

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

VOLUME XV

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NUMBER 1

ASSOCIATION GENERAL MEMBERSHIP MEETING IN SHEPHERDSTOWN

The Association will hold a general membership meeting from 2:15 PM to 4:00 PM on February 26, 1983 in the Men's Club building on the southeast corner of German and King Streets in Shepherdstown, West Va. Members will consider plans for the 1983 Justice Douglas hike, will discuss the possibility of sponsoring a 184-mile hike in 1984, and will elect officers for the 1983-1984 year. The meeting will also provide an opportunity for members and prospective members to renew old acquaintances and socialize, and to hear a Park Service presentation on the Canal Park.

Before the meeting, from 1 PM to 2 PM, the National Park Service will report on "Current Conditions in the C&O Canal Park." Superintendent Dick Stanton and Chief of Maintenance Dale Sipes are expected to make the presentation. After the meeting, from 4:15 PM to 6:00 PM, there will be a social hour with cash bar, and, at 6 PM, there will be a dinner for those making prior reservations. All events will take place in the Men's Club building. The cost of the dinner will be \$6 per person. The dinner will include turkey and ham, two vegetables, dessert and a beverage. A reservation form for the dinner is included in this issue of Along the Towpath.

Shepherdstown is located on the West Virginia shore of the Potomac River directly across from canal lock 38 (mile 72.8), at the intersection of West Va. routes 45 and 48 and Maryland route 34. From the west, follow I-70 to I-81 southbound, exit at Martinsburg and follow route 45 east for 7 miles to Shepherdstown. From the east, follow I-70 to Md. route 40A west to Boonsboro; then turn southwest on route 34 for 11 miles to Shepherdstown. From the southeast, follow Va. route 7 west to route 9 to Kearneysville, West Va.; turn northeast on West Va. route 48 for the 5 miles to Shepherdstown.

Shepherdstown is the oldest inhabited community in West Virginia, dating from 1734, and contains a number of buildings of historical interest. The town is less than five miles from the NPS' Antietam campground and the Sharpsburg battlefield park, and it is across the River from the recently-renovated Ferry Hill mansion headquarters of the Canal Park. Meeting attendees who also want to hike along the towpath in the leafless splendor of those precious days of rapidly increasing daylight, just before spring intrudes with its inexorable signs of new growth, may conveniently start at lock 38 and walk 3½ miles upstream to Snyder's Landing or downstream to Antietam aqueduct. The deep green colors of the mosses and the various hues of the lichens are irresistible attractions in the pregnant forest.



RECOMMENDATIONS OF NOMINATIONS COMMITTEE FOR ASSOCIATION ELECTED POSITIONS

The 1983 nominations committee (Chairwoman Joan Paull and members Barbara Yeaman and Orrin Long) has submitted its recommendations for Association elected positions for the 1983-1984 year. The committee's nominees for the Association officers are Bruce Wood(for President), Bill Davies(for First Vice President), Lyman Stucker(for Second Vice President and Level Walker Chairman), Kay Seward (for Secretary), John Chandler(for Treasurer) and Orrin Long(for Information Officer). For Board members(term expiring in 1986), the committee's nominees are Victor Conrad(Washington County), Ralph Donnelly(Washington County), Carl Linden(Montgomery County), Nancy Long(Montgomery County) and Bonnie Troxell (Allegany County). Should Bruce Wood, currently a Board member whose term expires in 1984, be elected President, his position on the Board would become vacant, and the committee recommends Al Stanley(Montgomery County) for that position. Officers and Board members will be elected at the membership meeting on Feb. 26, 1983. Nominations from the floor will be accepted at the meeting.

NOTES FROM MINUTES OF THE C&O CANAL NATIONAL HISTORICAL PARK ADVISORY COMMISSION MEETING OF SEPTEMBER 18, 1982

Organization

The 19 members of the "new" Commission took office at this meeting. Jim Gilford was elected Vice-Chairman; Carrie Johnson's appointment to the Commission was as Chairwoman; the Chairwoman appointed Elise Heinz Parliamentarian. Chairwoman Johnson established three committees: Plans and Projects, Recreation Policies and Issues, and Resource Protection.

Excerpts from the National Park Service's Presentation to the Commission

(Where the excerpt is entirely or substantially in the words of the speaker, quotation marks are used; otherwise the excerpt is a summary of the Park Service's position).

Management: "The C&O Canal is a very difficult park to manage. Because it is a ribbon of land from tidewater to Cumberland, we have many constituencies along the River and each has its own interests. There are over 20,000 acres authorized in this park. We have title to over 14,000. We have 1,300 acres in scenic easements. We have not (yet) acquired 958 acres of public land(mostly in Allegany County) and 3,800 acres of private land.

"The major visitor facility is the towpath. There are 32 hiker-biker(campsites) which are used by the many hundreds of men and women who hike the towpath from Cumberland to Washington without any fanfare, without any public notice or newspaper articles."

"I work well
with commissions."

-Superintendent Dick Stanton

"Minimum" Acceptable Program Given a Tight Budget: We are faced these days with lack of money, but we have a minimum acceptable program for the canal: maintaining the towpath at historic grade and width, mowing the towpath edges, trimming the overhang, cleaning out the culverts, repairing structures in danger of collapse, maintaining the hiker-bikers, continuing towpath patrols, continuing the barge trips, repairing flood damage and rebuilding flood control structures, removing hazardous trees, repairing the damage inflicted by vandals, and removing vegetation intruding into masonry. (See box on next page for text of the NPS' statement on removing vegetation.)

Private Occupancy of Public Buildings: We allow the former owners of park property "not needed for park purposes" to continue to occupy their former properties under a term leasing agreement. Of probably more than 300 former owners, 156(including 3 farmers) are still in residence. The agreements with most of

these residents (all but six who have lifetime arrangements) will have expired by 1999. At the expiration of the agreements we let them stay on (by renewing the agreements?). If we develop a need for a property, there is a (legal) mechanism for renegotiating and purchasing the retained rights. When the residents leave (or die), we remove the non-historical houses and invite the public to bid on the historical ones (to find new tenants). If a former landowner who is in residence wants to sell the rest of his tenure to another individual, he may do so. The public seems to be happy with this policy.

The best method of preserving a building we want to maintain is to use it. Some historical properties are occupied by park employees. Three buildings are occupied by private citizens "for the purpose of preservation."

Concessions, Permits and Non-Residency Agreements: The Park has four "private business partners who provide essential services to Park visitors." Guest Services, Inc (GSI) operates Thompson's Boat Center at Rock Creek and sells food at Great Falls. GSI's contract with the National Park Service expires in 1991. Fletcher's Boat House at mile 3.2 and Swain's at mile 16.6 are longstanding family-operated businesses which rent canoes, boats and bikes, and sell bait, tackle and prepared foods. Fletcher's contract expires in Dec. 1983 and will probably be renewed for five years. Swain's permit expires in 1985. Moser's grocery store and gas station at Paw Paw has a contract which expires in 1984.

The Park has issued farming permits for 1,531 acres. "This use is increasing each year as we attempt to reclaim some of the old farms that the park acquired to enhance the historic scene along the canal." The income from agricultural permits in a recent year was \$12,683. "There are 70 other agreements which cover a wide range of uses, the majority of which are with public utilities allowing crossings for water, sewers and electrical wires. Some agreements are for access rights-of-way and some are for seasonal residential use."

Volunteers and Donations: "In the C&O Canal NHP we use volunteers in almost every phase of park operations. In 1982 we logged over 1,000 person hours of volunteer services. The Palisades district alone received about 75% of park visitors (in a recent year), about 3 million. We could not and cannot handle that (load) without the help of volunteers—both individuals and groups." Volunteers have reestablished the garden, built a fence and redecorated the upper story at Great Falls tavern. They help answer telephones and demonstrate and explain 19th century canal life. They have set up new trails, built a boardwalk and agreed to maintain the Carderock climbing area; only this volunteer effort prevented us from closing

the area in the hope that nature would rehabilitate it. Donations are responsible for a vigorous NPS presence in Georgetown: the Cafritz fund donated



the new passenger-carrying barge; Gray and Co. donated three mules and tack; Inland Steel donated 1,000 square feet of office space and four parking spaces. With the addition of the Georgetown barge to the NPS' Great Falls barge, the combined operation is "the largest, most successful self-sufficient interpretive program in the NPS." This year we forecast an income of \$130,000, which "allows us to hire 12 employees, take care of the mules and feed them, maintain the boats and buy supplies and materials without cost to the National Park Service. Through this operation we are able to accomplish our mission and provide interpretation."

FAULTING THE PARK SERVICE FOR DISREGARDING HISTORICAL AUTHENTICITY

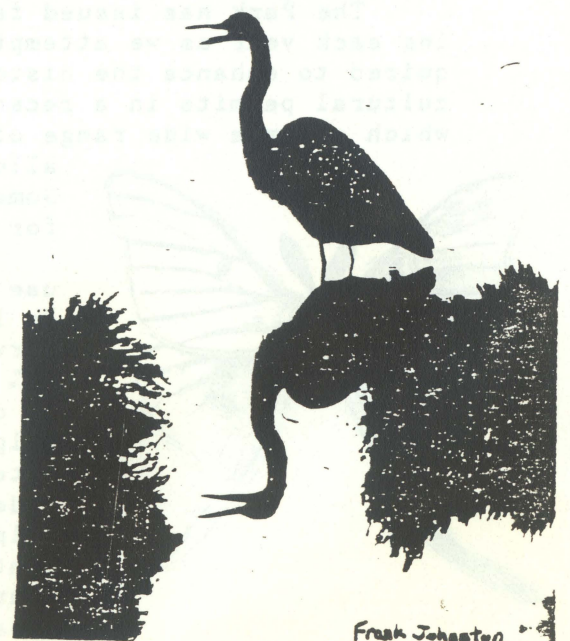
Historical canal boat designer Carroll Gantz has called the National Park Service's new barge, the "Georgetown," an "affront" to international visitors which was caused by the "insensitivity" of the NPS. Gantz says the unbroken stem-to-stern roof is historically inaccurate because it is too high, and because the historical C&O canal boat was constructed with three small cabins with open cargo decks between them. He further says that the Park Service permitted the use of undisguised anachronistic materials: two-by-fours, four-by-fours, siding, "department store light fixtures," cast aluminum rope cleats and (20th century) park benches.

In addition to flouting the historical elements of design and construction, Gantz says the NPS is responsible for limiting the view of barge passengers and introducing a new eyesore to Georgetown onlookers. The roof, he says, "completely obscures passenger visibility upward and onlooker visibility downward." Passengers are restricted to lateral views; in the lock they can see only the lock walls. Onlookers on the bridges over the canal see only the long, unbroken roof, which is "like the top of a Greyhound bus."

"Perhaps the Commission can foster more private involvement. Our volunteer programs need bolstering. We need the private sector to finance some of the programs the NPS cannot. The National Parks have suffered because federally-sponsored youth and training employment programs were cut from the budget."

Historical Preservation: (All the historical structures (masonry and wood) sooner or later need at least "stabilization" to prevent collapse, and require "preservation" to return them to original appearance and function. Some are in good condition and can remain safe and intact with little current attention, but others are in desperate need of relief from the natural forces of weathering. Remaining to be given attention, and in various states of need, are 5 of 13 aqueducts, 80 of 94 locks, 122 of 162 culverts, 54 of 59 waste weirs, one of 8 historical bridges, 25 of 55 historical buildings, 44 of 52 foundations, 80 of 85 miles of stone walls, 5 of 7 dams, and 24.5 miles of poor-to-fair towpath.)

"Our ten water systems have either an iodinator or a chlorinator. We have between 100 and 110 portable toilets, and we have pumper trucks to pump out the excretions. We have two composting operations. During FY 1983 we will relocate the Lander shop to Dargan bend (away from the canal), remove hazardous buildings, stabilize nine culverts and rehabilitate our radio system."



Of the five deteriorating aqueducts: We have safely stored the original timbers from the Broad Run aqueduct, and we hope to stabilize the abutments in the next two or three years. The Licking Creek aqueduct is in very serious condition, and its stabilization is high on our list of projects awaiting funding. Conococheague aqueduct was stabilized in 1962, but that work was insufficient; we have paid some attention to the section of wall that collapsed, but we need to do more work. Evitts Creek and Monocacy aqueducts will need work in the near future.

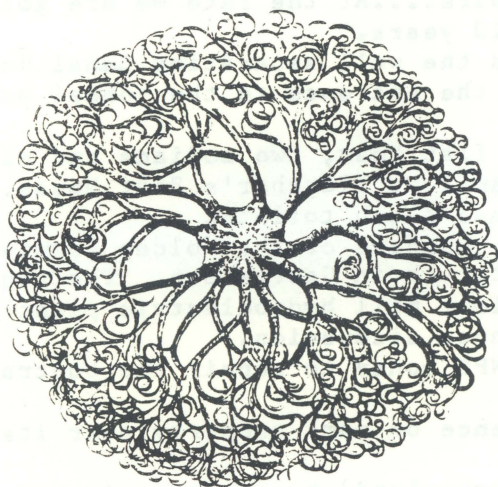
"The Park itself, with its day labor forces, can do many things."

-Chief of Maintenance Dale Sipes

Development Concept Plans

Monocacy and Four Locks: NPS staff members have developed their own ideas for a mouth-of-Monocacy Development Concept Plan. They want to move the boat ramp upstream and make a picnic area below the aqueduct. Staff members would also like to 'advance' a plan for the Four Locks area, owing to the many visitors there.

Brunswick: The Commission voted to approve the Brunswick Plan for distribution after removing the statement that the Brunswick area may be considered for rezoning from B to A (under the General Plan). The Town of Brunswick was hoping



for the increased NPS investment in development that a change to zone A would bring. Mayor Orndorff said he would be satisfied with the zone B designation if the town could "get fair improvement." Both the Commission and Superintendent Stanton supported the continued use of the boatramp under the Potomac River bridge. This position is the opposite of the one taken by the NPS in December 1981 (Along the Towpath, XIV, 2, p. 5).

Williamsport: The Commission approved the Plan for Williamsport with the provision that the Bolman bridge "exist as is until an alternative" is provided. Some Williamsport residents were apprehensive of the expected increase in number of visitors adoption of the Plan would generate. Superintendent

Stanton pointed out that the essence of the Plan is just to restore historic structures.

North Branch/Cumberland: This Plan will be brought before the Commission at its next meeting.

The Riverbend (Jellystone) Boatramp - Off Again

The Corps of Engineers was said to have stated that "earlier applications for boatramp permits have lapsed and none is pending now," and that the Riverbend Corp. has "hired a new manager who wants to work with the Corps to enforce the shoreline protection provisions of existing agreements between the development and the Corps."

The Old Western Maryland Railroad Right-of-Way

The NPS has continued the Western Maryland's practice, dating from 1909, of allowing residents and farmers to use roads along the acquired right-of-way for access to their properties. The Park Service, however, has received requests for new crossings of, and accesses along, the right-of-way, involving some requests that could "open up property for development. Approval of these requests would involve giving away federal property on the National Register and creating subdivisions." The Park Service maintains, however, that "we bought the property so it could not be used for access to subdivisions." Six of the 34

miles of the right-of-way are in West Virginia, far from the Park, and the NPS hopes to work out an agreement with neighboring landowners that will allow them to use the lands.

More on Boat Liveries

The Park Service once again reported that it "does not think at the moment there are any great problems arising from the few commercial boat liveries operating along the River." Canoes are rented from the Little Orleans store and campground. Boats are rented near Weverton, and rubber rafts are rented for trips from Great Falls, Va. to Lock 10.

Pressure for Motorized Vehicles on the Towpath

The NPS is being pressured to allow motorized vehicles on the towpath, especially by handicapped persons to allow them to have "an enjoyable park experience." The NPS will try a "test program" of allowing handicapped visitors to use electric vehicles on the towpath between Pennyfield and Violet's locks. The Park Service said it will "look toward the Advisory Commission for future advice and support."

Other Items

From Superintendent Stanton's Remarks: "You will be hearing from me, and nothing will be kept from you, the good or the bad....In my opinion, we will always have major flooding on the canal until we dam up the Potomac River, which will never happen in our lifetimes, I am sure....At the rate we are going we can probably repair all the culverts in 9 to 10 years."

The District of Columbia has repaired the wall separating Canal Road from the canal in Georgetown, and has improved the entrance to the tunnel under the canal in that area.

The C&O Canal NHP has 10 canoes, one flat boat, two zodiacs and six mules.

There is a new footbridge over the canal at Fletcher's Boat House, replacing the old ferry. Also, Fletcher's now has flush toilets.

The NPS is still negotiating for the purchase of the Golden Commissary tract between 33rd and Thomas Jefferson Streets in Georgetown. The request of the persons interested in restarting the flour mill hydroelectric plant near Key Bridge to use canal water is also still under discussion.

The State of Maryland has given the NPS money to repair the boatramp at Edwards Ferry.

Potomac Edison has removed its old fence on park property near its property line in Williamsport.

The old Mexico Farms airport (near Cumberland) has been nominated for the Historic Register.

Along the Towpath is published in January, April, July and October by the Chesapeake and Ohio Canal Association, a non-profit organization, PO Box 66, Glen Echo, MD 20812-0066.

Editor is Robert Greenspun, 413 W Windsor Ave., Alexandria, VA 22302. The editor welcomes correspondence and contributions.

Association officers for the 1982-1983 year are:

President: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817
 First Vice President: Bill Davies, 125 W Greenway Blvd., Falls Church, VA 22046
 2nd VP & Level Walker Chmn: Lyman Stucker, 2811 Farm Rd., Alexandria, VA 22302
 Secretary: Kay Seward, 5103 Acacia Ave., Bethesda, MD 20814
 Treasurer: Emmie Woodward, 9017 Old Dominion Drive, McLean, VA 22102
 Information Officer: Orrin Long, 3321 Hartwell Court, Falls Church, VA 22042

Association Dues: One year \$8, patron \$15.

Important

PRELIMINARY ANNOUNCEMENT: THE 29TH ANNUAL
REUNION (JUSTICE DOUGLAS) HIKE

The Association's 29th annual reunion hike, also known as the Justice Douglas hike, will take place on April 23, 1983. The hike committee is considering a location near Paw Paw, with the tunnel to be included in the hike. Details will be published in the next newsletter.

NEW PAW PAW TUNNEL BROCHURE PRINTED BY PARK SERVICE

The NPS has printed, in brown ink on slick white paper, a new brochure giving a short history of the construction of the tunnel and the boat signals used during passage. The brochure also comments on Purslane Cemetery, the "kyanized" locks in the vicinity (numbers 58-66), and provides a map and description of the trail over tunnel hill.

MUSIC

C&O CANAL ASSOCIATION NIGHT AT THE SYMPHONY

Thanks to the welcome efforts of Treasurer Emmie Woodward, Association members are invited to another night at the National Symphony in the Concert Hall of the Kennedy Center in Washington. The date is February 11, 1983, and Association members will receive a 20% discount on ticket prices, making the prices \$13.60 per ticket for seats in orchestra rows G through EE, and \$11.20 per ticket for seats in orchestra rows FF through OO. David Zinman will be guest conductor, and Eugene Istomin will be soloist in Chopin's Piano Concerto No. 2. Also on the program are Faure's Suite from "Pelleas et Melisande" and Strauss' Also sprach Zarathustra.

Emmie will attempt to assign members seats near each other, but, owing to the large number of season subscriptions, she may not be able to do so. To reserve your tickets, send a check payable to the National Symphony, indicating how many of which kind of tickets are desired, to Emmie Woodward, 9017 Old Dominion Drive, McLean, VA 22102. Please enclose a stamped, self-addressed envelope, and make your reservations by January 31, 1983.



THE FUTURE

Unless you are one of nine life members or one of the five members who have already paid 1983 dues, PLEASE BE ADVISED THAT YOUR MEMBERSHIP HAS EXPIRED. Use the form in this issue of Along the Towpath, and send your \$8 or \$15 to renew your membership for 1983.

FRENCH CANAL TRIPS

A British Company, Waterway Exploration, is offering weekly trips on French canals on a "converted" Dutch barge with crew. The barge has ten berths which may be booked individually; if a canal society books all ten berths, the Company will give participants a 5% discount and will send another 5% to their society. Prices vary from \$96 to \$112 per person per week. The trips start May 7, 1983 and continue until October 13, 1983. The price includes travel on the barge and the use of facilities on board. For further information write to Tom Hahn, American agent for Waterway Exploration, PO Box 310, Shepherdstown, WV 25443.

CONNECTIONS

I feel the link of nature draw me. -Milton

In an age of specialization, we have fewer chances to see things whole or appreciate the connections that bond one aspect of life to another. A walk along the C&O Canal towpath, or the contemplation of such a walk, can help us understand how the segments of nature blend with each other, and how the natural world itself is linked to human experience. These linkages are so pervasive and seamless that it is hard to say just where the interests of the C&O Canal Association leave off and where extraneous interests begin.

As a start, we are concerned with the canal prism itself, plus the towpath, the adjacent lands, and the structures that are contained within the park boundaries. These are the properties which the Association has struggled unremittingly to preserve. What about the Potomac River? Certainly the section of the River between Georgetown and Cumberland is integral to the canal park. It is visible from most of the towpath; it is the source of water for the canal; and it is a recreation resource reached mainly by way of the park. The river's very proximity demands our attention and concern. The river can also be a threat to the canal, so our concern is extended to the upstream sections and tributaries that can become a source of flood waters or of water pollution.

Next, one might ask about the space overhead. Well, now that you mention it, we can be disturbed by the noise that descends from overuse of the river valley as a flight path for aircraft. And we tend to take for granted that the atmosphere will be kept free of noxious fumes and particulates. The Association is on record as favoring the limitation and dispersal of flights from National Airport, and as opposing the expansion of Pepco's coal-fired generating plant in Dickerson. So yes, the space overhead falls within our area of concern.

Then there are the nearby lands and overlapping uses of land along the river valley. The visual impact, noise impact, and even physical damage to the park stemming from inappropriate land use can be devastating. Therefore, we find ourselves opposing projects like the Jellystone Park boatramp, townhouses on the Rockwood tract, and the Rock Run sewer line. We are wary when the roadbuilders propose rebuilding Route 51 or modifying the Cabin John bridge. Thus there is a connection between park integrity and compatible use of nearby lands, including land along the opposite shore.

There are connections of a different order that are more subtle but no less important to the Association. The park, after all, is an historical park. The reference to history can mean only that there is much here worth preserving. So we are rightfully interested in the structures and earthworks of the past that are being tended and restored by the skilled staff of the Park Service. The river valley is also a region of abundant wildlife. Since many people have a keen interest in the flora and fauna of the region, the wildlife management aspects of the park program provide another link in our chain of interests.

Our concerns have extended in recent years to the rise in usage of the towpath and the variety of uses. Sometimes the mingling of walkers, joggers, bikers, campers, naturalists, horseback riders, canoeists, fishermen and pet owners becomes more than the park can bear without mishaps and strained nerves.

In yet another variation, we can feel linked to other organizations such as canal societies, trail clubs and wildlife groups. The Appalachian Trail traverses several miles of the towpath below Sandy Hook, so that we share an interest with the Potomac Appalachian Trail Club. Indeed, one can foresee the bonding of such groups into a network that would strengthen the goals of preservation.

So the connections between the canal and the rest of the world are countless. A person can start at any point on the towpath and move, figuratively, into interesting areas of history, nature study, personal growth, and understanding of the outside world.



John Chandler

CORRESPONDENCE

Pest Management

Regarding your note on pest management in the October (1982) issue of Along the Towpath, I can see a future need to clarify our weekly reports on this topic.

At no time this year have we used any chemical pesticides in the control of mosquitoes on the C&O Canal NHP. Indeed, for the last three years any control administered has been either biological or mechanical.

In populated areas along the canal we have applied the bacterium *Bacillus Thuringensis Israelensis* (BTI) to kill the mosquito larvae. The bacterium is specific to mosquito larvae. In other instances we have drained parts of the canal to eliminate breeding areas.

It has not been easy to curb the past widespread use of chemical pesticides in the park. We do feel, however, that in the area of mosquito control viable alternatives have been found, and our efforts to eliminate chemical pesticides and still respond to the concerns of our park neighbors has been successful.

We would be glad to expound on our program by perhaps placing an article on mosquito abatement in the next issue of Along the Towpath.

Richard L Stanton, Superintendent, C&O Canal NHP, Sharpsburg, MD 21782

Wrong Battle

In the October (1982) issue of Along the Towpath, (the) front page (article states) "Falling Waters...was the scene of Lee's crossing of the Potomac after the battle at Sharpsburg." Lee and his army crossed at Falling Waters after the battle of Gettysburg. The bridge across the canal is still there.

After the battle of Sharpsburg he crossed below Shepherdstown, part (of his army) at Boteler's Mill (Pack Horse Ford), where there was a near-tragedy.

Charles Morrison
Hagerstown, MD 21740
October 5, 1982

(Mr Morrison is entirely correct. Your editor regrets the error.)

**BOBOLINK**

mittee. The continued reluctance of most Association members to serve as elected officials is assumed by Association presidents, who automatically appoint nominations committees; the expectation that at least one person would be nominated for each position at the election meeting would obviate the need for a nominations committee. Furthermore, nominations committees often search agonizingly for a single member who will agree to take on an elected posi-

EDITORIALS

Nominations

The latest Nominations Committee has finished its job, and the tendentious results are entirely expected. The nominee for President is a past president and current Board member, the nominees for the two Vice Presidencies, Secretary and Information Officer are the incumbents, the nominee for Treasurer is the current president, and the nominees for the Board positions expiring in 1986 are all incumbents. Only the nominee for the Board position to be vacated by the presidential candidate, should he be elected, is a newcomer to Association officialdom. And that Board position is, indeed, likely to be vacated, for few names have been advanced in recent years at the election meetings to compete with those offered by the nominations com-

tion; the spectacle of ambitious competitors campaigning for voter affection is not to be seen at Association meetings. There is equally little competition for the appointed positions of newsletter editor and membership chairperson. It is undoubtedly true that some persons are exceptionally able, and are willing and desire to serve indefinitely. It does not follow, however, that continual service by even the most talented and eager of persons is necessarily in the best interests of the Association.

None of these remarks, of course, are intended to detract from the abilities, intellect and wisdom of those few Association members who repeatedly serve without remuneration, often in different positions, undoubtedly at some cost to their personal lives. Those of us who sit silently at the election meetings when the president asks for nominations from the floor owe these people a debt of gratitude for sparing us the burdens they seem so willing to repeatedly take on.

But what of the advantages that would accrue to the Association from the ferment that would be caused by the competition of ideas, experience and perspectives of the other members? Are we not impoverished to the extent that we lack them? A small group of people, even of people who are vigilant in keeping open minds, is susceptible to traditional and hidebound thinking; the best way to conduct the affairs and activities of the Association is not necessarily the way that was used last year, however inspired that approach might have been. How do we bring new members into Association decision-making positions without waiting for our present group of volunteers to either lose interest, die or move away? Shouldn't we do something? Isn't there something here to think about as we prepare for the election meeting in Shepherdstown in February?

Biocides in the Park

In this issue of Along the Towpath, the Park Service is reported to have revealed to the Advisory Commission that attempts to abandon the use of herbicides to control vegetation intruding into masonry have failed, and that a new herbicide, Ammate, may soon make its appearance. This disclosure followed a confusing documentary on the use of insecticides in the Park in the Superintendent's weekly reports which were summarized in the last issue of this newsletter. Superintendent Stanton, in a letter to Along the Towpath published in this issue, reports that the Park Service has found, and is rightly proud of, "viable alternatives" to the use of pesticides. But apparently not to the use of herbicides. Furthermore, although the Superintendent offered an article on the Park pest control program to Along the Towpath, it has not yet arrived.

How much of which biocides is the Park Service using in the C&O Canal National Historical Park? Where is the NPS putting the poisons? It is sobering to recall that the herbicides 2,4-D and 2,4,5-T, which have been suspected teratogens and which often contain the powerful toxin dioxin as a contaminant, were once applied to crevices in masonry walls over which park visitors spread out their lunches and dangled their legs. Now we are to be subjected to Ammate, a "lesser" chemical, according to the NPS.

What does that mean? That it is not a carcinogen, mutagen or teratogen in laboratory tests? That it is, but the NPS has succeeded in obtaining a permit for its use, and is not opening up for discussion the issue of whether the benefits to be derived from its use, and the absence of alternatives, outweigh estimates of increased risk to non-target organisms?

Thirty years ago the C&O Canal Association was properly occupied with saving the canal, and 15 years ago with establishing a national park. Perhaps it is now time to come to grips with a new threat: the attraction of our park stewards



for synthetic chemical biocides of apparent short-term efficacy but questionable safety. The attraction is strong because the poisons are easy to obtain and apply; the attraction is stronger in periods of tight budgets because the poisons are cheaper and more reliable than people. But as long as the long-term effects of these xenobiotic compounds are unknown, perhaps the Association should urge other approaches. The labor-intensive manual removal of intruding vegetation is an obvious choice; the Park Service failed in its attempt, but perhaps Association members can help; here is an opportunity for members to volunteer their time in service of a Park with less poison. Surely this method can work; the canal masonry was kept in operating condition for 75 years without the help of a single gram of 2,4-D, 2,4,5-T or Ammate.

There is no safe biocide; poisons artificially synthesized for one target organism may pose substantial risks for other, far more highly-developed, species, owing to the common descent of all life. There is probably no threshold level for cytotoxicity; incremental exposures lead to incremental risks, even though both the exposures and the risks may be small. We may want to take the risks, but we must first know what they are. The Association can encourage the NPS and the Advisory Commission to vigorously solicit naturally-occurring organisms and chemicals to kill unwanted life; as Superintendent Stanton indicated in his letter, the Park Service is using the bacterium BTI to kill mosquito larvae. Perhaps the Association can encourage the NPS to be a pioneer in the use of newly discovered, natural controls.

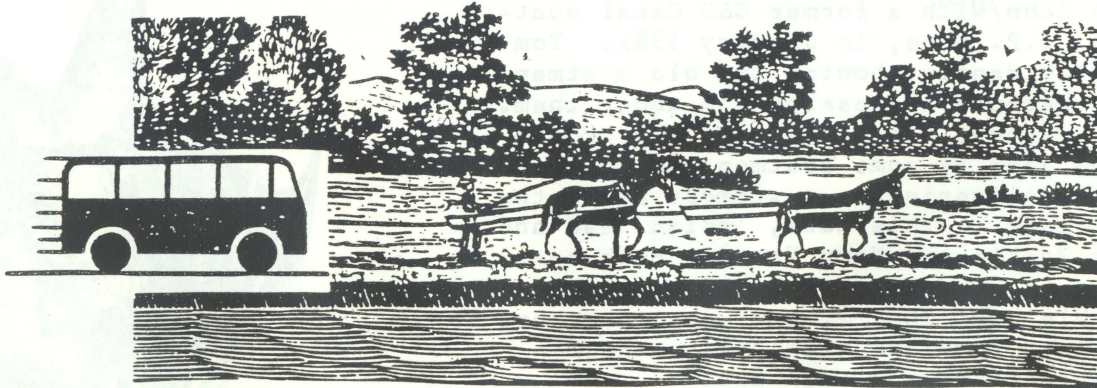
Meanwhile, we deserve the whole story from the Park Service on poisons (insecticides, fungicides, rodenticides and herbicides) in the Park. Let's see to it we get it.

Motor Vehicles on the Towpath?

The Park Service, in its recent presentation to the Advisory Commission reported in this issue of Along the Towpath, says that it is under pressure to allow motorized vehicles on the towpath. The pressure is now from handicapped persons, and the NPS intends to start what it calls a "test program" of allowing the use of electric vehicles on the towpath.

Can this be so? Perhaps the idea of paving the canal over for a freeway is not yet dead?

It is true that allowing "mobility-impaired" visitors to use electric vehicles between Pennyfield and Violet's locks does not constitute abandonment of the Park to the roadbuilders. But will the presence of a few, even rigidly controlled, motorized vehicles at Pennyfield set a precedent for allowing other such uses? Will more outraged, consciousness-raised visitors assert that they, too, need such vehicles to have an "enjoyable park experience?" Such an experience



they will imply they are entitled to as much as any able-bodied towpath walker is.

The C&O Canal Association has no reason to want to make life more difficult for the handicapped. The NPS is committed to a policy of facilitating enjoyment of the Park by the handicapped, and can do so admirably, as testified to by the

success of the recent programs in the Park for cerebral palsy victims. But let us beware lest the NPS becomes infatuated by its own beneficence; one doesn't provide "mobility-impaired" people with an "enjoyable experience" in the Shenandoah National Park by smoothing and leveling the mountain trails to accommodate motorcycles; one doesn't build a monorail transit system above the Appalachian Trail so that handicapped visitors can have something similar to the "enjoyable park experience" of proceeding from Maine to Georgia that the hikers below are accustomed to. Any of us can tragically become handicapped; let us reaffirm our obligation to provide for accessible natural areas for handicapped persons; let us, by all means, assist the handicapped in enjoying the parks that belong to all of us; but let us not allow such assistance itself to destroy those characteristics of the natural areas that made them worthy of protection, and that provide pleasure and comfort to able-bodied persons.

The threat in allowing motorized vehicles on the towpath is that future visitors may claim they require that the towpath be paved for their vehicles in order to feel fulfilled as individuals and as Americans; they may point to the precedent of allowing motorized vehicles on the towpath as an argument that they are entitled to as much consideration as the visitors for whom the earlier allowance at Pennyfield was made. It is also possible that motorized vehicles on the towpath will bring about congestion and accidents, and subsequent further pressure for paved aprons and repair concessions to service the machines. Can we rest easy?

The Advisory Commission, after much deliberation, recently rejected a parcourse for the Georgetown area of the Park, despite pressure from Georgetown residents, because it felt such a use was inappropriate for the Park. Former Chairman Don Frush considered the rejection one of the Commission's finest actions. Surely the Commission is still attentive to what is an appropriate use. The NPS says it will look to the Commission for support in the matter of motorized vehicles on the towpath. Let us, the C&O Canal Association, carefully consider this issue and make our views known to the Commission and to the Park Service.

Parcourses up and down the canal, as out of character with the historical park as they might be, seem to fade into insignificance when juxtaposed with the possibility of motorized intrusions along the towpath.

(Editorials represent the opinion of the editor and do not necessarily reflect the opinion of the C&O Canal Association's officers, Board members or membership.)

Living History

AN INTERVIEW WITH A CANAL BOATMAN

The following is an excerpt from an interview member and archeologist Tom Hahn/^{had} with a former C&O Canal boatman, J.P. Mose, in January 1981. Tom was evidently showing the old boatman photographs and asking him about them. The excerpt below concerns the procedure used by some boatmen who made coal deliveries to customers below the tidelock (in this case, Indian Head and the Washington Navy Yard). Such boatmen, it seems, left their mules at a stable near lock 1, and were taken by tugboat from the tidelock to their destinations and back again.

J.P. Mose: Right below lock 1 used to be one or two big locust posts, to keep your line from pulling way back. When I was at that lock you'd run out



there into a crib, and then the boat would start to make the turn down Rock Creek. Where the (Thompson's) Boat Yard is now there used to be a coal yard. We used to unload boats there. They'd store up coal for the winter. It was right close to the tidelock.

T.F. Hahn: When you went to the coal yard to unload, would you have to have a tug for that distance?

M: No. When you came out of the tidelock (to go to the coal yard) you'd just pull the bow around.

H: Were the stables at Rock Creek lock owned by the Canal Company?

M: I remember when they weren't there.

H: You told me that maybe you'd give the fellow (at the stable) 25 cents a day. Was that the fare or was that like a tip?

M: That was just a tip for tending to your mules while you were gone (down the river).

H: You could get your feed free there?

M: We'd take our feed right off our boats. If we were gone for a day, we'd put a bale of hay out, and a bag of corn. Old Man Ed King was tending mules there for a long time. Will Ziegler took that lock after Old Man King quit.

Will Ziegler used to boat on the canal. He used to run the '69."

He had four gray mules. Mrs Ziegler was captain. She lost her husband. She rode that boat for a couple of years. Will boated for a while but then he quit and took the job at Rock Creek lock. There used to be a shed there. The guy stayed there all the time. Had a bunk where he slept and a stove where he cooked his meals. He took care of the stables.

H: That shed wasn't the lock shanty then?

M: No. The lock shanty stayed right there at the end of the lock. They had stalls in the stable and he'd tell you what stall to put your mules in, and where to put your feed. He kept (your feed) separated. Sometimes you'd be down at Indian Head two days or longer.

H: When you got to (the Naval Powder Factory at Indian Head and had to wait your turn, what would you do down there?

M: You could go out there to what they called

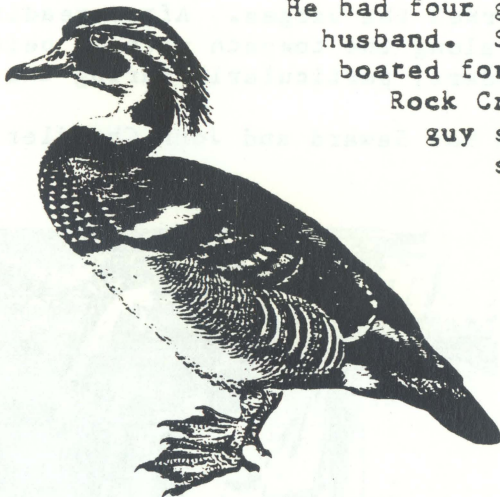
Indian Head. They'd let you go through the gate as long as they knew that you were off the canal boats.

H: I always had the idea that the wharf was right there on the river.

M: You had to go up Cornamack Creek or Macaroni Creek or something like that. It was as crooked as a snake. The only tugboat that I remember taking the boats down to Indian Head was the WINSHIP. This boat called the McCARTY used to tow a lot of scows around, sand scows. If the WINSHIP wasn't back and you were unloaded somewhere (in the Potomac or Anacostia Rivers), they'd send the McCARTY tug over to get you. There was a small boat there called the CAPTAIN TOBEY. I never remembered any of them taking us to Indian Head but the WINSHIP. The WINSHIP was named after Edith Gardeth Winship. The first I knew running that tugboat was Captain Raleigh. T.G. Schlecten took over that boat and run it up to when the canal closed.

H: Did you go to the St James Creek?

M: No, but we used to go to the John River Creek. That was in Washington over around the Navy Yard. We used to unload coal in that yard. I remember one time when President Wilson was aboard a yacht on a cruise. The yacht was called the MAYFLOWER. I don't recall if we were unloading in the MAYFLOWER or if another boat was unloading in the MAYFLOWER and we were unloading on the wharf, but it was one of the two. The Navy guys were unloading this boat. They had a derrick, (and were) putting the coal in great big white bags.



BOOK REVIEW

Home on the Canal qualifies as an authentic popular history of the C&O Canal. Mrs Kytile has conducted taped interviews with numerous older people who worked on the barges and lived the canaller's life. She has also performed substantial documentary research.

Kytile's account is divided into two contrasting sections. First is a concise history of the canal, beginning with the early great expectations, continuing with the successive failures, and closing with the Canal's recent

Kytile, Elizabeth, Home on the Canal, Seven Locks Press, P.O. Box 72, Cabin John, MD 20818, 244 pp. plus index, glossary, source list and notes, clothbound. To be published March 1, 1983.

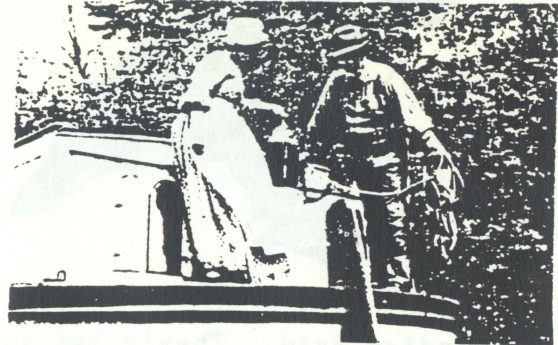
rejuvenation as a favored recreation area. Second is a set of interviews with eight men and three women who lived the canal life prior to the 1924 closing. Both sections are necessary; together they present an understanding of the scale of the project and the human costs involved. The second section is the more fascinating because it presents the drama and the hardships of the canal in the poignant style of those who worked the barges. After reading Kytile's book, one will not be able to walk along the towpath without being reminded of the suffering of the canal builders, particularly during the cholera epidemics of the 1830s.

(from Kay Seward and John Chandler)

NOTES FROM THE SUPERINTENDENT'S
WEEKLY REPORTS TO THE NATIONAL
CAPITAL REGIONAL DIRECTOR,
SEPT. 28, 1982-DEC. 13, 1982

River Farm

The NPS has taped an interview with the latest occupants of River Farm, a brick farmhouse near Hancock built in 1790. One of the people interviewed is the last member of a family that figured prominently in early Hancock history. The interview concerned the history of the farm.



C & O CANAL BOAT REPLICA
CUMBERLAND, MARYLAND

Elimination of Excess and Derelict Buildings

The NPS sold at a public sale three unwanted buildings near Antietam Creek: the Otzelburger, Hawkins and Ladies Aid Society buildings. The Park Service received \$2,925 from the sale. The sale of another four buildings produced \$2,065. The Long property, a modern structure at Antietam Creek, was sold for \$3,151 in December 1982. The NPS feels the removal of the Long building will further its efforts to restore the rural character of the area.

Burglary and Vandalism Along Harpers Ferry Road

The Park Service has given the Maryland State Police copies of records of cars broken into in the Harpers Ferry area. In October 1982 the Md. Police recovered a case of tapes which had been reported stolen from an auto. The police have made an arrest in connection with the reports of both burglary and vandalism.

Rabid Animals

For more than a year many raccoons found on lands bordering the Potomac River have become rabid. In October 1982 a rabid raccoon was killed in Great

Falls. Six rabid raccoons were documented in Montgomery County, and more than 100 were reported in Fairfax and Prince William Counties. In November 1982 a rabid raccoon was captured at Carderock, and another was caught near Lock 5 after attempting to attack a man.

Rockwood Tract

The Montgomery County Planning Board, responding to the Park Service's fear of the detrimental effects of development too close to the canal park, designated a 100-foot wide buffer area along MacArthur Blvd., opposite the park, in which no tree cutting or regrading is to be permitted.

(In a related matter, the Girl Scouts of the USA, the owners of the 93-acre property and desirous of selling it, have agreed under pressure of a lawsuit to sell only 2/3 of their land to the developer and deed the remainder to the Md. National Capital Park and Planning Commission. The C&O Canal Association unsuccessfully opposed the application for residential zoning. The area adjoins the goldmine tract in the C&O Canal NHP.)

Other Items

Washington County is interested in establishing an agricultural planning district near Four Locks.

Great Falls Tavern is to have an alarm system installed.

The NPS has published a new manual for volunteers in the park.

In case you were wondering, the mules that pull the NPS barges spend the winter in a pasture at Oxon Hill Park.

The National Academy of Sciences is conducting a benthic macroinvertebrate study at 12 sites along the Potomac River.

Indiana bats, of an endangered species, have been observed in caves bordering the Park.

Classes

NATURAL HISTORY FIELD STUDIES

The US Department of Agriculture and the Audubon Naturalist Society continue to sponsor courses in natural history at the Graduate School of the USDA. The courses are open to all, and are offered, depending on the course, in Washington, Chevy Chase and Vienna. The next quarter begins January 10, 1983, and the following courses are offered:

Basic Biology: a course on the structure, function, classification and adaptation of plants and animals

Introduction to Ecology: a course on energy flow, the food web, biogeochemical cycles, populations, niche and community, development and evolution, and speciation.

Woody Plant Identification: a course explaining identification by twigs, fruits, bark and growth patterns

Wildlife Ecology: a course investigating the determinants of species survival

Weather and Climate: a course covering the reasons for changes in the weather and weather forecasting

Bird Life: a course covering structure and classification of birds and the life histories of important local birds

Owls: a course covering identification, migration and habits of eastern owls

Land Use Principles: a course in applying principles of land use to current local land use and conservation problems

The tuition for the courses is \$42. For more information call the Graduate School at 447-5885, or register in person at the Graduate School, USDA, 12th St. and Independence Ave., SW, Washington, DC, during the period January 3-8, 1983.

LEVEL WALKER NOTES AND REPORTS

One of our "walkers", (Level #49) Walt Keefer, has been ill since last Spring. A. K. McGraw has been walking his level in the interim. Thanks "Mac".

Alan and Kit Franklin have been out of town but now they are back and have recently reported on their level. Their new residence is in Shepherdstown and they are neighbors of Tom Hahn. Welcome back Alan and Kit.

The updated Level Walker list will be in the next issue. For any address changes not previously reported, please advise the Level Walker Chairman.

The turnout on the Fall walks was excellent and now it is time to think about our Winter Walk. Karen Gray has planned a walk for January 22 which will give us a chance to enjoy the winter world of the canal. Details elsewhere in this issue. See you there.

Sect. 3 - Lock 5 to Cabin John Creek - Philip Stone - 11/7/82

The towpath continues to be in first class condition throughout my section. The 3 locks (5, 6, and 7) and the 2 lockhouses (6 and 7) are in good shape. The bridges over the canal and feeder at Brookmont and over the canal at Sycamore Island and Cabin John are O.K. The trail up the hill to the George Washington Memorial Parkway has been much improved by Sycamore Island Club personnel with materials furnished by the Park Service. The comfort station at Brookmont was open and in good shape.

The water level in the Potomac was 3.27 on the Little Falls Gauge and the river was rather clear and placid. There was some standing water in the Brookmont Swamp.

Sect. 15 - White's Ferry to Lock #26 - Howard & Kay Hembree - 10/8/82

On past reports, we have reported in detail on the condition of the Historic Culverts, most of which, in my opinion, need attention. During this inspection I noted that no improvements have been made. We will not bother to report on the condition of the culverts in the future. I hope the Park Service does not depend on the Level Walkers for information on this important aspect of the canal's well being.

The condition of the towpath was good. It had been mowed recently; limbs and fallen trees had been removed. The Marble Quarry Overnighter was clean and in good shape.

Sect. 22 - Weverton to Harpers Ferry Lock 33 - Gertrude Mahn & Betty Bushell-11/2

Towpath dry and in excellent condition. Culverts clear, no obstructions. Usual graffiti at Salty Dog Tavern, Sandy Hook Bridge piers and door of Lockhouse 31. This lockhouse has been vandalized. Basement door pried off and lock broken on door facing railroad, both allowing access. Appeared to be OK inside, though. Some trash at Sandy Hook bridge and on berm side of canal at the town, although less than usual.

Sect. 26 - Mt. Lock to Antietam Aqueduct - Theresa Haddy - 9/18/82

The Mountain Lock entrance was in very good condition except for a small amount of litter under the bridges that connect the campsite and the parking lot.

The Antietam Aqueduct entrance was in excellent shape except, again, for a small amount of litter under the connecting bridges. The comfort stations were clean. This entrance was being heavily used.

Sect. 30 - Snyder's Landing to Lock 40 - Harold Cramer, Sr. - 10/23/82

Condition of towpath was excellent for hiking, biking and running. There were many dead branches and leaves already fallen.

Mile marker #77 is broken and nearly apart from the base. Near 78.8 there are still several pot holes that should be filled with gravel.

Sect. 31 - Lock 40 to Marsh Run Culvert - William Cramer & Harold Cramer, Jr. - 9/19/82

The towpath was in excellent condition and the brush on the side had been mowed recently.

We ate lunch at the Hiker-biker at Horseshoe Bend and the area was in very good condition with no trash around.

The weather was perfect for walking the level and also we met a ranger who was very pleasant to talk to.

Sect. 35 - Formans Ferry to Lock 43 - H. A. Thornhill - 8/4/82

The towpath is in very good condition. I saw no evidence of deterioration or erosion.

This section appears to have limited use. Campers at Opequon Junction stated that when they arrived garbage cans and toilet were clean. They had camped at Horseshoe Bend earlier and it showed evidence of considerable useage. Neither sets of toilets had toilet paper.

Sect. 38 - Williamsport to Pinesburg Station - Melvin Kaplan - 9/19/82

No change in towpath, prism or berm conditions since last report 12/9/81. However, the following conditions still remain: There is litter from the lift bridge on the berm to just east of the Bollman Bridge. There is also some litter around the refuse can at the maintenance shed. The two holes in the floor of the Bollman Bridge have not been repaired. As the bridge belongs to the town of Williamsport, the NPS has no jurisdiction over this structure. The only thing than can be done about this situation is for the NPS to recommend that repairs be made to the bridge, which Dick Stanton has done.

Sect. 42 - Lock 47 to McCoy's Ferry - A. K. McGraw - Aug. & Sept. 1982

This section in fine shape, no damage or vandalism noted on September visit.

While hiking at Antietam Furnace between mile 68-69, came upon a couple from Bowie, Maryland with a broken chain and no repair kit, took them down to ranger station. With fine cooperation from rangers, contacted Barron's at Snyder's Landing, found a repair kit. I ran him over and picked up the repair kit, brought him back, fixed the chain, and they were able to continue trip.

Sect. 48 - Hancock to Roundtop Hill - A. K. McGraw - 11/17/82

This section in excellent condition - no damage or vandalism noted. Very clean and no littering. Due to the time of visit no wild flowers showing. No wildlife noted except one ground hog. Workmen were repairing and stabilizing culvert near mile 125.

(Reporting for Walter Keefer due to sickness)



Events

(Dates of Association-sponsored events are enclosed in boxes.)

- January 22, 1983 - Level Walkers' Hike. Meet at 11 AM in the office (and museum) of Fort Frederick State Park (mile 112.4), Big Pool, MD. The hike will proceed downstream to McCoy's Ferry (mile 110.4) and return. Participants wishing a hot drink should bring their own thermos; danish and doughnuts will be available. The walk is scheduled to end at about 1:30, at which time the group will proceed to Weaver's restaurant in Hancock for lunch. The walk leader is Karen Gray. All members, level walkers, prospective members and prospective level walkers are welcome. In the event of a winter storm the hike will be canceled. Anyone in doubt about whether or not the hike will be held should call Karen between 8 PM and 10 PM on January 21.
- February 5, 1983 - "Birding for Beginners" Audubon Naturalist Society workshop covering the use of binoculars and field guides and recognition of birds by field marks, song and habitat. For information call (301) 652-5964.
- February 11, 1983 - Night at the National Symphony for C&O Canal Association members; 8 PM, Kennedy Center, Washington. Reservation form and details are included in this newsletter.
- February 20, 1983 - Winter songbird banding at Patuxent Wildlife Research Center. There will be a demonstration of bird banding and a tour of the lab. This is an ANS-sponsored program. Meet at 8 AM at ANS' headquarters in Chevy Chase. For more information call (301) 652-5964.
- February 26, 1983 - Association general membership meeting at the Men's Club building in Shepherdstown, WV, 2:15 PM. Officers and Board members will be elected. The NPS will present a program on the canal park at 1 PM, and there will be a social hour and dinner after the meeting. Reservation form and details are included in this newsletter. Everyone is welcome. Come and bring a prospective member.
- March 5-7, 1983 - American Lung Association-sponsored "Trek for Life and Breath." This event is a weekend backpacking trip covering 28 miles along the Massanutten mountain trails in Virginia from Elizabeth Furnace to the Visitor Center. Trekkers are expected to supply their own gear and to raise funds to support the Lung Association programs by obtaining sponsors. For further information, write to the American Lung Association of Mid-Maryland, 170 Rollins Ave., Rockville, MD 20852
- March 6, 1983 - Billy Goat Trail hike; an interpretive walk led by a geologist. Meet at Great Falls tavern at 9:30 AM. This is an Audubon Naturalist Society-sponsored program, and there is a fee. For more information call (301) 652-5964.
- April 23, 1983 - Association 29th annual reunion (the Justice Douglas) hike in the vicinity of the Paw Paw tunnel, with the tunnel likely to be included. Complete details will be published in the next newsletter. Everyone is welcome.

BE DISCRIMINATING.MAIL THIS.

Reservation Form for Tickets to the National Symphony Orchestra Concert
C&O Canal Association Hight - February 11, 1983

Please send me the following tickets:

_____ tickets in Orchestra rows G-EE @ \$13.60 per ticket. Total enclosed _____
_____ tickets in Orchestra rows FF-OO @ \$11.20 per ticket. Total enclosed _____
Grand total enclosed _____

I enclose a stamped, self-addressed envelope.

(Send this form with check to Emmie Woodward, Treasurer, 9017 Old Dominion Dr.,
McLean, VA 22102, by January 31, 1983. MAKE CHECK PAYABLE TO THE NSQ)

CUT HERE

Reservation Form for Dinner After Association Membership Meeting

February 26, 1983 - Shepherdstown, West Va.

Please reserve _____ dinners @ \$6 per dinner. Total amount.....

(Send check for total amount by February 19, 1983 to the C&O Canal
Association, P.O. Box 66, Glen Echo, MD 20812-0066. MAKE CHECKS
PAYABLE TO THE C&O CANAL ASSOCIATION.)

OPTIONAL CUT HERE

SYMPHONY
DINNER



MOCKINGBIRD

C&O Canal Association
 P.O. Box 66
 Glen Echo, MD 20812-0066

FIRST CLASS MAIL

INSIDE

- o Membership Meeting Details
- o Advisory Commission Meeting Notes
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- o New Paw Paw Tunnel Brochure

