generous in expressing thanks for the work level walkers have been doing. The periodic muddy areas noted before were dry, but many of these areas were rutted from bicycles or strollers.

**Level 7 Lock 20 to Lock 21: Nancy Benco reports February 20 (with Shearer Weigert) and May 16:** In February a thin layer of ice still existed in some sections of the canal prism, but most ice had melted in warming temperatures. In May the towpath was mostly dry, with only half a dozen puddles. I removed many small to medium branches. I noted Canada geese grazing with young, great blue herons flying low over the canal, and a pileated woodpecker that walked up to the towpath. **Bill James reports March 24:** The level was mostly very clean. A road grader was operating on the towpath. **Jim and Lisa Goheen report April 13:** Tow path was very clean. It looked like maintenance had put down fresh gravel. We saw several blue herons along the towpath going to Swains, and a pair of eagles across from Swains over the Potomac; we could not see a nest.

**Level 8 Lock 21 to Lock 22: Steve Appleton reports February 28:** I got out on a winter Sunday and did our winter level walk. It was a beautiful day and the park was as crowded as I've ever seen. **Joe D'Amico and Amy Proft report April 25:** The level was in good condition. Spring was evident – birds included Carolina wrens, chickadees, blue jays, crows, cardinals, a blue heron in the canal; geese and their goslings. Cormorants could be also seen sunbathing on river rocks. Spring wild flowers included: wild phlox, daisies, yellow loose strife and Queen Anne's lace. Several canal-side stretches were decorated with blue wild phlox mixed with white daisies.

**Level 9 Lock 22 to Seneca Aqueduct: Paul and Rita Marth report February 28:** It was a warm day for February. We collected along the river bank and out of canal bed where the water level was low. The most favored beer was Corona in bottles. **Sylvia Diss reports April 16:** It was a busy day on the canal, with the Alice B. Ferguson cleanup in progress. Redbuds were in bloom. A second picnic table at Violettes Lock would be of great use to visitors since the one there is generally in use.

**Level 10 Seneca Aqueduct to Milepost 25: Carol Purcell reports March 16:** It was a perfect late winter day. The aqueduct has a debris field affecting two of the arches. Boat access is only possible on the side nearest the lock house. There were some fishermen in the area; I watched them catch a big carp while I chatted with them. Every rock and log in the boat basin and several logs in the Potomac was covered with turtles. I saw four black snakes all in a very small area. Spice bushes covered in yellow flowers were all along the level. There was evidence of fresh beaver chew at Milepost 23 and again between Mileposts 24 and 25. The wooden bridge on the aqueduct and the stairs leading up from the parking lot to the towpath are in need of repair. **Paul Graunke reports March 24:** It was a glorious spring day. The towpath was in good condition with some light branches. No significant issues were noted, though erosion remains a concern at Culvert 37.

**Levels 11 and 12 Milepost 25 to Lock 25: Pat Hopson, with Elizabeth Dame, Carol Ivory, Janet Kegg, Linda Lightfoot, Tom Lightfoot, and Frank Wodarczyk report February 28:** We conducted a large-scale cleanup in the area. The towpath surface that

was refinished in summer of 2014 on Level 12 remains in good condition. A lot of wild garlic shoots were sprouting, but no flowering plants of any kind were seen. **Pat Hopson and Frank Wodarczyk report March 18:** We assessed culverts 38, 39, 41, 42 and 43. The culvert conditions were consistent with previous years. It was a lovely day, though getting cooler and windier by the hour. It was so thrilling to see the early spring wildflowers emerging.

**Level 13 Lock 25 to Harrison Island: Liz Wagner reports February 20:** About 75 percent of the towpath had snow and several sections were completely covered. There was quite a lot of water in the prism. Dog walkers and horseback riders were out. **Kathy Miljanic, with Stephanie Miljanic and Amalia Sulk report March 25:** It was quiet – probably because the weather was not very inviting. We encountered quite a bit of trash at Edwards Ferry; the rest of the towpath was clean.

**Level 14 Harrison Island to Whites Ferry: Kathy and Stephanie Miljanic report March 26:** It was a pleasant day and quiet on the towpath. Most trash was between the towpath and the river.

**Level 15 Whites Ferry to Lock 26: Jon Wolz reports March 30 and April 20:** The condition of the towpath was for the most part in very good condition. Snapping turtles and red-tail hawks were observed, and the bluebells along the level were in full bloom during the April walk.

**Level 16 Lock 26 to the Monocacy Aqueduct: Jon Wolz reports February 28, April 14, and May 2 and 10:** In May it was noted that tree growth was cleared over Culvert 69, which will help preserve the structure. River-borne trash around Lock 27 is an issue. Many large objects, including propane tanks have been found. This is generally a very busy level.

**Level 17 Monocacy Aqueduct to Noland's Ferry: Earl Porter reports February 29, March 12, April 8 and May 15:** The blockages behind the Monocacy aqueduct vary from month to month depending on the water flow. This level continues to yield a large amount of trash. The area around the Monocacy boat ramp is being extensively damaged by trucks climbing over the embankment. Conditions were quite muddy in May. **Marion Robertson and Laura Gilliam report April 23:** It was a lovely walk. Flowers were in bloom, including phlox, sweet cecily, spring beauty, fleabane and paw paw. There was a large group of campers at the Indian Flats hiker-biker camp. The three middle arches were blocked on the aqueduct.

**Level 19 Point of Rocks to Catoctin Aqueduct: Lynn Walker reports April 22 and 23:** Trees and brush have recently been cleared over the barrels of culverts 75, 76, 78 and 79. Between Point of Rocks and Lander the canal prism has stretches of standing water (much of it stagnant) and areas that are dry to muddy. Conditions are good at the grounds around the Catoctin Aqueduct, but the aqueduct itself is partially blocked.

**Levels 19 through 21 Point of Rocks to Lock 31: Don Peterson reports March through May:** Towpath was monitored over numerous



Canada goose with gosling. Photo by Nancy Benco



Culvert 42 towpath arch. Photo by Frank Wodarczyk



walks. Conditions are generally good on all three levels, and no significant issues were reported. By late March spring was starting to show, and snakes and turtles were observed.

*Level 20 Catoctin Aqueduct to Lock 30:* **Michael and Judi Bucci report March 9:** A week before this walk it snowed, on this date it was clear and reached 79 degrees. We heard loud frogs in vernal ponds and a pileated woodpecker, and we saw bluebirds near the aqueduct. The tops of culverts had been cleared of vegetation.

*Level 21 Lock 30 to Lock 31:* **Ed Rhodes reports March 30 and 31:** On March 30 I cleaned up from Weverton to Culvert 91. On March 31 I started at Brunswick to clean trash from Culvert 88. It was all house trash originating from the pipe under the railroad.

**John Ferguson reports April 24:** It was a very busy day and there were dozens of walkers, a number with dogs, and many couples with baby strollers and small children. I met one level walker (Karlen Keto) who was working on garlic mustard removal between Mileposts 57 and 58. The level was clean.

*Level 22 Lock 31 to Lock 33:* **Karlen Keto reports February 22:** My dog Chessie and I walked on a surprisingly warm winter day; some turtles were even out. The towpath was great considering the earlier winter weather.

*Level 25 Dargan Bend to Lock 37:* **Dave and Barb Collins report February 19 and March 22:** We had severe of cabin fever in February, so we headed over to Dargan's Bend. As we suspected, there weren't many others out there on a chilly day. Conditions were good on both dates. In March, spring wildflowers were starting to come out. **Lynn and John DiCarlo report February 21 and 28:** Snow was still out on the earlier walk, and we removed twigs and branches on both walks. Temperatures were warmer on the second date, and we saw many walkers and two horseback riders. We noted a raccoon foraging in the canal prism.

*Level 26 Lock 37 to Antietam Aqueduct:* **Lynn and John DiCarlo report February 20:** We found no trash except for the previously reported dumped tires, and debris on the bank on the berm side in the vicinity of Milepost 69. It was a warm winter day and the towpath was dry, but there was some ice on the aqueduct. **Karen and Jack Forster report March 24:** One of the cleanest trails we've seen. The towpath arch of Culvert 100 continues to degrade. We saw the start of a few wild flower patches in violet and white and daisy-like flowers several places.

*Level 27 Antietam Aqueduct to Lock 38:* **Jonnie and Joyce Lefebure report February 28:** There were numerous walkers out, including a large group of Boy Scouts. The level was fairly clean. There was more water in the prism than normal.

*Level 28 Lock 38 to Lock 39:* **Bill Warren reports February 20 and April 26:** I saw no trash on the level itself, which was still partly covered by snow during the February walk. The area around the parking lot continues to be the place to dump for persons who can bring their beer and sodas into the park, but are unwilling to remove the empties when they leave. **Clifford Smith reports March 20 and April 4:** The towpath was clean both occasions. During the March walk I found an unopened beer can on the towpath, but resisted the temptation to drink it. Skunk smell was evident at places on the level in April.

*Level 29 Lock 39 to Snyders Landing:* **Clifford Smith reports March 22, April 3 (with Valerie Smith), and April 10:** The towpath is

generally in good condition. It was necessary to remove numerous small branches during the walks. There is an area about 200 yards upstream from Milepost 75 which contains a considerable amount of trash and debris deposited by the river.

*Level 31 Lock 40 to Marsh Run Culvert:* **Bill Warren reports February 22 and April 17:** Conditions were good on both walks. In April, someone had piled a lot of trash at the upstream end of the Taylor's Landing parking lot. It looked like the beneficial results of a river cleanup team. I claim no credit but applaud the team.

*Level 32 Marsh Run Culvert to Dam 4:* **Catherine Fenselau Cotter reports April 24:** Towpath conditions were good. Bike traffic was heavy. (Note – Catherine is retiring from level walker service; we thank her for her service to the C&O Canal.)

*Level 34 McMabons Mill to Opequon Junction Hiker Biker:* **Tom and Linda Perry report March 18:** The towpath was amazingly clean. Near the mill we noted two areas of serious erosion right against the towpath, which are protected by orange barricade and hopefully will be filled in before they get worse.

*Level 35 Opequon Junction Hiker Biker to Lock 43:* **Stephen Williams reports April 24:** Conditions were good with a little trash found. Blue birds, phlox, bluebells and a wild turkey were sighted.

*Level 36 Lock 43 to Falling Waters:* **Dick Ebersole reports May 12:** The towpath was muddy in some spots from recent rains, but overall it was in good condition. There was water in Lock 43 so I wasn't able to cross the canal to get a close look at the lock house, but things looked stable. Trees around and above Culvert 120 were recently cut, which was much needed.

*Level 37 Falling Waters to Lock 44:* **Jim Tomlin and Cindy Walczak report March 5 and April 21:** We focused on cleanup between Lock 44 and the I-81 overpass on the first walk. On the second walk we cleaned down to Falling Waters. There has been some additional felling of trees upstream and downstream around the culverts to widen the cleared area for each. Another great day to be out on the canal. After 45 years, I (Jim) am still not getting tired of visiting it.

*Level 39 High Rock Quarry to Nessle RR Bridge Piers:* **Dave and Barbara Miller report February 28 and March 18:** The first walk was to look at area culverts. It was quite slippery, but no problems were noted. During the second walk we noted the appearance of spring flora. The towpath was in good condition. It appears the dirt road leading to the Gift Road parking area has been reworked and improved.

*Level 41 Dam 5 to Four Locks:* **Vallie Compher and Catherine Bragaw report February 20:** On the nicest day in February we took to the canal, it was a little muddy with some patches of leftover snow. We were able to remove some bulky items and other trash that we couldn't get to last summer. At the end of our very nice trip a vocal pileated woodpecker bid us adieu from high above in a tree at the Four Locks parking lot. Conditions were good.

*Level 42 Four Locks to McCoys Ferry:* **Jack Ebersole reports May 8:** There was no trash along the towpath, just in the Four Locks parking area; it was the usual beer cans and soda bottles. The river was very high. I checked for emerald ash borer damage. There were several affected trees; some were tagged.

*Level 44 Fort Frederick to Ernstville:* **James Biasco reports March 24:** The towpath was clean on this visit, which is a normal condition.

Three bikers were out, including two that were heading toward Washington with multi-day trip gear. The towpath was dry and solid with one major pothole still needing repair at Mile 113.8.

*Level 45 Ernstville to Licking Creek Aqueduct:* **Dennis Kubicki reports March 26 and May 15:** Generally, the towpath was in good condition with no significant rutting or obstructions on either walk. Use of the towpath by farm sometimes ruts the surface, though it appears to be graded periodically. There was no standing water anywhere from Fort Frederick through to the Licking Creek Aqueduct. There has been no change in the structural conditions of the aqueduct since my last report. But the unprotected "drop" (where there had originally been masonry) on the north side of the aqueduct constitutes a safety hazard to hikers and bikers. In the second walk an emerald ash borer assessment was conducted and over 50 affected trees were noted.

*Level 46 Licking Creek Aqueduct to Little Pool:* **Richard Jones reports April 13:** Conditions were generally good and trash was light. Blue bells were out in abundance.

*Level 47 Little Pool to Hancock:* **Richard Jones reports April 15:** Conditions were good, but there was a little more trash than Level 46. Culverts appeared to be in good condition.

*Levels 47 (upper) and 48 Little Pool to Round Top Cement Mill:* **Phillip M. Clemans reports February 22:** During this walk snow was still pretty deep in places. The amount of snow provided vivid evidence of why it was shut down in the winter. Some people were on the Western Maryland Rail Trail to avoid the snow on the towpath. Birds were quite active, including a variety of wrens, titmice, red and white breasted nuthatches, and ravens at Devil's Eyebrow. Deer were sighted and turkey sign was evident on the towpath. It was a gorgeous day.

*Level 49 Round Top Cement Mill to Lock 53:* **Paul Petkus reports March 26:** Towpath conditions were good. There were many branches on the path that were residual from the snowstorm. I've noted some changes in the placement of bricks at the cement mill; it is not clear if they are falling or being tampered with. The situation will continue to be monitored to see if it was an isolated change or a harbinger of more changes. Butterflies were active on this day and spring flowers were starting to appear. Green frogs were abundant on the level, especially around Milepost 129.

*Levels 53 and 54 15 Mile Creek Aqueduct to Lock 60:* **Dennis Kubicki reports March 29:** The level was generally clean. Despite the pleasant spring day, I only saw one biker. The towpath is muddy in places, without any gravel and could use some resurfacing. Note: The walk also covered all of Level 53.

*Level 54 15 Mile Creek Aqueduct to Lock 59:* **Marsha and Tom Dulz report April 17:** The level was clean. It was a fine day for observing spring nature. Observations included coltsfoot, ferns, columbine, violets, bluebells, mayapples, redbud, dandelions, spring beauties, Dutchman britches, white bleeding heart and Indian strawberry. In the air we noted many zebra swallowtails, crows, cardinals, downy woodpeckers, pileated woodpeckers, redbellied woodpeckers, red-wing blackbirds, robins, goldfinches, cowbirds, nuthatches, chickadees, yellow swallowtails and titmice. Squirrels were out in force.

*Level 55 Lock 59 to Culvert 208:* **Paul Petkus reports March 12 and April 10:** In March it was noted that winter was not kind to Culvert 208. A section of the upstream portion of the towpath arch has collapsed. The exact date it happened is unknown. It was still intact in late November 2015 per a report from Level Walkers Barbara

Sheridan and Pat White. Water still flows through the culvert, but visitors should not enter it. The condition was reported to the National Park Service.

*Level 64 Kellys Road Culvert to Spring Gap:* **Nasra Sakran reports March 10:** There was lots of water in the prism, and many newly up-rooted trees in the canal and the forested area. We found several large trash items including a tire and a trash can, which were later picked up by the park. **Jim and Alison Lyons report April 24:** We spent a lovely afternoon on Level 64. It was clean. We saw what appeared to be a muskrat.

*Level 65 Spring Gap to Lock 74:* **Jim Lyons reports March 7:** The towpath not as muddy as I expected, although the steep hillsides were too unstable to visit any culverts. The boat launch at Spring Gap was muddied up, with lots of debris, and the launch was blocked by a large tree trunk which has appeared in the river.

## Continuing Hike Series

These are our small intimate hikes where we explore and enjoy the canal. On March 26, a beautiful sunny spring day, the group enjoyed a fine hike in the Hancock area. Early flowers, bloodroot for example, were blooming and the birds were singing. The park service was resurfacing the towpath, creating a lovely smooth slightly springy surface with no potholes or mud.

The hikes are on vacation for the summer but will resume October 1 with a visit to Fletchers Cove and the Dalecarlia Hydroelectric Plant.

– Patricia White, hikemaster@candocanal.org

## C&OCA Welcomes New Members

*Cushwa Brewing Company, Williamsport, Md.*

*Elisabeth Brodell & Zach Brodell, Hagerstown, Md.*

*Mary Jean Davidge, Gaithersburg, Md.*

*Joe Hage, Bethesda, Md.*

*Charles & Susan Henkin, Arlington, Va.*

*Mark & June Hornick, Millersville, Md.*

*Richard Jones, Annandale, Va.*

*Mark Kallal, Bowie, Md.*

*Sallie LaBarr, Nottingham, Md.*

*Linda & James Paige, Rockville, Md.*

*Justin Pistore & Alix Pistore, Washington, D.C.*

*Richard & Sylvia Rortvedt, Arlington, Va.*

*Walter & Eileen Schaueremann, Kinksburg, Md.*

*Brittany Smith, Cockeysville, Md.*

*Clifford & Valerie Smith, Shepherdstown, W.Va.*

*Jon Stanger, Bethesda, Md.*

*Marian Tabusco, Rockville, Md.*

*Tim & Carolyn Taylor, Annandale, Va.*



### The Fabulous Jesus Bugs

If you look closely at any pond or river, wherever the water is placid or slow moving, you may be lucky enough to see an amazing sight: an insect skimming across the surface of the water without sinking. In other words, an insect that walks on water.

Scientists have identified over 17,000 species of these types of insects. Their family name is Gerridae. They are wide spread geographically in our country as well in Africa, South America, China and Australia. Worldwide they have been given many names: water striders, pond skaters, water skippers and Jesus bugs.

Typically there is so much activity in a still water environment that these insects are hardly noticed. The species that share their environment, dragonflies, turtles, and waterfowl, are more colorful and easier to see. Although they are often overlooked by the casual observer, scientists are very curious about this family. Several research projects are in progress to determine how these insects are able to walk and swim on top of the water, and why they can jump from the surface of the water to escape predators as if the surface is a solid platform. The goal of this research is to develop water skimming robots and water repellent materials.

Water striders are able to exhibit these unusual capabilities for two reasons: their unique anatomy and a property of water itself, "surface tension." There is a polar attraction among water molecules on the surface of a body of still water that causes a thin, film-like layer to develop. Although we are not able to see or feel it, it does exist.

Water striders are adapted to make good use of surface tension due to a combination of two important anatomical characteristics: their light weight and their long, slender legs. Water striders are a half -inch long and they weigh in at about one-hundredth of an ounce. Their weight is evenly distributed over four strong, flexible legs, allowing the insect to move quickly over the water, barely disturbing the surface. Also important is their ability to pop up to the surface if submerged by a wave or rock collision. The water strider's legs have tiny hairs that trap air bubbles and act as buoyancy, somewhat like a life jacket.

Biological engineers are working on developing water striding robots that can be used for a variety of purposes such as environmental monitoring, disaster area surveillance and rescue operations. Understanding how water striders are able to use surface tension as a platform for walking, swimming and jumping is very much of interest. So far the insect is far superior to anything developed in a laboratory.

As you pass a quiet pool of water while walking along the towpath, see if you can spot a tiny object gliding along the surface. Caution: it moves so fast you might think it is an illusion. Water striders are not as attractive as dragonflies or as noisy as geese, but they have a unique capability that scientists have not been able to replicate.



*Both photos - Water striders in the C&O Canal Cushwa Basin - photos by Steve Dean*

### March Tree Walk

A small group participated in a tree hike at Nolands Ferry on a rainy March 19<sup>th</sup>. They went up the towpath a bit to the eagles' nest just past Milepost 47. Spice bush was blooming as were the Dutchman's-breeches. The bluebells were coming up. The group also saw some cutleaf toothwort and May apple. Spring beauties were all over but the flowers were closed due to the rain. Squirrel corn was in bloom. That's very unusual, because that usually follows the Dutchman's breeches by a couple weeks. Join the tree watchers for the June 18<sup>th</sup> hike.

— Carol Ivory

## Biodiversity Celebration

The C&O Canal National Historical Park hosted a two-day biodiversity celebration event May 20 and 21. Each day of the event featured two sessions, one for a bird inventory and a second for plants. The intent of the activity was to inventory the biodiversity of the park. The first day was held at Great Falls in perfect weather, while the second day was held in Williamsport during a rainy spring day, which did not deter participants. Experts from Audubon Maryland-DC and the Maryland Native Plant Society led the walks. National Park Service staff, park volunteers and park visitors participated in the walks. Even Deputy Superintendent John Noel got into the act and identified a turtle.

The celebration was held as part of the 2016 BioBlitz in the Washington D.C. area. Numerous parks conducted biodiversity inventories. The participants searched for representative examples of the species encountered on the park, and uploaded the findings via the iNaturalist smart phone application. The findings on each park were grouped into a project, and were monitored at a central site on the National Mall. The C&O Canal project included 21 observers, who made 450 observations and identified 212 species. The project results can be observed at [www.inaturalist.org/projects/2016-national-parks-bioblitz-c-o-canal-biodiversity-celebration](http://www.inaturalist.org/projects/2016-national-parks-bioblitz-c-o-canal-biodiversity-celebration).

The biodiversity celebration was a well-conducted event that presented an opportunity for all to learn about the biodiversity of the canal park and improve their identification skills. Special thanks go to Michelle Carter and the other park staff who put together the event. Consider participating in the 2017 biodiversity celebration!

– Steve Dean



*The rainy weather on Saturday did not deter the biodiversity celebration participants. Photo by Steve Dean*

*Along the Towpath, June 2016*

## Emerald Ash Borer

The emerald ash borer is causing significant damage to trees throughout the C&O Canal National Historical Park. The National Park Service (NPS) is keeping a close eye on the damage caused by the insects, not only for the health of the trees and the park, but for visitor safety as well. If the damaged ash trees can be located early they can be addressed before branches or the trees themselves start to die and fall into the towpath. Monitoring the trees will also provide an idea of the impact this pest is having on the park so the NPS can determine future solutions.

The park resources division has asked the Association's level walkers to monitor the tree damage. Level walkers have responded enthusiastically and are provided guidance on how



*Emerald ash borer. Photo courtesy of the USGS Bee Inventory and Monitoring Lab*

to assess and report trees. This is an ongoing effort.

There are plenty of ash trees to go around! If you are not a level walker, but would like to participate in this assessment, contact Steve Dean at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).

– Steve Dean

## Weed Warriors on the C&O Canal

The Resources department at the C&O Canal National Historical Park is working on reviving the Weed Warriors Program along the canal. A lot of volunteers are already helping with control of the invasive plant population. The park is preparing materials to officially train volunteers to help control invasive species at approved locations along the canal. There are many rare, threatened and endangered plant species within the park, and it is important that volunteers are well trained on what species to actually remove and where this removal is permitted in order to protect those endangered species. It is also important to train volunteers on the approved removal methods to protect our historic resources as well. The park hopes to hold a training soon. If anyone is interested in participating, please contact Kristen Shelton at [kristen\\_shelton@nps.gov](mailto:kristen_shelton@nps.gov) for more information.

– Kristen Shelton, Restoration and Invasive Control Volunteer Coordinator



## Calendar of Events - 2016

Jun 18, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. Second in a series of three walks in the same location to observe seasonal differences. Bring water, a snack and a walking stick if needed, and wear sturdy shoes. Optional equipment: binoculars and your favorite tree ID book. For more information, contact Carol Ivory at [carolivory@verizon.net](mailto:carolivory@verizon.net) or 703-869-1538 (cell).

Jul 16, Sat, Paddle trip, Brunswick to Monocacy Aqueduct (~13 miles). Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Bill Burton at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 703-801-0963.

Aug 6, Sat, Paddle trip from Rileys Lock through the old Patowmack Canal on the Virginia side of the Potomac to Pennyfield Lock (~4.5 miles). This trip is challenging with numerous rocks and ledges in the old canal. Reservations are required and paddlers must provide their own canoe/kayak and gear. For more information and to make reservations, contact Bill Burton at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 703-801-0963.

Aug 7, Sun, Board Meeting, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Aug 13, Sat, Nature Walk along the towpath to view dragonflies. Meet at 10 a.m. at the Dickerson Conservation area. The group will head upstream. Contact Steve Dean for details at [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org) or 301-904-9068.

Aug 26-28, Fri-Sun, Paddle trip in the Paw Paw Bends area of the Potomac River from Paw Paw, W.Va., to Little Orleans, Md. (22 miles). This 3-day paddle trip includes 2 nights camping out. Reservations are required and paddlers must provide their own canoe/kayak and associated paddling/camping gear. Paddlers are expected to contribute to community-type meals and help out in camp. For more information and to make reservations, contact Barbara Sheridan at [canoemaster@candocanal.org](mailto:canoemaster@candocanal.org) or 301-752-5436.

Aug 27-28, Sat-Sun, Williamsport C&O Canal Days. Events will be taking place in various areas of the town. Contact: Tom Perry, 301-223-7010.

**Liability waivers are required for many of these Association activities. The event leader will provide the forms. Hikes require proper footwear.**

Sep 19-22, Mon-Thu, World Canals Conference, Inverness, Scotland. For more information, see [wccscotland.com](http://wccscotland.com).

Sep 24, Sat, Nature Walk focusing on birds, 8 a.m. to about 11 a.m., heading upstream from Monocacy Aqueduct. Kurt Schwarz of the Maryland Ornithological Society will lead the group. For more information, contact Kurt. Email: [krschwa1@verizon.net](mailto:krschwa1@verizon.net), phone: 410-461-1643 home, 443-538-2370-cell. Walk will be canceled in case of inclement weather. If in doubt, contact Kurt.

Oct 1, Sat, Continuing Hike Series, 10:30 a.m., from Fletchers Cove (mile 3.14). Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org)).

Oct 2, Sun, Board Meeting, 1 p.m., at Williamsport Town Hall, 2 North Conococheague St.

Oct 5-10, Wed-Mon, Through bike ride, Cumberland to Georgetown. No sag wagon provided. Reservations required, no later than September 1. Limited to 20 riders. Contact: Pat Hopson, 703-379-1795 or [phopson727@verizon.net](mailto:phopson727@verizon.net).

Oct 29, Sat, Annual Heritage Hike and Dinner. Details will be published in the September *Along the Towpath*. For more information, contact Christine Cerniglia at [programs@candocanal.org](mailto:programs@candocanal.org).

Oct 29, Sat, Nature Walk focusing on tree identification, 10 a.m., Nolands Ferry. Last in a series of three walks in the same location to observe seasonal differences. For more information, contact Carol Ivory at [carolivory@verizon.net](mailto:carolivory@verizon.net) or 703-869-1538 (cell).

Nov 20, Sun, Continuing Hike Series: 10:30 a.m. The group will depart from Great Falls Tavern Visitor Center to hike Billy Goat Trail A. Contact Pat White (301-977-5628 or [hikemaster@candocanal.org](mailto:hikemaster@candocanal.org)).

Dec 4, Sun, Board Meeting, 1 p.m., at Glen Echo Town Hall, 6106 Harvard Ave.

Dec 10, Sat, Frostbite Hike: Capital Crescent Trail, 10:30 a.m. Rendezvous point TBD. Contact Bill Holdsworth (301-762-9376 or [website@candocanal.org](mailto:website@candocanal.org)).

## Stay Connected!

Our website, [www.candocanal.org](http://www.candocanal.org) – Visit it regularly and add it to your favorites or bookmarks. Also check out our access guide with your computer or smart phone at [www.candocanal.org/access.html](http://www.candocanal.org/access.html).

Facebook – If you have a Facebook account, look for “C&O Canal Association” and “Like” us. If you are not on Facebook, go to [www.facebook.com](http://www.facebook.com) and register (there is no cost), and then look for us.

## Williamsport C&O Canal Days and a Volunteer Opportunity

Williamsport is hosting its annual Canal Days festival Saturday and Sunday, Aug. 27 and 28. In the past, with the Association's generous support, we have provided transportation to encourage participants to go down to Cushwa Basin and Lock 44 to share in our heritage. This year we are providing support in a different way.

We have the chance to share with the public our knowledge and experiences by giving informative talks to interest visitors and involve the curious in the heritage we share. Think about it: Have you had any experience with bears along the canal? (I have). What species of birds have you located? What places and dates come to your mind from the history? How have you been involved as a volunteer in the park? What challenges would you like to share to get outsiders motivated?

Think about it and let me know who you are, your address, your topic and the date and times that would fit your schedule. If you have questions I will certainly try to answer them. Ranger Ben Helwig will be in touch with you about your role during Canal Days. Please consider this exciting opportunity to share your experiences and support the park. Contact me at (301) 223-7010 if you are interested. Updated information about Canal Days events will be available at [www.nps.gov/choh](http://www.nps.gov/choh).

Even if you don't want to be a presenter, you are welcome to participate in Canal Days. The visitor center, trolley barn, and the house at Lock 44 will be open, and the launch boat will be operating. Activities include the Lonesome Fiddle Ramblers on Saturday, story teller Matthew Dodd on Sunday, a talk on the colonial iron industry by Dr. Steven Hatleberg, and many activities for children.

–Tom Perry

# 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	John Noel
Assistant to the Superintendent	301-714-2201	Linzy French
Chief Ranger	301-714-2222	Ed Wenschhoff
Chief of Business Management	301-714-2204	Dan Filer
Chief of Resource Mgmt.	301-714-2210	Chris Stubbs
Chief of Maintenance	301-714-2211	Greg Kniesler
Chief of Interpretation, Education and Volunteers	301-714-2238	Catherine Bragaw
Partnerships Coordinator	301-714-2218	Dan Filer (Acting)
Grants Management Specialist	301-714-2205	Allan Brambila
Volunteer Coordinator	301-491-7309	Emily Hewitt
Historian	301-714-2224	Justin Ebersole (Acting)
Librarian	301-714-2220	Karen Gray
Safety Office	301-745-5804	John Adams
IT Specialist	301-745-5817	John Lampard

**Palisades District** Milepost 0 (Tidelock) to Mile 42.19 (Monocacy River)  
11710 MacArthur Blvd, Potomac MD 20854

District Interpreter	240-520-3135	Kelly Fox (Acting)
District Ranger Law Enforcement	301-491-6279	Joshua Cunningham
Supervisory Visitor Use Assistant	301-767-3703	Shaun Lehmann

**Great Falls Tavern Visitor Ctr** 301-767-3714  
11710 MacArthur Blvd, Potomac MD 20854

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

District Ranger Law Enforcement	301-722-0543	Todd Stanton
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

District Interpreter	Ben Helwig
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**Hancock Visitor Center** 301-745-5877  
439 East Main St., Hancock MD 21750

Supervisory Park Ranger	Rita Knox
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**Cumberland Visitor Center** 301-722-8226  
Western Maryland Station, Cumberland MD 21502  
Supervisory Park Ranger

Rita Knox

## OTHER USEFUL TELEPHONE NUMBERS:

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

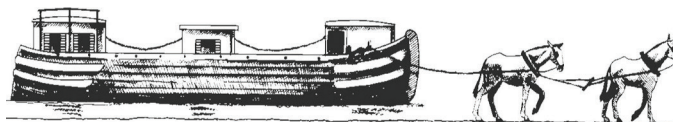
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**Associate Editors:** Tom Aitken, Dave Johnson, Don Juran, Nancy Long, and Ned Preston.



## 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 in 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 [www.candocanal.org](http://www.candocanal.org). The webmaster is [webmaster@candocanal.org](mailto:webmaster@candocanal.org). C&OCA also maintains a telephone number for recorded information and inquiries: 301-983-0825.

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**Second Vice President & Level Walker Chairman:** Steve Dean, P.O. Box 132, Saint Leonard MD 20685-0132, 301-904-9068, [levelwalker@candocanal.org](mailto:levelwalker@candocanal.org).

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CHESAPEAKE & OHIO CANAL ASSOCIATION INC.

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*The Dam 6 culvert is part of the network of structures associated with the no longer functional dam located just above Milepost 134. The arch shown is the downstream end of the large bypass culvert that paralleled the inlet lock for Dam 6. The upstream arch of this beautiful culvert is now filled in. Read Karen Gray's "Accompanied by the Past" article in the September 2014 issue of this newsletter for more background on Dam 6. Visit [www.flickr.com/photos/steve-1828/albums/72157639950048426](http://www.flickr.com/photos/steve-1828/albums/72157639950048426) for more photos of this culvert. Photo by Steve Dean.*

**C&O Canal Association**



**Founded in 1954**

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