

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 29

Editorial Address - Box 310, Shepherdstown, W. Va. 25443

MAY 1979

WELLAND CANAL CELEBRATION

The start of the 1979 shipping season through the Welland Canal in late March signalled Canada's most significant and historic transportation anniversary and its colorful commemoration.

Elaborate plans are underway to observe the 150th anniversary of the first passages through the original Welland Canal, November 30, 1829. Since then three larger Welland Canals have been built to link Lakes Erie and Ontario. The present and fourth 25-mile canal last year carried about 70 million tons of cargo. It is one of the world's great waterways, with its series of locks raising and lowering massive ships 325 feet, the sea level difference between the two lakes.

Co-ordinated by the Welland Canal 150th Anniversary Committee, representatives of Niagara Region's local government, St. Lawrence Seaway Authority, the Regional Chamber of Commerce and shipping and business organizations, a series of events are now being arranged to remind local citizens and visitors alike of this pioneering chapter in Canadian history, pre-dating Confederation by almost 40 years.

One of the events of great interest to our members, will be a week-end tour of the Welland Canals by members of the American Canal Society, in collaboration with the Detroit Marine Historical Society, September 14-16, 1979. Arrangements for this event are being coordinated by Louis Cahill, our ACS Canadian Director; Colin Duquemin and Alex Ormston of the St. Catharine's Historical Museum; and Bill Shank, ACS President. The feature of the week-end will be a day-long bus tour of the three historic Welland Canals, as well as the present-day canal, which forms an important part of the St. Lawrence Seaway. Full details of the tour will be mailed to all ACS members around August 1, 1979.

As it was 150 years ago, one of the key figures in the anniversary observances will be William Hamilton Merritt, a role that will demand the talents of a professional actor. In addition to his attendance at many celebrations throughout the region during the next several months, "Mr. Merritt" will visit key port communities throughout the international Great Lakes - St. Lawrence Seaway basin, extending formal invitations to the public to attend and participate in the continuing and diversified program.

Merritt was born in Bedford, N.Y., in 1793, and moved to Upper Canada three years later with his United Empire Loyalist family. They settled at what is now St. Catharine's on the Twelve Mile Creek, eventually a vital part of the first canal. The young visionary and entrepreneur whom history now salutes as the Father of Canadian Transportation was just 31 when the first sod was turned November 29, 1824. Merritt died July 5,

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ACS PRESIDENT VISITS CANADA



Denise Taylor, President of the Welland Canals Preservation Association, presents a hand-forged bolt from a lock gate on the Third Welland Canal to Bill Shank, ACS President, during his April visit to St. Catharine's in preparation for our September Field Trip. (Photo by the St. Catharine's Standard)



The "Labradoc", a Canadian ship which had been given up for lost during a recent heavy storm on Lake Erie, passes through Lock Number Three enroute to the St. Catharine's drydock for repairs on April 19th, 1979. In the left foreground are (from left) Lou Cahill and Alex Ormston. (Shank photo)

American Canals

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"DEDICATED TO HISTORIC CANAL RESEARCH, PRESERVATION AND PARKS"

AMERICAN CANALS is issued quarterly by the American Canal Society, Incorporated. Objectives of the Society are to encourage the preservation, restoration, interpretation and use of the historic navigational canals of the Americas; to 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 \$8.00. Individual copies may be purchased at \$2.00.

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Chairman, Canal Parks Committee, Dr. William E. Trout, III., 1932 Cinco Robles Drive, Duarte, CA 91010.

Canal Celebration (Concluded from Page One)

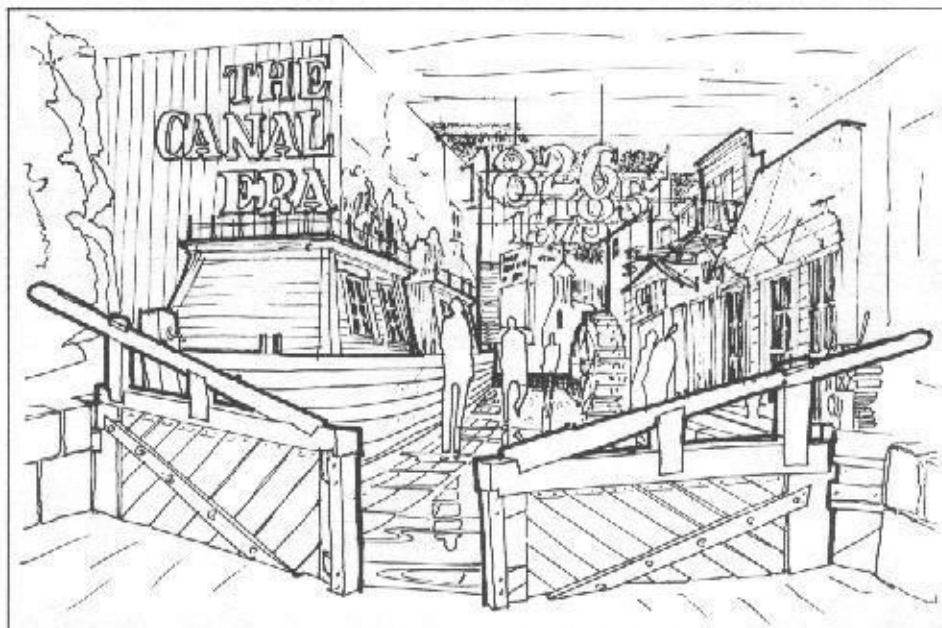
1862 aboard a ship, which was passing through the locks of the Cornwall Canal, forerunner of what is now the St. Lawrence Seaway.

An enthusiastic and comprehensive volunteer organization, The Welland Canal 150th Anniversary, Inc., is now working virtually throughout the Niagara Region to ensure that there will be an opportunity for all persons, young and old, to contribute to or participate in the various activities extending over several months.

General Chairman Ralph Misener said special arrangements are being made to accommodate visitors, especially history buffs, who are expected to tour the present and the small, by comparison, former canals which provide reminders of bygone days. Already several major organizations have announced plans to meet in the canal region this year. Among these is the American Canal Society, as indicated above.

During this anniversary year the corporation is publishing the **Welland Canal Intelligencer**. To get on their free distribution list write: Welland Canal Intelligencer, Inc., P.O. Box 1829-1979, St. Catharine's, Ontario, L2R 7K1, Canada.

"CANAL ERA" TABLEAU PLANNED



A full-scale tableau, entitled "The Canal Era" is planned as part of the expansion program of the Allen County-Fort Wayne Historical Society Museum in Fort Wayne, Indiana. The tableau, depicted above in this design concept prepared by Ben Kozak of the Wilding Division of Bell and Howell of Chicago, is intended to convey to Museum visitors the important impact which the Wabash and Erie Canal had upon the life and times of Fort Wayne in the early 1800's. The Wabash and Erie Canal passed through Fort Wayne (then "Wayne") on its long route between Lafayette, on the Wabash River, to make a junction with the Miami and Erie Canal (and Lake Erie) in Ohio. David Crosson is Director of the Allen County-Fort Wayne Historical Society.

CANAL CALENDAR

May 18-20 - Pennsylvania Canal Society, Lehigh Coal & Navigation Tour, John P. Miller, 3520 Quincy Lane, Hanover Farms, Bethlehem, Pa. 18017.

May 19 (Rain Date May 20) - Canal Society of New Jersey, Second Annual Canoe Trip, Delaware and Raritan Canal Feeder, between Bull's Island and Lambertville, N.J. (Seven miles).

June 15-17 - Old Canal Days, Lockport, Ill. Brochure included this issue **American Canals** or write Old Canal Days, Box 31, Lockport, Ill. 60441.

June 17 - Annual Meeting, Canal Society of New Jersey, Waterloo Village, N.J.

July 15 - Illinois Canal Society. Tour of Kankakee Navigation lock remains in the Wilmington, Ill. area. John Lamb, 1109 Garfield Ave., Lockport, Ill. 60441.

During **July** - Old Canal Days Festival, Canal Fulton, Ohio.

Summer - Illinois Canal Society. Hiking or biking on Illinois and Michigan and Hennepin Canals. Richard Thomas, 5617 West Leland Ave., Chicago, Ill. 60630.

Aug. 17-19 - Roscoe Village Canal Festival, Roscoe Village Society, 381 Hill Street, Coshocton, Ohio 43812.

Sept. 14-16 - American Canal Society Tour of the Four Welland Canals, St. Catharine's, Ontario. Contact Bill Shank, 809 Rathton Rd., York, PA 17403.

Oct. 6-7 - Canal Days Festival, Portsmouth, Ohio.

Oct. 12-14 - Bus Tour of the Sandy & Beaver Canal, HQ Salem, OH. Canal Society of Ohio & Pennsylvania Canal Society. Jack Lanham, 235 Windsor Dr., East Liverpool, OH 43920.

(Canal organizations please note. Send information regarding your events for **American Canals** by 1 July.)

Welland Canals Preservation Association

The Welland Canals Preservation Association is a non-profit corporation endeavoring to preserve and restore those remnants of the Old Welland Canals that flow through the heart of Canada.

As part of their efforts to preserve those heritage waterways, the WCPA is engaged in constructing a rustic linear park system, which will include hiking and bicycle trails, along the length of the Old Canals. Eventually, the WCPA hopes to make the Old Welland Canals a distinctive regional attraction, from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie.

St. Catharine's City Council has already granted the WCPA permission to begin constructing the bicycle and hiking paths on city-owned park land along the banks of the canal - the major portion of lands involved in the proposed route. Using supervisory personnel hired under federal government grants and volunteer work crews from the Niagara Detention Centre and the John Howard Society, the WCPA is beginning its work in the field.

Total cost of the 15 mile bicycle and hiking trail network is estimated at one million dollars. While a sizeable portion of this figure has been met because the WCPA will be employing volunteer work crews from the Niagara Detention Centre's "Day Release" program and the John Howard Society's "Community Work Order" program, the Association is still actively seeking funds for \$450,000 in material and operating costs.

The WCPA is currently selling memberships at a cost of \$5 per year. Members receive a periodic newsletter and other pieces of information keeping them up to date on all aspects of the Old Welland Canals. In addition, the Association gratefully receives advice and "input" from members.

For more information concerning the WCPA, its projects or membership, please contact: the Welland Canals Preservation Association, 52 Lakeport Road, Box 1-2224, St. Catharine's, Ontario, Canada, L2R 7A7.

PRESIDENT'S MESSAGE

May Day is the time when ACS traditionally purges its mailing list of those names who are not credited with payment of dues for the current year. Since you are reading this message, you are obviously not one of these. For this we thank you and we promise to do our utmost to justify your continued confidence in us. It is interesting to note that we gain many more new members than we lose each year, and this bodes well for the future of our organization.

Your Principals are pleased to report an ever increasing number of phone and mail inquiries from the United States, Canada, and overseas. All this indicates that we continue to be recognized as the prime source of information on navigable canals, historic and current, in North America. We

have recently become the repository for an excellent slide-tape show (developed by Dr. Roger Squires of England) showing the work being done by volunteers in rebuilding defunct sections of the British canal system, which is available for the use of our members.

We are happy to become involved, with our good neighbors in Canada, in observing the 150th Anniversary of the opening of the First Welland Canal. Our Associates in St. Catharines, Ontario have extended a cordial invitation to all of us to visit them and enjoy their hospitality during the week-end of September 14-16, 1979. They are planning a most interesting program for us. Please mark your calendar, now, and plan to attend.

Bill Shank

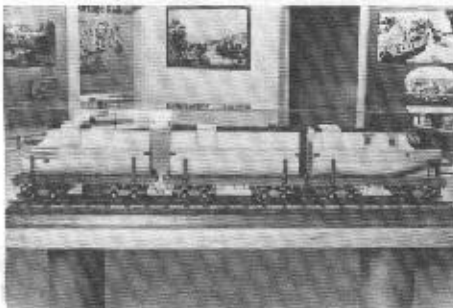
Allegheny Portage Railroad Museum Expanded



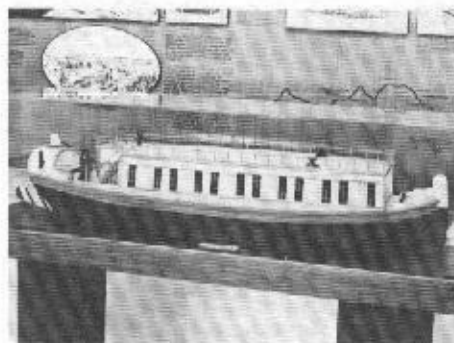
Part of the new model of Plane Number Six, built by Fred Connacher. The steam-driven engine house, at the head of Plane Six, is shown at the left. A sectional canal boat train is shown, being hitched to one of the APRR steam locomotives, for the horizontal Allegheny Summit run. Lemon House is shown in the background.

Several years of hard work on the part of National Park Service staff, and a number of model makers, have come to fruition in the enlarged Pennsylvania Canal and Portage Railroad displays in Lemon House, Cresson, Pa. The new Allegheny Portage Railroad Museum facilities were unveiled at an "open-house" in early spring of this year.

One of the spark-plugs of this expanded exhibit was Judith A. Z. Johnston, Staff Curator for National Park Service at Harpers Ferry Center in West Virginia. The American Canal Society cooperated fully with Mrs. Johnston in the de-



Sectional Canal Freight Boats, used on the Allegheny Portage and Philadelphia and Columbia Railroads, are illustrated in this model.



Pennsylvania Canal Packet Boat Model at Lemon House. Note a portion of the new wall display in the background.

velopment of the new display material, providing some of the illustrations and text used in the attractive murals.

A feature of the new APRR Museum is an excellent operating model of Plane Number Six, built by Fred Connacher. Fred is said to have spent nearly five years in its construction.

All in all, this Museum is well worth a visit by any canal or railroad buffs who happen to be traveling along U. S. Route 22 in west-central Pennsylvania. You can't miss it; it is just to the north of the summit of Allegheny Mountain, east of Cresson.

Inland Waterways Conference

In association with the World Inland Waterways and Port Development Exhibition, INLAND WATERWAYS 79, to be held from 28 May to 1st June 1979 in Strasbourg, France, there will be a concurrent conference on world inland waterway systems from 28 to 31 May. Both events are under the French Minister of Transport. The aim of the conference and the exhibition is to emphasize the enormous potentialities of the world's inland waterway networks for reliable freight transportation at the lowest possible energy cost. A study tour of the Rhine-basin installations is also being planned. Detailed information from the conference secretariat: Brooks & Mack Consultants, Delsbergerallee 38, CH-4018 Basle, Switzerland.

ACS MEMBER DISTRIBUTION

The following listing shows the number of American Canal Society members and the states (or countries) in which they live. With the exception of Indiana (which has until recently had no statewide canal society), there is a noticeable relationship between the number of members and the importance of canals historically in each state:

99 Pennsylvania	3 Tennessee
81 New York State	3 Rhode Island
50 New Jersey	3 Vermont
45 Maryland	3 Minnesota
42 Virginia	3 Oregon
40 Ohio	2 Missouri
25 Illinois	2 Kansas
23 Canada	2 Delaware
23 Massachusetts	2 New Mexico
21 District of Columbia	2 Arizona
21 England	1 Nevada
20 California	1 Texas
15 Connecticut	1 Colorado
10 Florida	1 Iowa
9 Wisconsin	1 Maine
7 N. Carolina	1 Georgia
7 W. Virginia	1 Alabama
6 New Hampshire	1 Mississippi
5 S. Carolina	1 Egypt
4 Wash. State	1 Japan
4 Indiana	1 Sweden
3 Michigan	

ERIE VS NYS BARGE CANAL

Emily and Hayward Madden have a comment for those who are careless in their use of the term "Erie Barge Canal." "There still is an ERIE CANAL and it goes from Albany to Buffalo. There is a BARGE CANAL SYSTEM which is composed of the ERIE, OSWEGO, CHAMPLAIN, and CAYUGA & SENECA CANALS. The four make up the Barge Canal System and each are their own separate canals. The Erie in the Barge enlargement was pretty well canalized east of Lyons, New York and the old channel is still navigable in spots. West of Lyons, New York it is almost 100% in the original channel or that of the enlarged Erie when many of the turns were taken out, but essentially it is a dug canal and there are no charts put out by State for its navigation. It was, and is still, the ERIE CANAL."

THE KANKAKEE NAVIGATION

by John M. Lamb

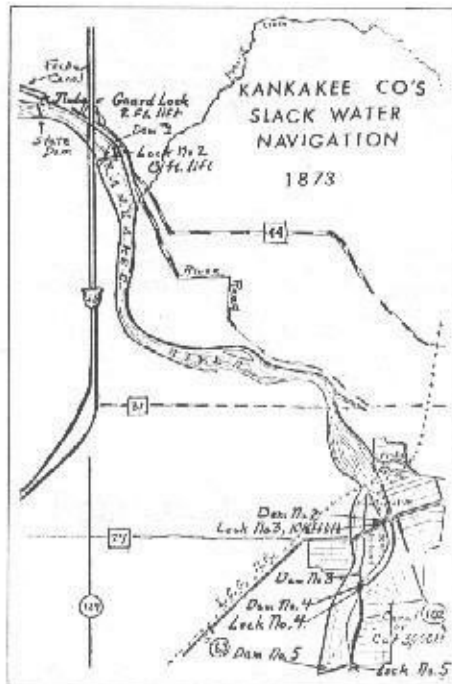
In the 1830s and the 1840s Illinois, like other western states, was swept by a wave of enthusiasm for internal improvements. The enthusiasm resulted in virtual bankruptcy for the state. In Illinois the only achievement of this fevered era of speculation was the Illinois and Michigan Canal, which ran from Chicago to LaSalle, Illinois, thus connecting Lake Michigan and the Illinois river. By the time this work reached its finishing stages the state awakened from its internal improvements debauch, but the Canal fostered along its route a new fever of land speculation and other efforts to capitalize on the canal's importance.

One of these efforts was the attempt by means of dams and locks to make the Kankakee River, and its tributary, the Iroquois River, navigable from the Illinois and Michigan Canal to the Indiana border. The Kankakee River rises in Indiana near South Bend, and flows in a westerly direction until it joins the Des Plaines River to form the Illinois River. The Kankakee has been seen as an important waterway since the time of the earliest explorers. LaSalle, for example, used it as the connecting link between Lake Michigan and his projected empire in the Illinois and Mississippi watershed.

When the Illinois and Michigan Canal was built, a town called Kankakee was laid out by the Canal Commissioners where the Kankakee joined the Des Plaines; and where the Kankakee feeder to the canal crossed the Des Plaines river by means of an aqueduct to supply water to the canal. The town was widely promoted, but nobody moved there; by the 1850s the name had been taken by a city on the Kankakee River about forty miles east of the original town. It was like LaSalle's empire 200 years earlier, a great idea for the river that died aborning.

In 1847, in order to take advantage of the nearly completed canal, the state legislature approved the formation of the Kankakee and Iroquois Navigation and Manufacturing Company, with headquarters at Wilmington, about nine miles up river from the mouth of the Kankakee. The company wanted to raise \$100,000 by selling shares of stock at \$50.00 apiece (or \$5.00 down). One of the members of the board of directors was Peter Stewart, who had been a contractor on the Illinois and Michigan Canal. When the first contracts were let (with much fan fare in September of 1847) Stewart was awarded the only contract for a lock just north of Wilmington. It was apparent that though there was much rhetoric about pushing the navigation to Indiana, Wilmington would be about as far as it would get.

In December of 1847, further contracts were let with much promotion about the advantages of investing \$50.00. It was promised both the Canal and the Kankakee would be open for navigation in the spring. The canal was opened but nothing was heard from the navigation company. It seems that not enough people had advanced \$50 for even one lock to be built. In 1850 an effort was made to whip up some enthusiasm by reorganizing the company, but this brought in no



money. In 1851 the state legislature approved an act allowing the voters of Wilmington township and the neighboring Reed township to vote a tax levy to bail out the Kankakee and Iroquois Navigation and Manufacturing Company, but the voters, in their infinite wisdom, declined the opportunity.



Interior of Lock Number Four of the Kankakee Navigation.

In the early 1860s the affairs of the Kankakee Navigation Company were taken on by Hiram Alden. Alden had extensive property holdings along the Kankakee River in Wilmington and also property in the newly opened coal fields five miles west of Wilmington. As a local paper noted, contracts were awarded for locks and dams on the river, and concluded with a cartoonal note that stands in sharp contrast to previous enthusiasm. "It is believed that this third attempt to secure slack water navigation from the Illinois and Michigan Canal to Wilmington will prove more successful than the former ones."

However, it was not much more successful as the only thing completed was a lock and dam about one mile upstream from the Kankakee feeder Lock and Dam No. 1. There was a state dam downstream that provided Kankakee water to the feeder to a maximum depth of four feet. Under the circumstances there was not sufficient

depth between the Feeder and the first dam and lock to provide adequate navigation.

Things seemed to take a turn for the better, when the old Kankakee and Iroquois Navigation and Manufacturing Co. was bought by the new Kankakee Company. This company was empowered to raise \$1 million and its directors included Hiram Alden, a Wilmington banker and the aforementioned Peter Stewart. Promises of locks and dams on both the Kankakee and the Iroquois were made to provide access to the bog iron fields of Indiana. Also, it was stated that the coal field near Wilmington would turn the area into another Pittsburgh. But again, capital was found more difficult to raise than ideas.

In the 1870s, through the efforts of Hiram Alden, the enterprise found support in the east from Boston bankers. President of the newly reorganized company was William Chafin, the Governor of Massachusetts; Alden was the secretary and the Engineer had the appropriate name of E. S. Waters. With a million dollars of capital, construction began at last. The State dam was raised two feet, providing a depth five



Exterior Wall of Lock Number Four, from the river side.

feet in the Kankakee feeder and enabling boats from the canal to get into the river. A timber lock was built at the entrance to the Kankakee feeder. Dam No. 1 and its lock were rebuilt and raised; the lock had an eight foot lift. A lock and dam were built at the foot of Alden's Island and at the head of this island another lock and dam. There was also a dam (west) on the main channel of the river. Between that lock and the river a channel 3,000 feet long was built at the end of which was another lock and dam. The dams were strengthened by aprons built of twelve-inch timbers, and secured to the river bed rock by heavy irons, guaranteed to last for generations.

Although the promotional material of the Kankakee Co., like its predecessors, showed navigation to and into Indiana on both the Kankakee and Iroquois rivers, the river was in fact, only navigable 21 miles to Werner's Landing. Once a week in the 1870s a boat set out from Werner's Landing carrying local farm goods to Chicago and returned with lumber and other goods from the big city. No high level of industrialization developed and no iron or coal was shipped; only the sleepy trade of the river towns and the neighboring farms. As a result of this in 1878, the Kankakee Co. was under trusteeship; in that year it sold all its rights to collect tolls and lease water power from the river, to the Kankakee River Improvement Co. By 1893 this company also was bankrupt and had to sell its assets to a water power company in Wilmington.

This monument to water navigation and private capital left its mark, as most of the lock walls are still standing in whole or in part. The dams, meant to last for generations, were breached or tipped over by the rampaging Kankakee. The company may have been short lived, but it left some monuments.

(John M. Lamb is president of the Illinois Canal Society and a director of the American Canal Society. He also took the accompanying photos.)



Remains of Guard Lock on Kankakee Feeder, most of which was timber construction.

REVIEW OF A NEW BOOK ON AN OLD SUBJECT

Champlain to Chesapeake:

A Canal Era Pictorial Cruise

by William J. McKelvey, Jr.

(Exton, Pa.: Canal Press, 1978
224 pp. \$25.00)

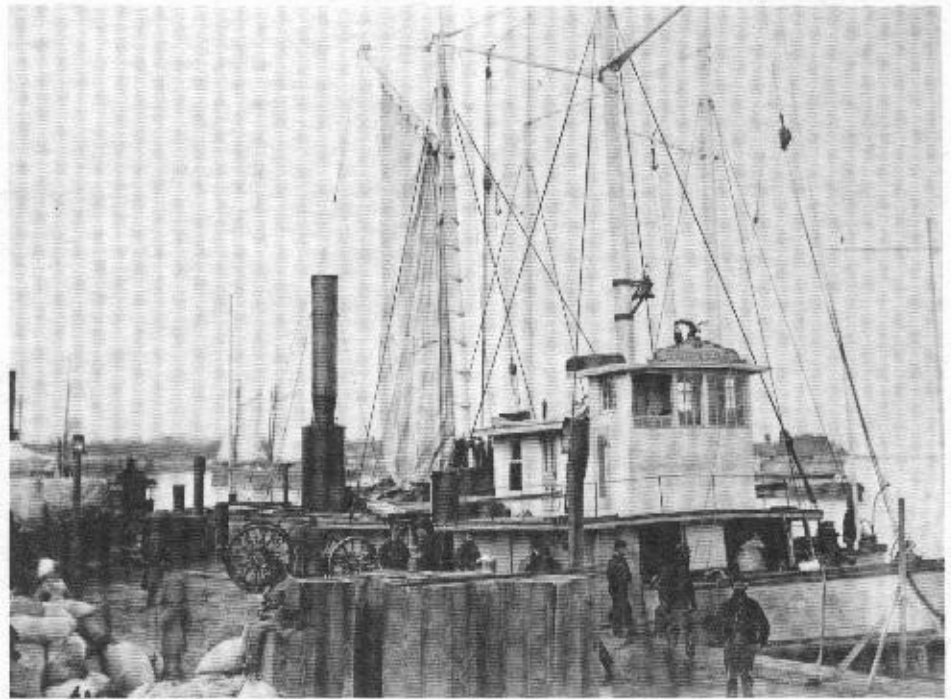
Review by Ernest H. Schell

A good pictorial history can evoke the multi-faceted reality of the past like nothing else can. ACS Director Bill McKelvey's new book is a very good pictorial history indeed, taking the reader back in time and bringing to life the traffic on the eastern intracoastal waterway from Lake Champlain to Chesapeake Bay. This so-called "inside passage," comprising the Champlain Canal, the Hudson River, the Delaware and Raritan Canal, the Delaware River, the Chesapeake and Delaware Canal, the Chesapeake Bay, and the Dismal Swamp Canal, was an important shipping route during the 19th and early 20th centuries, providing safer transportation along the coast from New England to the upper South than the oceanic route, particularly in wartime.

Aside from being an extraordinary collection of 485 illustrations, nearly all of them rare and previously unpublished photographs, McKelvey's book gives a much greater coherent unity to the story of the eastern intracoastal waterways than has hitherto been available. The author's starting point in conceiving this volume was his excellent pictorial history, **The Delaware and Raritan Canal** (Canal Press, 1975, \$14.00). On the prac-



This photo from "Champlain to Chesapeake" illustrates the side-by-side competition of canals and railroads, along one of the Delaware Canals in the Lambertville-New Hope area. McKelvey identifies the location as "near Jacob Creek Road".



McKelvey's caption for this photo in the Virginia section of his book reads: "One hundred and forty-four propeller steamboats were seized by the government for use during the Civil War. 'Docks at Aquia Creek' by Mathew Brady shows the steam canalboat 'New York' with auxiliary sail unfurled. Faded lettering on the pilothouse reads: 'Philadelphia and New York Express Steamboat Company'. It ran through the Delaware and Raritan Canal".

tical end, his plea for more photographs produced an unanticipated deluge of fascinating old pictures of canals, canal boats, and associated people and structures. Further extensive research uncovered still more photos in historical societies, libraries, and private collections all over the east coast. In the course of his research, McKelvey himself traveled the length of the "inside passage" by boat, by automobile, and on foot. From the conceptual standpoint, on the other hand, he was compelled to explain the fact that the Delaware and Raritan Canal, which he had studied earlier, was "a truly cosmopolitan waterway," receiving boats from every coastal state from Maine to Virginia. How did the larger network of east coast waterways account for this? In answering that question, McKelvey has given us the best comprehensive view of the eastern intracoastal canal and river system that we now have.

McKelvey is well aware that pictures do not speak for themselves. Unaccompanied by informative textual materials, a collection of photographs holds little more than antiquarian attraction. **Champlain to Chesapeake**, in contrast, is a richly instructive compilation, each photograph yielding a maximum of insight and information, thanks to McKelvey's trenchant and thorough captions. Specialists will be particularly grateful for his having included the registry number and a capsule history of nearly every vessel shown. The context of most photographs is carefully explained, often supplemented with information about the circumstances in which the photos were taken. A short introduction at the head of each of the eight chapters, one for each leg of the system, provides general background information.

The photographs themselves are of uniformly excellent quality, presenting an encyclopedic view of the various rivers, feeders, canals, canal boats, barges, yachts, locks, lock houses, dredging equipment, mules, tugs, bridges, buildings, cargoes, crews, pilots, passengers, and politicians associated with the waterways. There are a number of aerial shots (from the 1930s), some rare photographs from the Mathew Brady collec-

tion showing canal boats in use during the Civil War, and some unusual views of canal boat interiors and cargo holds. In fact, cargo lading, handling, and shipping are given surprisingly good attention.

The author includes some photographs of canals that joined the "inside passage," including the Erie, the Delaware and Hudson, the Lehigh Navigation and Delaware Division canals, the Chesapeake and Ohio, the James River and Kanawha, and the Chesapeake and Albemarle. Though these ancillary routes are

(Concluded on Page Six)



McKelvey identifies this photo (made circa 1931) as Lock Six on the Delaware and Raritan, passing through Trenton, N.J.

KNOW YOUR ACS OFFICERS



Charles W. Derr, contemplating a scale-model of a Lehigh Coal and Navigation sectional canal boat.

The American Canal Society is honored to have as its new Secretary-Treasurer (and Director) Charles Derr of Freemansburg, Pennsylvania. We first became acquainted with him several years ago when the Pennsylvania Canal Society stopped by the Freemansburg mile-long-section of the Lehigh Canal (and lock) to see the canal restoration work underway under the tutelage of Charlie Derr.

Though Charlie is known for many kinds of volunteer work, it is his intense interest in the Lehigh Canal which has gained him the reputation of being one of the most avid canal enthusiasts in Pennsylvania. In 1970 he formed the Canal Restoration Committee in Freemansburg and was instrumental in obtaining state and federal funds for the Canal Park. One of the banes of

his existence in the restoration work on the canal is the periodic floods, each of which wipes out some part of the restoration work in the general Bethlehem-Freemansburg area. As a tribute to the work which Charlie did on the canal (and elsewhere), he was named by the Bethlehem Jaycees as their "Man of the Year" in 1975.

One of the nice things about the Derr family is that they share in their canal (and other) activities. Mrs. Derr (Elizabeth), for example, helps out with the activities of the American Canal Society, and their children Beth and Jennifer are usually on hand on canal trips to help liven things up. We all now expect their newest addition, Michael, to become a canal enthusiast and help maintain the family tradition.

In addition to his duties in the American Canal Society, Charlie is one of the mainstays of the Pennsylvania Canal Society, serving as a Director and Vice President.

Tenn-Tom Waterway

The Tennessee-Tombigbee Waterway has come under media attack as a Federal Judge in Mississippi prepared to hear arguments on January 3 concerning the Corps of Engineers' authority to construct a 300-foot-wide channel. The Corps maintains it has Congressional authority and adds that Congress has been kept up to date on escalating construction costs. But several newspapers, including *The Birmingham News* in Tenn-Tom territory, have delved into thousands of documents unearthed in the lawsuit to paint an unflattering picture of Corps work as well as benefit/cost projections. Both *The New York Times* and *The Washington Star* printed editorials this month urging the Congress to reconsider the \$1.8 billion navigation link. Lt. Gen. John W. Morris, Chief of Engineers, chided both papers for printing "unproven allegations." (*National Waterways Conference Newsletter*, 8 Dec. 1978)

Champlain to Chesapeake (Concluded from Page Five)

incidental to the main theme of the book, greater coverage of them would have been welcome.

The canal systems covered in this book were all in use when steam and diesel engines replaced animal power on American waterways. In addition to recording this transition, the book documents the use of steam engines at the Chesapeake and Delaware Canal steam pumping plant and the equipment used in dredging that canal to sea level. A steam traction engine is pictured in use along the Delaware and Raritan Canal. There is also material on the boat building centers around Albany, New York City, New Brunswick, Philadelphia, Wilmington, and Baltimore. And there are some unexpected bonuses, like a photo of the mammoth Alexanderson alternators at New Brunswick, New Jersey, used by RCA to broadcast the first commercial transatlantic radio signals in the 1920s. The alternators and other equipment had been transported from the General Electric plant at Schenectady along the intracoastal water system.

Technical explanations included in the captions not only describe the operation of equipment, systems, and procedures pictured in the photographs but also frequently explain the circumstances and events that surrounded the development of the features that have been shown. In providing this wealth of information, McKelvey serves simultaneously as historian, engineer, and tour guide, and a reliable one on all counts. There are only a few minor typographical errors and one misleading figure (on p. 85) stating that the "inside passage" saved 67 miles to Baltimore as opposed to "the outside or ocean route from New York." This is only true if vessels sailed around Cape May and then through the Chesapeake and Delaware Canal, but not around the Delmarva peninsula, as the "outside or ocean route" implies.

On the whole this is an authoritative as well as a handsomely produced, hardbound volume, published on fine calendered stock (bound size 8½" by 11"). A clear map of the intracoastal waterway, a chronology of significant events, and a bibliography complement the photo-text. All illustrations are black and white.

With a broad range of subjects and many dramatic and revealing shots, from multi-boat tows and apprehended rum runners to a lock tender's children riding on the balance beam of a miter gate, *Champlain to Chesapeake* is an exciting journey back into the past, a rewarding "pictorial cruise" that no canal enthusiast will want to miss.

Orders for either *Champlain to Chesapeake* or *The Delaware and Raritan Canal* should be addressed to the author, William J. McKelvey, Jr., 98 Waldo Avenue, Bloomfield, New Jersey 07003.

Toll-Free Waterways to End

Almost 200 years of Federal toll-free waterways policy will end October 1, 1980, when tow-boats and tugs plying shallow-draft waterways will begin paying a fuel tax. It will start at 4¢ a gallon and increase, in three steps, to 10¢ a gallon by October 1, 1985.

The new law (P.L. 95-502) also authorizes replacement of Locks and Dam 26 on the Mississippi River; provides for development of a comprehensive "master plan" for the Upper Mississippi; mandates a three-year, \$8 million study of user charge impacts and implications, and establishes an open-ended Inland Waterways Trust Fund into which fuel tax revenues, expected to reach about \$100 million annually after 1985, are to be channeled. (*National Waterways Conference Newsletter*, 8, Dec., 1978).

ACS Member Visits Panama Canal



Phil Cadman recently sent "greetings to fellow members of the Society" with the above post-card showing a cargo vessel passing through Miraflores Locks of the Panama Canal. Completed 1904-1914, the Panama Canal still represents one of the most important political, economic and military achievements of the United States in the Twentieth Century. Before giving it all away we should once again seriously investigate a new and larger canal, perhaps a "sea level" canal, connecting the Atlantic and Pacific Oceans, at another location.

I CRUISED THE CANALS OF PARIS BY SUBWAY AND LIVED



Lock Number One on the Canal St. Denis, showing the tunnel exits from the two locks.

by Wm. E. Trout III

Armed with a few subway (metro) tickets (they're cheaper by the dozen), you, too, can tour the most picturesque canal in Paris, but watch where you keep your wallet or you, too, will have another unexpected but educational experience shared by five other Americans a day in the City of Light. But veteran canal hunters are accustomed to constant danger.

You can start your tour of the Canal St. Martin at the lower end by taking the metro to the Quai de la Rapée. The station is beside the outlet lock (#9) and if you came from the east, via Arsenal, you saw the canal from the subway train. From here walk a couple of blocks north along the canal, here called the Bassin de l'Arsenal, until it disappears into a 2 km tunnel directly under the Bastille metro station. Note the narrow gauge tracks for the electric mules which once towed barges through the tunnel. You can't get into the tunnel but you can bypass it by taking the metro from Bastille to Republic and walking two blocks east along the Rue du Faubourg du Temple. Here are Locks 7 and 8, which lower boats into the tunnel. All four pairs of locks on the canal are two-lock staircases in picturesque parks complete with shade trees, benches, iron arch bridges, and artists painting them. But you won't see much traffic except for a "Peniche Theatre" moored near Locks 3 and 4. Walk the 2 km up the canal to locks 1 and 2 at the Place de Stalingrad, or if you prefer to walk downhill, start from the Stalingrad metro station.

At the Place de Stalingrad the canal becomes the Canal de l'Ourcq, which runs west for 107 km up the Mame and Ourcq valleys. It was built in 1822 to bring fresh water to Paris, in addition to being navigable. This is the Parisian canal with the boat traffic, and at the junction with the Canal St. Denis 1.5 km upstream you can see that traffic passing through one of the most unusual old locks in the world. You can either walk up (don't miss the old iron lift bridge at the Rue de Crimée) or take the metro from Stalingrad to Corentin-Carion and follow the street of that name west to the canal St. Denis, then right to Lock 1 at the junction. This canal takes boats from the Canal de l'Ourcq down to the Seine below Paris, through seven locks (the Gare St. Denis is next to the canal at Lock 5). Each lock is actually two parallel locks with different sized chambers (62x8 and 39x5 meters); all have moderate lifts of 2 to 4 meters except Lock 1 which has the enormous lift of 10 meters, or some 30 feet. This lock is so deep that boats going downstream seem to come to a dead-end

wall, but when the lock is emptied a previously submerged gate opens and the boats exit through a tunnel at the bottom of the lock. This canal, like the others in Paris, goes back to the early 1800's but they all must have been enlarged since; the portals of the tunnels from Lock 1 are dated 1891 and 1892. And the canal era in France is not yet over, because a modern control building for the lock was under construction, a contrast to the old stone walls, buildings, and inscriptions.



The Arch Footbridge at Locks 5 and 6 on the Canal St. Martin in the middle of Paris.

You can also bicycle along the canals. Paris-Velo (Rent-A-Bike), 2 Rue de Fer a Moulin, Paris 5 (Phone 337-59-22) is conveniently located just across the Seine from the lower end of the Canal St. Martin, and is open every day. I also cycled 5 km up the Seine and the mouth of the Mame to see "The Lock at Charenton" ("L'Ecluse N° 1"), the scene of Georges Simenon's mystery novel of that name, published in English in MAIGRET SITS IT OUT, Penguin Books, 1952. The metro or a bus will also get you there; the Falk map of Paris shows metro stations and bus routes, in contrast to most maps. Sit next to the lock, read the book, and realize how much things have been changed by time and freeways. From Charenton you can cycle two more km along a riverside trail and back streets to the lock and 1/2 km tunnel on the Canal St. Maur, which cuts

across a bend in the Mame to Joinville-Le-Pont. An inscription at the other end of the tunnel dates it at 1813, and a water supply tunnel next to it at 1865.

Visitors to Paris are also warned by a recent article in WATERWAYS WORLD not to miss the waterways museum downstream at Conflans St. Honorine, 25 minutes by train from platform 13 at the Gare St. Lazare, open Wednesday, Saturday and Sunday from 1500 to 1800 hours (Sunday is recommended, when the boatmen are there). And Roger Calvert, in INLAND WATERWAYS OF EUROPE, recommends contacting Tourisme Francals, 96 Rue de la Victoire, for cruises on the Seine. And how about the other underground "canals" of Paris - the sewers, open to visitors at confusing dates and hours? Don't forget to pick up local postcards of the canals as you travel, and paperback copies of Georges Simenon's canal novels with canal-boats on the covers, such as L'ECLUSE N° 1, MAIGRET ET LES TEMOINS RECALCI-TRANTS, and LE CHARRIETIER DE LA PROVIDENCE. The last, (in English, MAIGRET MEETS A MILORD, Penguin Books, 1963) takes Maigret on a bicycle along the 67 km Canal Lateral a la Marne, which might be worth repeating. And then there are his canal short stories such as "Inspector Maigret Thinks," in Ellery Queen's Mystery Magazine for June 1967, an incident on the upper Seine. Is there a Simenon enthusiast who would let us know of other canal short stories, perhaps enough for a collection?

For charts of the French canals see GUIDE DE LA NAVIGATION INTERIEURE (Berger-Levrault, 5, rue Auguste-Compte, Paris VIe).

Lehigh "Clean-Up"

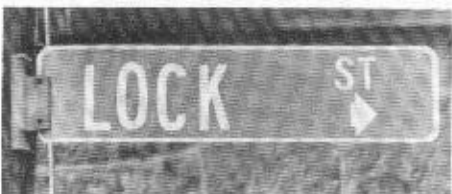
On Sat., Dec. 16th, 1978, the members of the Bethlehem Township Lions Club held a work party on the Lehigh Canal Towpath. Starting at Lock #48 (Hopes Lock) the tow path hiking trail was cleared of underbrush for a distance of over 3/4 mile. If you combine this with the section that was cleared by a manpower crew last summer, almost half the 4 3/4 mile trail has been reopened for hikers and bikers. It is the hope of the Lions Club that they can complete clearing the trail early next spring. All canal and hiking enthusiasts should applaud the efforts taken by this group of men. (C. W. Derr, Vice Pres., P.C.S.)

STREET SIGNS — CANAL AND LOCK

by Bernard Heinz



(The port of New Haven has always suffered economically, because it is not served by a major river. In 1825 work was begun on the *Farmington Canal* which was to link the port with Northampton, Mass., on the *Connecticut River*. It was the most ambitious engineering project ever completed in New England. For 20 years, it brought increasing prosperity to the region it served, but not to the investors — there was little knowledge as to how to finance such a complicated effort. In 1848, the canal was displaced by a railroad — a train still runs in the canal bed — once a day in each direction. In 1978 there were suitable ceremonies in Plainville, celebrating the arrival of canal service as far as Farmington 150 years ago.)



Street signs there are — Canal and Lock
 Posted beyond the cemetery wall;
 And the long, thin ditch that still remains
 Acknowledges a single railroad track.
 The destination has not changed;
 The goal, however, is unclear.
 How often do the signs we read
 Preach promises of yesteryear,
 How often do we walk the streets
 Where ghosts in passage do appear,
 Our vision blurred, the dream forgot,
 The brave attempt — a lost huzzah!
 How often do we read the signs that bind
 Our minds to pictures past
 Canal Street — and there is no boat —
 Lock Street where no water flows.
 No memory of the sweating beasts
 That pulled the barges years ago,
 No boatman's horn, its coarse tin call
 Demanding passage through the gates,
 While the poor, indentured lad leading the team
 Thought only — "A pause, a rest for me."
 No longer do we read in signs
 The tell-tale truths we failed to see,
 Addresses in unbroken lines —
 No heartbeats heard, no souls set free,
 Ours is an age of rays and wires
 And strategies that touch the sun,
 A nomenclature of ideas the Power of Water had
 begun.
 Think, 60 locks in 80 miles, a man-made river
 to the north
 Sluices, aqueducts and bridges
 And towpaths, giant strings of earth.
 Think of the tools we have forgot —
 Picks and shovels and toil
 This is what water had produced —
 Factory wares and stone-milled flour, the carrier,
 itself,
 A traffic for awaiting sloops,
 A burst of hope for grave New Haven port,
 Expansive, joyous, flavorsome.
 How careless are we of our past!
 How harsh we judge the long-drained ditch!
 This tell-tale truth we fail to see
 In signs for streets, Canal and Lock.

(Kirby Kennedy photos courtesy of the *New Haven Register*)

Manayunk Canal Being Restored

A letter recently received from Gene R. Verdier, General Chairman of the Manayunk Canal Committee (P.O. Box 4644, Philadelphia, Pa. 19127) announced that May 12, 1979 had been declared "Manayunk Canal Day". We quote from Mr. Verdier's letter:

"We are currently completing a \$2.4 million restoration of the Manayunk section of the Schuylkill Navigation Canal System, one of only two such segments remaining intact in the entire original reach from Philadelphia via the Union Canal to Hollidaysburg. This work is under the physical auspices of the Philadelphia Water Department, but has been initiated and monitored by us throughout. 1979 will mark the completion of the original contracts for restoration, not including the locks, which we hope to complete subsequently and restore to operation. The locations and portions remain near to their 1848 form, following the expansion of the original 1817 construction.

"A historical survey of the Community and the Canal is underway, supported by State funds through the Philadelphia Historical Commission under Dr. Tyler."

The Manayunk Canal is a two-lock, one-and-a-half mile separate channel on the east bank of the Schuylkill River north of Philadelphia. It was the portion of the Schuylkill Navigation which connected the slack-water pool back of Flat Rock Dam (Elevation 36.24') with the upper end of the slack water pool formed by the Fairmount Dam at the waterworks in Philadelphia (Elevation 10.523).

New Chinese Canal

China is planning massive water resources development projects to enhance its agricultural and industrial productivity. Preliminary work has already been concluded on the most ambitious plan. It involves construction of a 700-mile waterway diverting some waters to the Yangtze River northward to the Yellow River and the grain-producing but drought-plagued plains of North China. For some 600 miles, the waterways would follow the route of the ancient Grand Canal, which was completed by Emperor Kublai Khan in the 13th Century. Ravages of floods and wars long ago made it obsolete.

When completed, the new waterway will have 15 navigation locks able to accommodate vessels of up to 2,000 deadweight tons. Some 30 pumping stations will provide water to irrigate 10 million acres. Total cost is estimated at about \$10 billion. In another development, China announced plans to build four huge hydropower dams with a price tag of some \$30 billion. Numerous improvements in the country's extensive (100,000-mile) but antiquated inland navigation system are in the works, too.

Energy Efficient Waterways

Gil Carmichael of Meridian, Mississippi, a member of the National Transportation Policy Study Commission, suggested that if coal is the Nation's energy ace in the hole, then the inland waterway transportation system could be the Nation's transportation ace in the hole. Citing the energy efficiency of water carriage as compared to other modes, Mr. Carmichael said, "If there is a mode of transportation that can make BTU's last longer, it will have high priority." He said it is "important to note" that barge tows don't need a lot of energy to move energy. "The wastage of energy to deliver energy is a key measuring stick," he said. (*National waterways conference Newsletter*, 8 Dec., 1978)

ERIE CANAL ILLUSTRATIONS

Emily Madden, ACS, (canal researching), suggests that we try to include more information on the illustrations which we use in our articles. As a starter, she submits the following information on the four illustrations which were used in "An Early Trip on the Erie Canal" in the February issue of *American Canals*.

1. Old print of Lockport. The artist was William H. Bartlett, 1809-1854, an Englishman. The print dates from about 1828 and was published along with many of Bartlett's other prints in the two-volume work *American Scenery* by Nathaniel P. Willis. This print was captioned "Lockport, Erie Canal" and is probably the best known of all the early prints at Lockport.

2. Aqueduct on the Erie Canal. The original artist is unknown, though there are surmises. The picture has been reprinted often; occasionally it has been captioned "Miami and Erie Canal." This print was reprinted in the *Centennial History of Rochester, New York*, V. II, 1932, being Vo. XI of the *Rochester Historical Society Publications* 1932, p. 306. It carried the following caption: Drawn before the completion of the structure, and printed by Everard Peck Rochester. Only seven of the eleven arches are shown. The iron railing, finally erected on the north side of the towpath does not appear; the Johnson-Seymour mill-canal on the east side of the river is not clearly traced. The point of view is on the west river bank, north of the structure, looking southeast."

This aqueduct was replaced in 1842 by the wonderful stone structure which is still in existence now carrying a four-lane street in the center of Rochester on top of it.

3. The two sketches on page four. These were done by the famous artist Edwin A. Abbey (though he was not famous when the sketches were made in 1873.) He did the murals in the Boston Public Library, among others. He was born in 1854. These sketches appeared in an article by William H. Ridgeling, "The Waterways of New York" in *Harper's New Monthly Magazine* for December 1873.

(Editor's Note: Many articles submitted for publication in "AMERICAN CANALS" come to us without illustrations. We do the best we can to find suitable sketches or photos in our own files. Such was the case with "An Early Trip on the Erie Canal." We ask all contributors to supply us with good illustrations and complete caption material to accompany their text, whenever possible.)

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