



ALONG THE TOWPATH



CHESAPEAKE & OHIO CANAL ASSOCIATION

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December, 2001

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

MONOCACY AQUEDUCT RESTORATION ASSURED Congress Appropriates \$6.4M for Construction

The six-year campaign by the Association has achieved success with Congress' appropriation of \$6.4M for the repair and rehabilitation of the Monocacy Aqueduct. Since the creation of the C&O Canal NHP, this is by far the largest project undertaken by our association. The National Trust for Historic Preservation designated the Aqueduct as one of America's most endangered historic treasures in 1998. Along with the Paw Paw Tunnel, it is one of the major feats of American civil engineering in the early nineteenth century.

In the fall of 1995, The C&O Canal Commission adopted Dr. James Guilford's initiative to recommend action on restoring the Aqueduct and asked the Association if it would conduct a public fund-raising and public information campaign for the Aqueduct. The Association took up the challenge and as a result, the C&O Canal Association and its Monocacy Aqueduct Committee played a key role in the effort to save the Aqueduct. The effort, led by Carl Linden, brought attention to the need for the project, by lobbying, public education, and fund raising. An Honorary Advisory Committee was formed, led by the Hon. Gilbert Gude, who played a prominent role in the work of the Monocacy Committee. The Association raised over \$160,000, in large part from many of our members and friends. This money helped show Congress the strong public support for the restoration.

Initial efforts included a pamphlet and video on the Aqueduct and they helped form the basis for enlisting other support. A notable partnership was formed early in the campaign with the American Society of Civil Engineers, Capital Section then led by Bernie Dennis. The ASCE provided expertise and analysis that helped further the project. NPS Civil Engineer and Historian Bob Kapsch, who is overseeing the Aqueduct project, has also

worked closely with the Capital Section. Superintendent Doug Faris made the preparations at the same time needed to realize the project within the National Park Service. These included divers to check the status of the piers and the extent of erosion underwater and hidden from view. McMullan Associates, specialists in historic bridge restoration were engaged to recommend a plan for restoration.

Aqueduct page 2



Carl Linden and Gilbert Gude with the Monocacy Aqueduct in the background. William Geiger

Annual Meeting - Williamsport - March 2, 2002

Normally the next annual meeting of the C&O Canal Association would be on the top of *Along the Towpath*, but the latest news on the campaign to restore the Monocacy Aqueduct must take top billing. This year's Annual Meeting, however, needs no apology. Come and meet the candidates running for office next year and whose biographies are inside. Get a chance to

discuss the great achievement of our Association as well as future directions for the Association. The future looks bright for both the C&O Canal NHP and your Association. Show your support by coming to the meeting. The full story is on page 7.

Renew your Membership. Form is Enclosed

Aqueduct continued from page 1

Doug Faris and the Monocacy Committee worked together in drawing public attention to the plight of the deteriorating Aqueduct. A series of press conferences and special events were organized at the Aqueduct and other locales over the past six years. A key moment in the campaign came when Richard Moe, President of the National Trust read our pamphlet and asked to be shown the Aqueduct. This request culminated in a ceremony at the Aqueduct. On the occasion, then First Lady Hillary Rodham Clinton gave a speech on the need to Save America's Treasures. In 1999, the Aqueduct became an Official Project of the National Trust's Save America's Treasures program.

This past summer and fall, the Monocacy Committee

mounted a letter-writing campaign to Congress asking that funds for the Aqueduct be included in the C&O Canal NHP construction account. The appropriation was supported by the Maryland Congressional delegation, Senators Paul Sarbanes and Barbara Mikulski and Representatives Connie Morella and Roscoe Bartlett.

The funds raised by the Association will be transferred to the C&O Canal NHP construction account for the Aqueduct. A ceremony to inaugurate the project will be held this coming spring. The project will not only stabilize the structure for at least an estimated two centuries but will remove the steel harness that obscures the Aqueduct's beauty of line and proportion.

Fred Mopsik

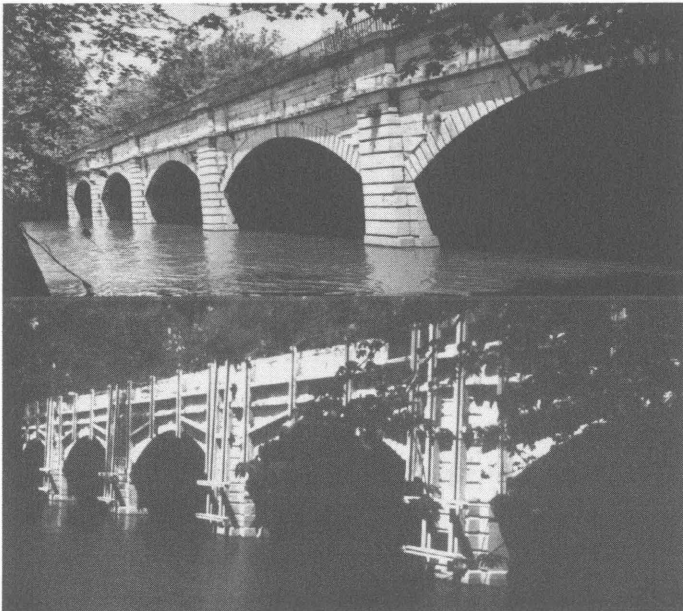


The Association Wishes to Acknowledge the Support of the Members of Congress

Representatives Ralph Regula, Joe Skeen, Charles H. Taylor, Zach Wamp, Martin Olav Sabo, George R. Nethercutt, Jr., John E. Peterson, Congressman John P. Murtha, James P. Moran, Jack Kingston, Maurice D. Hinchey, Norman D. Dicks, C. W. Bill Young, David Obey, Jim Kolbe, Senators Robert C. Byrd, Robert F. Bennett, Conrad Burns, Ben Nighthorse Campbell, Thad Cochran, Pete V. Domenici, Byron L. Dorgan, Dianne Feinstein, Judd Gregg, Ernest F. Hollings, Patrick J. Leahy, Daniel K. Inouye, Patty Murray, Jack Reed, John Warner

The Association Wishes to Acknowledge our Friends and Supporters

Denis J. McMullan, Sheila Rabb Weidenfeld, Charles J. Weir, Barry A. Passett, Terry W. Hepburn, Elise B. Heinz, Joanne M. Spevacek, Mary E. Woodward, Donna Printz, Rockwood H. Foster, Ferial S. Bishop, Nancy C. Long, Jo Reynolds, James H. Gilford, George R. Lewis, Sue Anne Sullivan, James Kirkpatrick, Gerald Quinn, Cathleen Douglas Stone, Robert F. Kapsch



Monocacy Aqueduct before and after bracing. The restoration will return the Aqueduct to the appearance at the top. Top photo Delilah Howah



Detour on C&O Canal at Milepost 11.76 near Anglers Inn

Visitors to the C&O Canal National Historical Park at milepost 11.76, downstream of Anglers Inn, will encounter a short detour due to repair work on culvert #17. The detour will provide visitors with a view of the historic stone culvert, built about 1830. The culvert has a 10-foot span and is constructed of locally quarried granite. The project is expected to be completed by spring of 2002.

NPS



Through Bike Trip

Annilee Oppenheimer

I have wanted to bike the entire length of the canal for 27 years - ever since I biked on it for the first time in 1974 and learned that it went on for over 180 miles. Suddenly I found myself about to turn 50 and I still had not biked the whole canal. I realized that I don't have forever to do the things that I mean to do "someday" and I signed up for the annual through ride led by Tom Perry. There is nothing more wonderful than fulfilling long deferred dreams and finding the reality even better than expected.

The trip began on October 3, 2001 in Cumberland, Maryland. In total, 16 people went part or all of the way. We ranged in age from the youthful forties to the even more youthful seventies. Some of us camped along the way, while others opted to be "motel muffins," the bike trip version of couch potatoes. While the muffins slept on beds at night, the campers learned how to make mattresses out of leaves and trash bags. We averaged a leisurely 30 miles a day, and felt secure in the knowledge that capable "sweeps" were riding at the end of the line and would be available if anything went wrong.

Except for rain one night, we were graced by gorgeous autumn weather during the entire trip. For most of us, autumn flies by in a blur of busyness. This year was different because we were able to savor autumn's sights and sounds for six days. Along the way we saw foxes, blue herons, beavers, turtles, and deer, and we even went inside a cave along the towpath.

We spent the first night at Paw Paw, West Virginia, named after a fruit that grows along the canal. The next morning we walked our bikes through the Paw Paw Tunnel, with flashlights in hand. The Paw Paw Tunnel is three-fifths of a mile long, and it gives meaning to the phrase "light at the end of the tunnel."


We spent the second night at Hancock, Maryland. We felt like celebrities and philanthropists the next morning as we had our picture taken in front of Town Hall for the local newspaper because we donated \$425 to Hancock for Rail-Trail enhancements. Later that day we ate lunch under walnut trees at Fort Frederick State Park. We had to keep our helmets on during lunch to avoid being hit in the head by falling walnuts.

That evening we enjoyed an old-fashioned social at Tom Perry's house in Williamsport, Maryland. We sat by the fire and sang patriotic songs as Tom accompanied us on his impressive pipe organ. The next day we had a delicious, five-star lunch at the house of fellow biker Joan Fisher on the way to Harpers Ferry, West Virginia. Along the way we spotted a paw paw tree. We shook the tree and retrieved several paw paws which we ate with relish. We joked that some yuppie would probably try to make paw paw-flavored ice cream, and later learned that it actually exists!

The next day took us to the annual "Railroad Days" celebration in Brunswick, Maryland. We saw the Brunswick Museum's Model Railroad, one of the largest scale model railroads on the East Coast. A few miles later we visited the Lander Lockhouse, a historic structure that had been restored through the cooperative efforts of the local community and the National Park Service.

The campers spent their last night at Whites Ferry in Maryland, and the motel muffins crossed the Potomac River on the

ferry to Leesburg, Virginia. While the muffins ate at a Japanese restaurant, the campers drank hot chocolate by the fire.

The last day took the group to Washington, D.C. I felt like I had just come home from a roving party that lasted 6 days, and I was pleased pink that, after 27 years of thinking about it, I had finally biked the whole towpath. I couldn't imagine a better way to do it. 



Participants of Bike Tour resting at Bill's Place and not waiting for Godot. Joan Fisher

Paw Paw Bends Canoe Adventure

Barbara Sheridan

The annual Paw Paw Bends Canoe trip took place on September 29 & 30, 2001. Despite fantastic weather, beautiful fall scenery and an item in the Washington Post, only 7 hardy paddlers and Hope "The Wonder Dog" showed up for the two-day adventure.

Sonny DeForge took charge as our trip leader in the very noticeable absence of Ken Rollins and Carl Linden. He was joined by Bill Burton, Steve DeLanoy, Bill and Sue McAllister, Barbara Sheridan and Pat White.

We shoved off at 10:30 AM (which may be a record) and put in at Sorrel Ridge for lunch. Barbara entertained the group with the story of her Sorrel Ridge "Nude Biker" encounter and before lunch was over, Hope had us all trained to throw sticks for her.

The river was low and slow and the rocks played tunes on the bottom of Sonny's aluminum canoe, which was dubbed by the group "the Metal Marvel." There were plenty of other paddlers on the river and we were concerned that Stickpile Hill would be full of overnight campers before our arrival.

We were pleasantly surprised when we arrived at Stickpile to find the campsite empty except for two people taking a hike-break at the picnic table. The hikers turned out to be Association members Dick and Pat McGill who were completing the final leg of their 20-year section hike of the towpath. Congratulations Dick and Pat on your accomplishment!

[continued]

Even without Ken and Carl, we managed to get everything set up and had the steaks grilling in short order (thanks to Pat and Bill B.). Someone even remembered to bring along Carl's usual dinner libations. After dessert of pie, cookies and brownies we sat around the campfire and demonstrated our stick throwing abilities again for Hope (this dog NEVER gets tired).

In spite of a heavy fog overnight, we were back on the river by 10 in the morning. We stopped briefly for a lunch break at Devils Alley (to finish up all the leftover goodies), then it was back on the river for a leisurely trip to Little Orleans.

After successfully navigating the "Rock Garden", we pulled our flotilla of canoes together to form what appeared to be a large colorful raft. This allowed "Admiral" Hope to board each vessel for a final inspection before our landing at the boat ramp in Little Orleans.

It just doesn't get any better than this! I hope you'll join us next year. ❀

Heritage Hike Flag Bearer

The American Flag waved over this year's procession of Heritage Hikers. Our fellow Association member, Dave Lepkowski, served as our flag bearer as we walked down the canal together from Fort Frederick to Williamsport. Dave also carried a bucket full of red, white, and blue ribbons with safety pin clasps. He distributed the ribbons to the hikers to wear in remembrance of September 11th. Many thanks to Dave for his inspiration and thoughtfulness.

Carl Linden ❀



Paw Paw Bends Canoeers with stick player.



John Lepowski. Carl Linden

C&O Canal Staff Receive Recognition

Three C&O Canal managers recently received recognition for outstanding contributions for their work with the National Park Service. These awards exemplify the quality of work of the staff of the C&O Canal National Historical Park.

Superintendent Douglas D. Faris has worked for the National Park Service for 28 years. He has served as superintendent of the C&O Canal for seven years. During the recent Superintendents Conference held at Nemaquin Resort in Pennsylvania, Doug Faris received the Department of Interior's Meritorious Service Award for his contributions to the National Park Service in the field of park management and protection of natural resources. He was specifically recognized for his leadership in the park's flood recovery program, innovation with risk management/safety programs, and development of partnerships. He was also recognized for his work with historic leasing to protect park structures.

Assistant Superintendent Kevin Brandt was awarded the FY

2000 National Park Service Environmental Achievement Award for exceptional achievements and contributions in broad environmental areas. Kevin was one of four national recipients. He was selected for this prestigious award for his leadership in establishing a trash free program for the C&O Canal National Historical Park. During the past three years, the park has reduced its trash by 93 percent with the help of this innovative program.

Chief Ranger Keith Whisenant was the National Capital Region's 2001 recipient of the Harry Yount Award. Each of the seven regions of the National Park Service selects an annual award winner based on outstanding contributions to the field of ranger activities. Keith was recognized for his excellent work with the development of ranger programs for the C&O Canal, the establishment of a regional communications center, and for his work in protecting the resources of the C&O Canal. Keith supervises the largest visitor protection program in the National Capital Region.

NPS ❀

Steve DeLanoy Volunteer of the Year

Association member Steve Delanoy, a leader in the C&O Canal NHP's Volunteer Bike Patrol, has been named "2001 Volunteer of the Year" for the National Capital Region. The award, signed by Terry Carlstrom, Director of the National Capital region, cited service that included over 1000 hours of patrol and hundreds of hours in administrative tasks. The award was presented at the Northeast Region NPS Superintendents' Conference at Nemacolin Woodlands Resort and Conference Center, Farmington, PA.

In his acceptance speech, Steve expressed his appreciation and made the following remarks:

My relationship with the C&O Canal started when I was 4 years old. Some of my earliest, and happiest memories in life are coming to the Canal with my family for long walks, fishing, and boating...the Canal was my own backyard, one that I shared with all who came to enjoy it.

Over ten years ago, I joined the C&O Canal Association. Back then, we would have work parties once a month where we would clear and restore trails, clean up trails, and do anything needed to help support our park. It was often hard work, but it always felt good to give back something to the Canal, because the Canal has given me so much throughout my life.

Then, three years ago, the Bike Patrol was created through the hard work of Superintendent Faris, and Nancy Poe. With Nancy's dedication and zeal, she put this program together, getting it up and running, creating the asset it has become for the Park today.

I was privileged to become a founding member of the Bike Patrol program. We have seen the program evolve to play an important part of the park's Safety and Security needs.

These have included helping visitors with information, bike repairs, and also a full range of First Aid assistance, some involving serious injuries. Often, we are the first help to arrive and render whatever help is needed. We also assist the Park Rangers in many of their Search & Rescues.

The Palisades District Bike Patrol team is made up of dedicated volunteers, people who are willing to sacrifice their time to help others. We are a very unique group of hard working individuals.

We work with Park Rangers like Joe Pond, Sandy Tennyson, and Kathleen Kelly, who are an inspiration to us.

Special thanks are in order for Kathleen Kelly. Without her help, guidance and direction, the Bike Patrol would not be as organized or effective as it has become. Despite all of her regular responsibilities, she always finds time to work with the Bike Patrol.

We would also like to share our appreciation for Martin Gallery for all of his help with the Steering Committee, and for overseeing the whole Bike Patrol program.

One of the most rewarding parts about being a member of the Bike Patrol team is receiving thanks and recognition from the visitors for the volunteer work that we do on the Canal. They often stop to tell us how much they appreciate our presence, especially in the remote areas, and how safe they feel knowing that we are out there.

Its moments like these that make it all worthwhile for us...



THE ASSOCIATION WELCOMES NEW MEMBERS

Douglas L. ADKINS and Rapeepun Jaisaard	Vienna, VA
Don ALLEN	Arlington, VA
Suzanne S. BECKWITH	Smithsburg, MD
Clare BENSLEY	Newbury, NH
Joyce BOSC	Silver Spring, MD
Dr. Andrea R. BOWDEN	Baltimore, MD
Catherine S. BROWNING	Vienna, VA
S. Thomas A. CASSIDY	Rockaway, NJ
Joyce & Edward CHARRON	Jacksonville, FL
Frank DASPIT & Nell Hennessy	Washington, DC
Gary & Pam DOLLY	Ridgeley, WV
Vernell DOYLE	Hagerstown, MD
Laurie Lynn HARDMAN	Greenbelt, MD
Larry LOGAN	Hancock, MD
Stephen MARDER	Shillington, PA
Dorea S. MCMAHON	Rockville, MD

Lucy S. NEHER
Madeleine Cohen OAKLEY
Jim & Clare O'MEARA
John O'ROURKE
Bruce OURS, JR
Cynthia Susan PALMER
David & Linda PETERS
Kathy & Chuck POORE
Marjorie RICHMAN
Charles & Margaret SAUNDERS
Thomas R. SCALLY
M/M Richard W. SCHWERDT
Steven & Pam SELDEN
Elias Roy SHILLING
Richard S THOMPSON
Samuel VANDERHOEK
Kristin Camitta ZIMET and John Zimet

Bethesda, MD
Rockville, MD
Bethesda, MD
Silver Spring, MD
Seabrook, MD
Bethesda, MD
Silver Spring, MD
Germantown, MD
Bethesda, MD
Bethesda, MD
Martinsburg, WV
Tallahassee, FL
Bethesda, MD
Sharpsburg, MD
Bethesda, MD
Bethesda, MD
Winchester, VA





Congress Appropriates Funds for Two Important C&O Canal NHP Projects

The hard work by many C&O Canal National Historical Park friends, supporters, and Maryland congressional delegation members has resulted in two key appropriations for fiscal year 2002. The 2002 Department of Interior Appropriation Bill signed by President George W. Bush included \$6,415,000 for the stabilization of the Monocacy Aqueduct and \$1,838,000 for the stabilization of masonry walls along the canal in Georgetown. Both of these projects are crucial preservation maintenance projects. The Georgetown Walls project will provide funds for the park to stabilize the most important wall areas to prevent wall failure and disruption to the towpath and the interpretive boat operation. The Monocacy Aqueduct funding will provide the capability to undertake a major stabilization of the aqueduct and remove the steel banding support system installed after hurricane Agnes in 1972.

In 1998 following a complete evaluation of the flood damage resulting from the two major floods of 1996, the park staff and supporters began a campaign to preserve the Monocacy Aqueduct, an icon of American engineering. The C&O Canal Association began a fund-raising program designed to attract the attention of members of the Maryland Congressional delegation and other members of Congress. The National Trust for Historic Preservation designated the Monocacy Aqueduct as one of 11 most endangered historic features in the nation. Then First Lady Hillary Rodham Clinton participated in a major media event at the aqueduct in 1998. Since that time the C&O Canal Association has raised over \$160,000 toward the Monocacy Aqueduct preservation project. Maryland Senators Sarbanes and Mikulski joined by Representatives Morella and Bartlett played a crucial role in ensuring that the funds were appropriated for the aqueduct stabilization project.

The Monocacy Aqueduct project is a wonderful example of successful partnering. The C&O Canal Association, members of the C&O Canal Advisory Commission, park staff, and park supporters worked together to accomplish a vital preservation goal. The goal was to obtain funding for a complete stabilization project that would ensure that the aqueduct would be sustainable in the future. The engineering solution will provide for the existing steel banding system to be removed so that the public will again be able to view the aqueduct as it was originally constructed in 1833. Congratulations to everyone that provided their time and energy to this important project. Construction will begin in the summer of 2002. ❀

Line Item Construction Program Includes Several Important C&O Canal NHP Projects

The National Park Service's Line Item Construction Program supports capital improvement projects for parks throughout the National Park System. The program maintains a list of projects that the National Park Service recommends as its highest priorities. Parks submit a detailed project description of projects to a broad-based review panel. The projects are evaluated using a system known as Choosing By Advantages. This process uses ranking factors such as protection of cultural and natural resources, providing for visitor enjoyment, health and safety, improving efficiency of park operations, and cost-effective and environmentally responsible solutions. After the projects are ranked, their score is weighted against the estimated cost. Besides the Monocacy Aqueduct and Georgetown Walls projects that were recently funded by Congress, the following projects have been included in the National Park Service's five-year program:

1. Repair/Rehab Great Falls Visitor Center and Adjacent Facilities. This rehabilitation project is estimated to cost \$1,708,000.
2. Stabilize Towpath and Stone Retaining Wall and Construct Footbridge at Widewater. This project is estimated to cost \$1,479,000.
3. Reconstruct and Stabilize Big Slackwater Historic Stone Wall and Towpath. This project is divided into two phases. Phase One is estimated to cost \$9,369,000.
4. Restore Historic Seneca Village. This project is estimated to cost \$1,997,000.
5. Develop Williamsport Interpretive Complex. This project is estimated to cost \$3,112,000.
6. Replace Great Falls Canal Boat. This boat replacement is estimated to cost \$1,035,000.

Several other projects have been submitted for funding in the five-to-ten year time frame. Restoration of the Conococheague Aqueduct in Williamsport, Maryland will be a high priority for this next period. The hard work of many park staff members is helping to ensure that the nationally significant resources of the C&O Canal will be preserved. ❀



ANNUAL MEETING

March 2, 2002

This year's annual meeting promises to be an exciting time. This is your chance to hear firsthand about the success of the Association's Monocacy campaign, a major achievement in its history since the park was formed. It is also a chance to hear and give your input to the ideas surrounding the opportunity to open a permanent office that can serve as a focus of the organization's activities. It is also, of course a chance to meet the candidates for next year and provide input through a nominating committee for the year after. It is, above all, a chance to get together with your fellow members, show your support and talk about your favorite topic, the C&O Canal NHP.

While there will be no guest speaker this year, Park Superintendent Doug Faris will be there to discuss both the future of the Park and what role he sees for our organization.

This is your chance to learn more about your organization, what has happened and where it is going. Come and join us. Help us propel the organization into the 21st century.

Directions

Williamsport Fire Hall (Exit 1 off of I-81 take Route 68 into town. Fire Hall is off Brandy Drive opposite water tower and American Legion, a right turn)

1:30 PM	Meet the Candidates
2:00-4:00 PM	Meeting
4:00-5:00	Happy Hour
5:00 PM	Banquet (2 meats, salad, vegetable, dessert, beverage)

In the morning you may want to visit the Cushwa Basin Visitor Center and Lock 44. There are several places to eat in Williamsport, at the "Square corner" [Conococheague and Potomac] and on Route 11.

Cost for banquet: \$18.00. (Reservation form on page 19) ❀

NOMINATIONS

In accordance with the Bylaws of the Chesapeake & Ohio Canal Association, Inc., a year 2002 slate of nominations for the Board of Directors has been prepared by the duly elected Nominating Committee. The election will occur at the annual meeting on March 2, 2002 in Williamsport, Maryland.

We appreciate the following Nominating Committee members for their efforts in presenting the slate for the new year

John Chandler - Chairman
Barbara Sheridan
William Bauman
Blair Bower
Don Juran
Rachel Stewart

CANDIDATE BIOGRAPHIES

PRESIDENT

Ken Rollins

As a forty-two year member, having served as Treasurer, President, and Board member, I will use these experiences to guide the Board as we deliberate the present and determine our future direction. I am an original Level Walker, the instigator of through-hike series, and a participant in all six hikes. In addition, I am the originator and long-term chairman of the Programs Committee. Though generally conservative, I am willing to compromise historical purity, if necessary, such as in the Towpath area above Dam 4. In addition to the Monocacy Aqueduct and Big Slackwater projects, I will stress archives work and up-dating the Clague map series.

Ruther Glen, VA

FIRST VICE PRESIDENT:

Christine Cerniglia

I was lucky enough to be born along the C&O Canal. Growing up right next to the lock house at Lock 8 in Cabin John has left me with a life-long interest in the canal and a desire to do what I can to help preserve it. My husband Wayne and I have been active members of the C&O Canal Association for 11 years now (time really does fly when you are having fun). I have served on the "Save the Monocacy Aqueduct Committee" since its beginning and have served as one of the directors on the Board of Directors. I have participated in two through hikes and am familiar with our park's beauty and its problems. I thank you for a chance to further serve.

Rockville, MD

SECOND VICE PRESIDENT & LEVEL WALKER CHAIR

Bill Burton

I joined the C&O Canal Association four years ago for the fellowship with others who enjoy many of the same activities that I do (hiking, canoeing and camping) and who also share the same appreciation for the C&O Canal NHP. During most of this time I have been a level walker and currently have two levels. I served on the registration committee for the 1999 Through-Hike and successfully completed the hike. I have served on the Membership Committee for almost two years and have been serving as a Board member since June 2001, filling a vacated position.

Warrenton, VA

Only in recent years have I learned to truly appreciate and enjoy the many benefits of the C&O Canal National Historical Park. The engineering feat of building this canal with the tools and equipment available at the time never ceases to amaze me. Completion of the long awaited Monocacy Aqueduct restoration will certainly be a giant step in the preservation of the park, but also it should be a reminder that there are still many other things to be done.

If elected, I will accept the responsibility for, and do my best to continue the Association's efforts in the preservation and protection of this great resource. The value of the C&O Canal NHP can not be overemphasized. It is essential to ensure that this historical canal, with all its recreational opportunities, will be

available for future generations. Only then can we rest, knowing that our dedication for the preservation and protection of the C&O Canal NHP will be continued.

TREASURER

David M. Johnson

Bethesda, MD

Treasurer 1995-2001, 1989-1991; President 1991-1993; Director 1985-1989; Level Walker; NPS Volunteer; Member of the Board of Directors of the American Canal Society and Pennsylvania Canal Society.

As Treasurer, I will continue to work to maintain the Association's accounts and financial affairs in accordance with standard and accepted accounting procedures, and attempt to guide and influence the Board of Directors to exercise their responsibility to manage the membership's funds in a prudent and business-like manner.

SECRETARY

Donald R. Juran

Rockville, MD

I have been Secretary of the Association for the past two years. In 1999 I was elected to the Board of Directors, cutting short my term to run for Secretary. I have also chaired the Nominating Committee and Registration for the 1999 through-hike and I serve on the editorial committee for *Along the Towpath*.

Carol and I are Level Walkers for the level from Dargan Bend to Mountain Lock.

Again I look forward to doing my part for the Association and this beautiful, fascinating ribbon of real estate we all love.

INFORMATION OFFICER

Mickey Reed

Bethesda, MD

Served on the Board for two years as Information Officer. Retired four years ago from a career as Legislative Assistant for Congresswoman Connie Morella, first in Annapolis and then in Congress. I am also a board member of the Montgomery County Historical Society. John and I have a family of seven daughters, three sons-in-laws and 4 (soon 5) grandchildren. Our favorite activity is our daily trip to the tow path or Billy Goat Trail with our dogs - one found at Carderock before Christmas '00.

CONTRIBUTORS TO ASSOCIATION FUNDS

Eugene BERGMAN

John L. BOWMAN, Jr.

The CHARLES DELMORE FOUNDATION

Hal & Jane LARSON

Michael & Linda MARMER

Paul & Shirley TOURIGNY

FRIENDS OF HISTORIC GREAT FALLS TAVERN

William E. RAVENSCRAFT

MEMBERS OF THE BOARD

Blair T. Bower

Arlington, VA

Background: Registered professional civil engineer; specialties in water resources management, environmental quality management, coastal resources management. 39 years of backpacking in the west, including 12 trips into Grand Canyon. In 1974, hiked the C&O Canal from Cumberland to Washington in 8 days, with some support from my spouse.

COCA connection: Member after joining Justice Douglas and others on reunion hike in 1966. (Actually beat The Justice to the lunch stop one year; highlight of my hiking career). Am concerned particularly with the preservation of the unique resource the C&O Canal represents. This involves monitoring activities of both public and private entities, in relation to potential impacts of those activities on the Park. I personally would like to have a President and a Congress who would establish a contingency fund (escrow account) for the Park, (and other parks), so that every time there is a "damaging event", e.g., flood, wind-storm, hurricane, the park superintendent would not have to go "hat in hand" to Congress for repair funds.

John Lindt

Bethesda, MD

A member since May 1991 when my interest in the canal was first stimulated by Dave Johnson during a visit to Great Falls Tavern. I have served as a NPS volunteer interpreter at the Tavern, and rove the towpath talking to the public about the canal. I also participated in the Association sponsored VIP WORK DAYS eventually replacing Joan Paull as VIP Coordinator and served as a member of various committees. I am active with the Friends of Historic Great Falls Tavern and am a member of the American Canal Society. My wife, Gloria, and I have attended eight World Canal Conferences. I am proud to be a member of the C&O Canal Association, surely one of the effective support groups assisting in America's national parks.

Charlotte Loveless

Hagerstown, MD

I first walked on a portion of the canal near Taylor's Landing in 1972. For the next ten years I jogged a portion of the canal many weekends and camped nearby. After moving to western Maryland in 1984, I continued to enjoy biking and hiking portions of the canal.

It was not until 1997 that I learned of the C&O Canal Association through my sister and brother-in-law. Since then I have participated in several hikes and Annual Meetings and helped Barbara Sheridan with the booth at the Sharpsburg Festival.

When I am not hiking or jogging, I am working full time for the Hagerstown Housing Authority where I work as a senior services coordinator. At other times I can be found interpreting for deaf people or taking a dance class.

When I was approached by Barbara about giving consideration to becoming a Board Member and what that involves, I thought, why not? If someone can be as near to the Canal as I was and not know about the Association, then there is need for letting people know about us.

If elected to serve as a Board Member, I would continue to learn more about the canal, the Association and work to help the

membership grow. Maryland is indeed fortunate to have this national treasure at our river's edge and we need to continue to protect it for the generations that follow.

Dward A. Moore, Jr

Brunswick, MD

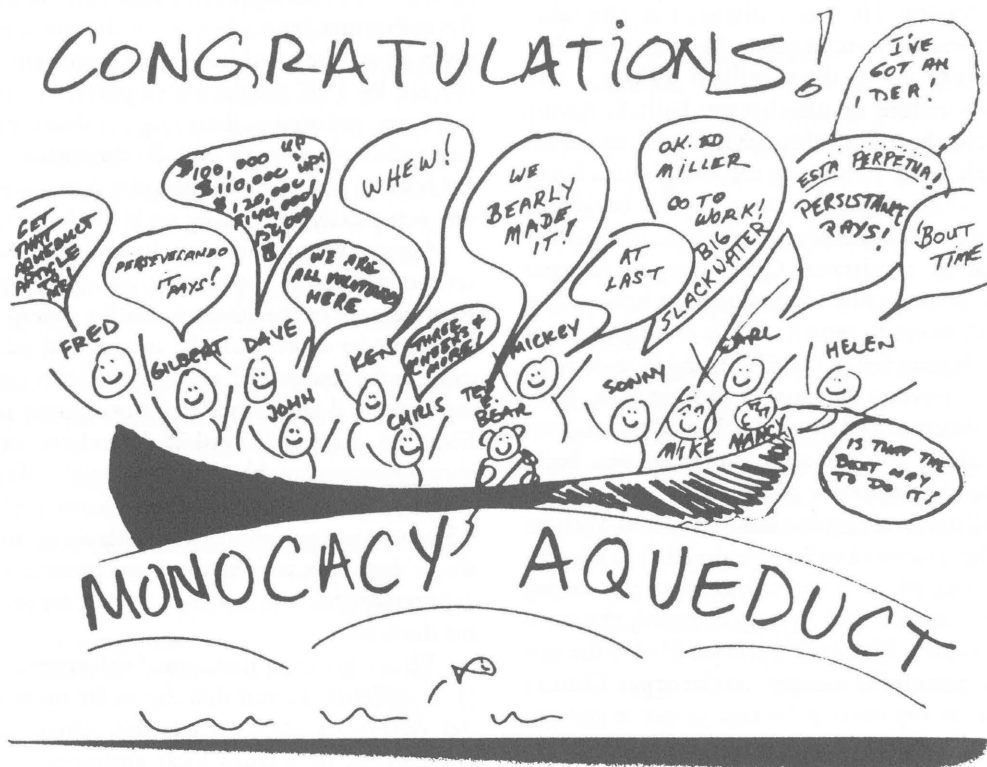
As I ride the MARC commuter train each day and we cross the Monocacy, I look to the south and the beautiful Monocacy Aqueduct and marvel at its construction. I am a senior study director with Westat, a survey research company in Rockville. My wife, Jeanine, and I have been members of the Association for most of the 14 years that we have lived in Brunswick. After moving to Brunswick, we immediately became interested in and fascinated with the Canal -- its history and its future. Upon learning about the Association, we became members and served as Level Walkers. Over the years, we have biked and hiked most of the canal enjoying every mile. During the massive clean up in 1996 after the two disastrous floods, we volunteered on two different occasions to help with the cleanup so that others could continue to enjoy the Canal. I feel an obligation to help preserve this marvelous park and encourage its use and protection. The Association has made great strides in focusing attention on the Monocacy Aqueduct and the need to rebuild it so that it can stand for at least another one hundred years. We must continue in this effort. I welcome the opportunity to serve on the board and would appreciate your support. Thank you.

Peter Whitney

McLean, VA

Peter is Economist in Residence at American University in Washington, D.C., Senior Advisor on Latin America for Control Risks Group, an international management consultancy, and Adjunct Professor at the Fuqua School of Business at Duke University. His courses at American are Country Economic Analysis, Competition in an Interdependent World, Macroeconomics and Economics of Globalization. For Control Risks he performs political and business risk assessment and confidential investigations and writes on terrorism. At Duke he teaches International Business Management in the Cross Continent Program and short courses in other programs. He teaches Trade Dispute Resolution and related short courses at the Foreign Service Institute. He retired from the Foreign Service in 1997 after a 30 year career.

His principal interests include environmental preservation and hiking. He has negotiated environmental agreements with Argentina and Brazil, has taken courses in the environment and botany and is a member (and will be Vice President in 2002 and President in 2003) of the Botany Society in Washington. He and his wife Martha's annual vacation is hiking from inn to inn. They have greatly enjoyed walking and plant identification along the canal when posted to Washington. They joined the C&O Association in 1998 after returning to the area. Peter participated in the Through Hike in 1999.



Eric Freeburg

THE NEWS FROM ENGLAND

Hal Larsen

Few can match the zeal of the British in the matter of restoring canals. A case in point is the major restoration underway in the Cotswolds. Two old canals--the Stroudwater and the Thames and Severn --met at a two-mile tunnel at the summit of the Cotswold hills, making a connection between the Severn and Thames rivers. This waterway never amounted to much economically, but its brief survival serves as an example of how not to build a canal.

As early as 1600 the British dreamed of a way to move goods from the Severn to the Thames without using packhorses on almost impassable muddy roads. Paving didn't come to mind, but a canal did. Not until 1786, however, was the Stroudwater Canal opened from the Severn to the Cotswolds summit. Three years later the Thames and Severn on the eastern slope was completed to make the connection, helped over the high point by the Sapperton Tunnel, more than two miles long. The main backers of the canal were the moguls of Shropshire who sent such products as coal and iron to London and needed a better way to go than by packhorse.

The canals were a bad job from the outset. The Sapperton Tunnel, the third longest in England, was fraught with problems, mainly because it and several locks on its eastern side were built on an unequal level. This and many other defects resulted from inferior workmanship. The contractor was usually too drunk to supervise the work properly. He was replaced, but only after many irreversible deficiencies were in place. Aside from all this, the canal leaked severely, up to three million gallons a day, because of the porous limestone on which it was built. Surviving are five unique, completely round, three-story canal dwellings with one room on each floor: a stable on the first floor, a living room in the middle, and a bedroom on top. The buildings, though useful for affording lockkeepers good views in all directions, were unpopular as residences. One young lockkeeper brought his new bride home to one of these strange houses. She took one look and fled, never to return. Oddly enough, four of the structures serve as homes today, the fifth being in disrepair.

Cargoes did actually move on the canals for a short time. They were carried on narrowboats pulled by men rather than the horses generally used in England. A year after the canal was built, however, the need for the waterway vanished when a shorter route between the Midlands and London was completed. Perhaps it was just as well, as the Thames and Severn already had enough problems. Keeping it watered on the east slope was a continuing difficulty. It took four years to build a pump to supply the canal with water from the Thames. This problem was added to the one created by the poor navigational conditions on the upper Thames so that boatmen were in any event reluctant to use it and the Cotswold connection. By the 1860s, when the canal was struggling badly with competition from the railroads, it paid out its last dividends to the shareholders. After failed attempts through the 19th century to keep the hapless canal in operation, it finally closed in 1933, six years after the Sapperton Tunnel, which had leaked badly ever since it was built, closed because maintenance costs became prohibitive. The Stroudwater on the western slopes

continued in local use until 1941.

Following their problem-plagued life as a waterway between the two major rivers in middle England, the abandoned canals quickly fell into ruin. The tunnel suffered two roof collapses, and sections of the Thames and Severn were returned to agricultural use or had factories built on top of them. The M5 highway, later constructed, covered the canal for more than a mile. Nine swing bridges over the canal were rebuilt as fixed structures. Some locks were removed during highway construction, and others were allowed to decay. The canal was filled in at a railroad and two road crossings. In addition, it was filled in to provide a bypass around Stroud, a Cotswold town.

Despite its deficiencies, the volunteers of the Cotswold Canal Trust undertook in 1990 to restore this waterway. Trust members, supported by local government, were encouraged to restore the entire stretch, reasoning that it would be more popular with recreational boaters than it had been with the earlier commercial boatmen. The volunteers began with what was perhaps the most difficult task, restoring a section where six locks on the western slope were about to be buried by nature, the plan being to clear two locks each winter for three years. The project, known as "Dig Deep," was to remove brush and trees, rebuild the lock walls, and restore the towpath. One particularly badly damaged lock promised to require several years of work. Some help was provided by the local council in Stroud that built bridges on its bypass high enough to permit boats to pass under on a restored canal. The local authorities also rehabilitated several old hump-back bridges that had been flattened over the canal. In addition, the authorities built a bridge on the main highway through the town where the canal had earlier been sent under the road via a culvert. By 1997 the decorated portals of the Sapperton Tunnel had been restored to their original styles, gothic on the western side and classical on the east. By this time the restoration permitted boats to enter through the east portal even though the tunnel was completely blocked by rockfalls deep inside.

A major problem in an industrial area was a fixed steel bridge set too low across the canal to allow recreational boats to pass. Replacement of the structure with a swing- or lift-bridge would have cost far more than the trust could afford. But a local firm came to the rescue with a composite lift bridge made of interlocking structural pieces made of isopolyester resin reinforced with fiberglass. Relatively unskilled workers were able to assemble these elements quickly without special tools or lifting equipment. With components resistant to corrosion, the bridge, which weighs 4.5 tons, can support trucks weighing up to 44 tons. Because of the bridge's light weight, there was no need for a lifting tower and counterweight. The structure's low cost brought it within reach for the trust.

Thus a group of undaunted volunteers are resuscitating with great difficulty a canal that shows far more promise than it ever did during its star-crossed past. Once again, determination, enthusiasm, help from local authorities, and a little luck are paying off. But we don't yet know whether the Sapperton Tunnel can be made whole--and watertight--again. The porous limestone underpinning of most of the east slope is still there. Will constant pumping to replenish leaked water be satisfactory in the long run? Could a clay liner do the trick? It worked for the C&O. ❀

FROM THE ASSOCIATION

From the President

To paraphrase the saying about old soldiers, "good ideas never die they just fade away", at least too many of them do. Too many of ours at least. A number have come to fruition, but others haven't survived the initial wave of enthusiasm. Those that work are soon absorbed into our operations and become taken for granted; even become tradition. Ideas that succeeded do so because someone - those who believed in them - stayed behind them; in other words, they volunteered.

Much of our annual program is an example of this process. Successes include our outstanding participation in festivals and our more aggressive efforts to sustain and increase membership. Notable deficiencies are our speaker's bureau and our efforts to spread the word to school children. Most of us can tell anyone about our treasure, but we need coordinators to get volunteers together with the audience. There is new hope for reaching school children through interested teachers, but we must promote a program.

We now face a new challenge. It is clear that throughout the Park Service, many of the National Parks will become more and more dependent on community cooperation or "partnerships." The Superintendent has pointed the way with our conferences at Rockwood and at the Clarion with representatives of the Cuyahoga Valley Association in 2000.

It is true that each situation is unique. The Cuyahoga situation differs from ours in that there are active communities about every 5 miles in the roughly 35 miles with a common enthusiasm. I think, partly through our work for the Monocacy, and largely through the Superintendent's efforts, there is more awareness along the Canal that there is a common interest and a realization that the Park is one entity from one end to the other. The success of the restoration of the lock house at Lander is an outstanding example of what partnerships can do; the Park Service and the Lander community in Frederick County deserve congratulations.

We need to be more involved in this process. By tradition we are reluctant to be a fund-raising instrument for a governmental agency which should be adequately supported by the taxes which we all pay. Perhaps all the parks can be sustained short of collapse by this attitude, but do we want to settle for something like a barest survival? I am sure that our experience in coming up with some \$160K out of the blue made the significant difference to the Park Service in its efforts for restoration of the Monocacy aqueduct.

We have already stepped into the future. In our success with the Monocacy Fund we have "put our money where our hearts are." It made a difference, perhaps the critical difference. It is time to take the next step. We need to be more available to all those people out there who discover our existence and could contribute to our efforts. We can do this in two ways: presence on the towpath (where people "find" the Canal), and a central office where callers can talk to a live representative.

We are making a presence through our continuing participation in the various canal town festivals, our Information Officer, and more recently through our portable kiosk. The latter still needs volunteers who can spend a few hours at any place where people access the towpath. I know that anyone who gives it a try will find that it is a lot of fun, and I am hoping that those who try it will pass their experience along to others so the program becomes popular by word of mouth.

To go further requires the establishment of a central office which requires a new look and some serious thought, but the time has come. I don't think we are ready to establish a professional position with a \$30-60K salary range. From a general discussion following the October board meeting, we may be able to find someone to take the job on a part-time basis, to be assisted by enough volunteers to maintain regular office hours and provide information not available through our home page on the Internet page. We have supported interns for the Park Service, why not some of our own? There is a possibility that the Park Service can arrange some quarters for us along the canal- we should pursue that possibility.

Once again I have brought forward that word VOLUNTEERS. I can assure you that those who rushed to join Justice Douglas in 1954 and hiked with him for the 17 years it took to "walk a National Park into existence" were all volunteers. How can any of us who share that heritage we so proudly claim not volunteer?

I know you are out there!

Similarly, while I have never personally been concerned with membership numbers, it is useful to tell members of Congress or any other organizations that we represent X members and we need more members also to bring in a broader basis for the very talents and spirit I have identified. It is interesting to note how much of our leadership has come through our activities, especially the through-hikes. Invite someone you know who belongs with us to join us along the towpath.

Our experience with the Monocacy Aqueduct committee shows how things can be done. This has been an informal open-ended group (everybody has been welcome) that met periodically without fixed commitments, but with a dedication to the goal. The meetings provided a good opportunity to kick around, every couple of weeks, things of concern to all of us. Many good ideas came from these sessions. Perhaps what we need is a steering committee or a planning council along these lines which would keep current and fill the gaps between Board meetings. Such a group could be directed by a program coordinator who would be authorized to perform according to directions from the board.

More recent and promising developments were discussed at the December board meeting, and we hope to have more at the annual membership meeting. See you there!

Ken Rollins



From the Editor

This issue will mark the first year that I have produced *Along the Towpath*. It has been quite a learning experience and given me deep appreciation for all of those who have put out periodical publications. I have tried to present an inviting, readable publication that will attract both new and old members who have a love for the C&O Canal. I would like to thank all those who have contributed and certainly invite anyone who cares to do so to submit material in the future. I would also like to thank all of those who have taken the time to express their appreciation for my effort. The publication is for the membership and suggestions for improvement are always welcome.

One benefit that comes to me from editing the newsletter, even though it is only a quarterly, is to provide markers that show how quickly one's viewpoint can change. The last issue was quickly modified at the last moment due to the terrorist attack on September 11 and this one, three months later, is celebrating a great achievement of our organization. The funding of the rehabilitation of the Monocacy Aqueduct is a culmination of the work of many people in our organization acting in concert with the Superintendent, Doug Faris. As a participant in the Monocacy Committee, I can vouch for the enthusiasm for the project that was present throughout. I want to express my appreciation to all those who contributed from the organization. I also want to mention in particular, the work of Carl Linden, whose effort was truly monumental. Carl provided the drive and inspiration that kept all of us going without letup for all these years. The organization must express to him our great appreciation.

The experience with the Aqueduct shows what a beneficial and positive force that our organization can become. If we are to continue in this effort in the future, we will have to grow and expand our membership. Even if we were to want to stay put, we will have to grow, if for no other reason than as the park improves and the population surrounding it becomes larger, we will have to improve also. Remember that progress is not always an unmixed blessing. A simple example is the instructions that I have included in this issue about the submission of digital photos. They save me time and my copy is the same as yours. They are also more easily made unusable in a way that cannot be fixed.

The move to have a permanent office is one change that is a sign of this. Even if we stay all volunteer, it will provide visibility and a contact point that we cannot have without an office. It can become the focus for increased membership that can only help in keeping the C&O Canal NHP the park that it is and also should be. There will be expenses, however, and if we want to keep our dues low, we will be able to support this effort only if the dues base increases from the current level. The two go together, but perhaps that is the price for progress. The subject should come up at the annual meeting and make for a lively session.

Fred Mopsik



2002 Membership Renewal Appeal

It's hard to believe another year has come and gone so quickly. It seems like only yesterday that I was enjoying springtime while walking my two levels up by the Paw Paw Tunnel, and now the year is rapidly coming to a close. Thus, it is time to make the annual appeal for renewal and to let you know what has changed since last year.

As you know, annual membership runs from January 1 through December 31 regardless of the date you joined the Association or the date you paid your dues last year. The only exception is for new members who join late in the year and have their dues credited for the following year (check expiration date on the membership card). As specified in the by-laws, all renewals are due on January 1.

It is important to receive renewals early in the year to assure that funds are available for our various programs and projects. We are continuing our practice of including your first renewal notice in this, the December issue, of *Along the Towpath*. You can save the Association a considerable expense and many volunteer hours by using this form and responding promptly to renew your membership for 2002. Members who have not responded by the end of January will receive a second notice in the mail.

Your renewal notice includes a survey portion again this year. We'd like to know how you first found out about the Association. This information should help us increase membership through better advertising. At last year's annual meeting you recommended doing a demographic study of membership by age group and item #2 addresses that issue. If you have a Family or Patron membership, please mark the age categories for all current members in your household. Item #3 deals with volunteering. Maybe you have been thinking recently about helping out by assisting with one of our many programs, committees or events. If so, just check the box and we'll have someone get in touch with you. Lastly, we have included space for your comments and suggestions. If you have been wondering what happened to the information you provided on last year's survey, stay tuned, the results will be available at the annual meeting and published in the next newsletter.

You will not see an appeal for contributions to the Monocacy Aqueduct Fund this year. This fund-raising campaign has been successfully completed. Please see the note on the renewal form for more information.

Your continued support and membership in the C&O Canal Association are needed to assure this valuable resource will be there in the future for all to enjoy. Remember, COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible.

As always, thanks for another great year. Hope to see you along the towpath.

Barbara Sheridan
Membership Coordinator



News items from the C&O Canal National Historical Park:

1. Plans for the bridge that will replace the one that connects Shepherdstown, West Virginia, with the Maryland shore in the vicinity of Ferry Hill indicate that the new bridge will be about twelve feet higher than the present span, and that there will be an eight-foot-wide pedestrian walkway. The new bridge will be built upstream from the old one. Construction is expected to begin in June or July 2002 with completion in two years. This project is being funded by the State of Maryland.

2. Shepherd College will be a partner with the park to provide interpretation at Ferry Hill.

3. The Cultural Landscape Plan for the Ferry Hill complex has been completed. Copies are available for review at Ferry Hill. Copies of the Land Protection Plan should also be available.

4. Volunteer hours at the park total over 31,000 for this year.

5. A visitor-use survey conducted in the park revealed that C&O visitors expressed a 94% level of satisfaction with their park experience.

6. Congress has provided \$650,000 for the Corps of Engineers to study and prepare plans for rewatering the canal in Cumberland. It is estimated that the total cost of the rewatering project may be \$12 million.

7. The Canal Parkway in Cumberland has been completed, and is now open and in use.

8. A plan is under way to create an established parking area in the vicinity of Old Angler's Inn where parking for years has been "informal." The proposal includes provision for a paved parking area and a restroom facility.

9. At the Galloway's Bluff location in the Big Slackwater area, all of the retention structures have been removed, including the staircases leading from the top of the bluff to the towpath. A number of these staircases were in a state of disrepair, and posed a potential danger to park visitors who might try to use them.

10. A project to enhance the historic ambience at Seneca will soon be under way. Included in the work proposed is the relocation of the parking lot which will be moved further away from the lockhouse and aqueduct. It is expected that some rehabilitation work will be conducted on the aqueduct.

11. An evaluation of the Paw Paw Tunnel, in preparation for rehabilitation, reveals that the structure is in better condition than first believed.

12. It is expected that additional outsourcing of jobs in the park will be required. This is undoubtedly a trend in the National Park system, as in other agencies of the Federal government. Whether this is efficient and cost effective is dubious.

13. Thirty new wayside interpretive exhibits were added to the park this year.

14. According to sources, National Park Service Director Fran Mainella has two main priorities: building partnerships and building constituency.

15. In order to eliminate the noxious odors emanating from the Dulles Interceptor Sewer line that runs along the berm side of the Canal in a portion of the Palisades District, the Washington

Water and Sewer Authority plans to build 20x40 foot vents in the vicinity of Fletcher's Boat House and in the Old Angler's Inn area. Two additional vents will be constructed on land under the jurisdiction of the George Washington Memorial Parkway superintendency.

16. Duke Energy has submitted a permit requesting the right to cross canal lands in the construction of their proposed generating plant, to be situated about three-quarters of a mile from the canal at Point of Rocks. A second request has been submitted for a facility in the same area.

Association Committee to Consider Office – At the Association board meeting on December 2, a new committee was formed to explore the feasibility of the Association's establishing an office and hiring staff. The committee will investigate such matters as possible location for an office facility, a job description for employee(s), potential costs associated with operating an office, funding options and functions for this office, including a more aggressive and continuing fund-raising effort for the benefit of the C&O Canal NHP. Thus far, board members who volunteered for this committee are Karen Gray, Pat White, Carl Linden, Dave Johnson and Richard Stoll. Any Association member wishing to join this committee should contact Ken Rollins. The potential results of the committee's findings may very well provide a more prominent role and expanded activity for the C&O Canal Association.

Maryland Clean Air Permit Process in Trouble – The US Environmental Protection Agency now has authority over all industry requests for new permits or renewals issued in Maryland because the state failed to comply with an EPA order to allow greater public participation in the industrial permitting process. As reported in the Washington Post, "After Maryland failed to meet a December 1 deadline for correcting that problem, EPA officials notified the state that it would immediately seize control of the permit program. The state stands to lose \$4.2 million in Federal funds it receives to administer the program, and industries now face a higher level of scrutiny of their applications."

The Headquarters Move – Pros and Cons – The Park headquarters will move to its new location in Hagerstown at the end of January. Historic Ferry Hill, the present headquarters, will become an interpretive center. The move has generated some publicity, particularly in Hagerstown. The Ferry Hill location was selected some time ago after much consideration and thought. It was believed appropriate that the headquarters be located within park boundaries; that it be about half-way between Georgetown and Cumberland; that it be in an historic building, albeit one that had undergone some modifications over the years. However, as park responsibilities increased, so did the need for additional office space, and trailers were brought in to augment space, thus impairing the historic scene around Ferry Hill. The necessity for commuting to meetings grew, particularly to the National Capital Regional office in Washington and to Cumberland after the creation of Canal Place authority; increasing

amounts of time were consumed in travel. It became apparent that the use of Ferry Hill as an office was causing undue wear and tear on the building's historic fabric. It was apparent that a move was necessary, and office space in a building in Hagerstown was selected. The new office will provide more room, and very importantly, it will provide temperature- and humidity-controlled space for historic documents and artifacts. The new location is expected to lessen commuting time. However, the building is outside park boundaries, in a location considered by some to be an unnecessary expense (rent), and to be an inappropriate ambience for an historical park. In summary, the original choice of headquarters at Ferry Hill was made for good reasons; the move to what is expected to be a more efficient location is also made for good reasons.

News from "Canal Place Report" – In Cumberland, work on the Trestle Walk Project which extends the brick promenade in front of Station Plaza to connect with an existing rail trestle at the perimeter of the Crescent Lawn area, is nearing completion. The trestle walk will connect the Western Maryland Railway Station plaza with the C&O Canal and will create a linkage for the Allegheny Highlands Trail to the towpath.

The next construction project at Canal Place will be the Crescent Lawn Project, which will begin in spring 2002. The first phase of this project will include construction of three buildings

housing about 12,000 square feet of shops and services; a brick plaza; and the Crescent Lawn Festival Grounds. The second phase, which will coincide with the construction of the C&O Canal basin, will include a fourth structure to house the National Park Service boat operation; the lower plaza; a permanent stage for the festival grounds; and the finished walkway along the rewatered canal.

Status of the Historic Leasing Program in the C&O Canal NHP – Properties with signed leases: Burnside Property (Williamsport); Cooper Property (Little Orleans); Lockhouse #6 (Brookmont); Lockhouse #10 (Cabin John); Myers Property (Pleasantville); West House (Seneca). Other properties in use (under cooperative agreements) and their occupants: Abner Cloud House, Colonial Dames of America (Fletcher's area, DC); Lockhouse #8, Potomac Conservancy (Cabin John); Lockhouse at Swains Lock (#20), Swain Family (Potomac); Rileys Lockhouse (#24), Girl Scouts of America (Seneca); Lander Lockhouse (#29), Lander Community Association (Lander). Properties that were scheduled for lease signing in late October 2001: Barr Property (Sharpsburg); Bussard Property (Antietam); Rohrer Property (Clear Spring); Weber Property (Clear Spring).

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

ANNOUNCEMENTS

Continuing Hike Series

In September history came alive when Gene Long, who grew up at Lock 68, described life in the lockhouse from his earliest memory - being lifted into a boat from the porch roof during a flood - to assisting with rewatering the canal in Oldtown as a teenager. Along with his own experiences he shared the history of the area and pointed out the location of the road used by Braddock's army during the French and Indian Wars.

The New Year's hikes will start at the Seneca Aqueduct at 2:00 PM New Year's Eve and at 10:30 AM on New Year's Day. This will be a good chance to examine the quarries and the stone cutting mill.

The schedule for the 2002 hikes is included in the Calendar of Events. All include a circuit and return to the starting point. The May and November hikes in the Harpers Ferry area will be moderately strenuous as they include some significant elevation gains.

The first 2002 hike will be Sunday January 27. We will meet at Violettes Lock at 10:30 AM for an easy three-mile stroll on the towpath and riverside trails. Saturday February 23 we will meet at the Paw Paw Tunnel parking lot at 10:30 and will try to locate the five remaining transit stones and both shafts. Sunday March 24 we will meet at Carderock at 10:30 and enjoy the early spring

wildflowers along the woodland paths of the B and C loops of the Billy Goat Trail. These portions of the Billy Goat Trail are not strenuous.

Pat White 301-977-5628 ❀

Notice to Contributors Photo Requirements

In preparing the newsletter, I thought that it would be helpful to present some guidelines that would help ensure that any submitted pictorial material could be used for the newsletter. This will become even more important as digital images become available, since such images are both good news and bad news.

For conventional photos, a standard, good quality print will be quite acceptable as long as it is sharp and not too dark. I can adjust most photos as required. Most importantly, make sure that the faces of any individuals are not lost in the shadows.

For digital photos, the good news is that I do not have to scan them in. The bad news is that there is no way to adjust the resolution to what is needed if it is not high enough. For a single column photo, the minimum resolution would be 1 Megapixel. I can use TIFF, JPEG, PCX or GIF formats. The quality issues are the same as for conventional photos.

Fred Mopsik, editor ❀

Level Walker Chair Karen Gray

New Level Walker assignments made this past quarter included John Belz to #11; Brenda and Mark Klueber and their daughter Caitlin to #20; Ed Bury and Kathy Schuyler to #31; and Suzanne Beckwith to #38 and #64. Thanks for volunteering, folks!

We're doing well this year with 206 reports received representing 98 of the 124 current Level Walker assignments. Still, as always, we need more volunteers. As this is being written in mid-November, two levels have not been reported on this year: #62 downstream from Oldtown; #64 downstream from Spring Gap. We are close to achieving 100% coverage of the canal in 2001, but not quite there!

Although all levels have someone assigned, most levels need more Level Walker attention and some need it badly. If you are a C&O Canal Association member, consider becoming a Level Walker. No volunteer interested in the responsibilities and pleasures of being a Level Walker will be turned away and I'll work with you to find a level that meets your requirements and our needs.

NOTE: The deadline for reports included in the next issue is Feb. 10. Reports can be mailed or e-mailed but please use the standard form (provided in e-mail format or on paper for those using regular mail). Let me know if you need either the e-mail or the regular mail form.

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

#1 *Tidelock to the Inclined Plane*: 8/21, 9/6, 9/25, 10/4, 10/16, 10/25, 10/30, **John Barnett**. John filled approximately 15 large bags on these walks. He reported that the boat operated during October after being shut down for part of August and September due to a break in the canal wall that the flash flood in early August caused near Lock 5. However, its route was shortened due to towpath closure where the wall was sagging between Potomac St. and 34th St. On 10/16, **B. K. Lunde** encountered Kevin, an unaffiliated volunteer who has been a significant help in removing litter along the Georgetown level.

#2 *Inclined Plane to Lock 5*: 11/3, **Bill Quinn** was able to collect a large amount of litter along the canal side of the prism due to low water

#4 *Cabin John Creek to Lock 14*: 9/9, **Nancy Henningsen**, counted 64 bikers and 49 walkers on her walk. 8/27, 10/24, **Fred Mopsik** with canine assistants **Cleo** and **Logan** reported in October the repair of erosion ruts commented on in August. 9/3 **Carolyn Reeder** also commented on eroded areas on the level.

#5 *Lock 14 to Bridge at Cropley*: 8/14, 10/17, **Dorothy Camara** and **Bobbie Thorberg** noted new erosion due to the recent heavy rains, and repair of one such

area in August. In October they counted 30 hikers, 9 joggers, and 14 bikers.

#6 *Cropley to Great Falls Tavern (Lock 20)*: 8/31, **Chris Francke** again reported on the severe erosion of the towpath near mile 13; 10/21, Chris counted 465 people during his one-way walk in October; 11/10, **John and Mary Fondersmith** saw a bald eagle and encountered a group of 20 students on a field trip.

#7 *Great Falls Tavern (Lock 20) to Swains Lock (21)*: 9/21, **John Belz** commented on the removal of branches from the towpath by some bike patrollers; 9/29, **Alan and Rebecca Hedin** reported 34 bikers, 10 walkers and 3 joggers.

#8 *Swains Lock (21) to Pennyfield Lock (22)*: 8/20, 9/19, 10/5, **Paul and Maggie Davis** continue their much appreciated monthly reports and major litter-control work. They report that resurfacing and improvement of the road to Pennyfield has been completed.

#9 *Pennyfield Lock (22) to Seneca Aqueduct*: 9/9, 10/31, **Michael Schuchat** reported a busy day with about 60 bikers, 20 joggers, 44 walkers, 9 kayakers, 12 canoers, and 2 on horseback.

#10 *Seneca Aqueduct to Milepost 25*: 9/7, **Carol Purcell** reported that work at a culvert at about mile 24 has left the towpath rutted in that area; 8/4 **John and Val Wheeler** noted significant noise from boats in the river.

#11 *Milepost 25 to Sycamore Landing*:

8/30, **Sandy and Marv Kahn** reported evidence of a bonfire in the parking lot with a great deal of broken glass around it.

#16 *Woods Lock (No. 26) to Monocacy Aqueduct*: 10/28, **Michael Cinciosi** encountered a line of antique cars leaving the Aqueduct parking area.

#17 *Monocacy Aqueduct to Noland's Ferry*: 8/12, **Eric Wentworth** walked shortly after the heavy rains in Washington and found piles of branches from downed trees.

#18 *Noland's Ferry to Point of Rocks*: 9/25, **Jed and Gaye Tucker** commented on mudholes and soft surfaces between miles 44.8 and 46.

#19 *Point of Rocks to Catoctin Aqueduct*: 9/30 **Jack and Pat Cook** noted the removal of a house at the Old Pivot Bridge in Point of Rocks.

#20 *Catoctin Aqueduct to Lock 30 (Brunswick)*: 10/13 **Mark and Brenda Klueber** removed a large trash bag of garbage, most from the canal bed near the train station.

#22 *Lock 31 to Lock 33*: 8/26, **Lisa Angstadt** encountered a fisherman with six freshly-caught catfish. She removed significant garbage from this busy level.

#23 *Lock 33 to Dam 3*: 10/28, **George Wyeth**, noted that all the parking spaces along the road were full. Reconstruction of Lock 33 continues.

#24 *Dam 3 to Dargan Bend*: 9/29, **Karen Gray**, assisted by **Emmie Wood-**

ward and John Barnett removed 3 large bags of litter—mostly down the towpath bank on the river side.

#25 *Dargan Bend to Lock 37*: 8/26, **Don Juran** gathered a full bag of garbage around the Dargan Bend parking area and boat ramp.

#26 *Lock 37 to Antietam Aqueduct*: 10/28, **Jane and Hal Larsen**, encountered two brindle white-tailed deer.

#28 *Lock 38 to Lock 39*: 8/30, **John Lindt and Sonny DeForge** encountered a cyclist making a Washington-Pittsburgh roundtrip.

#31 *Lock 40 to Marsh Run Culvert*: 9/30, **Ed Bury and Kathy Schuyler** found the level very busy but also very clean, and a brand new portable toilet at the Horseshoe Bend campsite.

#33 *Dam 4 to McMahon's Mill*: 10/15 & 16, **Emmie Woodward** removed a large amount of debris, largely from the canal prism; and reported encountering one large, sluggish blacksnake on the towpath.

#35 *Opequon Jct. to Lock 43*: 11/3, **Dave Engstrom**, reported all in good condition with little litter to be found.

#38 *Lock 44 to High Rock Quarry*: 9/11, **Gary Naugle** found the Cushwa basin parking area half full on this never-to-be-forgotten date, but the area clean despite its heavy use.

#40 *Nessle RR bridge to Dam 5*: 8/1, **Bill Hibbard** counted 19 cyclists and 9 walkers during his walk.

#41 *Dam 5 to Four Locks*: 9/2, **B.K. Lunde** counted 51 vehicles with trailers, and 21 without at the large Four Locks parking area near this popular boat ramp.

#42 *Four Locks to McCoy's Ferry*: 9/18, **Diane Summerhill** encountered 29 students from the Boonsboro High School and 7 adults at McCoy's Ferry with canoes studying water quality.

#43 *McCoy's Ferry to Fort Frederick*: 10/13, **Karen Gray** reported the canal

prism which often holds water along this level was completely dry.

#44 *Ft. Frederick to Ernstville*: 9/13, **John Bowman** noted that milepost 114 had been freshly painted and reported that he met a woman in a government truck doing an animal survey for the Smithsonian.

#45 *Ernstville to Licking Creek Aqueduct*: 8/30, **Joe Kochenderfer** found the level quiet and the canal prism entirely dry.

#46 *Licking Creek Aqueduct to Little Pool*: 11/4, **Margie Knott**, accompanied by her dog, **Mistaya**, removed a large amount of litter from the canal prism and reported that the small tree she reported last time growing in the Aqueduct had been cut down.

#48 *Hancock to the Roundtop Cement Mill*: 11/3, **Bill Hibbard** counted 5 cyclists and 7 walkers; 8/25, 9/14, 10/2 & 24, **Pat Hurline** enjoyed wild cherries falling from trees in August and wild grapes in Oct.

#49 *Round Top Cement Mill to Lock 53*: 10/18, **Larry Logan** noted the many ruts in this area and reported a sighting by Park Service staff he encountered of a white deer.

#50 *Lock 53 to Dam #6*: (date not given) **Ed Leisinger and Karen Elliott** found the top of the cage (keeping debris from clogging the culvert) near Lock 54 open and unclosable, which he reported to the Park Service; 9/2, **Grenville Whitman and Janice Plotczyk** reported that the closure of the parking area near Dam 6 appeared to have resulted in a reduction of fisherman-related litter, of vandalism, and of use of the Cacapon hiker-biker campsite by those parked at nearby Dam 6.

#51 *Dam 6 to Sideling Hill Aqueduct*: 10/8, **John Popenoe** is the only Level Walker this fall who reported finding a good crop of delicious paw paws.

#53 & 54 *15-Mi. Creek Aqueduct to Lock 60*: 10/30-11/4, **Val and John Wheeler**, spent a week in the area, pulled 5 old tires out of the canal prism, collected many bottles and cans, and reported hundreds of Canada geese on the river, turtles still visible where there was water in the canal, and a beaver dam at about mile 143.5.

#55, 56, 57 *Lock 60 to Tunnel parking area*: 11/13, **Pat White and Karen Gray** found these levels in good shape but sections of the canal prism normally holding water were often dry although one watered section large enough to sustain a muskrat colony (several of which were sighted) exists between Bonds Landing and Lock 60. The superintendent's house at the tunnel parking lot has been newly painted.

#59 *Tunnel parking area to point opposite the mouth of Little Cacapon*: 10/31, **Paula and Greg Rosasco** filled two 30-gal. trash bags and reported a group of 11 motorcycle police from Montgomery Co., consisting of 7 students and 4 instructors. [Note: The towpath is normally closed to motorized vehicles. -kg]

#60 *Mouth of Little Cacapon to Town Creek Aqueduct*: 10/18, **John & Judith Lilga** reported a half dozen large trash bags filled with brush about 10 yards from the towpath near the MD. 51 access point.

#65 *Spring Gap to North Branch*: 11/5, **Bill and Marsha Romano** found the towpath clean and sighted three bluebirds.

#69 *Wiley Ford Bridge to the Cumberland Terminus*: 8/23 & 28, 10/21, 11/8, **Jim and Joanna Mullenex** have purchased a long-handled tool with grippers at the end, which have made retrieving litter much easier. They reported that on weekdays there is a \$3 charge for use of the parking lot at the Western Maryland Station terminus, although a token can be obtained from the Visitors Center which makes it free for Park users and visitors.

❁ NATURE NOTES ❁

Helen L. Johnson

Half a dozen senior citizens had barely settled down for a pictorial introduction to an early November walk along the towpath. The pictures were unknown to anyone, including the person who had put them together in midsummer, expecting to use them in late September. About the time the screen was ready and the projector was set up at the back of the room, about a dozen youngsters came in with several adult leaders. They were

bound for a walk but waited to see the pictures first, since they were taken in the park.

And so we started the projector and the first slide flashed on the screen. That was an easy one – a gnawed-off stump with a log lying beside it. Several other pictures followed – all with evidence that beavers had been in the vicinity recently. The children were excited as they recognized the signs of beavers. Then came

pictures harder to identify – pictures of insects and other very, very small creatures. Soon the children were adding their own marginal shadows of fingers stretching in different directions. And then the slides ended and the children started following their leaders down the towpath. It was a perfect day—warm but not too warm for jackets, bright but not too sunny. The seniors walked in leisurely fashion down the same path. The children had already disappeared.

Soon the seniors were acting like children as one noticed a paw paw tree near the towpath with deep yellow – possibly ripe--fruit. First a nibble, and then a deeper bite as sweet juices indicated a really ripe paw paw. With that beginning, the walk became a hunt for ripe pawpaws. Seldom noticed at other times of year, now without leaves to hide them, ripe pawpaws appeared at unexpected intervals along the towpath. And all those shaken down were SWEET. And everyone had a chance to taste their sweetness.

For me it was a time of rediscovery – not just paw paws, but the Potomac River and everything in the vicinity of the canal. For nearly two months I had vacationed in Iowa. Originally planned as a two week vacation, it became a two month vacation as the result -- a very minor one – of the catastrophe to the Nation on September 11. My return ticket was cancelled. No planes could land at National airport. I was in the middle of Iowa's farm country. I watched as color started to tinge the leaves of oaks and other trees in and around Grinnell, Iowa. Working in the garden in early October, in a cluster of trees I found the totally unexpected--a cluster of monarch butterflies with individuals darting in and out as though playing hide-and-seek with one another.

Toward evening they clustered near the tips of branches--one butterfly piling on top of another until as many as 10 or 12 butterflies clustered at the tip of a single small branch. They were not stationary. They grouped and regrouped as darkness began to approach. And finally they seemed to quiet down. The next morning, the butterflies had started to scatter before I came out.

But again as evening approached, they started to pile on top of each other. I wished for a good camera to make a record of their behavior. Unfortunately, both of the cameras at my disposal had quirks that made them unfit for my purpose. So all I did was watch.

As the days got shorter, the butterfly clusters seemed to form earlier and become more stable each evening. One morning the butterflies were fewer. In a few days they had disappeared. Not a single butterfly – along town streets or in the trees where I had watched clusters forming, scattering and re-forming.

A friend gave me, perhaps, an answer in an article by Bruce Weber, a naturalist in the DeSoto National Wildlife Refuge, just north of Omaha, NE on the Missouri River. He had been intrigued by Monarchs and had tagged a few hundred with an adhesive number on its wing. Thousands of Monarch butterflies pass through DeSoto refuge on their way to unknown destinations. He really never expected a return. To his utter amazement, three of the tiny labels came back to him, all from the same locality in Mexico where Monarchs are known to congregate. In fact, several groves had been designated as preserves by the Mexican government with help from the U.S. Fish and Wildlife Service.

It may be slender evidence, but I'm hoping that some of the butterflies that amazed me in Iowa found their way to a Mexican reserve. Few, if any, may survive to make the 2,000...mile trip back to Iowa where they will spend the summer of 2002. But their progeny may return, guided by one of nature's subtle mysteries

And again a new generation of monarch butterflies may cluster in Iowa's backyard trees before making the long flight to Mexico for the warmth of winter sun. We marvel at bird migration. Perhaps we need to devote more effort to the study of butterfly migration. Hazardous as long distance migration may be for birds, it presents even more hazards to the vulnerable monarch butterflies. ❁



Holiday Gift Idea

Looking for a unique gift idea for this holiday season? Why not consider giving a gift that lasts all year, membership in the C & O Canal Association. New members will receive:

- Membership card
- Badge(s)
- C & O decal
- 5 big issues of *Along the Towpath*

If you would like, we can even enclose a card or note (your choice) indicating that this is a gift from you. Please indicate your preference on the "Membership Form" in this issue.

Barbara Sheridan
Membership Coordinator

Charles Fenton Mercer and the Birth of the C&O Canal

Karen Gray

This is the concluding part of the history of Charles Fenton Mercer that appeared in the March issue. I would personally like to thank Karen Gray for providing the material. - ed.

The influence on the part of such important men as Mercer who were beginning to call for a canal up the Potomac and across the mountains to the Ohio, was crucial to the recommendation for such a work by Secretary of War, John C. Calhoun in his 1818 report on roads and canals (surely as important as its famous predecessor, Albert Gallatin's 1808 report).

The first survey to determine if a continuous canal could be reasonably built up the Potomac was, to a significant extent, the result of Mercer's work in the Virginia legislature several years before the survey was carried out in 1820 by Potomac Company engineer Thomas Moore. This was followed by a joint survey between Maryland and Virginia begun in the Fall of 1821 by Moore for Virginia, and Isaac Briggs for Maryland. Delayed shortly after it began when Thomas Moore became ill and died, this survey was continued in 1822 by Briggs under special authorization from Virginia.

In May, 1822 while serving on the Committee of the District of Columbia, Mercer issued his extensive report on the *Navigation of the Potomac River*, highlighting Moore's work and praising George Washington's vision of the Potomac as a great navigation route to the west. The report recommended the reorganization of the Potomac Company, the building of a continuous canal, and the subscription of \$1 million by the Federal Government and \$600,000 each from Virginia and Maryland. [Shades of what was to come!]

In December, 1822, Briggs submitted his report on his survey. While Moore had estimated after his 1820 survey that a canal along the Potomac would cost approximately \$1,100,000, Briggs increased the cost for a canal 30 ft. wide at the surface, 20 ft. wide at the bottom, and 3 ft. deep, to about \$1,574,000. Subsequently, in February 1823, Virginia passed a law incorporating the Potomac Canal Company, only to have the effort fail when Maryland refused to do likewise due to the lack of plans for a cross-cut canal to Baltimore.

During the spring and summer canal supporters had a series of meetings culminating in the first public meeting for a continuous canal up the Potomac held August 25, 1823 in Leesburg for the citizens of Mercer's Loudoun County district. Out of this meeting came a call for similar meetings throughout the state and for a canal convention that ultimately took place November 6-8 in Washington. This remarkable convention attracted some 150 delegates, among them some of the most prominent men of the day such as Albert Gallatin, Bushrod C. Washington, Richard Byrd, Francis Scott Key, John Mason and, of course, Virginia's prominent congressman, Charles Fenton Mercer, who was promptly named chair of the all-powerful Central Committee.

It was Mercer who read the preamble with which the convention opened. Calling for a canal up the Potomac, to the Ohio, and on to Lake Erie, connecting the seat of government with the Great Lakes, this document constitutes the earliest and clearest state-

ment of what would come to be known as the Chesapeake and Ohio Canal project. Historians generally regard this convention as the catalyst that fanned into full flame an idea that had been smoldering (and, to no small extent, kept so by Mercer), for a half-dozen years at least.

In December in his annual message to Congress, President Monroe referred to the convention and urged Congress to support the project "if constitutional scruples would permit" (the constitutional authority for federal participation in such a project being a matter of profound controversy). The first result was the General Survey Act of 1824 providing \$30,000 for "...the necessary surveys, plans, and estimates, to be made of the routes of such Roads and Canals as [the President] may deem of national importance...." The story of the remarkable program and the engineers involved in it that resulted from this act is told in Forest G. Hill's 1957 book *Roads, Rails, & Waterways*. However, for C&O Canal history the act is important because it funded the federal survey done from 1824-25 and including route surveys not only up the Potomac but across the mountains to Pittsburgh and even on to the Erie.

The Federal survey of possible C&O routes confirmed the viability of the project in a preliminary report on February 14, 1825, and Congress shortly thereafter confirmed Virginia's January 27, 1824 act (confirmed by Maryland January 31, 1825), that incorporated the Chesapeake and Ohio Canal Company. However, before the federal engineer's formal and complete report was submitted to Congress, news leaked out that the estimated cost of the eastern section from Washington to Cumberland was over \$8 million and the cost of the entire canal to the Ohio was over \$22 million. For many these figures meant that while it might be physically possible to build the canal, it was not financially possible.

In response to this news a second great convention was called that met on December 6, 1825, and set about discrediting the U.S. Board of Engineers estimate and justifying a new survey. The higher estimates were partly due to new, enlarged standards of 48 ft. wide and 5 ft. depth, but also, the convention argued, to overestimates of labor and masonry costs inconsistent with expenses being incurred in the building of other canals at that time. As a result of pro-canal lobbying, President John Quincy Adams appointed two experienced engineers from the Erie Canal, James Geddes and Nathan Roberts, to complete a new survey. Quickly done and reported on in 1827, this survey estimated a cost of \$4,500,000 for the eastern section.

With this new estimate in hand, C&O Canal Company stock subscription books were opened on October 1, 1827. On January 2, 1828, Mercer rose to introduce his bill requesting that the federal government purchase \$1 million worth of stock in the Chesapeake and Ohio Canal, to be paid for with dividends from government holdings in the Bank of the United States. In

addition, the bill gave the Secretary of the Treasury a vote for president and directors of the company, and provided for the government to receive a proportion of the tolls commensurate to its share of stocks. Opposition was considerable however, and it was not until May 9 that Mercer was confident enough of its likelihood of success to bring his bill to the floor. The vote in the house for approval was 107 to 71. The Senate passed it several days later.

Maryland's earlier subscription of \$500,000 that had been contingent on the Federal subscription was now activated and subsequently, once congressional legislation authorized their use of public funds for this purpose (again thanks to Mercer's efforts), a \$1 million subscription was made by Washington and \$250,000 each from Georgetown and Alexandria. Along with \$20,000 from Shepherdstown and approximately \$600,000 in individual subscriptions, this was sufficient to justify the beginning of construction.

At a meeting of stockholders, June 20-23, 1828, the company was formally organized and Charles Fenton Mercer—powerful Virginia congressman, early canal visionary, and long-dedicated active supporter—was elected president. This latter act was not a foregone conclusion however, as earlier in June Secretary of the Treasury Richard Rush had gone to President Adams recommending Albert Gallatin from the crucial state of Pennsylvania

that had confirmed the canal charter but only with problematic qualifications. Adams, according to his diary, responded by insisting that he would “not listen to the mention of any other name” and that the canal company presidency “was due to [Mercer], and could not without gross injustice be diverted from him.”

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Chesapeake & Ohio Canal Association

P.O. Box 366
Glen Echo, MD 20812-0366

Annual Meeting Reservation

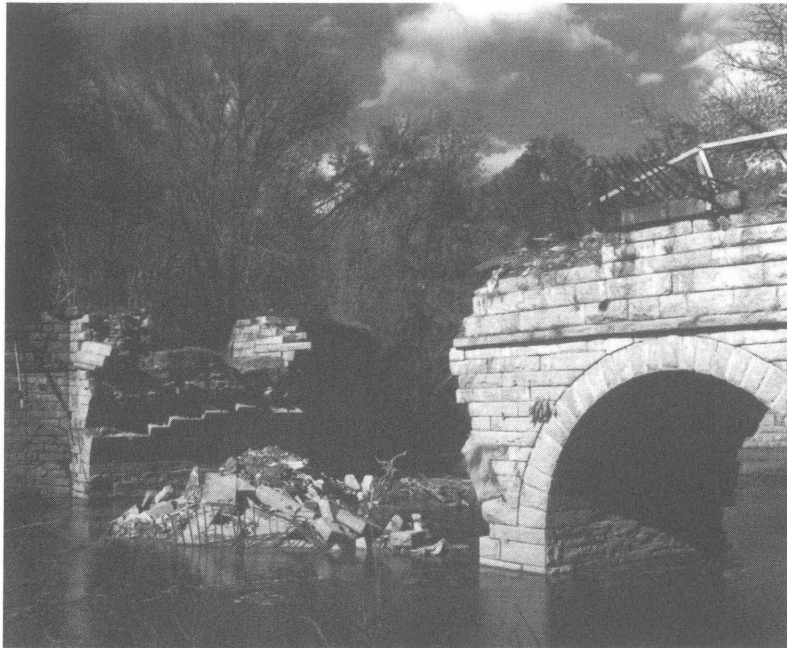
March 2, 2002

Names: _____
Address: _____
City/State/Zip: _____
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Amount Enclosed: \$ _____

Directions: Williamsport Fire Hall (Exit 1 off of I-81 take Route 68 into town. Fire Hall is off Brandy Drive opposite water tower and American Legion, a right turn)

Make your check payable to the C&O Canal Association and mail it to P.O. Box 366, Glen Echo MD, 20812-0366. The charge is for the banquet and members are free to attend the meeting proper.



What we have worked to prevent. The Catocin aqueduct after its collapse.



CALENDAR OF UPCOMING EVENTS

DATE	DAY	EVENT
2001		
Monthly	Wed.,Sat.	Sights and Sounds of the Seasons Nature Walks are scheduled four times monthly on the first and last Wednesday and Saturday. Meet in Great Falls Tavern at 10 AM to begin with a brief slide show. Hikes are led by Park Service Volunteers Betty Bushell, Betty Henson, and Helen Johnston.
Dec 31	Mon	New Year's Eve Hike. Meet at Seneca at 2 PM Contact Pat White, 301-977-5628.
2002		
Jan 1	Tue	New Year's Day Hike. Meet at Seneca at 10 AM Contact Pat White, 301-977-562
Jan 27	Sun	Continuing Hike Series. Three Mile Circuit including path and trails along the river. Meet at Violette's Lock at 10:30 a.m Contact Pat White, 301-977-5628
Feb 3	Sun	Board Meeting, Williamsport Memorial Library, 1:00 p.m
Feb 23	Sat	Continuing Hike Series. Circuit hike through Paw Paw Tunnel and over Tunnel Hill. Weather permitting the transit stones and shafts on top of Tunnel Hill will be explored. Meet at the Paw Paw Tunnel Parking Lot at 10:30 AM. Contact Pat White at 301-977-5628
Mar 2	Sat	Morning of the Annual Meeting. See the Big Slackwater Barrier. Meet at the Dam 4 boat ramp/picnic area at 10:30. For directions contact Pat White at 301-977-5628
Mar 2	Sat	C&O Canal Association Annual Meeting, at Williamsport Fire Hall. Visit Cushwa Basin at your convenience. Meet the candidates at 1:30 PM Meeting 2:00-4:00 PM Happy Hour 4:00-5:00 PM Banquet at 5:00 PM Reservation form enclosed.
Mar 24	Sun	Continuing Hike Series. B&C portions of the Billy Goat Trail, 5.8 miles; not rugged. Meet at the first parking lot to the right at Carderock at 10:30 AM. Contact Pat White at 301-977-5628
Apr 7	Sun	Board Meeting, Glen Echo Town Hall, 1:00 p.
Apr 27	Sat	Justice William O. Douglas Hike in Cumberland area. Details in the next issue.
May 18	Sat	Continuing Hike Series. Hike from Harpers Ferry to Maryland Heights, about 7 miles with lots of uphill. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
May 18, 19	Sat/Sun	Canalfest in Cumberland. Contact Mary Anne Moen, 301-759-3197
May 25	Sat	Day trips canoe weekend on the Monocacy River. Contact Sonny DeForge for information and to make reservations, 302-530-8820
Jun-Aug	Sat/Sun	Lock 75 Lockhouse at North Branch. Volunteers needed to staff the lockhouse and provide visitors with Park and Association information each weekend. Contact William Bauman, 540-888-1425.
Jun 2	Sun	Board Meeting. Williamsport Memorial Library. 1:00 PM
Jun 15	Sat	Canoe trip from Violette's Lock to Great Falls. Ideal introduction to canoeing, also great for old-timers. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934.

Jun 22,23	Sat/Sun	Introduction to Bike Camping. Williamsport to Little Pool. Contact Tom Perry, 302-223-7010.
Jun 29,30	Sat/Sun	History Tour Day of Montgomery County, Monocacy Aqueduct. Contact Rita Bauman, 540-888-1425, wdbauman@visuallink.com
Jul 7	Sun	Joint potluck dinner with Friends of the Tavern. Time and place to be announced in later issue.
Jul 20	Sat	Canoe trip at Brunswick. Contact Sonny DeForge, 301-530-8830 or Ken Rollins, 804-448-2934.
Aug 4	Sun	Board Meeting. Glen Echo Town Hall, 1:PM
Aug 10-17	Sat-Sun	Montgomery County Fair at Gaithersburg. Contact Rita Bauman at 540-888-1425, wdbauman@visuallink.com
Aug 24-25	Sat/Sun	Williamsport Canal Days at Cushwa Basin and Byron Park, 10 AM till 4 PM Contact Tom or Linda Perry, 301-223-7010
Sept 8	Sun	Happy Birthday celebration for Montgomery County
Sep 11-14	Wed-Sat	World Canal Conference in Montreal, Canada. More information in later issue.
Sep 14,15	Sat/Sun	Hancock Apple Days. Contact John Popenoe, 301-1678-6379
Sep 14/15	Sat/Sun	Sharpsburg Heritage Festival. Contact Bob or Joan Fisher, 301-416-2827
Sep 22	Sun	Continuing Hike Series. Circuit hike from Hancock to Little Pool and back using both the Towpath and the Rail Trail, about 6 miles. Meet at Hancock Visitor's Center at 10:30 AM. Contact Pat White at 301-977-5628
Sep 28,29	Sat/Sun	Paw Paw Bends canoe trip. Contact Carl Linden, 301-229-2398 or Ken Rollins, 804-448-2934 for information and reservations.
Oct 1-6	Tues-Sun	Though bike trip. Cumberland to Georgetown. Camp or stay in motels. Contact Tom Perry, 301-223-7010.
Oct 6	Sun	Board Meeting. Williamsport Memorial Library, 1:00 PM
Oct 26	Sat	"Life and Death on the C&O Canal" at Great Falls Tavern, 6:30-8:30 PM Nominal fee required. Call 301-767-3714 for information and reservations.
Nov 9	Sat	Heritage Hike. Place and time to be announced in a later issue.
Nov 23	Sat	Continuing Hike Series. Circuit hike incorporating portions of the Appalachian Trail, the Loudon Heights Trail, and the Towpath, about 7 miles. Meet at Footbridge in Harpers Ferry at 10:30 AM. Contact Pat White at 301-977-5628
Dec 1	Sun	Board Meeting. Glen Echo Town Hall. 1:00 PM
Dec 7	Sat	Frostbite Hike, TBA
Dec 15	Sun	Carol Sing at Great Falls Tavern, 1: 00 PM
Dec 31	Tue	New Year's Eve Hike, in Montgomery County. TBA

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Membership in COCA is open to all persons with an interest in the C&O Canal, the C&O Canal National Historical Park, and the Potomac River Basin. Annual membership dues are \$15 individual, \$20 family, and \$25 patron, are assessed on a calendar-year basis and include a subscription to the newsletter. Dues should be mailed to the C&O Canal Association, P.O. Box 366, Glen Echo, MD 20812-0366. COCA is a non-profit organization as defined by section 501(c)(3) of the Internal Revenue Code and all contributions are tax deductible to the extent possible.

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

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Supv Ranger-Fee Collect.	(301)299-3613 Terry Barbot

Georgetown Visitors Center (202)653-5190	
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Sup. Ranger - Interpretation	Kathy Kupper

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Great Falls Tavern Information	(301)767-3714
Sup. Ranger - Interpretation	(301)767-3702 Rod Sauter

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Cumberland Subdistrict	(301)722-0543 Matt Huelskamp
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Hancock Visitors Center (301)678-5463

326 East Main Street Hancock, Maryland 21750	
Park Ranger - Interpretation (part time)	Paul Apple
	Jim Seibert

Cumberland Visitors Center (301)722-8226

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Park Ranger - Interpretation	Rita Knox
	Bob Borland

The Western Maryland District begins at Milepost 42.19 (Monocacy River) and ends at the Canal Terminus, Cumberland, Milepost 184.5.

OTHER USEFUL TELEPHONE NUMBERS:

24-Hour Emergency	(301)739-4206
Georgetown Boat Operation	(202)653-5190
Fletcher's Boat House (Concessionaire)	(202)244-0461
Canal Clipper, Great Falls Tavern	(301)767-3714
Swains Lock (Concessionaire)	(301)299-9006
Carderock and Marsden Reservations	(301)299-3613

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

CHESAPEAKE AND OHIO CANAL ASSOCIATION

Please Note:

ANNUAL MEETING - March 2, 2002

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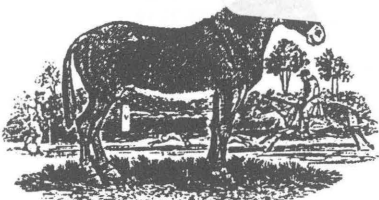
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