PRESIDENT DISCUSSES ACS MEMBER IDEAS

In our first bulletin I presented to share with you suggestions for activities by ACS members. In this and future issues I will discuss these suggestions with you, indicating those which are possible and likely to be beneficial. I would like to have your suggestions come to us. Here are some suggestions, typical of those still coming in:

1. "Publish a listing of all U.S. canals, with the status and maps or directions." Publish a directory of former and existing canals of the USA--state-by-state, please.

There are guides and booklets and books on individual canals, but no known thing is not a current, printed list of all the canals of the United States, nor is there a "Guide to the Canals of the United States," though there are now several such guides. Both are needed. As a start, the ACS will publish a list of all the canals and present, of the U.S. and the states in which they are located. How many canals are there? I don't know, though some of you may. If those of you who have lists of canals will furnish them to us, we will compile a complete list. As a point of interest I will let you know who has the longest list. Later we may undertake the same kind of listing for the canals of other countries.

2. "Provide a short history of different canals." This is an extension of the canal listings. The idea has considerable merit. ACS members Ed Boas and Peter Stover have given us a notable idea on the use of a card index. Each of us would probably like to have a good index card or standard size notebook sheet on each canal. The ACS could use a standard format and those knowledgeable on each canal could provide information which we in turn could provide to ACS members. Shoots the same size as our bulletin would be easiest and handiest for mailing. Cards would be handy for some individuals. Send us your ideas on this, with specific examples for use and we will work out something.

3. "Provide a bibliography of canal publications, both old (libraries) and new (where on sale)."

One of our basic objectives is to provide for the exchange of canal information. The Atlant, of Lavinia, N. Y., have agreed to help. We plan to start with current publications which are available for sale and work our way back through time, gradually building up a good bibliography. If you would like to help and know of a canal publication that is available for sale, please contact Mrs. J. Hayward Darden, 5147 Beaver Rd., Livingston, N. Y. 14487, information copy to the ACS.

4. "Correspond with foreign canal societies." The officers of the ACS have corresponded with the Inland Waterways Association, the British Waterways Board, and the Railway and Canal Historical Society in England. We have covered canal activities in England and will continue to do so. We will also correspond with other canal historical societies in Canada (we have not located any canal societies there) and will cover canals and activities in Canada. (As an aside, we consider in a general sense all citizens of North, South and Central America as "Americans" for the purpose of our society and bulletin.) By the time of our next bulletin, we hope to have a report on canal societies in Sweden and their canals. Though our primary interest is in the canals of the U.S. we will eventually provide coverage on all the canals of the world. Americans visiting other countries with other countries is under the name of the "International Canal Society," the primary objective of which is to provide for the exchange of canal information on a world-wide basis.

5. "Canal trips from points available to distant visitors by planes, train, or bus." At this time and perhaps this will always be the case, field trips of individual societies seem to be the best way to conduct field trips in this country. Since our members are in the best position to organize them. The field trips of the Pennsylvania Canal Society, the Canal Society of New York State, the Canal Society of Ohio, and the Canal Society of New Jersey are good examples. I don't believe we could possibly organize a field trip as well as the recent one in May by the PCS and CNCSA on the Lehigh Canal in Pennsylvania. Outsiders are usually more than welcome. One difficulty has been for the individual to know what is going on outside his own society. I hope that our bulletin will correct this. Though we may not always have the most recent information in your hands because of the quarterly timing of our bulletin, with the cooperation of each canal society we can usually provide dates, locations and points of contact in advance.

6. "Inspection tours and trips to the canals of other countries." Trips to other countries can be done by either the ACS or jointly with other canal societies. Clayton Smith, president, CNCSA indicates that they are interested in a trip to England next year. ACS Vice-President/Secretary E. B. Shank has just returned from a trip to England and has investigated some of the possibilities there. We think that a part of the trip should be by canal boat. John Atkinson, member of the Inland Waterways Amenity Advisory Council and a recent visitor to this country has particularly endorsed the idea. Other officials and friends in England have encouraged us. We will keep you informed as we develop this venture through the year.

7. "Encourage appropriate organizations to erect markers calling attention to location of canals to those on highways." We will lend encouragement and support to local societies (canal and historical) to this end.

8. "Get communities to restore sections. At least clean out slipways, etc., and provide a path alongside." Exploration of lands for recreation and historical value.

This again is an area where the local society is in the best position to get things started. The ACS will lend assistance when requested and will publicize work being done. Perhaps in the future we could have a Restoration Fund similar to that of the Inland Waterways Association in England.

9. "Policy development to support aims of such other canal societies as have goals consistent with those of the ACS." We are doing this. We have and will encourage the formation of local canal societies where none exist and support those which are flourishing and need encouragement or assistance.

10. "Act as a clearing house. Inform members of general activities of individual societies." We will publish information on the activities of each society. One thing needed is complete information on membership requirements, dues, publications, annual meetings, field trips, etc. (Society secretaries and officers please note.)

Please note the eight pages of this bulletin. This is one of the reasons we had to raise the dues to $5.00 (which will also apply in 1973) - we simply couldn't pass alone to you all the information you would want to have. It is only wish that we had space to give you more.

By the time you read this Bulletin, I will have retired from the navy and perhaps will have more time to devote to canal affairs, though I may be working full time in a capacity in a canal-related job. If so, I will be even in a better position to do so. Since our plans for the summer are fluid and we will be spending more of the summer in Maine, mail to me should be sent in care of Bill Shank, 609 Rathton Road, York, Pa. 17403.

Tom Hahn
Trout Lectures on Va. Canals

With the first time by presenting a paper on Virginia’s 19th Century Inland Navigation at the First Annual Conference of the Society held in Richmond on 6 April in New York City. Here is a synopsis of that paper:

During the 19th century over 1000 miles of Southern and Northern Navigation canals were made navigable, from which work a wide variety of structures has survived. Included in these structures are locks and dams that are in use today. Many are found in the Appomattox and along the Potomac Canals. On the Potomac, the locks and deep solid-rock cut-out of the Potomac Canals at Great Falls are among the last examples of this type of engineering. This paper describes the locks and dams on the Potomac and other canals in detail.

As of July 1, 1972 membership dues rates in the American Canal Society are as follows:

- Single: $6.00
- Student: $3.00
- Family: $10.00
- Patron: $25.00
- Sustaining: $50.00

Florida Canals

The Society for Industrial Archeology was formed to collect and preserve the remants of North America’s industrial heritage. In the process of collecting, the Society seeks to encourage the exchange of information on all aspects of industrial archeology through publications, meetings, and other means. An information-filled bi-monthly newsletter contains items of interest to canal enthusiasts. The April issue contained five articles on canals and canal publications. Regular individual membership is $10 per year, payable to the Society’s Treasurer Base. 

S.L.A. Newsletter

The Society for the Preservation of the Architectural Remains of the Canal System in the United States (S.L.A.) has published its fourth newsletter this year. This issue contains articles on the history of the Canal System and its impact on American life. The newsletter is available to members for $5 per year.
Arrangements have been made for the English Canal Society (Philadelphia) for ACS members to tour the English canals during the week of June 3rd to 10th, 1973. A chartered flight will leave Philadelphia International Airport for London Sunday evening, June 3 and return the following Sunday afternoon. ACS members will make their headquarters at the modern International Hotel in West London, about two miles south of "Little Venice," the starting point for local canal tours. The per-person basic cost of the trip, which includes transportation and accommodations is $340. This unusually low rate applies only to members of the American Canals Society and their immediate family members. It includes air fare to and from England, meals aloft, transport to the hotel rooms each night, six nights, continental breakfast, all evening meals, two sight-seeing tours, all gratuities, and baggage transport.

The additional cost of the canal tours in England has not yet been worked out. It will be contingent upon the size of the group making the tour. Thus, it is important that any interested get in touch with Tour Coordinator Bill Shank, 809 Rathvon Road, York Pa. 17403, just as soon as possible so that we can estimate the approximate size of the group and come up with a cost figure on the tour itself.

We are limited to one 707 plane load, so letters of intent will be needed to furnish us with a priority list if the trip is oversubscribed.

Inland Waterways Association Limited

Since our last Bulletin, John Humphries, former Chairman of the Inland Waterways Association, has been appointed by the Government as its official advisor on Waterways. In a recent letter to the President of the ACS, Mr. Humphries said, "...As you will imagine I am up to my knees in the battles over here at the moment but certainly if any of your members are coming over here let me know and I will arrange for either myself or someone else to meet them. The idea of a lot of people from the States visiting our canals next year is very exciting and if you are bringing over any parties let me know and we will see what we can do to fix up good hosts for them..."

The American Canals Society wishes the best for Mr. Humphries in his new assignment. Captain E. R. Munk is the new Chairman of the IWA and we shall look forward to working with him.

In our last Bulletin we stated that we would ascertain membership rates for the Inland Waterways Association and rates for their Bulletin. The following rates have been recommended to the General Secretary of the IWA: "I am sorry but we have found that the overseas subscription is $15 for the first year and $10 for each additional year. We will not accept payment by air mail post and such like. Only members are eligible to get our "Bulletin" and are required to pay $1 per year. The address of the Inland Waterways Association is: 154 Renton's Park Road, London N1 8QZ, England.

Inland Waterways Advisory Council

Early this month the American Canals Society was honored by the visit of Inland Waterways Advisory Council member J. A. L. Atkinson and his charming wife Elizabeth. During a private visit to the United States, the Atkinsons took advantage of part of their time to acquaint themselves with some of the U.S. canals, canal people, and the philosophies we have toward canal preservation, restoration and usage. While in New Jersey, the Atkinsons were shown slides of the canals of New Jersey by Clayton Smith, President of the Canals Society of New Jersey and Director of the American Canals Association. In June they were guests of Clayton Smith and the CSSJ on their field trip along the Delaware and Raritan Canal. President Tom Hahn and family of June the Atkinsons had an opportunity to visit various sites in the District of Columbia, Virginia, Maryland and West Virginia, including much of the Chesapeake and Ohio Canal, from Georgetown to the Four Look Area. They were particularly impressed with the length of the C & O Canal and the possibility of its restoration for recreational purposes for a large urban population. Most useful was the advice and information given by Mr. Atkinson pertaining to things that have been done with the canals in the United Kingdom that have a direct application to the canals in this country. Mr. Atkinson was very keen on the idea of group trips by members of the ACS or individual canal societies visiting England and planned such for the future. We are looking forward to working with the Inland Waterways Advisory Council and the ACS to the benefit of our canals.

British Waterways Board

The British Waterways Board in conjunction with the Inland Waterways Association and the British Waterways Board have announced an excellent volunteer work done by volunteers during the Ashit俏 weekend at the end of March, on the two 106 mile Cheshire Ring, nearly 1,000 volunteers turned up from all over the country to work with the Waterway Recovery Group of the Inland Waterways Association. To help these willing "navvies" 8 diggers, 1 crane, 20 trucks, and 1,000-yard monorail were either hired or donated by various companies. Old beds, washing machines, bath tubs, tires, cooks, cars, trucks, brick, steel tubing, drums, pipe, concrete blocks and other refuse had been thrown in the canal over the last two decades were removed. Work that would have taken the Board many weeks at an expenditure of between 15,000 and 20,000 pounds was completed in 1 1/2 days. As stated by Sir Frank Price, Chairman of the British Waterways Board, "The volunteers have made a splendid start and by their hard work saved a great deal of money and time for the Board."

The Grand Union Canal in London NW, just west of "Little Venice" (Paddington). From this point, given sufficient time, the canal enthusiast can travel by narrow canal boat to more than 1500 miles of 200-year-old canals in northern England. We hope to take the ACS group along at least 100 miles of the Grand Union and connecting canals, hopefully on a fleet of narrow tour boats.
Activities in Ohio

By Terry K. Woods
Vice President
The Canal Society of Ohio
229 Clarendon, N.W.
Canton, Ohio 44708

I can think of seven major restoration projects right now and there are probably some that I’m not aware of. The big difference here in Ohio, I think, is that the people aren’t sitting back and saying, ‘Tell I wish the Government would appropriate some money and restore something around here.’ They are, instead, donating their time, talent, and money to start their own projects. Volunteers from all over Stark County, and beyond, started building a canal boat when no local boatbuilders were available. One group wanted to commit themselves. Only after two years of all volunteer labor and funds, and after the boat was 2/3 finished, in the water, and scheduled for the County Historical Society and three local foundations came forward with enough money to finish the work in an additional year. This was the first canal boat built in Ohio since 1909.

This spirit is prevalent throughout the state. Bill Vodrey, an East Liverpool lawyer, excavated and restored a Sandy and Beaver lock that he owned back in the hills. He restored it just for the heck of it, and when the FCS and CSO expressed a desire to visit it during their tour last October, he had a bulldozer and crew widen two miles of "deep track" into a road good enough to get the tour buses to Last Look.

In Canal Fulton, Clyde Bixley became the canal During the week, he would work on a canal boat of his own, including some of the old glass, masonry, and rode. It summer when he wasn’t working on a trip to take the crew to Cuyahoga River Canal - the canal society was formed, and the group had a collection of artifacts, including some of the old canal tools and equipment.

"Earth-Day" Projects on Old Erie Canal

Reported by Daniel J. Hordell
North Syracuse, N.Y.

The Old Erie Canal benefited from Earth Day-Earth Week projects in April. Several youth and civic group projects were aimed at reclaiming sections of the canal and its tributaries. Among other projects, the group sought to clean up the Cuyahoga River - the canal society was formed, and the group had a collection of artifacts, including some of the old canal tools and equipment.

An agreement between Historic Rome Development Authority and the College of the Finger Lakes will result in a College of the Finger Lakes Canal Village project, particularly in an area occurring construction of the canal in West Rome. The project, which is expected to last for several years, is expected to involve field operations under the direction of Prof. Jonathan Nell of Kort, and Prof. Kathy Bevan of Elmira College.

Middlesex Canal

The good old days when one could whisk along from Boston to Lowell at three miles per hour will be recalled, according to plans made by the Department of Public Works of part of the long-neglected Middlesex Canal. A Middlesex Canal Association, being visible in places to those familiar with it, will be rebuilt, with towpath and all, just as it was during the heyday in the early 1800s when it provided a fast and easy means of transporting people and goods.

Due to the decision of the Department of Public Works of the Commonwealth of Massachusetts to restore a section of the Middlesex Canal in connection with the relocation of Route 129 in Milton, the canal will provide an important scenic and historical setting for the people of the area. The canal has been an important part of the history of the area, and its restoration will provide an opportunity to educate the public about its history and importance.

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"End of an era" - Wadington canal boat near Defiance, Ohio, circa 1905. (Photo supplied from the dark-room of Duane W. Rock, Anderson, Indiana.)
CANAL RESTORATION PLANNING IN VA., W.VA., & MD.

James River and Kanawha Canal Park

A portion of the James River within Richmond, from Belle Isle westward to the city limits, was designated by the 1972 General Assembly of the Commonwealth of Virginia as a "Historic River". The provisions of the bill do not place any restrictions upon the activities of the city, but provide for the appointment of a nine-member advisory committee to increase full consideration and evaluation of historic, scenic and ecological aspects when projects are proposed which would alter the character of the river. Four of the nine members of the advisory committee are to be appointed by the Commission of Outdoor Recreation.

The Commission of Outdoor Recreation approved a request for Richmond $400,000 in state-federal grants to acquire 30 acres and to provide parking, landscaping and footbridges for the James River Park.

The Historic American Engineering Record, National Park Service, plans to conduct a survey for their Register. One of these is the George Washington Locks of the Potomac Canal, Great Falls, Virginia, surveyed in 1969 by the National Park Service office in cooperation with the National Park Service and co-sponsored by the National Capital Section, American Society of Civil Engineers.

"There is a plan underway which could lead to a significant change in the future of the Washington area. I think that you should be part of it. In fact, we think that all citizens should be part of it. The plan is to convert the George Washington Locks and 2.5 miles of the canal into a recreational area. This would involve the acquisition of the locks and the development of a park along the canal. A feasibility study has been completed, and the project is now ready for implementation. The cost of the project is estimated to be $1.5 million, and it is hoped that private funds and grants from the federal government will be available to help finance the project. We are looking for individuals and organizations who are interested in the park and would like to contribute to its development. If you are interested, please contact us at the address provided."

Seneca Aqueduct Being Rebuilt

After standing staunch in service and dewatered obsolescence for nearly 40 years, the west arch of the Seneca, masonry, three-arch Seneca Aqueduct, which carries the C & O Canal over Seneca Creek (Montgomery Co., Md.) into its confluence with the Potomac, was carried out by a freshet last fall. The Park Service immediately undertook stabilization, inserting tubular steel struts in the gap to absorb the thrust of the remaining arches and concreteing the west abutment where scourced. This spring a contractor has had divers salvaging the errant stones, which are being stockpiled for restoration. The divers, unfortunately, also discovered serious scouring of the piers and the west abutment necessitating additional costly concreteing. Full restoration, which is planned in any case, may take the form of a reinforced concrete faced with orichnolite stone. A scheme followed with considerable visual success in the case of several cast-iron rose window bridges in England and Sweden. (From SIA Newsletter Vol. 1, No. 3, May 1972)

The National Capital Parks of the National Park Service and the C & O Advisory Commission spent several months developing the master plan for the C & O Canal National Historical Park after which the Park Service held public information meetings in May and June at several locations near the 184-mile-old. Subsequent meetings were then held at the same locations to review the study.

Rappahannock Locks Endangered

Eighteen stone locks of the Rappahannock Navigation must be saved from the proposed Page County, Va., development of the locks on this 53-mile canal from Tidewater at Fredericksburg, Virginia to the Blue Ridge Mountains are still standing with their beautiful stone work. The towpath beside the canal makes an ideal hiking trail alongside one of Virginia's most scenic rivers. The Department of Interior has plans to make this a riverside, keeping the river in its natural, beautiful state as a historic and recreational area. The construction of the Corps of Engineers proposed Salem Church Dam will inundate 93% of the remaining stone locks. For information concerning the Rappahannock Defense Fund write to ACS Member Sandy Carter, 11 Lakeview Drive, Warrenton, Va. 22186 or ACS Vice President Dr. William E. Trout, III, Biology Dept., City of Hope Medical Center, Duarte, Calif. 91010.

Rivanna Threatened

The Rivanna River Navigation is threatened by Roundabout Dam in Fluvanna County, Virginia. The Corps of Engineers suggested the construction of the dam as a part of their James River Basin Study. The Rivanna River Navigation, which began with the help of Thomas Jefferson, whose Monticello is beside the Rivanna, is one of the most sylvan and untouched navigations in the country. We hope that an alternate site upstream will be used in the event that a dam must be built on the Rivanna River, because the Roundabout Dam would flood most of the stone locks and canals of the Rivanna River Navigation. Fortunately, the Rivanna Connection, a 4-1/2-mile canal built in 1851 by the James River and Kanawha Company to link their canal with the Rivanna Navigation, one of the best parts of the navigation, lies below the site of the dam. It is being seriously considered for a canal park by the county.

Goose Creek Stabilized

Work is underway to preserve and stabilize the remains of the Goose Creek and Little River Navigation, as Xerox Corporation has indicated an interest in making the flood plain areas of Goose Creek and the Potomac River a park for the enjoyment of the public. Reports by ACS Vice President Bill Trout available to Xerox Corporation and the Virginia Historic Landmarks Commission. Reports by John Lewis and Bill Trout have also been sent to the Environmental Protection Agency and political people who need to be made aware of the need to preserve and restore this valuable property. (Mr. Lewis' address is: The Minor Bartlow House, Hamilton, Virginia 22068)

Upper Appomattox

Three miles of the Upper Appomattox Canal near Petersburg, Va., was recently given to the city for parkland by the Virginia Electric and Power Company. This part of the canal, which still holds water, will hopefully be part of a linear park extending from Lake Chesdin into the city. Unfortunately, the lower mile of the canal is destined to become a landfill, and this endangers the preservation of a pre-1810 stone four-lock staircase for bateau. The flight has been badly treated during the 20th century but we hope it will be properly studied and preserved and restored to a presentable state.
INDIANA CANAL HISTORY RELIVED ON THE "WHITewater"

The rejuvenated Whitewater Canal Aqueduct at Metomora, Indiana, thought to be the only covered-bridge type wooden canal aqueduct still in existence anywhere in the world. The "Valley Belle" canal boat shown here carries about 33 passengers along a fully watered section of the "Whitewater" and through a look at the edge of town. (Photo courtesy of Bumene H. Dock.)

Indiana's Two Canals

By Bumene H. Dock
P.O. Box 713, Anderson, Ind. 46015

Indiana's canal chapter is a bit on the checkered side, inasmuch as it was part of what most people consider one of the juiciest financial scandals of all time. First of all, we got the canal fever about 15 years too late, which means that the railroads were already elbowing onto the scene. And so, when we finally decided to cook up our Great Internal Improvement scheme, we could manage to get around without having to hack our way through with axes, the canals, the railroads and the public roads were all bungled up together, supported in some instances ostensibly by sky-hooks, and all one cyclomopean example of going off half-cocked.

Anyway, we did wind up with two operating canals. The Wabash and Erie, which was tied in with the Miami and Erie in Ohio, went first from the Ohio-Indiana state line at Sunbury, Ohio, to a point on the Wabash River at the mouth of the Tippecanoe River near the town of Lafayette. Then it was extended into Lafayette, thence to Terre Haute. Eventually, by means of a "cross-cut" canal from Terre Haute to Warrington, it hooked into the original Central Canal route and proceeded to Evansville. For a very brief spell, circa 1845, you could indeed travel all the way from Toledo to Evansville by packet. It must surely have ranked among the world's longest.

The Wabash and Erie was a real concern as far as Terre Haute, but it was choked off gradually from the south end and quite entirely on July 4, 1879, when lightning struck and burned the covered bridge at Carrolton, in Carroll County, which had a "callow" by which the tow miles crossed from the north to east bank (correct of the river). The demise was preceded by years of routine financial troubles which preaged the end, anyway.

The only other operating canal was the Whitewater. It ran by a combination of the basic Whitewater from Lawrenceburg to Cambridge City, the Ragerstown, which was a northward extension from the National Road, and the Cincinnati and Whitewater, which joined the main route at the town of Harrison. The arm into Cincinnati might have become a paying proposition had not nature intervened with frequent floods that put the waterway out of operation completely for extended periods. The canal survived in one fashion or another until 1844 when the right-of-way was bought by the promoters of the Whitewater Valley Railroad, of which a portion called the Seaman's Branch of the Penn-Central survived.

If any segments of the Wabash and Erie continued into a "hydraulie" phase I do not know, but the "Whitewater" did--and that is precisely the reason why a sizeable stretch of it still exists.

The Whitewater paralleled the river of the same name, which has a fall of nearly 500 feet from Hagerstown to its mouth, a distance of around 76 miles. That should explain why the canal had its troubles with every freighthouse--and why the watercourse was so well adapted for water power.

At every lock, you see, there was a convenient fall of water and at many points for quite a spell after the Civil War there were water-powered mills, ostensibly of the "hub" type. A lockfall, of course, was hardly sufficient for an oars hot wheel.

Eventually, a strawboard plant was established in the town of Brookville, in southeastern Indiana, and a 15-mile stretch of the original Whitewater Canal, fed by a dam below the town of Laurel, was used to supply the plant with the necessary water for pulping operations. Men in three generations of the Moore family at Metomora, Ind., policed and maintained the waterway, controlled the "head" of water and kept the canal structures in repair.

Within more recent memory, the strawboard plant was phased out and is presently a roofing manufacturer. But until about the year 1940, the canal route was maintained and water conveyed into Brookville.

Meanwhile, people in southeastern Indiana had been aghast for a state park for their area, pointing out that the region possessed an abundance of scenic and recreational resources and, should a preserve establishment be set up, could draw people from not only Indiana but contiguous densely-populated areas of Ohio. About that time the idea of gaining impetus it was noticed that the feeder dam at Laurel had been damaged by high water and was in imminent danger of washing out.

The movement suddenly jelled into an organization called the Whitewater Canal Association of Indiana. This was not a group of canal "fans" sense but started out as a group of highly influential people hand-picked for their prominence and financial status. The intent was to create a potent "radical" group to twist arms in the capital political arena at Indianapolis.

The Association, led by a man with the canal genuinely at heart, John F. Keedlin, got away to a flying start and realized its goal solidly by getting the feeder dam rebuilt--just in the nick of time. It also did yeoman duty in general interest in the Whitewater State Park and eventually got a nine-mile section of the canal itself set aside. The latter part of the overall accomplishment was the total restoration of what is believed to be the only covered wooden aqueduct still on the worldly scene--that at Metomora over Duck Creek. The original covered wooden aqueduct was built in, think, 1843, to replace a previous open trough designed and built in a freebath in Duck Creek. The Indiana canal's footbridge was dismantled in 1916 and rebuilt in 1946, having it carry the canal across the creek again in 1946.

The history of the Whitewater Canal Association in the past decade I am not too well versed in, even though I was for one year its secretary. One attempt was made 10 or 12 years ago to convert it into an organization for canal enthusiasts such as your groups in Ohio and the East, but that did not never make a lot of headway. It was lots of fun while it lasted, but once the Indiana Department of Conservation (one of the bureaus of Natural Resources) took up the reins for the restorations in and around the town of Metomora, the W.C.A. lost its significance.

Georges River Canal

The looks at Upper Falls of Georges River, Warren, Maine were built by Charles Barrett, 1793. They were sold to Gen. Barry Knox (retired Secretary of War) in 1810 who assumed the lease and work and after several unsuccessful attempts and experiments he completed it so far as the mill was concerned. The locks were made of earth covered with sod to prevent erosion. The sod was stored on the island to be replaced if necessary. The locks were prone to movable when the water was let in. Due to the next season the locks were reconstructed with wood. They subsequently served as a passage for rafts and canal boats until the death of Gen. Knox in 1804, after which they went into decay. The Georges River Canal Company improved 26 miles of the Georges River from Carpen-ter, Union, Appleton and Searsmont and the navigation was opened in the spring of 1817. The last boat went through in 1850 and the Georges River Canal was officially closed in 1856. The canal was listed in the Nation's Historic Places in July of 1970. The text for the registration was written by ACS Director R. Col. Roxie.

There is a local group known as the Georges River Thru-Hikers who wish to purchase the land of the canal site along the Georges River in Warren with the intent of using the same as a state site in its present state and to open it to the public as an historical site. The association is composed of "Warren Days" at which there is a guided tour of the canal site. This event took place the last week of July last year. For further details write to Corresponding Secretary Jean Winchenbach, Warren, Maine.
FIELD TRIPS MAINTAIN PA. CANAL INTEREST AT HIGH LEVEL

Lehigh Canal Tour

The field trip to the Lehigh Canal, May sponsored by the Pennsylvania Canal Society, the Canal Society of New York State was the best planned trip we have been on. Our only regret was that all members of ACS could not have participated. Particularly outstanding in the planning was the 23-page Tour Booklet which included a short history of the Lehigh Canal, and a map of the canal system of the Lehigh and Coal Navigation Co. prepared by John Miller, Tour Chairman, 6250 Quincy Lane, Hanover Farms, Bethlehem, Pa. 18017. If you are lucky, John may have a few of the booklets left over. Our thanks to John Miller and his committee and to President Rinker and other members of the PCS and CNYS for a most memorable weekend.

Field Trip Sparks Canal Clean-Up

On its field trip to the Lehigh Canal on 6 May, members and guests of the Pennsylvania Canal Society and the Canal Society of New York and representatives from many other canal societies visited many points of interest including the Aqueduct/Culvert and Lift Lock #11 at Freemansburg. The 1827 lock house there is the only original lock house left on the Lehigh Canal, still standing today. When you ride the canal and river was once located a large stone mill reached by a bridge over the canal just east of the aqueduct/culvert, and the piers of the bridge and the foundation of the mill can still be seen.

The most important to many of us who are concerned with the preservation and restoration was the cleanup of the area by the Citizens Canal Restoration Committee of the Borough of Freemansburg. We were greeted by the Chairman of the Committee, Charles Derr, who ably represented the spirit of the citizens of Freemansburg. Knowing that there would be a stop at this point on the field trip, the Committee, the CAP, Scouts, Borough workers and others pitched in with a great cleanup of the area so that we would not be faced with the inevitable sight of an overgrown canal bed, aqueduct and lock.

Johnstown Flood Museum Established

In 1889 an earthen dam, weakened by days of steady rain, gave way and poured millions of tons of water into western Pennsylvania, devastating the thriving steel center of Johnstown and its nearby communities. Some 2,000 persons died and countless others lost all their lives. Today a national memorial operated by the National Park Service at the site of the old dam commemorates the disaster and local residents have initiated efforts to establish a museum based on the tragedy and its effects. The Park Service also administers a 950-acre tract along the remains of the Allegheny Portage Railroad, built in 1831 and 1833, to cross a forested area and to link the eastern and western divisions of the Pennsylvania Canal. Together the Johnstown Flood National Memorial and the Allegheny Portage Railroad National Historic Site attract many thousands of visitors to the area annually.

A portion of the land now administered by the Park Service was donated by the Cambria County Historical Society. The society also sponsored the organization of a group to establish a fine and archeological museum. That group is now formally organized and was recently incorporated at the Johnstown Flood Museum Association. The project's museum will have as its central theme the Johnstown Flood, but the program would also relate to transportation and other interests. (Pittsburgh Post, Jan. 1972)

Plea for Locks

ACS member, Ernest H. Coleman, M.D., Vice President, Pennsylvania Canal Society, 705 Sunset Road, State College, Pa. 16801 sends us the following open letter before it is too late, there are two old canal locks that are literally crying for preservation. One is upstream from Amity Hall near Nahantango Creek; the other near Millerstown, along the Juniata River. Our neighboring state of Maryland, New York and Ohio, in particular, have taken steps to insure that certain remnants of the canal era will be forever preserved. Beyond any question, to my way of thinking, Pennsylvania should take prompt action to obtain, preserve and restore (in that order) the two locks I mention.

"I do not know who owns the property on which the lock near Nahantango Creek is located. When I saw it several years ago, it was in a rather good state of preservation. This was a lock, long enough to accommodate two 90 foot boats traveling in tandem. It is not far off US 11 and 15, and could be developed into a delightful and instructional tourist stopping place. The lock near Millerstown was, in 1970, owned by Mr. and Mrs. Samuel L. Kurtz, of 2003 Market Street, Camp Hill, Pa. Especially this lock and environs has much to recommend it. Here is located the only "double lift lock" on preservation as historic sites. One is upstream from Amity Hall near Nahantango Creek; the other near Millerstown, along the Juniata River. Our neighboring state of Maryland, New York and Ohio, in particular, have taken steps to insure that certain remnants of the canal era will be forever preserved. Beyond any question, to my way of thinking, Pennsylvania should take prompt action to obtain, preserve and restore (in that order) the two locks I mention.

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PCS Fall Tour

The Pennsylvania Canal Society Fall Tour is tentatively scheduled for the weekend of October 7, 1972, along the Delaware and Harriton Canal in New Jersey. Dr. Albert G. Zimmerman, River Road, RD #1, Yardley, Pa. 19067 is Tour Chairman. This is a combined trip with the Canal Society of New York State and the Canal Society of New Jersey.

"DROP GATE" OPERATION EXPLAINED

The American Canal Society extends its grateful thanks to Mary Stetson Clarke and the Middlesex Canal Association for permission to reproduce this article of the very interesting and useful "GUIDE TO THE MIDDLESEX CANAL," enclosed with the issue of the ACS Bulletin Number Two.

Help Needed

Harry Rinker, 2158 Drury Lane, Bethlehem, Pa. 18018, president Pennsylvania Canal Society, would like to hear from those who have done archaeological work on 19th Century canal-related sites. He is currently compiling a national list of such sites on the canal movement and collecting data for a history of canal technology/ engineering, he is anxious to learn of material, unpublished theses, research papers, and articles in obscure publications.

Sketch made by Phil Hoffman of Johnstown, Pa. to show how most of the upper drop gates on the Pennsylvania canal locks were constructed. When the lock chamber was full, the drop gate was in a horizontal position on the upper floor.
HISTORIC CANALS OF ILLINOIS

The accompanying map of the Illinois-Michigan Canal and article were supplied by John W. Lamb of the Illinois and Michigan Canal Commission, 1109 Garfield St., Joliet, Ill. 60434.

The Canal Society of New Jersey Activities

Featured during the June 4 Annual Meeting of the Canal Society of New Jersey was a bus trip along the Delaware and Harriton Canal. Scheduled stops included the outlet lock of the Delaware and Harriton Canal; locks 12 and 13; lock 11 and a pulled boat, McCauley's Lock; the Old Dutch Furhouse at Somerville; lock 10 (the lockhouse has a Dutch oven with most of the others); a stop at the old Millstone Blacksmith Shop; the bridge tender's house and toll booth at Blackwell Mills; the bridge tender's house, the railroad reservoirs and a 20-minute towpath walk at Griggstown; the Homey House (Washington's spy whose information made possible the American victory at Trenton on Christmas Day, 1777); Rockingham, Washington's Headquarters during the summer of 1783; the aqueduct at Princeton, etc. The trip covered approximately 160 miles. Luncheon at the Holiday Inn in Princeton included David Redditt, Director, Historic Sites Unit, Dept. of Environmental Protection on the subject of the Delaware and Harriton Canal - Present Status and Future Plans. Those of us who could not attend are looking forward to details in THE TOWPATH POST.

President Clayton Smith mentions that the CSNJ is holding two buses for a trip to the Delaware and Hudson Aqueduct at Lackawaxen and environs on 15 October. Further details can be obtained from the Canal Society of New Jersey, Macouloch Mall, PO Box 73, Morristown, N.J. 07960.

On 28 April members and friends of the CSNJ were treated to the Impressions as photographically recorded for the Pennsylvania Canal Society's 44-mile trip along the C & O Canal of 30 April to 2 May 1971, of which the CSNJ was a co-sponsor. Also on the program was a slide presentation of the CSNJ bus trip of L & B October 1971 to Ontario.

A Morris Canal exhibit is being planned jointly by the Railroads of America Inc., the New Jersey Historical Society, and the CSNJ. This exhibit will be at the NJSOR in Newark and will run for about a year from the date of its opening. The exhibit will open in late October.

Highway Planning Threatens D. & R. Canal

A plan for a new 50-mile-per-hour road along the Delaware-Marlton Canal, to replace former Route 522 east of Rocky Hill and 27 at Kingston, jeopardizes the tranquility and history of the Canal Park, according to Friends of the Princeton Environment, who see the new road unnecessary. Present plans for the Stony Brook Regional Sewer System involve laying a main trunkline along the canal on the south side of Carnegie Lake, for which a fifty-foot swath would be cut through treed sections. In New Brunswick plans for a Route 15 Freeway call for filling in about a mile of the canal and paving over the adjacent towpath. Concerned citizens in New Jersey should write to their Assemblymen and Senators and Mon. Rep. C. Kohl, Commissioner, NJ Dept. of Transportation, 1035 Parkway Ave., Trenton, NJ 08618; and the Hon. Robert E. Hils, Commissioner, NJ Dept. of Environmental Protection, P.O. Box 1900, Trenton, NJ 08608. In writing to both these leaders, please support designation of the canal as an Historic District. These living outside New Jersey should write to John W. Lamb, 60434.

Illinois-Michigan Canal Bill Pending

The following information on recent developments in the long history of the Illinois-Mississippi (Hennepin) canal received from Vernon D. Bagelin, Chairman, Illinois Valley League of America Executive Board:

...not much occurred for a year after takeover of this canal by the State of Illinois from the federal government 7 August 1970. However, contracts were let this January for repair and rebuilding of such structures as locks which had not been said and work to be completed by 30 November. This reconstruction is part of a 10-year state program. The canal will be acquired for hundreds of thousands of dollars and will be refilled after its work will require drainage of the canal between various locks; these stretch will be refilled after November and will be the most suitable varieties of fish.

In existence for many years has been the Great Lakes-Ohio Waterway, generally called the New York Waterway, and the Indian Council of Illinois. This canal is the oldest in the state and has been abandoned but reactivated for many years. The state has canal on both sides of the state line, etc. The canal lies between various locks; these stretch will be refilled after November and will be the most suitable varieties of fish.