ERIE CANAL LOCK 62

On November 13, 1976 the Old Erie Canal Trail, connecting the Barge Canal with old Erie Canal Lock 62 was dedicated. In addition to clearing a 50 year growth of trees and brush to open up the old towpath of the canal, the bed of the canal was cleared of debris, graffiti removed from the stonework, a protective fence was built and access to the lock were constructed, all part of a future mini park being built around the lock.

This was the culmination of a year of intensive effort carried out by a Town of Pittsford citizens committee headed by Judy Kaplan, town official, the N.Y. State Dept. of Transportation (which held title to the land), groups of Girl Scouts and Boy Scouts, a U.S. Army Reserve unit, the Rotary Club, local machinists, and many other groups and people too numerous to mention. This is an outstanding example of how citizens and local government can cooperate in restoring and preserving some of our industrial heritage.

(Weldon J. Nielsen, ACS)

MIDDLESEX CANAL BOAT RECONSTRUCTION

The launching of the 1803 Middlesex Canal Packet Boat, the "Colonel Baldwin" took place in July on the Middlesex Canal at North Woburn. It was moored and displayed until Labor Day, when it was, by special invitation, transported to the Museum of Science in Boston. The packet was docked in the Charles River at the Museum, where over 5,000 visitors boarded the historic craft during her ten-day stay. The "Colonel Baldwin" was then transported to the Merrimack River in Lowell, Mass., the Northern terminus of the Middlesex Canal, where she became the first canal packet to cross the river in over 120 years. She now rests on a custom made trailer awaiting her maiden voyage in May along a one-mile reach of the old canal. (Photo by Mark Haggerty)

DISMAL SWAMP STUDY

According to a study released by the Department of the Interior, the Dismal Swamp Canal and its Feeder Ditch may become the major access route for visitors into the Dismal Swamp National Wildlife Refuge, which was recently established to save the remainder of the Great Dismal Swamp in Virginia and North Carolina. The study recommends that motorized access be prohibited, except for public boat tours and perhaps a ride on a narrow-gauge timber train. A number of the canals were originally built as canals for timber and there will be hiking trails as well. The idea is to keep the visitors impact to a minimum, and the canals are ideal for this. In agreement with recommendations made by ACS, water supply for the canals will be secondary to the needs of the swamp (the source of canal water) and inclined planes or other water-saving devices will be installed at the canal locks -- perhaps the locks may also be reduced in size, to be more suitable for present-day yacht traffic along the Intracoastal Waterway.

LEHIGH BOAT REMAINS

The latest on the canal boat remains in the quarry in Northampton Borough, Pennsylvania is that there are three or four boat remains rather than the large number reported earlier. Diving has ceased for the winter, so it will be next spring before we have further information on the quantity and quality of the boats. (John Miller, President, Pennsylvania Canal Society, 3520 Quincy Lane, Hanover Farms, Bethlehem, PA 18017.)
CAPTAIN'S CORNER

I have often lamented the plight of the small national organization in its survival in spite of its expertise in its field. This situation was brought home to me again last week when I received my last copy of "Echoes of History," the publication of the Pioneer America Society. Editor H. H. Douglas announced the demise of the society because of its lack of funds and its inability to manage only on dues of its members in an age of increasing costs of all kinds. We will miss the Pioneer America Society, but even more the work done by its founding Director, H. H. Douglas and Secretary June Douglas. Their work has been an inspiration to all of us and many useful preservation efforts have been made over the past ten years under their leadership.

The shame of it all is that such wonderful work has to be laid aside because of a few thousand dollars which would assure its continuation. There is something wrong when the organizations of experts lose out, when there is money available in preservation, but put to other purposes. One of the best problems is the slack of time and expertise of the canal national organization in knowing how to go about obtaining private funds. Another is the national system of things where most preservation money is fed down through the various states. What each organization needs is a millionaire who also happens to be a member of the organization and an enthusiast in whatever it is that the organization does.

The following letter to AGS Vice President and Editor of the American Canal Guide, Dr. Bill Trout brings mixed emotions: one of pride that we are doing a good job; and the other that if we are doing such a good job, why isn't there someone up there who is the hierarchy of things who recognizes the need and plight of the specialized, expert national organization?

"Thank you very much for your comments on the draft Bicentennial Catalog of Transportation Progress and for endorsing the initial two parts of The American Canal Guide. In the course of editing this Catalog, I have spoken to a number of State Historic Preservation Officers on the historic canals within their States. In almost every case, the information that they send to us came originally from the American Canal Society. You and your organization deserve congratulations for your unique and valuable effort to bring attention to the important role of canals and waterways in our Nation's history. I hope that our publication will contribute to the American Canal Society's goal of searching out and saving the historic canals in the United States." (Signed John T. Kingson, National Bicentennial Transportation Catalog, Dept. of Transportation.)

Tom Hahn

CROSS-FLORIDA BARGE CANAL DOOMED?

End view of Rodman Dam on the Cross-Florida Barge Canal, with Lake Oklawaha to the right. (Gould photo.)

The Florida Cabinet voted 8 to 1 against completing the Cross-Florida Barge Canal, recommending that Congress end the controversial waterway. While the cabinet vote was not the official end of the canal, it may mean its death as Congress rarely continues public works opposed by state officials. Though many environmentalists applauded the action, others felt that much anticipated canal traffic would be shunted to land transportation, thus requiring environmentally damaging new highways.

Among other things to be decided is the disposition of the land acquired for the 110-mile canal and $70 million of canal structures, including the lake created by the damming of the Oklawaha River.

(Based on information submitted by AGS Director Alex Gould, 6338 Palm Beach Blvd., #114, Fort Myers, FL.)

A bridge resulting from the Cross-Florida Barge Canal, built in 1967 to carry Route 19 across the canal at a height of 65 feet. (Gould photo.)

AMERICAN CANALS, NO. 20 — February, 1977
THE HENNEPIN CANAL (Part Two)

by Mary M. Yeater

(This article is the second in a series on the Hennepin Canal, formerly the Illinois-Mississippi Canal. Part Two continues with the planning stages of the canal under the title of "The First Fifty Years. Mary M. Yeater is an historian working for the Hennepin Canal Parkway.)

The Civil War renaissance of the Hennepin Canal enthusiasm brought the issue before the public eye once again. During the remainder of the 1860's, several state legislatures, most notably those of Iowa, Illinois and New York, memorialized Congress for the establishment of a canal by the Federal government. Though these attempts were futile from the standpoint of appropriations, they did encourage local pro-canal initiatives in the face of massive post war railroad construction.

The local pressure for canal construction was augmented by the fact that many farming districts usually served by only one railroad line were hard hit by sky-rocketing freight rates. Farming and business interests unable to compete with Eastern producers in the important market places of the East began to build those "Granger" political coalitions. By 1870, though, the "Granger" political leaders had won control of the Illinois legislature.

The first survey of the proposed canal, although made in 1866, was not the result of the Genesee Convention. Instead it was the result of a subscription taken up among citizens of Dixon, Illinois, J. C. Hudnutt, a civil engineer and surveyor, proposed a canal 60 feet wide on the water line with a six foot channel and locks 150 by 51 feet. This canal would connect Dixon and near Watertown, Illinois, on the Mississippi, with a feeder from the Rock River at Dixon. The estimated cost was $4,500,000.

After a resident of Northern Illinois, Ulysses S. Grant, was elected President in 1869 the Federal government began to respond to Illinois "Granger" pressures. The first Federal survey of the proposed canal was made in 1870 under the authority of the Secretary of War. The U.S. Corps of Engineers and conducted by Graham P. Low, Civil engineer and surveyor. Low's plan for the canal followed the same general line as Hudnutt's but allowed for a canal 190 (set wide), seven feet deep with 500 by 70 foot locks at a cost of $12,500,000. In 1872, on President Grant's recommendation, the Senate appointed a committee to study the value of the proposal. This committee concluded that a canal would have a great advantage on the railroad transportation of freight rates and probably as an appeaser of "Granger" agitation and dissatisfaction in the mid-west.

This Federal interest in the proposed canal revitalized local pro-canal agitation. In 1871, four hundred representatives of commercial, municipal and farmers associations from seven states convened in Davenport, Iowa and authorized a Hennepin Canal Commission to negotiate with Chicago groups stressing the national importance of the proposed canal. The Hennepin Canal Commission also sent agents through the East to encourage national support for the venture.

The agents were most successful in gaining support in New York State, the home of the new President Chester A. Arthur. They also secured passage of a resolution in the Illinois General Assembly calling for Federal construction of a canal. These efforts bore fruit in 1872 when the issue came before Congress. A compromise bill provided $300,000 for another survey of the route and the gathering of information on the practical value of the project. The final amount was so small because many Representatives and Senators were leary of a national commitment to a project located entirely in one state and because of the hostility of lower Mississippi Valley and St. Louis interests who were afraid trade would be diverted to Chicago.

The results of the 1872-73 Federal survey carried out by Mayor W. H. H. Benyoun of the Chicago District of the Corps of Engineers was the recommendation that one of three routes be selected for the Hennepin Canal, the Marais d'Ozier (Willow Marsh), the Waterfront and the Rock Island. The line of the Eastern half of the route was the same on all three surveys: the canal would begin at the great bend of the Illinois River about 1.75 miles above Hennepin and run along the Scurio Creek Valley to a summit level, 18 mile West. The three routes differed only on the remaining Western portion. The northernmost route, the Marais d'Ozier, had decided advantages; it was in a low lying area connecting the Rock and Mississippi Rivers upstream from Rock Island. During the high water season, the Marais d'Ozier flooded to a depth which permitted steamboat travel between the two rivers entailed excavation in rock and through a soil much more difficult to work.

The 1873 report also stressed the economic advantages to be gained from the construction of a Hennepin Canal particularly for development of the Upper Mississippi River. Arguments were presented that the canal would complement the railroads as well as compete with them: the waterway would be important in the transport of coal and bulky freight while the railroads would cater to light freight and perishable goods.

In 1870, Congress appointed a Board of Engineers to examine the proposed routes and investigate the effect the canal would have on national commerce. The Board reported that benefits would exceed costs and suggested that the Marais d'Ozier route be used. The favorable report on commerce was accepted by the Secretary of War and the Chief of Engineers, but they rejected the routing suggestion. For commercial reasons and because of "greater military significance" (perhaps related to the arsenal located at Rock Falls) the Rock Island route was decided upon. The canal would then follow the previously (Concluded on Page Four)
CHAMPLAIN CANAL DATA NEEDED
We in Waterford are beginning efforts to compile a comprehensive history of the 1829 Champlain Canal, running from Waterford to Whitehall, New York, for eventual publication. As New York canal enthusiasts know, no such separate history of this important waterway has been published to date, undoubtedly due to the lawsuit of an ever-shrinking effect by the Champlain’s more celebrated sister canal, the Erie.

We hope to correct this void, though we have no illusions about the amount of work involved. It is for this reason that we are seeking assistance from all ACS members. If anyone has any historical data, stories or information connected with the old Champlain Canal, we'd like to hear from them. We are also very much interested in relevant photographs, prints, maps, etc., and would be willing to cover the cost of copying any such useful materials. Naturally, all contributions will be duly credited in any eventual publication. If you believe you have any information, pictures or other items of potential interest and use in this endeavor, please write: Carry F. Douglas, Chairman, Waterford Canal Action Committee, 123 Poinciana Road, Waterford, New York 12188.

THE HENNEPIN CANAL (Part Two)
(Concluded from Page Three)

previous surveys were submitted to Congress in 1869. The total estimated cost by then was $8,925,880.

This report finally bore fruit. By the River and Harbor Act of 1890, Congress provided $500,000 for the buying of right of way and for construction of the first five miles of the canal just above the mouth of the Rock River (where most of the area's population was concentrated). The canal as authorized was scaled down in size; for instance: locks were to be 170 by 35 feet to meet some of the objections offered by water-power interests. The Rock River is a tributary of the Illinois, closely with the dimensions of the Illinois and Michigan Canal. Finally, after a fifty-year struggle, the idea of a hennepin Canal was on its way to becoming a reality.

(To be continued.)

BATTERY CREEK LOCK MODEL
Dr. Thomas A. E. Moseley, Jr. has donated a fine 1/8-scale lock and boat model to the VMI museum in Lexington, Virginia. If you don't see it there, be sure to visit the gift shop to purchase a model of this interesting canal lock. The museum is open daily from 9:00 AM to 5:00 PM. This is a very interesting and detailed model of the James River and Kanawha Canal's Battery Creek Lock under the Blue Ridge Parkway, restored by the National Park Service, which helped supply details.

Dr. Moseley writes, "All of my planks for the gates and flooring of the lock are from wood tongue depressors from my old office in Florida. All of the bolts are square heads, custom made by the packing house at the hospital. The iron hardware is made from developed X-ray film. This is a shiny side and a matte side. I'm sure nothing will be found in the cartoon. The lock is made of nothing, then grafted onto a joint, then section by section, then scored for rocks. The tow path is sand, actually from the Battery Creek site. The whole idea of the gages is for the gate to be open, and the gate opening by screw, the pieces of key chain for the ball and socket joint."

Watch for his article on the lock model in a future edition of the NAUTICAL RESEARCH JOURNAL (Meridith A. Edson, Editor) 613 Dahomey Rd, MD, Washington, D.C. 20016.

CANAL MEDALS
Due to the limited number of "Commemoration of the Completion of the Erie Canal" medals available, the price is now $4.50 plus $5.00 shipping. "Commemoration of the Beginning of the Pennsylvania Main Line Canal" Medal sales continue at $4.50 plus $5.00 shipping. Both medals include rigid plastic cases. Send checks to ACS Treasurer W. E. Trout, 1325 Greco Robles Drive, Durango, California 91010.

The restoration of Lock No. 1 of the Illinois and Michigan Canal at Lockport, Illinois has been underway since last fall, beginning with a survey by engineers and followed by clearing of plant growth. Plans are to stabilize the lock walls and then replace the coping stones. The lock and other parts of the Illinois and Michigan Canal are on the National Register of Historic Places. (Courtesy of John Lamb, ACS Director, 1109 Garfield, St., Lockport, Ill. 60441)
by L. W. Richardson

The Indian River Navigation Company. That was its corporate title, but from the very early years it was known in northern Alabama as the Fearn Canal. In later years some historians have chosen to call it the Huntsville Canal.

The valley of the Tennessee River, following the long loop of the stream through Alabama, was an easy goal of white settlers. Even before the final pacification of the Creek Indians, the section that is now Madison County had become the most populous in the new territory. The principal trading center for the region was Huntsville, the county seat. In 1811, the village became the first in Alabama to receive a charter as an incorporated town and in 1830 the first session of the Alabama Legislature met there.

As was true in most of the South, cotton soon became the most important product. Further, most from the coastal swamps, the planters and merchants had a serious problem. Although the long river journey was an easy route to the cotton, the Mississippi to New Orleans was expensive and dangerous. It was the only practical way to get the crop to the market. It became customary to haul the heavy bales of lint to one of two small settlements on the river - Citt's Landing (now Whiteburg) or Trackers. Here, the cotton was stored on large flat-bottomed barges to await the spring rise in the river. Local pilots would then undertake to get the craft through the dangerous stretch of river known as Muscle Shoals. They were not always successful but it would be several years before any attempt would be made to improve the channel and ease their problem.

While this involved and costly transport system worked well enough to bring a measure of prosperity to the valley, the merchants and commission agents of Huntsville were uneasy. The wagon haul over the bottomless roads between the town and the river was too slow and expensive. Besides, planters were beginning to bypass the town buyers and instead were dealing directly with the shippers in the river ports. To assure Huntsville's continued growth and prosperity, a better means of communication would have to be found. What better than a canal?

On Dec. 21, 1820, a charter creating the Indian Creek Navigation Company was granted by Legislature. Five Huntsville men, led by Dr. Thomas Fearn, were named as Commissioners, empowered to open books for the sale of stock in the enterprise. There was no

**CANAL CALENDAR**


May 20-25 - Ohio Canal Society Spring Tour of Ohio & Erie Canal from Lock 27 at Everett to Massillon. Contact Canal Fulton Heritage Society, Box 627, Canal Fulton, OH 44614.

June 4-7 - Fleetwood & Workshop Boat Club (England) 1997 Anniversary Rally on the Chaimesfield Canal. Contact Mrs. June Rice, 11 Cleaveland House, Clayworth, Retford, Notts, U.K.


**Authorized Capital** limitation but the Charter did require that the project be built to accommodate boats drawing ten inches of water and set the amount of toll at two dollars a ton between Huntsville and Picay's Mill (Lanney's Landing).

On the day before the Indian Creek charter was granted, the Legislature had passed an Act creating the Flint River Navigation Company.

The Flint was a longer and larger stream than the Indian Creek. It rose in Tennessee, crossed the state line north of Huntsville and flowed south less than miles east of the town. Its course to the Tennessee was roughly parallel to that of Indian Creek. The charter named Thomas Madison County men as incorporators and provided that the Flint would be improved for the passage of boats from the big river north through fifteen miles to Captain Scott's Mills (now Brownsville). If successful, and if Huntsville did not improve its passage, it could mean that the village would very quickly lose much of its business and would eventually be surpassed by a new settlement.

The promoters of the Flint scheme began work promptly. The river ran for miles through timberland, with immense trees along each bank. As could be expected, from time to time, some of these forest giants would fall into the stream. The amateur engineers on the Flint Board decided that to prevent this, the first several bypasses would be to cut all the riverbank timber. Rather than spend more money to burn or remove the obstructions, it was further decided to fell everything in the river! The theory being that the next spring flood would wash everything downstream into the Tennessee, leaving a clear channel. It seems to have occurred to no one that this approach simply compounded the original problem. The floods came and on the lower Flint there was jammed together an unbelievable mass of twisted and broken tree trunks, a small scale Red River Flat. This was the end of the Flint River Navigation - now Huntsville could breathe easier.

Construction on the Indian Creek project had begun at once but progress was slow. In April of 1822, it was announced that 'Dr. Fearn, President, is receiving bids for the unfinished half.' Five years later, in 1827, there was some traffic on the waterway but it would be four more years before it was financed. Some of the trouble was undoubtedly caused by the usual lack of ready funds. Much of it was due to a shortage of manpower. The possibility that work could only go forward when labor was not needed on the plantations. And the engineering and planning was "home grown." No mention of a Chief Engineer or other imported expertise has been found.

The long delay was disappointing to many of the canal's early backers. It was only the dedication and enthusiasm of Thomas Fearn and his (Concluded on Page Six)
FOX CREEK CANAL

First Alabama Canal (Concluded from Page Five)

brother, George, that enabled the village to celebrate, on the 5th of April 1851, an epoch making event. On that day, two loaded keel boats arrived at the landing by the head of the Big Spring, in the heart of the settlement. On the same day, one of the guards began the return trip to the river. These keels were reported to have had a capacity of 80 to 100 bales of cotton and 50 passengers.

Unfortunately, little is known concerning the depth, width or lock size of the canal. The length from Huntsville to Triana was 16 miles. Of this total, only the norther 21/2 miles was excavated channel; the rest was improved river navigation. There was no problem with a water supply and no summit level to maintain. In Huntsville the route began at Big Spring. This natural fountain has been measured in recent years and has a flow of 24 million gallons per day. It was possibly greater in the 1850's.

The excavated section was essentially a deepening, widening and straightening of the natural channel from the spring. The average Tennessee River level of the period was between 40 and 80 feet long with a beam of 7 to 10 feet and when loaded, drawing 18 to 24 feet. It was the only canal in the area and it was the railroad of the 1850's. Locks and other structures were built of wood.

From the Spring, the line went directly south. The first lock and dam was located at the end of the excavated section. A natural feeder from Brahan's Spring emptied into the canal above the lock and further augmented the water supply. At this point, the route enters the huge reservation of the Piedmont Apana. This was the home of the Gothaer C. Marchant Space Center and all the supporting facilities that have made Huntsville the "Rocket City of the World." Exploration of the remaining line of the canal is therefore, quite limited. In years past, it is doubtful that any trace of the old canal exists.

Just below the first lock was a considerable pond, utilized by Silsey's Sawmill. The second and remaining lock and dam was situated about a mile and a half further down, in the channel of the river. Beyond that, about six miles from the Spring, the Farm's owned a large tract of timber and are presumed to have operated a sawmill on the canal. The ownership of the timber may account for some of Dr. Farm's great interest in the canal. On the Farm property, Byrd Springs Creek joined the main stream from the east.

From the junction with Byrd Springs Creek, Indian Creek coursed west by south for some six miles to be joined by Price's Fork, flowing in from the north. At the fork was located Loyne's (Prouty's) Mill and Landing. Although the Farm Canal was always described as being 16 miles in length, the 12 miles above Loyne's seems to have been all that was improved by the Navigation Company. This is subject to the terms of the charter, wherein the Company is allowed tolls for only the route above Loyne's.

OVERSEAS MAILINGS

When we began soliciting overseas memberships in the United Kingdom and other countries overseas, some of our out-of-State members indicated that they would prefer air-mail delivery of their quarterly bulletin. As a result, we cut our overseas rates somewhat higher than our domestic rates to absorb this additional mailing cost. Lately we have found, because of the bulky nature of most of our mailings, that it is much more economical to use steamer mail, at a sacrifice in time of only a few weeks in delivery.

We are therefore placing this saving along to our overseas members, whose annual dues rate (single) has now been reduced to $60 per annum, same as ACS members in the U.S.A. and Canada. $9 U.S. dollars for family membership, etc.

SECRETARY'S NOTE

As of press time for this issue, almost 80% of our membership have responded to our appeal of November 1976 and have paid their dues for 1977. In an all-volunteer organization, such as ours, we appreciate greatly, as it reduces the amount of paper work we usually have to do at this time of year to remind those who are slow in paying their dues, or who have just 'planned forgotten.'

However, we still have the remaining 20% to worry with. Some of you will find duplicate invoices enclosed. This means your 1977 dues have not been paid. Our policy is that we will give you a second reminder only, and then your name will be dropped from our mailing list. Virtually all of your dues money is being used to bring you this issue of the Bulletin. On time, the best information obtainable on canal activities throughout the world.

We have had comments from many of you on the quality of our quarterly bulletin, and expansions of services that we are able to produce this kind of material at such modest cost. It is possible only because of a team of dedicated canal buffs who are willing to donate their time in collecting, editing and publishing this information. We need your continued support to keep it going.

Bill Shank

The Farm Canal was a useful and busy waterway for at least a decade. The date of abandonment is not known but it must have been sometime after 1946.

Name changes through the years make it difficult to follow the route on today's maps. Before 1850, the creek above Loyne's Landing became known as the Huntsville Spring Creek. The lazy USGS maps have it downgraded it to the Huntsville Spring Branch! Whitehead and Triana are still on the map but both villages have been moved from their original river front sites to higher ground.

Huntsville is an historic town and has moved to preserve its heritage. Some 20 structures built before 1840 still stand in the downtown district. Historical markers abound. Sadly, no monuments have been raised to tell of the first Alabama canal. However, there is the Big Spring, surrounded now by a park. The wharf at the terminus of the canal was described as being "loaded with 3 yards of coal and 'smoldering' coals for the iron foundry across the river."

It has been mentioned that Huntsville is published as "The Rocket Capital of the World," the Chamber of Commerce should ever wish to enlarge this theme they could consider this From Keel Boats to Space Shipyards.

(This is the first of three articles on early Alabama canals by ACS Director Lew Richardson.)
SOUTH HADLEY INCLINED PLANE

by Herb O'Harrow, ACS

Early attempts to open navigation on the Connecticut River led to plans for short canals around various rapids in the river. The first to be completed was the South Hadley Canal at South Hadley, Hampshire County, Massachusetts. Beset with problems from beginning to end, the South Hadley Canal was surveyed in the summer of 1732 and completed in April of 1735. Supervisor of engineering for the project was Benjamin Prescott who in later years became superintendent of the government arsenal at Springfield, Massachusetts.

According to Neal Fazsimons in his article Benjamin Prescott and the Hampshire Machine, 'The canal began at a point by the South Hadley and of the great dam and extended two and a half miles along the River's trend northward entering the River above its wing dam projector obliquely outward. Most of the way the cutting was through solid red slate rock, and proved costly. The capacity of the waterway was equal to the transportation of loads of hale property feet long and twenty feet wide.' Tonnage maximum was of twenty-five gross tons.

The mechanism used in the canal to raise or lower boats and rafts was unusual. Instead of using locks, an inclined plane was devised and successfully employed. The piers, which were completed, was two hundred and thirty feet long with the face elevated at thirteen and a half degrees the height of thirty-three feet. In addition, the face of the incline was covered with stout planks.

In operation, boats were floated into a submerged carriage in the lower lock chamber. When the water in the lock was lowered, the boat settled in the carriage. (Here the water was covered and not explored.) The boat and carriage were then drawn up the plane by use of haulers (later chain) that were wound on a drum powered by a pair of sixteen-foot overshot water wheels. The two water wheels were located at the top of the inclined plane, one on either side of the canal. Power to operate the wheels was furnished by water from the canal. When a boat was passed downstream, the process was reversed with enough water being fed into the twin water wheels to lift the boat. Tonnage cost of the project amounted to $8,000, all of which was raised by lottery.

During its lifetime, the canal was the subject of many complaints from people living along the river. Fishermen voiced opposition complaining that the dam was a hindrance to shad and salmon ascending the river. Northampton in 1800 proclaimed the dam to be a nuisance and demanded its removal. Towns upstream maintained that the lowlands flooded by the dam were responsible for outbreaks of malaria. They, too, demanded removal of the dam. The proprietors of Locks and Canals, County of Hampshire, Massachusetts, who owned and operated the canal insisted that the canal was vital to transportation in the area and offered to make improvements that would lower the dam and the water level behind it, several feet. Another lottery to raise $50,000 was successful and work was soon begun on making the necessary changes. The channel in the canal was deepened, the dam was lowered, and live locks were substituted in place of the inclined plane. All improvements were completed in 1805.

The first successful inclined plane to be placed in operation on a canal was in 1788 when one was installed in the privately-built Kelms Canal in Shropshire, England. But, when Benjamin Prescott decided to use the inclined plane at South Hadley, he had no precedent in this country to follow; he was obliged to execute it largely on original lines.

NOTES FROM ENGLAND

"Prince Charles, taking the helm of a narrow boat for the first time last week, on the Welshpool section of the Montgomery Canal, ran aground four times. His comment: 'It's not as easy as steering a minnowboat.' (From Broadsheet, the newsletter of the Staffordshire & Worcestershire Canal Society, July 1976)

"This incident was described by a friend: 'I was cycling up Harringay Hill toward Manor House when I overtook a red car - dunno what sort it was - with an 'I Dig Canals' sticker in the back. It didn't occur to me that it wasn't you, so I pulled alongside and thumped on the roof. I looked in and a surprised lady didn't know what to do. So I didn't take my bill and rode off into the traffic. If the lady concerned reads this, I hope it will clear-up an otherwise unexplained incident.' (From NAIVIES 66, newsletter of the Waterway Recovery Group, May 1975)

CANAL STUDY

The Columbia-Montour Joint Planning Commission, Courthouse, Bloomsburg, Pa. 17815 has just issued the "Columbia and Montour Historic Transportation Study," an interesting 80-page booklet, which includes detailed photos and maps of the Susquehanna North Branch Canal in those two Pennsylvania Counties. (An H.U.D. project; extra copies available.)

AMERICAN CANALS, NO. 29 — February, 1977
"QUEEN OF THE FLEET"

The Packet Boat "Marshall" shown in this very old photograph, was sometimes referred to as the "Queen of the James River and Kanawha Fleet". Of particular interest to our canal buffs in the deep South is the fact that this boat was used during the War Between the States to carry the body of Confederate General Stonewall Jackson back to Lexington, Virginia for burial in 1863 - via the North River Branch of the James River and Kanawha Canal.

The "Marshall" was the last of the canal boats to enter Lynchburg, Virginia, and was beached on the south bank of the James River one mile above the city. It remained there until carried away by the flood of 1913. The old hull, constructed of galvanized iron is 90' x 14', and is on display at Riversdale Park. The last owner and captain was James A. Wilkinson and the last mate was Captain Wilkinson's son, James F. Wilkinson.

(Submitted by ACS Member T. G. Hobbs on behalf of the owner of the photo, Mrs. Al Bodner, a descendant of Capt. Wilkinson.)

STONE RUBBINGS

One way to develop interest in your canal is to display a stone rubbing of canal masons' marks, or of an inscription or gravestone associated with the canal - even a modern marker. Look closely at locks, aqueducts and culverts for symbols or markings made by the stonemasons. For example, Dr. A. D. Thomas and I found several carefully-inscribed "F's" on the Blackstone Canal lock in Millville, Massachusetts. The rubbings are made by placing a sheet of paper over the stone and rubbing with a hard wax cake or "hooßboll"; crumbling inscriptions are not suitable for this.

The New York Central Supply Co., 62 Third Ave., N.Y., N.Y. 10003 sells an Oldstone Rubbing Kit with paper, wax, brush, tape and instructions for $3.50; get an Oldstone 2 oz. black rubbing wax cake at $1.50 to meet their $1.00 minimum, plus 15% postage. Write for their free catalog of rubbing materials. For large inscriptions or for making extras for the local library a roll of paper is handy, such as the 40' x 10 yd. roll of white Ada (at $5.50 per roll). Further suggestions are welcome - especially a technique for making good rubbings from rough stones. (Dr. W. E. Trout, Vice Pres., ACS)

"CONOWINGO CANAL"

Robert S. Mayo, P.E., ACS Member of Lancaster, Pa., has been searching for years for detailed information on the short-lived and somewhat-forgotten "Susquehanna Canal" in Maryland, sometimes referred to as the "Conowingo Canal", which was completed in 1842 on the east bank of the Susquehanna River, from Port Deposit to Love Island. Now he reports that he has found full information. Both has prepared detailed Conowingo Canal drawings which will be featured in the next issue of "AMERICAN CANALS". Bill Shank has also covered the politics behind this very early Maryland canal (chartered in 1785) in his new book "THREE HUNDRED YEARS WITH THE PENNSYLVANIA TRAVELER", which contains a lengthy chapter on canals in Pennsylvania and Maryland.

An example of a good subject for stone rubbing. This gravestone near the Blue Ridge Parkway commemorates a worker on the J. R. & K. Canal who died of cholera during construction. (Photo by Bill Trout)

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