

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 XVI

JANUARY 1984

NUMBER 1

ANNUAL GENERAL MEMBERSHIP MEETING IN HARPERS FERRY

The 1984 annual general membership meeting will take place at 1:30 PM on February 25, 1984 at the National Park Service's Mather Training Center in Harpers Ferry. The meeting will be preceded by a tour of the Center and followed by a dinner for those making reservations.

On the agenda at the meeting (among other items) are officers' reports, election of the six officers and five Board members, and discussion of, and a vote on, proposed new bylaws. Members are urged to read the text of the proposed new bylaws published in this issue of Along the Towpath, in preparation for the meeting. The Mather Center tour will begin at 10 AM. The dinner will be held at 6 PM at the Camp Hill Wesley Church, one block from the Mather Center on Washington Street, and will cost \$6 per person. A reservation form for the dinner is included in this issue of the newsletter. Persons attending the morning tour and wishing to eat lunch may either bring their own food or patronize the local fast-food stores or the local restaurants; included among the latter are the Hilltop House and the Cliffside Motel.

Harpers Ferry, of course, is a National Historical Park in its own right. It was once a busy industrial site, the location of a US armory, a US arsenal, forges, iron sheet rolling mills, textile mills, flour mills and woodworking plants. Evidence of the many millraces in the town and the locks of a section of the Shenandoah navigation of the Patowmack Company is obscured by natural regrowth, shifting soils, and fill for highway improvements, but the Park Service has restored many of the buildings in the lower end of town and operates a visitor center and a bookstore, which may be of interest to meeting attenders. For the more adventurous, Loudoun heights across the Shenandoah and Maryland Heights above the canal have splendid hiking trails and provide magnificent views of the town, especially in February, when there are fewest obstructions to visibility.

There is presently no legal pedestrian crossing of the Potomac at, and, hence, no legal access to the canal from, Harpers Ferry. For years, persons have crossed, despite warning signs, on the downstream B&O Railroad bridge (the Shenandoah Valley Branch). The Park Service plans to construct a pedestrian bridge as soon as funding becomes available.

Everyone, member, prospective member and friend alike, is encouraged to attend the meeting.



Directions: South of the US 340 bridge across the Shenandoah River, take the second right; go to the stop sign and turn right onto Main Street. Look for the Mather Training Center sign along Main St. on the right. Turn right and go to the top of the hill. The meeting room entrance is at the far end of the building ahead.

NOTES FROM MINUTES OF THE C&O CANAL ASSOCIATION BOARD OF
DIRECTORS MEETINGS OF MAY 22, SEPT. 18 AND NOV. 19, 1983

Bylaws

The Board has for some time been interested in revising the Bylaws of the Association. To that end, the Bylaws, as amended Dec. 17, 1971 with revisions made to Article III owing to ambiguity and change in de facto Association procedure, were published in Along the Towpath (XIV,3,p.8-9(July 1982)). The Board members have since discussed the Bylaws at length, including such issues as participation with private agencies in developing regulations for administration of natural areas, appointment of persons to fill the unexpired terms of elected positions that become vacant, election, removal and duties of officers, reimbursement procedures, a budget, quorums, membership and amendments. After these discussions, Board member Adam Foster drew up proposed new bylaws, and the Board passed a motion to publish them in the newsletter, and to put them to a vote of the membership at the February 1984 annual membership meeting. Pursuant to that motion, the proposed bylaws are printed in this issue of Along the Towpath.

Prepare yourself for vital decisions

In order to facilitate comparison of the current and proposed Bylaws, the major differences are summarized below. (Interested readers may refer to the issue of Along the Towpath cited above for the complete text of the current Bylaws.) The proposed new Bylaws completely renumber the various Articles and Sections, and, proceeding on the assumption that renumbering itself is of no consequence, the following discussion compares the changes in the substantive provisions.

Association Objectives: The principal address of the Association is deleted.

The phrase "to work for the development and preservation...for all to use and enjoy" is changed to "to work for the preservation...for all to enjoy in perpetuity."

The phrase "to participate with agencies of the government" is changed to "to participate as appropriate with public and private agencies."

Membership: Regular membership is defined; it is extended only to an individual who pays his or her dues for the current year, and it entitles a member to one vote. The amount of annual dues is to be determined by the Council.

Officers: CURRENT BYLAWS: Fifteen members of a Board of Directors and six officers are elected by the membership, five members of the Board each year for three-year terms, and the officers for one-year terms. The Board fills vacancies arising among its membership or among the officers by majority vote.

PROPOSED BYLAWS: The Board of Directors is renamed the Council, and its membership is expanded to 18 persons, six elected every year for three-year terms. The officers are to be elected by the Council from among its membership. A vacancy on the Council is filled by vote of the membership at a general membership meeting; a vacancy among the officers is filled by Presidential appointment "with the consent of Council." Council members may not serve more than three consecutive terms unless their service is interrupted by a hiatus of at least one year.

Duties of Officers: The Second Vice President and Level Walker Chairman is

to "maintain liason with the maintenance personnel of the National Park Service."

The Treasurer is required to maintain a list of members. He is also authorized to make disbursements only "in accordance with a previously-approved budget," or on special exception for "unanticipated items."

The provision allowing one person to serve simultaneously as both Secretary and Treasurer is deleted.

Amendments: CURRENT BYLAWS: Amendments are made by majority vote of Board members or of membership. PROPOSED BYLAWS: Amendment requires a majority vote of Council at two consecutive meetings between 30 and 90 days apart, followed by "ratification" by the membership "at the next annual meeting." The membership can no longer amend the Bylaws without Council approval, although it can, by petition, force the Council to consider a proposed amendment.

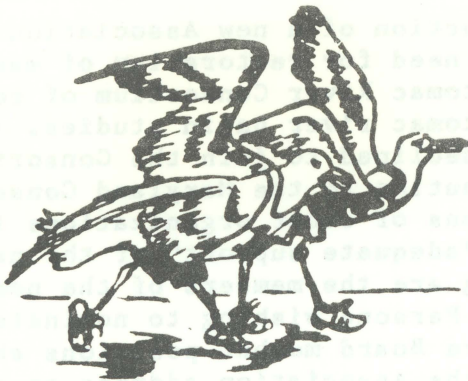
Fiscal Year: The fiscal year is no longer defined; an annual membership meeting is required "at the beginning of the fiscal year."

Quorums: Quorums are defined. A quorum for a general membership meeting is to consist of one voting member. A quorum for a Council meeting is to consist of six members, at least one of whom is not an officer.

Members are urged to consider carefully the Board's proposed new Bylaws, and to be prepared to offer any desired amendments and to vote on them at the February meeting. Members of the Board are expected to be present at the meeting who can explain the Board's reasoning behind the changes embodied in the proposal.

The 1984 Justice Douglas Hike

The Board discussed plans for this whole-canal hike, scheduled for April 15-28, 1984. In addition to determining the hike schedule and reservation procedures, the Board discussed extending invitations to politicians, the political necessity of holding three banquets (at Cumberland, Williamsport and Washington), publicity, a hike theme, required and optional fees for supported hikers, and required deposits. The Board passed a motion requiring supported hikers to be Association members, and a second motion authorizing "donation" to the Association of any unspent hike receipts. It defeated a motion to authorize \$200 to purchase "mementos" for banquet speakers.



The Board was interested in determining if Association members are interested in purchasing T-shirts at \$4.50 each, advertising the whole-canal hike. Interested members should write to President Wood at the Association address. See box for hike details.

Volunteers

The Board discussed the various volunteer projects suggested by volunteer coordinator Joan Paull, approving most and disapproving some. The volunteer coordinator was "displeased" at the exclusion of a "Beaver Census Form" from the last newsletter. See box for current volunteer activities, including a meeting for both veteran and prospective volunteers to review the volunteer activities and plan for new ones.

V.I.P. CORNER

from Joan Paull

The following volunteer programs are scheduled as indicated:

January 21 (Snow date March 3): Come to Great Falls Tavern to help John Anderson work on trails. The Association will camouflage unwanted trails in the Tavern area. Bring work gloves and small clippers, and come any time after 10 AM. For further information call John at 703-823-1853.

February 4: Volunteers' meeting at Joan Paull's home. Review accomplishments and plan for the future. Anyone interested in Association-sponsored volunteer projects should come to this meeting. Call Joan (in Silver Spring) at 301-384-8584 for further details and directions.

March 10: Join Rita Hirrlinger at the Antietam Campground (three miles below Ferry Hill/Shepherdstown) to clear small brush and bushes from O'Brien's Basin. John Frye of the Park Service uses this area for interpretive walks. Bring work gloves and small lopping tools and meet at 10 AM. Carpools will leave Wisconsin Avenue and Montrose at 8:30 AM. Call Rita (703-250-4393 or 703-281-8301) or Joan Paull(301-384-8584) to arrange carpools.

Bob Woodall did a super job of putting in two trails and steps in the Carderock area during the fall. He hauled bank run gravel, and logs, and camouflaged unwanted trails created by the public.

Edith Wilkerson has volunteered to do some sewing for the Park in the spring when a new crew is hired to run the barges. The women on the barges will get new dresses for the summer season.

Level Walker Guidelines

Under Level Walker Chairman Lyman Stucker's direction, a committee of three has revised the Association's level walker guidelines. The Park Service staff and other persons have requested that Association level walkers submit specific information in addition to their free-form reports. This information includes assigning to categories and interviewing park visitors, measuring distances between mileposts more accurately, estimating canal water quality and disseminating brochures. The committee considered these requests in revising the guidelines. The Board "expressed satisfaction" with the revisions.

Other Items

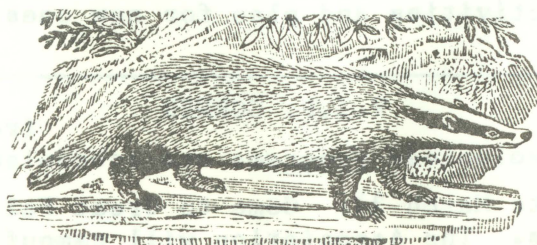
The Board has been discussing the production of a new Association advertising brochure, perhaps emphasizing the need for restoration of masonry.

The Board approved \$100 to join the Potomac River Consortium of colleges and institutions interested in fostering Potomac river basin studies. (The C&O Canal NHP Advisory Commission recently declined to join the Consortium.) The Board tabled matters regarding a contribution to the Maryland Conservation Council and including excerpts of publications of other organizations in the newsletter. It approved a motion pledging "adequate support" of the newsletter.

Carl Linden, Ken Rollins and Nancy Long are the members of the nominations committee for the February 1984 elections. Persons wishing to nominate themselves or others for the six officer and five Board member positions should write to the 1984 Nominations Committee at the Association address as soon as possible.

The Board discussed procuring a bullhorn for the Association.

The Park Service was considering using prisoners for canal maintenance. The Board decided not to take a stand or make a statement to the Park Service on this issue.



The Badger

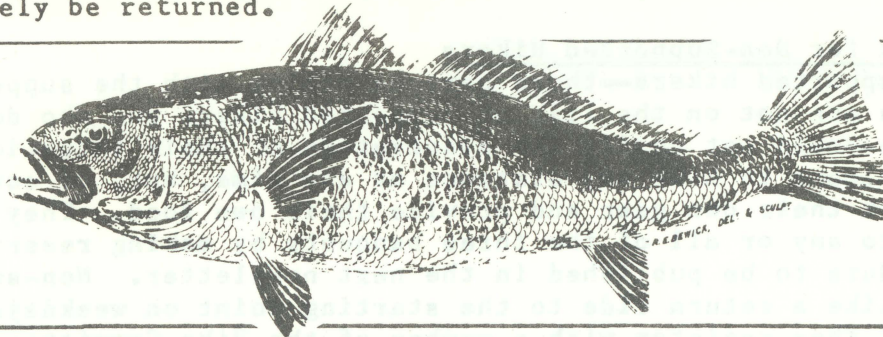
The motel in Williamsport on April 21 will be the Days Inn.

Camping will be at the endpoint of the hike each day with the following exceptions: April 18—at Boy Scout Camp Straus, just off the Canal at Sideling Hill Creek; April 21—camping has not been arranged(supported hikers will spend the night at a motel); April 26—at the Isaak Walton League Chapter off Willard Road in Poolesville (Supported hikers will be provided with transportation to the IWL and back to the canal the next morning).

The estimated cost for the first week is \$105(including transportation from Washington to Cumberland and the motel room in Williamsport), and for the second is \$75. Hikers will be apprised of the range of options available.

Establishing the Roster of Supported Hikers

1. A maximum of fifty hikers will be supported.
2. No person may sign up for support for less than one week.
3. Only current members of the Association(persons who have paid dues for 1984) may apply.
4. A person whose name is on the list of people who provided their names to the Hike Committee before Sept. 30, 1983 is assured of acceptance, provided his or her \$25 deposit is in the Association's mailbox by Feb. 1, 1984. The official list of names is maintained by Treasurer John Chandler.
5. Other persons who send \$25 deposits will be placed on a waiting list, in order of receipt of deposit.
6. Any deposit received from a person who has not paid his or her dues for 1984, and which is not accompanied by such dues, will be returned. Part of the deposit will not be accepted as dues.
7. A person on the waiting list will be notified when an opening for him or her occurs or when deposits have been received from fifty applicants. In the latter event, he or she may choose to withdraw the deposit or leave it with the Association to preserve position in the waiting list, should one of the accepted hikers subsequently withdraw. Deposits from persons not supported will ultimately be returned.



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

Editor is Robert Greenspun, 413 W. Windsor Ave., Alexandria, VA 22302. The editor welcomes correspondence and contributions. Requests for publication of advertising should be sent to the Board of Directors at the Association address.

Production and Distribution Assistants are Michele Carsrud, Rita Hirrlinger and Emmie Woodward.

Association officers for the 1983-1984 year are:

President: Bruce Wood, 5703 40th Ave., Hyattsville, MD 20781
 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: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817
 Information Officer: Orrin Long, 3321 Hartwell Court, Falls Church, VA 22042

Association Dues: One year \$8, patron \$15.
 Membership includes subscription to Along the Towpath.

Improve the odds, early.

Odds are you will miss a future issue of Along the Towpath if you don't renew your membership in the Association for 1984. Improve the odds by sending your check for \$8 or \$15 (patron) to the Association. Use the form provided in this issue of the newsletter. Remember, YOUR MEMBERSHIP HAS EXPIRED.

If you are uncertain whether you have already paid 1984 dues in advance, check the appropriate line on the renewal form and the Association will tell you.

NOTES FROM THE C&O CANAL NHP ADVISORY COMMISSION MEETING OF SEPTEMBER 24, 1983

More on Pedestrian Bridges: Great Falls...

The Commission discussed the latest proposal to rebuild the bridges—washed out by storms—to Olmstead Island, which would once more allow towpath visitors at Great Falls to see the falls, by following a trail over the rocks from the towpath. Persons wanting to see the falls must now approach them from the Virginia side, where they are visible from shore.

There is general agreement that a rebuilt trail to the falls will increase the number of visitors to the Park; the Great Falls area is already the most congested section of the Park, with visitors often turned away by closing the parking area, and pedestrians cheek by jowl on the towpath. The Great Falls Development Concept Plan recognized that the Park would have to face the questions of crowding and overuse in connection with any proposal to rebuild the bridges.



Superintendent Stanton reported that the Park's operating budget would have to be increased by \$200,000 annually, and the staff increased by ten persons, if the bridges are rebuilt, merely for "visitor protection." Current pressure for rebuilding the bridges in 1984 comes from a group involved in the Maryland 350th anniversary celebration—the Montgomery County 350th Committee.

Apparently proceeding on the principle that local interest would encourage federal interest, the Commission passed a motion "urging Montgomery County to make a commitment to raise /\$200,000/ in capital funds by mid-1984, and thus help the National Park Service in its efforts to assure commitment of the maintenance and security funds."

...and Cohill Station

The Commission passed a motion instructing the Park Service to "improve the access at Cohill Station (mile 131) by installing a standard pedestrian bridge over the canal and clearing some vegetation to the river and establish parking for about 15 cars." The Commission did not elaborate on what it meant by a "standard pedestrian bridge" nor by "clearing some vegetation." One Commission member reported on a proposal to "make a bridge large enough for people to carry their boats across and down to the river." The Commission heard a statement that "the project had been worked out with interested people in the area as an alternative to a boat ramp or other more intrusive approach." According to the NPS, the parking "would be on land that is now under orchard management and would not have great impact on the area."

More on Land Protection Plan

The "Land Protection Plan," the Park Service's statement of how best to secure the least expensive, adequate control of lands in the Parks not in Park Service ownership (see Along the Towpath, XV, 4, p. 11 (Oct. 1983)), includes "recommendations for six fee purchases, six critical scenic easements, three agreements with sportsmen's clubs, and three exchanges." One of the properties recommended for purchase is a 2,000-foot section of Big Slackwater (above Dam No. 4). "After the Park obtains this property, the towpath could be restored to its historic condition." The Commission approved a motion "urging the Park Service to go ahead with whatever is necessary to secure this area of the towpath."

Chessie is Applying Herbicides

"...the Chessie System has been spraying herbicides along the railroad tracks in the Brunswick area. This fact has been taken to the State of Maryland Industrial Management Office. Park staff will look into the situation." From the Superintendent's Weekly Report of Sept. 28, 1983: There was herbicide damage in the Park, "along the towpath from Brunswick to Noland's Ferry. Spraying from the railroad right-of-way drifted onto Park lands killing vegetation from the edge of the railroad property across the canal and towpath."

Other Items

In June 1983 there were 187 C&O Canal NHP employees, including 67 persons temporarily employed under authority of the Jobs Bill program.

Over 38,000 gypsy moths were captured in 76 traps set by the Boy Scouts in June 1983.

Supported by a special grant of \$4,000 from the NPS National Capital Region, the Park Service has compiled a list of 209 endangered plants in the Park.

The Western Maryland Railroad station at the canal terminus in Cumberland "should be open to the public as a museum by the middle of 1984."

"The West Va. Dept. of Natural Resources has proposed putting a boat ramp on the slackwater at Opequon Creek about six miles above Dam No. 4."

"There is a possibility of doing an environmental study on restoring the towpath in the Widewater area below Lock 15 to its historic condition."

"The Weverton shelter along the Appalachian Trail will be taken down."

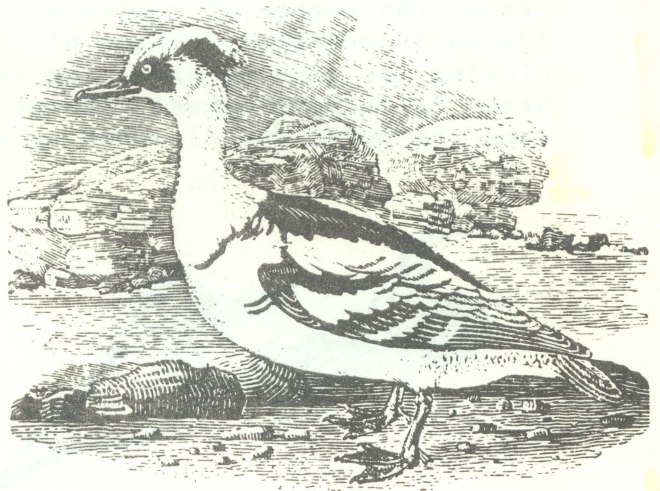
The Park Service stated that the six Western Maryland RR bridges acquired by the NPS have been the scene of injury and death. "The best way to solve these problems may be to take the bridges down." At the Dec. 3, 1983 meeting, the Commission discussed putting barriers on the girders.

The Maryland Dept. of Natural Resources' Power Plant Siting Program was to have produced a report, by October 1983, on the environmental impact of building a power plant at three sites in western Maryland. Interested readers are referred to an earlier issue of Along the Towpath (XIV, 3, p. 3 (July 1982)) for a list of the proposed locations and site characteristics required for a power plant.

The Commission passed a motion approving the relocated boat ramp on the Monocacy just above the aqueduct.

The Park "Needs Catalog" was to have been available by December 1983.

Proposed Roads: The Cumberland road is in planning, archeological investi-

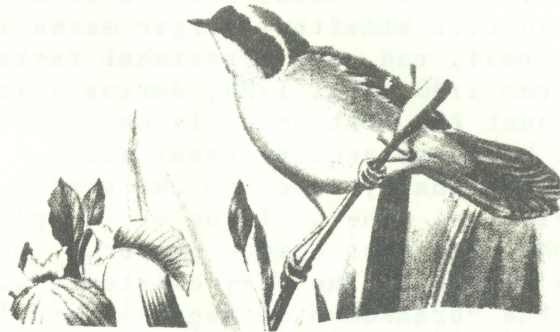


The Smew

gations are forestalling a new Route 51 bridge at Paw Paw, neither the Whitehurst Freeway nor the Key Bridge environmental impact statements have been completed.

[At the Commission meeting on Dec. 3, 1983, the Park Service announced that work to stabilize the Licking Creek aqueduct was to begin immediately.]

YELLOWTHROAT



Book Review

from Bob Greenspun

Transport in the Industrial Revolution, Derek Aldcroft and Michael Freeman, Eds., Manchester Univ. Press, Dover, NH 03820, 1983. x, 222 pp., illus., indexed, \$23.50.

In the mid-18th century in England the first distinct signs of the emergence of industrial capitalism became visible, and in less than 100 years the capital-intensive economy had matured. During this time the means of transporting both people and goods changed, and the number of people and the amount and kinds of goods transported increased rapidly. By the second half of the 18th century, the railroad, in less than fifty years of development, dominated transportation wherever track could be laid, as much a product as a servant of industrial capitalism. Before 1850, however, industrialization was served in transportation by the continued development of roads for horse-drawn wagons, waterways for animal-drawn barges, and sailing (and later steam) vessels for navigating the seas. The different modes of conveyance complemented each other, and were usually selected upon rational consideration of cost, reliability, safety, speed, and provision of access to raw materials and markets.

Transport in the Industrial Revolution is a collection of six essays on the role played by roads, inland water and the seas in and around Britain in the century ending about 1850. There is an unmistakable thread of iconoclasm in these essays. Evidently, the various authors feel that misconceptions are widespread concerning the speed and direction of industrialization, and the roles of roads and international trade in the process. For instance, "There was no continuous [expanding volume of trade] as some would have us believe (p. 6); there are grounds for reconsidering the accepted opinion that the [turnpike] trusts were badly run (p. 47); the assumption that roads could not cope with traffic must be abandoned (p. 85); the contribution of ports is generally neglected (p. 177)."

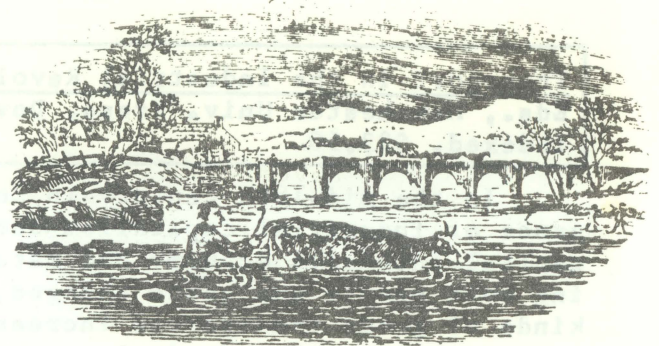
The ultimate effect of these efforts to set the record straight is to paint a picture of modulated change without abrupt discontinuities, in which each of the available modes of transportation was improved and its use intensified by competitive selection so as best to serve emerging needs, or to take advantage of supply-induced demand. "To indulge in analyses of relative advantage [of one mode of transportation over another], we are told, "is to misunderstand entirely the complexion and workings of the contemporary transportation sector."

There are two essays on roads: one on the turnpike trusts—official bodies constituted to keep the roads in good repair—and one on road haulage itself.

There are also two on seagoing transport: the coastal trade is treated separately from the international. There is one chapter, the longest in the book, on canals and inland navigations. In each essay we learn something quantitative of the growth of the transportation mode under review, and of who invested in it and why, and how it contributed to the national economy, and something more qualitative about its operation. Certain characteristics seem common to transportation as a whole: investment—from landed, aristocratic and mercantile interests—was predominantly local and was often independent of interest rates, suggesting that indirect benefits—larger markets and the need for smaller inventories, for example, and even irrational factors—were important. There was a canal "mania" from 1790 until 1794, during which period, we are told, it is "difficult to account for what actually happened. Men almost fell over each other in their indecent haste to acquire canal stock."

The essays occasionally touch on the social aspects of the industrial revolution, and its victims. The building of turnpikes and canals with their tolls for negotiating what had been common property constituted a "redefinition of communal property rights." The very existence of navigable waterways and good roads encouraged the "breakdown of regional and local marketing patterns and self-sufficiency." The improvements "drew agricultural commodities out of local markets, increased rents, and in hard times contributed to local food shortages and serious hardship for the poor, and to widespread rioting."

Although better road construction required engineering advances, and ship design—especially with the advent of steam—similarly technical progress, the canals, more than the others, seem to be the significant engineering achievements. As the engineers gained experience, BF Duckham writes, "the cautious ponderousness of the first aqueducts gave way to daring, and an exaggerated respect for contours to a greater use of earthworks and flights of locks." The canal system, he goes on to say, "is remarkable for sound workmanship and the quiet dignity of its architecture."



Beyond economics, we learn a good deal, in a broad way, about canal operations. Canal companies had small staffs. "Many concerns were effectively run by part-time secretary, chairman and treasurer, and found no call for any boardroom other than the lounge of a local inn." A large number of waterside firms operated their own barges, and the independent shipper-owner played "a subordinate role on most canals." There were many difficulties with the canals. The frequent construction of narrow canals—lock width about seven feet—curtailed potential loadings. And,

in addition to the basic broad/narrow divide some canals had bewildering combinations of lock sizes.... It was by no means unknown for identical locks to vary in width on the same canal. Georgian measurements could be very approximate.

Even more troublesome was the heavy-locked nature of the average canal. The Trent & Mersey had seventy-five locks in ninety-three miles, the Grand Junction 102 in 93½ miles, the Worcester and Birmingham fifty-eight in 30 miles and, almost incredibly, the Huddersfield Canal had 74 locks in only twenty miles.

Transport includes much data in tables, and is adequately referenced. There is a lavish bibliography, and separate indices to general topics, place names and canal names. The essays achieve a "uniformity of treatment," and provide a "balanced picture of transportation evolution during the classic industrial phase," as intended by Aldcroft and Freeman. There is some repetition among essayists, which is probably unavoidable in a collection of the independent work

of contributors. Although it touches on historical and engineering considerations, Transport is recommended to readers interested in a balanced presentation of the dynamics of investment in, and management and the economic contribution of, transportation in Britain during the industrial revolution.



President's Column

A quiet time of year is upon the Canal. Graceful ice skating will be possible soon, reflective walks in the snow may be enjoyed by many, but most of us will put away our Towpath Guides to remember past experiences along the Canal and look forward to new ones in warmer weather.

However, the Canal Association is not quiet all winter, nor do we even hesitate long in our planning. You will find in this newsletter articles about past events and past meetings and about future events and future meetings. In early February we will hold a volunteer review meeting to assess the activities conducted in 1983 and to establish guidelines for activities to be conducted in 1984. All members of the Association are welcome to attend this meeting and to offer their comments. There is an item in the calendar giving the details of where and when.

In late February, we will have our annual meeting. This will be an important meeting because newly drafted bylaws will be presented to the membership for approval. An article elsewhere in this issue explains the highlights of the new bylaws. Before and after that meeting we will be looking at an aspect of life in Harpers Ferry and enjoying good cooking once again. It will be a good opportunity to get out of the house and see a lovely town. Be sure to set the date in your calendar and get your dinner reservations in.

The highlight of the Association's Spring events is the full-length hike for which planning has been going on for six months. An article in this issue tells how to maintain or apply for a place on the roster of hikers. We expect a great hike with a large turnout, so be sure to reserve your place early! Details of public events during the hike will be available in the next issue of Along the Towpath.

I hope your holidays were enjoyable and that 1984 is a good year for you! See you on the towpath!

Bruce W. Wood

NOTES FROM THE SUPERINTENDENT'S WEEKLY REPORTS TO THE
NATIONAL CAPITAL REGIONAL DIRECTOR, MAY 30, 1983 - DECEMBER 11, 1983

The footbridge near Lock 19 has been replaced.

The National Park Service continued to sample for mosquito larvae in Cumberland. The Park Service evidently regards the presence of larvae as presumptive evidence of "bacteriological contamination on park lands."

Boy scouts and their leaders removed intruding vegetation from historic structures near Lock 58.

The Park Service reported "incidents of illegal camping and boisterous parties in the Palisades District."

The Oldtown Volunteer Fire Dept. disposed of the remaining building on the former Cardinal Club property as part of the Park Service's program "to eliminate non-historic excess hazardous buildings in the Park."

The NPS suspects that there are "sewer and water line leaks bordering the canal on Canal Road between Little Falls pumping station and Chain Bridge." A written report was to have been prepared.

A man was reported to have "discovered a canal boat hulk buried in the bank of the Potomac River near North Branch."

"Incidents of illegal hunting in the Park continue despite the rangers' efforts to post [no hunting and park boundary signs] and patrol."

Vehicle break-ins are still occurring with regularity along the towpath near Harpers Ferry.

FORMER C&O CANAL MULE DRIVER "HOOPER" WOLFE DIES IN WILLIAMSPORT

from the Hagerstown Daily Mail

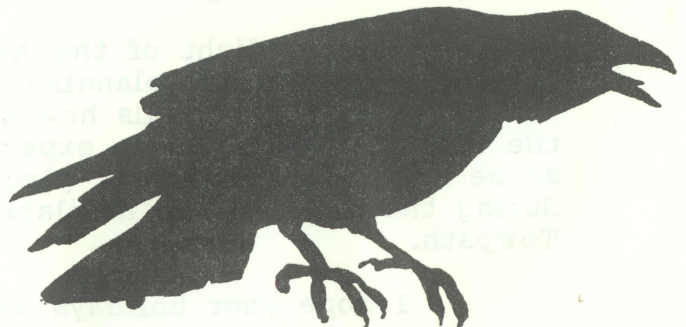
George W. "Hooper" Wolfe, author of I Drove Mules on the C&O Canal, a book whose authenticity is clouded by controversy, died in Williamsport on Dec. 8, 1983 in his 90th year.

Wolfe was born in Williamsport and lived all of his life in this canal town. He left school at age ten to drive mules on the canal. He later worked for the Western Maryland railroad and operated a general store—Wolfe's on the Square—in Williamsport. In 1969 he published his book of canal stories from what he remembered of his youth on the C&O. Some of his recollections were subsequently disputed by knowledgeable historians of the canal.

Wolfe was a Williamsport Town Councilman for eleven years and a supporter of the Canal Park: "I always hope it's there for each new generation to enjoy," he said in a 1969 interview.

PLANNING FOR A MID-HIKE WEEKEND

Brad Haigh is interested in assembling a group of people interested in hiking with the whole-canal group on Saturday and Sunday, April 21 and 22, from Four Locks to Dam No. 4. He would like to meet with them to make arrangements for getting from Washington to the Williamsport area for the start of the hike on Saturday, and returning on Sunday after the hike. He would also like to discuss arrangements for spending Saturday night, with camping a possibility. Interested persons please call Brad at



LEVEL WALKERS REPORTSSect. 3 - Lock 5 to Cabin John Creek - Philip Stone - November 1983

The towpath remains in very good condition throughout my section. There is a large tree branch in the canal some 400 feet above the little Falls Pumping Station. It fell across the towpath and the part obstructing the path has already been removed.

I noted no pollution in Cabin John Creek and saw very little litter along my section of the canal. I counted 221 people engaging in various recreational pursuits along the canal on my visit, which lasted 2½ hours. This compares with 217 on November 7, 1982, when the weather was not windy, and 254 on April 30, 1983.

Sect. 10 - Seneca Aqueduct to Tenfoot Island - Alice Kinter - October 1983

She is expressing concern about the bottles and debris on her level.

Sect. 12 - Sycamore Landing to Edwards Ferry - Charles Otstot- October 1983

The reconstruction/stabilization work at the Goose Creek River Lock was well along. Chisel Branch MBO was in good shape generally. The picnic table is missing, as is the grill. The latrine is beginning to blend into the woods. The trash container was jam full; and the several bags of trash folks left around it had been picked through by the "wild beasts". The top valve on the pump is loose, and as much water comes straight out the top as goes out the spout. The "new sign looks like it should be temporary.

The depression areas about the 29 mile post mentioned in earlier reports have been filled with gravel. Thanks, PS!!!

We took the opportunity to walk up to the rebuilding work going on at the Broad Run Aqueduct (Mile 31.9) and see what progress had been made. Waw!!! The Park Service crew has really made much progress. I would recommend that all Level Walkers take the opportunity to observe this effort in progress. The work is very well done; and may just become one of those well kept secrets.

Sect. 12-13-14 - From Sycamore Landing Rd (27.21) to White's Ferry (35.50)- Howard and Kay Hembree - September and October 1983

Towpath was clear and generally in good shape. However, like many of the large culverts on the canal, the stone work on Culvert #42 (29.86) is in need of attention. In this regard we were pleased to see at an earlier date, and the first time for us, the remortaring of a lift lock.

At the Turtle Creek Overnighter (34.43) a lot of trash was scattered all around the trash can, perhaps an animal, but at White's Ferry (35.50) the area and the toilets were exceptionally clean.

Sect. 21 - David Johnson - Brunswick to Weverton Lock - October 1983

The towpath is in good shape for walking, and is generally clean except where fishermen cross to get to the river. The canal is mostly dry, but contains some water near Weverton. All masonry works appear to be in excellent condition except the breached culvert at Knoxville Branch. Several culverts are partially blocked with sediment.

Sect. 23 - Harpers Ferry to Dam 3 - Butch Henley - November 1983

Butch observed a great deal of trash in the canal bed on this section. The cyclist that she is makes her aware of the roots and rough surface for a half mile section.

Sect. 30 - Snyders Landing to Lock 40 - Harold Cramer, Sr. - October 1983

Condition of towpath was excellent for hiking, biking or running. One other hiker and one biker were noted on this Monday. In the vicinity of 78.7 - 78.9 there continues to be serious erosion in the towpath on the canal side.

Sect. 32 - Marsh Run Culvert to Dam 4 - Edith and Marvin Wilkerson - Sept. 1983

We have mentioned this before but nothing has ever been done. At the Big Woods Hiker-Biker Overnighter the pump is 0.2 of a mile downstream from the camping area. Although someone has scratched on the sign something to the effect that water is downstream, it would seem a good idea for an official sign to be erected so that hikers and bikers moving downstream would know that water is, indeed, available, though not visible from the camping area entrance.

Sect. 42 - Lock 47 to McCoys Ferry - A. K. McGraw - March, August, etc. 1983

This section in fine shape, no damage or vandalism noted on March or August visits.

Sect. 44 - Fort Frederick to Ernestville - Jane Larsen - October 1983

The path was neat and clean, recently mowed on the sides. Had we not slid down the bank to the edge of Big Pool where the fisher folk leave their debris, there would have been no trash to fill our plastic bag. As for brush on the path, it was minimal.

Masonry structures as reported in previous reports, but one thing not actually on canal that must have escaped notice before: at mile 114.02, where W Md RR trestle crosses towpath, at east end of trestle the supporting rocks are bulging and out of alignment and appear to be in danger of collapse.

Sect. 47 - Mile 120 to Hancock - Jim and Sally Bryant - November 1983

The canal in good condition. What happened to the watering at Hancock?

Locks 51 and 52 repairs excellent. All the stone work along this section excellent.

Tow path in good condition with one exception - there are cracks and erosion above culvert at 121.57 miles. The useage of this section good. Passed a group of 35-40 young hikers and one thru-hiker.

We saw a few birds and a few wild flowers.

Sect. 48 - Hancock to Roundtop Hill - A. K. McGraw (reporting for Walter Keefer due to illness) - November 1983

This section in excellent condition - no damage or vandalism noted. Clean and no litering noted.

Section 52 - Sideling Hill Aqueduct to Little Orleans - Kent Minichello - Oct. 1983

The towpath was in excellent condition throughout. We wish to compliment the Park Service on the repair, pointing, and stabilization of Sideling Hill Creek Aqueduct. The towpath, canal prism, and hiker-biker were nearly free of trash; less than one trash bag full was collected.

We encountered a group of fourteen Boy Scouts and leaders on a day hike, a couple bicycling, and Rangers Martin Gallery and Mike Mastroangelo patrolling the area.

Sect. 69 - Wiley Ford to Intake Lock (Cumberland) - Amira Ünver - November 1983

Our section was clean throughout. The junk yard on the berm side seems to be expanding but we did not cross over to examine the extent of the area. It really is a shame that the berm side view is so awful in the section.

The small culvert area at the beginning of the sections seemed to have been cleared out. There was graffiti on the supports of the W Md RR bridge (182.97) and on the concrete waste weir (183.55). Our interesting discovery of this trip was the fact that the stone blocks of the culvert area at the end of the concrete waste weir, contained fossilized shells.

LEVEL WALKER NOTES

Our recent walk from Seneca was enjoyed by 25 people. The side trip into Blockhouse Point was postponed but the Girl Scout program at Riley's, the visit to the stone mill and to Seneca school house rounded out a pleasant day.

We will schedule regular walks this winter as follows:

Saturday, January 21, 10:00 AM - Meet at Great Falls visitor Center- Virginia Side. The exhibits in the Center are very interesting and we will walk and explore George Washington's Potomack Canal. There is also a good view of the Falls from Virginia.

Saturday, March 17, 10:00 AM - Meet at Edwards Ferry - Mile 30.8. This walk will give us the opportunity to see the recently rebuilt Broad Run Trunk. The Goose Creek River Lock near Edwards will also be visited and discussed.

Level Walker reports received this past Fall have been very interesting however we remind you that some sections have not been heard from for a long time.

Amira and Erdal Ünver sent more pictures of their sections. These will add greatly to our pictorial history.

We are expecting a good representation of level walkers on the long walk next April.

Note the following address changes:

Sect. 68, 69 - Amira Ünver, 6204 5th Ave., Apt. 3-B, Pittsburg, VA 15232

Sect. 30 - Harold Cramer, Sr., 8 Gray Drv., Pasadena, MD 21122

Legman

CANALBOATS EXCAVATION IN RICHMOND

from the Virginia Canals
and Navigations Society

The Great Basin of the James River and Kanawha Canal, at its eastern terminus in Richmond, was made into a railroad yard after 1880, when the predecessor of the C&O Railroad acquired the canal property. During the summer of 1983, part of the former basin was excavated in preparation for the construction of a new office building. Members of the Virginia Canals and Navigations Society and the Archeological Society of Virginia, in observing the excavations, noticed sections of wood and metal at the bottom of the pit, buried in the silt, and quickly requested assistance in investigating what might have been canalboat remains before they were destroyed or buried beneath a new foundation.

Much help was forthcoming. Several of the firms involved in the construction donated time and equipment to help remove the overburden from the barely protruding objects, and to rescue them, if warranted.

The investigation was fruitful. The investigators uncovered six boats in the basin: a packet boat circa 1850 and five bateaux, at least one of which dates from the 18th century.

The investigators were to have used Locks No. 4 and 5 of the Tidewater Connection of the Canal, restored by Reynolds Metals Company, to store the boats until they could locate a tank in which the boats could be soaked in preservative for the year necessary to displace the water from the interstices of the wood. The investigators also were interested in publishing a report on their discoveries, developing an exhibit of the artifacts, and reassembling the boats when the wood has been sufficiently preserved.

For the latest information on these investigations, write to the Virginia Canals and Navigations Society, 625 Pomander Walk, Alexandria, VA 22314.

US DEPARTMENT OF AGRICULTURE GRADUATE SCHOOL NATURAL HISTORY
FIELD STUDIES

The USDA Graduate School in Washington offers courses in natural history. The current term begins on January 9, 1984, and courses are offered variously in downtown Washington, Chevy Chase, Md. and Vienna, Va. Tuition is \$23 per credit, with most courses two credits.

Some courses have a materials fee.

Field trips are by carpool or at the student's expense.

Courses offered during the winter quarter include:

Introduction to Ecology - covers energy flow, the food web, biogeochemical cycles, populations, niche and community, ecosystem evolution and speciation.

Woody Plant Identification - teaches identification of trees and shrubs without reference to leaves.

Geology - covers history and geological processes and mineral identification.

Wildlife Ecology - concerned with factors that determine survival of species and communities.

Land Use Principles - teaches the social, economic, ecological and physical principles of land use and their application to conservation problems.

Bird Life - an introduction to the structure and classification of birds and their natural histories.

Owls - covers identification and habits of common eastern owls.

For further information and enrollment forms, call the Dept. of Agriculture, 202-447-6337.



THE TEXT OF THE PROPOSED NEW BYLAWS SUBMITTED BY THE BOARD OF
DIRECTORS FOR CONSIDERATION BY THE MEMBERS OF THE C&O CANAL ASSOCIATION

The Association's Board of Directors proposes to the membership that the following bylaws be adopted by the Association to replace the current ones. According to Article V of the current bylaws, a majority vote of either the membership or the Board is sufficient to amend or repeal them.

The Board further proposes to hear discussion and amendments from the floor at the February 25, 1984 general membership meeting, and suggests that adoption be approved to take effect in 1985. The Board is particularly concerned that this draft receive wider study by the membership at large.

ARTICLE I

NAME, OBJECTIVES, MEMBERSHIP

Section 1. The name of the Corporation, hereinafter referred to as the "Association", is the C and O Canal Association. It has been organized under the District of Columbia Non-Profit Corporation Act, Public Law 87-569.

Section 2. In order to carry out the objectives and purposes of the Association as set forth in its Certificate of Incorporation, it is the particular business of the Association:

(a) to maintain close liaison with Federal, State, and Local Government Agencies which have jurisdiction over the Chesapeake and Ohio Canal National Historic Park and the lands adjacent to it.

(b) to ensure that protection, conservation, and development of the Park are in conformity with the concepts under which the Park was established.

(c) to work for the preservation of natural outdoor recreational resources in the Potomac River Basin for all to enjoy in perpetuity.

(d) to participate as appropriate with private and public agencies to develop regulations for the proper administration of the natural areas of this Basin.

Section 3.

(a) Charter Membership shall be held by those individuals who participated in the hike from Cumberland, Maryland to Washington, D.C. on March 20-27, 1954; known as the "Justice Douglas-Washington Post Hike Party".

(b) Regular Membership with one vote shall be held by each person who has paid annual dues for the current year.

(c) Honorary, Family, and Junior Memberships all of which shall be non-voting may be extended by the Council to other persons from time to time as may be appropriate.

(d) Annual dues for each category of membership shall be set by the Council.

ARTICLE II

COUNCIL, OFFICERS

Section 1. The Association shall be administered by a Council of eighteen regular members which shall meet at least once a year.

Six members shall be elected to serve on the Council for a term of three years by a majority of the regular members present and voting at each Annual meeting of the Association.

Any member who has served for three consecutive full terms shall step down for at least one year before being reelected.

In the event of a vacancy caused by resignation, death, or extended non-participation by a Council member, the election of a successor for the remainder of the unexpired term shall be by vote of the regular membership at its next Annual Meeting.

The President shall be the Chairman of the Council.

Section 2. The Officers of the Association shall be President, First Vice-President, Second Vice-President who shall also be Level Walker Chairman, Treasurer, Secretary, and Information Officer. They shall be elected each year for a one year term from the membership of the Council.

The election of officers shall be held at the first meeting of the Council following the Annual Meeting of the regular membership.

Any vacancy during the year shall be filled by Presidential appointment with the consent of the Council except that the First Vice-President shall succeed the President should this office become vacant.

ARTICLE III

AUTHORITY AND RESPONSIBILITY OF OFFICERS

Section 1. The President shall be the Chief Executive Officer and manage the business of the Association in accordance with its purposes and objectives. He may establish such Committees as are necessary.

Section 2. The First Vice-President shall have the authority and responsibility of the President in his absence. He shall succeed him in office if the Council determines that the President is unable to serve.

Section 3. The Second Vice-President shall manage the level walker activities of the Association and shall maintain liaison with the maintenance personnel of the National Park Service.

Section 4. The Treasurer shall have custody of all funds and property of the Association and shall keep them safely in accordance with procedures approved by the Council.

He shall keep accounts of all receipts and disbursements and prepare a statement of financial condition whenever requested by the President or the Council and for distribution at each Annual meeting of the Association.

He shall maintain an up-to-date list of all members whose annual dues have been paid.

Disbursements shall be made by the Treasurer or by the President in accordance with a Budget previously approved by the Council, or upon specific authorization by the Council for unanticipated, extra-budgetary items.

Section 5. The Secretary shall have custody of all the records of the Association other than financial records. He shall keep minutes of the meetings of the Council, of official meetings of the regular membership, and copies of all official incoming and outgoing correspondence.

Section 6. The Information Officer shall act as liaison with the membership, the general public, and the news media. At the direction of the President he may from time to time issue press releases, pamphlets, newsletters, graphics and other informational and educational materials which are approved by the Council and supportive of the purposes of the Association.

Section 7. Each officer may delegate such of his duties as he deems advisable but he shall, nevertheless, remain personally responsible for the proper execution of these duties at all times during his term of office.

ARTICLE IV

MEETINGS, QUORUMS, AMENDMENTS

Section 1. There shall be an official Annual Meeting of the regular members of the Association at the beginning of each fiscal year. The Council shall designate the time, date, and place for this meeting and notify all members by newsletter or by mail at least thirty calendar days in advance.

Section 2. A quorum of the Annual Meeting shall consist of a majority of those regular member present and voting.

A quorum of the Council shall consist of six Council members at least one of which shall not be an officer.

Meetings shall be conducted under Robert's Rules of Order.

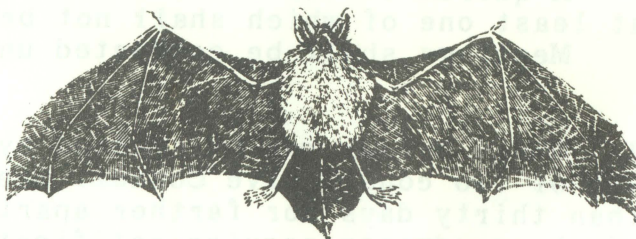
Section 3. These bylaws may be amended by a majority vote of the Council at each of two consecutive Council meetings held neither closer together than thirty days nor farther apart than ninety days from each other. Such amendments require ratification at the next Annual Meeting.

Action to consider amendment may be initiated either by a petition to the Council signed by five regular members or by any serving member of the Council.

CALENDAR OF COMING EVENTS OF INTEREST

Dates of Association-sponsored events are enclosed in boxes.
 Dates of Association-sponsored volunteer programs are underlined.

- January 1, 1984 - Sierra Club towpath hike, Georgetown (mile 1) to Glen Echo (mile 7.5). Return trip is by Metrobus. Meet 9:30 AM at Wisconsin Ave. and M Street, NW. For further information call 202-362-0250 or 202-244-5590.
- January 4, 1984 - Association night at the National Symphony POPS, 7 PM, Kennedy Center, Washington. Reservations were required by Dec. 20, but interested readers may call Emmie Woodward (703-759-3940 or 202-785-8100) for the latest details.
- January 8, 1984 - Sierra Club-sponsored Billy Goat Trail hike, just off the towpath between Carderock and Great Falls. Meet at 8:30 AM at the first Carderock parking lot. Further information call 703-578-1562 or 703-323-6249.
- January 21, 1984 - Level Walker hike, 10 AM, Great Falls, Virginia, Visitors Center. Walk along the Potomack canal. See Level Walker notes inside.
- January 21, 1984 - Association volunteer program camouflaging unwanted trails at Great Falls. See details in this newsletter.
- February 4, 1984 - Association volunteers meeting at Joan Paull's in Silver Spring. See further information elsewhere in this newsletter.
- February 25, 1984 - Association annual general membership meeting, 1:30 PM, National Park Service Mather Center in Harpers Ferry. There will be a tour before the meeting and a dinner afterward. Details are in this newsletter.
- February 29, 1984 - Smithsonian-sponsored lecture by George Kephart, with illustrations, concerning his trip through the French Canal de Burgogne in a sailboat, 8 PM, Baird Auditorium, Natural History Museum, Washington. Call the Smithsonian Associates, 202-357-3030, for details.
- March 3, 1984 - C&O Canal National Historical Park Advisory Commission meeting, time and place to be announced. Advisory Commission meetings are open to the public. Write to the Park Service, P.O. Box 4, Sharpsburg, MD 21782, for details, including agenda.
- March 10, 1984 - Association volunteer program clearing brush and bushes from O'Brien's basin near Antietam. Details in this newsletter.
- March 17, 1984 - Level Walker hike, 10 AM, Edwards Ferry (mile 30.8). Everyone is welcome. See Level Walker notes inside for more information.
- April 15-28, 1984 - Association-sponsored Justice Douglas hike, Cumberland to Washington. See various reports in this issue of the newsletter for the latest details. This hike will mark the 30th anniversary of the Association.



The Short-Eared Bat