

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 13

Editorial Address — Box 842, Shepherdstown, W. Va. 25443

MAY, 1975

“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, WV 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 .8 mile across the Potomac River from Lock 38 (Shepherdstown Lock) and .9 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 us in the 'new house' whenever they are in the area.

Once again the Canal Museum of Syracuse, New York and the American Canal Society sponsored a Canal Symposium — *Canals as Living History II* 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.

Tom Hahn

NAVIGABLE CANALS COMMITTEE

We often get queries as to where one can use a boat on the Canals of North America and to date, there has not been one good source for this information, particularly for the United States. President Tom Hahn has named a Navigable Canals Committee of the American Canal Society to gather together the information on this subject and appointed a Chairman of the committee — Beverly William Morant of 61 W. Bonita, Sierra Madre, CA 91024. "Bev" has had considerable boating experience of his own on various canals and other inland navigations. Any members desiring to become members of this committee or who have had experiences or information which would be helpful please contact Bev Morant.

ACS HEADQUARTERS MOVES



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 Trout'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 CSNJ membership information to: William Moss, 392 Beech St., Keamy, NJ. The Editor of *Towpath Post* (and an excellent one!) is Robert Goller, 257 River Drive, Elmwood Park, NJ 07407.



Lock House #6 on the C. & O. Canal, which for nearly three years has served as ACS headquarters. (Photo by Alden Gould)

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 or knowing of the existence of such items should write to: CSNJ, Macculloch Hall, PO Box 737, Morristown, NJ 07960.

GANTZ NEW ACS DIRECTOR

Carroll M. Gantz, President FIDSA and Chairman of the ACS Canal Boat 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 Linden and Grace Elliott. Their services have been appreciated.

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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; save threatened canals; and to provide an exchange of canal information.

Annual subscription to "AMERICAN CANALS" is automatic with a minimum ACS dues payment of \$6.00. Individual copies may be purchased at \$1.00.

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

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Chairman, Canal Bibliography Committee, ACS Director, Harry L. Rinker, 39 West Springettsbury Ave., York, Pa. 17403.

Chairman, Canal Boat Committee, Carroll M. Gantz, 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 also use some of Don's material in a future issue of *American Canals*.

NORTH AMERICAN CANAL LISTING

A tentative listing of the 280 or so identified-to-date canals and navigations of the United States and Canada is now available for \$1 from ACS Treasurer Dr. Bill Trout, 1932 Cinco Robles 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 river navigations; we are not sure where we want to make the dividing line. There will be omissions 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, we haven't seen 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.

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 complacency 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 adopted plans for an **Erie Canal Environmental Education Center** along Cedar Bay, one-time route of the **Erie Canal**, as the chapter's bicentennial project. The site, east of Syracuse in the Towns 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 Mordell from the Syracuse Herald American.)

BETHLEHEM'S MAN OF THE YEAR

The American Canal Society salutes Charles W. Derr, Jr., Bethlehem, Pa.'s "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!

NAVIGABLE CANALS

The following letter was written to ACS President Tom Hahn by Walter L. Meseck, former President of Meseck Towing Company, 2100 Lanwood Ave., Fort Lee, NJ 07024.

"As per your suggestion and request I will be glad to try and outline some kind of a guide for those who may wish to try the many navigable canals in the U. S. and Canada east of the Mississippi, and I guess I have done them all, some a number of times. Some of them I have gone through on our tugs, the Cape Cod, C & D, the Champlain and Western Division of the N. Y. State Barge Canal, but for your purpose we will look at the project from the point of view of the small boat operator, something up to 45 feet with 3 to 4 foot draft, which puts most of the canals within his reach. With one exception, all the canals I have in mind are accessible from salt water or the N. Y. area. Again, we can think of canals and locks. The lock at Great Bridge, Va. in the Virginia Cut, is just a tide lock whereas the Dismal Swamp Canal, which runs almost parallel to the Virginia Cut, has two or three locks. The same is true of the Shinnecock Canal on eastern Long Island, which is another tide lock when there is a tide differential."

The following are navigable canals on which we may have articles and further information from Walter Meseck: New York State Barge Canal, St. Lawrence Seaway, Welland Canal, Trent Canal, Rideau Canal, Chambly Canal, St. Ours Canal, Murray Canal, St. Lucie-Lake Okeechobee Trans-Florida, Cape Cod Canal, Chesapeake and Delaware Canal, Shinnecock Canal, Panama Canal, Soo Canal, Dismal Swamp Canal, Great Bridge (Va.) Lock, Small Boat Lock at Fort Carlin, Ontario.

CUMBERLAND AND OXFORD CANAL HISTORY

THE CUMBERLAND & OXFORD CANAL
MAINE'S CONTRIBUTION TO THE COLOR-
FUL 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 because it had been first officially proposed nearly a half century earlier in 1791 and efforts to build it had long been frustrated by the great cost of construction.

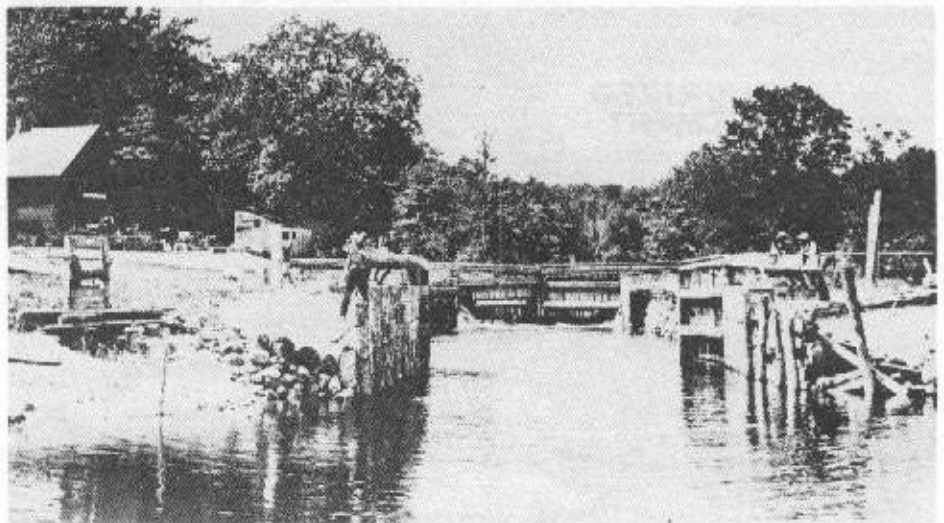
The natural geographic advantages of Cumberland and Oxford counties for improved water transportation were so apparent that many early settlers must have considered the possibility of internal improvements. The Presumpscot River - which passed through several villages in Gorham and Windham and the bustling community of Saccarappa (now Westbrook) before emptying into Casco Bay near Portland - drained a series of lakes and ponds which reached nearly 50 miles into the interior. Sebago, the largest body of water, and Long lakes (then called ponds) were bordered by many growing communities in need of improved transportation - Raymond, Bridgton and Harrison - and Painter and Little Hattiesnake ponds (now Panther and Crescent lakes) and streams like the twisty Crooked River offered the potential of linking other areas into one large water transportation system.

It was no surprise, 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 declared the project feasible. Four years later, in 1795, the General Court chartered two corporations - the Cumberland Canal Company to build a canal from Sebago to Saccarappa and the Falmouth Canal Company to construct one from Saccarappa overland to the tidal Fore River, which runs from Stroudwater village into Portland harbor (a more direct route than following the Presumpscot which meanders north, around Portland, before emptying into the bay).

It was at this point that the incorporators came face to face with the harsh realities of the great expense of the project and the great difficulty of raising capital in a frontier territory like Maine. Naive first hopes that the job could be done for \$20,000 evaporated, and in 1804 when the promoters asked the General Court to extend their charter for five more years, they also upped the capitalization to \$120,000. But it was impossible to raise this much money, especially when



The Canal Boat "Champion," probably in Songo Lock.



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

difficulties with England and France led to the passage of the Embargo of 1807 which brought Portland's commerce to a standstill, and the effort was given up in 1809 when the charter expired.

A dozen years later in the prosperous times after the War of 1812, the canal project was revived, buoyed by the enthusiasm generated by the success of New York's Erie Canal and by Maine's separation from Massachusetts and entrance into the union as a separate state. In 1821 the Maine Legislature granted a charter to the Cumberland-Oxford Canal Company with authority to connect Thomas Pond - in the town of Waterford, in Oxford County north of Harrison - Long Pond, and Sebago Pond with the Fore River in Portland. The incorporators, prominent citizens of the Portland area - including Woodbury Storer who had been 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 for \$130,000 - a figure which many people felt to be too low.

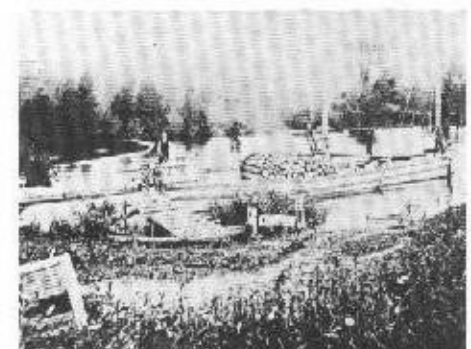
The survey committee accepted the engineer's estimate and published his survey along with their own report, which the company apparently hoped would serve as the beginning of a stock-selling campaign to raise the needed capital. The report was a brilliantly written piece of promotional literature, pointing to the interior of Cumberland and Oxford counties as "one of the finest markets on the continent, a fertile and extensive country occupied by persevering and industrious yeomanry, . . . luxuriant forests, . . . numerous and eligible streams suitable to the purposes of manufacturing establishments, . . . great privileges for extensive manufacturing of bricks and hewing of stone, and . . . other no less important advantages too numerous here to be recounted." The committee argued that the lowered transportation costs brought by the canal would be a boon not only to the villages and towns in the area, but to the whole State and country. The report ended with a modest appraisal of the significance of the project. "Works of this stupendous character are not merely designed for the convenience and comfort of the passing age, but to endure beyond the ravages of time and revolution, and are of infinite value to posterity. If the present generation of men can be made sensible of their true interests, and awakened to a just sense of social duties, they will not only secure a plentiful harvest for their exertions and toils, but will establish a chain of gratitude on the coming age, that shall ensure them an impensable fame."

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, sale of tickets waned after awhile, 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 \$300,000 capital be invested in canal stock and that the bank be exempted from State taxes because of this subsidy.

The Legislature again gave its consent, and the Canal Bank was established, purchasing \$75,000 worth of stock in the canal corporation - more than twice as much as had been sold to the public, and almost three times as much as the lottery had raised. This would have been enough to put the canal corporation over the top in its capital needs if the engineer's estimate of the cost of construction had been accurate, but as in most projects of this type, it was a bit off - by \$76,000. It wasn't until construction was well underway, however, until the company discovered that it was going to be short of construction money.

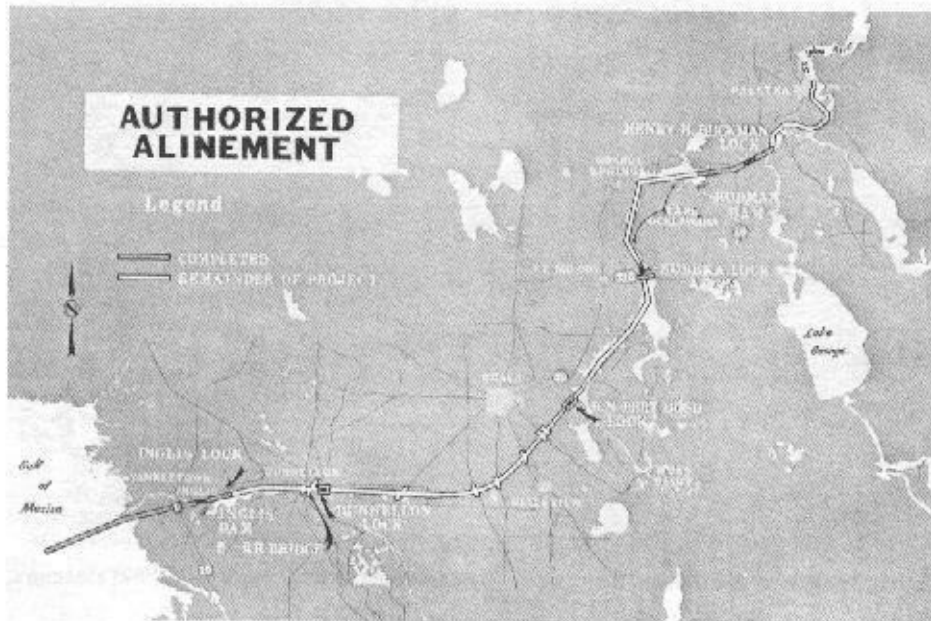
The actual surveying of the precise route - which was altered from the original plan somewhat - began in 1825. Land titles were secured and the route cleared of brush and trees by 1828.

[To be concluded in the next issue of *American Canals*.]



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

THE CROSS-FLORIDA BARGE CANAL SYSTEM



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 1930s a sea-level ship canal was started as a work relief measure during the depression. Work was discontinued after two years 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 approximates natural ground water levels melted 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 26 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 150-foot-wide canal are three reservoirs and five locks, each 600 feet long and 84 feet wide.



Buckman Lock, 84' x 600', looking east from the west gate. (Photo by Alden Gould.)

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 tie 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 leaflet on the waterway by the Corps of Engineers, Jacksonville, District: P.O. Box #4970, Jacksonville, Florida 32201. Mr. Gould, in a five-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 sections 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 Inglis Lock sites."

Whether you actually take his tour or do it vicariously through *The Gould Report*, the latter is of value and interest, and is available for \$1 from 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 about as expected, with the long, wasteful, elaborate re-study program laboring along. The Corps has asked the Court for an extension until September, 1976, and we probably will not object. Keamey has submitted an interim transportation report which indicates about five times as much traffic as figured the last time around in 1962. 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 interruption which has been found unconstitutional to start with.

The Corps has about completed some added studies and investigations, including supplemental field tests by the Geological Survey. They have found even less prospect of interchange between canal and aquifer than we'd believed at the time of the trial in 1973. I'm enclosing a few more items you might find useful.

I was sorry to learn the Canal Society had taken an adverse position on our Canal without our having the opportunity to present you with known and proven facts. At the same time, I can understand how you could have been hoodwinked into it. We still find traces of that around citizens of Florida, including politicians, who should know better. Mr. Gould recently wrote me a letter which tells the Canal's side far more lucidly than I. Hope he sent you a copy. We would appreciate knowing the official position of the Canal Society today, and would request an opportunity to be heard if that position remains hostile.

The Canal Authority, as an organization, is quite constrained in its freedom to join associations or societies. I've circulated membership application forms to our Board Members and to a number of others potentially interested. Have been an individual member, myself, for several years, and have not found the Society's published approach to situations in any conflict with our own.

Please let us know if we can help clarify any troublesome aspects for you.

Sincerely yours,

Giles L. Evans, Jr., P.E.
Col., CE, USA, Ret.



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 Giles 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 Canal Society make a statement regarding its attitude on this controversial issue by responding to Colonel Evans letter.

In January 1972 President Nixon halted by 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) stated in part, "This action is certainly not an indication of anti-canal sentiment. It indicates instead that massive 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

(Concluded on Page Five)

FLORIDA BARGE CANAL

(Concluded from Page Four)

facts presented to and discussed by the public. In 1975, that is undoubtedly what the Corps of Engineers would have done. We have learned that each major environmental issue must be thoroughly studied and discussed through public hearings. If we don't, then construction will be halted in one way or another and valuable time and money lost. If the kind of correspondence, information, tolerance and good will on this subject was done several years ago as it has been recently (as with our correspondence with the Canal Authority of the State of Florida), then we might not today be faced with a situation where the rise of construction costs in the interim, rather than the environmental issues, may be the major deterrent.

The American Canal Society did not take an adverse position on the canal earlier because of the disagreement with the basic concept of providing adequate, safe, time-saving and fuel-saving transportation across Florida, and certainly was not hood-winked into it, but did so because of what appeared to us to be a blatant disregard for an adequate study of the canal on the environment. As a study has been undertaken and it has been determined that the President's action was legally (but not necessarily morally) improper, we now are adopting a neutral view until the studies of the Corps have been completed. We hope that they are able to prove that there would be little damage to the environment and that there would be little or no prospect of interchange between canal and aquifer as we appreciate the economic need of the 'Gulf-Atlantic Interoceanic Waterway.'

We also hope that Colonel Evans and others who have taken considerable time to try to answer our many questions have not found their replies 'long, wasteful and elaborate' as we found them very helpful and appreciate very much their time and effort to present the facts as they see them and input into Part Two, *American Canal Guide*. I would like to say also in fairness, that to my knowledge there has been no response or input by the opposition, that is environmental bodies who have opposed the construction of the canal.

Thomas F. Hahn
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 1820 Guard Lock by which the canal entered and crossed Schoharie Creek. It also forms an unusual link with the Colonial Period as it contains cut stones from the ruined Queen Anne Chapel, which Queen Anne had caused to be built "for my Mohawk Indians" in 1712. Running eastward from the guard lock is a mile-long level, terminating in a second 1820 lock. This lock, situated beside the Empire Lock (Lock 29) of 1841, creates a wholly unique and striking picture of the two early Erie Canal epochs, and a contrast with a part of the Erie Division of the New York State Barge Canal at Fort Hunter which 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 Schoharie Aqueduct.

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

CANALLING IN FRANCE



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.

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 nominate the entire canal because the Stroudwater section was threatened by the proposed Westbrook Arterial, and also because the canal passed through the City of Westbrook. After a conference with Commission Executive Director, James H. Mundy, 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. Mundy and Eastman agreed that once the issue of the Arterial was finally settled, it might be possible to add the section of the canal in the [shades of the Delaware & Raritan Canal - Ed.] Stroudwater area to the Stroudwater Historic District. Mundy also decided to add the Oriental Powder mill complex, which was integrated with the canal below Gambo Falls, Gorham, and the Canal's Songo River lock (which had been previously placed on the Register but was removed on the grounds that it was only significant along with the rest of the Canal) to the Canal nomination. The Commission approved the nomination in this revised form in the Fall of 1973 and it was sent on to Washington, D.C., where it was finally approved a year later. Placement on the National Register not only gives national recognition to the Canal, but also protection from destruction by Federally-funded projects - the State preservation officer can invoke a review process and it has to be shown that there is no alternate to destroying the landmark.

The long-delayed preliminary environmental impact study on the Westbrook Arterial appeared in late fall and was subject to considerable criticism, especially by Stroudwater residents. Canal Association Secretary-Treasurer Joel Eastman submitted material on the canal to the consultants doing the study and comments on the first draft. The original and favored alignment would

destroy the canal across from Stroudwater Village. The Maine Department of Transportation is now reviewing the comments received and will be preparing a final draft on which hearings will be held in late Spring or early summer.

(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.)

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 hike-bike way along the entire length of the canal.

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

LEHIGH CANAL

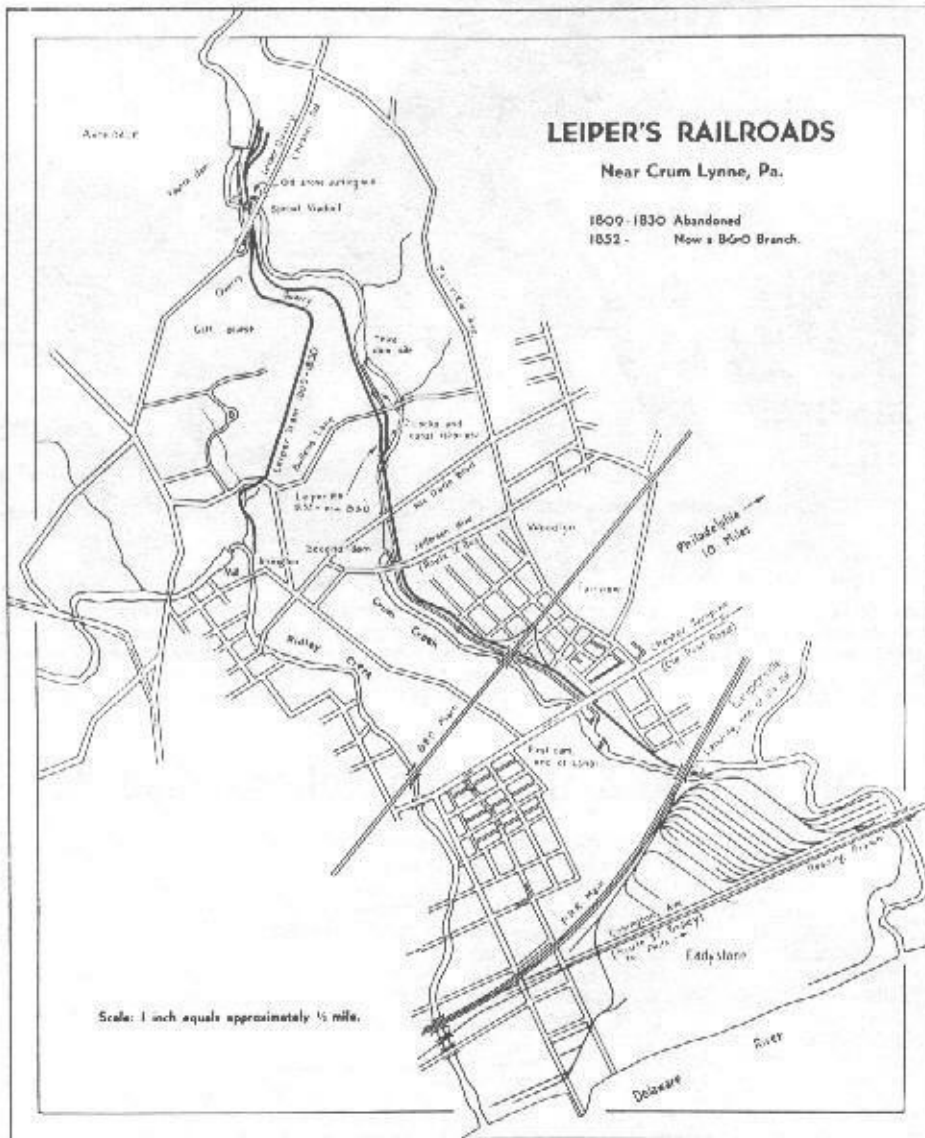
For those who have been waiting impatiently the past two years for the **Lehigh Canal** to once more offer peaceful boating between Allentown and Bethlehem, there are indications - and promises - that both cities will complete restorations to the Lehigh Canal early this summer with water to flow again 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 #44, built 1828] on the **Lehigh Canal** at Freemansburg. Vandalism continues at this site. [Purchase (or legal assertion of its possible existing title) and occupancy and maintenance are the only answer to the future retention of this historic structure - Ed.] (Submitted by Charles Derr from The Bethlehem Globe-Times. Contributions to help purchase the lock house can be sent to: Charles Derr, Canal Restoration Committee, Freemansburg, PA.)

LEIPER RAILROAD AND CANAL

SHOULD THE GENERAL CARRY A YARDSTICK?

by L. W. RICHARDSON



The Crum Creek Branch of the Baltimore & Ohio RR, extending from the main line at Chester, PA, a distance of 2.6 miles, has the distinction of being on the same location, for a short distance, as the original 'railroad' (actually a tramway) built by Thomas Leiper in 1809. The first tramway in the U. S. was built by Silas Whitney for transporting gravel from the top of the western slope of Beacon Hill to Charles Street, in Boston, a distance of 1/4 mile. The Leiper RR was built to transport stone from quarries in Springfield (PA) to tidewater at Ridley Creek, near present Ridley Mill. It had timber rails and sleepers, and wooden cars with flanged iron wheels pulled by oxen. It remained in operation from 1809 until 1829 or 1830.

About 1825, George C. Leiper, son of Thomas Leiper, began to create a navigation to replace the railway by using Crum Creek for navigation and to water two sections of canal. Thomas Leiper had wanted to build this canal in 1790, but apparently was foiled in his attempt by the legislature. One section of canal (presumably the lower one) was used as a race to supply water to the mill at Leiperville as well as to transport stone. Flat-bottomed boats of eight ton capacity were used for hauling stone. Two of the locks, named **William Strickland** and **Elizabeth Leiper**, and sections of the original canal bed remained in 1943.

LEIPER'S RAILROADS

Near Crum Lynne, Pa.

1809-1830 Abandoned
1852 - Now a B&O Branch.

Scale: 1 inch equals approximately 1/4 mile.

After many years of operating the canal, its builder, George Leiper, in 1852 constructed another railroad from the quarries down Crum Creek to a landing on the creek just below the crossing of the present Pennsylvania RR. Upon completion of the new line, the canal was abandoned. The new railroad was then operated for another 35 years by the Leiper family.

(Submitted by Herb O'Hanlon, ACS, from an article by Lawrence Sagle in *Trains* Feb. 1943. From the text and the map we have shown, it is difficult to tell how many locks there were. There may have been as many as six locks. Anyone having further information on this canal and whether or not there is anything of it extant today is requested to write **American Canals** - Editor.)

CANAL MODEL BUILDERS

"Incorporation of a model canal into a model railroad layout is a very good idea indeed, and if someone in your organization would care to submit an article of interest to our readers we would welcome it. Phyllis M. Carstens."

(The Carstens are publishers of railroad and aircraft model and other magazines. Their letter is in response to a letter from Bill Shank, ACS Secretary-Vice President. Address inquiries to: Carstens Publications, PO Box 700, Newton, NJ 07860.)

An old story is told of a central Ohio town in the 1820's. The **Ohio & Erie Canal** was routed through the village and, long before the water was let in, a group of local men had built a fine canal boat. When traffic on the new waterway began, the boat would certainly lend prestige to their town and fatten their purses. The great day came, the water was up to level, and with appropriate fanfare, the boat was launched. Only after the maiden voyage was begun 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 a part of the folklore of many early canals. Such mistakes are understandable - usually 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 assorted Navy Department brass. It began with the decision by the Department to build eight steamships 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 set of paddle wheels, built into the hull 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 *Germ*, and the idea showed promise. One voyage had seen the little *Germ* 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 beset with the ancient problem of providing potable water for vessels on extended voyages. It had long been known that "juniper 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 spanking new *Water Witch* made her first trip to the swamp, it was discovered that her wheels would not allow passage through Gilmerton Lock into the canal. Although the Hunter design was an eventual failure and all 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 methodical 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 Confederates from the Shenandoah and leave garrisons in the Valley. Accordingly, just before Mr. Lincoln's deadline, an army of 40,000 men moved up the river on the Maryland side. An advance guard reached the Ferry and the engineers throw a temporary pontoon bridge over the river. The bridgehead was secured and a

(Concluded on Page Seven)

THE GENERAL'S YARDSTICK (Concluded from Page Six)

cavalry screen advanced as far south as Winchester. By then the main body of the army was nearing the Ferry and the roads were choked with endless wagon trains, waiting to cross to the Virginia shore. McClellan's plan, perfected in Washington long before, was to erect one or more, semi-permanent, floating bridges to assure both a safe crossing and a line of supply. For the purpose, the engineers had brought up the canal a large fleet of heavy coal boats. The wagon trains of heavy timber and plank arrived and work on the bridges began. Only then was it found that the canal boats could not pass the Outlet Lock of the Chesapeake & Ohio Canal into the river!

The river was rising, the temporary bridge was small and dangerous, so McClellan and his staff decided it was infeasible to continue the campaign. So, this "one bridge army" as Historian Bruce Catton termed it, wheeled about and trudged back to Washington.

To say that Lincoln was unhappy with this decision would be a gross understatement. The President's secretary is quoted as saying that this is about the only time he saw Lincoln lose his temper. McClellan sent his chief-of-staff, Gen. Marcy, to report to the President the reason for the fiasco. Marcy explained that the error was that of an underling, that, after all, a general could not go around with a yardstick, personally measuring such minor items as canal locks. Mr. Lincoln was of the opinion that if this would save a million dollars in military expenditures, it might be a capital idea!

(Editor's Note: Curiously, Civil War historians agree that McClellan's problem was a miscalculation of lock width. Information supplied the writer by Capt. Hahn indicates that the Outlet Lock was the standard 15' in width but may have been shorter than the locks on the main canal. This would look as if the trouble was a "short" lock rather than a "narrow" one. In any event, Lincoln was right, a yardstick could have been put to good use. The lock, which has been almost completely obliterated by floods, will be re-examined by the National Park Service Canal Research Team (of which Tom Hahn is a member) to see if it can definitely be determined that the remains of the present lock differ in any respect from other locks on the canal. Author Richardson is a director of the American Canal Society.)

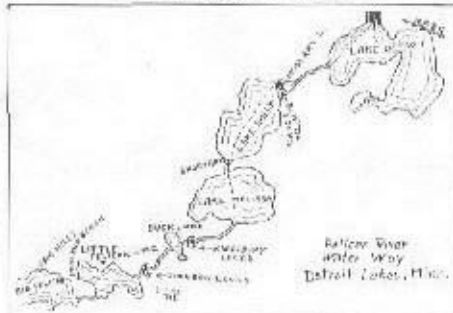
EUREKA LOCKS IN WISCONSIN

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 filled in 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 five hours to navigate these 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.

PELICAN RIVER NAVIGATION



My wife Dollie and I are trailer-boaters who have run most of the major rivers of the U. S. and Canada. We especially like to go through locks for it is fun to dream that we are a part of that old waterway history. Last summer we were doing some boating in northwestern Minnesota. While docked at the town docks on Lake Detroit of the Detroit Lakes, a very nice man told us about the locks which used to be on this lake. That afternoon I high-tailed it over to the library, and, with the help of the librarian, found a couple of pages on this system built by the Detroit Lakes and Pelican River Slack Water Navigation Company in 1888.

Later we drove over to the location of the old Dunton Locks built in 1888 between Muskrat Lake and Lake Sallie but in their place we found the Works Progress Administration (WPA) locks built in 1937. These two locks gave the appearance of two dams side-by-side as there were no gates in place and the upper ends had been dammed up with logs.

Farther down the system where the Pelican River leaves Lake Sallie were once the Kingsbury Locks of 1907-08 and ever farther down the Pelican the Johnson Locks. (Submitted by Bev Morant, Chairman of the ACS Navigable Canals Committee.)



The two WPA locks built in 1937 between Muskrat Lake and Lake Sallie at the location of the old Dunton Locks, built 1888, on the Pelican River Navigation.



Close-up of one of the two WPA locks built in 1937 to connect Muskrat Lake (in the background) with Lake Sallie at the site of the old Dunton Locks built 1888. Bev Morant thinks the steel structures were built to house guillotine gates.

GEORGES RIVER CANAL

The Georges River Canal Association is currently negotiating with the owners of property abutting their present four acre site along the St. George River in Warren, Maine. They hope to acquire two parcels of additional land, one across the river from the remains of the brick powder mill, and the land the powder mill sits on, amounting to six acres. The latter parcel contains the remains of one of the best preserved locks and stone work along the entire river. Individual contributions are welcomed by this small, non-profit organization. A few dollars go a long way on this canal! The entire canal system is on the National Register of Historic Places, with all land obtained for preservation and historical purposes and open to the public at all times. Dues in the Georges River Canal Association are \$1 per person and \$2 per organization. Dues and contributions may be sent to the Association at Warren, Maine 04864. Warren Day, devised primarily for fun and to raise funds for the canal, is on Saturday, July 12. Meetings second Monday every month at various members' homes.

(The following excerpts from a letter by ACS President Tom Hahn to the Georges River Canal Association may have application to other small canal organizations.)

Your problem of how to acquire land with a small group of people with limited resources is a common one - and I do not have the solution. I have a similar problem in trying to keep the American Canal Society going. Each person is a volunteer and our only source of income is our memberships - and it takes almost all that just to keep our bulletin and correspondence going. There does not seem to be any easy way for a small group (be it local or national) to get a grant or a loan. Not long ago I applied for a seminar at the Smithsonian on the subject (but it was filled) just to get educated on what one does to get assistance.

In the past two weeks I have received phone calls and assistance for a lock house for sale in Pennsylvania which a small group wants to buy (but no money), a set of locks in Wisconsin, a lock in Pennsylvania, a set of locks on the James River and Kanawha Canal in Virginia, etc. I have been unable to help except to give publicity or advice to each, and of course I would do the same for you.

I do have a piece of advice on the bank loan, and it has worked in some instances. That is, you say that you were denied a federal bank loan because you were a young group. All right, I would say use a different approach. How about a local bank where each of you would probably be given a loan for a house or a tractor or a boat, office or whatever because you and your families were known to the bank. Should your loan be any less because you are a group of honest citizens rather than several individuals who would be given a different kind of treatment if you went in for your own personal business or home? I would try to talk turkey with a bank - and let them know that they are dealing with customers or potential customers. There have been several places where people have withdrawn their deposits because a bank was tearing down an historic building or financing a developer who was doing that. In several instances the amount came to several hundreds of thousands of dollars and had an effect of causing the bank to change its mind. Why use the same approach for a loan? The bank is there to make money by providing a service to you - try being aggressive (and I don't mean pushy or offensive), but I mean that done correctly the bank might realize that it is dealing with a group of sincere citizens who should be encouraged rather than discouraged.

One Hundred Canal Buffs Attend CSO-PCS Meet

Chairman Jim Kuth arranged nearly perfect weather for the 1975 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 brim-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,



Left side of table (front to rear): Barbara Kuth, Bill Wallace, Tour Chairman Jim Kuth, Marjorie Trevorrow, Frank Trevorrow. Right side of table, (front to rear) Speaker William Birdsell, Terry Woods, Rosanne Woods and President Harry Valley.



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. Birdsell, 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 Ruth Shank (who thoroughly enjoyed the entire affair). Most of the new officers and directors of the CSO (elected in January) were present, and "Veep" John (and Jackle) 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 waste-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 Trevorrow, corresponding secretary; Edith McNally, recording secretary; Katherine Sheldon, membership secretary; Terry Woods, "Towpaths" editor; and Nick Langhart, curator.

CSO Trustees include: Vic Verity, Gale Hartel, Ralph Ramey, Bamett Golding, John Droege, John Vanderlip, Jim Kuth, William Wallace, Louis King, Jr., Jack Gieck, Ed Harriman, Ed Montgomery, Richard Reighart, and Jim Robinson. Honorary Trustees are Ted Dettling, Lew Richardson, Clyde Gainey, and Carl Pockrandt. Bill Shank

"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.

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 place where world history changed,' since it was here in October 1777 that General John Burgoyne surrendered to the American forces after the Battle of Saratoga."

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



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.