Canal Vessel Still Sailing

The Chesapeake Bay Ram or Bald-Headed Schooner "EDWIN and MAUD" was built in 1900 at Bethel, Delaware by John C. Moore. She was 208 gross tons, 125'5" in length, 23'8" at beam and 5'6" depth of hold. This design permitted her to use the old Chesapeake and Delaware Lock Canal which she frequently plied while carrying lumber from the Carolinas to Philadelphia and New York. However, the "EDWIN and MAUD" could not navigate the Delaware and Raritan Canal which had more restrictive dimensions in both width and depth. Neither could her three Oregon pine masts, which tower 80' above the deck, clear the Pennsylvania Railroad stone arch bridge at New Brunswick, which only had 50' clearance from the water line. Thus, she had to take the outside route around Cape May to New York.

Peculiar features of inland waterway rams are; a flat bottom; well-sided, and very simple lines; the bold-hooded rig; the mainmast is generally offset from the centerline in order to clear the centerboard well; and the wooden log anchor-windlass. "EDWIN and MAUD" is built exceptionally heavy and strong of Georgia pine. Ipe oak and select Delaware oak, and is fastened with galvanized iron.

The vessel was mainly operated out of Wilmington, Delaware and later Baltimore, Maryland by C.C. Paul & Co., the owner. By 1935, "EDWIN and MAUD" was renamed "VICTORY CHIMES" and a few years later was acquired by Albert F. Paul. With Bellmores sister home port, she was converted to passenger use and by 1950 was operated by Chesapeake Yacht Cruise, Inc. In June of 1954, Captain Frederick B. Guild sailed her to Maine. He has been master of her ever since, running Maine Coast windjammer vacation cruises each summer. The center board schooner "VICTORY CHIMES" sails weekly from Windjammer Wharf, Rockland, ME 04841 (are $299 per person per week. 1977 prices) from June to September.

"VICTORY CHIMES" is the last three-masted schooner in operation on the Atlantic coast and is

Canals on the National Register of Historic Places

The ACS lists of canals on the National Register up to February 1976 were published in "1199," the newsletter of the Office of Archaeology and Historic Preservation, National Register Division, National Park Service, US Department of the Interior, Washington D.C. 20540. (The Executive Order establishing the National Register was #1590.) Members involved in preservation or National Register nominations may wish to get on their mailing list. The canal article in the October issue, by archaeologist Michelle L. Hope, also lists dams and waterworks on the Register.

Camillus Canal Project

It was purely coincidental that the 100th member to join ACS recently was Dr. David W. Beebe, a particularly avid canal enthusiast, and Chairman of the Town of Camillus Erie Canal Project. Last year his group completed the reproduction of Sin's Canal Store (shown above) and this year is building a dam to raise the water level so as to launch a pontoon boat for history lecture tours. Future plans include the recreation of Dill's Landing, a "Canal Town," and the rebuilding of the Nine-Mile-Creek Aqueduct.

U.S. Fills Canal

President Carter revealed today that the Panama Canal has been completely filled in. "We cannot justify our presence in Panama," Carter said, "so we have taken our canal and have gone home." (Submitted by Steve Ottman from the National Lampoon of August 1977.)

Illinois Canal Society

The newly formed Illinois Canal Society had its first meeting last September where the Corps of Engineers took the group on a tour of Lock No. 1 (Lockport Lock) of the Illinois and Michigan Canal and the adjacent older lock. Several meetings of the society are planned for 1978 as well as the compilation of guides for the Illinois & Michigan and the Monon Canals.
Walking a Century-Old Plank

AMERICAN CANALS
BULLETINS OF THE AMERICAN CANAL SOCIETY

"DEDICATED TO HISTORIC CANAL RESEARCH, PRESERVATION AND PARKS"

AMERICAN CANALS is issued quarterly by the American Canal Society, with headquarters at Box 310, 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.

ACS President and Editor-in-Chief - Capt. Thomas F. Hahn, USN (Ret.), Box 310, Shepherdstown, W.Va. 25443.

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

ACS Vice President, Treasurer, Associate Editor and Chairman, Canal Parks Committee - Dr. William E. Trout III, 1923 Clive Rehles Dr., Duarte, Calif. 91010.

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

Chairman, Canal Map Committee, AEC Director, Carrell M. Canty, 7100 Oxford Road, Baltimore, Md. 21212.

Capt. Herb W. Dosey

We regret to inform our members of the death of ACS Member, Herb W. Dosey, whose article "Canal Date" appeared in the last issue of AMERICAN CANALS. Captain Dosey had been associated with ships for most of his life, and had been master of merchant steamers plying the Atlantic Ocean and the Great Lakes. In recent years he has been Chairman of the Museum Committee of the Great Lakes Historical Society.

1978 ACS DUES

We are happy to report that, as of this writing, the large majority of our members have sent in checks for their 1978 dues. However, there are always a few who do not seem to respond to our invoices, which are always mailed with the November issue. In a voluntary organization like ours, it's tough to ask for dues, but when we get a few, we don't have to ask for dues. We will not issue a third reminder. If we do not hear from you before the mailing of our May AMERICAN CANALS Bulletin, your name will be dropped from our mailing list.

MARTIAN CANAL STORIES WANTED

I am looking for science-fiction stories about Martian canals (and other canal speculation) for a possible collection. These should have intelligent, detailed speculations about canals, and not just vague references to them. (As in Edgar Rice Burroughs' stories and so many others. Already known are Red Planet by Heinlein, Bradbury's "The Lost City of Mars" and vonnuem's "The Moon and the Martian Canal"

ACCS DIRECTORS

The following are the current Directors of the American Canal Society:

J. A. L. Atkinson, Esq.
8 South Parade
Doncaster DN1 2ED
England

Loulie H. Cahill
PO Box 745
St. Catharines L2R 6Y3
Ontario, Canada

Cathleen H. Douglas
5422 Hulchin Place NW
Washington, DC 20037

Carroll M. Gainst
1700 Oxford Road
Baltimore, MD 21212

Alden W. Gray
12 Shady Great Drive
Nashua, NH 03060

Capt. Thomas F. Hahn
Box 310
Shepherdstown, WV 25443

L. C. Wilbur H. Hearn
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John M. Lamb
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Westfield, NJ 07090

Lewis W. Richardson
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Gainesville, GA 30501

William H. Shank, P.E.
600 Fenton Road
York, PA 17403

Peter H. Scott
1000 Haines Road
Mount Kisco, NY 10549

William E. Trout, III, Ph.D.
1032 Cinch Road
Duarte, CA 91010

Tony K. Wood
6018 Eastham Circle
Carlin, OH 44718

AMERICAN CANALS, NO. 24 - February, 1978
Early Canal Boats on the James River and Kanawha Canal

By T. Gibson Hobbs, Jr.

(Part one of two parts)

The Lynchburg Virginia Newspapers on file at the Jones Memorial Library in Lynchburg, Va., lose much canal material of interest. Unfortunately the issues for August 1840 through July 1841 are missing. Since the first canal boat arrived at Richmond on December 5, 1840, according to the company records, the Lynchburg newspaper accounts of these first days are not available. The first issue of the paper on file after 1840 is dated August 2, 1841. A number of advertisements and other notes in this and later issues give much information on the canal boats and their operation at Lynchburg. This paper was a bi-weekly at the time.

The canal between Lynchburg and Buchanan was not completed until 1841, according to company records. Prior to the opening of the canal to Lynchburg, much freight was carried up and down the river on bateaux. These were wide flat bottomed boats propelled by poles. Until the canal was completed to Buchanan all traffic above Lynchburg was still carried on the river. Some bateaux continued to be used on the river between Lynchburg and Richmond and no doubt some made use of all parts of the canal. Some of the bateaux were quite large, had captains and names just as did the canal boats. It is not clear from the newspaper listing of boats whether these include only canal boats or whether some bateaux are also included.

President Joseph C. Cabell in his 1854 report to the 20th annual Stockholders Meeting stated that the total number of boats operating on the canal was as follows: For transportation, 75 decked boats, 66 open boats, and 54 bateaux, totaling 195 boats, and requiring 423 horses and 367 men. The average value of these boats with the names was $500 and $525 each respectively. This would indicate the bateaux were not horse driven.

There were six packet boats with an average value of about $2,270 each, requiring 120 horses valued at $150 each, and requiring 96 men.

The canal boats consisted mainly of freight boats with lengths up to 50-59 feet, widths up to about 14 feet, and four feet maximum and capacities of 60 tons or more. The depth of the water in the canal was specified as a minimum of five feet. However, for the first several years after 1840, according to company records, it was not more than four feet deep in places. It is probable that many of the earlier boats were shorter, narrower and with less draft and capacity than the above.

Only a few packet boats were required to handle all the passenger traffic. It is probable that the earlier ones were smaller in size and capacity than later ones.


This is verified in the August 2, 1841 issue of the newspaper, by an advertisement which reads as follows:

“The Packet Boats JOS. C. CABELL, Capt. Huntley, and JOHN MARSHALL, Capt. Hull, will leave this place alternately on Mondays, Wednesdays, and Fridays, at 7½ o’clock A.M. July 15 (date ad was first placed) Boyd Edmond & Co.”

This was a Richmond company with an office in Lynchburg. The ad was continued in subsequent issues for the balance of the year as were other ads mentioned below.

In the report of President Joseph C. Cabell to the stockholders of the James River & Kanawha Co. at their 6th annual meeting in Richmond in December 1840, he mentions canal boats in the start-up of operations earlier in the year as follows:

“Soon after the general introduction of the water, boats began to move upon different parts of the line. On the 4th of October, one of the light and beautiful iron packets belonging to Messrs. Boyd, Edmunds & Co. of Richmond, returned with passengers from the town of Columbus to the city of Richmond. It is likely this was the Joseph C. Cabell and modestly caused him to omit the name.) On the 31st of October, The General Harrison, a freight boat of large class belonging to Messrs. Dolan, Kinneir & Co. of Lynchburg, and another boat of similar description, the property of the same company, arrived at Joseph’s Falls claim, and took on board of flour, with which they descended the canal. On the 18th of November, a freight boat belonging to Messrs. Shepperson & Co. of Scottsville, arrived in Richmond with a cargo of 600 bales of flour from the town of Scottsville.”

On the 3rd day of December, in consequence of the notification given, the freight boat General Harrison, accompanied by a similar boat, both laden with merchandise from the city of Richmond, entered the basin at Lynchburg, and were received with cheers and acclamations by the inhabitants of the town, who had assembled to witness their arrival.

In reference to the above, Aubury Christian’s book states that a race from Richmond had been arranged between a Whig and a Democratic boat. The Whig boat, the William H. Harrison, won the race amid great cheers from the crowd.

The James River and Kanawha Canal entering Richmond, circa 1870. The artist who did this old etching set his easel in the Hollywood area. The Capitol may be seen on the center skyline. (Courtesy of “Picturesque America”)

A second ad in the August 2nd newspaper concerning freight boats reads as follows:

NOTICE

The subscribers on the 1st day of March, 1841, formed a co-partnership under the firm and style of

BOYD, EDMOND & CO.,

for the purpose of carrying freight on the James River and Kanawha Canal. We have now running SIX FREIGHT BOATS of the first class. We will also attend to the

Receiving and Forwarding of MERCHANDISE and the buying and selling of the same at the customary rates. Our Warehouse being situated on the banks of the Canal, will save to customers the additional expense of drayage. Our Mr. Boyd and Mr. Montgomery will reside in Lynchburg.

We beg leave to refer to the following gentlemen:

References in New York, Richmond, Lynchburg, Atlingdon and Wytheville

JAMES M. BOYD
ROBERT EDMOND
HUGH MONTGOMERY
ISAAC DAVENPORT, JR.
B. F. M. D.

A third ad in the same paper listing the names of two freight boats is as follows:

A CAPTAIN
DOLAN, KINNEIR & CO.

Return their sincere thanks to their friends and the public generally, for the very liberal encouragement they have received since they started their line of

BOATS on the CANAL.

And beg leave to state that they have now established a Receiving and Forwarding House in

(Concluded on Page Six)
CANAL SIGHTS IN NORTH HOLLAND

By Wallace Venable

A cruise on the canals of North Holland reminds the boater of the tradition of water management in the Netherlands. Unlike many canal owners elsewhere, the Dutch expect to receive much more than cheap transportation and recreational boating from their investment. This is particularly true in poorer areas such as the region bordering the former Zeider Zee to the north of Amsterdam.

While many canal systems must deal with water shortages, in Holland they must deal with a surplus. This is one of the electrically powered pumping stations which pumps fresh water from land below sea level up into the Ijsselmeer. These have replaced steam pumping stations which, in turn, caused the retirement of windmill pumps.

The canals serve as irrigation supply channels as well as providing drainage. This tractor is one of many to be seen lifting water from the navigable, channel to ditches or sprinklers in the fields.

Self propelled barge of a type common throughout Europe. Most are family operated, some by husband and wife, some by two couples. While underway, deck space is often given over to laundry or to children's play. Cabin windows are decorated with lace curtains and flower boxes. When fully loaded, as in the picture, there is little freeboard, and a walk down the side deck can result in wet feet if another boat passes.

The author's crew taking the cruiser through a lock. Lifts encountered on a summer 1977 cruise ranged from about 4 meters (13 feet) down to about 15 cm (6 inches). Most of the locks and drawbridges are electrically powered. All are professionally manned, usually by retired ships captains. Because of Holland's flat landscape, most of the bridges are low, so drawbridges, rather than locks offer a gentler rate of travel. In some areas locks and bridges are closed on Sunday! (The boat shown is one of a number of English rental boats in Holland available through Bargain Boating.) Many people in Holland use the canals for pleasure boating and swimming.

To visualize the canals of Holland as a transportation system is to miss a critical feature of the Dutch way of life. Even in the unlikely event that all shipping was diverted to road and rail, the canals would remain as vital arteries of the Netherlands.

(The author, Wallace Venable, is associated with "Bargain Boating" of Morgantown, WV.)

April 21-23, 1978 – Spring Tour of the Canal Society of Ohio along the Wabash Canal, Contact Nancy Lonsinger, Roseville Village Foundation, Gustockton, Ohio 43831.


AMERICAN CANALS, NO. 24 – February, 1978
THE HENNEPIN CANAL (Part Five)

By Mary M. Yeater

This article is the fifth of a series on the Hennepin Canal, formerly the Illinois-Mississippi Canal. Part Five is the beginning of “Forty-Four Years as a Commercial Waterway.” Mary Yeater is an Historical Researcher.

The Hennepin Canal was operated by the United States Army Corps of Engineers as a navigable waterway from October 24, 1907, until July 1, 1951. Unfortunately, as a commercial waterway the Hennepin Canal was a “white elephant” from the very beginning. It was a disappointment, a source of frustration, and ultimately a failure. Never in the entire forty-four years did the Hennepin Canal realize its potential as an important link in the inland waterway system. Although it did complete a direct, all-water, commercial route from the Great Lakes to the Upper Mississippi Valley which was 419 miles shorter than the river routes available, the Hennepin Canal was used very little.

It had taken fifty years to approve the canal’s construction and seventeen years to build it, but when it was finished on October 21, 1907, the Corps of Engineers could not wait until spring to pass the first boat. The steamer S.S. Marion, under the command of Captain Rambo, was loaded with government officials, was the first boat to travel the full seventy-five miles of the main line. (Traffic had been open on the west-most five miles of the canal since April 17, 1895.) The Marion left the Illinois River at Bureau, Illinois, on November 2, 1907, and arrived at the Mississippi River near Rock Island, Illinois, on November 15.

Water from the Rock River at Sterling-Rock Falls, Illinois, had been turned into the feeder canal in October 24, 1907. The canal prism, some of which had been completed but unwatered for three years, settled and filled only slowly to the seven-foot operational depth. Moreover, the fact that ninety-one continuous miles were filled from one set of feed gates slowed the process even further. (These ninety-one miles included all the feeder and all of the main line except the five miles filled in 1895 and the eight miles which flow in the Rock River.)

First the 29.2 miles of the feeder had to fill. Then the eleven mile summit level pool had to fill to a point where water would descend from both its eastern and western ends simultaneously. Finally, both the eighteen miles to the Illinois River and the thirty-three miles to the Rock River channel had to fill to a seven-foot depth. Of course, this process was not complete by the time the Marion began her voyage. Only one level at a time contained enough water for the passage of the boat. The water was locked through from stage to stage; in effect, the Marion had to carry her own water with her. Because the Corps could not wait until spring, the Marion was equipped with iron guards to break the already formed ice. When the steamer arrived at Lock 26, she had to use the iron guards to push open the gates. The upper gates could not be operated manually because of a tangled mass of ice and weeds brought down by the flooding of the canal.

Even after the Marion reached the last five miles of her journey (the stretch of canal that had been open to traffic for twelve years), there were still problems with the amount of water in the canal. Instead of too little water, there was too much water. Instability in the water had been raised a foot above the established level and the Marion could not get under the Rock Island Bridge. Captain Rambo remedied this difficulty by offering the first 200 people who could gather along the bank a free ride so that the extra weight would lower the boat until it passed under the bridge. Charles S. Daemen, Governor of Illinois, and a large crowd were waiting just west of the bridge to welcome the first boat to pass through the Hennepin Canal. To allow the Marion to navigate, the Marion was the last boat to travel the Hennepin Canal until Spring.

Once the entire waterway was completed and opened to navigation, the labor force had to be reduced from the high level required by construction. After 1910, the Corps employed at least fifty men, and often more, full-time, year-round to operate and maintain the Hennepin Canal as a commercial waterway. This workforce, although comprised entirely of civilians, was under the direct supervision of the Rock Island District Office of the U.S. Army Corps of Engineers.

For purposes of administration, the Corps divided the canal into subsections, each in the charge of an overseer. These sections varied from four to twelve miles in length. Each overseer had under him lockmen or patrollers, or both. All the overseers, lockmen and patrollers were full-time, year-round employees, and houses adjacent to the canal were provided for all of them. Plant for the residences which full-time employees were required to live in were constructed by the Corps of Engineers; the Corps built the other thirteen specifically for the project. Seven of these were of common design, two-storied frame houses containing eight rooms.

The status of the overseers was reflected not only in the size of their houses but also in the incentives provided—all were equipped with indoor plumbing. Six other overseers houses were individually designed. It is probable that the overseers who occupied these houses had even more status than the average. These houses were always located in sections of the canal where warehouses or other facilities indicated a centralization of some particular maintenance operation. The larger and more ornate or luxurious houses probably reflected the increased authority or responsibility that fell to the overseers of these sections. All the overseer residences were surrounded with concrete walks, concrete driveways, and porches.

The novelty of concrete did not wear off. This was, after all, the first American canal made entirely of concrete (without stone facings).

(Continued on Page Six)
"WATERSLOPE" SYSTEM
165 YEARS OLD
by Ernest H. Schell

The French, who have developed a lockless "wateslope" system on the side canal of the Garonne River, employing two locomotives to push barges of wine, are pioneers in the art of vertical transportation of water. The American Canal and Lock Company, established in 1835, was one of the first to attempt such a system in the United States. The company built a number of canals with inclined planes, or "wateslips," to transport cargo over water obstacles.

Hennepin Canal

(Concluded from Page Five)

The Corps provided thirty-eight houses for lockmen and their families on the Hennepin Canal. These houses were generally of common design and simply furnished, but they were more roomy than the earlier canal workers' quarters. The enlarged houses provided more living space and included two or three bedrooms in addition to the main living area.

Evans was primarily concerned with canal development. He and his assistants were responsible for the construction of the canal system. They used a combination of steam engines and windmills to power the locks and pumps.

In 1860 he built a foundry and a steam engine factory in Philadelphia known as the Evans Works, and it was the necessity of obtaining plentiful supplies of coal at a cost that brought him to the shores of the Ohio River. He established a foundry and a rolling mill in the city of Evansville to supply iron and steel to the railroads.

The Corps of Engineers also built a number of other structures along the Hennepin Canal, including bridges and dams. These structures were designed to prevent flooding and to control the flow of water in the canal.

Maintenance work during the years of operation included patrolling the banks, operating the locks, strengthening banks, repairing bridges, replanning the canal, and maintaining the overall system. The Corps of Engineers used a variety of methods to maintain the canal, including the use of steam pumps and water wheels to control the water levels.

The maintenance work was expensive, and the Corps of Engineers struggled to keep the canal in good repair. The total cost for operation and maintenance from 1903 through 1915 was $8,900,000, or an average of $719,000 per year. The high cost of operation and maintenance led to the eventual abandonment of the canal in 1925.

The Corps of Engineers also constructed canals in other parts of the United States, including the Illinois Waterway, the Ohio River, and the Mississippi River. These projects were designed to facilitate transportation and commerce, and they played a significant role in the development of the western United States.

(Continued from Page Three)

CanaL BOATS—J.R. & K.

Richmond, on the north side of the Basin, a little above the Tall House, under the same sky and firm, to operate in connection with their line of boats and their House in Lynchburg — and any Goods or Produce connected with the Canal, will receive their direct attention, and will be forwarded with the utmost dispatch. Any produce shipped by their line of Boats, consigned to other Housings, will be carried through, with equal expedition, to any other line of Boats on the Canal. They have just started two more splendid Boats, the DAVY CROCKETT and JOHN RICHARDSON, and will, in a few weeks, have finished and under way, two more, making their line consist of six splendid Boats. The Canal is in a most perfect state, and intending to devote their whole attention to the business, they respectfully solicit a share of the public patronage.

(A list of canal boats entitled "Canal Registerns" follows in the next issue of American Canals. A list of the boats will be submitted early on the James River and Kanawha Canal.)
British Canaller's Impressions of Canals in USA

Ruins of one of the old Miami and Erie Canal Locks in the side out park at Toledo, Ohio. Masonry in excellent condition.

Guard Lock on the restored Lehigh Canal, about three miles west of Easton, Pa. Lockkeeper's House to the left.

Last Spring, Peter Currell, one of our avid canal enthusiasts in the United Kingdom, who has piloted his own narrow canal boat through most of the canals in England, wrote Bill Shank that he was planning to spend twenty days touring the canals of the United States from the west to the east coast. During these twenty days he undoubtedly saw more of the canals of northern USA, and even parts of Canada, than most of us canal buffs are able to see in years!

Peter flew into Vancouver, B.C., and from there worked his way east by train, via Seattle, to Chicago. Here he hired a car and drove through various parts of Eastern USA, returning home via the fabulous "CONCORD" flight out of Dulles Airport in Washington. He has sent us the accompanying pictorial record (he is an expert photographer) of just a few of the current and historic navigation canals which he visited — including such widely separated ones as the Lake Washington Ship Canal, the Illinois and Michigan Canal, the Miami and Erie Canal, the Chesapeake and Ohio Canal, the Susquehanna and Tidewater Canal, the Union Canal, the Lehigh and Delaware Canals, the Delaware and Hudson Canal, and the Erie Barge Canal — just to name a few! Bill Shank was able to steer him to other canal buffs of the American Canal Society in Eastern USA, who saved him much time in finding points of greatest interest quickly.

Since his return to England, he has written us that it took him 3 hours and 25 minutes from Washington to London, flying at 637 MPH and 56,000 feet ("where the sky is dark blue," he says) in the fantastic, new CONCORD. Anyone who wished to compare notes with Peter on the many other canal points of interest which he enjoyed while here, not to mention English canals, may correspond with him, care of his home address: Caisletbourne, Bromgrove Road, Balsbridge, N. 4, Dublin, Ireland. He is in the printing business, and a member of just about every canal society in the United Kingdom, a most knowledgeable, international canal buff.

Hiram M. Chittenden Locks on the Lake Washington Ship Canal at Seattle, built in 1916. Peter Currell tells us that about 13,000 boats pass through these locks in a month's time; he counted forty boats going through in one hour.

A well-preserved lock on the old Illinois and Michigan Canal at Channahon State Park, near Chicago.

Monocacy Creek Aqueduct on the Chesapeake and Ohio Canal close to the Montgomery County and Frederick County Line in Maryland. Note stabilization work on the old masonry.

A lock on the Erie Barge Canal, near Utica, through which Peter Currell traveled on the "Emita II" out of Syracuse, N.Y. enroute to Troy, on the Hudson.

AMERICAN CANALS, NC. 24 — February, 1978
**Orphan Canal Boys**

We find in the Syracuse Daily Star, the proceedings of a meeting of the citizens of Syracuse held on the 15th inst., to consider the condition of the Orphan and destitute boys who are engaged passing through canal waters during the summer season of navigation. Hon. Daniel Pratt presided, and addresses were made by Rev. Messrs. J. W. Allen, J. J. May, and others, relative to the condition and necessities of the much neglected class.

It appears from facts elicited on this occasion, that there are about 5,000 boys engaged upon the New York Canals, of whom are orphans; and nearly all of whom are destitute of a home on the approach of Winter. Many of these boys are under twelve years of age, but their extreme youth, and hapless, unfortunate condition, are not sufficient to exempt them from the most wretched wrongs on the part of their employers. Most of them are precocious, as well in voces as intellect, and the Canals is just the places put through them of all the gradations of crime, from stealing a sixpenny loaf or a bundle of hay up to fifty dollars every week at a time.

Induced, indeed, in some instances they are not excused in their. &c. by the Captains of these boats, who engage in their employ in the expectation of getting something for their own education or for the education of their families. At the close of navigation these "divers" are generally disposed of money and consider themselves very rich and respectable at the close of the canal year. (Photo by Aiden Gould)

**An Immigrant's View of The U.S.A.**

(Copy of a letter from Christena Watson to Mrs. Thomas McKeen, in Patrick, near Glasgow, Scotland.)

Whooling, September 4th, 1840

My Dear Daughter-

I take this opportunity of letting you know that we arrived here four weeks since and are all well at present. Thank God for it and I hope this will find you all well likewise.

We had a long journey after leaving New York on the 26th of July at three o'clock afternoon by steam boat. We arrived at nine o'clock by train and we went till ten at night then we got into steam boat again and lay at all night. Started on 9th night at Philadelphia by 7. We went straight to Lees' office and took out our passage for Pittsburgh which we paid 15 dollars and half. Our luggage was always with the boat. After the voyage we set in a coal boat that night Thursday and was in Ypsilanti Tuesday we came to the foot and half way from the boat, and then we got in to railroad cars again to cross the mountains. We were drawn up one side of a mountain and down the other by chains and where there was a flat on the road it was drawn by mules and sometimes by a horse and sometimes by nothing at all, flying with rail way speed. We went up a hill in this way but I am quite well now. We have not great difficulty to find out Adam Thompson and they were all very happy to see us and very kind to us. They had a house for us before we landed but we stepped from two miles and we have been in our own two weeks. We have two apartments and eat in a small house and are very well. We have a pipe and garden for dring our clothes. The people here dont bleed any. The water and air makes them as pure as they were now out of the soup. Our rent is two dollars per month and no duties. Catherine and Mary went to the factory work and work for two months to be ready for the year. Catherine has got some of her own as she was ill in. While working spare work they have a set wage of 3 dollars and 3 quarters per week which is just 15 shillings and seven pence halfpenny of better than 30 dollars. It is a small town about two or 13 thousand inhabitants. It is a quiet place. I can stand at the door and throw the cards around and it is a rich country. We have plenty of cows and very cheap. Fruit of every kind is very cheap. Flour is 5 dollars per barrel, beef is just 4 to 6 dollars per pound, butter 15 to 20 cents per quarter, sugar 7 cents, tea 10 cents per pound.

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**Showboat**

The "SHOWBOAT" takes passengers from coast to coast in Florida via the intercoastal and then on the way to a section of the St. Lucie Canal, returning by bus after an overnight stop at a motel in Okeechobee. The fare of $72.50 includes the boat trip, return bus, lunch, dinner, and hotel. Call toll free 1-800-282-0375, for further information or reservations from the Ft. Myers office. (Photo by Aiden Gould)

**Classified Advertisements**

AMERICAN CANALS, NO. 24 — February, 1976

**American Canal and Transportation Center**

**Canal Route Planner.** Simplified canal map of England with times and distances between major points. $1.00.

**What To Do On The Norfolk Broads (Jarrard).** A guidebook containing maps and facilities listings. 100 pages. $2.00.

**Shell Book of Inland Waterways (McKearn).** An encyclopedia on the British waterways, both historic and contemporary. Hard covers. 458 pages. $12.95.

**Industrial Archeology Vol. 5 (The Journal of the History and Technology).** 200 pages. $10.00.


**Canals of Canada (Leget).** A guidebook for the Canadian canals. Illustrated, hard covers, 250 pages. $10.00.

**Holiday Cruising in France (Merton).** A guidebook for the French canals. Illustrated, hard covers, 210 pages. $10.00.

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