

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 XVII

JANUARY 1985

NUMBER 1

A Short Hike is Also Included

CONTESTED ELECTIONS TO BE A FEATURE OF ASSOCIATION GENERAL MEMBERSHIP MEETING
FOR THE FIRST TIME IN MANY YEARS

from Brad Haigh

The 1985 annual general membership meeting will take place at 1 PM on February 23 at the Western Maryland Sportsmen's Club next to the canal at Dam #4 (mile 84.4). This meeting will be preceded by a short walk and a lunch, and will be followed by a social hour open to all and a dinner for those making advance reservations. The snow date is March 9.

The agenda will include (among other items) officers' reports, the election of officers and Board members, and a presentation by the Park Service on its accomplishments in 1984 and its plans for 1985. Although the nominations committee was able to find only one candidate for four of the Association offices, it located two each for the offices of President and Treasurer, and eleven candidates for eight vacancies on the Board of Directors. (Five Board terms expire in 1985, and three members with terms expiring in 1987—Tom Hahn, Paul Hauck and Dale Jackson—have resigned.) Every incumbent officer is again a candidate, while only two of the eleven candidates for Board members are incumbents. Association procedure permits nominations from the floor at the meeting, a process which has rarely produced a contender, but may, of course, increase the number of nominees. Many Association members have never witnessed a contested election; for Board members, President and Treasurer, this year there is a choice; come to the meeting and take part in deciding among the contenders. Members attending the 1984 Association election meeting and subsequent Board meetings have discussed at length Association procedures in nominating and electing its leaders, and this year's procedures have resulted from these discussions.

An important new element in the elections process is the publication in this issue of Along the Towpath of a campaign statement from each candidate; please direct your attention to these brief remarks.



Weather permitting, there will be a towpath hike starting at Dam #4 at 10 AM. Lunch will be at noon at the Sportsmen's Club. Bring your own lunch or partake in the bean soup and ham sandwiches sold by the Club. Beverages will be available. The social hour will begin at 4 PM; since the Club does not sell liquor,

if you want to imbibe fluids other than non-alcoholic beverages and beer or wine, you will have to make your own arrangements. Dinner will be served at 6 PM and will cost \$6 per person. Use the reservation form included in this issue of Along the Towpath to make dinner reservations.

Dam #4 is directly across the canal from the meeting location. In late February it may roar from a turgidity accumulated from ten thousand rills and rivulets of snowmelt upstream, or it may whisper in a voice scarcely more than a murmur, muffled by ice. The trees will still be leafless, the towpath insectless, the air ingenuous, the sun as high in the sky as it can be without the accompanying spectacle of spring production. Come out and join the hike before the meeting, or you may find yourself tempted to regard walking on the towpath as infinitely preferable to remaining in the meeting.

In case of a major snow or ice storm, please call Bruce Wood (301-495-3110) or Brad Haigh (703-642-5366) in the evenings for the new plans for a meeting on March 9.

Directions to Dam #4: From Washington take I-270 to I-70 to Md 65; take Md 65 south about four miles to Md 63; turn right on Md 63 for about four miles to Downsville; there, at the intersection with Md 632, turn left onto Dam #4 Road and go about four miles to Dam #4; the Club will be on your right; park in its lot. In the event of slippery roads, be extremely cautious on the hill leading down to the canal just before the dam.

From Cumberland: Take US 40 east to I-70 to Md 63; drive south on Md 63 through Williamsport (note that just beyond I-81 you must turn right to remain on Md 63) to Downsville; at the intersection there with Md 632, turn right on Dam #4 Road and proceed about four miles to Dam #4; the Club will be on your right; park in its lot. In the event of slippery roads, be extremely cautious on the hill leading down to the canal just before the dam.

CONTRACTING FOR SERVICES IN THE PARKS

The US Office of Management and Budget, under "Circular A-76," has for some time required that federal agencies not perform certain work that could be done under contract to private firms or individuals. This requirement, when applied to the National Park Service, the Fish and Wildlife Service and the Bureau of Land Management (all in the Dept. of the Interior), provoked a great deal of controversy. Some opponents were fearful that groups of trades-



men with unusual skills (such as historical restoration of masonry) developed through long experience would be replaced by persons who appeared to be adequately skilled but whose performance would ultimately be disappointing. The issue has, for the moment, at least, been decided in favor of the opponents.

In Public Law 98-540, Congress "found" that the two Services and the Bureau were authorized, in the absence of A-76, to contract for services "with certain limitations that reflect the values and... policies of...public lands," and that

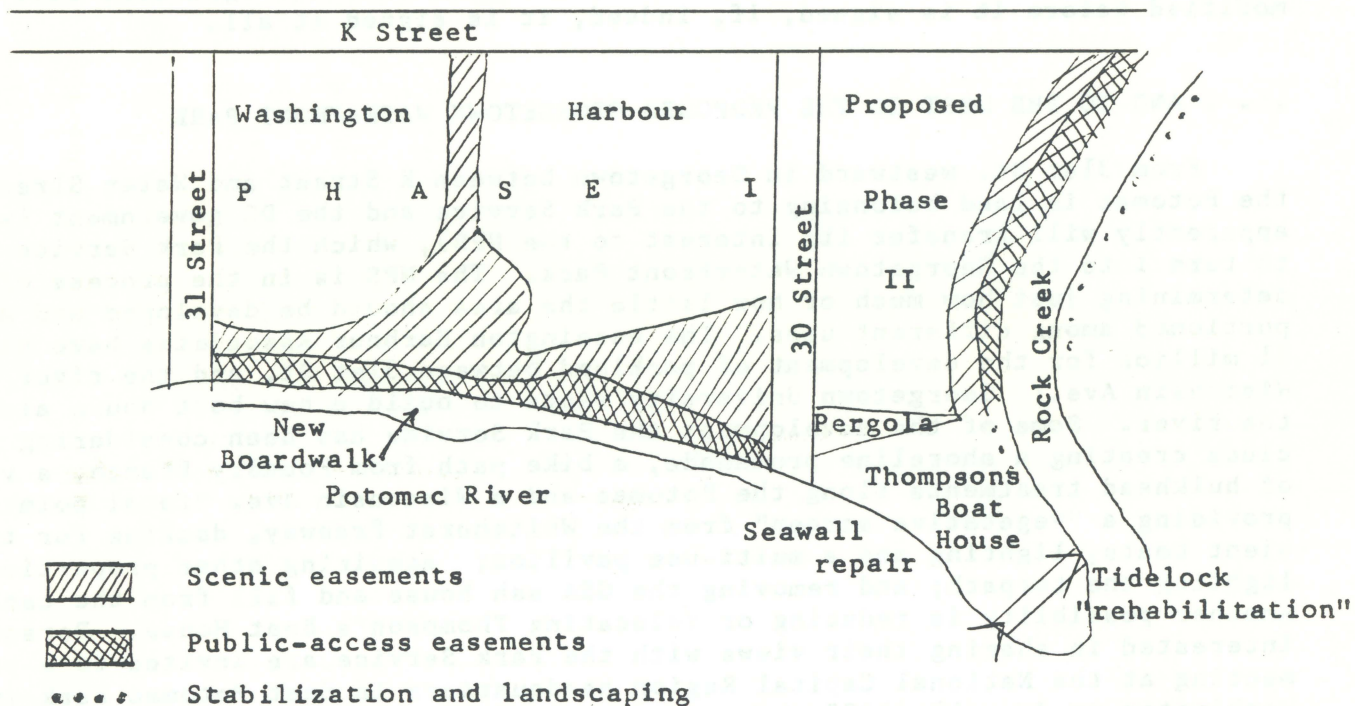
"expansion of the contracting authority...should be considered only after careful study." The legislature, in support of these findings, enacted the following: The Bureau and the Services are prohibited through Sept. 30, 1988 from contracting for any service which was subject to Circular A-76 without "funds specifically provided by an Act of Congress." After that time, the provisions of Circular A-76 shall not apply to activities of the Bureau and the Services which "involve ten full time equivalent employees or less." Additionally,

the NPS is required to create a "maintenance management system," which is to consist of at least an inventory of park assets and their maintenance requirements; performance standards, a work schedule and work orders for maintenance; and an analysis of "planned versus actual accomplishments and costs." Congress hopes that such a system will result in economic "benefits achieved through greater management efficiency."

The President signed the law on Oct. 24, 1984, with "reservations."

EXCHANGE OF INTERESTS ALONG ROCK CREEK MAY INCLUDE TIDELOCK RESTORATION . . .

The Washington Harbour Associates is constructing a complex of office, retail and residential space between K St. and the Potomac River and 30th and 31st Sts. in Georgetown, called Washington Harbour Phase I. This development is near the eastern end of the proposed new Georgetown waterfront park. The partnership also desires to develop the land between Rock Creek and 30th St. south of K St., as Phase II.



Benefits to the Park Service from the Proposed Exchange of Interests.

There is a restrictive covenant on the proposed Phase II tract in favor of the United States, which limits the height of structures on that tract to twenty feet. The Park Service has been negotiating with the developer for an exchange of interests (See Along the Towpath, XVI, 3:9-10, 1984); that is, the NPS will release the restriction provided it receives benefits in return: public-access and scenic easements, improvements to parklands and perpetual maintenance of improvements.

Law requires that the exchange of interests result in equal value to both parties. The value to the developer would result from the increase in the value of the land with the lifting of the twenty-foot height restriction; the value to the NPS would result from the decrease in value of the developer's land (in both Phase I and Phase II) owing to the public-access and scenic easements, the value of the improvements the developer will make on parklands and in public-access areas, and the value of the perpetual maintenance the developer will underwrite in these areas.

The developer's appraiser concluded that the exchange of the release of the height restriction for the public-access and scenic easements would result in a net benefit to the US of \$1.14 million; the Park Service's appraiser that the benefit was \$3 million to the developer. A subsequent Park Service review "determined" that the proper amount was \$2.16 million to the benefit of the developer. The developer's cost to improve parkland and maintain these improvements, however, is estimated without disagreement on either side to be about equal to this amount, so the exchange can legally take place without the further infusion of money.

What will the Park Service receive in this proposed exchange? The figure shows the location of the various proposed easements. The improvements consist principally of the construction of a boardwalk and docks, seawall repair between Thompson's Boat House and 30th Street, stabilization and landscaping along portions of both banks of Rock Creek, and the "rehabilitation" of the Tidelock in accordance with Park Service specifications (although nothing has been proposed for the dam). The easements in favor of the NPS will allow public movements along the Potomac shore and the western bank of Rock Creek.

As of 12 Dec. 1984 the agreement was not signed; there was the threat of a legal challenge; and it is, of course, possible that the agreement will be modified before it is signed, if, indeed, it is signed at all.

. . . AND TO THE WEST IS THE PROPOSED GEORGETOWN WATERFRONT PARK

From 31st St. westward in Georgetown between K Street and Water Street and the Potomac is land belonging to the Park Service and the DC government (which apparently will transfer its interest to the NPS), which the Park Service wants to turn into the Georgetown Waterfront Park. The NPS is in the process of determining just how much or how little the area should be developed and apportioned among different uses. The Washington Harbour Associates have pledged \$1 million for the development of parkland between 31st St. and the river and Wisconsin Ave.; Georgetown University wants to build a new boat house along the river. Some of the development the Park Service has been considering include creating a shoreline promenade, a bike path from Foundry Branch, a variety of bulkhead treatments along the Potomac and a Wisconsin Ave. "focal point"; providing a "vegetative screen" from the Whitehurst Freeway, docking for transient boats, lighting and a multi-use pavilion; acquiring other properties; lighting the towpath; and removing the GSA ash house and fill from the canal. Another possibility is reducing or relocating Thompson's Boat House. Persons interested in sharing their views with the Park Service are invited to a public meeting at the National Capital Region headquarters in East Potomac Park in Washington on Jan. 12, 1985, beginning at 9:30 AM.

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

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Production and distribution assistants are Rita Hirrlinger and ME Woodward.

Association officers for the 1984-1985 year are:

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Treasurer: John Chandler, 6718 Persimmon Tree Road, Bethesda, MD 20817

Information Officer: Karen Gray, 825 New Hampshire Ave., NW, Washington, DC 20037

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

Membership includes subscription to Along the Towpath.

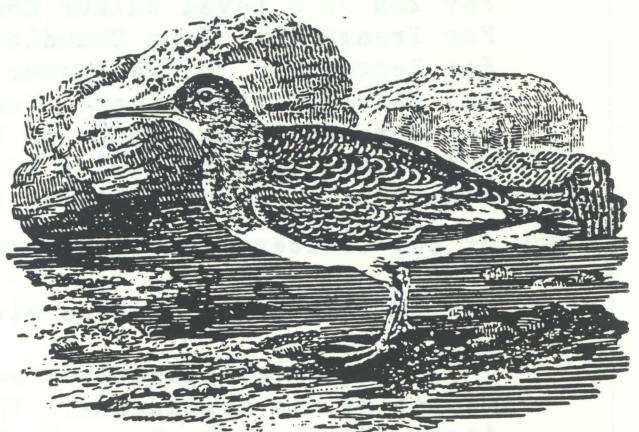
PROPOSED COAL SLURRY PIPELINE WILL CROSS CANAL

The Baltimore Gas and Electric Co. (BG&E) sponsored a study by Bechtel Petroleum (Coal Slurry Pipeline Feasibility Study Final Report), completed in June 1984, assessing the prospects for constructing a coal slurry pipeline from the West Virginia coalfields northeastward to Garrett County, Maryland, and then eastward and southeastward to Baltimore, crossing the canal between Point of Rocks and Shepherdstown. The coal would be ground to the consistency of granulated sugar, mixed with water, and injected into an underground pipeline at various locations near mines in West Virginia and Maryland, and would be pumped to a location on the Chesapeake Bay, where it would be dewatered. BG&E wants to build the pipeline, in a partnership with other power companies (including Virginia Electric and Power), because it is convinced it can in this way reduce the price of the coal it burns, now hauled by railroads.

The report concludes that a pipeline is "technically and economically viable, safe and environmentally acceptable." In its environmental analysis, Bechtel contends that

Coal slurry pipelines are environmentally preferable to other modes of coal transportation because they are quiet, safe and out of sight underground, visible only at pumping stations. The land over the pipeline is available for uses such as farming. Environmental aspects to be considered for coal slurry pipelines include withdrawal of water at their origin/s/, potential air emissions at preparation and dewatering plants, water disposal at the terminals, and accidental spills.

In the area of water supply and disposal and air pollution, Bechtel argues that stream flows are sufficient to provide the needed water (although the 16-year minimum low flow at Gilboa, West. Va. is not, and other withdrawals of water are not considered); and suggests that wastewater after dewatering of the slurry could be used for drinking as well as in industrial processes (although the evidence adduced to support this conclusion is inadequate), and that air quality requirements will be met. As far as the C&O Canal is concerned, the considerations of interest are the effects produced by disturbing the environment during construction, and the damage that could result from accidental spills. The Bechtel report suggests only that the required environmental impact statement and the permits that would result from it, including stream crossing (and NPS) permits, would be sufficient to safeguard adequately the "points of high environmental sensitivity along the route." On the subject of spills, Bechtel offers little comfort to those who fear such accidental environmental damage: the pipeline will be constructed using "sophisticated" technology so that the potential for breaks would be "remote" and the environmental impacts from them "minimal," but "the impact on the environment of a break is difficult to predict." Bechtel declares that it is aware of only one coal slurry pipeline break in the United States, in Arizona, for which "environmental impacts were not significant," without stating what the effects were. That there might have been important effects is revealed in the statement that "the environmental impact of removing the coal was judged to be greater than not removing it", which Bechtel seems to regard as



The Knot

an argument for insignificance. It is also of interest that the two existing coal slurry pipelines mentioned in the report are ten inches in diameter transporting 1.3 million tons per year, and 18 inches in diameter (capacity not given), while the pipeline proposed by BG&E would be 30 inches in diameter and transport 15 million tons per year.

BG&E hopes to persuade Maryland to provide it with the power of eminent domain to ensure it could acquire the necessary rights-of-way, especially from railroads. "Such legislation would enable private companies to risk the necessary additional financial resources to develop a definitive design suitable for the detailed technical, economic and environmental evaluation that must precede the licensing and construction of a coal pipeline."

NOMINATIONS COMMITTEE'S CANDIDATES FOR OFFICERS AND BOARD OF DIRECTORS POSITIONS
TO BE FILLED BY ELECTION AT THE 1985 ANNUAL GENERAL MEMBERSHIP MEETING

from Carl Linden,
1985 Nominations Committee

The following is the 1985 Nominations Committee's list of its nominees and the offices they are nominated for. These candidates will compete equally with any other persons who are nominated at the election meeting, scheduled for Feb. 23. Candidates are listed in alphabetical order within office, with the incumbents indicated by an "I" to the right of their names.

For President: Arthur Korff, Bruce Wood(I)
For First Vice President: Bill Davies(I)
For 2nd VP & Level Walker Chmn: Lyman Stucker(I)
For Treasurer: John Chandler(I), William Evans
For Secretary: Margo Foster
For Information Officer: Karen Gray(I)
For Members of the Board of Directors: Bob Boies, Jim Bryant,
Chuck Cremeans, Brad Haigh(I), Rita Hirrlinger, Dave Johnson, Harold Larsen,
Kent Minichiello, Joan Paull(I), Bob Stokley, Sue Ann Sullivan

Each of the officers and eight Board members are to be elected.

The Nominations Committee also submits the following statement:

The above nominations were obtained by the nominations committee by two procedures. The committee announced in the October issue of Along the Towpath that it was inviting members of the Association to mail their nominations to the committee. Nominees were then asked if they accepted nomination. Also, the nominations committee asked the present officers and board members whose terms were expiring in 1985 if they were willing to be nominated for another term in the same or another elected position. Nominations so obtained also are reflected in the above list of nominees.

The nominations committee will formally put the above candidates in nomination at the general membership meeting on February 23rd at the Western Maryland Sportsmen's Club at Dam No. 4. Additional nominations may be made from the floor by members attending the meeting. A vote will then be taken by ballot among the members present to determine who among the nominees are elected to the board and offices of the Association.

GUNS ALONG THE TOWPATH

The Montgomery County Police and the Park Police want to build a new outdoor pistol and shotgun shooting range, for both diurnal and nocturnal use, which would not engender protests against excessive noise from "adjacent residential communities." In noise tests conducted in August 1984, the most satisfactory of seven locations tested was one in Dickerson Regional Park, 1500 feet east of the C&O Canal, mile 39.9.

On the morning of November 2, 1984, the Montgomery County Police fired seven consecutive 12-gauge shotgun rounds to the north from the Dickerson Park site. Observers with "A" scale sound level meters were located at canal milepoints 38.2, 39.9 and 40.5, and determined that the intensity of the shotgun blasts had exceeded background noise only at mile 39.9, but even there was less than both the "residential property criterion" and the "frequent" aircraft noise. The Montgomery County Dept. of Environmental Protection in its report (NC-1937B) on this test, concluded that the shooting range should be built at the Dickerson site with a "grass-covered berm-type noise barrier" capable of reducing the noise arriving there by about two-thirds.

There are several factors impugning the conclusion of this study. The wind was gusting to 20 miles per hour at test time, providing most of the background noise. In the judgment of Montgomery County, the noisiest gun in its arsenal was fired, but only one gun; a shooting range in operation presumably would involve the simultaneous firing of several guns. No test

was made at night. Finally, the report itself points out that the slow-responding acoustical "A" scale is probably not the measurement of choice "to fully describe the annoyance of impulse noise which is characteristic of light weapons firing at short range." It seems Montgomery County has a device which will better characterize such annoyance, and could use it in conjunction with a more appropriate measurement protocol, but, apparently only the "A" scale measurement currently "has the force of law in Montgomery County and in Maryland."

C&O Canal Chief Ranger Elaine D'Amico-Hall, who attended the Nov. 2 test, was particularly aggrieved by the "use of only one shotgun" and the absence of a night test, and requested a new test.



THE NPS VISITOR CENTER IN CUMBERLAND

The last issue of Along the Towpath announced the opening of a new NPS visitor center in Cumberland in the former Western Maryland railroad station at the canal terminus. To its great embarrassment, Along the Towpath discovered a month after publication that the Center did not open in Oct. 1984, as it was to have done. Apparently the City of Cumberland was unable to transfer title to the Western Maryland Station Center, Inc. in time for an October opening. C&O Park Superintendent Stanton assures us, however, that the corporation now has title, and that the C&O Canal NHP visitor center opened in Dec. 1984. The NPS is recruiting a full-time counter clerk who will be on duty Monday through Friday, but, until the clerk begins work, the center is to be open 10 AM to 4 PM on Sunday and Saturday. For information on weekend programs and exhibits, call 722-8226 in Cumberland during Center hours, or 739-4200 in Sharpsburg during working hours; or write to the C&O Canal NHP, P.O. Box 4, Sharpsburg, MD 21782.

The Station Center corporation is restoring the station using donations and grants, and hopes to fill the former waiting-room floor with historical exhibits of Allegany County industrial development, the NPS visitor center one among them. Perhaps the corporation will rent the upper floors as office space; it will do what it can to attract new residents and visitors to Cumberland. The Superintendent of the canal park is on the Board of the corporation.

CORRESPONDENCE

On the Delinquent Advisory Commission Minutes

If you had inquired before fussing in print,¹ you would have learned that the minutes of the Commission's May meeting ran into logistical snarls and have not yet gone out. They should be in the mail very soon. Yes, you are on the mailing list.

Because the minutes aren't always produced swiftly, I continue to hope we can work out another way to keep Association members fully up to date on Commission activities and park news discussed at our meetings. For instance, the agenda for our Dec. 1 /1984/ meeting in Frederick County will include Widewater restoration, the River Bend boat ramp request, Maryland's role in river management, and power plant siting. I'm sure you'd like to report on all this in your January newsletter.

Since you can't get to the meetings yourself, perhaps you could get reports from one of the Association stalwarts who do manage to attend. You or anyone else can also call me for information at any time.

¹ Along the Towpath, XVI, 4:10,
October 1984)

Carrie Johnson, Chairman
C&O Canal NHP Advisory Commission
Oct. 8, 1984



VOLUNTEER EFFORT IN INTERPRETATION

Back in September, while looking over the remains of the Potomac Company locks at Fletchers Boat House, Lee Struble suggested that the planning and development of an interpretation trail at the site as part of the 200th anniversary of the founding of the company would be an appropriate endeavor for volunteers of the C & O Canal Association. Since then the local chapter of the Explorers Club, the national organization of world-wide explorers and scientific travellers, has also indicated an interest in the Potomac Company project by offering to sponsor 3 senior high school students and a teacher to work with the Association. Plans are tentative, subject to Park Service approval, to carry out the project this coming summer. Members of the Association interested in the project should contact Bill Davies for details and further developments. His telephone number is (703) 532 7588.

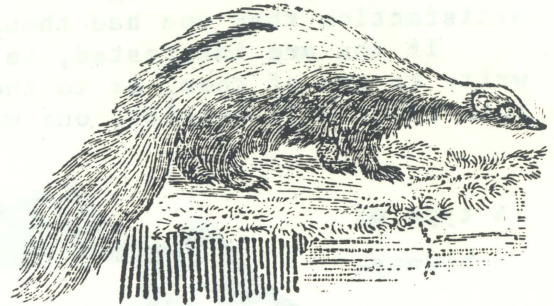
Editorial

ELECTORAL REFORM AND EDITORIAL RELUCTANCE

More than once during my editorship of Along the Towpath, if memory is reliable, I have grumbled in these pages over the inability of our Association to install new faces in leadership positions. We have suffered our presidents to appoint nominations committees which have regarded it as their primary responsibility to convince the incumbents to serve again; if unsuccessful in this undertaking these committees would approach other potential candidates of their own choosing until they found a willing candidate for each position, never more candidates than positions to be filled, thereby providing no choice among candidates. Although possible, one should not hastily conclude that Association leaders have conspired to restrict their ranks to those members who they regard as sharing an oligopoly on wisdom and savoir-faire; the membership has certainly been a party to any such alleged elitism by its indifference. We have annually twice ratified our nominations committees' disenfranchisement of ourselves: when we permit the committee to be created without new direction, and when we refuse to nominate candidates to compete with the ones selected by the committee.

Fortunately, most of the persons we have selected in this manner have performed satisfactorily; more often than we have had any reason to expect an exemplary official devotes himself or herself indefatigably to Association duties. Some of our leaders who have been selected repeatedly to the same position, and then to other positions, perhaps have found unexpected satisfaction in serving, and perhaps have refined their leadership skills to our benefit in the process.

Nevertheless, it is only by the intrusion of new leaders that the Association can enhance its exposure to new ideas. New thoughts, new points of view and proposals ineffable to some temperaments pose no threat to other, equally rational, minds. Furthermore, the knowledge that someone else would like to have his or her job is of invaluable benefit in inspiring a leader to remain in touch with what the membership is thinking and feeling. The prospect of a contested election at the 1985 election meeting is invigorating: What will the losing candidates do to improve their chances next year? What will the victors do to discourage the membership from replacing them at the earliest opportunity? The Association elects its officers and five Board members every year, providing an exciting potential for volatility, which is adequately counterbalanced by the two-thirds of the Board that continues in office through elections. Perhaps, if we work at it, all the officer positions will be contested in 1986.



The Skunk

In my opinion, these new electoral developments would not have been realized were it not for the efforts of Kent Minichiello, who, as a frustrated contender, excoriated the non-competitive nominations arrangements at the 1984 meeting; Anne Murphy, who, as Nominations Committee chairwoman, assiduously pursued prospective candidates nominated from an appeal in Along the Towpath; and Bruce Wood, who, as President, appointed the appropriate nominations committee in time to bring about the small, but significant, changes we savor this year. Perhaps they will infect others with their interest.

Finally, I come to the matter of newsletter editor. As I understand it, more than one person recommended that I carry on in this job. I am gratified by the continuing satisfaction readers have found in my efforts; I am saddened,

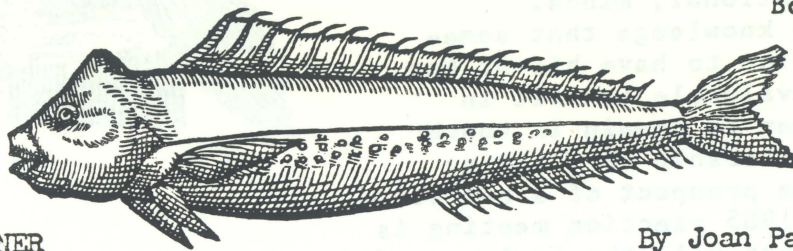
however, by the news that no other name was submitted to the nominations committee. It seems to me that the Association is no less in need of new editors with their associated new psyches than it is of new leaders with their new ideas. The editor's prejudices, blind spots, opinions and defenses thread their way unmistakably through every issue of Along the Towpath: they hide between the lines of the reports, insinuate themselves into hike announcements, smile among the calendar entries, peer out from between book reviews, infiltrate the table of contents, and even permeate the gray tones of the illustrations. I have enjoyed editing our newsletter for six years (although I got off to a shaky start in 1979), but I must insist that it is time for a change. I hope very much that someone will step forward; I would be willing to co-edit with him or her for an issue or two, if desired, until confidence replaces diffidence. It is far better to effect a transfer in this way, then for me to resign with no new editor in sight, which is what I will be forced to do if no one volunteers. How much better still, if there were competition for the job!

Editorship has few requirements: among them are announcing hikes and meetings and providing some news of cultural and political developments in the Park from the materials kindly supplied by the Park Service and others. Beyond that, the field is open. A creative editor may write on any topic that he or she judges to be of interest to the membership; an attitudinizing editor may fulminate against the enemies of the Park; a timid compiler may simply repackage the pronouncements of others; an aggressive editor may ferret out his or her own stories; an erudite editor may abandon himself or herself to environmental or historical exegesis. One doesn't need the incisiveness of a Mencken, the humor of a Lardner, the acerbity of a Shaw or the knowledge of a Muir to do the job; if you are at all inclined to write, or are merely a good proofreader with a typewriter, I encourage you to accept the editorial pencil; you may find more satisfaction than you had thought was likely.

If you are interested, tell one of the officers at the annual meeting, or write to one of them, or to the Association, or to me. It won't be long before this space will benefit, one way or another, from a new hand.

Bob Greenspun

A type of
blenny.



V.I.P. CORNER

By Joan Paull

Camouflaging "social" trails at the tavern was our September project. Dave and Bunny Johnson, Sally and Jim Bryant, Bejay Myers, and Bill Speck worked during the morning. Most of the work was hauling "dead and down", placing wood and brush on the unwanted trails, and a little raking to rough the ground to allow nature to re-seed.

On November 10, Rita Hirrlinger, William Bauman, Ed Vernon, Dave Johnson, Chuck Wyant, Ranger, Donna Donaldson, Ranger, and her son, Gregory, put in a good morning's work at Lock 10. A wire fence had been put up by a former property owner, and the Park wanted it to return to nature. Animals were hurting themselves on the barbed-wire running along the top of the fence. On this trip over 600 feet of fence were removed! The pick-up truck, which the Park furnished, was full. The December trip found us filling a truck twice the size of the first one! The Park people couldn't believe that we had again taken down over 600 feet of fence! Rita, Ed, and Chuck along with William Speck and Bejay Myers worked out a pattern to really take down fence! Hopefully, these people and a few more will join us in February to continue.

BOOK REVIEWS

Industrial Development at Harpers Ferry

Where Industry Failed. Water-Powered Mills at Harpers Ferry, West Virginia. Dave Gilbert. Pictorial Histories Publishing Company, Charleston, WV, 1984. 86 pp., illus., paper.

Today, most people think of the C&O Canal primarily as a place to hike, camp and enjoy nature. Originally, of course, it was an avenue of transport for the raw materials and products of the Potomac valley. Likewise, Harpers Ferry usually evokes thoughts of John Brown and Civil War battles, but it, too, had a long-term role in the development of American manufacturing, and its history was closely intertwined with that of the canal.

Superintendent Stanton has announced that one of his major goals for 1985 is to increase interpretive services in the Park, particularly as they can describe the lives of the people who worked on the canal and lived in the communities along its route. This new book focuses on the industrial history of one of the principal manufacturing towns in the valley. The author's objective is to illustrate the development of water-powered industry in the 18th and 19th centuries through the study of Harpers Ferry. The book's major emphasis is on the technology of the mills, factories and furnaces. The text covers both the government's works and the many private enterprises that operated on Virginus Island, and describes in considerable detail the operation of their water wheels, turbines and machinery. Finally, it considers the reasons for their eventual decline and failure.

There is a chapter devoted to the evolution of transportation in the region, covering the roads, turnpikes, canals (the Patowmack as well as the C&O) and finally the railroad. It does not open any new information on the C&O Canal—the primary canal histories cited are the well-known works of Sanderlin, Hahn and Kytte—but it places the canal in perspective in the overall economy of the area.

The book is nicely illustrated, with about sixty photographs (historic and modern), drawings, maps and diagrams of the machinery used to power the mills and produce their goods. Although the historic photographs of the canal are familiar, there are a number of pictures showing Harpers Ferry and Virginus Island at various dates during the 19th century that provide an interesting sequence reflecting the rise and decline of these communities.

Where Industry Failed is printed on high-quality paper and the illustrations are reproduced sharply and clearly. It contains a good bibliography and is well-indexed. Overall, this book is a worthwhile investment for readers interested in 19th century technology in general, and that of the Potomac valley in particular.

Batatas, Clusius, 1601



From Dave Johnson

A Postcard View of the Erie Canal

"The Old Raging Erie...There Have Been Several Changes." A Postcard History of the Erie and Other New York State Canals(1895-1915). Harry L Rinker. Canal Captain's Press, Berkeley Heights, NJ, 1984. 96 pp., illus., paper, \$12.

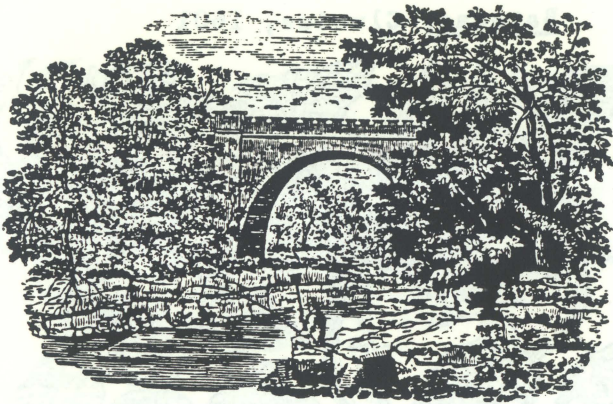
"for years," writes Harry Rinker in his Preface to "The Old Raging Erie...There Have Been Several Changes", "I have been fascinated by the postcard as an historical document." Rinker is also a canal devotee, and Raging Erie has an appropriately bifurcated design: the "glorification of the postcard...and /disclosure of/ the aspects of the operation /of New York canals/ which are portrayed on the cards."

In an introductory elaboration in his treatment of the more than 200 postcards reproduced in Raging Erie as historical documents, Rinker tells the story of two men who made a living in the summer of 1910 selling postcards they photographed and printed to residents of communities near the Erie canal. Proceeding to the cards themselves, he provides the names of publisher and manufacturer, and the letters or numbers used by the publisher to identify the cards, and he distinguishes those printed in the German cities of Leipzig and Dresden from those printed elsewhere, apparently in the United States. He asserts that from 1895 to 1915 postcards were the "principal commercial vehicle" in the US, and it is from this period that the postcards reproduced in Raging Erie date. Rinker points out that firms traded and altered negatives, and there are several fine examples of such mutilations juxtaposed in Raging Erie, so that the interested reader may see for himself. The vital statistics of each card are presented below each photograph, at the end of the caption, and Rinker's treatment of these data is uneven. Presumably, he supplies only what is discernible from the card, which in some cases is publisher, manufacturer, place of manufacture(or publication?), trade name or names for the type of print, and identification number; in other cases it is merely a number. Additionally, many of the postcard manufacturers' names are abbreviated,

and the table of abbreviations is incomplete, leaving one at a loss to know what to make of "MVCo, SL&Co, VC, HC and U.S.", to say nothing of "N", "JV" and "W". Finally, some of the captions begin with the words "published by" and some do not, leaving doubt whether the words were simply omitted or whether the name that appears is the manufacturer's.

In portraying the operation of the New York Canals through the postcards, Rinker supplements the photos with an informative one-page historical summary which enables the reader who knows little or nothing of those canals to learn a good deal before he begins viewing the postcards, and a good deal more as he proceeds. The New York canals consisted principally of the Erie and the Champlain, finished in the 1820s and enlarged twice in the 19th century. After 1880, teams of as many as four mules were used to tow barges to compete with steam-powered boats. In 1904 the fourteen-year conversion of the Erie into a barge canal of twentieth-century dimensions began. The collection of postcards in Raging Erie, therefore, pictures the enlarged 19th century canals as they succumbed to modernization(the Erie) and abandonment.

Interest stimulated by the introduction, the reader plunges into the visual cornucopia, where he soon see canal boats towed between Albany and New York and weighlocks of elegant design. He views the Lower Mohawk aqueduct, 1,137 feet



long with 26 arches, and the Richmond aqueduct, 840 feet long with 31 arches (For comparison, the Monocacy aqueduct on the C&O Canal is 516 feet long with seven arches). He sees that the Erie canal had riprap sides with an occasional concrete cap to defend against erosion. He is treated to photos of a canal collapse. He enjoys several excellent views of the five combined double locks at Lockport, raising the Erie canal 54 feet in the length of five lock chambers with common gates, and the 20th-century modernization there which replaced the five with two locks whose chambers were six times as long as the earlier ones.

The postcards are generally reproduced well, and the captions are helpful. This reader had difficulty reconciling the captions with the photographs on some occasions, and on others, could not pick out unambiguously what was described. On page 15, for instance, are apparently two views of the same scene. Where is the feeder in the lower photo? Where is the towpath crossover bridge in the upper? On page 11, the canal boat is said to be moored in front of the Younglove Coal co., but appears to be in front of the Van Deusen Baggage Express. Frequently, Rinker provides in the captions details of the construction of the boats pictured. There are a few scenes of geological features (primarily rock outcroppings) which interested the postcard photographers.

The order of the photographs is from east to west along the Erie (90% of the 200+ photos), and then along the Champlain (6 postcards), the Black River (2 views), the Oswego (15 photographs), the Cayuga and Seneca (6 postcards) and the abandoned (in 1878) canals (3 views). The inside front and back covers of Raging Erie contain maps of New York. The first shows physical and political features with the canals somewhat difficult to pick out, and was published as a part of the memoirs of one Cadwallader D Colden, prepared at the request of the City of New York in 1825 to celebrate the completion of the Erie canal. The second is a political map of the state's canal system in 1905, published as part of a supplement to the Annual Report of the State Engineer and Surveyor. Raging Erie (the title is taken from the text of a postcard mailed from a canal town in 1908) has a bibliography citing more than 35 authors, an impressive resource for those interested in pursuing related subjects.

from Bob Greenspun



Detailed Guide to Properties Bordering the Canal in Georgetown

<p><u>Georgetown Boundaries and Agreements.</u> September-1984. Michael D Barnhart. Chesapeake and Ohio Canal National Historical Park. 78 pp., illus., paper.</p>
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The Georgetown section of the canal—slightly more than one mile from Tidelock to a few hundred meters west of Key Bridge—supports, as anyone familiar with the park knows, a higher density of improved properties along its borders than any other location in the 183 miles upstream. Furthermore, these improvements often extend to the property line, testifying to how dear Georgetown property is. Less often, but no less dismaying to park visitors, building owners have successfully appealed to the Park Service for permission to intrude into the park with emergency exits, fire stairways, bridges over the canal and outdoor restaurants. There are benefits received in exchange, to be sure, but the effect of these compromises is that a towpath walker in Georgetown feels more crowded there by these "improvements" than he does at Point of Rocks by the mountains, the railroad and the river.

It is precisely because of the eagerness of the adjacent property owners to occupy parkland (one can imagine expansion of the present bordering

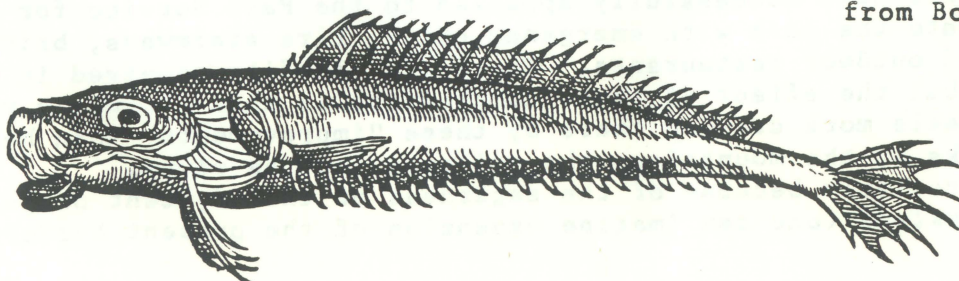
structures over the canal as quickly as if they were spring-loaded, should the opportunity present itself), that it is helpful to those who frequent and enjoy the park to be aware of which unusual uses are permitted and, by exclusion, which are not. Mike Barnhart, of the Canal Park staff, has produced a report, Georgetown Boundaries and Agreements, which attempts to do just this. Barnhart has drawn nineteen splendid maps showing the properties along the canal for which the Park Service has entered into, or once was a party to, "agreements" with the owners, either for a permanent exchange of interests or for a temporary permit. There is an area map, locating the eighteen properties involved, and an individual map, two to four photographs and details of the agreements for each property.

Despite its obvious value in providing details of agreements and boundaries, Georgetown Boundaries, unfortunately, bristles with ambiguities, inconsistencies, undefined symbols and abbreviations, and, as is inevitable in a chronicle of volatile data, is already out-of-date. Some of the agreements documented have expired, yet seem to extend beyond their expiration: the James Place agreement expired in 1981, yet the canal bank was to have been restored in 1982; the agreement with Cooperative Rural Utilities expired in 1978, yet this organization is said to be renegotiating a condition of the permit; the Flour Mill agreement was said to have expired in 1981, yet maintenance responsibilities were to have begun in 1984. When agreements have expired, presumably, the property reassumes the same status as those canal-bordering properties with which there never were agreements, yet most of the latter are not identified, even when they appear in photographs of a documented property (for example, the building on the southwest corner of the canal and 29th Street in the James Place documentation). Some properties without agreements, on the other hand, are documented as if they were properties with agreements: the vacant lots (numbers 11 and 14) in private hands and in NPS ownership (Golden Commissary Tract), and improved properties in both ownerships (the "Hydro-2" plant and the "Hoke"). The agreement with the Washington Canoe Club is said to be "still active"; does the NPS not know when the agreement expires (or if it is in perpetuity)?

The errors of omission will frustrate those readers not familiar with detailed city lot maps. Free-standing triangles, lines with small Xs and lines with dots figure prominently as undefined symbols. Readers may eventually decide that "R.O.W." means right-of-way, but why put them to the test? Portions of lot numbers and square numbers are referred to in the text as if their precise locations on the map were self-evident, which is simply not so. How is one to reconcile the statement in the text that the "Park Service acquired a 20-foot-wide easement...." with the apparently corresponding map annotation that seems to put the NPS in the electric power business: "20' wide easement for electric power lines" (number 14)? And, for those readers who are not quite sure, where is Fish Market Square (number 12)?

Though many will be disappointed by Georgetown Agreements, those who are familiar with plats, lots, squares and the map symbols used will find the book a useful and extremely well-drawn guide to a good many of the structures bordering the canal in Georgetown. With the recent developments at Washington Harbour and Georgetown Place, and after the Georgetown waterfront is well-established, perhaps Barnhart and the NPS will publish a revised edition, incorporating the latest data, and removing some of the serious obstacles to understanding.

from Bob Greenspun



NOTES FROM THE MINUTES OF THE ADVISORY COMMISSION MEETINGS OF MAY 19 AND
SEPT. 18, 1984(1), AND NOTES FROM THE MEETING OF DEC. 1, 1984(2)

from Bob Greenspun(1)
and Bruce Wood(2)

River Management and Morbidity

The Commission spent a good deal of time discussing the topics of Potomac River management and injuries and deaths appearing to result from river-oriented recreation. The subject of management—restrictions on use—was lately stimulated by the desire of a developer to improve Turkey Island (below Great Falls), which is zoned for 15,000 to 20,000-square-foot lots. The Commission passed a motion encouraging "the state and Montgomery County to protect all Potomac islands from development." It seems that Maryland, which is acquiring Potomac islands to afford them just such protection, had not included Turkey Island in its plans. The general discussion of a formal organization to restrict use of the river terminated in a motion which failed, receiving only eight of the required ten votes, "recommending" that Maryland "establish a natural resource management area...from DC /to Cumberland/."

Decreasing accidental morbidity seems to be a subject that eternally fascinates public corporations. This interest ranges from a desire to provide the population at risk with the information it needs to estimate risks, to a desire to deprive the citizenry of the freedom to take risks. The Commission considered both of these aspects, discussion of the former involving signs and sounds on the river, and of the latter the prohibition of alcoholic beverages to reduce the number of self-facilitated deaths, and the possibility that "regulation could be used to...permit prosecution of people who willfully endanger themselves." There was no discussion of whether the benefits to society, if any, to be gained from the deprivation of individual freedom could justify such deprivation.



The Commission passed a motion creating "a special task force on inter-governmental cooperation...to pursue the subject."

Removal of Sandstone from Seneca

The Commission passed a motion approving the Smithsonian Institution's request to remove about fifteen surface stones from near the base of the rock wall at the Seneca quarry for use in a new gate at the Smithsonian's castle building in Washington, constructed of Seneca sandstone. The Smithsonian agreed to "cut brush but not create any new roads visible from the towpath, fill in holes left by removing the stones, reseed disturbed areas, and otherwise meet Park Service requirements for minimizing the impact of the operation."

Boat Ramp at Riverbend Park

Riverbend Park, a residential community along the West Virginia shore of the Potomac slackwater above Dam #5 near Four Locks (mile 109), has renewed its request for a permit from the Corps of Engineers to construct a boat ramp. The Riverbend Park membership association has about 1,000 members, each owning at least one lot in the development; about 90 of the members are said to be "interested" in the ramp. There are another 1,500 lots which may be developed in the future. A representative of the Riverbend Management Corporation and

individual lotowners appeared before the Commission. Why before the Commission when the Corporation was seeking a Corps of Engineers permit? The Commission is one of the links in the chain of advisory bodies that pass judgment on such requests.

In 1976, the Corps issued a permit required for the establishment of the Riverbend development, which prohibited a boat ramp. The people acquiring property in Riverbend presumably knew, or should have known, of this prohibition. Nevertheless, the Corporation regularly solicits approval of a ramp, hoping that time and chance sooner or later will provide propitious faces simultaneously on enough of the various advisory and regulatory councils to bring it success.

In an attempt to change from a perspective of a Corporation seeking a permit (with its popular implication that such a permit would be regarded as license to insult the environment in reckless pursuit of maximizing income) to one of human beings pursuing happiness (a dearly regarded and constitutionally protected right), the Corporation brought forth half a dozen boater members to testify to the irresponsible disregard of their legitimate need enforced by the boat ramp prohibition. The strategy appeared to have had something of the desired effect, as the Commission did not simply reaffirm support for the prohibition of the boat ramp. After discussion, there was a motion to support the Corporation's request for a permit, which perished for lack of a second. On one side, there was a voice asking: What has changed since 1976 that justifies abandonment of the environmental protection provided by the prohibition of the ramp? On the other side, there were voices raising a new issue of "fairness" to citizens who are denied access to the river.

These conflicting ideals—environmental protection and the pursuit of individual happiness—were seemingly reconciled in a motion adopted by the Commission in which it merely passed along to higher authority the responsibility of devising some way of protecting both: the Commission supported the prohibition of the ramp until such time as "appropriate state authorities establish appropriate control measures" and undertake "a proper recreational survey." The conflict, of course, has only been deflected once again, and can be expected to continue to reappear.

Georgetown Park Phase II

Western Development Corp. plans to expand the Georgetown Park shopping center to the west into the parking lot bounded by Potomac St., Warehouse Pl., M St. and the towpath. The Corporation has proposed an agreement with the Park Service which would result in a benefit to the park (possibly rebuilding the retaining wall and/or a land exchange) and benefits to the developer (connection of the existing pedestrian bridge over the canal at Potomac St. to the towpath and the shopping center, installation of wiring in conduits for possible future lighting along the towpath, construction of an emergency exit door onto the towpath, and the installation of air intake louvers at the third floor level or on the roof). The Commission apparently approved this agreement, provided "that the agreement shall include penalty provisions or other conditions to insure that the door is used for emergency exits only, and that during construction the water shall remain in the canal and the towpath shall be kept open for public use."



The Goshawk

Short Items

The Park Service was to have received \$50,000 for the rehabilitation of the Bollman bridge in Williamsport.

The NPS is developing suggestions for the use of the Golden Commissary Tract (former parking lot on the north side of the canal between 30th and Thomas Jefferson Sts. in Georgetown).

Funds for producing a Georgetown Development Concept Plan will be provided by the Park Service by Sept. 30, 1985.

The Commission asked the Park Service to recommend sites for public telephones along or near the canal in Georgetown. C&P Telephone wants to install phones.

The Commission passed a motion asking the Park Service to throw a pedestrian bridge across the inlet lock in Cumberland.

Maryland is still studying two Washington County sites and one Frederick County site for a future coal-fired power plant.

All of the iodicators in the park are to be replaced.

Lock 27 is scheduled to be repaired by Sept. 30, 1985.

The Commission unanimously "reaffirmed" its opposition to a new tunnel under the canal and a ramp over it, as part of the Whitehurst Freeway renovation program. The final environmental impact statement (FEIS) for the project is expected from DC in February 1985.

The Commission reiterated its opposition to extending the brick towpath west of 31st Street in Georgetown, and reaffirmed its support for acquisition of the C&P Telephone parking lot between the canal and Grace church, and for the acquisition of the ice house and hydroelectric plant adjacent to Key Bridge on the south side of the towpath.

The Superintendent's report (in December) included a notice that McMahon's mill is in need of stabilization and that a revised proposal for access to the existing electric power generating plant at Williamsport has been received.

A new boat ramp, upstream of the Monocacy aqueduct on the Monocacy has been opened, and the road under the aqueduct has been closed.

LEVEL WALKER NOTES

Some very interesting reports have been sent in recently. It is a pleasure to note the "closeness" many of you have with your level. Usually it is not practical to publish the entire report but, of course, the unabridged one goes to Park Service.

Bob Woodall has moved to Georgia. He promised to come back occasionally for a walk with us. We have enjoyed his companionship and appreciate the many hours he has spent as a Level Walker and on volunteer projects.

The attendance on recent walks has been good as well as the weather. Now we are looking forward to several winter activities before the Spring annual walk.

Upcoming Walks

SATURDAY, JANUARY 5, 10:00 A.M. Meet at Great Falls Tavern. Length of walk depends on the weather. Refreshments after the hike. Great Falls can be spectacular in the winter.

SATURDAY, MARCH 23, 10:00 A.M. Dargan (64.9) to Lock #34 (61.6) and return. We plan to visit some of the Civil War fortifications today. Bring Lunch.

Lynne

LEVEL WALKER REPORTSSect. 3 - Lock 5 to Cabin John Creek - Philip Stone - October 1984

The towpath generally is in very good condition, although a top dressing is needed in a number of places. All three locks (5, 6 and 7) and the two lockhouses (6 and 7) are in good shape.

I noticed no indication of pollution in the canal or Cabin John Creek. The litter problem is minimal throughout my section.

Sect. 8 - Swain's Lock to Pennyfield Lock - Al Stanley - September 1984

Tree in canal from bermside about just after cliffs on the bend with some floatsam down canal for a quarter of a mile.

Sect. 15 - Whites Ferry to Lock 26 - Betty Bushell and Gertrude Mahn - November 1984

The section has been greatly improved since April. A large tree trunk had fallen across the path at approx. mile 37. Marjorie and Gert spotted a bald eagle at mile 39. The folks at Whites Ferry later confirmed that it has been sighted frequently.

Sect. 18 - Noland's Ferry to Point of Rocks - Kay Seward and Michele Carsrud - November 1984

Stone structure at Noland's Ferry has deteriorated from plant growth. Noticed two rocks from it had recently fallen into canal bed. Carried out two rusty drums filled with trash. Gathered 2 bags of trash and put in receptacles at Noland's Ferry parking area.

Sect. 21 - Brunswick to Weverton Lock 31 - Dave Johnson - October 1984

Partially uprooted tree leaning over towpath, supported by a smaller tree in the canal bank. (approximately 100 yards above Culvert #90)

Large quantity of debris and trash in canal, apparently deposited by flash flood in Knoxville Creek that overflowed into canal thru break in berm embankment.

Cellar door to lockhouse is broken open.

Sect. 22 - Weverton to Harpers Ferry Lock 33 - Harry Raney - October 1984

Removed large limb from trail. Otherwise, the trail is in very good shape. Lock sign missing from Lock 31.

Sect. 32 - Marsh Run Culvert to Dam 4 - Edith Wilkerson - November 1984

Big Woods Hiker-Biker empty. We have noted at least once before that it would seem advisable to have a sign at the HBO indicating that the pump is 200-300 yds downstream.

Sect. 33 - Dam #4 to McMahan's Mill - Pat Schindler and Margery Fox - October 1984

The towpath seemed in good condition from Dam #4 to Mahon's Mill. The small foot bridge at mile 87.6, which was "askew" in the spring, was in place. Although certainly not a trashy stretch, our very helpful friends ended up with 4 bags of trash - some probably from earlier flooding. This is a lovely area -- especially upstream through the rocky area which in the spring yielded so many uncommon and rare wildflowers, ferns and woody plants.

Sect. 35, 36 - Formans Ferry to Falling Waters - William Evans - August and November 1984

Had started at Cumberland on trip to Washington and passed through. Stonebed of towpath "Road" has sifted down and is easier to travel. Lockhouse same as before. Towpath OK although it had rained very hard the week before.

I took Dick Stanton's suggestion and tried out an all-terrain bike. It worked like a charm, making the ride far smoother and in a more up-right position. It also easily dealt with rocks and roots hidden under the leaf cover and had no difficulty with the soft and sometimes muddy spots just downstream from Lock 43.

At last! The mid-point of the canal - or nearly so - has been marked.

There is no change in the condition of lock and lockhouse #43. Culver #120: On the river side one of the cap stones is missing and has been for some time, and some of the stones are loose.

Sect. 41 - Dam 5 to Lock 47 - Edward Fenimore - October 1984

I walked the level late in the morning. The sky was overcast and a slight rain set in shortly after I had completed my march. Between Dam 5 and Lock 46 there is still substantial evidence of the storm and high water of last spring -- fallen trees and branches in the canal bed and clusters of debris along the river bank well above current water levels. But the raw wounds of broken branches have now faded, the wounds are grayed and the woodland seems pretty well to be taking care of itself. The towpath is in excellent condition throughout.

Continuing decay is evident at what remains of Charles' Mill, opposite mile 108.3. I believe that this mill is not Park property.

Sect. 47 - Mile 120 to Hancock - Jim and Sally Bryant - April 1984 - October

Flood damage has been repaired but erosion does exist at culverts. Other stone work in good condition.

Sect. 44 - Fort Frederick to Ernstville - Jane and Harold Larsen - October 1984

Again, as in June, we were "hosts" for a level walkers' hike, this time the October 27 Heritage Hike that began at our section. Big Pool seems very low; is it the sinkholes or the lack of rain? Path in good condition for walking, if not biking, with only a few slick spots. Very little trash or brush to remove.

Suggestion for level-walker motto: Canal Walkers are on the Level (Carl Linden may borrow for T-shirts; I haven't copyrighted it).

Sect. 54,55 - Lock 59 to Green Ridge Station - Robert Woodall - October 1984

Lock 59 has been reworked since the last visit. The northwest corner has been replaced and most of the lock that needed repointing has been. Waste wier walls also repointed. Very good job. Tow path in good condition as well as canal bed and culvert 206. Culvert #207 is still in need of a general overhaul. It was scheduled for this summer past. Must not have gotten to it. Hiker-Biker at Stickpile Hill in good shape. Had some use recently. This was the first time the culvert at Green Ridge Station was dry. Culvert could stand a little point work. The area at the Bond Landing crossing looked good. The stone pile had been cleared and the area grassed.

NATURAL HISTORY FIELD STUDIES

From time-to-time Along the Towpath announces the courses in natural history sponsored by the US Dept. of Agriculture Graduate School and the Audubon Naturalist Society. These courses are given four times a year (in Jan., April, June and Sept.) in the evenings, with different offerings in different quarters, and often feature field trips. The courses beginning in Jan. 1985 are to be taught in downtown Washington and in Chevy Chase, Md and Vienna, Va, and involve, at most, ten weekly sessions. Students pay between \$45 and \$52 tuition for each course and must arrange their own transportation to the field sites as well as to the classes. Courses beginning in January are:

Basic Biology: basic principles of life using examples.

Introduction to Ecology: factors and dynamics of organisms' relationship to their environment.

Woody Plant Identification: techniques emphasize identification by twigs.

Weather and Climate: basic principles of production of wind and rain.

Conservation Philosophy: survey of development of conservation ethic.

Bird Life: morphology, life history, methods of identification.

Owls: identification, migration, niche and habits.

Most classes start the week of Jan. 13, with in-person registration at USDA from Jan. 2 to Jan. 19. For a catalog, class schedules and further information, call the Graduate School, 202-447-5885, or write to it at 600 Maryland Ave., SW, Room 129, Washington, DC 20024.

CALENDAR OF COMING EVENTS

January 5, 1985 - Level Walkers hike, Great Falls Tavern, 10 AM.

January 12, 1985 - Volunteer program at Lock 8 installing steps. Call Joan Paull, 301-384-8584 for details. Begins at 9 AM.

January 12, 1985 - Park Service program on proposals for new Georgetown waterfront park, 9:30 AM, 1100 Ohio Dr., SW, Washington.

January 13, 1985 - Association Board meeting, 2 PM, Glen Echo Town Hall. Agenda focuses on annual meeting details, including elections. All members welcome.

January 19, 1985 - Volunteer program at Lock 8. See January 12 entry.

February 16, 1985 - Volunteer program removing fence at Lock 11, 9 AM. Park at Lock 10. Call Joan Paull, 301-384-8584 for details.

RELEVANT EXPERIENCE AND A CAMPAIGN STATEMENT FROM EACH OF THE CANDIDATES
FOR AN ELECTED POSITION IN THE 1985 ASSOCIATION ELECTIONS

From Carl Linden,
Nominations Committee

Presidential Candidates

Arthur Korff: Member for more than five years; active hiker; participates in Association activities including Level Walker hikes, the Douglas hike and meetings; currently Secretary of the Association; coordinated 1984 Heritage Walk as a co-chairman.

STATEMENT: Want to utilize all the diverse talents of the members to move the Association forward. Want to increase recognition factor of the Association and to launch a drive to recruit new members. Plan to suggest permanent location for C&O meetings. Interested in making the Association reflect the wishes of the membership more closely.

Bruce Wood: Member for twelve years; organized the first full-distance Douglas hike in 1974; from the mid to late 70s was Level Walker chairman and editor of Along the Towpath; was member of the Board for several years before being elected President in 1983; organizer and participant in all three full-distance hikes; has taken part in each annual hike since becoming a member of the Association.

STATEMENT: If elected I would propose to continue the varied activities our Association has supported over the years since its inception and to encourage membership participation in them. Will help initiate and implement new activities when the time seems right and membership interest makes them feasible. Like my predecessors would continue to seek close coordination with the National Park Service and the Canal's Citizens' Advisory Commission as a key element in realizing the Association's aims.

First Vice Presidential Candidate

William (Bill) Davies: Member for thirty years; walked the first Douglas hike in 1954 and is a charter member of the Association; served as President (three years), member of the Board (28 years) and is an avid Level Walker (Licking Creek).

STATEMENT: We should continue to support and extend the volunteer program in cooperation with the NPS, get more interested young people to assume an active part in realizing the Association's purposes, work to obtain adequate appropriations for preservation and restoration of the canal so she will become more like she used to be, and increase and deepen our understanding and appreciation of the canal and its environs.

Second VP and Level Walker Chairman Candidate

Lyman Stucker: Member for twenty years; very active; has been Level Walker Chairman for nine years; participates in all Association activities; plans and coordinates various events; has been member of the Board; is active supporter of projects that work for the preservation of the canal towpath.

STATEMENT: Would like to see projects developed which promote a greater emphasis on the historical aspects of the canal as a national historical park. Believe in strengthening and maintaining a variety of volunteer projects. Definitely want Heritage Walks and the Annual Hikes to continue.

Secretarial Candidate

Margo Foster: Member for a year and some; interested in canal and its surroundings; participates in activities such as 1984 thru hike and Level Walker hikes. STATEMENT: Would like to see schools in districts which abut the canal take an active interest in promoting the use of the towpath; want to interest garden club members in helping with maintenance projects for towpath and lockhouses; would like to see representation from these groups on the C&O Canal Association Board.

Treasurer Candidates

John Chandler: Member for sixteen years; eight years a member of the Board; past President for two years and Treasurer for the past year; was a through hiker on the '79 and '84 full-distance hikes; has been Level Walker for ten years(Paw Paw).

STATEMENT: Would like to see us continue the present policy of assisting the NPS in all ways consonant with the Association's purposes and to expand our efforts to develop historical materials related to the canal, the Douglas initiative, and historical exhibits. Also would like to see us increase our awareness of the wildlife of the canal region and work toward a better inventory of that wildlife.

William Evans: Member for two years.

STATEMENT: Have been treasurer of many organizations—currently treasurer of White Beneficial Society and NAP Education Society. Am president of a national association. Want to guide the C&O Canal Association to provide something for the diverse interests of its members: hiking, bird-watching, historical information, geological aspects, etc. Feel all interests can be served by the unity of the canal itself.

Information Officer Candidate

Karen Gray: Member for seven years; active Level Walker and hiker (McCoys Ferry); has served as Information Officer.

STATEMENT: Would like to see more people doing more hiking, volunteer work and similar activities; would like to see those with environmental concerns improve their communication with each other and become more involved in issues that affect the canal and the river.

Board Member Candidates

Bob Boies: New member; active hiker; staggered through whole 1984 full-distance hike propped up by wife, loving it.

STATEMENT: Want to see this fine and unique Association grow and prosper through its diverse activities and am ready and willing to learn how this can best be done and to lend my hand to the task.

Jim Bryant: Member for thirteen years; Level Walker(Little Pool) for 7-8 years; walked whole 1984 full-distance hike; walked about a third of '79 hike.

STATEMENT: The Association should grow gradually and with forethought as to the activities it undertakes. The Association has been going along its path with a sound and steady pace and should continue to do so much in the manner of a sensible walker who knows how to reach his destination.

Chuck Cremeans: Walked the full distance of the 1984 hike; is avid and expert hiker; is strong supporter of the Association.

STATEMENT: No statement received; candidate was away.

Brad Haigh: Member for nine years; active hiker and participant in Association activities; Board member since 1979; Level Walker (licking Creek) for seven years; helps coordinate various Association events; organized the first Heritage Walk.

STATEMENT: Favor further development of volunteer efforts in aid of the canal park and want to see the Association energetically support programs of preservation and restoration but also realistically come to grips with the fact that our canal is a national park. We need also to recognize the diversity within our group and the diversity of its interests. Also would like to see membership grow.

Relevant experience and statements of Board member candidates are continued on the next page.

Board Member Candidates(Continued)

Rita Hirrlinger: New member; active hiker; ready and willing volunteer; participated in the 1984 Douglas hike.

STATEMENT: Want to see increased range of volunteer projects within the Association; want to see new members recruited through all-out efforts in coming years.

Dave Johnson: Member for three years; active hiker and Level Walker.

STATEMENT: Would like to see a wide variety of activities that appeal to people with different interests. Feel the Association should vigorously continue its varied schedule of recreational and social events, volunteer projects and the Level Walker program. It should broaden its base to include activities of interest to members even if only a small minority prefer a certain activity. Such activities, nonetheless, should be available through Association membership.

Harold Larsen: Member for twelve years; active hiker and Level Walker; active participant in research programs sponsored by the Society of Architectural Historians.

STATEMENT: Would like to see the Association grow in importance and assume a greater advocacy role in respect to legislation (local and national) which has an impact on the canal. Want to expand the membership to include younger people. Want to continue Level Walker programs and want to see concentration on stabilization projects and preservation of man-made structures along the canal.

Kent Minichiello: Member for four years; active volunteer in working to refurbish aqueducts; took photographs of erosion damage for Park Service; took publicity photos for C&O Georgetown barge; active Level Walker.

STATEMENT: Would like to see the volunteer projects expand and continue. Would favor some sort of registration of talents Association members have which might be utilized in these projects. Interested in promoting the historical aspects of the canal as well as the other facets of its attraction.

Joan Paull: Member for ten years; active hiker; Board member; volunteer coordinator; former nominations committee chairwoman; Level Walker.

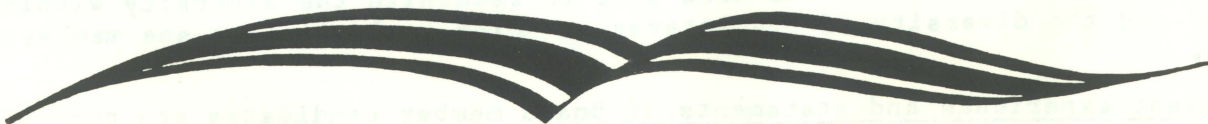
STATEMENT: Let the public know who we are and what we do; increase our membership, particularly to include young people. Sponsor several special volunteer projects—perhaps a lockhouse or interpretive program. Try to increase membership support in each of the three regions covered by the Canal Park.

Bob Stokley: Member for ten years; active hiker; participant in Association's outdoor activities; participated in thru hikes from Cumberland to Washington.

STATEMENT: Interested in opening up opportunities for all to enjoy the Canal Park in the ways most pleasing and suitable to their own interests and enthusiasms, whether hiking, wildflowers, geology, etc.

Sue Ann Sullivan: Member for seven years; from Williamsport has supported and assisted the activities of the Association and has extended assistance and hospitality to members visiting Williamsport; towpath walker.

STATEMENT: Believe it is important for the Association to maintain and extend its contacts and ties with the communities and people on the upper reaches of the canal outside the Washington area. Only in this way can the Association fairly speak of itself as an Association of the C&O Canal.



PRESIDENT'S COLUMN

From Bruce Wood

Another Canal year is about to be completed and we are heading into the time when many people abandon our Canal for warmer locales. The cross-country skiers, ice skaters and solitary hikers among us will enjoy the serenity of the frozen landscape while others of us look forward to the Annual Meeting and spring.

Speaking of the Annual Meeting, we anticipate a REAL election this year, as the Nominating Committee has had excellent response from its notice in the September newsletter. As you can see from that report elsewhere in this issue, there are two people nominated for each of several Officer positions and more people running for Board of Directors vacancies than there are openings available. While this will offer us a choice this year, I would like to remind those who lose that their defeat is no reflection on them and whether they should remain in the Association - it is just that the membership believes someone else will serve in the opening perhaps a bit more to the general tenor of the membership. The losers (and winners) are encouraged to run again in a future election when perhaps the nature of the Association, its activities and goals, or your own relationship to it may have changed so that you and the Association have more similar positions than might be the case this time.

Prior to the Annual Meeting, there will be a meeting on the Georgetown development plans on January 12. We have made an exception to our general rule not to release our mailing list by giving it to the C&O Canal National Park staff so that they can advise you directly of the details relating to this meeting. Everyone is urged to attend, inasmuch as there are many things going on in the section of the Canal between Tidelock and Foundry Branch that could impact our use of the Canal. The National Park Service needs your support, advice or criticism of the plans so we can all have what is best for our park.

The tentative date for the Annual Hike is Saturday, April 27. We are planning to have it someplace upstream of Little Orleans. Carl Linden is chairing that committee, so please contact him to offer your assistance.

That's about it for now - I hope to see everyone at the Annual meeting.

RESERVATION FORM FOR DINNER AFTER THE ANNUAL MEETING AT THE
WESTERN MARYLAND SPORTSMEN'S CLUB, FEBRUARY 23, 1985 AT 6:00 PM

Please reserve _____ dinners for me at a cost of \$6 per dinner.

Amount enclosed.....

Please make checks payable to the C&O Canal Association and mail by February 17, 1985 to P.O. Box 66, Glen Echo, MD 20812-0066. No tickets will be sent; your name will be held at the door.

If your name is not printed on the address on the back of this form, please enter it below:

Name: _____

Address: _____

CALENDAR(CONTINUED FROM PAGE 19)

- February 23, 1985 - Association annual general membership meeting, 1 PM, Western Maryland Sportsmen's Club at Dam #4. Officers and Board members to be elected; hike, social hour, dinner. See inside.
- March 2, 1985 - C&O Canal NHP Advisory Commission meeting, Georgetown. Everyone is welcome. Write to NPS, PO Box 4, Sharpsburg MD 21782 for info.
- March 16, 1985 - Volunteer program at O'Brien's Basin(near Antietam) trimming vegetation for interpretive programs. Call Joan Paull, 301-384-8584 for further information.
- March 23, 1985 - Level Walkers hike, Dargan (m. 64.9) to Lock 34(m. 61.6), 10 AM.
- April 6, 1985 - Volunteer program, details to be provided by Joan Paull. Call for information, 301-384-8584.
- April 27, 1985 - Association-sponsored 31st annual Justice Douglas hike, probably above Little Orleans. Complete details in the next newsletter.
- June 1, 1985 - C&O Canal NHP Advisory Commission. Location to be announced. Interested persons should write to the C&O Canal NHP, PO Box 4, Sharpsburg, MD 21782, for details of time and agenda. Commission meetings are open to the public.

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

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