OUR NEW PRESIDENT

Bill Shank (right) receives the coveted "Engineer of the Year" Award from "Sexi" Lorenzo, President of the Pennsylvania Society of Professional Engineers, at the recent Annual PSPE Convention in Erie, Pa.

The new president of the American Canal Society, William H. (Bill) Shank, is a native Pennsylvanian, born in Pittsburgh and educated in the public schools of Erie, Philadelphia and Harrisburg. He later attended Mercersburg Academy and then Lehigh. University where he obtained a B.S. Degree in Mechanical Engineering. He did post graduate engineering work at the State University of Iowa as part of his stint in the Army Engineer Corps. Part of his Army duty included an assignment with the Manhattan Atomic Bomb Project at Oak Ridge, Tennessee. Following World War II, Bill returned to civilian work in York, Pennsylvania, where he became involved in engineering publications, advertising and sales promotion work for various industrial and engineering firms.

In 1969, Bill became a free lance advertising and public relations consultant. The esteem with which he is held in the engineering field (he is a licensed Pennsylvania Professional Engineer) was recognized nationally this year when he was named 1978 State Engineer of the Year by the Pennsylvania Society of Professional Engineers.

It is only natural that Bill Shank has a keen interest in canals, as his family has been associated with the Pennsylvania canal system for five generations. His great-great-grandfather built some of the first canal boats to navigate the Susquehanna Division Canal; his great-grandfather owned and operated a canal travel 'er hotel in Liverpool (Penn.); and his grandfather and father worked around canals, the former, as an employee of the Pennsylvania Railroad and the latter as a civil engineer running surveys.

(Concluded on Page Two)

PRESIDENT'S MESSAGE

First, a word of congratulation to Capt. Tom Hahn for his hard work in the composing of the American Canal Society, organizing it, getting it incorporated and promoting it throughout the United States, Canada and the United Kingdom. As a result of your efforts, we can now call ourselves a truly international organization of some 525 active, dues-paying members, all of whom enthusiastically support the aims and objectives of the Society.

Tom Hahn will, of course, continue to serve as Editor of American Canals. All contributions of photographs and editorial material should be sent to him, care of Box 310, Shepherdstown, West Virginia, 25443 - his headquarters, when he is not traveling the canals of Europe or relaxing at his summer "retreat from the heat" in Augusta, Maine.

In any volunteer organization, rising costs of printing and mailing plague us. After having (at first) been turned down by the U.S. Post Office on our application for "Non-Profit" mailing status, we appealed, and were finally granted the special third-class bulk rate, as a Non-Profit Educational and Scientific organization. We hope this will permit us to continue to hold our dues structure the same as they have been for the past few years, unless printing costs rise further; I might add that your dues money comes back to you, invested up and running over, in the form of the excellent quarterly bulletin in which Tom Hahn has been providing, with clock-like regularity, ever since the American Canal Society was formed.

As your new President, I promise all of you that I will uphold the high standards of performance set by Tom Hahn, so that the American Canal Society will continue to be recognized as the principal source of information on navigation canals, historical and current, in the Western Hemisphere.

Bill Shank

Chairman and Members of American Canal Society, too numerous to list here, who have lent their moral support and have contributed so heavily to the success of ACS and its various publications, with their words of advice, information, maps and photographs for the American Canal Guide and American Canals. Peter Stoll deserves special commendation for the many long hours he has expended in organizing and cataloging endless canal questionnaires and data, as head of our Canal Index Committee.

This unusual photo of the new lock at the Lake Okeechobee entrance to the St. Lucie Canal in Florida was submitted by ACS Director Alden Gould.
ALEXANDRIA CANAL EXHIBIT

Vivienne Mitchell, ACS. Vice Chairman of the Alexandria Archaeological Commission and Wanda Dowell, acting curator at the Ft. Ward Museum in Alexandria, Virginia, are shown at a special exhibit of the museum. (Photo by Armisteed Perry)

To draw attention to a proposed canal park at the Tide Lock in Alexandria, Fort Ward Park has set up an excellent exhibit which will run through September, in their museum building at 4301 West Braddock Road in Alexandria. From 9-9, take the Seminary Road exit east 1 mile, exit right onto North Howard Street to West Braddock Road; then turn right to the park. Hours are 9 to 5 daily, noon to 5 Sundays. The exhibit includes Lore Abell’s painting of the lock, Sam Cash’s model of a canal lock, and even a heavy stone from one of the canal aqueducts, over Four-Mile Run, to show what the tide lock is made of, all necessary because the lock is still several feet underground, so no one can see it. So little remains above-ground of the Alexandria Canal that Bill Trotz was lucky to find two cut stones last year in Four-Mile Run, near the old aqueduct which has been torn up for many years. The stones were found while the modern culvert under the railway tracks near the Potomac was being widened by De Law, Cutter & Co. for the Corps of Engineers. The then President Engineer, Mr. Nick Carter (now Mr. Kevin Holness), had the stone removed to safety, and this year with the help of one of the engineers, Ron Fagman, one of the stones was moved to Fort Ward. We hope that the other stone, a large one, will be placed with a marker next to the site of the Four-Mile Run Aqueduct on a bike trail now under construction.

Our New President
(Concluded from Page One)

Bill is the author of various books on transportation history, among them THREE HUNDRED YEARS WITH THE PENNSYLVANIA TRAVELER, THE AMAZING PENNSYLVANIA CANALS, HISTORIC BRIDGES OF PENNSYLVANIA, VANDERBILT’S FOOL, GREAT FLOODS OF PENNSYLVANIA, INDUSTRIALS TO SUPERHIGHWAYS, HISTORY OF THE YORK-FULLER AUTOMOBILE, and YORK COUNTY HISTORIC SITES AND TOUR GUIDE.

Bill has been a vice president of the Pennsylvania Canal Society and is currently a director of that organization. In addition, for six years he was the editor of Canal Currents, the publication of the Pennsylvania Canal Society. In 1971, Bill joined Capt. Tom Hahn and Dr. Bill Trotz in the formation of the American Canal Society, of which Bill Shanks was Vice President/Secretary for nearly six years.

In 1973, Bill collaborated with Capt. Tom Hahn, a canal historian and Industrial Archeologist, in establishing the American Canal and Transportation Center. That joint venture has produced twenty different historical works by both authors.

Bill has been assisted in all his endeavors, professional and voluntary, by his wife Ruth, who served also as Assistant Secretary of the American Canal Society.

We welcome Bill to his position as President of the Society and know that he will bring us new talents and enthusiasm.

Canal Calendar

Sept. 24, 1978 – D & H Canal Sesquicentennial, High Falls, N.Y.

AMERICAN CANALS, NO. 26 — August, 1978
THE SOUTH WILLIAMS CANAL

by Hans A. van Lith

It is just a little more than 150 years since the South Williams Canal in Holland was opened 26 August, 1826 by King William I of Holland and Belgium. This king did a lot for the development of trade and traffic in the two countries, which were united at the time.

The 'Zuid Willemsvaart' – which is the name in the Netherlands language – begins in Hertogenbosch, the capital of the Dutch province of Noord Brabant. From there the 129-kilometre-long canal goes south and crosses the Netherlands/Belgium border and then goes back into Holland and ends in the River Meuse just before the Maastricht, capital of the Dutch province of Limburg.

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Lock "Zero" in Hertogenbosch, the most important one on the Canal.

Guillotine lock on the South Williams Canal, electrical and modern.

After the fall of Napoleon, Holland became free and got William I, a member of the Dutch Nassau family, on the throne and Belgium became a part of the Netherlands. King William saw clearly the importance of developing trade and traffic, and stimulated industry, the railways and the canal building. One of the projects was making the South Williams Canal. Why? The city of Hertogenbosch was a centre of trade; goods coming from Amsterdam and Rotterdam and going to the south (Belgium) and the east (Germany). There were good waterways to the north, but only bad roads to the south. With a good canal people could avoid the road troubles. Construction was both started and completed in 1866 at a cost of about 4½ million guilders, which is now about two million dollars.

There was a big celebration when the king in person opened the canal. A number of ships with many flags entered the lock at Maastricht for the first trip on the canal. The 5th regiment light dragoons played national hymns and marches.

A complex lock and lift-bridge arrangement (Lock No. 18) near the Belgium-Holland border.

It is a pity, but the troubles between Belgium (which wanted to be independent) and Holland soon stopped traffic on the canal. It took many years before the relations between the two countries were better again and the Zuid Willemsvaart could be reopened.

At present, about thirty ships daily in both directions pass through the canal, but the Zuid Willemsvaart is becoming too small as the tonnage of the vessels gets bigger. There are plans to widen the canal and the work has already started at some places. The skipper who goes from the beginning of the canal at Hertogenbosch to the end at Maastricht passes through nineteen locks, the difference in water level on both sides of the South William Canal being about forty meters. Most of the locks have to be opened and closed by hand. The Netherlands Ministry of Transport and Public Works has employees on all locks and bridges along the canal. Near the Belgium border and near Maastricht.

(Concluded on Page Four)
ICS FIELD TRIP ON THE HENNEPIN

Illinois Canal Society Field Trip on the Hennepin Canal, 20 May 1978. Shown are some of the ICS members at the old boatways (boat repair facility) on the north side of the summit level of the canal. Also, the Illinois Central Gulf Railway was operating nearby (illuminated by sunlight). ist Listed: canal researcher for the state of Illinois, is in the center of the photo; John Lamb, ICS President, is to her right. Others are also ICS members or interested parties. The concrete building in the left background is an old railroad structure; one of the work buildings situated at the boat ways. (Photo by Peter Chalnich)

Put a Canal on Your Checks!

During the six years of our society's existence, the secretary and treasurer have processed thousands of members' checks and a few of these have even had canal scenes on them. To give credit to the members and banks with canal checks, we hereby list those which come to mind, and would like to know about others.

This year Henry Abraham and Larry Pitt sent us their Canal checks from the Spirit of America set made by the Deluxe Check Printers, Inc., 20961 Knapp St., Chatsworth, CA 91311. A list of banks have these out the company learned that there were two being sold out and won't be available next year. These checks were only available as one of a series in each checkbook; the canal scene was not available separately.

An Illinois & Michigan Canal scene was available some 5 years ago, from the Heritage National Bank of Lockport, Illinois. This was a good try but John Lamb tells us that it left something to be desired, such as a rudder for the boat!

Arthur Fieo informed us that the Canal National Bank in Portland, Maine, may not have a canal scene on its checks, but it is a genuine canal bank, chartered to finance the Cumberland & Oxford Canal and we know of one canal corporation - the Delaware & Raritan Canal Commission - which has a canoe boat and mule on its checks.

The only personal canal check which we know will be available for a long time is from the Washington County National Savings Bank, in Williamsport, Maryland, on the Chesapeake and Ohio Canal. According to Mr. Myerstadt, the bank's official, the C & O Canal scene was the idea of the late Mr. Stewart C. Swartz, a salesman for the supplier, the Oscar T. Smith Co., of Baltimore. Every time Tom Hahn writes you a check, you will get to see a copy of the canal scene, taken from an old photograph.

Corps of Engineers' Histories Available

One of the Corps most worthwhile projects has been the publication of Bicentennial Histories of its districts and laboratories. Altogether, 32 have been published at last count (as of June 22), although some are already out of print or are in the process of revision. A number of these are of particular interest to canal enthusiasts, especially the outstanding ones by Dr. Leilah Johnson (Louisville District), Dr. Robert S. Fraley (Pittsburgh District), and Ronald J. Tweed's Rock Island District (1935). There are available postpaid from the respective districts, payable to Treasurer of the United States. Other new arrivals include Alaska (39), Galena (56), Kansas City (22), Los Angeles (47), Memphis (50), New Orleans (46), Tulsa (44) and Walla Walla (22). Baltimore and St. Louis are in press in Sacramento (12.95) is available from the Government Printing Office, #00802020102-9. Contact the districts if you are interested in the Almabque, Honolul, Portland or Seattle Districts or the Pacific Ocean Division. Histories being updated or in preparation include the Baltimore, For East, Little Rock, Mobile, Nashville, Pittsburgh and Savannah Districts. Other histories include the Coastal Engineering Research Laboratory, Kingman, Idaho, and the Engineering Laboratory, Fort Belvoir, VA 22060 (available); the Construction Engineering Research Laboratory, Box 4035, Chicago, IL 60620 (b.o.p.); the Century of Progress, Fort Belvoir, VA 22052 (available); and the Mississippi River Commission, Box 50, Vicksburg, MS 39180 (b.o.p.); the Nuclear Engineering Group (c.o.p.), and the Southern District, 010, the Baltimore District (available). We have not heard yet from the Canaveral District.

We would like to thank Mr. Ward Hinehart of the Corps' publication WATER SPECTRUM and Dr. Albert Crowely of the Historical Division, for supplying us with an up to date list of published histories.

Canal Boat Remains Nominated for Nat'l. Hist. Record

Bill McKevev, Chairman of the ACS Canal Boat Remains, Hulks, Wrecks, etc. Sub-Committee reports that three canal boat remains have been nominated by the Connecticut Historical Commission to the National Register of Historic Places. All three hulks are presently laid up in Bridgeport, Conn., just south of the Stratford Avenue Bridge.

The ELMER S. DAILEY is a wooden canal boat built for service on the Erie Canal and later fitted with diesel power for pushing other barges. It was built by William M. Follett in 1915 at Tonawanda, N.Y. It is the only known surviving Erie Canal boat. It was later known as the CLAIRE S. FOLLETTE.

The PRISCILLA DAILEY was built in 1929 at Whitehall, N.Y. on the Champlain Canal for Anthony O'Boyle by master carpenter William J. Ryan. It is one of only a few surviving wooden canal boats. It was later known as the ELIZABETH E. NEWELL.

The BURKEFIRE NO. 7 was built in 1935 in Brooklyn, N.Y. by Jacobson and Peterson for Stewart J. Dailey. Though probably never used on a canal, it is of historical significance in that its design was derived directly from 19th-century canal boats.

Efforts are underway to raise all three boats and to place them in suitable locations, depending on their condition. The American Canal Society played a part in the nomination and discovery of these boats. (See McKevev, 'Canal Boat Remains,' American Canals No. 18, Aug. 1976.)

The South Williams Canal

(Concluded from Page Three)

there are two modern locks, which have electrical, vertical-moving gates. The Zuid Williamsvaart is a very picturesque canal. From Herlenrigenbach it goes straight north. On the border there are many trees and old, well-tended houses. At some places there is an historical marker warning skippers to slow down. Voghel is an industrial village, with important trading companies, handling goods and food for animals. Many ships from France and Belgium arrive here.

South of Voghel there are smaller locks and small bridges. Near Nederweert there is a larger lock with about a four-motor lift. After passing a modern electric lock, the canal crosses the Belgian border. Border 'stones' are on the canal sides. Along the Belgian part of the canal (also called the South Williams Canal) there are many industries and coal mines. Passing through a valley, the Zuid Williamsvaart enters Holland and goes to the river Maas, which it enters through a lock. The last part of the South Williams Canal proper goes to the city of Maastricht, where the original exit to the Maas is located. It was there that King William I opened the canal one and a half centuries ago. Now you may see a few houseboats there. There is a small village, great for real Dickensian with the activities, on the other parts of the Zuid Williamsvaart. (Mr. van Lith, ACS, is an official of the Netherlands Ministry of Transport and Public Works. Amsterdam: Oostenriessinaat 1A, Vughten 2271, HE, Holland.)

AMERICAN CANALS, NC. 28 — August, 1978
THE HENNEPIN CANAL (Part Seven)

By Mary M. Yeater

(This article is the seventh in a series on the Hennepin Canal, formerly the Illinois Mississippi Canal. Part Seven is a continuation of "Fifty-Four Years as a Commercial Waterway." Part Eight to follow will cover the years since 1951. Mary Yeater is a professional Historical Researcher for the State of Illinois.)

In the mid 1920s, the State of Illinois started improving the Illinois River from Davenport to the lock at Lockport. The end of the Hennepin Canal's problems seemed to be at hand. Expectations for the canal rose. Local interest was aroused once again. Private entrepreneurs already established along the canal benefited from the publicity accruing to the Hennepin Canal as a result of the Illinois River work. The discussion also involved the canal being used as a commercial waterway, set up firms and began to offer services of various sorts connected with the canal. Annual commercial tonnage increased only 10,000-15,000 tons yearly. By the late 1920s, use began to pick up rapidly. In 1928 the canal had its all-time highest use: 30,161 tons. Although this is only 1/500 of the canal's maximum capacity, it was a significant increase in volume over previous years.

By 1930, however, not only had the Great Depression begun to make its mark on commerce in general but the full significance of the Illinois River improvements was beginning to dawn on local residents and businesses. Commercial tonnage carried on the Hennepin canal decreased by nearly 40% from the previous year; only 16,422 tons were transacted in 1930.

The navigation structures being constructed on the Illinois River were larger than those on the Hennepin Canal, adding to the volume improvements which the Conservancy had already made on the Illinois and Mississippi Rivers. Locks were to be 600 feet in length and 110 feet in width. Such capacious structures would certainly eliminate the bottleneck created by the small and deteriorated Illinois and Michigan Canal. The Illinois River Project in conjunction with the Chicago Sanitary and Ship Canal provided a spacious route to Chicago. The Hennepin Canal, which was not a commercial success, because it was too large, was now, ironically, going to be too small.

Even though it was the shortest one, the Hennepin Canal was not the only all-water route between the Great Lakes and the Upper Mississippi Valley. It was possible to pass from the Great Lakes via the Chicago Sanitary and Ship Canal to the Illinois and Michigan Canal and from there into the Illinois River. Traffic could proceed down the Illinois to the Mississippi and then head up the Mississippi. As long as the Illinois and Michigan Canal was still in service, there was little advantage in traveling that longer alternative route despite the fact that it was more capacious once through the bottleneck. Without a change of vessels at LaSalle, Illinois, the traffic on either route was limited to traditional packet-sized ships and the Illinois and Michigan Canal facilities. Consequently, most users opted for the shorter route via the Hennepin Canal.

Once the Illinois River project replaced the Illinois and Michigan Canal, however, capacity would no longer be restricted on the alternative route. The completion of the improvements from Lockport to Utica would mean that the entire Illinois River and the Chicago Sanitary Canal had the same capacity as the modernized Mississippi River navigation facilities. Shipments much larger than those it was possible to carry on the Hennepin Canal could travel to and from the Upper Mississippi Valley with ease on the alternative route. Units involving more than one small barge (or two at most, and that was extremely awkward) could not travel the Hennepin Canal with its extensive number of small, manually-operated locks and its narrow channel with many sharp bends.

Meanwhile, commercial activity continued to decline. The years 1932 through 1936 were a major period of inactivity on the Hennepin Canal: a total of only 35,513 commercial tons were carried during the whole six-year period. The inactivity can be related in part, of course, to the Great Depression. The specific downward cycle was, perhaps, set in motion by a major break in the canal bank in 1932. This forced the closing of the canals for significant portions of the season. In 1932 the Lockport to Utica improved section of the Illinois River was actually opened to navigation. Much as had been feared, traffic moved to the Illinois River. A major factor, however, was the fear of being trapped on a commercial backwater. Business and commercial interests did not want to be involved with a project clearly labeled "loser." And without active participation and cooperation by the private sector - shippers, manufacturers, etc. - the Hennepin Canal did not have a chance.

In 1937 the Rock Island District of the Corps of Engineers finally finished study of the Hennepin Canal and were ready to offer analyses and recommendations for it in light of the opening of the Illinois River to large scale shipping. The report concluded that the existing canal was incapable of attracting any appreciable amount of traffic because of its physical limitations. Simultaneously, the engineers stressed that if their proposed plan of enlargement was carried out, the existing limitations of the canal would be removed. The new facilities could be comparable in navigable dimensions to both the Illinois and

(Concluded on Page Six)
ENGINEERS ISSUED A NAVIGATION NOTICE WHICH PUT THE HENNEPIN CANAL ON A LIMITED SERVICE BASIS. ALTHOUGH THIS ALLOWED THE CORPS OF ENGINEERS TO REDUCE THE LABOR FORCE, IT DID NOT SOLVE THE PROBLEM OF COMMERCIAL USAGE. IN 1948 NO COMMERCIAL TONNAGE AT ALL WAS REPORTED. IN 1948 AND 1952, THE ONLY COMMODITIES MOVING WERE THOSE USED IN MAINTENANCE OF THE CANAL ITSELF.

IN SPITE OF THE DRASTIC COMMERCIAL FATE OF THE HENNEPIN CANAL IN THIS PERIOD, THERE WAS STILL TRAFFIC ON THE CANAL. RECREATIONAL NAVIGATION INCREASED IN THE POST-WAR YEARS. FROM ITS OPENING IN 1907 TO THE PRESENT, THE HENNEPIN CANAL HAS BEEN USED MUCH AS FOR RECREATION AS FOR COMMERCE. THE CORPS OF ENGINEERS' RULES AND REGULATIONS FOR USE OF THE CANAL ALLOWED THAT THE CANAL WAS USED FOR COMMERCIAL PURPOSES AND FOR RECREATION. THE CANALS WERE PURCHASED FOR THE PURPOSES OF NAVIGATION AND CONSTRUCTION, AND FOR THE EXCLUSIVE USE OF UNITED STATES GOVERNMENT EMPLOYEES. BUT THE CANALS WERE ALWAYS USED FOR OTHER PURPOSES BY OTHER THAN GOVERNMENT EMPLOYEES.

FISHING, FISH AND FISHING, WERE ALLOWED AND PROTECTED ON THE CANALS. FISHING AND SWIMMING WERE ACTUALLY PROHIBITED AGAINST THE LOCKS. THERE WERE LOCALLY ORGANIZED RECREATIONAL PROGRAMS ALONG THE CANAL FOR EXAMPLE, IN 1911 THE ROCK ISLAND YMCA BEGAN HOLDING SWIMMING CLASSES.


WATERWAYS WORLDWIDE – BUT MAINLY BRITISH – ARE FEATURED EVERY MONTH IN WATERWAYS WORLD MAGAZINE. KEEP YOURSELF UP-TO-DATE ON DEVELOPMENTS IN EUROPE BY SUBSCRIBING TO WATERWAYS WORLD – S14 SURFACE MAIL, £3.50 AIRMAILED. ADD $12.00 FOR CANADIAN MAIL, $12.00 FOR UK MAIL.

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American Canals, No. 26 - August, 1976
EARLY CANAL BOATS ON THE JAMES RIVER AND KANAWHA CANAL

by T. Gibson Hobbs, Jr.

(Part two)

An interesting listing of canal boats titled “CANAL REGISTER” first appears in the August 8, 1841 issue of the Lynchburg Virginia Newspapers and is continued in most of the issues thereafter. The list of name of the boat followed by the name of the captain.

The listings below are reproduced just as they appear, including the misspellings, errors and typographical mistakes, plus possibly some of my own.

It will be noted that while the packet boat Jno. C. Cabell is shown there is no listing of the John Marshall in these registers. Whether it was out of service because of lack of business, repairs or it did not come up as far as Lynchburg is not known. The following information is based on the Jno. C. Cabell continued throughout the year.

Only in the Register of August 12, 1841 was the list of tonnage and tare of the freight boats included. It will be noted that captains were sometimes changed or rotated on some of the boats.

In 1857 Mr. E.L. Chinn was Superintendent of Repairs of the First Division. This covered the line from Richmond to the Fall Farm. His report of work done during the year was included in the report of Colonel Thomas H. Ellis in his President’s Report to the Twenty Third Annual Report to the Stockholders in October 1857. Mr. Chinn said his force was divided into six squads of various type of workers, one of which was the supply boat Joseph C. Cabell. He stated further that in addition to other work his carpenters had “fixed up the interior of the supply boat Joseph C. Cabell.” He said of his hands employed as heatmen “three work the supply boat.” He mentions also a cook for the supply boat.

He further states that “being able to carry most of the company’s freight and officers in his own boat, promises, I think, from the experiment thus far, very favorable results.” This latter probably refers also to the supply boat Cabell.

It seems that the supply boat was the original Joseph C. Cabell boat converted to this service. It is probable that it had been replaced with a more modern and expansive boat.

Here is the listing of “Comings and goings” of canal boats at Lynchburg from the “CANAL REGISTER” of 1841 (boat name first, captain’s name second).

ARRIVED - Aug. 12th - Wm. L. Lancaster, Harrison; Old Dominion, Pamplin; Harker.
CLEARED - Aug. 11th - Virginia, Perkins; Pioneer, Pollard Exchange, Louisville.
Aug. 13th - Raleigh, Cowell, Highland, King; Clayton & Burton, Ash; Montgomery, Station; Wm. L. Lancaster, Harrison.
Aug. 14th - Columbus, Duvanny.

ARRIVED - Aug. 19, 1841 - Old Dominion; Pocahontas, Grant; Josephine; Lilly; Union, Jenks; Champion, Puryear; J. S. Cabell, Lockett; Farmer, Couch; Mohawk, Stidman; John Randolph, Crumpacker; Flying Lucy, Stidman, Kanawha, Snedaker; Davy Crockett, Dougherty, Jack Downing, Hickory.
CLEARED - Aug. 14th - Old Dominion, Pamplin; Harker, Beale; Enterprise, McGiffen.
Aug. 16th - Jas. Madison, Peters, Richmond, Eubank.
Aug. 17th - Jno. Randolph, Crumpacker; Farmer, Couch.

ARRIVED - Aug. 23, 1841 - Pioneer, Pollard; Highlander, King; Virginia, Minor; Tennessee, Bailey, Elizabeth, Wilson.
CLEARED - Aug. 18th - Champion, Stidman, Ohio, Jerison; Lynchburg, Fields; J. S. Cabell, Duvanny.
Aug. 19th - Union, Jerks.
Aug. 20th - Pocahontas, Grant; Virginia; Minors, Mohawk, Quarries; Davy Crockett, Phillips - Kanawha, Snedaker.

ARRIVED - Aug. 30th - Old Virginian, Taylor; Old Dominion, Chinnisk; Gen. Harrison, Clarke; Wm. L. Lancaster, Harrington; Jno. Randolph, Crumpacker.
CLEARED - Aug. 26th - Experiment, Goodwin.

ARRIVED - Sept. 2nd - Kanawha, Snedaker; Flying Lucy, Stidman; Raleigh, Cowell; Clayton & Burton, Ash; Davy Crockett, Crumpacker; Mountaineer, Station; Highlander, King; Hofer, Beale; - J. S. Cabell, Lockett; Buchanan, Armstrong; Euloch, Richmond, Eubank; Josephine, Oberson.

CLEARED - Aug. 28th - Buchanan, Armoworthy.
Aug. 30th - Lynchburg, Fields - Ohio, Couch.
Aug. 31st - Kanawha, Snedaker; Flying Lucy, Stidman, Ash.
Sept. 1st - Richmond, Eubank.

ARRIVED - Sept. 6th - Champion, Stidman, Mohawk; Quarries - Tennessee, Bailey.

CLEARED - Sept. 1st - Highlander, Lucott; Stidman, 2nd - Pocahontas, Grant; Clayton & Burton, Ash; - Gen. Franklin, Pamplin.
Sept. 3rd - Davy Crockett, Phillips, Champion; Stidman, Mohawk, Ennical, Hope.
Sept. 4th - Josephine, Oberson.
Sept. 5th - Buchanan, Armoworthy; Lynchburg, Fields - Ohio, Jerison, Gen. Harrison, Clark.

CLEARED - Sept. 5th - Wm. L. Lancaster, Harrington.
Sept. 6th - Enterprise, McGiffen; Old Dominion, Childers, Pioneer, Pollard.
Sept. 8th - Buchanan, Armoworthy.


CLEARED - Sept. 18th - Lynchburg, Fields.
Sept. 11th - Ohio, Clear.

No Canal Registers were included in the September 16, 20, 23, 27, 30 and October 4, 7, 11, 14, 18, 1841 issues. The President’s Report to the Seventh Annual Meeting of the Stockholders in December 1841 mentions a break in the canal near what is now Six Mile Bridge on October 1 suspended traffic for about three weeks. From the above dates it appears that some other cause may have suspended travel for nearly the same amount of time in September. In June a severe storm and flood had done considerable damage and suspended traffic for some time until repairs could be made. The papers made no mention of any canal problems.

(End note - This listing from the Lynchburg "CANAL REGISTER" for 1841 will be concluded in a future issue of American Canals.)
BOOK REVIEW

“CAPE COD CANAL”


Soon after the Pilgrims settled at Plymouth in 1620, they began trading with the Narragansett Indians. The trade route was by canoe. According to the popular story, the Pilgrims dug a ditch to connect two brooks. Somehow, the story goes, the Pilgrims never got around to digging the ditch, and it remains to this day.

After the Suez Canal was opened, the Panama Canal started, people finally began to think more seriously about a Cape Cod Canal. August P. Belmont, who died in 1916, was the first to propose a canal. He had vision, and he had money. In 1907, his company, the New York, New Haven and Hartford Railroad, bought 20,000 acres of land near the mouth of the Cape Cod Canal for $1 million. The company built a railroad and a railroad station. The railroad was never used, but the station is still there.

The original canal of 1914 was privately owned, and all vessels (even government ships) were charged tolls. The design dimensions were 100 feet wide, 14 feet deep, and 30 feet. The actual depth was 15 feet. When opened, and dredging continued. Today, the channel is 10 feet wide, 30 feet deep, and 600 feet wide.

World War I, and the appearance of German submarines off Cape Cod, caused a rapid increase in canal traffic. On July 21, 1918, a submarine attacked the tug PERTH AMBOY off the Cape, and killed her. The next day, President Wilson ordered the Federal Railroad Administration to seize and operate the canal.

When the war ended, August Belmont refused to take his canal back, for the reason that it had never been used and paid for, and he was no longer interested in owning a canal, the real cost, of course, being that the canal had never made money as a toll operation. The Government continued to operate the canal. Passenger service was resumed in 1919. The last passenger boat was the #980 in 1938.

RECREATION TRAILS

The Delaware and Hudson Canal Historical Society cordially invites you to come to High Falls, N.Y., on Sunday, September 24 to help celebrate the sesquicentennial year of the canal’s opening. We will have a full day of varied program to please everyone citizens alike. The program is finalized and is as follows:

11 A.M. - 5 P.M. Exhibit of Munroe Waterfall paintings
11 A.M. - 5 P.M. Museum tours
11 A.M. - 5 P.M. Flea Market
1:00 P.M. "Canalway" film
1:00 P.M. Five lakes hike
1:30 P.M. Puppet show (Canal story for older children and adults)
2:00 P.M. Sesquicentennial picnic
2:30 P.M. Masonic remembrance of the laying of the keystone
3:00 P.M. Carol singer old folk singer Bob Lusk
3:30 P.M. Un他表示: vivant

Julius W. Murphy

Julius W. Murphy is with the personal group that announced the passing, on June 13th, 1973, of my good friend, Julius Murphy of Pittsburgh, an active ACS member and a Director of the Pennsylvania Canal Society. For many years, Julius edited the "GLASS-SETTE," house magazine of the Glass Blowers' Glass Company, in which he frequently published articles on the Main Line Canal at Pittsburgh. Upon retirement, Julius spent much time in his research, and wrote a number of fine articles on canals and other nineeenth-century means of travel in western Pennsylvania, which were published locally.

The Cape Fear Canal Trail

Tom McCracken of the Carolina Canoe Club, P.O. Box 8011, Greensboro, N.C. 27406, has prepared a guide map and guide to the historical canal trail along the Cape Fear River from Deep River to Fayetteville, N.C., a distance of 55 miles. The guide map and guide are available from the Carolina Canoe Club, 210 East Second Street, Fayetteville, N.C. 28314. The guide includes a historical overview of the canal, a description of the trail, and a list of points of interest along the way. The guide is a valuable resource for anyone interested in the historical and cultural heritage of the Cape Fear River region.

I & M Canal Boat Remains

Dave Carr, Siva Superintendent of the Illinois and Michigan State Trail, recently discovered between three and five canals boats on the bottom of the canal when a portion of the canal was done because of weather. As a paper factory releases water rights in that reach of canal, water was reduced almost immediately, but after aerial photographs were taken. Planes are to be in the future when the paper factory shuts down for re-fueling or repairs, at which time the archivists will measure and document the boat remains. The boats may be raised, if an examination shows this to be feasible.

Women's Canal Expedition - A Bust

A UPI article of 3 Nov 1976 (LOS ANGELES TIMES) described an all-female expedition to explore the wilds of South America. A part of the mission of the group was to seek out "a lost canal," said to have been dug in the late 18th century. The three-month expedition was to explore the giant Atrato swamp in Colombia.

The expedition was organized by the UPI office in London which stated that 'the expedition resound in total disaster. They have sunk canal, we have tried to help us'..."It was pretty much a bust." 