

The Upper Delaware

The quarterly newsletter about the environment and people of the Upper Delaware River

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UDC OPPOSES SCHEDULED TWO-TURBINE RELEASES ON MONGAUP RIVER

Safety Concerns Cited



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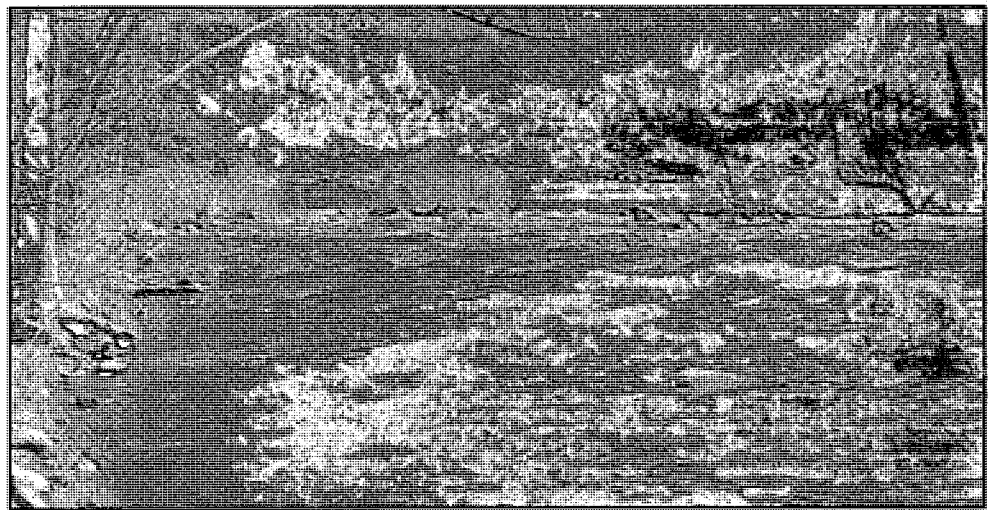
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label. If it does not include
your ZIP+4 zipcode, please
send it to us using the
form on page 7. Thanks.



A view of the Mongaup River as it heads towards the Delaware. One of the UDC's concerns about the proposed two-turbine release has to do with safety factors at the Mongaup Wave, a popular boating spot at the confluence of these two rivers.

Staff photo

In a strongly worded letter, dated June 6, 1996, to the Federal Regulatory Energy Commission (FERC), the Upper Delaware Council (UDC) states that it generally opposes additional whitewater boating use of the Mongaup River due to concerns about boater safety and unsafe conditions for rescuing accident victims on the Mongaup River. The UDC believes that scheduled two-turbine releases on weekends will only increase the likelihood that the Mongaup River will be used by commercial liveries and beginner boaters. As has been expressed numerous times in the past, the UDC is also concerned about the effect the proposed increased flows will have on the Delaware River (in the area known as the Mongaup wave) on inexperienced boaters during high use periods on weekends.

The UDC's letter was in response to a FERC letter, dated April 22, 1996, to Ms. Marie Rust, Field Director - Northeast Area of the National Park Service, regarding the Rio Project, FERC No. 9690, on the Mongaup River in the Town of Lumberland (Sullivan County) and the Town of Deerpark (Orange County) in New York. The FERC letter states that "The Commission staff is considering amending the license pursuant to article 408 of the license to permit scheduled two-turbine releases on weekends for whitewater rafting and kayaking."

The UDC disagrees with the perceived need for a change in the releases and several statements in the FERC letter, such as "There is a consensus that a two-turbine release

--- Mongaup, continues on p. 6 ---

---Letters to the Editor---

Dear Editor;

About a year ago, the National Park Service (NPS) discontinued the issuance of Commercial Use Licenses (CUL) throughout the National Park System and implemented in its place the Incidental Business Permit (IBP). This change has received a lot of attention, as the existing CUL's on the Upper Delaware Scenic and Recreational River expire at the end of this year. Unfortunately, misunderstanding, miscommunication, and a healthy dose of speculation has created fear, suspicion and distrust.

The reason for the change is simple. Understanding the reason why the change was necessary is not. The irony is that the two documents serve exactly the same purpose, as a tool to help manage one aspect of recreational use on the river.

The insurance requirements and terms for revocation between the two documents are the same. Other components of the program are essentially the same, except for the annual reporting of customer numbers and gross revenues. Under the CUL, these figures were requested at the discretion of the Superintendent; under the IBP, they're required. Consequently, in response to the Congress' annual request for this information, the NPS is obliged to compile total figures from each of its units nationwide.

The NPS uses the permit program throughout the National Park System. Permits are granted for requests to use an area under the jurisdiction of the NPS, for a particular purpose, during a particular time period, and under certain conditions.

IBP's, like their predecessor, the CUL, are not concession contracts. Concession operations in the National Park System are usually authorized when a particular service, identified as desirable or necessary for serving the visiting public, does not otherwise exist. Issuance of a concession contract is limited to a successful bidder and a franchise fee, plus a percentage of profits payable to the general treasury, is required.

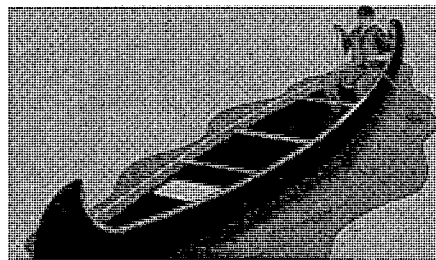
IBP's are made available on an unlimited basis, just like the former

CUL's. Unlike a concession operation, fees are not imposed. However, costs incurred by the government agency charged with accommodating the commercial/business use are required to be recovered. Consequently, costs recovered as a result of the permit remain in the park or area where the expense occurred. Costs include expenses involving processing the application, preparing the permit and monitoring the permitted use. The application cost is a one-time expense while the permit preparation is performed whenever a permit is issued or renewed, usually every two years. The monitoring expense is incurred each year.

Although the local office of the NPS has met with existing CUL holders on three occasions, we will continue to listen to their concerns, explain the reasons behind the changes, and incorporate changes where we have the latitude.

I am hopeful that with the continued cooperation of the boating liveries, fishing guides, and recreation camps, we will be able to implement a program that is fair and equitable to the permit holders while meeting the legal requirements and the needs of Congress.

Calvin Hite
Superintendent
Upper Delaware Scenic &
Recreational River



If you have a concern, or wish to air your views concerning this newsletter or issues in the river corridor, please send them to us. Likewise, if you would like to write a guest editorial column for The Upper Delaware, please contact Nancie Robertson, Newsletter Editor, at the UDC office. All letters or columns should deal with issues of concern in our region, must be original, typed or printed, and should be limited to 1000 words or less. We will print all letters and columns as space permits.

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The Upper Delaware is the free quarterly publication of the Upper Delaware Council, a 501(c)(3) non-profit organization comprised of member governments from New York and Pennsylvania directly affected by the River Management Plan for the Upper Delaware Scenic and Recreational River.

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UDC Publishes Technical Assistance Grants Brochure

Will aid towns, grantseekers and others in determining what types of projects would be most likely to be funded

The Upper Delaware Scenic and Recreational River Management Plan (RMP) calls for local governments to play an important role in the management of the river corridor. The UDC recognizes that financial support is critical for the towns and townships to institute effective programs. Since 1988, the UDC has awarded more than \$350,000 in grants to its members to fund projects that help implement or enhance the River Management Plan.

UDC grants have been given for planning, preparation, or publication of zoning ordinances, laws, and other regulations relevant to the Plan, including floodplain, wetland, comprehensive, sewage disposal, stormwater management, and subdivision plans. In addition, UDC grants have funded a number of publications and educational programs, including maps and informational brochures.

This new UDC brochure provides an overview of who has received UDC Technical Assistance Grants, the projects that were funded, and how much was awarded for each project. For a more detailed explanation of a particular grant, or for information concerning how your town or township can obtain a UDC TAG grant, you are urged to contact the Sr. Resource Specialist at the Upper Delaware Council, who administers the UDC's Technical Assistance Grants Program.

To receive a copy of the UDC's Technical Assistance Grant Brochure, contact us at
PO Box 192, Narrowsburg, NY 12764.
Phone (914) 252-3022 Fax (914) 252-3359

UDC Technical Assistant Grants may be used for the following projects:

- ✓To prepare or upgrade a zoning ordinance or other relevant law, plan, or ordinance in keeping with the RMP.
- ✓To publish such an ordinance.
- ✓To address a problem or project identified in the Plan.
- ✓To prepare educational materials, maps, brochures, and guides that assist in the implementation of the RMP.

UDC Technical Assistance Grants have the following limitations:

- ✓The UDC member town or township (or their respective county) must be the agency submitting the grant request, even if a partnering agency will actually complete the project.
- ✓Funding is for planning projects, not for "bricks and mortar" projects.
- ✓Projects must be related to the implementation of the River Management Plan.
- ✓The UDC member town or township must approve the contract for the grant.
- ✓Grant terms are limited to one year with a maximum of two 6 month extensions.

Some Non-Profit Groups Who Have Worked with UDC Members on Grant Projects Include:
New York Audubon Society
Cornell Cooperative Extension
Delaware Valley Heritage Alliance
Delaware RiverKeeper Network
Hancock Chamber of Commerce
Cochection Preservation Society
The Nature Conservancy
The National Park Service
plus many, many more

••••• *The UDC Technical Assistance Grant awards for 1996 will be made at the September 5th UDC meeting, and will be reported in the next edition of The Upper Delaware.* •••••

River Valley Trivia Answer:

Roebling Aqueduct Built as a Result of "Traffic Jams" on the River

Two important local industries with conflicting needs brought about the construction of the Roebling Aqueduct: Logging and coal. In the early 1800's, Daniel Skinner and others were making their livelihood floating timber rafts down the Delaware River to Philadelphia and Trenton. This was, in fact, the major industry on the Upper Delaware. At the same time, coal from northeastern PA's Moosic mountains was being shipped to New York City via the Delaware and Hudson Canal, which was completed in 1828. The canal boats

crossed the Delaware River at Lackawaxen, PA by means of a rope ferry, and it was inevitable that canalboats and timber rafts would collide, resulting in fist-fights, claims, and counterclaims. Also, the rope ferry was useless during periods of high water. On the NY side, high water regularly washed away the towpath and clogged the canal with mud and debris. It often took 100 laborers from Jan. until April to clear the canal. So, in 1847 the directors of the D&H canal hired John Roebling to build an aqueduct. Today this

structure, also known as the Roebling Bridge, is the oldest existing wire suspension bridge in the U.S. which still retains its principal elements. For an excellent view of a cross-section of this famous structure, stop by the NPS Information Center on Main St. in Narrowsburg, weekends from now through Oct. Hours are Fri. 1:30 - 4:30 p.m. and Sat.&Sun. from 9:30 a.m. to 4:30 p.m.. Or visit the real thing anytime!
Thanks to Paula Valentine and Malcolm Ross, both NPS rangers, for providing both the trivia question and answer.

Clean Water: A Rich Economic Resource

by Tony M. Guerriei, Research Analyst, *Environmental Synopsis*

In an effort to quantify the financial benefits of water quality, a report by the U.S. Environmental Protection Agency (EPA) examines the relationship between clean water and the nation's economy. The EPA report, "Liquid Assets: A Summertime Perspective on the Importance of Clean Water to the Nation's Economy," finds a strong connection between water quality and a healthy economy.

The report shows how clean water is an essential commodity for major sectors of the economy. For example, the report says that recreation and tourism are clearly linked to the availability of clean water. Beaches, rivers, and lakes are the number one vacation choice. Each year, Americans take over 1.8 billion trips to go fishing, swimming, boating, or to relax around the water. This contributes \$380 billion to the recreation and tourism industry. The report notes that annual

sales for fishing, boating, and viewing and hunting ducks and other birds, is estimated at nearly \$58 billion.

The economic benefits from clean water are not limited to the recreation and tourism industry. Agriculture, which depends on clean water for irrigation and raising animals, produces and sells over \$174 billion worth of food and other products. About 15 percent of American farms use water for irrigation. Crops grown on irrigated lands are valued at nearly \$70 billion each year; about 40 percent of the total value of all crops sold. The cattle industry, with sales of more than \$40 billion, provides one-fourth of the world's beef.

Other sectors of the economy also use enormous amounts of clean water. Manufacturers use about 13 trillion gallons of water each year. The soft drink industry uses more than 12 billion gallons annually to make products valued at more than \$50 billion.

The report mentions that many industries are working with local water companies to ensure that their water quality remains high.

The \$45 billion commercial fishing and shellfishing industry needs clean water to survive. According to the report, declining populations for many aquatic species can be linked to environmental degradation. For example, oysters, mussels, and other bivalve mollusks extract their food by filtering water over their gills. If these waters are contaminated, the shellfish become contaminated.

The report, "Liquid Assets: A Summertime Perspective on the Importance of Clean Water to the Nation's Economy," may be obtained by contacting the U.S. Environmental Protection Agency, Water Resource Center, Mail Code 4102, 401 M Street, S.W., Washington, D.C. 20460. Telephone (202)260-7786. The report is free.

What Happened to the Fresh-Water Mussels in the Upper Delaware River this Year?

That's what at least one person who stopped by the UDC's booth at the third annual Bluestone Festival in Hancock, NY wanted to know. It seems in years past you couldn't move in the river without seeing hundreds of these mollusks, and their beds were everywhere. This year, apparently, there aren't many to be found. The concern seemed to center around the possibility of pollution getting into the Upper Delaware.

According to Don Hamilton, Resource Management Specialist with the National Park Service, though, this past winter had more to do with the seeming demise of this river resident than does the threat of unseen pollution. The waters of the Upper Delaware and her tributaries are tested and monitored on a regular basis, and the quality of our river water remains very high.

However, the floods last January had quite a bit to do

with the mussel situation. It seems that when the Delaware flooded her banks, she washed thousands of mussels up out of the river bed and onto higher ground. When the flood waters receded, the mussels were stranded, high and dry. One NPS Ranger reported seeing a field of approximately 2 acres containing more than 2,000 mussels that were stranded on land near Shohola, PA.

In addition, mussels tend to move the location of their beds from time to time, and considering all the changes the ice and floods wrought on the bed of the river, it's not surprising that beds may not be where they used to be. The NPS has not had many inquiries about the state of mussels in the Upper Delaware, but they will monitor the situation, now that it has been brought to their attention. Any further developments will be reported here in *The Upper Delaware*.

What is the Most Frequent Contributor to Poor Water Quality: Sewage Treatment Plants, Stormwater Runoff, or Industrial Operations?

More than half of all stream pollution comes from stormwater runoff, which carries soil erosion, fertilizers, pesticides, and chemicals from parking lots and roads into rivers, lakes and streams. This is what is known as non-point source pollution. Since the Clean Water Act was passed in 1972, water pollution from industry and sewage treatment plants has fallen off dramatically. However, this just brought the dangers of stormwater runoff to the forefront, since the damage it causes to the water supply was no longer masked by other types of pollution.

When the Clean Water Act was reviewed in 1987, it was amended to include state-by-state management of non-point source water pollution. NY and PA are both moving forward on comprehensive management plans. What can you as an individual do? Use fertilizers and pesticides sparingly. Cover bare ground with grass, shrubs, or trees to prevent erosion. Wash your car on grass or gravel to reduce runoff into storm sewers, and to naturally filter the soap out of the water. Check your property for sources of stormwater runoff and do what you can to eliminate them!

Steamtown Tells the Story of America's Love Affair with the Steam Engine and Railroads

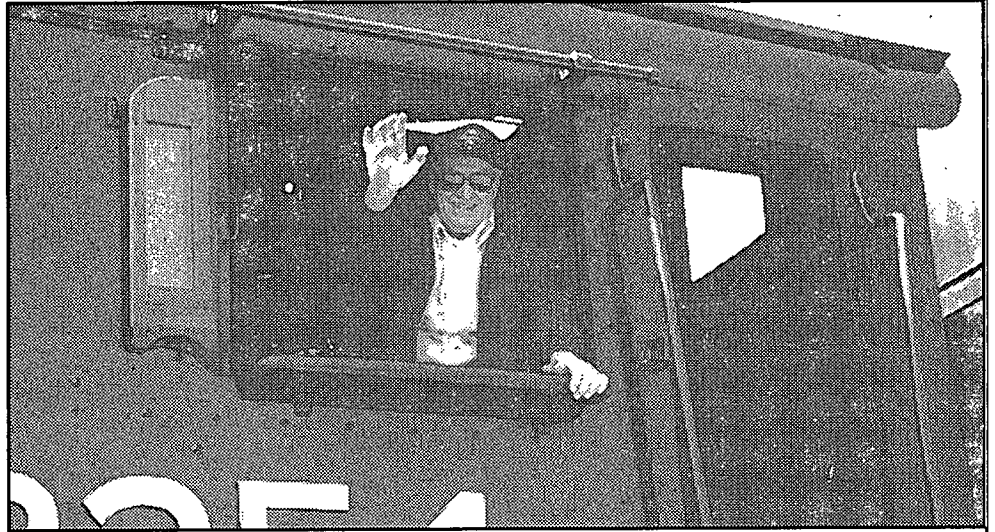
While the main focus of *The Upper Delaware* is on our river valley and its surroundings, occasionally we like to venture a little further afield to tell you about interesting places you may want to visit that are within easy driving distance. We recently had the opportunity to visit one such place that's only about an hour from Narrowsburg, and that holds a fascinating story for railroad buffs, young and old...

On May 31st, a group of UDC representatives and alternates traveled down into the Lackawanna Valley at the invitation of NPS Superintendent Terry Gess, to tour Steamtown, the only site of its kind in the nation dedicated to telling the story of steam railroading in the United States. Cal Hite, Superintendent of the Upper Delaware, and former Assistant Superintendent at Steamtown, acted as the group's tour guide.

Steamtown occupies about 40 acres of the Delaware, Lackawanna, and Western (DL&W) Railroad yard near the center of downtown Scranton. The DL&W was one of the earliest rail lines in northeastern PA. The Steamtown Collection consists of locomotives, freight cars, passenger cars, and maintenance equipment from several historic railroads. The locomotives range in size from a tiny switcher engine built in 1937 to a huge Union Pacific Big Boy built in 1941. The oldest locomotive in the collection is a freight engine built in 1903 for the Chicago Union Transfer Company.

Railroads in the Age of Steam

Railroading has been called "the biggest business of 19th century America." Animal and gravity-powered rail transport had been used by quarry companies in Massachusetts and elsewhere in the Northeast in the early 1800s. The U.S. quickly adopted the steam railway once reliable locomotives suited to long-distance public transportation were available. After 1830, and the creation of better locomotive types, railroad investment in both England and the United States accelerated almost simultaneously. Britain's first true public steam railway began operations in 1825, as



UCD Chairman Lew Schmalzle waves from the window of the Steamtown excursion train. Lew, a former engineer with the Erie-Lackawanna Railroad, was at the throttle for the excursion train ride from Scranton to Moscow. The rest of the UDC contingent enjoyed the ride in one of the renovated train cars, while learning more about steam railroading in this region.

Photo by Sandra Schultz

did the first such American railway, the South Carolina Railroad.

In the 1830s and '40s America's railroads were small private affairs of limited mileage, scattered along the Atlantic seaboard from Maine to Georgia, with a few enterprising companies pushing westward into the Appalachians. By 1852, thanks to merchants demanding faster and more reliable means of transporting their goods, more than 9,000 miles of track had been laid, mostly in New England and the Middle Atlantic states. During the next decade, American railroads grew into a coordinated iron network of more than 30,000 miles serving all the states east of the Mississippi River.

Railroad construction slowed during the Civil War (the first American conflict in which railroads played a major role as movers of troops and supplies), but resumed on a large scale immediately afterwards. By 1880, more than 94,000 miles of track bound this nation together. By the end of WWI in 1918, the country could boast of more than 254,000 miles of track and 65,000 steam locomotives.

The railroads shortened the time it took to travel great distances, thus

bringing cities closer together. In 1812, a trip from Pittsburgh to Philadelphia took six days by stagecoach. In 1854, the same trip took 15 hours by train. By 1920, the trip was down to five hours. The railroad drove many canal companies out of business, and lured away most potential passengers from riverboats and stagecoach lines.

Until the end of World War I, railroads carried the bulk of all freight and passengers. After 1918, however, they faced increased competition from automobiles and trucks. By the 1950s, railroads were hauling less freight, had reduced passenger service, and abandoned some lines altogether.

The DL&W Railroad and the Scranton Railyard

In the late 1800s and the early 1900s, the Delaware, Lackawanna, & Western Railroad was a major carrier of anthracite coal, found in abundance in northeastern PA. The DL&W, like many Eastern railroads, was made up of smaller rail lines combined through mergers, consolidations, and leases. It was created in 1853 by George and Seldon Scranton by joining the Cayuga & Susquehanna, the Lackawanna &

--- Steamtown, continued on p. 7 ---



does not create unsafe conditions on the Mongaup River.” and “To date, we have not received any letters stating concerns from any agency regarding the daily operations or weekend releases with two turbines.”

In responding to FERC, the UDC points out that many organizations have expressed concerns about safety on the Mongaup River with two-turbine releases in the past. Such concerns have been voiced by: Sullivan County Board of Supervisors; the Sullivan County Federation of Sportsmen Club; the Orange County Legislature; the Towns of Lumberland, Deerpark, and Tusten; and the Sparrowbush Engine Company Diving and Rescue Unit, to name a few.

As an example, a letter dated May 26, 1994 from Donald J. Kaufman, Sr., Secretary of the Lumberland Fire Department, Inc., to then-NPS Superintendent John T. Hutzky states that “...this department is totally against the release of more water on the Mongaup River for kayaking. We were, and still are against the use of this river by kayakers on the basis that this river is almost totally inaccessible to rescue personnel, should an emergency occur. Adding more water to the river, can only increase the chances that such an emergency will occur on this river.”

It is important to be aware of the fact that a large number of people recreate on the Upper Delaware Scenic and Recreational River. The majority of the boaters on the Upper Delaware are novice boaters (estimated at over 80%). There is concern that these inexperienced people, perhaps with equipment not suited for whitewater conditions, would be drawn to the Mongaup River. Incidents at the Mongaup wave could also increase.

Orange and Rockland (O & R) Utilities owns the Rio hydroelectric facility and frequently makes unscheduled water releases from the two turbines during the week as energy needs dictate. New York State purchased much of the land below the Rio dam from O & R for the protection of bald eagle habitat, so it is open to

the public much of the year. Fishing has always been a traditional use on the Mongaup River. However, for the last several years, several kayaking groups have been lobbying FERC for scheduled two-turbine releases on weekends. As a result of this pressure and a finding that a two-turbine release would be dangerous, FERC mandated under the relicensing of the project in 1992 a compromise that a schedule of one-turbine releases on alternating weekends be followed by the utility.

Under the present FERC license, O & R Utilities, in consultation with the New York State Department of Environmental Conservation, National Park Service, U.S. Fish and Wildlife Service, the American Whitewater Affiliation, the Kayak and Canoe Club of New York, and the Upper Delaware Council, is required for a 4-year period to monitor the recreation use of the Mongaup River downstream of Rio dam to determine the number of users and types of activities occurring, the adequacy of the timing of the flow releases, the adequacy of project recreation facilities, and an evaluation of public safety issues.

Present Releases Adequate

FERC's April 22, 1996 letter to the National Park Service implies that the monitoring reported by O & R indicates that changes are necessary. The UDC disagrees. In the 1993 Rio Project Recreational Usage Report, O & R Utilities states that “It is our opinion that the facility was adequate to meet the recreational demands for the 1993 season.” In the 1994 Rio Project Recreational Usage Reports, O & R Utilities states that “It is our opinion that the facility was adequate to meet the recreational demands for the 1994 season.” If the releases are adequate, why consider changing them, particularly when the required 4 years of monitoring has not been completed. The UDC expects that the 1995 Report will be forthcoming shortly, but to date has not seen a copy. The UDC believes that it is premature to change the release schedule until the 1996 season is completed and a 1996 Recreational Usage Report is com-

pleted and reviewed.

The UDC believes that the testing of one and two turbine releases done in 1990 by the National Park Service with the assistance of O & R was, and still is, valid. The study has been questioned by the kayak groups. The National Park Service is the agency charged with determining whether or not the conditions of the license issued by FERC to O & R have any direct and adverse effect on the Upper Delaware Scenic and Recreational River. The National Park Service stated in their letter of June 22, 1990 to O & R that a one-turbine release would not have a direct and adverse effect but that a two-turbine release would. This was based on the observations of NPS volunteers as well as their professional ranger staff who enforce regulations and provide for visitor use and safety.

The present limited schedule of one-turbine releases on alternating weekends appears to be adequate to meet the recreational demands. In the letter to FERC, the UDC cites a need for updated data on angler use of the area, as the data being used is from 1978. The New York State Department of Environmental Conservation is still in the process of drafting a Unit Management Plan for the Mongaup Valley Wildlife Management Area, through which the Mongaup River flows, and the UDC suggests that the issues affecting whitewater boating should be thoroughly evaluated in that Plan. Water and energy conservation are also concerns, as are the impacts on the entire Mongaup River watershed. The UDC sees no reason to amend the FERC license for the Rio Project to require scheduled two-turbine releases on alternating weekends for the benefit of a few. The UDC also believes that the public should have an opportunity to speak before any changes are made.

FERC is still reviewing the proposal and, hopefully, following a full public review process, is expected to make a decision later this year.

Written by David Soete, UDC Sr. Resource Specialist. For more information you can contact the Council office.

Western, and the Delaware & Cobb's Gap. At its height, the DL&W operated about 1,000 miles of mainline and branch track between Hoboken, NJ and Buffalo, NY.

Scranton's economic fortunes followed those of the DL&W and began to decline in the mid 1920s when demand for anthracite coal began to subside. By the 1930s and 1940s, gas and oil were replacing coal as a home and industrial fuel. The DL&W began using diesel locomotives, reducing the need for coal even further. The steam locomotive repair shop in Scranton closed in 1949. Many functions of the yards were shut down in the 1960s after the DL&W merged with its longtime rival, the Erie Railroad, to become the Erie-Lackawanna railroad. However, the story of steam lives on at Steamtown.

A Working Railroad Park

Steamtown is located at the intersection of Lackawanna Avenue and Bridge Street in downtown Scranton and is accessible from I-81, I-84, and PA Route 6. It includes a beautiful and informative visitor center, which should be your first stop, so you can

get oriented properly to what you are about to see. The History Museum highlights the people and history of steam railroading in the United States and includes displays on early railroads, life on the railroad, and key moments in railroading from the early 19th to the mid 20th century. The Roundhouse is part of the original yard structures and is used to store, maintain, and display engines in the Steamtown collection. A raised walkway lets you watch work in progress as these fine old locomotives are restored by Steamtown employees and local volunteers. The 90-foot diameter Turntable really works, and is an incredible sight to see in operation. The Technology Museum offers a look at the technological changes and advances in railroads through the years, and includes exhibits on steam locomotive design, railroad architecture, track design and engineering, signals, communications, and safety. An operating scale model of the DL&W Scranton Yard is located in this museum also.

Steamtown is part of the National Park Service system. Rangers offer

daily tours of the yard, the roundhouse, and the locomotive repair shops--where steam locomotives and old trains from all over the country come to be restored and refurbished. On weekends, you can take the excursion ride to Moscow (there is a fee for this, but the ride is interesting), and there are shorter excursions available, too. For more information about Steamtown, contact them at 150 South Washington Avenue, Scranton, PA 18503-2018, or you can give them at call (717) 340-5200.

In Memorium

C. Fred Tegeler, the UDC Alternate from the Town of Tusten, and former Town Supervisor, passed away on August 15, 1996. The UDC and its members extend their deepest condolences to his wife and family. He will be sorely missed by all those who knew and worked with him.

Catch and Release Tips

According to a recent report from the Delaware River Basin Fish and Wildlife Management Cooperative Fisheries Technical Committee, experts now believe that about 70 percent of the striped bass caught die after catch and release. Studies have shown that striped bass which are caught and then released have a poor chance of survival when water temperatures go above 70 degrees. In addition, other factors may contribute to the poor survival rate of this

species. Since stripers are a popular fish in the Upper Delaware--with reports of them being caught as far north as Hankins and Long Eddy, here are some tips:

- Use 20 pound test line or higher when fishing for striped bass you plan to release.
- Don't overplay the fish--exhausted fish have a poor chance of surviving.
- Use barbless hooks and make sure dehooking devices are available and that you know how to use them.

- Keep the fish in the water when removing the hook, if possible.
- Handle the fish gently. Make sure your hands are wet. Rough handling will remove the fish's protective slime coating and will make it more susceptible to waterborne infections.
- Set your hook quickly at the first sign of a strike.
- If you use a net, use a shallow one made of soft rubber or knotless nylon webbing.

Do We Have Your Correct Address?

If your address has changed, or you no longer own land in the Upper Delaware River area, please help us to update our records. Fill in your new address, or the name and address of the new owner of your property, and return this notice to The Upper Delaware Council, P.O. Box 192,

Narrowsburg, NY 12764-0192

New Address:

Old Address:

Name _____

Name _____

Address _____

Address _____

Address _____

Address _____

City/State _____

City/State/ZIP _____

ZIP+4 _____

Check here for info on Friends

Check here to be removed from our mailing list

Check here for info on Sojourn

The Beardsleys and the Bear

The following article first appeared in the "Sullivan County Republican" on Dec. 2, 1871, and was later reprinted in the Spring 1981 edition of *The Echo*, the newsletter of The Basket Historical Society.

LONG EDDY, NY...For the past 6 weeks, the neighborhood of Otter's Hole, on the southern confines of Delaware County, has been pestered with bears. Not unfrequently these animals have made their appearance among the people. A few have been shot by hunters. On Thursday one of these gruff customers visited the farm of Jacob Beardsley, a sort of farmer, hunter, and woodsman, who has for nearly 20 years occupied a small clearing in Otter's Hole.

Mr. Beardsley was in the woods, nearly 2 miles from his house. Mrs. Beardsley and her sixteen-year-old daughter were at home. The pigs were squealing loudly for their evening meal. The daughter was preparing the food, and was in the act of picking up the swill pail to go to the pig pen when the dog set up a loud barking behind the house. At the same time the whine of the pigs changed to a fierce cry of terror.

A BEAR IN THE PIG PEN

Mrs. Beardsley went to the back door and saw a bear trying to get out of the pig pen with a shote weighing about 80 lbs. under his arm. The dog was trying to stop him, and the pig was squealing with all his might. As there were no men around, Mrs. Beardsley grabbed a small iron bar

and went for the bear. Her daughter followed with an axe. They ran to the pig pen and began an indiscriminate attack on the bear, which encouraged the dog to spring into the pen and grapple with the bruin. The bear dropped the pig and turned on the dog who, caught unawares, began a series of howls that moved the hearts of the two women.

A GIRL'S HAND-TO-HAND FIGHT

The girl, axe in hand, sprang lightly into the pig pen and with a well-directed blow caused the brute to loosen his hold on the dog. But matters were fast growing worse. No sooner had the bear dropped the dog than he turned fiercely on the brave girl. The fight became desperate. The axe was swung vigorously, but his bearship easily warded off the blows with his forepaws and pressed the girl into a corner where she could no longer defend herself. The mother was standing outside of the pen. Seeing the desperate situation of her daughter, she jumped into the sty, and with the iron bar, dealt terrible blows on the head and neck of the savage beast. These blows, together with the fierce onset made by the dog, caused the bear to forgo his murderous intentions towards the girl. She escaped from his clutches with her dress almost torn from her person and bleeding from wounds inflicted in the struggle. Again she took the axe and with true courage kept up the

fight.

FLIGHT & DEATH OF THE BEAR

The bear now became alarmed. With a single bound he went over the edge of the pig pen, the dog hanging to his hind quarters. When but a few feet from the pen, the bear once more turned on his tormentors, and would, without doubt, have vanquished his foes, had it not been for the timely arrival of two men, who while passing the farm house had heard the noise of the fight. They were on their way home from a wood lot where they had been working during the day. One of them had a rifle on his shoulder, and without ceremony he put an end to the struggle by shooting the bear. The women were then looked after. The young girl was so severely hurt that she was unable to help herself out of the pen. She was carried to the house, and one of the men went to the nearest neighbor's for assistance. Both mother and daughter were found to be suffering intensely from excitement. Proper restoratives were administered, and they passed the night comfortably. At last accounts both of them were able to be about the house as usual.

The bear weighed two hundred and forty-two pounds. The carcass was divided up among the neighbors, who not only appreciated the savory meat, but loudly praised the heroic actions of Miss Beardsley and her mother.***

River Valley Trivia: How long ago did people settle along the Delaware River?

- A. 10,000 years ago
- B. 4,000 years ago
- C. 350 years ago

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The UDC meets on the first Thursday of every month at 7:30 p.m. in the Tusten Town Hall, Narrowsburg, NY. Committees meet on the third and fourth Tuesdays of every month at the UDC Office, 211 Bridge Street, across from the Town Hall. Call (914) 252-3022 for details.

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