

AMERICAN CANAL SOCIETY

BULLETIN NUMBER 1

EDITORIAL ADDRESS -- 7535 WILL STREET, FT. MEADE, MARYLAND 20755

MARCH, 1972

ACS PRESIDENT OUTLINES SOCIETY OBJECTIVES

In the beginning the American Canal Society was an idea, a dream. We had just had enacted legislation for the Chesapeake and Ohio Canal National Historical Park for which mostly local people, and some too few concerned public officials, had worked for over a period of 17 years, first to protect that canal from destruction, then to ensure its preservation, and finally to carry out the restoration. The job is not finished and it will take the time and energy of many to see that the job is done properly. But, those people should be all American people, not just members of the C&O Canal Association and other local organizations. A lesson learned of that experience was that we needed a national canal society to represent the interests of all Americans concerning the preservation and restoration of the canals of the United States.

Earlier we had followed the undertakings of the Canal Information Service, the purpose of which was to collect and disseminate information about canals and canal organizations in the United States and abroad. The CIS was useful but it also left a gap, one which could not be filled by individual canal societies.

In looking over the files of Bill Shank in York, Pennsylvania early last year, I realized that all sorts of canal people in many states were working on all sorts of things, few of which were known to those outside individual societies. Exceptions of course were joint ventures by the Canal Society of New York State and the Pennsylvania Canal Society. Most of us don't see the bulletins of other societies, don't know of their field trips, and sort of grope around when it comes to finding and interpreting their canals. So, here was another gap waiting to be filled.

Later in the year I began corresponding with canal people and organizations abroad and discovered rather quickly that there was little communication, save between a few enthusiastic individuals such as Bill Trout - another gap to be filled, this one on both a national and international level.

The idea began to jell in the formation of the American Canal Society, and was proposed to Bill Shank and Bill Trout who immediately endorsed the proposal, which was then discussed in detail during the ensuing months. The result was the "official" founding of the ACS on 1 January 1972, with Tom Hahn as President, Bill Shank as Vice President-Secretary and Bill Trout Vice President-Treasurer. We appealed to each known canal society, knowing that without that support we could not and would not want to succeed. We turned to the Presidents of the major canal societies, asking them or their representatives to be on our National Board of Directors to help guide our direction, represent the organizations they serve, and share with us their experience in canal matters. Others will be asked. The Board of Directors at this time is composed of the following: Mr. A. H. Barben, President, Canal Society of New York State; Mr. Smith Brookhart, President, Chesapeake & Ohio Canal Association; Lt. Col. Wilbar M. Hoxie, Middlesex Canal Association; Mr. Harry L. Rinker, President, Pennsylvania

Canal Society; Mr. Donald G. Ross (nominated) President, Delaware and Hudson Historical Society; Mr. Clayton F. Smith, President, Canal Society of New Jersey; Mr. Frank B. Thomson (nominated) Director, The Canal Museum; Mr. William V. Wallace, President, The Canal Society of Ohio.

Today we are a bit more than an idea - a national canal society of 200 members and growing rapidly. We do intend to issue quarterly bulletins, believing that the regular dissemination of information and good communications are essential to any organization. We do intend to intrude in areas where canals are threatened, especially where there are no local canal societies to do so. A good example of this is the James River and Kanawha Canal in the Richmond area, featured in this bulletin. As there are no canal societies in Virginia we did step in and help save (at least temporarily) that canal from being filled with 30-million gallons of sewage. We are involved in the saving of the Goose Creek and Little River, Upper Appomattox, and Rivanna Navigations. We do hope that by our actions we can encourage the formation of local and state societies in Virginia and elsewhere.

We do intend to support all existing local and state societies, hoping that the activities of the American Canal Society will stimulate local membership growth and interest in individual societies. We do not intend to intrude in the local affairs of any society except where our assistance is requested. We do intend to provide a source of information to the individual canal enthusiast who has no local society in his area.

Our policies will be reflected by our actions and passed along in our bulletin. In the next bulletin we will share with

you the things in which ACS members have told us they are interested and concerned. These letters alone make the whole venture worthwhile. We do need information on canal publications; society outings, organization requirements, addresses, membership requirements, goals, etc.; clippings on canals from local newspapers; and reactions to our bulletin and our activities. We find that \$4.00 per year is the minimum membership fee on which we can survive. We will honor our charter membership of \$2.00 for 1972, with a closing date of 30 June, after which individual memberships will be \$4.00. We will consider other types of memberships - family, organizations, etc., for 1973. Most important, we need your support.

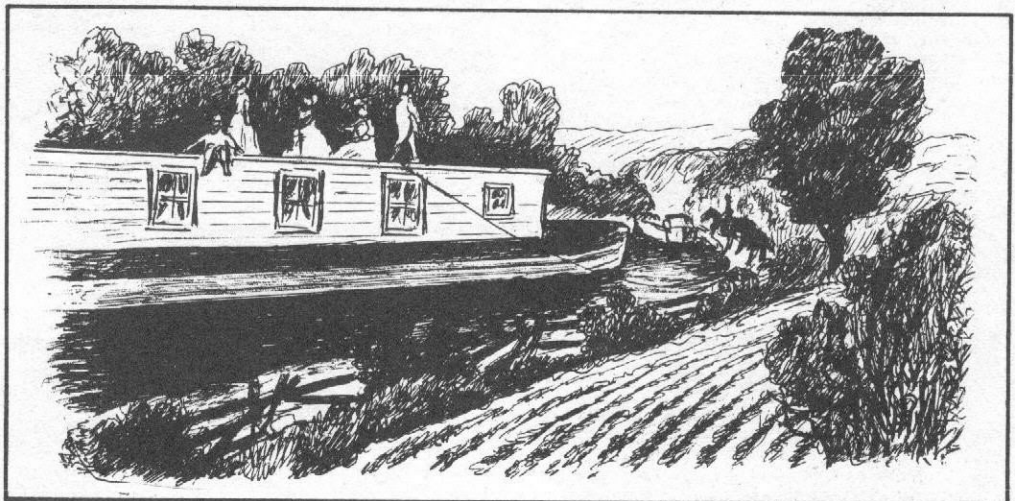
The American Canal Society will be as strong as our individual members and the societies of which they may be a part. I am enthused about the American Canal Society and am looking forward to working with all of you. I just hope that you share my enthusiasm.

TOM HAHN

Bulletin Name?

We are considering names for the American Canal Society Bulletin. We would not want to duplicate a bulletin name already used by local or state canal societies. We suggest that it be related to canals, possibly with an American flavor. If any member has a brilliant idea for a name, please send it to Bill Shank, 809 Rath-ton Road, York, Pa. 17403.

ENGINEER-ARTIST PORTRAYS LIFE ON CANALS



Probably the most prolific and authentic canal illustrator of the Twentieth Century is Philip J. Hoffman of Johnstown, Pa. A retired professional engineer, he insists upon technical accuracy in his work, and yet his full-color drawings of life on the canals a century ago have all the whimsy and charm of children's fairy-tale books. "Amazing Pennsylvania Canals" by W.H.Shank (1965) is profusely illustrated with Hoffman drawings, as is also "Canal Currents", bulletin of the Penna. Canal Society.

CONGRATULATIONS AND ADVICE FROM ENGLAND

Inland Waterways Association Limited

John A. C. Humphries, Esq, MA, Chairman, Inland Waterways Association: "How very kind of your Society to make me a charter member. It is indeed a great honor and I shall report this to the I.W.A. Council when we meet on Saturday. I see that John Dodwell, our General Secretary, has sent you a formal message of good will and I can assure you that we watch with great interest the development of your Society. I would be most interested sometime to see a comprehensive map of all the canals in the States and I believe there were originally a great many around the lakes and in the East. Indeed only the other day I saw an old print in a London shop of the Erie Canal and if I find any old canal prints of American Canals I will certainly send them over to you. If any of your members are coming over to this country to look at our waterways here I do hope you will get in touch with us. We have our major rally on the Bridgewater Canal early in August and would be delighted to see any of you who are over here at that time. With every good wish."

John Dodwell Esq, ACA, General Secretary, The Inland Waterways Association: "When the Inland Waterways Association was formed in the United Kingdom in 1946, many people prophesied that we would have a short life and achieve nothing. Now, after 26 years, we are able to look back with some satisfaction. Whilst by no means all our policies have been achieved, some of them have and some have now been adopted by the Government as official policy. We still, though, have to persuade Authorities of the merit of inland waterways for transport. We do not have the far-sighted Government that you do!

"No doubt in the history of the American Canal Society, difficulties will be met; they must be conquered. No obstacle must be too great, no talk too difficult. You must try, by means of public meetings, letters to newspapers, television appearances, to convince the great American public and their Government of the merit of your cause.

"In this country, we find that authorities hope that if they ignore groups of determined and clear-headed people for long enough, they will weary of the fight and give up. We have not given up and we have triumphed. Do you likewise."

We have corresponded with the Inland Waterways Association and have been receiving their very informative bulletin, temporarily on a quarterly basis. By the time the next issue of the ACS Bulletin appears, we will have worked out membership rates and/or the price to receive their bulletin.

British Canal System Threatened

The British Government is proposing that the British inland waterways system should be split up and taken away from the present authority, which is primarily concerned with navigation. The proposal to divide all sources of water, that is domestic, sewage, reservoirs, rivers and canals into several regions or authorities would in effect put an end to the canal system. Naturally, canal organizations in England are opposed and have been getting together to collectively state their objections.



We are indebted to Alan Dietch of the Canal Society of New York State for this sketch of an English canal boat of the type now in use on the inland waterways there. (Sketch by John Finnie.)

British Waterways Board

Sir Frank Price D L FSA M Inst T, Chairman, British Waterways Board: "I am delighted to have this opportunity of contributing to the first issue of the new magazine being promoted by the American Canal Society, of which I have had the honor to be invited to become a member.

"The canals of Great Britain are now up to some 200 years old. Having been constructed at the start of the Industrial Revolution, they contributed to the growth of this Nation in no uncertain terms - they were the motorways of the 18th Century.

"However, time, the railways and the motor car have changed the role of a good deal of the canal network in Britain. This is not to say that the wider canals and river navigations, as we call them here, no longer fulfill a useful role in the national transport scene. Indeed, with the advent of Britain's entry into the Common Market the British Waterways Board have pioneered new systems on their commercial waterways, such as the push-tow investment which is so designed as to be capable of taking barges of the size presently being constructed for LASH and BACAT type development.

"On the other side of the coin, there has been a tremendous upsurge in the use of our canals for cruising, fishing and other leisure purposes in recent years. This the Board continues to encourage through their specially established Amenity Services Division.

"We see an increasing number of visitors from all over the world taking their annual holidays on the Board's Waterways. I am convinced that the newly established American Canal Society, with all the possibilities it presents, particularly in the exchange of information of mutual interest, will play an increasingly important part in the years ahead in the continuance of the use of the canals of various countries throughout the world, both for commerce and leisure."

Miss Sheila Doeg, Editor, Waterway News: "I do wish you every success with your Spring Bulletin and I hope you get as much support and enthusiasm for the American Canal Society as British Waterways Board are getting at the moment from Waterways people from all over the country."

"Waterways News" is the monthly staff newspaper of the British Waterways Board. It is distributed also to outside canal enthusiasts. The price to ACS subscribers is \$5.00. We have been receiving the "Waterways News" and have had a lively correspondence with its Editor, Sheila Doeg. We highly recommend this fine waterways publication. Personal checks may be sent to: The Press and Publicity Office, British Waterways Board, Melbury House, Melbury Terrace, London, N.W. 1, England.

English Canal Vacation

ACS member Tom Sewell of Surrey, England writes: "Our activities in the south of England range from getting the Kennet and Avon and Basingstake Canals reopened to keeping alive the possibility of reopening the Wey and Arun Canal (connecting London with the English Channel, very useful against Napoleon!) which runs through our farm."

Mr. Sewell wonders if any ACS members would be interested in rather an unusual canal vacation in Britain next summer. He has a pair of traditional canal narrow boats -- a motor and a butty (towed boat which he has carefully restored and repainted in the livery of the former Grand Union Canal Carrying Company, and is now letting them out to visitors for cruises on the Grand Union Canal. They can be hired either singly, or as a pair, and would thus suit one family or more with children. He has engaged a young man who is himself a canal boat owner and knows all the history of the canals as a steerer (his services are included in the hire charge), with the aim of making the vacation particularly suited for overseas visitors and those trying the canals for the first time. He is based on the picturesque Little Venice area of the Regents Canal, within easy reach of central London hotels. There are all sorts of combinations of rates per night or week for the narrow boat "PHOBOS" and butty "ARA" or "PHOBOS" alone or "ARA" alone (towed by "PHOBOS") with other party aboard. Rates vary from around \$2.00 to \$4.50 per person per night or from around \$125 to \$195 per week for 6 - 8 passengers. Details, in an attractive brochure, can be obtained from: T. & J. Sewell, East Whipley Farm, Shamley Green, Surrey, England.

Railway and Canal Historical Society

We have corresponded with the Railway and Canal Historical Society and are a member of this fine organization, which is primarily interested in the historical aspects of the canals and railways of England. Membership in the R&CHS for ACS members is: Surface mail, \$5.30; airmail \$7.90. This includes the monthly "Bulletins" and the quarterly Journal. Personal checks to be sent to: Mr. J. Broadhurst, 5 Twinn Close, Marshalswick, St. Albans, England.

Please note that for the convenience of ACS members, personal checks in U.S. dollars may be sent to each organization.

THE JAMES RIVER AND THE KANAWHA CANAL

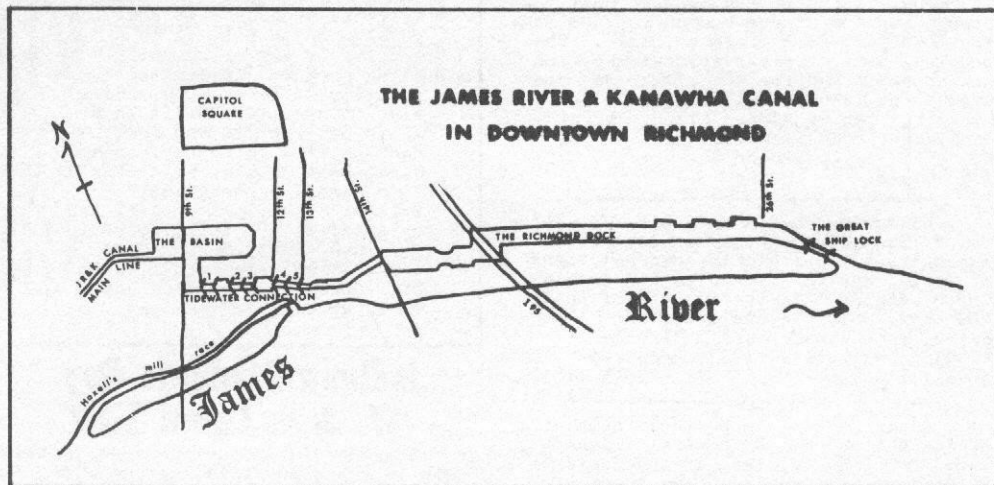
By Dr. William E. Trout, III

The James River Canal, later called the James River and Kanawha Canal when the enterprise became more ambitious, was Virginia's answer to George Washington's admonition to "smooth the road and make easy the way" for the western settlers. In fact, Washington was the first president of the canal company, although in an honorary capacity because (among other things) he was also deeply involved with the C&O Canal on the Potomac.

The James River Canal began as a batteau navigation with wing dams and sluices in the river bed for the convenience of poled boats carrying tobacco hogsheads and farm products downriver to Richmond. At Richmond a short canal bypassed some dangerous falls at Westham (now known as Five-Mile Lock) and another canal led into downtown Richmond to a large turning basin at the foot of Capitol Hill. Because the canal at Westham was navigated by a boatload of legislators in December 1789 it was the first canal system in the country. By 1801 the riverbed improvements had been extended at least 220 miles westward through the center of Virginia, beyond the Blue Ridge Mountains, to Buchanan. In 1820 the navigation became a state enterprise, and the canal was enlarged and extended to Maiden's Adventure, 30 miles above Richmond. By 1829, the Blue Ridge Canal, seven miles long, around the James River's falls through the mountains, was complete, as well as the Kanawha Turnpike (now U.S.60) from Covington to Huntington, 208 miles long; and 200 miles of river improvements for flats, horseboats, and steamboats on the Kanawha River from Charleston to the Ohio. Thus at an early date, the company's works connected the Atlantic seaboard with the Mississippi valley.

In 1835 the company was again reorganized, and became the James River and Kanawha Company. By 1840 the canal had been enlarged again, to take horse-drawn boats, and extended to Lynchburg, 146 miles above Richmond, involving 52 locks, each with a lamp-post. A flight of five stone locks and a ship lock, called the Tidewater Connection, was completed in 1854 to connect the Richmond Basin with tidewater. By 1851 a lock-and-dam system with 11 dams and 32 locks extended the canal 50 more miles westward to its final terminus at Buchanan. A further 15-mile extension, with two tunnels, was begun in 1853 but was soon abandoned due to lack of funds. There were several branch lines of the canal: the North River Navigation (along the now Maury River) to Lexington; Thomas Jefferson's Navigation to Charlottesville; The Willis's River Navigation, comprised of flash-locks; the never-completed Slate River Navigation; and the Tuckahoe Creek Navigation near Richmond.

The JR&K Canal was never extended across the Alleghenys to the Kanawha River, although surveys (including one for a nine-mile tunnel) were being made up to the moment of the canal's demise. Although badly hurt by the War Between the States and by floods, the company was in fact helping to build the Buchanan and Clifton Forge Railway to connect the end of the canal with the C&O Railway, when it decided to sell the canal to the Richmond and Allegheny Railroad Company, which built its line (now the C&O Railway James River Line) on the towpath in 1881; so after serving a last function of delivering railway ties to its own towpath, the James River and Kanawha Canal died.



Today the only part of the canal with water is a nine-mile stretch near Richmond; but in spite of the railway on its towpath, about 38 of the 101 locks are still in good condition, as are eight aqueducts and a number of dams. Most of these works can be seen from the comfort of an open-top railway car, on the annual October "Autumn Leaf Special" of the Old Dominion Chapter of the National Railway Historical Society (PO Box 8583, Richmond, Va. 23226) -- tickets should be obtained in advance to ensure a seat. One lock in the mountains has been restored by the National Park Service: Battery Creek Lock, next to the James River under the Blue Ridge Parkway. A 32-page illustrated booklet on the canal, "Waterway to the West" is available from the American Canal Center, 7535 Will St., Ft. Meade, Md. 20755, at 75¢ ppd. (And for those who like economic history, the 251-page History of the James River and Kanawha Company by W. F. Dunaway (1922) has been reprinted at \$12.70 ppd. by AMS Press, Inc., 56 E. 13th St., N. Y. N. Y. 10003. Riverside Park in Lynchburg has the copper sheathing from the hull of the packet-boat Marshall, and people of that canal city hope to build a dry-land replica of the packet to use as a canal museum. Encouragement would be helpful: (City Manager, Lynchburg, Va. 24504)

The present canal situation in Richmond is at once encouraging and ominous. Work has already begun on James River Park, which is intended to eventually include most of the nine miles of still-watered canal. The planned Virginia Science Museum may embrace some of this section; we hope it will include a transportation museum as proposed by the Old Dominion Chapter of the National Railway Historical Society. The city planners want also to restore the rest of the canal in the city, but the "Richmond Dock", the level formed by the Great Ship Lock, 10 blocks long, is slated to become a "temporary" storm sewage retention basin (a plan now delayed for a year, because of strong opposition) and the turning basin, and the first three of the five Tidewater Connection locks are threatened by the Downtown Expressway and commercial development. The two locks missed by the expressway, locks 4 & 5, are owned by Reynolds Metals, which has begun to restore them. In spite of this help the complete restoration of the canal through the city is problematic. Encouragement would be helpful: (the Main-to-James Citizens Advisory Council, 217 Governor Street, Richmond, Va. 23219). You might want to hedge your bets and visit the canal in Richmond while it is still there.

ACS TAKES ACTION ON J.R.K.C. SEWAGE BASIN

On 11 November 1972, the Richmond Regional Planning District Commission voted to recommend approval of the proposed Chockoe Creek combined Water and Sewer Retention Basin, a plan to build a 30-million-gallon retention basin for sewage and contaminated storm water in the Great Ship Lock of the James River and Kanawha Canal between 17th and 28th Streets in Richmond, Virginia.

Subsequently, President Tom Hahn of the American Canal Society protested that action to Governor Holton of the Commonwealth of Virginia; expressed disbelief in the testimony of a representative of Richmond's Public Utilities that the canal would actually be improved by the proposal; voiced accord with Dr. Bruce English, member of the Commissions Environmental Impact Panel, that, "I can't think of a worse thing to do than to put sewage in it."; and stated to the Governor, "Certainly if one has in mind ultimate restoration this would hardly seem the way to go about restoring a canal. It took a Supreme Court Justice and stout-hearted and strong minded men and women to save our Chesapeake and Ohio Canal to the north of you. I would like to think that a man of your stature and far vision and in a position to act could prevent the desecration of a canal which should be preserved for posterity."

On 24 November the Governor in reply expressed his interest "in the so-called Main-to-James scheme, which would include at least a partial restoration of the Canal," and his office stated that as the Commission was not under the Governor's jurisdiction that the proposal would have to be considered by the State Water Control Board. On 4 January we asked the Commission for its plans for the canal. In reply on 12 January, the Acting Chief of Regional Planning stated that the Commission "...has no definite plans regarding the Canal at this time" and that they had voted to recommend approval of the project after weighing the need for the facility against possible adverse effects on the area."

In February we learned that because of strong opposition, the plan has been delayed for a year. Though this is no time to rest on our laurels, as more work needs to be done during the year to ensure that the James River and Kanawha Canal in downtown Richmond is not used as a public cesspool, this is a good example of what an involved public can do through vigorous action to prevent an environmentally-unsound act which would not be in the public interest.

CANAL PUBLICATIONS

The History of the Santee Canal. A reprint of the scarce history of the Santee & Cooper, F. A. Porcher, 1875. The original text, the two foldout maps and new appendix and foreword. The map reproduction leaves something to be desired but can be used. Paper, 24 Pp. Sandlapper Book Store, P. O. Box 1668, Columbia, S. C. Price \$1.00 + .50 mailing charge.

Historic Urban Plans, Box 276, Ithaca, N. Y. 14850, publishes moderately expensive but painstaking reproductions of early maps for libraries and framing. Their catalog illustrating all of their 200 or so prints costs a dollar. A few prints show canals, as in Cleveland (1835), Louisville (1824, proposed canals), Ottawa (1856) and Lowell (1832).

According to the December newsletter of the Society for Historical Archaeology, Dr. John Heisler, of the National Historic Sites Service (Department of Indian Affairs and Northern Development, 400 Laurier Avenue West, Ottawa, Ontario K1A 0H4) has completed a history of Canadian canals. Two projects on the Rideau Canal are also now underway, a social history by Melody Morrison and a construction history by Karen Price, both of the Historic Sites Service. We hope to have specific information on Dr. Heisler's book in our next bulletin, and perhaps more information on the other two studies.

We recently received from Augustus M. Kelley, Publishers, 305 Allwood Rd., Clifton, N. J. 07012, their 180-page General Catalog for 1971-72, which contains a number of canal books, mostly reprints of old books, though also a number of recent and current books from England. We have requested a discount for ACS members. Listings of their books have been withheld pending an answer. Their catalog is free and available to anyone for the asking.

Robert R. Goller, Editor of the "Towpath Post", Bulletin of the Canal Society of New Jersey, has written a great account of the CSNJ Canadian trip last year, with beautiful photos of the world's highest lift locks at Peterborough, plus many other canal photos in Canada and upper New York State. Bob's address is 257 River Drive, East Paterson, N. J. 07407. He may have extra copies.

The American Canal Center, 7535 Will St., Ft. Meade, Md. 20755 (not associated with the ACS) is beginning to build up its list of canal publications, though it is quite modest at this time. Books available are: The Towpath Guide to the C&O Canal, Section 1, Georgetown to Seneca; The Towpath Guide to the C&O Canal, Section 2, Seneca to Harpers Ferry; The Towpath Guide to the C&O Canal, Section 3, Harpers Ferry to Ft. Frederick; (All three sections are \$2.25 each; Section 3 subject to change after 1 May. The guides were written by Level Walker Chairman (C&O Canal) Tom Hahn. The fourth and final in the series will be finished in 1972.) "The Amazing Pennsylvania Canals" by Pennsylvania Canal Society "Canal Currents" Editor, Bill Shank; Price \$2.50. "Waterway to the West" - The story of the old James River and Kanawha Canal. Price 75¢. The Gota (and Trollhatte) Canal (Sweden). Price 75¢ (subject to change); Inland Waterways Guide, 1972. (England) Price \$7.50 (subject to change); The Ferry Hill Plantation Journal. (Life on a plantation on the C&O Canal in 1838-39) Price \$3.00. Complete descriptions on request. All prices include postage.

Advance orders are now being taken for an authentic Pennsylvania Canal Packet Boat Model. Not a kit, it is a completely assembled unit being produced in limited quantity in balsa wood, and also in ceramic. Built to a scale of 3/16" to the foot. Hand-painted in Pennsylvania Canal Boat colors, ready for your mantel or book shelf. Prices: \$14.50 in wood-finish ceramic; \$16.50 in balsa. Shipped in a sturdy, protective carton. Address inquiries to Bill Shank, 809 Rathton Road, York, Pa. 17403.

Indiana Students Buy W. & E. Canal Site

Students in Indiana have supported their interest in state history with action by purchasing a ten-acre tract of land in Vigo County. The wooded plot, which contains some of the few remaining evidences of the Wabash and Erie Canal, was purchased by a statewide committee of young people who represented 180 junior high and high school chapters of the Indiana Junior Historical Society.

Archaeological Work on Potomac Canal

Dr. W. M. Gardner and students of the Catholic University of America are conducting historical research on the Potomac Company's Canal and the village of Matildaville at Great Falls, Virginia, preparatory to an archaeological investigation there. The work on site will probably begin sometime in the middle of March, or as soon as the weather permits. They will be there every weekend after that time, weather conditions permitting. They contemplate putting two or three excavation trenches through the up-river portions of the canal to get some details on construction and in addition locate and obtain dimensions on as much of the upper part of the canal as possible. They also plan to excavate in at least two of the foundations of the buildings in Matildaville. At the present time a number of students are conducting the necessary background and historical research.

Anyone having special knowledge concerning the canal at Great Falls, Va., or the town of Matildaville should write to: Mr. Munro Meyersburg, Department of Anthropology, The Catholic University of America, Washington, D. C. 20017. Members of the American Canal Society have been invited to visit the team while they are on site, and as Professor Gardner says, "We will probably be able to put them to work if they so desire."

Filthy Florida Canals

Tallahassee, Florida. The dream of owning a waterfront home has turned into a nightmare along parts of Florida's shorelines where conservationists warn sewage-laden canal waters are unfit for bodily contact. Environmental experts inspected 40 canals. They found that freshly dug waterways were at first used by residents for boating, swimming and other recreation but soon became repositories for human and industrial wastes, pesticides, and fertilizers. "The present trend toward proliferation of canal-type developments, if allowed to continue unabated, will lead to an environmental disaster for Florida citizens," the report said. (Wash. Post 2/10/72).

UPCOMING CANAL TOURS

The Chesapeake and Ohio Canal Association will hold its annual business meeting, hike and dinner on the week of 27 and 28 April. The business meeting will be in or near Williamsport, Maryland, on Friday the 27th, with the dinner at nearby Halfway on Saturday the 28th. Attention will focus on the development of the C & O Canal National Historical Park. The annual hike will be on Saturday, the 28th, between Williamsport and Ft. Frederick State Park, a distance of 13 miles. Canal features on the hike route are Lock 44 and Conococheague Aqueduct, two old mills, Feeder Dam No. 5, "Two Locks" (Locks 45 and 46), the piers of a mule crossover bridge, "Four Locks" (Locks 47, 48, 49, and 50), McCoys Ferry, old restored Ft. Frederick, and one of the most scenic stretches of the canal and the Potomac River. The Williamsport C & O Canal Club is sponsoring this year's events. For details of the reunion write to Melvin I. Kaplan, President, C & O Canal Club, 1 Fenton Avenue, Williamsport, Md. 21795.

The weekend of 5, 6 and 7 May members of the Pennsylvania Canal Society and the Canal Society of New York State will sponsor a tour of the lower Lehigh Canal, from Catasauqua to Easton, with headquarters at Bethlehem, Pennsylvania. General Chairman for the weekend meeting is John P. Miller, 3520 Quincey Lane, Bethlehem, Pa. 18017, Treasurer of the Pennsylvania Canal Society. Plans include slide shows and movies Friday evening at the Kemmerer Museum in Bethlehem. The Saturday bus tour will include stops at major locks, dams and aqueducts along the canal route through Allentown, Bethlehem and Easton, with visits to the new Pennsylvania Canal Museum and the Northampton County Historical Society, both in Easton. The Saturday evening program will include presentation by PCS President Harry L. Rinker.

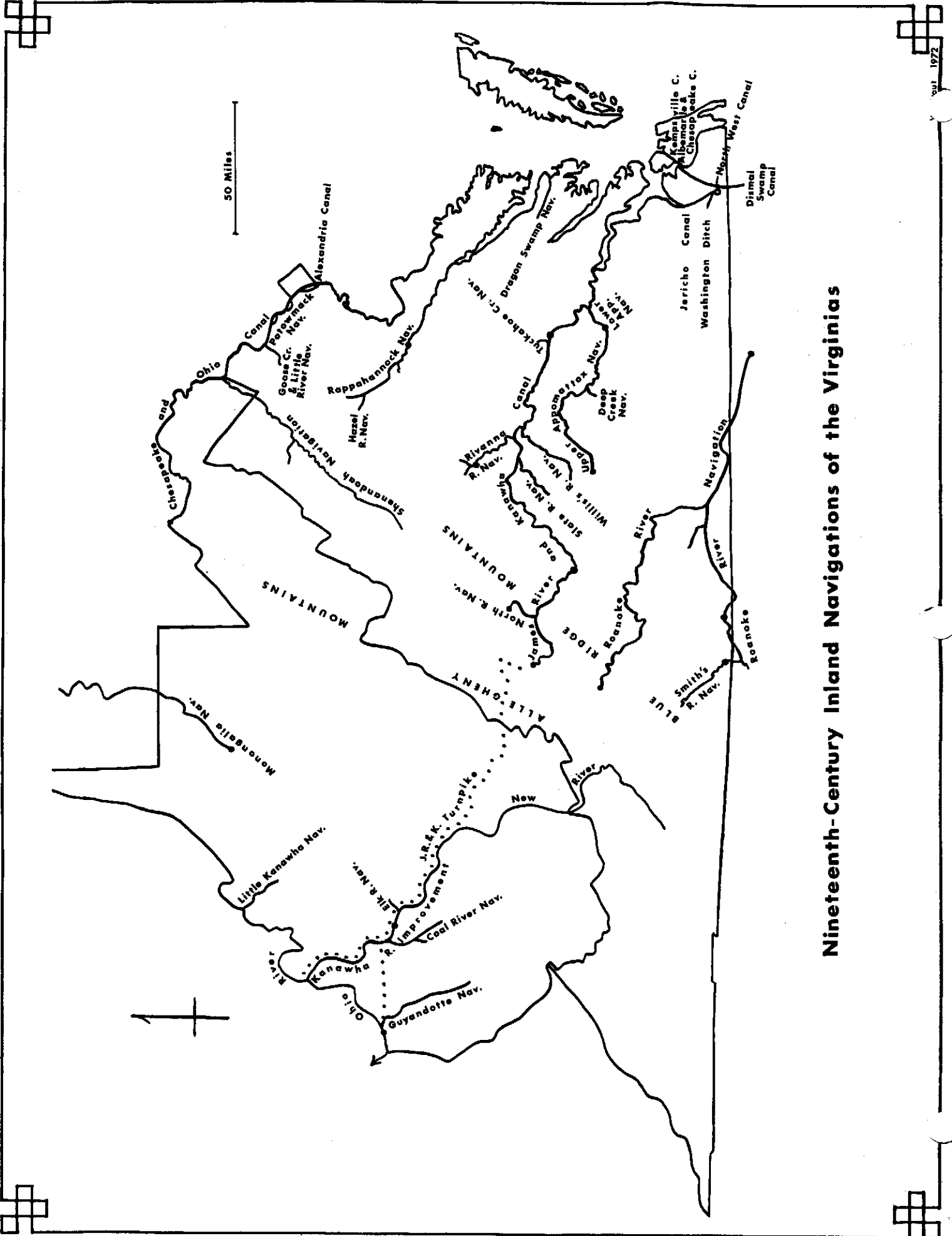
The Canal Society of New Jersey is combining forces with the Pennsylvania Canal Society and the Canal Society of New York State on a field trip along the Delaware and Raritan Canal in the Fall of 1972 (early October). Full details will be available in the next ACS Bulletin. Dr. Albright G. Zimmerman, River Road, R.D.#1, Yardley, Pa. 19067, is general chairman for the trip.

Snow-Dumping Pollutes Erie Barge Canal

ACS member Gerald Abendschein of Waterport, New York reports the dumping of snow in the Erie Barge Canal, polluting it with salt, oil, debris, etc. "Canals are not civic dumps. If something isn't done very soon our New York State Barge Canal is going to become not only a big sewer, but soon the big sewer is going to get plugged up and then some one will want to give up on canals and fill them up and make more highways." He reports that the city of Albion dumps snow and that the canal is badly polluted in several other areas.

Woods Doing Canal P.R. Work in Ohio

Terry K. Woods, 2416 Clarendon Ave., N.W., Canton, Ohio 44708, is rapidly becoming one of the best canal public agents in the Canal Society of Ohio. In addition to serving as Vice President of CSO, and Associate Editor of "Towpaths", (the CSO Bulletin), Terry publishes a column in various Ohio newspapers under the heading "Canal Comments". He is also a frequent contributor to "Canal Currents" the Bulletin of the Pennsylvania Canal Society.



Nineteenth-Century Inland Navigations of the Virginias