

C&O Canal Association

along the towpath ...

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

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GOODLOE E. BYRON

1929-1978

U.S. Congressman Goodloe E. Byron died on October 11. He and an aide were jogging on the C & O Canal towpath from Dam 4 to Antietam, when he was stricken by an apparent heart attack.

Byron had represented Maryland's Sixth District since 1970 and was expected to be elected for a fifth term in November. His public career began in 1958 when he was elected to the Maryland House of Delegates, followed by the State Senate in 1966, and the U.S. Congress in 1970. His father and mother, William D. and Katherine E. Byron, represented the same district in the 1930's and 40's.

The Democratic State Central Committee unanimously nominated Mrs. Beverly B. Byron to replace her late husband on the November ballot.

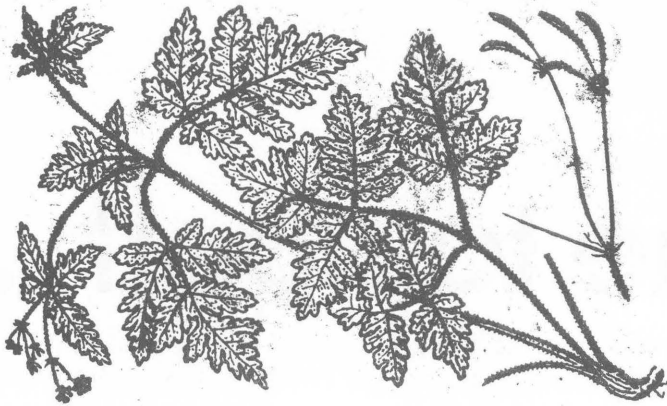
On Friday Congress passed the Omnibus Parks Bill, which authorizes funding for the Monocacy Battlefield Park, which Byron has worked to preserve and develop for years. The Bill also funds expansions for Antietam Battlefield Park and the C & O Canal Park.

Goodloe Byron was an enthusiastic member of the Appalachian Trail National Advisory Council. He was a veteran of many marathons and hikes and jogged and hiked regularly for his own health and enjoyment.

Funeral services were held on October 14 at All Saints Episcopal Church in Frederick, Maryland, where Byron lived with his wife and three children. Burial was in Antietam National Cemetery, honoring Byron for his service in the U.S. Army Judge Advocate Corps, for his service in the U.S. Congress, and for his strong and effective efforts to preserve, expand, and enhance park lands in Maryland and across the country.

The C & O Canal Association regrets the loss of Congressman Byron and expresses sympathy to his family.





What's Ahead

CALENDAR

October 21 - Saturday	Advisory Commission Meeting Algonkian Regional Park Loudon County, Virginia 703-450-4655	10 am
October 29 - Sunday	C & O CANAL ASSOCIATION FAMILY PICNIC SENECA, MARYLAND B.Y.O.P. (BRING YOUR OWN PICNIC) CIDER & DOUGHNUTS WILL BE PROVIDED	1-4 pm
November 5 - Sunday	Fall Hike Maryland Heights with John Frye & Civil War History (see Level Walker section in this issue for details)	10 am
November 12 - Sunday	C & O Canal Association Board Meeting Brunswick, Maryland Meet in front of yellow YMCA building, Main Street	2 pm
December 5 - Saturday	Level Walkers Meeting Great Falls Tavern	10 am
April 15-28, 1979	ANNUAL JUSTICE DOUGLAS REUNION HIKE Cumberland to Washington (preliminary schedule and information- this issue)	

BOARD OF DIRECTORS MEETS AT GLEN ECHO

On Tuesday, September 26, the Association's Board of Directors and Officers met at the Glen Echo Town Hall. Present for the meeting were John Howard, Lyman Stucker, Ken Rollins, Nancy Long, Bruce Wood, Ed Wesely, Paul Hauck, Tom Hahn, Carl Linden, and Barbara Yeaman. Subjects discussed and actions approved follow:

* The 1979 Annual Reunion Hike Committee's recommendation for an entire towpath-length hike in April 1979 was approved by the Board. The 14-day hike will commemorate the twenty-fifth anniversary of the original hike led by Justice William O. Douglas in 1954. (Hike schedule and further details appear elsewhere in this issue.)

* The Board approved plans for a fall Level Walker meeting with National Park Service canal staff. (See Calendar)

* A fall picnic was scheduled for October 29 at Seneca as one means for Association members to become better acquainted with each other. Members attending should plan to bring their own picnics, and the Association will provide cider and donuts. (Details elsewhere in this issue)

Soon we will have the new Level Walker list ready for you. With this ATT we are sending revised guidelines and optional reporting form.

We welcome three new Level Walkers:

Sam Brown	Section 23
John Martin	Section 26
Karen Gray	Section 43

PLEASE SAVE THESE GUIDELINES FOR FUTURE REFERENCE

C & O Canal Association Level Walker Reporting Guidelines

Listed below are guidelines for making reports on your section. The following information should appear at the top of your report:

Section name and mileage (beginning and ending designations)

Level Walker's name, address and telephone number

Report date

Visit dates

Your report should be oriented to the subject area listed below. If you wish, you may also comment on other matters such as any zoning changes, public utility or other construction proposals, public utility right-of-way proposals, highway proposals, etc., which could potentially affect the canal. Every area noted below need not be covered in every report. An up-to-date report of the physical condition is valuable.

1. Physical Condition Please note deterioration, improvement, intrusions related to Canal structures, towpath condition, canal prism (bed), culverts, etc. Any changes affecting the canal, especially between the canal and the river, should be noted. These changes could, among other things, include flood repair work, washouts, private construction, and routine maintenance.
2. Use Please observe and report the degree and nature of use of Canal facilities, including the towpath, concessions, camping and picnic areas. Periods and areas of greater and lesser concentration would be useful notations.
3. Nature Please list the flora and fauna of your section. If you could note the time of year each was identified and when it was blooming or sighted, this would be of interest.
4. History As time permits, any Canal and local history you can research will be useful to the Association and will be disseminated as appropriate to other interested persons and organizations.
5. Geology Any observations you care to make in this area relating to natural formations will be useful.

Observations 1 and 2 are particularly important: report any abnormal conditions. Level Walkers should report semi-annually, usually Spring and Fall. Additional reports are welcomed.

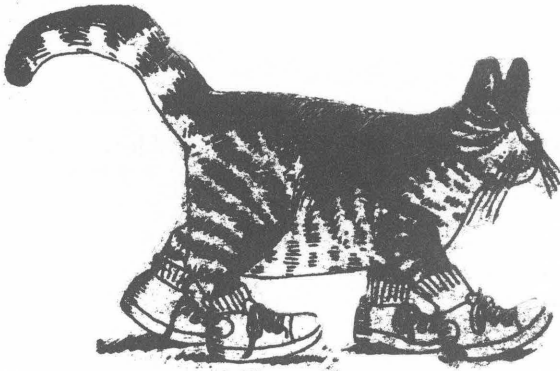
You may report by using the outline or put it in your own words in a more lengthy manner. Do it the way you do best.

Typed reports in three copies are preferred but any format is acceptable.

All reports are sent to the National Park Service and are summarized in Along The Towpath. A copy is retained for C&O Canal Association records.

Reports should be sent to the Chairman of the Level Walkers:

Lyman Stucker
2811 Farm Road
Alexandria, Virginia 22302
703-549-3527



HIKING

On the September 9 walk Jim Bryant aroused our interest when he led us to the old village site near Millstone Point. We expressed much conjecture as to its history. It was a beautiful day.

Sunday, November 5

John Frye will again lead a walk to Fort Duneas and Maryland Heights. John gives a very interesting insight into Civil War history here. Meet at 10 am near Cindy D. Restaurant. Turn east off US 340 near Maryland side of Potomac River. Moderately strenuous.

LEVEL WALKERS

Level Walkers Meeting

Saturday, December 2 10 am Great Falls Tavern

A chance to discuss items of mutual interest and see slides courtesy of Ken Rollins.

Level Walker Chairman

Lyman Stucker
2811 Farm Road
Alexandria, Virginia 22302
703-549-3527

We have been updating the Level Walker roster resulting in several changes being made. Some have been re-assigned to new levels at their request, others have moved from the area and some cannot continue for personal reasons. If any Level Walker would like to be assigned to a different section we will oblige if possible or put you on the waiting list. At present we have sections available between Hancock and Cumberland, a beautiful area.

LEVEL WALKER'S REPORTS IN BRIEF

Sections 34 & 35 McMahon's (Charles') Mill to Lock 43

Leander B. Lovell 7-18-78

The towpath in these sections was generally in good shape, with the exception of a stretch $\frac{3}{4}$ mile upstream from McMahon's Mill, as mentioned in my report of 11-16-77 and acknowledged by Superintendent Failor on 1-12-78. Further erosion has occurred, and the rocky passages have deteriorated.

Between miles 92 and 93 a small amount of fill can take care of the water-retaining depressions in the track, a problem mentioned in my reports for the past three years.

Section 17 - Monocacy Aqueduct to Noland's Ferry

Robert & Terry Ledley 7-22-78

This portion of the towpath has been resurfaced. The aqueduct work has been completed for some time. It looks awful, but it will probably hold up the aqueduct. Cyclists must walk across because of the bars over the top, and hikers must be careful. At the Noland's Ferry end, the picnic area had been mowed, the tables painted, and the general upkeep was excellent.

Level 26 White's Ferry to Monocacy

Ernie & Beverly Rhodes 6-18-78

At Lock 26, stones near the top on the berm side of the lock wall are loosening up, and in one place some have fallen already. Before the hiker-biker, the culvert under the canal has a hole in the top, taking drainage from the center of the canal, always an indication of deterioration and eventual collapse of the culvert.

Level 44 Falling Waters to Williamsport

Ellen Holway & Sylvia Geller 6-11-78

Falling Waters Road is barricaded by a pipe gate, locked with heavy chain and padlock, on the berm side of the canal.

We attempted to talk with someone at the hostel, to see how much use it was getting and to get the outlook of the houseparents, but no one answered. Its appearance could be made more inviting, although there seemed to be construction going on.

Work has progressed on the culvert at mile 96.97, with trees felled for an area including 50 feet in all directions. The brush had been thrown into the culvert breach. It did not appear that work had been done for several weeks and will not be finished by July 15.

Use: 15 scouts on bikes, 5 overnight hikers and 2 motorbikes, 6 bikers, 3 walkers at the Funkstown Beagle Club, 1 runner towed by a Husky, a family of 5 picnicking, and 2 walkers from Potomac Fish & Game Club. Birds: 4 pileated woodpeckers, downy & hairy woodpeckers, goldfinches, song sparrow, blue grosbeak, towhee, cardinal, thrasher, grackles, robins, yellow-billed cuckoo, prothonotary warbler, chickadees, catbird, crows, a broadwing hawk, and others heard but not seen.

Improvements at Lockhouse 44 - new roof, restored masonry on basement, new porch and back steps. A portable john, too.

Spring Gap Recreational Area to North Branch

Mr. & Mrs. Leroy Saville 6-5-78

This section is in good condition. The structures are showing their age, a few stones have fallen from the locks, the garbage can always be gathered more (people are discarding from Highway 51), and there is some dead wood. The towpath is solid.

Flora: violets (white, yellow, and violet), Johnny-jump-up, hairy rock cress, moss pinks, and bellwort. Mayapples were in bloom.

Oldtown Level and Paw Paw Tunnel

Bruce Wood 10-1-78

Good News - the Paw Paw Tunnel is open to pedestrian traffic again. The tunnel is reopened and the boardwalk at the downstream end is rebuilt in excellent shape. There are three places where large blocks of brick have fallen out.

The maintenance building is no longer at Lock 71. It has been reconstructed on the concrete pad on the new site nearer the river.

ANNUAL HIKE 1979

The 1979 Hike will mark the 25th anniversary of the 1954 Justice Douglas Hike from Cumberland to Washington. It will be the 5th anniversary of the 1974 hike along the entire towpath, but it will be two days longer to accommodate more hikers.

Fifty campers will be signed up on a first-come, first-serve basis, because of campsite limitations along the towpath. Campers will pay their own way, and will be expected to carry their own provisions, although some meals may be catered along the way. The Park Service will provide the same assistance as they did during the 1974 hike. (No weather guarantee!)

On Sunday, April 15, a chartered bus will transport hikers and campers from Glen Echo to Cumberland for a kick-off banquet and a night in a hotel. Daily distances will average 14 miles, from Cumberland to Williamsport, April 16-21, when the hikers will help to celebrate Williamsport Days and will enjoy a banquet and a night in a motel. From Sunday, April 22 to Saturday, April 28, participants will walk from Williamsport to Georgetown. On the evening of the 28th, a banquet will be held at Glen Echo Park.

A reservation form will be mailed to anyone who has expressed interest in hiking and camping with the group and/or participating in the banquets. The form will go out in January, but for preference on the reservation list, send your name and address to

M.E. Johns
6233 18th Road N.
Arlington Va. 22205

Members of the Hike Committee will meet during the Association Board Meeting in Brunswick, on Sunday, November 12, in Brunswick, at 2pm (see calendar). If you have suggestions or wish to help with the preparations, contact

Bruce Wood 202-554-5238
Ken Rollins 301-229-1513

Other members of the Committee are

M.E. Johns
Carl Linden
John Howard
Lyman Stucker
John Chandler
Nancy Long
Bruce Burnside
Beverly Rhodes



Sassafras

**C & O Canal Association
1979 Annual Hike**

Sunday, April 15, 1979	Chartered bus Glen Echo to Cumberland, Banquet, Hotel
Monday, April 16	184.5 Cumberland 166.7 Oldtown - camp 17.8 miles
Tuesday, April 17	166.7 Oldtown 156.3 Paw Paw Tunnel - camp 10.4 miles
Wednesday, April 18	156.3 Paw Paw Tunnel 140.8 Fifteen Mile Creek - camp 15.5 miles
Thursday, April 19	140.8 Fifteen Mile Creek 124.3 Hancock - camp 16.5 miles
Friday, April 20	124.3 Hancock 108.7 Four Locks - camp 15.6 miles
Saturday, April 21	108.7 Four Locks 99.6 Williamsport - motel, banquet 9.1 miles
Sunday, April 22	99.6 Williamsport 84.4 Dam 4 - camp 15.2 miles
Monday, April 23	84.4 Dam 4 69.4 Antietam - camp 15.0 miles
Tuesday, April 24	69.4 Antietam 54.1 Brunswick - camp 15.3 miles
Wednesday, April 25	54.1 Brunswick 42.2 Monocacy - camp 11.9 miles
Thursday, April 26	42.2 Monocacy 27.2 Sycamore Landing - camp 15.0 miles
Friday, April 27	27.2 Sycamore Landing 14.3 Great Falls - camp 12.9 miles
Saturday, April 28	14.3 Great Falls 0.0 Tidal Lock - banquet 14.3 miles

PAW PAW TUNNEL TOURS

Tours of the Paw Paw Tunnel are scheduled every Sunday at 2 pm. through the month of October. On the 1 hour walk through the tunnel, participants can observe the vertical shaft locations, rope burns on the railings from barge towlines, and the brick lining layer. For information call 301-777-8667.

Two seminars to compare the management of water and land resources in the Potomac and Thames River Basins were held this past spring. The first, sponsored by the Interstate Commission on the Potomac River Basin, was held in Washington in April. Continuing the dialogue on common problems and interests, the second session was held in London in June, sponsored by the Thames Water Authority and the U.K. Institution for Environmental Sciences, in Collaboration with the ICPRB.

The Thames and the Potomac are both important to water supply and water quality for the large metropolitan areas of their nations' capitols, and both basins have recently suffered extensive periods of drought. The Thames basin supports a population of approximately 11.5 million, including that of London, and it covers an area of about 5000 square miles. There are 14,670 square miles in the Potomac River watershed with a population of approximately 4 million, roughly three times the area of the Thames watershed with one-third the population.

The institutional framework within which water policies and management function in the two river basins is a study in contrasts. Following the national reorganization of water resources management as a result of the Water Act of 1973, the decision making process in the U.K. is comparatively simple, direct, and limited to a relatively small group of individuals from the responsible agencies. (Rumor has it that a decision affecting a total basin can be made in twenty minutes!)

Of special interest is the fact that each River Basin Authority (there are ten in the U.K., each inclusive of its own total drainage basin) creates its own funds for all expenditures, including capital and operating expenses. No federal grants! Each authority is self-sustaining, and responsible for the services of the supply and quality of water and for sewerage and sewage treatment services. A National Water Council coordinates the planning and activities between individual River Basin Authorities and other related governmental bodies and activities at the national level.

In the Metropolitan Washington Area, on the other hand, there are sixteen separate jurisdictions and twenty water supply purveyors, each doing its own thing. Except for the mandate to meet federal water quality standards and the requirements to qualify for federal grants for specific local projects, cooperative regional implementation of therapies for the achievement of common river basin goals is still held in abeyance by the steadfast compartmentalization of special interests.

In an analysis of the institutional framework within which the Potomac is supposed to be managed, David Walker, National Water Council Deputy Director General for the U.K., tried "to explain how a community which is brimming over with expertise, enthusiasm and resources can apparently find itself facing the likelihood of a serious water shortage....In contrast to the multiplicity of agencies with an interest in the Potomac, it seemed that there were really very few 'puddling in the Thames puddle', which may have made us sound rather complacent in Washington. However, issues did appear (there) which will undoubtedly affect the water authorities in England and Wales : whether it is possible to use 'citizen participation' as a means of defining acceptable schemes instead of rejecting them; whether it is possible to settle 'environmental objectives' at regional levels instead of setting standards at national or supranational levels; and how far public authorities should be expected to protect the population against all possible hazards."

At the conclusion of the Washington meeting, four members of the U.K. delegation attended the meeting of the C & O Canal National Historic Park Advisory Commission in Cumberland, Maryland. The British experience with their canals and waterways, which fell into disuse and disrepair after industries ceased to use them for transport, gave our new friends reason to be provide encouragement concerning the C & O Canal. Following World War II, the desirability and accessibility of the waterways for recreational use led to widespread support for restorational activity throughout Great Britain.

Overall control of the canals and waterways is vested in the National British Waterways Board. But many participating citizens and organizations have not only undertaken fund-raising for the restoration of sections of canals and locks, but they have also undertaken the responsibility for the surveillance, upkeep and maintenance of local waterways.

Emphasis is placed on the many amenities offered through the enjoyment of the waterways by walking, angling, natural history, canal history, cruising and boating. Many boat trips are commercially available. For anyone contemplating a trip to Great Britain, with waterways experience in mind, some useful addresses are listed below:



British Waterways Board
Melbury House, Melbury Terrace
London NW1 6JX

The Waterways Museum
Stoke Bruerne, nr. Towcester
Northants NN12 7SE

Inland Waterways Association
114 Regent's Park Road
London NW1 HUQ

Society for the Promotion of Nature Reserves
The Green, Nettleham
Lincoln LN2 2NR

TOWPATH TALES

Tom Hahn

Canal Boat Children on the C & O Canal

Reports of unfavorable conditions among children living on canal boats in England, and rumors that unfavorable conditions also existed among children living on waterways in the United States, led the Federal Children's Bureau in 1921 to make an inquiry into the situation in this country. Through preliminary correspondence it was learned that probably the only canals upon which any number of families lived on barges were the Chesapeake and Ohio Canal, the Lehigh and Delaware Division Canals in Pennsylvania, and the canal system in New York State.

In all, 354 children were found living on canal boats during the year of the study. On all canals studied the fact that the inherent nature of the work necessitated long periods away from a home on shore was an impelling motive to take wives and children along; on the Lehigh and Delaware Division Canals, probably because of the small size of the boat cabins, the captains usually took with them only those children who could assist in the work; on the New York canals, as on the C & O Canal, the majority of the captains had their wives and children with them.

The principal difference between life on the new canals in New York and the old canals, such as the C & O, so far as the children were concerned, lay in the fact that on the older canals child labor was profitable and practically indispensable while on the newer canals there was little place for it. Except for this decrease in the work of children, the newer canals had most of the evils of the old. On the new canals, to be sure, boats were constructed with larger cabins and better sanitary facilities, but under both systems there were the same conditions in regard to irregular school attendance, improper medical care, inadequate recreation, and exhausting hours of labor for those children who worked.

Practically all the traffic on the C & O Canal at the time of the study was conducted by one company which owned the boats and employed captains to operate them. The policy of this company was to give preference to married men on the ground that a married man is steadier in his job than a single man, and that the presence of his wife and children on a boat raised the moral tone. For the year 1920, the company reported that all but 7 of the 66 captains on its payroll were married men.

Of the 59 captains who were married, 41 were found who had their children with them during the season studied. The number of Children found accompanying their families was 135 (70 boys and 65 girls); of these, 48 were under 7 years of age. In addition to these children there were found on canal boats 7 boys who were employed as deck hands by captains to whom they were not related. One of these boys was 11 years of age. It is known that not all the families were located and interviewed and it is probable that the number of independent child workers found is still less indicative of the actual number on the canal boats, inasmuch as they were even more difficult to locate than families.

Boat Work

The operation of canal boats was an occupation handed down from father to son. Said one mother, "The children are brought up on the boat and don't know nothin' else, and that is the only reason they take up boating." Boys worked for their fathers until they were big enough to get a boat. Several men complained that they knew "nothing else" and realized that their children would have the same disadvantage. Most of the fathers had begun boating before they were 13 years old; but since the majority had begun by helping their own fathers they did not become "captains" at an especially early age, many of them not until they were over 25. Four men, however, became captains before they were 16. The mother of one of these had died when he was 12, leaving \$2,100 in cash to each of her 14 children. The boy boated for one season with an older brother, receiving as compensation for the season's work an overcoat, a "made" (as distinguished from homemade) suit of clothes, and \$7.50. When he was 14 he bought his own boat and team of mules and became an independent captain. During the first season he saved \$700 and "lived like a lord". He began with practically no education, and though he had been a captain for 54 years he never learned to read or write. Several of his sons became boatmen and at the time of the study a 16 year old grandson was boating with him.

All of the captains included in the study were native whites. Seven were illiterate. Their wives also were native whites. Five of them were illiterate. One captain, who had begun boating with his father when he was 5 years of age, said that altogether he had gone to school only 29 months. By the time he reached the fourth grade the children of his own age had long since completed grammar school and he was ashamed to go to classes with younger children. He seemed to regret his own lack of education and said that when his little girl was old enough to go to school he would stop boating.

From Canal Boat Children on the Chesapeake and Ohio, Pennsylvania and New York Canals, by Springer and Hahn. Tom Hahn is editor of 'American Canals,' the publication of the American Canal Society.

BOOKS

Gardner Smith - Lock Seven Books issues periodic catalogs and circulars in the subject areas of terrestrial engineering, including canals, railroads, highways, bridges, and tunnels; and in the earth sciences, including geology, paleontology, hydrology, meteorology, and botany. For information:

Lock Seven Books
Gardner Smith
Box 711
Glen Echo, Md. 20768

CUMBERLAND AND WILLIAMSPORT

Work has begun at Cumberland on improvements to the canal prism, the part of the canal which held water during operations from 1850 to 1924. Accumulated silt will be dredged, trees and underbrush along the prism slopes will be removed, run-off water will be drained, and the slopes will be graded and seeded.

At Williamsport the canal prism and a portion of the turning basin near the Cushwa Warehouse will be dredged of silt. This dredging project will be part of the eventual restoration of the entire basin.

Statement of the C & O Canal Association concerning the report entitled "A Mid-Term Study of Sewage Treatment Facility and Sewerage Needs for Montgomery County, Maryland," for Montgomery County Council Public Hearing held October 5, 1978. Presented by Nancy Long, President, C & O Canal Association.

The C & O Canal Association is a citizens' association concerned with the conservation of the natural and historical environment of the C & O Canal and the Potomac River Basin, and was organized as a result of the efforts of Supreme Court Justice William O. Douglas and others to save the canal from being destroyed by construction of a parkway considered desirable in the early 1950's. The Association worked for 17 years for the enactment of legislation that created the C & O Canal National Park in January 1971. Since that time, the Association has continued its efforts to preserve and protect the canal and river for the use and enjoyment of the public.

Given our continuing and substantial interest in the C & O Canal, it is only natural and to be expected that we take a position of opposition to those projects before us that have an impact of any kind on the canal. However, we are aware that Public Law 184 of the 83rd Congress authorizes and directs the Secretary of the Interior to grant perpetual easements, subject to such reasonable conditions as are necessary for the protection of the Federal interests, for rights-of-way through, over, or under the lands along the line of the C & O Canal, for the purposes of -- among others -- water pipelines, tunnels, and water conduits.

It is our judgment that the following are justifiable as "reasonable conditions" necessary for the protection of the Federal interests with respect to the subject proposed projects:

1. that an environmental impact statement -- not merely an assessment -- be prepared for any work undertaken through, over, or under the canal or in its environs, under the provisions of the National Environmental Policy Act;
2. that compliance with Section 106 of the National Historic Preservation Act be assured and carried out;
3. that the Piscataway Wastewater Treatment Facility permit, executed between the United States Government and the Washington Suburban Sanitary Commission (WSSC), be used as a guide in preparing any permits granted in connection with the proposed projects;
4. that Montgomery County/WSSC provide a perpetual bond to cover any post-construction costs for maintenance, repair (including costs associated with flood repair), and/or expansion of facilities, freeing the National Park Service from bearing any such costs related to any of these projects;
5. that a professional archaeologist perform archaeological studies prior to the commencement of construction, and remain on site at all times during construction;
6. that all detailed site and construction plans and construction activities receive continuous National Park Service involvement, review, and approval;
7. that all detailed site and facility design plans receive full public review through the C & O Canal National Historical Park Commission and the public hearing process.

Among concerns expressed by the C & O Canal Association Board of Directors are the following:

1. The impacts on the canal are not clearly or sufficiently presented in the subject study.
2. The study was not presented to the C & O Canal National Historical Park Commission for review and comment, and the Montgomery County representatives to the Commission were not consulted during the preparation of the study.
3. Park visitor safety considerations during construction are not discussed.
4. There is no mention of whether, or how long, sections of the park would be closed to the public, or what measures will be taken to provide detours during park closure.

5. We are greatly concerned over the potential for new development represented by the construction of new sewer facilities, and the effect of increased run-off from proliferating development projects on the tributaries entering the Potomac River. Much of the damage caused by the flood waters of Tropical Storm Agnes in June 1972 was brought about by uncontrollable flood waters coursing from tributaries over the lands of the C & O Canal National Park and into the Potomac River. Other floods before and since 1972 have been severely aggravated by the same problem. The cumulative effect of flood waters in 1972 caused damage to the canal park in the estimated amount of \$34,000,000 at 1972 price levels. Since June 1972, the National Park Service has received \$10,000,000 for flood repair for the entire park, \$2,300,000 of which was spent in the Montgomery County section of the park. In addition, even normal run-off from new development will, in all likelihood, bring about the necessity for the construction of additional culverts under the canal, an expense which not have to be borne by the National Park Service. It should be noted that such culverts would also diminish the historic integrity of the canal structure.

6. For Site 22, there appears to be some effort to carry effluent down the canal from Cabin John Creek to an outfall location below the Little Falls pumping station intakes; however, this places the outfall pipe just above the new Corps of Engineers emergency pumping intake facility at Chain Bridge. What is the rationale for this proposal?

With respect to specific site alternatives, we recommend the removal of Site 4 (Lower Potomac-River Road) and Site 31 (Upper Potomac-River Road) from any further consideration due to their immediate proximity to the canal park. We are very concerned about the possible impact of Site 22 (Cabin John) on the environs of the canal and on the Potomac palisades, an area long recognized as worthy of protection from adverse impacts. We recommend the removal of Site 22 from further consideration.

There are a number of public documents which recognize the need to protect the C & O Canal and Potomac River against adverse use and development. Among these is Resolution #7-339 adopted by the Montgomery County Council in August 1971, in which the Council resolves that "All those agencies, both public and private, having authority to develop or regulate the development of the land and streams in and adjacent to the C & O Canal National Historical Park in Montgomery County, use the good offices of their respective agencies to protect the scenic, ecologic, and historic values within the park, and to protect against commercial and incompatible public development of adjacent land and streams ---."

In August 1972, this resolution was cited by the Montgomery County Board of Appeals in denying a special exception requested by Kampgrounds of America (KOA) to construct and operate a commercial recreational campground on Seneca Creek about one mile inland from the C & O Canal. The Board also cited the Montgomery County General Plan, which stresses that we must maintain the natural character of drainage areas in the immediate vicinity of a water course.

Montgomery County in adopting its General Plan stated a number of goals for implementation of the Plan, among them the Conservation Goal "to conserve valuable natural and historic areas for the benefit of present and future generations." In a critique of the General Plan dated December 1967, the Maryland-National Capital Park and Planning Commission stated that "the stream valley corridors form the matrix of natural values in the County and thus the backbone of the conservation pattern. The stream valleys, whose sense of wilderness is heightened by abundant vegetation, fish and wildlife, have been termed 'corridors of environmental quality.' The predominant environmental corridors in the County are formed by the Patuxent and Potomac Rivers; these two rivers encompass the most significant ecological areas and thus the most important conservation values."

Another example is the Land Use Policy for the Banks of the Potomac River, adopted in February 1964 by the Metropolitan Washington Council of Governments, which states in part that COG adopts certain land use policies for the banks of the Potomac River, including "The scenic, historic, scientific, and recreational values, and the natural topographic and vegetation characteristics of the lands adjacent to the River should be preserved to the maximum extent possible by Federal and local jurisdictions in their highway and public works programs....."

If the statements cited above were applied to those projects in the subject study that are sited near the C & O Canal, the Potomac River, and the stream valleys, it is highly doubtful that those sites would be appearing for consideration in the study.

Finally, we do not agree that a decision on site selection, a major decision, should be made in the waning days of the present county government administration; the new council and county executive may very well scrap any recommendations made at this late date.

We wish to express our appreciation for the opportunity to comment on the subject study. Many thanks for your interest and concern.

Footnotes on the hearing:

John Parsons, Director of Planning for National Capital Parks, National Park Service, expressed interest in the County's plans. He noted that 81 acres of Park Service land are included in Site 4 of the Mid-Term Study. And he notified the Council and Executive that the NPS will require an environmental impact statement for any site affecting the canal park.

The Montgomery County Planning Board has recommended proceeding with the Avenel Farm Site, #15, in the lower Rock Run Basin south of Potomac, which was recently rejected by Maryland State as a potential landfill location.

County Executive James Gleason announced at the conclusion of the hearing that he will announce his site preference the first week in November and will submit it to the Council with his landfill site selection. The Council is expected to make its decision before the end of November.

October 11, 1978

Mr. Donald W. Roeseke
Chief, Regulatory Functions Branch
Department of the Army
Baltimore District, Corps of Engineers
P. O. Box 1715
Baltimore, Maryland 21203

RE: NABOP-F/4 (Wiest, Rick)
78-0856

Dear Mr. Roeseke:

The Board of Directors of the C & O Canal Association has directed me to write in opposition to the request for a permit to place a water ski jumping ramp and 22 slalom course bouy markers above Dam 3 in the Potomac River near Harpers Ferry, as described in your Public Notice 446.

At this slackwater section in the Potomac, there already exists an overuse situation, particularly on weekends, to which the proposed facility would contribute additional river safety hazards, noise pollution problems, and demands for additional parking and vehicular and boat-launching access sites in and through the C & O Canal National Historical Park.

Furthermore, the river section in question is adjacent to a Zone D area of the C & O Canal NHP. In the canal General Plan, Zone D is defined as a short-term remote zone, with the following statement: "Due to limited access, these sections can retain a remoteness which produces a low density use. Through proper management, the park visitor can be assured of finding solitude in a natural setting. The objective here is to provide those who desire it with an undisturbed day in a natural setting." Any element which would introduce additional noise, a high level of activity (such as motor boats and water skiing), and demands for additional access and parking, would be in conflict with the stated purpose of Zone D.

Finally, the last paragraph of Public Notice 446 states that there are no properties listed, or eligible to be listed, in the National Register of Historic Places in the area for which the facility is proposed. With the immediate proximity of the C & O Canal NHP, a National Register property, this statement cannot be valid, and we understand that it was included in error.

We greatly appreciate the opportunity afforded us to comment on this permit request.

* It was announced that the Montgomery County Council and County Executive would jointly hold a public hearing on the County's report entitled "A Mid-Term Study of Sewage Treatment Facility and Sewerage Needs for Montgomery County, Maryland." Since eight of the eleven facility sites included in the report have an effect, in varying degrees, on the canal, the Board voted to authorize the president to testify at the hearing on October 5. (Testimony appears elsewhere in this issue)

* An up-date report on the NPS towpath construction work in the Pennyfield area was given by Ken Rollins, who participated as a member of the Advisory Commission in an on-site pre-final inspection of the project. The Board has been very concerned over the magnitude of this project, citing the excessive width and height of the towpath in the construction area. Background: The construction project was brought to the attention of Ed Wesely and Ken Rollins, as Montgomery County's representatives to the Advisory Commission, by Montgomery County Council Member Neal Potter, who was concerned over the extent of the towpath reconstruction. Prior to the pre-final inspection, Commission members Wesely, Rollins, and Nancy Long met on site with Councilmember Potter, Dent Farr from the office of Congressman Newton Steers, Canal Superintendent William Failor, NPS Restoration Team Leader Rich Huber, and Association Board Members Barbara Yeaman and Bill Davies, to discuss the project. Rich Huber insisted that the height and width dimensions were according to Canal Company specifications, a contention with which Bill Davies disagreed. Huber stated that the towpath must be "brought up to grade," while Association and Commission members present felt that the effect produced by the reconstruction was that of a highway rather than a towpath.

* It was reported that the Corps of Engineers has received an application for a permit to place a 24 foot by 14 foot water ski jumping ramp and to place 22 slalom course bouy markers in the Potomac River above Harpers Ferry, approximately opposite the Shinham boat ramp. The Board authorized the president to write to the Corps stating the Association's opposition to this application. (It was later ascertained from the Corps that the applicant had placed the ramp as well as milk-carton bouy markers in the river without a permit, and that the Corps had issued two cease-and-desist orders before the ramp and markers were removed. The placement of these facilities in the river has caused considerable concern among persons who use and enjoy the river, and the Corps and others have received a number of letters asking for the removal of the facilities.) (Letter appears elsewhere in this issue)

* The next Board meeting is scheduled to be held in Brunswick on Sunday, November 12.

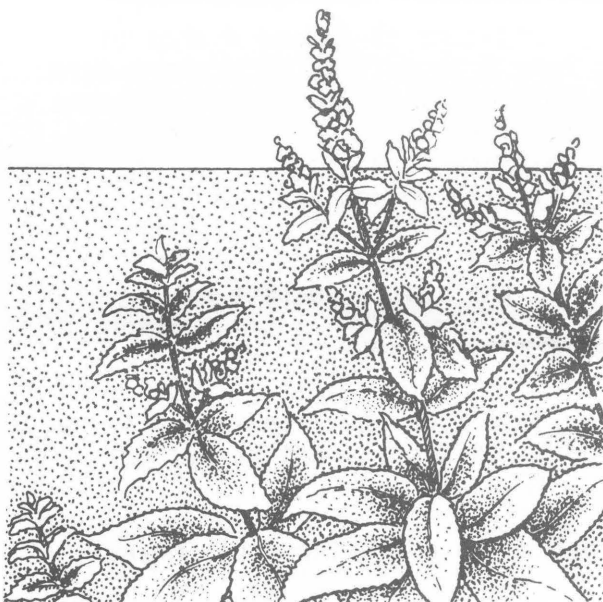
FILMS

The Piedmont Environmental Council has films and slide-tapes available on a variety of environmental issues. Titles include:

- Farming, A Piedmont Perspective
- Open Space - Land for Tomorrow
- CBD - A Renewable Resource
- Signs - Chaos or Control?
- Performance Zoning - An Alternative Approach
- The Hidden Costs of Development
- Countdown to Collision
- The Region in Change

For Information contact:

Piedmont Environmental Council
28-C Main Street
Warrenton, Virginia 22186
703-347-2334



NOTES from the Park Service

HOSTELS near the C & O Canal

- Capital Experience
Washington International 1332 I St. NW, Washington, D.C. 20005
202-347-3125 or 387-3169
- Historic River Experience
Kiwanis (Sandy Hook) Rt. 2, Box 31304, Knoxville, Md. 21758
301-843-7652 (Summer only)
- Rural Farm Experience
Falling Waters Farm Rt. 1, Box 238B, Williamsport, Md. 21795
301-223-9208
- Canal Experience
North Branch Rt. 4, Box 243, Cumberland, Md. 21502

PENNYFIELD WORK

Work on the towpath and retaining walls between Lock 22 (Pennyfield) and Lock 23 (Violettes) has been completed (9-25-78). The contract included building up the base surface of the towpath with coarse material and resurfacing it with bank run gravel, a fine granular material which has been used for towpath resurfacing in Montgomery County and Washington D.C. areas of the park. The contract also included the reconstruction and reshaping of a guard bank on the river side of the towpath which the Canal Company built around 1830 to protect the canal during periods of high water.

MUDDY BRANCH CULVERT

Another project nearing completion within Level 22 is the rebuilding of this culvert, one of the largest of the 167 culverts on the canal. Work should be completed in October and will permit rewatering of the canal between Lock 23 and Lock 5 at Brookmont.

YOUTH CONSERVATION CORPS

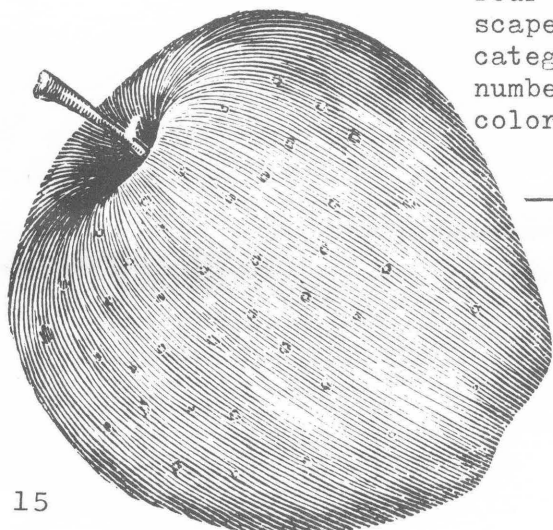
During this past summer, the YCC youth working on the C & O Canal prepared four interpretive brochures. They are:

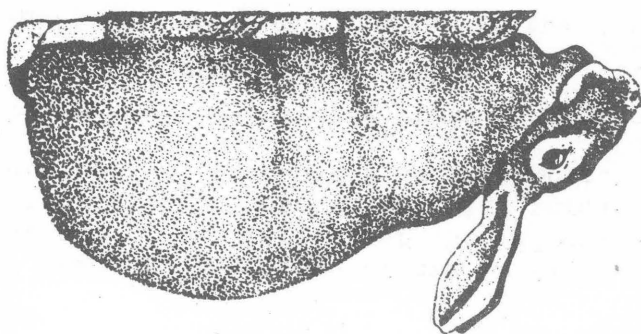
- Edwards Ferry Interpretive Trail
- Williamsport Historical Trail
- Salty Dog Historical Trail
- Hancock, Maryland

These materials are interesting and informative. If you would like to see them, contact the Park Headquarters Office.

PHOTOGRAPHY CONTEST

The deadline for entries in the C&O Canal Park Photography Contest is midnight, October 31. Over 25 prizes will be awarded for winners in four categories: Historic Structures and Landscapes, Wildlife, Plants, and a special Flash category. There are no restrictions on the number of entries. Entries should be 5 x 7 color prints. For information: 301-777-8667





"ALONG THE TOWPATH"
C & O Canal Association
P.O. Box 66
Glen Echo, Md. 20768

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