“CAPTAIN’S CORNER”

Now that we have moved from Lock House #6 on the Chesapeake and Ohio Canal near Washington, D.C., to Shepherdstown (Canal Town), West Virginia (address: Box 842, Shepherdstown, W.Va. 25443), the official home of the American Canal Society moves with us. After three years on the canal we shall miss our pretty little house in its beautiful setting, the old lock a few feet away, the abundant wild life, the excitement of the Potomac River and the many friends who dropped in at the lock house while out on a stroll on the towpath.

But, our new home is also in a charming setting in the Shepherdstown Historic District (one of the log portions of our house which is our kitchen and hallway may date prior to November 1776). It is only 6 miles across the Potomac River from Lock 38 (Shepherdstown Lock) and .5 mile from the Shepherdstown River Lock, is in a peaceful location (away from the noise of aircraft and the George Washington Memorial Parkway behind the lock house) and gives us a bit more elbow room.

Our move has caused me to curtail many canal activities and events during May and June and for this I am sorry, but we found that to restore a house about the time we were moving was a difficult thing to do and took much more time than we had anticipated. In any event, old and new friends are welcome to stop by and see ourselves in the new house whenever they are in the area.

Once again the Canal Museums of Syracuse, New York, and the American Canal Society sponsored a Canal Symposium — Canals in Living History with a good turnout and lots of good canal talk and business transacted. All attendees are grateful to the hospitality of Director Frank and Mrs. (Dorothy) Thomson and their staff for a job well done! Tentative plans for the third Canal Symposium next spring.

New home of Tom and Nat Hahn in Shepherdstown, West Virginia, a few miles north of historic Harpers Ferry — also new headquarters for the American Canal Society.

JAPAN’S BIWAKO CANAL

For “A True Account of an American on Japan’s BIWAKO CANAL in the Year of the Monkey” see Dr. William Troutt’s article in the Summer 1974 edition of the Towpath Post. This edition is entirely devoted to the article. The inclined planes of New Jersey’s Morris Canal provided an unusual link between the Western World and the Orient in the late 19th century and this article tells it all with fine photos, drawings and maps. The Towpath Post is one of the finest of canal publications and is well worth the membership in the Canal Society of New Jersey. For membership information to William Moss, 302 Beech St., Keeney, NJ. The Editor of Towpath Post (and an excellent one!) is Robert Goller, 257 River Drive, Elmwood Park, NJ 07407.

NEW JERSEY CANAL MUSEUM

The Canal Society of New Jersey has just announced that it has arranged the use of a four-room frame building at Waterloo Village in Stanhope through the generosity of the owner, Mr. Leach of the Waterloo Village Foundation. The society seeks New Jersey canal items for display on a loan or gift basis. Anyone interested in knowing of the existence of such items should write to: CSNJ, MacCoolloch Hall, PO Box 737, Morristown, NJ 07960.

GANTZ NEW ACS DIRECTOR

Carroll M. Gantz, President FISDA and Chairman of the ACS Canal Post Committee has been appointed a Director of the American Canal Society by President Tom Hahn. Carroll brings much expertise and knowledge to the society and is a welcome addition to our Board of Directors.

Directors whose terms of office have recently expired are Clayton Smith, Eugene Bock, Carl Linder and Grace Elliott. Their services have been appreciated.
Destruction of Richmond Locks

On the first anniversary of the destruction of Locks #1, 2 and 3 of the James River and Kanawha Canal in the 'historic' city of Richmond, Virginia, we report that the destruction of those locks is now complete, for any of those who might be fearful lest there be a few stones or remnants of George Washington's Canal left to bear tribute to our first president in the upcoming bicentennial year. Heads up, historic preservationists, your complicity could mean that your city could be next to destroy the historic treasures of the Americas! This scene is now an historical one, as this lock, Lock #3 of the James River and Kanawha in Richmond, Virginia no longer exists. (Photo by Alden Gould)

Erie Education Center

The Rotary Club of DeWitt has officially accepted plans for an Erie Canal Environmental Education Center along Cedar Bay, one-mile east of the Erie Canal, as the chapter's bicentennial project. The site, east of Syracuse in the Town of DeWitt and Manlius, already has been developed as a canal park by the Rotary.

The new scheme would greatly expand this with duplicates of old buildings, boats on the bay, and orientation center and a 19th century canal maintenance yard. This would be developed in phases over the next eight to ten years with the cooperation of state and local officials and the Canal Museum of Syracuse. The center would be part of the existing Erie Canal Park being developed by the state between DeWitt and Rome.

Submitted by Daniel Morrell from the Syracuse Herald-American.

BEETHOVEN'S MAN OF THE YEAR

The American Canal Society salutes Charles W. Derr, Jr., of Bethlehem, Pa., as 'Man of the Year,' for his efforts to help restore the Lehigh Canal and for his broad-based community activities in Freemansburg, Pa. We have worked with Charlie Derr in his activity to preserve the only remaining lock house at Lock 44 on the Lehigh Canal at Freemansburg and the construction of a canal park, and know well the type of enthusiasm he has for historic preservation. His example is a fine one for all of us. Well done!

THE FOLLOWING ARE NAVIGABLE CANALS

* New York State Barge Canal
* St. Lawrence Seaway, Welland Canal
* Trent Canal
* Rideau Canal
* Champlain Canal
* Ours Canal
* Murray Canal
* St. Lucie-Lake Okeechobee Canal
* Florida-Georgia Canal
* Savannah River
* Intracoastal Waterway
* C&OD Canal
* D & R Canal
* C&O Canal
* Great Chesapeake and Ohio Canal
* Monongahela River
* Allegheny River
* Ohio River
* Mississippi River
* Arkansas River
* Red River
* Atchafalaya Basin
* Other

When a person is called upon to make a decision, the following are some considerations to make:

- What are the potential consequences of each option?
- Are there any ethical implications involved?
- How will each option affect the long-term goals of the organization?
- Is there sufficient information available to make an informed decision?
- Are there any alternative solutions that may be more effective?

American Canals

AMERICAN CANALS is issued quarterly by the American Canal Society, with headquarters at Box 842, Shepherdstown, W.Va. 25443. Objectives of the Society are to encourage the preservation, restoration, interpretation and use of the historic canals of the Americas; to threaten canals and to provide an exchange of canal information.

Annual subscription to "AMERICAN CANALS" is automatic with a minimum ACS dues payment of $8.00. Individual copies may be purchased at $1.00.

ACS President and Editor-in-Chief - Capt. Thomas F. Hahn, USN (Ret.), Box 842, Shepherdstown, W.Va. 25443.

ACS Vice President, Secretary and Production Editor - William H. Shank, P.E., 809 Halden Road, York, Pa. 17403.

ACS Vice President, Treasurer, Associate Editor and Chairman, Canal Parks Committee - Dr. William E. Trout III, 1932 Cicero Robles Dr., Duarte, Cal. 91010.

Chairman, Canal Index Committee - ACS Director, Peter H. Stott, Haines Road, Mount Kisco, N.Y. 10549.

Chairman, Channel Bibliography Committee, ACS Director, Harry L. Rinker, 39 West Spring Street Ave., York, Pa. 17403.

Chairman, Canal Boat Committee, Carroll M. Canz, 7100 Oxford Road, Baltimore, Md. 21212.

NOVA SCOTIA

ACS Member Don Ramsey, 8300 Flower Ave., Takoma Park, MD has recently corresponded with several persons in Nova Scotia about canals there. Anyone interested in this subject might write a note to Don to exchange information. We will use some of Don's material in a future issue of American Canals.

NORTH AMERICAN CANAL LISTING

A tentative listing of the 230 or so identifi-able date canals and navigations of the United States and Canada is available for $1 from ACS Treasurer Dr. Bill Trout, 1982 Cinco Roques Drive, Duarte, CA 91010. This listing was compiled by the ACS Canal Index Committee and assembled by state or province by its chairman, Peter Stott. Some power canals are included as are some navigations; we are not sure where we want to make the dividing line. There will be changes and errors of all kinds. One of the purposes of the tentative listing is to give everyone who is interested a chance to add to it and to correct it so that we all will know just what canals and navigations we have to work with. To our knowledge, no one has ever done this - if they have sent it. So, please help us with this project and get your listing from Bill Trout soon. Corrections can be sent to Canal Index Committee Chairman Peter Stott, Haines Road, Mount Kisco, NY 10549 or Capt. Tom Hahn, Director, Canal Research Program, Box 842, Shepherdstown, WV 25443.

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AMERICAN CANALS — May, 1975
CUMBERLAND AND OXFORD CANAL HISTORY

THE CUMBERLAND & OXFORD CANAL, MAINE'S CONTRIBUTION TO THE COLORFUL AMERICAN CANAL ERA
(This is part one of a two-part article by JOEL W. EASTMAN. Reprinted from Maine Life, October, 1973.

June 1, 1830, was a big day in the lives of citizens of Portland and southern Maine, for it marked the official opening of the Cumberland and Oxford Canal - Maine's contribution to the national canal craze of the early nineteenth century. Portland had waited a long time for the event, and many people must have been skeptical that the project would ever be brought to fruition, for it had been first officially proposed nearly a half century earlier in 1871, and efforts to build it had long been frustrated by the great cost of construction.

The natural geographic advantages of Cumberland and Oxford counties for improved water transportation were so apparent that many early settlers must have considered the possibility of internal improvements. The Presumpscot River - which passes through several villages in Gorham and Windham and the bustling community of Saco (now Westbrook) before emptying into the Fore River near Portland - drains a series of lakes and ponds that reach nearly 50 miles into the interior. Sebago, the largest body of water, and Long Lake, then ponds, were bordered by many growing communities in need of improved transportation - Raymond, Bridgton and Harrison - and better access to other areas within the St. Crooked River offered the potential of linking other areas into one large water transportation system.

It was not surprising, then, given this ideal geography, that in 1791 a group of prominent citizens of the Portland area in the District of Maine (then a part of Massachusetts) petitioned the Massachusetts General Court in Boston, suggesting the possibility of the construction of a canal from Sebago Pond to Portland. A committee was appointed to investigate the proposal, and it soon became the project feasible. Four years later, in 1795, the General Court chartered two corporations - the Cumberland Canal Company and the Oxford Canal Company - to construct a canal from Sebago to Oxford and the Falmouth Canal Company to construct a canal from Oxford to Portland. The incorporators, prominent citizens of the Portland area - including Woodbury Storer, who was one of the organizers of the earlier Cumberland Canal - appointed a survey committee in 1823 which hired a well-recommended Erie Canal engineer to examine the route. He estimated that the canal could be constructed with little difficulty at $130,000 - a figure which many people felt to be too low.

The survey committee accepted the engineer's estimate and published his survey along with his own report, which the company apparently hoped would serve as the beginning of a stock-selling campaign to raise the needed capital. The report was a brilliantly written piece of promotional literature, pointing to the interior advantage of Maine and the Oxford and Cumberland counties, mentioning the leading markets on the continent, a fertile and extensive country occupied by peaceable and industrious Yankees, numerous and eligible streams suitable to the purposes of manufacturing establishments, and great privileges for extensive manufacturing of bricks and hewing of stone, and other no less important advantages that were important to the future of the canal.

At the same time that the company was attempting to generate sales of stock by circulating the report of the survey committee, it returned to a sympathetic Maine legislature for aid, which was granted in the form of a $50,000 State lottery, the proceeds of which were to go to the canal. Although the response to the lottery was enthusiastic, at first, interest waned after a while, as did the sale of stock, and the canal promoters returned to the legislature again two years later with another idea. This time they proposed that the lawmakers grant them the authority to establish a bank, with the provision that one quarter of its $1,000,000 capital be invested in canal stock and that the bank be exempt from State taxes because of this subsidy.

The legislature again gave its consent, and the canal bank was established, purchasing $750,000 of stock in the canal corporation - much more than twice as much as had been sold to the public, and almost three times as much as the lottery had raised. It was then able to fund the canal corporation, and in 1821 the company began construction. It was a short-lived boom, however, because by 1828, the company was in deep financial trouble.

The actual surveying of the precise route - which was altered from the original plan somewhat - began in 1825. Land titles were secured and the route cleared of brush and trees by 1828.

(Te be concluded in the next issue of American Canals.)

Songo Lock, after it had been widened to accommodate larger freight boats and steamers.

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(Te be concluded in the next issue of American Canals.)


A canal boat leaving a lock on the Cumberland & Oxford Canal.

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Page Three
A shortcut waterway across North Florida or South Georgia has been considered for more than a century. Exhaustive studies have been made of dozens of routes. Selected as the most economical route was the one across North Florida utilizing two Indian named rivers - the Withlacoochee on the western side and the Oklawaha on the eastern side. A pumping station at Silver Springs provides water for the summit level. In the 1930's a sea-level ship canal was started as a work relief measure during the depression. Work was discontinued a few years later when great concern was expressed about the effect of the sea-level canal on the state's natural ground water. The present project for a high-level lock canal which approximately natural ground water levels met with opposition [a hopeful opinion under the circumstances - Ed.] to the much-talked about waterway.

Construction of the Barge Canal is the responsibility of the U.S. Army Corps of Engineers. The State of Florida through the Canal Authority of Florida is the local sponsor and provides all lands required for construction of the canal. When completed, the canal will be maintained and operated by the Corps of Engineers.

The waterway stretches from Jacksonville on the east coast to Yankeetown on the Gulf Coast and linking with existing or projected inland waterways it would connect 28 states. The length of the excavated portion of the canal is 107 miles. The total length, including the portion which merges into the St. Johns River is 185 miles. Among the structures of the 12-foot-deep by 130-foot-wide canal are three reservoirs and five locks, each 600 feet long and 84 feet wide.

Construction of the Cross Florida Barge Canal was started in February 1964 and was stopped by President Nixon in 1971. The completion date was to have been 1976. The Barge Canal would go in with the Atlantic Intracoastal Waterway on the east coast and the Gulf Intracoastal Waterway on the west.

This information was obtained by Alden Gould, ACS Director for Florida, and from a letter on the waterway by the Corps of Engineers, Jacksonville, District: P.O. Box 1970, Jacksonville, Florida 32211. Mr. Gould, in a live-page "Report on the Cross-Florida Barge Canal - Inspection and Photographic Tour" writes that: "In order to understand what has been involved during the construction of the Barge Canal, its locks and dams and other structures like project bridges and canals, the excavations and also the proposed areas in several sectors across the state has but one answer: a complete tour, which is very much worth while from east to west. In this manner it is possible to view the excellent engineering projects completed by the Corps of Engineers at the Buckman, Eureka, and Ingles Lock sites.

Whether you actually take your tour or do it vicariously through the Gould Report, the latter is of value and interest to all. I have received a letter from Mr. Gould that ACS Treasurer, Dr. Bill Trout, 1932 Cinco Robles Drive, Duarte, CA 91010.

To The Editor:

We sincerely appreciate your very kind letter about our help with information on the Cross Florida Barge Canal, which we have started calling the Gulf-Atlantic Intercoastal Waterway.

The situation continues as expected, with the long, wasteful, elaborate study program laboring apace. The Corps has asked the Court for an extension until September, 1976. We will probably not object. Keaney has submitted an interim transportation report which indicates about five times as much traffic as figured the last time around in 1982. On the other hand, the unit savings are not as great, so the net benefit is not multiplied like the tonnage. Of course, construction costs have exploded, so the economics grow a bit hairy. It seems an inequitable price to pay because of a White House innovation which has been found unconstitutional to start with.

The Cross Florida Barge Canal, 150' wide, 12' deep looking east toward Buckman Lock. (Photo taken from Project Bridge Sr #19 by Alden Gould.)

[ACS President's comments on the letter received from Colonel Gibbs Evans Manager, The Canal Authority of the State of Florida]

Dr. Bill Trout, Alden Gould, ACS Director for Florida and I have had considerable correspondence on the Cross-Florida Barge Canal over the past several months. It is now appropriate that the American Canals make a statement regarding its attitude on this controversial issue by responding to Colonel Evans letter.

In January 1972 President Nixon halted presidential decree the further construction of the canal on the grounds that the project could endanger the unique wildlife of the area and destroy this region of unusual and unique natural beauty. American Canals June 1972 through a letter submitted by ACS Vice President Bill Trout in part, 'This action is certainly not an indication of anti-canal sentiment. It indicates instead that serious projects such as canals and dams must be planned with the environment in mind as well as economic considerations.'

Legal or illegal, we maintain that the President's action at the time was a proper one in the absence of any public body to cause the situation to be studied more thoroughly and the
FLORIDA BARGE CANAL (Concluded from Page Four) 

tacts presented and discussed by the public. In 1975, an issue that was of major interest and concern to the Corps of Engineers was the need to ensure that each major environmental issue is thoroughly studied and discussed in public hearings. If this is not done, the construction of a new canal will be opposed in one way or another and at great cost to the taxpayers. The kind of opposition that we have experienced recently with the Canals Authority of the State of Florida, then we might not be able to face a situation where the consequences of action taken in the future rather than the environmental issues, may be the major consideration.

The American Canal Society did not take an active role in the canal debate because of the disagreement with the basic concept of providing adequate, safe, time-saving and foot-saving transportation across Florida, and the fact that the issue of the canal's environmental impact was not won over by the Corps of Engineers. The result was not won over by the Corps of Engineers, but did not come to the realization that what appeared to us to be a bold action for an adequate study of the canal on the same basis. As a study has been undertaken and it has been determined that the President's action was legal, (but not necessarily moral, in law), we are now adopting a neutral position on the construction of the canal. We are not opposing the canal, but are seeking to ensure that the environmental impact is properly considered.

Thomas F. Heflin, Capt., USN, Ret.

ERIE CANAL AT FORT HUNTER

The only existing locks of the Original Erie Canal are at Fort Hunter, New York. The first of these is the 1826 Lock at Lockport which connects with the Schuyler Canal and forms an unusual link with the Colonial Period as it contains cut stones from the ruined Queen Anne Canal, which Queen Anne had caused to be built for the Mohawk Indians in 1712. Running southeast from the lock is a mile-long, elevated embankment that was once a single lock. This lock was completed in 1820, and the first bridge was completed in 1824, creating a wholly unique and striking picture of the two early Erie Canal aqueducts and a contrast with the later Erie Division of the New York State Division of the Mohawk River. Fort Hunter uses the canalized Mohawk River.

According to an article submitted by Daniel Mordell from the Schenectady Gazette, long awaited work on the old Erie Canal in and around Fort Hunter may be in the offing this year, including the stabilization of the Schenectady Aqueduct.

The Fort Hunter Canal Society (address Fort Hunter, NY) is actively concerned with the preservation of the Erie Canal in this area. Membership in the society is $1 per year.

ERIE CANAL PARK

Proposed legislation to create a 371-mile-long Erie Canal Park, stretching across the state of New York, was submitted this spring to Governor Carey. The bill, if enacted into law, would establish the state's intent to build a bike-path way along the entire length of the canal.

(Submitted from the Syracuse Post-Standard by Daniel Mordell)

LEHIGH CANAL

For those who have been waiting impatiently the past two years for the Lehigh Canal to once more offer peaceful boating between Allentown and Bethlehem, there are indications—particularly that both cities will complete restorations to the Lehigh Canal early this summer with water to flow again by June on the relatively isolated 4.5 mile stretch of canal.

Meanwhile, negotiations are underway for the possible purchase of the only remaining lock house (Lock House #4, built 1828) on the Lehigh Canal at Freemansburg. Vandalism continues at this site. (Purchase for legal protection of its present existing title) and occupancy and maintenance are the only answer to the future retention of this historic structure—Ed.)

Submitted by Charles O'Leary, from The Bethlehem Globe-Times. Contribute to help purchase the lock house can be sent to Charles O'Leary, Canal Restoration Committee, Freemansburg, PA.)

Cumberland & Oxford on National Register

After several years of delay the Cumberland & Oxford Canal in Maine has finally been placed on the National Register of Historic Places by the National Park Service. Association President Ernest Knight was one of those who initiated the proposal about 1970 in cooperation with Greater Portland Landmarks, Inc. However, the Maine Historic Preservation Commission was unwilling to designate the entire canal because the Stroudwater section was threatened by a proposed Westbrook Arterial, and also because the canal passed through the City of Westbrook. After a conference with Commission Executive Director, James H. Munford, Canal Association Secretary-Treasurer Joel Eastman rewrote the nomination papers, eliminating the section south of Westbrook to avoid the problem of the Arterial and the city. Munford and Eastman agreed that once the canal was formally listed, it might be possible to add the section of the canal in the Inlands of the Delaware, Raritan, and the Stroudwater Basin to the Canal nomination. The Commissioners approved the nomination in this revised form in the Fall of 1973 and it was sent on to Washington, D.C., where it was formally approved a year later. The nomination process not only gives national recognition to the canal, but also protection from destruction by federally funded projects. The State preservation officer can involve a review process and it has to be shown that there is no alternative to destroying the landmark.

Gabriel H.L. Jacobs (ACS) and family recently spent a year on a houseboat in France on many canals and navigable rivers and they will be sharing parts of their experience with us via an article and photographs. This photo of the dam along a lock on the Upper Seine in France is typical of the many photos made by the Jacobs during their trip. In the meantime, if anyone has specific questions on the inland waterways of France, write to the Jacobs, 11619 Danville Dr., Rockville, MD 20852.

(Annual membership in the Cumberland & Oxford Canal Association and receipt of its newsletter is $1. Write to Mr. Joel W. Eastman, 36 Lester Drive, Portland, Maine 04103)

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AMERICAN CANALS — May, 1975
LEIPER RAILROAD AND CANAL

LEIPER'S RAILROADS
Near Plum Lysne, Pa.
1829-1830 Abandoned
1852-1854 B. M. Bancroft

Scale: 1 inch equals approximately 1/8 mile.

An old story is told of a central Ohio Town in the 1820s. The Ohio & Erie Canal was routed through the village and, long before the water was lost to a group of local men by building a fine canal boat. When traffic on the new waterway began, the boat would certainly tend to lose to their town and their interests. The great day came, the water was up to level, and with appropriate fanfare, the boat was launched. Only after the molder voyage began was it found that the vessel was too wide to pass the locks, above and below the town, and that for the remainder of its brief life, it would be confined to a mile of canal. Similar incidents where canal craft were too wide, too long, or drew too much water for canal structures, are part of the folklore of many early canals. Such mistakes are understandable, generally the builders were country carpenters and village artisans who had yet to learn that sometimes “the foot must be made to fit the shoe.”

Not so easily explained is an event of 1843. This involved skilled ship designers and builders, working under the direction of assigned Navy Department brass. It began with the decision by the Department to build eight steamboats of assorted sizes and for various uses, all to be equipped with “Hunter Wheels.” This device, developed by Lt. William Wallace Hunter, USN, was a series of paddle wheels, built under the bill just above the keel, turning on a horizontal plane rather than the usual vertical. Hunter’s invention had been extensively tested in a small wooden steamer, the Gem, and the idea showed promise. One voyage had seen the little Gem pass through the Erie Canal into the Great Lakes.

One of the new steamers approved by the Secretary Upshur was the Water Witch, an iron hulled water tender. In Navy parlance, a “water hoy.” This tender was built in the Washington Navy Yard and assigned to the Norfolk Yard for permanent duty. The Navy was then a “sailing Navy” and boost the with the ancient problem of providing potable water for vessels on extended voyages. It had long been known that “unpurified water” from the cypress swamps would remain sweet longer than any other. For that reason, the Norfolk Yard sent water tenders into the Dismal Swamp Canal, to fill their tanks near the Drummond Feeder. However, when the pumping steamer Water Witch made her first trip to the swamp, it was discovered that her pumps would not fill the passage through Gilmerton Lock into the canal. Although the Hunter design was an eventual failure and all of the eight ships were altered or scrapped, we can but wonder why no one thought to check the width of the lock?

It remained for the Army to make the most expensive and potentially dangerous error in calculating the relative sizes of locks and boats. This happened in 1862. Union forces around Washington had not been active for some time and public pressure was mounting for an all-out offensive against Richmond. Early in the year, the President felt it necessary to issue a direct order to McClellan to put his army in the field before the end of February. That over-cautious and martial general decided that before he could begin a move south, he must protect his western flank. His plan was to drive up the Potomac to Harper’s Ferry, then sweep the Con- federate lines from the Shenandoah and leave garrisons in the Valley. Accordingly, just before Mr. Lincoln’s New Year’s Day, an armstrong forces landed on the Maryland side. An advance guard reached the Ferry and the engineers threw a temporary pontoon bridge over the river. The bridgehead was secured and a

(Concluded on Page Seven)

AMERICAN CANALES — May, 1975
EUREKA LOCKS IN WISCONSIN

The Eureka Locks are owned by the Wisconsin Department of Natural Resources. The Corps of Engineers abandoned all the locks and dams on the Upper Fox River in 1958. The Eureka Locks along with eight other locks between Omro and Portage were to be closed and abandoned, but were saved by the Berlin (Wisconsin) Boat Club. The locks are 35' wide and 200' long, have cement walls and wooden gates with valves in each gate with a 4' lift.

The Corps of Engineers operates 17 locks on the lower Fox River, between Neenah and Green Bay with a total drop of 169' or almost 10' per lock. It takes two hours to navigate the 17 locks from Green Bay to Lake Winnebago. The Wolf River has no locks, but is navigable for some 40 miles from the Fox River Junction to New London, Wisconsin.

The Berlin Boat Club is trying to raise money to replace their gates, which are leaking badly. If not replaced soon, they may have to be abandoned. If anyone would like to contribute to their lock fund, send to: Berlin Boat Club, PO Box 148, Berlin, WI 54923.

AMERICAN CANALS — May, 1975
One Hundred Canal Buffs Attend CSO-PCS Meet

Chairman Jim Kuth arranged nearly perfect weather for the 1976 Spring Tour of the Canal Society of Ohio and Pennsylvania Canal Society May 16-18. Headquarters was the Brown Derby Inn, on the Ohio Turnpike south of Cleveland, where a crowd of over 100 members of CSO and PCS, as well as a number of canal buffs from neighboring states, convened for a carefully planned and most enjoyable meeting and tour of the old Ohio and Erie Canal, from its Cleveland Terminus to the town of Peninsula to the south. A good portion of this section of the canal is still trim-full of water, and will be an important part of the new national park, now officially designated the "Cuyahoga Valley National Recreation Area." Members of the Canal Society of Ohio are quite excited about the beneficial impact that Ohio's first national park will have on the entire district, and the canal itself.

Friday evening saw most participants already present. A large crowd enjoyed Jim Kuth's slide presentation, Harry Valley, President of CSO,

Tinker's Creek Aqueduct

acted with Jim) as one of the tour guides on the day-long bus trip Saturday, which concluded with an excellent buffet dinner at the G.A.R. Hall in Peninsula, and a most informative talk by William C. Birdsall, recently designated "General Superintendent of the Ohio Group National Park Service" in charge of the Cuyahoga Valley Recreational Project. Sunday, the group made informal visits to other historic canal points in the area, including Canal Fulton (where the St. Helena II is now operating) and Roscoe Village, Coshocton, Ohio with its Monticello II canal boat ride.

The American Canal Society was represented at the meeting by Bill and Fluth Shank (who thoroughly enjoyed the entire affair). Most of the now officers and directors of the CSO (elected in January) were present, and "Vee" John (and Jackie) Miller represented the Pennsylvania Canal Society, along with 18 PCS members and guests from Pennsylvania.


"14-Mile Lock" on the Ohio & Erie Canal at Alexander Mill. (Note one avid canal buff checking the weir at left)

New officers of the Canal Society of Ohio are as follows: Harry Valley, president; Jim Kuth, vice president; Joan Hicks, treasurer; Frank Trevorow, corresponding secretary; Ed McNally, recording secretary; Katherine Sheldon, membership secretary; Terry Woods, "Townpath" editor; and Nick Langhart, curator.


"OF MEN AND MULES"

WITF-TV in Hershey, Pennsylvania recently made a movie of the Pennsylvania Canal System. This hour long film is quite interesting and may be released for showing through a cooperative arrangement between your local TV station and WITF-TV (Mr. Michael J. Ziegler, WITF-FM/TV, Box Z, Hershey, PA 17033). It is available only on videotape and has to be shown on TV studio facilities. We viewed the film under such an arrangement at the WCNY-TV studio in Syracuse, NY at the Canals as Living History II Symposium in April.

One of Ohio's three operating canal boats, at Roscoe Village on the O. & E. Canal. This was a Sunday "alternate" for the CSO-PCS Canal tour group.

CHAMPLAIN CANAL RESTORATION

"For the soon to come Bicentennial Celebration, we are planning to restore a section of the Old Champlain Canal System running through Schuylerville, New York. Our little town is the pique where world history changed. Since it was here in October 1777 General John Burgoyne surrendered to the American forces after the Battle of Saratoga."

(Old Saratoga Bicentennial Commission, 30 Ferry Street, Schuylerville, NY 12871)

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