REFLECTIONS ON THE ROANOKE CANAL

(Adapted from material supplied by Alden W. Goold)

Most of the improvements of the 400-mile Roanoke Navigation in North Carolina and Virginia were successful and long-lasting. However, the most elaborate and costly part of the navigation was the Roanoke Canal built 1819-1823 around the falls of the Roanoke River, between Roanoke Rapids and Weldon, North Carolina. A good deal of the old nine-mile canal is still in existence today, with two lock combinations at Roanoke Rapids and an aqueduct and old grist mill at Weldon.

The canal started at a point west of Roanoke Rapids near a pond (now a lake). Some distance below the pond a guard lock passed bateaux and barges through the canal to Roanoke Rapids and Weldon. In doing so the boats had to pass through two sets of two-lock combinations. The first combine stands on a hill at Jackson Street and NC #48. Built of granite blocks, each lock is 100' long by 15' wide with a 9' lift. The lower lock cuts into a canal basin after which the canal crosses under NC #48, where a plaque marks the crossing of the 1834 route. The canal is again lowered by a two-lock combine, the locks of which have the same dimensions as the first. All four locks are in good condition. The combined locks are known as the "upper locks" and the "lower locks" respectively. The difference in elevation between the uppermost and the lowermost is 36'. The canal itself was generally 50' wide and 3' deep.

The brick building located beside the top lock of the first combine was a hydro-electric plant which used canal water. This is one of several plants which appeared on the Roanoke Canal after it was opened to navigation. The powerhouse complex with its well-paved grounds would be a most fitting location for a "Canal Park and Museum."

Though the old canal is a dry bed today and somewhat grown over with trees and underbrush in some areas, its towpath can be followed generally for several miles from Roanoke Rapids to Weldon. Several stone culverts and stone spillways were located in this section and some structural remains are extant.

Traffic on the canal was considerable; in 1835, the first year of full operation, 6,877 hogheads of tobacco, 10,646 barrels of flour and a vast amount of other merchandise passed through the canal to the Weldon Basin. The prosperity of the Roanoke Navigation Company was short-lived. By 1840 canal traffic slowed to the point where it was barely profitable to keep the canal open. By the beginning of the War Between the States there were only a few barges in service. During the Civil War the canal was revived, new barges were built and old ones pressed into service to serve the Confederacy. With the resumption of regular rail service in 1867, the navigation company was declared bankrupt, and the canal was out of operation.

Weldon Aqueduct

The Chockoyotte Creek Aqueduct, more commonly known as the "Weldon Aqueduct," is the gem of the Roanoke Canal. It is one of the finest structures of its kind in the United States and has been approved for nomination on the National Register of Historic Places by the State of North Carolina. In 1967 this beautiful structure seems nearly as solid as when built in the years 1823-1834.

The aqueduct is 110' long, has a single arch with a span of 30' and a height of 20' above the normal water line. The channel of the aqueduct is 18' wide, with an overall width of 29', and an overall height of 35'. The structure is built of large cut granite stones and is in excellent condition.

The Weldon Locks

Lift locks were needed on the canal at the lower end of Weldon at the river where there was a difference of 51' or elevation to be overcome. The initial plan called for seven locks, 18' wide and 85' long, the lock gates to be 12' x 18' each. The final plan called for six wooden locks of the same dimensions and 8' of water over the sill. (This does not necessarily equate to a 5' lift.) Construction began in December 1828 and the locks were completed in the fall of 1834, the company therefore declared the canal open for navigation.

Unfortunately, soon after the canal was opened, the Roanoke River flooded, reaching the walls of the lower locks. The canal company refused to rebuild them, stating that all cargo could be carried by land to Weldon for shipment by Weldon by canal. So far no one has uncovered documentary evidence or industrial archaeological evidence that the locks were rebuilt, or that there are remains of the original six wooden locks. Should any shipwreck occur in the area close to the old mill site, or the lower level in the future, the former six locks might be uncovered — hopefully.

(Continued on Page Two)
THE ROANOKE CANAL

American Canals

BULLETINS OF THE AMERICAN CANAL SOCIETY

AMERICAN CANALS is issued quarterly by the American Canal Society, with headquarters at Box 812, 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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CAPTAIN'S CORNER

Our space is so limited, I am going to restrict my remarks for the time being. There is one thing I would like to know, though, and that is, are we going to get a new edition of the American Canal Guide? We are not managing the business, but we want to give you the kind of articles and information you want in the American Canal Guide. Unless I hear differently from you, the editorial policy will be to emphasize good solid canal history and technical information and to minimize coverage of canal organizations and the publicity sort of thing except where it relates to canal preservation. I rarely hear from any of you, and won't promise an answer if you write as I am a full-time student at the present time as well as maintaining a business, but I hope that I will read every letter and consider each suggestion as it comes in, and try to relate those suggestions and letters as I put together each issue of American Canals as well as the general policy of the American Canal Society.

Tom Hahn

AMERICAN CANAL GUIDE

Draft copies of the American Canal Guide are available for Tennessee, Alabama and Louisiana for anyone planning to visit these states who could look at some canal sites for us. Write: Dr. Bill Trout, 1932 Cinco Robles Drive, Duarte, Calif. 91010 (Copies of the Guides, Part 1, The South Carolina & Georgia, and Part 2, The South, North Carolina to Florida, are available at the same address.)

CAHILL NEW DIRECTOR

The American Canal Society announces the appointment of Louis J. Cahill of the Ontario Editorial Bureau (P.O. Box 745, 215 Ontario Street, St. Catharines, L2R 6Y2, Ontario, Canada) as a Director of the American Canal Society, the second Canadian to be so named. Mr. Cahill is a public relations consultant who has been particularly active in the effort to preserve the historic Welland Canal. Mr. Cahill's area of responsibility will include canal coverage in the Province of Ontario and neighboring areas. Welcome aboard, Mr. Cahill, we shall now all have a pay a visit to St. Catharines to see what you have up that way!
The Sergeant Floyd as a Floating Museum. (Corps of Engineers)

The low and survey boat SERGENT FLOYD will be cruising the nation's inland waterways this year as a Corps of Engineers Bicentennial exhibit, and ought to be interesting to canal people. Built in 1932, the boat was a workhorse on the Missouri before retiring to its present job of taking visitors for a ride on the barge MARK TWAIN. Appropriately, it is named after Sergeant Charles Floyd, an engineer-soldier who was the only casualty on the Lewis and Clark expedition into the Pacific northwest in 1804, dying of a "brain fever" according to Clark's diary. Watch for the SERGENT FLOYD as it makes stops going down the Mississippi from Arkansas to New Orleans, during January and February; to 15 April on the Gulf Intracoastal Waterway in Texas; 1 June-15 July, in Illinois and Missouri; the rest of July and August, on the upper Mississippi (?); September and October, on the Ohio River, from above St. Louis down to Louisiana, November 1-14; along the Ouachita, November 10-28; then in the Mississippi Delta; the remainder of the year, closing December 21-28 for Christmas. Contact the local Corps office for specific dates and places. The Corps goes back to Bunker Hill, and included such notables as Robert E. Lee. You would be surprised at the number of old locks, and operating ones, which have been made into Corps of Engineers parks; this information will be revealed in future sections of the American Canal Guide.

MAHANTANGO LOCK WELL PRESERVED

Civil War Map Showing Position of Grant's Canal (Permission of the AMERICAN MILITARY ENGINEERS)

Another Grant's Canal was 50 miles above Vicksburg, between Lake Providence and the Mississippi, and was also never completed. This was to give access to the Tennessee River and Baxter Bayou, parallel to the Mississippi 90 miles below, near St. Joseph, La. The last remnants of this canal were covered by the Mississippi River Level in 1853. This excerpt is from the forthcoming section of the American Canal Guide which includes the Lower Mississippi - Ed.

C.S.O. BOARD MEETS

Our Ohio Reporter, Terry K. Woods, tells us that the Board of the Canal Society of Ohio met February 7th and elected the following new officers: Frank T. Trevor of Oberlin, President; John Droeg of Columbus, First Vice President; Jim Kuhl of Cleveland Heights, Second Vice President; Joan Kamper of Olmstead Falls, Treasurer; Herb Vertly of Cincinnati, Corresponding Secretary; and Ed McNally of Parma, Editor of "Towpath's" and Terry Woods of Columbus. Terry also tells us that the C.S.O. Spring Tour will be held May 7, 8, and 9, 1976 on the Beaver and Erie Canal, in western Pennsylvania, in cooperation with P.C.S. Their Fall Tour is tentatively scheduled for the southern portion of the Miami and Erie Canal.
GEORGES RIVER CANAL

Canals for navigation on Georges River had an important influence on the development of the valley. Early townships in the District of Maine were granted on favorable terms, but almost impossible obstacles were encountered in the expansion of the settlements, during the years of peace following the War of Independence. Settlers were dependent on water transportation to market the products of their industry, namely, lime, timber, stones and shingles. Without roads, the rivers served to connect the seaports with the upcountry sources of local industry. Georges River was early used for access to the rich forests in its watershed, and mills were built at its upper falls.

A charter was secured from the Massachusetts General Court, on March 9, 1793, by Charles Barrett, to erect locks and a navigation system from the upper part of Berrodstown (Hope), with power of eminent domain, to build bridges for the convenience of the public, and authorized tolls of one shilling six pence per ton or per 1,000 board feet of timber. Under this authority, Barrett built locks at Upper Falls and Hart's Falls in Warren and conducted navigation through Seven Terrace Pond to Union.

After retiring as Secretary of War in 1794, Major General Henry Knox purchased the locks from Charles Barrett and also a sawmill at Hart's Falls from Miles Cobb and William Lordon. He moved the mill at Upper Falls and rebuilt Cobb and Lammond's Mill with multiple saws. He also raised a grist mill and two houses nearby.

Knox's French engineer built locks of sod and wood. A freshet badly damaged all the structures, and Life Wilson was employed in 1876 for repairs using timber. The canal was raised at the Upper Falls of Warren to eliminate the lock at Hart's Falls. With this system, boats ran through the river and Seven Terrace Pond to Union. Boats were owned by General Knox and most of the cargoes were his property. At his death in 1806, the canal was abandoned, and without maintenance a few years' decay and freshets destroyed the locks.

Lumber out of Maine supplied the coast shipping, and speculation in Maine pine lands reached a slagle of Henry. In the midst of this, Hall's survey was prepared in 1837 for a canal on Georges River.

The panic of 1837 ended all talk of construction until 1845 when estimates for construction of locks and canals 20 miles upstream from tide water were published for Under $50,000, and dividends were confidently predicted. The legislature of Maine enacted Chapter 341, approved July 2, 1846, authorizing Georges Canal Company to be built from tidewater to Stevens's Pond in Liberty, capitalized at not more than $100,000 in $50.00 shares.

Locks were to be made of wood, the whole made and iron to be furnished by the company at the site. Earthwork, excavation, and embankment was authorized to be completed within 1850, with no other locks near.

Vehicles, maintenance costs for the wooden locks and for repairing wastroutes by the turbulent Georges River consumed the earnings from the tolls. The canal was not a financial success, and shifting of trade and population caused a decline in its traffic. Unlike other canals, the Georges River was never replaced with the canal road, which was built from Warren Station on the Knox and Lincoln Railroad to the Union and ended in 1892. Freshets washed out embankments in Searsmont and Appleton and traffic was continued only to Sennecoe Pond.

With increasing leakage from washouts and decay causing more frequent interruptions to traffic, the last boat down the canal was in 1891. A number of court judgements and attachments surprised the company, and the Legislature in February 1856 soundly the death knell for the canal — "no more right to improve or maintain the canal."

In the 28 miles of the canal route, several miles crossed ponds through which the waters of the George River flowed. Several miles were used in the river channel improved by removal of snags or deepening bar at a canal prism, originally intended to pass through Round Pond, was abandoned and the Beaver dam at its north and remains to this day. Several stretches of

KING'S WATERPOWER CANAL

Waterford, New York is a community familiar to most canal enthusiasts, it being stepped in Canal America since 1825 when it became the southern terminus of the Clinton Canal. As of 1915 the old Champlain was abandoned, but Waterford was made no less a canal center for in that year it also became the terminus of both the Erie and Champlain divisions of the now New York State Barge Canal System.

No less a part of Waterford's canal history, however, is a "chill" only one-half mile in length which has never experienced a packet plying its waters. It's "King's Waterpower Canal" constructed in 1829 by John Fuller King, a real engineering feat for the time, King constructed two dams across the north branch of the Mohawk River. After holding back the water King released it through the canal. Along the 53' wide canal were built dozens of factories turning out an almost unparalleled variety of goods, much of which was subsequently shipped on Waterford's Champlain Canal and the adjacent Erie. Each establishment had its own sluice way and gate, through which the water was released, turning the wheels or belts and falling back into the riverbed with a drop of 18'.

The power canal had only one enemy, which was the seasonal high water. As the Mohawk flooded, the wheel ceased turning, and workers had to be furloughed. But in spite of this drawback King's Canal was a major factor in Waterford's early prosperity, and though not as colorful perhaps as its distant cousins, the transportation canals, it too is an important part of our canal history as a canal itself and indirectly as a boon to the industries and businesses which used and supported the transportation canals like the Champlain and Erie.

A section of King's Canal still remains intact and plans are underway for its nomination to the National Register of Historic Places.

(Submitted by Garry F. Douglass [AGS], Village of Waterford Historian.)

CANAL GRAFFITI

Bill McKelvey notes canal graffiti in the Warren Street Station of the Newark City Subway which now runs in the bed of the old Morris Canal. It reads, "BRING BACK THE MORRIS CANAL!"

prism have been filled or graded by adjoining homeowners and several canal bridges were washed out or fell abandoned.

Yet, there still remains the Knox Lock as rebuilt in store, but with the gates long destroyed. A culvert diverted to serve the Powder Mill still stands. The canal's true significance is not lost at this location. The Senneacoe Lock in Union has been modified and is still crossed by the Charlesville Bridge. Upstream, several stretches of embankments and remaining locks are awaiting relocation and clearing to make them available for observation. On July 16, 1969 the Georges River Canal System was placed on the State Register of Historic Places. On March 10, 1970 the Canal System was placed on the National Register.

(Membership in the Georges River Canal Association is $1. Send to: Mrs. J. Winchenbach, RFD #1, Warren, ME 04864)
HISTORY OF WISCONSIN'S PORTAGE CANAL

The name and geographical location of Portage, Wisconsin, have close ties with early American water transportation. Joliet and Marquette, in their famed explorations, were the first to observe that the narrow two-mile strip of land separating the Wisconsin and Fox Rivers, should be connected by a canal. Located on the Wisconsin River, Portage, population 7,821, is a short 2½ miles west of the headwaters of the Fox River. For almost 100 years waterborne commerce moved up the Fox River from Green Bay and Lake Michigan, crossed the portage and continued down the Wisconsin River to its junction with the Mississippi River.

Here was a logical spot for a canal, and as trade grew, agitation began to cut a channel between the two rivers to open a wider trade route to the west. In 1857 a company was chartered under the name of the "Portage Canal Company" to build a canal connecting the Fox and Wisconsin Rivers. In 1858, after about $10,000 was spent by the company, the canal was abandoned. Nothing further was done until Congress in 1845, recognizing the value of the route grained the State of Wisconsin alternate sections of land, three miles on each side of the Fox River, to build a canal. A new route was chosen; construction began on June 1, 1849.

The steamboat Swan is pictured in an 1896 photo during its journey through the Portage Canal.

Contemporary View of Upstream Lock of the Portage Canal (Herb O' Hanlon)

The work progressed slowly because of misunderstandings between the contractor and the state. The men working on the canal were not paid for weeks and months and were compelled finally to abandon it in an unfinished condition.

A resident of Portage thus describes the work in March 1851: "The banks of the canal are crumbling before the thaw, in many places, and falling into the stream. The planking is in great part afloat... it presents a melancholy spectacle of premature decay." "

Little was done from this time until 1853. As the Constitution of the State forbade the creation of any public debts, the Board of Public Works was limited in their expenditures to the receipts from the sale of land granted by Congress. At this stage, the proposal was made to locate a new lock structure to take charge of the work, complete the canal and the improvements contemplated on the Fox and Wisconsin Rivers. On the 8th July, 1853, the bill was passed by the Legislature of the State, incorporating the "Fox and Wisconsin Improvement Company". The company was instructed to commence the work within 30 days, and to finish the improvement within three years. They failed to comply with the law, and finally the United States took the work off their hands. Then came the Civil War and more delay.

As built by the Government, the canal was commenced in the fall of 1874. The excavation was made by a steam excavator, wheelbarrows and small construction cars. When completed in June 1876, the canal was 2½ miles long, 75 wide and 7 deep, with a timber and pile revetment on each side. Two locks were constructed, one with a lift of 9' at the junction with the Wisconsin River at the western edge of Portage and the second to the east, near the junction with the Fox River. The latter (Fort Winnebago Lock) had a lift of 6'. The locks were rebuilt by the Government; the former in 1880, and the latter in 1874 and 1875. They were 35' wide and 160' long, between gates. The United States steamer, Boscobel, was the first boat to pass through the canal, after its completion.

There was extensive traffic through the canal for 50 years; barges loaded with lead ore from citizens, to gaze upon the scene presented, and make predictions for the future. After a short time, boats and citizens withdrew, amid strains of music, and the 'horror and confusion' were over.

The water was drawn off, and the work of strengthening the banks and bottom, to prevent the quicksand from pouring in and filling up the bed, was proceeded with; but their efforts were of little avail, if the same local authority quoted above can be relied on. On the 31st day of August, the canal was again let in, and the next morning it presented a rather novel appearance, the planking having raised from its fastenings, at the bottom, and floated on either side of the surface, and forming two floating plank-roads.

On Sunday night, September 28, 1851, the Wisconsin River, which had been unusually high, for some days, broke into the canal, and cut a channel through its southern bank, some fifty yards wide and eight or ten feet deep.

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About a mile east of the Wisconsin River the double-track main line of the Milwaukee Road crosses the canal at Portage Junction. An examination of the bridge shows it to be a former vertical-lift span that was made permanent at the close of navigation. Another mile east of the former lift-bridge and of state highway #33 is a series of old buildings maintained by the State of Wisconsin. A county road from highway #33 to the restored buildings closely follows the waters of Portage Canal, known as the Indian agent's residence, the buildings, too, are relics of Wisconsin's early heritage.

To the east, are the remains of the downstream lock. Actually only half the lock is still evident. One set of gates with stone lock-wall remains. The gate has been cut down to water level and cut-stone - perhaps from the lock walls - packed into the downstream V of the gate, in effect, forming a small dam. Replacing the canal back to the Wisconsin River shows a watery still in a remarkable state of good preservation. Canal banks are still held in line by timber cribbing; the water level is intact throughout.

President Henry Abraham and Secretary Frederica Kleist (both members of ACS) of the Portage Citizens Canal Committee (and others) are attempting to restore the Portage Canal, at least in part. At present all parties are awaiting the results of a title search by the Wisconsin Department of Natural Resources to determine ownership of land as a first step in the process. Those desiring further information or who wish to support the effort should write to: Frederica Kleist, 528 W. Cook, Portage, Wis. 53901. The American Canal Society supports the preservation and restoration of historic Portage Canal. (Compiled from information provided by ACS members Frederica Kleist and Herb O' Hanlon - Ed.)
A BICENTENNIAL CANAL?

"Low Bridge, Everybody Down" was a song written about the Erie Canal, but had the hopes and plans of our colonial forefathers been realized it might well have been none other than Williamsburg. For today, a long-forgotten act of the colonial House of Burgesses meeting there in February, 1772 has come to light. The act provided for the "Cutting of a navigable canal from Archer's Hope Creek, to Queen's Creek, through or near the city of Williamsburg."

In those times both creeks were flourishing shipping points for Virginia's colonial capital and expressly planned as such when Governor Nicholson laid out the town at the turn of the century. Williamsburg's maximum elevation is now reckoned at 90' above sea level, but it would have required only a comparatively short linear excavation up various gullies to unite the headwaters of the two creeks by canal, so bisecting the ridge down the spine of the Peninsula, and making Williamsburg directly accessible by boat and creating an island out of today's Newport News, Hampton and York County. Reasonably enough, this is exactly what the legislators of 1779 planned, but never quite brought about since the Revolutionary War intervened.

Although some extensive navigation schemes proposed in colonial times were revived soon after the new nation came into being, the York Peninsula canal plan faded into obscurity. Quite likely, the transfer of the seat of government from Williamsburg to Richmond in 1779 had a lot to do with it, for Williamsburg importance waned, and even George Washington's vast enthusiasm for internal improvements failed to revive the Archer's Hope Creek to Queen's Creek Canal. (Condensed from an article by ACS Director Alexander C. Brown in the 1975 edition of Panorama — Ed.)

THE DELAWARE AND HUDSON REENACTMENT

The Delaware and Hudson Canal Historical Society and the town of Wurtsboro, New York on 19 July 1975 joyfully celebrated the 150th beginning of the Delaware and Hudson Canal by turning over a symbolic showbag of earth for the installation of a monument in the town where the canal began. Among the events attending the celebration were the showing of the late Maurice Wakefield's paintings by his wife, Barbara, and their children, Dorothy Sandersen, author of the Delaware and Hudson Canalway, several local historians, and Wurtsboro descendents spoke at the occasion.

D. & R. CANAL BOOK

This photograph is one of the 275 excellent photographs offered in ACS Member Bill McKeever's new book The Delaware and Raritan Canal: A Pictorial History. This is not just a book for "Canal Buffs". Every railroad enthusiast, steamship fan, and collector of New Jersey lore will welcome this book, the result of many years' research on the part of the author. The book contains 128 pages, is hardbound and has a format of 8 3/4 by 11 inches. The price is $14.00. The book is published by Canal Press, Inc. 39 W. Springettsbury, York, PA 17403.

NEW BOAT MODEL AT ROSCOE VILLAGE

A pink invoice enclosed with this issue will be a reminder to a small percentage of our members that their 1976 dues remain unpaid. Failure to return a check promptly will result in removal of your plate from our active mailing list. "Not seen!"

New Boat Model at Roscoe Village

Something new to the Roscoe Village Canal Museum is a six-foot-long canal boat model of a family boat complete with figures and a clothesline on the deck for the family washing. Nancy Horrocks, Director of Restoration at Roscoe Village, is shown sieving tiny hay to put in the stable of the model.
3,000 YEAR OLD CANAL
REDISCOVERED

"Eastern Canal"
Changes Interpretation of Old Testament

The "Eastern Canal", an unsuspected waterway which may have been "The Shur of Egypt"; "The Way of Horus" and "The Dividing Waters" of ancient records (up to now thought to be a fortified wall, or a branch of the Nile), guarding the eastern flank of Egypt, along the east border of the Nile delta, has been rediscovered by three Israeli scientists. The discovery has changed the interpretation of early texts, including Genesis and Exodus.

The canal was evidently primary for defense, but used for navigation, perhaps with a depth of 2 or 3 meters and a bottom width of 20 meters - compared with de Lessaps' Suez Canal some 3 millennia later, 6 meters deep and 22 meters wide. It ran northwesterly, from the Nile at Cairo, through the Wadi Tumilat to Ismailia, now on the Suez Canal, through Quantara, and to the Mediterranean. It could be as old as the earliest pyramids, which go back to about 2600 B.C.

Linking this route with the Red Sea, south from Ismailia, was a task left to a later age - to join the Mediterranean and Indian Oceans. Pharaoh Neco (610-544 B.C.) is credited with the first attempt; he evidently re-excavated part of the Eastern Canal but abandoned the project after losing some 120,000 men. The line was finally completed by the Persian, Darius (522-486 B.C.), and lasted into Roman times, then was briefly opened again in A.D. 644 by the Moslem Omar. Parts of the canal were found centuries later in 1872 when the Suez Canal was being constructed. Now with these recent discoveries, made with the aid of aerial photographs, we may learn more about the very early beginnings of the Suez Canal. (See "Evidence for an Ancient Egyptian Frontier Canal" by Amihai Sneh, Tsvia Weissbrod and Itamar Perah, American Scientist 63: 542-548, 1975.)

(W. E. Trout, III, Ph.D.)

BAILLIE-GROHMAN CANAL PARK

Construction of the Baillie-Grohman Canal at Canal Flats, British Columbia underway c1888. (Mrs. Mabel Jordon and Vice-Admiral Baillie-Grohman)

Great progress has been made by the Historical Association of East Kootenay in putting to good use the remains of the Baillie-Grohman Canal, which was described in American Canals #7, and in Part 1 of the American Canal Guide by the establishment of a park at Canal Flats on 7 September 1975.

THE CRANBROOK DAILY TOWNSMAN
(31-7th Ave. S., Cranbrook, B.C. V1C 1H6) put out a 2-page spread on the history of the canal and the park in the Oct. 2 issue; copies may still be available at 20¢ ppd. Keep your Canal Guide handy when visiting western Canada so you won't miss this new and important canal park.

OLD CANAL SONG

The Boatman's Call: The Boatman's Call
We hear it mid the water's fall,
Uprising clear above it all!
"Prepare the Lock! Our barge is here;
Our steady team has borne us near,
Open the way, the way make clear!"

(A song from the West Branch Canal, submitted by Mrs. Emma Carpenter from Old Town by Isabel Winner Miller. Please send in any canal songs, sayings or expressions you have to be shared by readers of American Canals. - Ed.)

GOOSE CREEK

The American Canal Society is on record as supporting Goose Creek in Loudoun County, Virginia as a Scenic River. ACS VP Bill Trotz in his supporting letters to members of the Virginia Legislature emphasized the historic nature of Goose Creek, pointing out that a century or so ago the Goose Creek and Little River Navigation Company (led by George Carter of Oakland and Charles Fenton Moore) began a project to make the creek navigable by canal boats, with a series of locks and dams. The project was abandoned when it became clear that railways were more practical. (Those are fighting words, Dr. Trotz - Ed.) The old dams washed away long ago, leaving the creek in its natural state, but many of the stone locks are still here and there along the length of the creek - genuine historic sites awaiting rediscovery by the traveler. Happily, the public-spirited attitude which made George Carter's project possible, still prevails in Loudoun County.

NEW FRENCH WATERWAY

The French government recently began work on a canal from the North Sea to the Mediterranean, a project going back to the dreams of the Roman Empire under Nero.

The project parallels a projected 2,173-mile network of inland waterways, running from the Dutch port of Rotterdam on the North Sea through the Rhine, Main and Danube Rivers in Central Europe to Constantia, Romania, on the Black Sea. About 91 miles of canals are left for completion in West Germany to finish the system to the Black Sea, and French exports say that they could be finished by 1985.

Possible route of the rediscovered Eastern Canal (ca. 3000 B.C.) and the Pelusiac Branch of the Nile; Darius' canal (500 B.C.), and the Suez Canal (1869 A.D.). (Modified from AMERICAN SCIENTIST)
LOUISIANA LOCK ON NATIONAL REGISTER

When driving down Route 1 along the W. bank of the Mississippi, 13 miles below Baton Rouge, don't miss picturesque Plaquemine (or Bayou Plaquemine) Lock, which since 1961 has been a Corps of Engineers park mid the middle of the town of Plaquemine. Bayou Plaquemine (from the Indian for persimmon) was made famous by Longfellow's "Evangeline" and was connected directly with the Mississippi until a levee was built in 1867 by Iberville Parish. To restore the connection, the lock was constructed in 1895-1909. Designed by Col. George W. Guelphs of the Corps of Engineers (later Chief Engineer for the Panama Canal) it had at the time the highest fresh-water lift — 55 feet — of any lock in the world. In 1981, it was replaced by the Port Allen Lock across from Baton Rouge.

A tour of the variety of locks in Louisiana will appear in a future section of the American Canal Guide, and will include the Plaquemine lock, the best canal park in Louisiana, and the only lock in the state on the National Register of Historic Places.

(From Nisgare write-up by Gary J. Herbert, Editor, The Greater Plaquemine Post)

FOX RIVER

The Berlin (Wis.) Boat Club will begin repairs to the Eureka Lock (one double lock) of the Fox River after Labor Day with the aid of equipment from the corps of Engineers and perhaps some materials from local contractors. The Eureka Lock and the lock tender's house have been submitted as candidates for the National Register of Historic Places. Donations for the restoration of the lock are needed by the Berlin Boat Club, P.O. Box 148, Berlin, WI 54923.

SUSQUEHANNA WEST BRANCH CANAL

An old print showing a canal "freighter" traveling along the West Branch Canal near Jersey Shore. The original caption reads, "Res. of James V. Crane, Nippenose Tp., Lycoming Co., Pa. Built 1776." (Courtesy Marion E. Gamble.)

CLASSIFIED ADVERTISEMENTS

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American Canal & Transportation Center, Box 919, Shepherdstown, WV 25443. In WV add 3% tax. Add $5 shipping $5.99 & under, 50¢ over $5.00.

NEW RIVER

The American Canal Society strongly supports the Proposed New River Wild and Scenic River in West Virginia. The James River and Kanawha Company spent a great deal of time surveying the gorge for a canal which was to have connected the Ohio Valley with the Atlantic; and they did in fact complete a tumpike, now US-60 and I-64, to complete such a link by road. The river was used to float logs, and was probably used by man-powered, piled, river barges. Research into the historical aspects of the gorge might develop the historic location of the original tumpike dating from the 1820s, and evidence of early navigation of the river through the discovery of wing dams, sluices and eye-bolts through low-altitude aerial surveys at extreme low water.

*New offerings