J. R. & K. Canal Locks #1, #2 & #3 Destroyed!!

LETTER TO THE PEOPLE OF THE CITY OF RICHMOND:

(Published in the Richmond Mercury)
J. R. & K. Lock Destruction

You can now relax, though it appears that many have been right along — the City of Richmond and the citizens of the Commonwealth of Virginia and persons interested in historic preservation everywhere have lost an important part of one of the most historic structures in the United States — Locks #1, 2 and 3 of the Tidewater Connection of the James River and Kanawha Canal. It seems particularly bizarre just at the time many of us are preparing for our Bicentennial, much of which is centered around our first President, George Washington, also President of the James River and Canal Company. To those who are not particularly interested in history, the loss is felt as a destruction of one of the first and finest examples of civil engineering in the United States. The loss of those beautiful structures is now a reality manifested in ugly holes in the landscape, soon to be paved over. Thank goodness for Reynolds Aluminum of Richmond, a corporate body of great vision, for taking the initiative and saving and restoring Locks #4 and #5. Quite often the situation is reversed, with such a body not heading the need for responsible corporate bodies to be leaders in the field of restoration. Would that the City of Richmond and its citizens had had the same vision.

The destruction of historic treasures in Richmond can now serve only one purpose — to warn complacent citizens that "it can happen here" and to encourage others to think in terms other than of commercialism and temporary gain. Usually alternatives can be found to solve major problems without being destructive. Those alternatives were there in Richmond, but the will to seek or explore them was not. Citizens of other cities of the United States, take heed!

Captain T. F. Hahn, USN (Retired)
President, American Canal Society

Dismantling of Lock #2, 1974.

JAMES RIVER & KANAWHA CANAL LOCKS

What a depressing feeling to stand at 11th and Byrd Streets, in downtown Richmond on the 10th of May 1974. I never dreamed I would witness the 100% destruction of locks #1, 2 and 3. Those locks were giving the contractors plenty of trouble in dismantling, the bulldozers were at least trying to save all cut granite blocks possible, but many were broken while attempting to dislodge each one.

I talked with several workers and others that were just interested by-standers. "A damn shame to see those locks go" was the general opinion. "That is Politics for you!" True enough, they are gone but not forgotten.

Alden W. Gould
You are to be spared most of my usual remarks in this issue, in order to move rapidly in getting the edition out. Some of you may notice that the August issue is late in arriving, and there is a reason for it. One of those unfortunate things happened when much of the copy, including original hand-written material and some hard-to-replace items, were lost in the mail between Maine (where I did most of the editing work for AMERICAN CANALS) and York, Pa., home of our Production Editor, Bill Shank. I mention this not to share in my frustration, but to explain the delay, but also because some material sent me on local state and individual canal societies may not be reported in this issue. Those of you involved will know who you are — and I send my regrets. The omission is certainly not one of wanting to report your activities. I can only appeal to you to provide me with up-to-date material for the November issue (which I will begin writing in October with a tentative publishing date in early November).

I regret also (but am not apologetic) for the need to increase our membership rates. I regret the depth in that I know there are many of you living on fixed regular or retired incomes and that therefore becomes difficult to keep up with everything that happens at that level. I am no apologist, as the need is beyond our doing, being based on the increase in price of everything we do, but largely based on increased printing and other reproduction costs — and postage. Several of our Directors recommended a higher membership fee (most national organizations are now a minimum of $10), but your principals (Bill Shank, Bill Trout and I) decided that we could manage with the rates announced below. I hope that all of you will support us by remaining members and helping us to obtain new ones. Remember that all the work done in ACS is volunteer and all money received goes directly into ACS activities.

One thing I would like to mention about the Board of Director’s Meeting in May is that ACS Director Frank Thomson who is also Director of the Canal Museum in Syracuse, N.Y., was appointed Chairman of an Organization Committee which will be working this year at developing by-laws for the Society, one goal of which will be to help formalize our club as a non-profit educational and scientific organization. When that is accomplished, we will have the opportunity of obtaining financial benefits, which will aid in the stability of our Society. Hang in there, all you canal buffs.

Tom Hahn

DUES CHANGES

Due to increased costs in everything, but principally printers’ costs, reproducive services and mailing costs, the following Membership Rates will be in effect for the 1976 year, effective 1 October 1974:

- Regular Single Membership: $6.00
- (In U.S. and Canada)
- Regular Single Membership: $6.00
- (Overseas)
- Active Membership: $9.00
- (Includes spouse, or extra person at same address)
- Sustaining Membership: $12.00
- (Includes all members of immediate family)
- Patron Membership: $25.00
- "Canal Boat Captain": $50.00
CANADIAN CANALS

(The second of a three-part article)

After the war of 1812, a joint commission of Upper and Lower Canada reported in favor of building a canal system with four-foot depth of water for the St. Lawrence River and in 1821 Government Commissioners were appointed to build the first Lachine Canal. This canal, which was completed in 1825, provided seven locks with a water depth of 6' at the sills. The locks were 100' long and 20' wide. Between 1843 and 1846 this waterway Assiniboine was enlarged, reducing the number of locks to five with 8' of water. In 1858 another enlargement was completed. These locks were 270' long and 48' wide. The two main locks constructed in 1855, provided a depth of 17' while the remainder were 14' deep. The Lachine Canal had a length of 8.7 miles in length and provided a total rise in lockage at mean stage of 45', allowing the difference in level between the Harbour of Montreal and Lake St. Louis.

Shortly after the opening of the first Lachine Canal, the British Engineers then constructing the Rideau Canal, recommended larger and wider locks and a 9' depth of water for the St. Lawrence Canals. It was, however, until 1873 that work began on the construction of the Cornwall Canal and 23 years elapsed between the opening of the first Lachine Canal and the completion of the last St. Lawrence Canal between Montreal and Prescott. The locks of these canals had a length of 200', a minimum width of 45' and a depth of 14'.

As far as the Ottawa - Rideau Canal Systems and the Trent Canal were concerned, their origin stemmed from a report by the Duke of Wellington on the defense of Canada. They were designed to meet the transportation of armed forces and as back doors to the Great Lakes in case of another invasion from the south. The Duke of Wellington's report was presented to the House of Lords, March 1, 1819, series of waterways north of the Great Lakes which were given access to Lake Ontario, Lake Huron and Lake Erie.

The Ottawa - Rideau canals were constructed on this recommendation and the Trent system was largely based on the route selected for Dickenson's Landing. Construction commenced in 1834 and was completed in 1843, providing 9' navigation. By the turn of the century, 14' navigation was provided on this canal with most of the locks enlarged. It was open to navigation. The lift of 327' is accomplished by eight locks as against 27 in the 14' canals and 40 in the original 8' canal. Dimensions of the locks are 80' wide and 450' or 1,380' long. All have 30' depth of water at the sills. The length of the locks in the canal are 1,500' and 4,500' and are twin locks in length, overcoming the steep rise known as the Niagara Escarpment and permitting uninterrupted passage of upbound and downbound traffic.

Prior to the construction of the First Welland Canal, all freight had to be transported by rail from Hamilton to the outlet of the canal. In 1764 a canal for the shipment of goods to the south was begun. Construction of the Welland Canal was delayed by World War I and it was not until 1921 that it was opened to navigation. The lift of 327' is accomplished by eight locks as against 27 in the 14' canals and 40 in the original 8' canal. Dimensions of the locks are 80' wide and 450' or 1,380' long. All have 30' depth of water at the sills. The length of the locks in the canal are 1,500' and 4,500' and are twin locks in length, overcoming the steep rise known as the Niagara Escarpment and permitting uninterrupted passage of upbound and downbound traffic.

The First Welland Canal was built between 1834 and 1829 through the efforts of the Honourable William Hamilton Merritt as a result of his work as a private company, the Welland Canal Co. was formed. The original plan was to carry the canal by

(Concluded on Page Four)
FLORIDA WATERWAYS

The Franklin Lock at Olga, Florida, largest lock on the Okeechobee Waterway — 409 feet long. View looking west.

The Middlesex Canal Restoration

The Middlesex Canal Association is completing plans for a program on October 19, 1974 to commemorate the completion of a part of the Middlesex Canal. The Association of Route 129 in Wilmington, Mass., 20 miles north of Boston — received a new channel, and would lay covered the original Middlesex Canal with roadway fill. As the request of Professor Douglas Adams, President, and Colonel W. H. Hoxie, Vice President, the Massachusetts Department of Public Works agreed to incorporate in the new project a stone masonry arch over the Canal wide enough to allow a towpath for use if the future Canal Park can be developed. They also planned to restore to its original condition the waterway and its towpath for 1200 feet west of the new bridge.

The work has been carried on by the State despite the inclement weather and fuel shortages, and the contractor is scheduled for completion this fall. To show its appreciation for this significant historical achievement, the Association is conducting this ceremony to show its appreciation for the work undertaken on its behalf by the State Department of Public Works engineers. Plans include laying the first Canal stone and waterway fill over the Middlesex Canal in 100 yards with the new bridge.

The canal feeds water three ways: south to the Everglades and recharge areas for east coast municipalities (and to farming lands); east to the Stuart area and west into the Caloosahatche river and residential basin.

The Okeechobee Waterway connects the Atlantic and Gulf of Mexico for pleasure boating and barge traffic. Locks on the western side include Moore Haven, Fort Denaud and the W. P. Franklin lock and dam at Okeena in Lee County.

Canadian Canals

(Concluded from Page Three)

Full ownership and control of this original canal was assumed by the Government of Upper Canada in 1841 and work commenced the following year on building the Second Welland Canal. This involved deepening the canal to 9' depth, the building of locks in stone, converting the feeder into a navigable canal and building a branch to Port Maitland with an entrance lock at that point. By 1845 this project was completed, reducing the number of locks to 27 increasing the depth at the locks to 9'. The depth of this canal was increased to 10' by raising banks and lock walls as well as dredging.

The Third Welland Canal made use of many of the existing facilities. By 1863 the summit level was lowered to permit most of the water supply for the canal to be obtained directly from Lake Erie and the depth of the canal was increased to 12'. Four years later 14' depth was made available to shipping. The Third Welland Canal, from its northern terminus at Port Dalhousie, from where the route extended in a southeasterly direction, climbing the escarpment at Thorold, and then generally following the route of the Second Canal to Port Colborne.

During the winter of 1959-60 after one season of operation under Seaway conditions, work was undertaken on the Welland Canal to provide additional tie-ups to facilitate the annual operation of traffic. This has proven adequate in controlling traffic during congested periods.

Another canal taken over by the St. Lawrence Seaway Authority from the Department of Transport was the Sault Ste. Marie Canal which overcomes the rapids of the St. Mary River, built in 1887-1895 almost 73 years after the original locks had been destroyed in the War of 1812. The canal has a total rise of 19' and its one lock has a depth of 18.5' of water over the sills. The lock is 900' by 60' and is mainly used by smaller ships or by larger vessels when tied to the head of the lakes to re-load with grain.

Across the International Boundary at Sault Ste. Marie, Michigan, there are four United States locks, the newest of which, named the “Poe Lock” has a length of 1230' and a width of 110'. The four United States locks and the Canadian lock handle a greater volume of shipping more than other canal systems in the world.

(April by the

Canadian Division of Transport)
THE INDIANA CENTRAL CANAL

For anyone who didn't twig to it, the Rosewater Inter-State Ship Canal, described in American Canals #7 is a figment of ACS Patron Kurt Vonnegut's fertile imagination, and is a parody of the ill-fated Central Canal which bisects Indianapolis. Although not quite as fantastic as the Rosewater, it includes both excellent materials for an urban canal park, and some 70 miles of unfinished canal works, abandoned in the midst of construction. Professor Paul Fatou, in Indiana Canals, called that last day in the late summer of 1839, "Quitting time; the show was last threat into the bank of an unfinished ditch, the wheelbarrow on the planks, half-hewn timber lying hither-salter, rock and earth piled in fields, fences torn down, the terrain cluttered with the raw confusion of construction jobs, as if tomorrow were another workday." Hopefully this brief note will interest someone in making or revealing a careful reconnaissance of the Central Canal to discover what remains today of the canal workings, and what this can tell us of the process of canal construction during the canal mania.

The Central Canal was part of Indiana's "Mammoth Internal Improvement Bill" of 1839, and was intended to satisfy the central part of the state, linking with the Wabash and Erie Canal at both ends. From Perú at its northern end, there was to be a summit level canal through Marion, Summitville, and Alexandria to Anderson, and from there it was to follow the North Fork of the White River down through Noblesville, Indianapolis and Martinsville, to join the Wabash and Erie extension or "cross-cut" at Worthington. There was also to be a branch from Anderson up to Muncie.

Unfortunately for the canal, however, the state went bankrupt in 1839, as a direct result of its too-Mammoth Internal Improvement program and although the Wabash and Erie Canal was completed, more or less, the Central Canal was abandoned unfinished, leaving scattered bits of canal in progress for 80 miles from Anderson to Martinsville.

The local joke was that the Central Canal was in good condition, "as far as it went"! Most of the 80 miles was at least ¾ complete but the only stretch ever finished was the 11 miles from Broad Ripple Dam down through the center of Indianapolis, of which 8 miles still flows and carries 2/3 of the city's water supply. In 1971, on the centennial anniversary of the function, the Indiana Central Canal was declared an American Water Landmark with a plaque overlook ing the canal at the Indianapolis Museum of Art, by the American Water Works Association.

The Indianapolis Water Company, which owns the canal since 1881, has operated the canal since 1891, when it became a private project (the banks caved in and it was a failure), this was the extent of work on the Indiana Central Canal. A section of the canal below Indianapolis was so level that it was used as a race course. The canal dam at Waverly is said to have been used to supply water to a section of canal through that town, and used for water power. Otherwise the canal workings have been undisurbed since 1839 except for urban sprawl, gravel pits, farming and flooding.

I have looked at all of the route below Indianapolis, but above, only between Alexandria and Martinsville. Below Alexandria there is in fact a ditch some 4 miles long, paralleling Route 9 on the east, which is called "old canal" on the topographic map. There was apparently to be an aqueduct over Little Kishbuck Creek, because there is a good stretch of canal bed for about a mile along the opposite (east) escarpment of the creek, crossed by "Road 400 North" near College Corner School. Few other signs were found below to Anderson.

Below Indianapolis there are signs here and there of canal construction all the way to Martinsville, lying between White River and Route 37, which roughly paralleled each other. Nothing was found in the city itself, below the present end of the canal, but elsewhere there were several excellent stretches practically unchanged since 1839. One of these is north of Thomason Road, west of the Illinois Central tracks. Perhaps the

Watered section of the Indiana Central Canal, through Indianapolis at 38th Street, west of Michigan Road, 1962.

A completed stretch of the Central Canal, from Wicker Road near Glenns Valley (Photo by Iro Gawo, 1962).

AMERICAN CANALS — August, 1974

(Concluded on Page Six)
BARGE CANAL 1915

Canal Boats In The Stone Fleet
by L. W. Richardson

The American canal system has been little noticed by Civil War historians. The contribution of the inland waterways to the over-burdened transportation network and the almost complete destruction of those canals within the theatre of war are but footnotes to the accounts of military campaigns. It is, then, not surprising that the canal boats that went to war as units of one of the Stone Fleets are rarely, if ever, mentioned.

The first two Stone Fleets have received a measure of attention but there were, in fact, three. In 1861 the boats were loaded with stone and sunk in ship channels, as tools to implement blockades of Confederate ports. The idea, one not generally popular with the regular Navy because it could be a two-edged sword, was promoted by Gustavus V. Fox, Assistant Secretary of the Navy. In 1861, the first fleet was sent to Charleston, and all of the most essential gear, was sent to Savannah and Charleston to be sunk in the channels leading to those ports. Because of losses from initial trial and distrust of the plan, only three were actually used for the intended purpose. Nothing counted, Fox soon called the purchase of a second fleet of 45 vessels (outnumbering the Confederate garrison) loaded them with miles of New England stone fences and sent them south. Most of this fleet was sunk off Charleston and others off Hilton Head. However, the action raised a storm of protest from European countries seeking to trade with the south and did little to hamper the blockade runners, to the Navy's interest and the program was forgotten.

The third Stone Fleet was a child of the Army, more correctly, of an Army General. In May, 1864, a large Union force commanded by Major General Butler sailed up the James and landed below Richmond. Butler was supposed to move on the city from the south while Grant marched from the north. In a series of inept moves, Butler became hopelessly bogged down at Bermuda Hundred. As Grant expressed it, “I was in trouble, constant work. Butler was in no danger of attack but considered himself vulnerable in the event the Confederate Navy came upon the James. He demurred that they ‘would be blockaded at Trent’s Reach, just below the Union lines.

Understandingly, the Federal Naval forces took a dim view of this, but on orders from Washington, Commodore C. S. Kibbington, assisted by an agent named Bishop, hurriedly bought and loaded 12 canal boats in Philadelphia. The boats were on the way south, via the Chesapeake & Delaware Canal, Baltimore and the Bay, before the bills of sale were signed. Five arrived at Trent’s Reach, 20 July, and were sunk in place. Eventually, three more of the canal boats and various other small craft were also resting on the bed of the river. As this blockade was never tested by the enemy, it may or may not have been effective.

The boats obtained in Philadelphia were:

- AUGUSTA VICTOR
- C. O. D.
- EUGENE
- FORT, JOHN MALONE
- PILGRIM WAVE
- JOHN MITCHELL
- MARGARET
- REBECCA
- MARY ANN
- MARY LUCY
- MARY VAUX
- NEW HAVEN

Unfortunately, the owners names and the ports of registry are details still buried in War Department files. The boats were rated at 115 tons, each of which was loaded with 80 tons of stone. Their cost averaged a little less than $1,200 each. In all records pertaining to the purchase, they are termed "canal boats." One under Navy command, they became "canal barges." No doubt a reflection of the salt water sailor's disdain for all fresh-water navigation.

In spite of the possible success of the third and last Stone Fleet, the whole was summarily up quite succinctly by Harman Melville in "The Stone Fleet, An Old Sailor’s Lament." "A failure, and complete Was your Old Stone Fleet."

C & O CANAL PROJECT
C. & O Canal, Cumberland, Maryland, has planned the first step in the construction of its Canal Boat to be floated on the C & O Canal. It will be a replica of the boats used on the C & O Canal between 1850-1852. All component parts of the boat began this Spring at the Allegheny County Vocational Technical Center. It is hoped the assembly of the specially cut wooden model can be done in mid-June in the canal. Those desiring to purchase souvenir stock certificates can contact Mr. Mark Losson, C & O Canal, Cumberland, Maryland 21502.

INDIANA CENTRAL CANAL
(Concluded from Page Five)

most dramatic section is crossed by Wicker Road, near the town of Glenn Valley. Many stretches, however, are best seen on aerial photos. The signs stop about 6 miles above Martinsville, just as maintained in the 1840 report. No definite signs of locks, culverts or aqueducts were found although there surely should be remains preserved underground.

What should be done with the Central Canal in Indiana? The locks should surely be taken full advantage of as a valuable urban canal park. The rest of the project should be carefully explored and marketed, with the possible construction of water trails, to find out what they tell us and demonstrate canal construction during the height of the canal era. Are the signs of canal bed in bits and pieces, like a dashed line, because of the system of contracting in sections? The remains seem to demonstrate, in miniature Indiana's system of "Simultaneous concentrated speculation" described in an article ("Indiana canals") in the Indianapolis Sentinel, where the idea was, instead of selecting two or three works, to dig a hole here and there, in every one of them, and to concentrate all the energies of the State upon the several holes, until they were all dug.

There were many holes on the Central Canal, but unfortunately only a few were ever finished. I would be glad to discuss these holes - any other unfinished ones anywhere - with anyone interested in pursuing the subject.

(WITH AIDE OF THE AMERICAN WATERWORKS ASSOCIATION, PROFESSOR PAUL FETUOL, AND TOGO McLEAN, G. TRUMAN PHILIPPE AND ABRAHAM SARKI WHO TOOK A TRIP UP THE CANAL WITH ME IN 1962.)

Submitted by Bill Trout

AMERICAN CANALS — August, 1974
Robert Louis Stevenson
Canal Trip

I have just discovered Robert Louis Stevenson's "An Inland Voyage". This is probably old stuff to old canal enthusiasts, but it was a delightful find for me. As a book, it might not have survived, had not Stevenson later become a famous author.

It describes a trip taken by Stevenson and a friend in two canoes from Antwerp to the outskirts of Paris in the fall of 1876. It is a trip that could be repeated today. The canoes were equipped with sails, so it was partly paddling and partly sailing, and they carried the canoes around all the locks. Also, they were exposed to the weather, which was rather wet, and spent their nights in local inns which gave them considerable contact with the people, which bolstered their observations on the course of human nature.

They went up the Schelde and Rupel Rivers, took the Wolbreek Canal to the Sambre River, went up it to the Sambre & Oise Canal, and then went down the Oise River to its junction with the Seine near Paris.

I quote a paragraph: "The canal was busy enough. Every now and then we met or overtook a crew of boats with great green tills, high sterns, a window on either side of the rudder, and perhaps a jug or flower-pot in one of the windows, and a dingy following behind; a woman bustling about the day's dinner, and a handful of children. These barges were all tied one behind the other with towropes, to the number of twenty-five or thirty, and the line was headed and kept in motion by a steamer of strange construction. It had neither paddle-wheel nor screw, but by some gear not highly complicated in the unmechanical mind, it fetched up over its bow a small bright chain which lay along the bottom of the canal, and laying it out again over the stern, cragget itself forward, link by link, with its whole retinue of loaded scows. Until one had found out the key to the enigma, there was something solemn and uncomprehensible in the progress of one of these trains, as it moved quietly along the water with nothing to mark its advance but an eddy alongside dying away in the wake."

Why this peculiar method of propulsion? Maybe the line clearance clause, a paddle-wheel or screw would have caused a lot of turbulence, which was avoided by the use of the continuous chain. I newer hear of that being used in our canals. Also in heavily locked sections, such long trains must have spent an unbelievable amount of time waiting to get locked through.

Carol J. Tod, ACS, Arlington, Va.

D & H CANAL SOCIETY

On 14 March 1972 the Delaware & Hudson Canal was given Ulster County Historic Site designation by the New York State Historic Preservation Office. The decision was a result of a renewed interest in the canal and its history, and it was hoped that this would be a breakthrough for the canal. Much of the work on research and documentation was done by the D & H Canal Historical Society.

Membership for individual dues are $5.00 and family memberships are $7.50. Mail to 300 N. Olivet Road, New Paltz, New York 12561. (Grace Elliot)

AMERICAN CANALS — August, 1974

ILINOIS & MICHIGAN CANAL IN THE 1800's

The Canal Boat "Elizabeth" on the Illinois and Michigan Canal, preparing to unload at the Old Norton Mill, 10th and Commerce Streets in Lockport, Illinois, circa 1885. (Photo contributed by Bruce T. Anderson)

Dismal Swamp & Canal

The Dismal Swamp Canal is perhaps the most unusual canal in the United States, and therefore of concern to canal preservationists. When we consider the Dismal Swamp Canal, we also consider its source of nourishment, the Dismal Swamp — one of our great wilderness areas.

One of the steadiest promoters of this area has been the Dismal Swamp Preservation Committee of the Wilderness Society, whose major objectives are: That the land of the region lying west of the Dismal Swamp Canal, east of the Suffolk Encampment, south of U.S. 40 and north of an old railroad grade running west from Elizabeth City through Parkville and Nicouer, N. C., containing some 200,000 acres, be established as a Wilderness Area and preserved as a National Wildlife Refuge for Native Species. Man would not be excluded from the area, but treated as the intruder rather than its inhabitant, and that the Dismal Swamp Canal, the oldest "public highway" of its kind still in operation, be preserved as a working model of a means of transportation now all but extinct.

As the Great Dismal is a raised terrain, it is subject to fast and easy drainage. It is obvious, then, that radical drainage of the Dismal or a change in its water element from fresh to salt, would eventually kill living creatures in the swamp and greatly affect the Dismal Swamp Canal. Attorneys reviewed certain state laws whose text was devised to protect the region from excessive and dangerous drainage and reported the laws as valid. These factors were presented to the Corps of Engineers which recognized the laws as valid and stated they were empowered to enforce them, but have steadfastly refused to do so.

On 22 Feb. 1973, the Union Camp Corporation transferred its Dismal Swamp lands, through the Nature Conservancy, to the Department of the Interior, thus bringing into being the first segment of the National Dismal Swamp Wildlife Refuge. An array of federal agencies is now conducting various studies in the Dismal Swamp. We are awaiting with great expectation the completion of the study and the recommendation the Department of the Interior will make to the Congress. (Provided by ACS Member Atohi Duke, Chairman, Dismal Swamp Preservation Committee of the Wilderness Society.)

CANAL ORGANIZATIONS INVENTORY

The following canal organizations have been selected for ACS Canal Organizations Inventory. This list is not exhaustive of all organizations. Each entry is keyed to the organization's name. The organizations are listed alphabetically by city.

- Canal Fulton Heritage Society
- Canal Museum, Syracuse
- Canal Society of New Jersey
- Canal Society of New York State
- Canal Society of Ohio
- Citizens Canal Restoration Committee (Lehigh Canal)
- Chesapeake & Ohio Canal Association
- Cumberland & Oxford Canal Society
- D & H Canal Historical Society
- Farmington Canal Corridor Association
- Genesee River Canal Association
- Illinois & Michigan Canal Museum
- I & R Canal Parks Inc.
- Mid-Bessemer Canal Association
- Pennsylvania Canal Society

Page Seven
KANSAS CANAL IN LONG FORGOTTEN PAST

Canal enthusiasts and historians have a continuing battle over which was the first canal in the United States. Imagine our surprise then when we found an article entitled "A Kansas Canal in the Long Forgotten Past," carried in the Meade (Kansas) Globe News on 10 January 1924, part of which is quoted below:

"Digging away with gouges and paddles, probably made with buffalo horn, prehistoric men, who lived in Meade and Clark Counties, Kansas, created great artificial embankments which diverted the waters of Four Mile Creek through an ancient canal. Such is the conclusion of a field party occupied our interest and Speakey Archaeological Survey, headed by Warren K. Moorehead, director of the Andover, Mass., Museum of American Archaeology.

"The builders of these ancient artificial waterways evidently possessed engineering skill of no mean order, as some of their cuts, fills and embankments appear to have been quite adequately planned and executed. All that is lacking is a means of ascertaining the time in which they were constructed..." (Emphasis added, but can anyone blame us?)

These canal builders probably lived in low, one-story log cabins. One of the canals inspected was about twenty-five feet wide on the bottom and five feet deep. The excavated earth was carried well back from the banks of the new waterway and piled up in ridges. Lighter color of the soil for several yards back from the canal adds further proof of its artificial construction.

The ruins mentioned the coming of the Spaniards by hundreds of miles, a thousand or more. (Emphasis added, but can anyone blame us?)

CHINESE CANAL LITERATURE

Red Flag Canal postcard, set of 6, price: 50c.
Poster, "A Tunnel Through the Clouds"—Workers constructing the Red Flag Canal, painted by the Kuilin Amateur Art Group, cert. No. 207.
Poster, "Hammering the Yellow River. Chinese workers utilize the spirit of the 'foolish old man who moved mountains' in removing hazards from the upper reaches of the Yellow River." Cat. No. P49, 50c. All posters about 20 x 15.

Historic American Engineering Record

(The purpose of this article is to acquaint ACS members with the work of federal agencies with which we are cooperating."

For thousands of years the engineering works of man have been one index of his rise to civilization. But it was not until the beginning of the 1910's that engineering began to profoundly shape American civilization. The United States began to change from an essentially agrarian to a highly industrialized society. Great construction projects were undertaken rapidly, as transportation was revolutionized and as public works were completed to meet the needs of a growing population. The Calendar, New York, NY (1903).

HAER was established in 1966 under the National Park Service to preserve examples of those contributions to the development of the country. HAER is closely related to the Historic American Building Survey (HABS), which was organized in 1935 to catalog and preserve historic sites and buildings.

Besides large-scale surveys, HAER records individual structures and systems of particular merit. Priority is given to areas already threatened by development or destruction. For documentation by the National Park Service can often be critical to the cause of preserving them. The actual work is done by a survey team during the summer when university students artists and engineers and faculty supervisors are available to measure and prepare architectural and engineering drawings.

In general, to qualify as being of recordable merit, structures must be or must have been a part of the following:

- Associated with significant events or personalities in the cultural, political, or social history of an area.
- Instrumental, entirely or as part of a system, in achieving the settlement and economic stability of an area.
- Built using unique methodologies or construction techniques.
- Significant in the history of a particular branch of engineering.
- Designed or built by famous engineers, architects, and artists.
- Typical of an engineering structure commonly used throughout an area for a specific purpose.

We find that the remote canal in Kansas might have been excavated by the Spaniards. The canal was dug by the Chinese, who used "the spirit of the foolish old man who moved mountains" to remove hazards from the upper reaches of the Yellow River. The canal was constructed by workers who used primitive tools and methods, as well as their own ingenuity. The canal is an example of early engineering work in the United States.

CLASSIFIED ADVERTISEMENTS

RECENT AMERICAN CANAL AND TRANSPORTATION ADDITIONS:


A DESCRIPTION OF THE CANALS AND RAILROADS OF THE UNITED STATES By Henry S. Tanner. This out-of-print book (1840) now available as a beautiful reproduction, Hardcover, illustrated, $12.50.


WATERWAYS WORLD, British canal picture book. Hard up-to-date worldwide coverage. (AG & TO is North American Agent for this publication.) A great buy and guaranteed to interest all canal enthusiasts. 55 pp., $8.50. (See "Stans & Stripes Cruise" (England) by Tom Hahn.

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