

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 2

EDITORIAL ADDRESS - 809 RATHTON ROAD, YORK, PA., 17403

JUNE 1972

PRESIDENT DISCUSSES ACS MEMBER IDEAS

In our first bulletin I promised 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 for the American Canal Society and those which are not. Please keep your suggestions coming in. Here are ten 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," etc.

There are guides and booklets and books on individual canals, but to my knowledge there is not a current published listing of all the canals of the United States, nor is there a "Guide to the Canals of the United States," though I suspect that the latter is the dream of several canal enthusiasts. Both are needed. As a starter the ACS will publish a list of all the canals, past and present, of the US 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 Boss and Peter Scott have given us a couple of ideas 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 provide a standard format and those knowledgeable on each canal could provide information which we in turn could provide to ACS members. Sheets the same size as our bulletin would be handiest for mailing. Cards would be handiest 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 Maddens of Livonia, 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, drop a note to: Mr. and Mrs. J. Hayward Madden, 5847 Decker Rd., Livonia, 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 have also corresponded with 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. Some of our correspondence 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 visits by plane, train or bus."

At this time (and perhaps this will always be the case), the field trips of individual societies seem to be the best way to conduct field trips in this country, since those societies 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 CSNYS 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, CSNJ indicates that they are interested in a trip to England next year. ACS Vice President/Secretary Bill 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 saplings etc., and provide a path alongside." "Restoration of locks 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 or assist those which are floundering 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 \$4.00 (which will also apply in 1973) - we simply couldn't pass along to you all the information you would want to have. I 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 some 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 most of the summer in Maine, mail to me should be sent in care of Bill Shank, 809 Rathton Road, York, Pa. 17403.

Tom Hahn

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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New ACS Directors

Lewis W. Richardson, Route 2, Box 259, Gainesville, Georgia 30501 and Dr. Carl Linden, 6406 Ridge Drive, Washington, D.C. 20016 have been appointed Directors of the American Canal Society. Mr. Richardson is known to many through his work on the canals of Ohio and to others for his interest in the canals of the southern United States. Dr. Linden, a widely known conservationist in the Washington area, is the newly elected president of the Chesapeake and Ohio Canal Association, replacing Smith Brookhart as C & O Canal representative and director of the ACS.

As we go to press, Leo G. Windish, 507 NW Fifth Avenue, Galva, Ill., and Chairman of the Hennepin Canal Parkway Boosters, has also indicated his willingness to serve as an ACS Director.

Florida Canal

The U. S. has entered a stage, hopefully a long one, when Mother Nature has a say in political decisions. This January, in response to citizen's groups such as the Environmental Defense Fund (1700 Pennsylvania Avenue, Washington, D. C. 20016), the President ordered a halt to construction of the Barge Canal on the grounds that "the project could endanger the unique wildlife of the area and destroy this region of unusual and unique natural beauty". This action is certainly not an indication of anti-canal sentiment. It indicates instead that massive projects such as canals and dams must be planned with the environment in mind as well as economic considerations.

The canal was designed to cut across the Florida Peninsula, saving coastal barges and pleasure craft a 600-mile journey around Florida. Since the early 1960's some \$50 million has been spent on the \$180 million project, and local governments have invested heavily in barge terminals and other facilities. About one-third of the 107 mile length has been affected. Unfortunately, the site selected was the most scenic one available, along the Ocklawaha River, which would have been ruined by a channel 150 feet wide and 12 feet deep which probably would require enlarging in the future. If the present site is indeed abandoned, there may not be another Cross-Florida Barge Canal, because the public is encouraging the Corps of Engineers to work on worthwhile projects such as sewage treatment plants; and the Corps itself is becoming more environmental in outlook. Fortunately, all the publicity has probably assured the preservation of the Ocklawaha River. Perhaps the next generation of school children will be required to learn how to spell it. (Submitted by Bill Trout)

Trout Lectures on Va. Canals

ACS Vice President Bill Trout "officially" represented the ACS for the first time by presenting a paper on Virginia's 19th Century Inland Navigations at the First Annual Conference of the Society for Industrial Archeology on 8 April in New York City. Herewith a synopsis of that paper:

During the 19th century over 1000 miles of Virginia's major rivers and branches were made navigable, from which work a wide variety of structures has survived. Sites of especial interest in canal technology include the flight of five stone locks in downtown Richmond; the unfinished Marshall canal-tunnel; the early four-lock staircase for bateaux on the Appomattox; the locks and deep solid-rock cut of the Potomack Canal at Great Falls; and the lock staircase on Goose Creek near the Potomac. Of nearly equal interest are the wing dams on the Appomattox and remnants of flash locks on the Willis River. Dr. Trout spoke of the effort being made by Virginians to incorporate the best canal works into parks and scenic rivers, thereby enduring their preservation while generating badly needed open space.

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

Single.....	\$4.00
Man-Wife.....	7.00
Family.....	10.00
Patron.....	25.00
Sustaining....	50.00

As we go to press, CHARTER MEMBERSHIP stands at 389.

S.I.A. Newsletter

The Society for Industrial Archeology promotes the study of the physical remains of North America's industrial and technological heritage by encouraging field investigation, recording and research, and to disseminate and assist in the exchange of information on all aspects of industrial archeology through publications, meetings and by other means. An information-filled bi-monthly newsletter contains items of interest to canal enthusiasts. The May 1972 issue contained five articles on canals and canal publications. Regular individual membership is \$10 per year, payable to Vance Packard, Treasurer SIA, William Penn Memorial Museum, Box 1026, Harrisburg, Pa. 17108.

Sweden's Scenic Waterway

From Gothenburg, Sweden's second city and largest seaport (situated on the Göta River), runs a great and fascinating waterway through central Sweden to Stockholm ("Venice of the North") on the Baltic Sea. This waterway is the Göta Canal.

Of the entire 347 miles about one-third consists of artificial canals, while the remainder is a chain of rivers and lakes. Sixty five locks raise vessels to a height of over 300 feet above sea level. During the three-day cruise, boats make their way through the open expanses of the great lakes, and through winding canals which are in many places closely bordered by forests so that branches of birch, beech and fragrant evergreens brush the vessels as they pass. Rates vary from around \$85 for a berth in a four-berth cabin to around \$205 in a single cabin on the bridge deck. Details may be had, in an attractive brochure, from: The Göta Canal Steamship Company, Ltd., Hotellplatsen 2, Göteborg, Sweden.

Canadian Canals

Canals in Canada (the Rideau, Trent-Severn and Murray Canals in Ontario; Carillon and Saint Anne Canals on the Ottawa River; Chambly on the Richelieu; in the Province of Quebec; and the St. Peters in Nova Scotia), except for the Canso Canal, have recently been transferred from the Ministry of Transport to the Conservation Programme of the Department of Indian Affairs and Northern Development, which programme also includes National Parks and National Historic Sites. The transfer was made in recognition of the fact that in the past 20 years these canals have become pleasure boat waterways, more dedicated to recreation and leisure than to commercial navigation. (From a letter to the ACS from Mr. D.A.H. Farmer, P.E., Chief Canals, Dept. of Indian Affairs and Northern Development, Ottawa, Ontario K 0H4, Canada)

The following letter was received by the ACS (from Miss A.M. Davidson, Executive Secretary, The Ontario Historical Society, 40 Eglinton Ave., E., Toronto 12, Canada) in response to a query as to a canal society in Ontario: "As far as I know, there is no canal society in Ontario. There are a number of canal buffs who live near the canals, but I do not believe they are organized in any way. Our Society has, from time to time, published articles on the historical aspects of canals in our quarterly, Ontario History, but we are really not that much interested in them as such...."

We have requested Miss Davidson to inform members of her society of the ACS.

Membership in the Ontario Historical Society is \$5.00. Membership in the Museums Section of the Society, which includes the monthly Newsletter, is \$

We have on file several articles on Canadian canals which will be used in future Bulletins of the ACS.

We request that ACS members having knowledge of canal societies or canal enthusiasts in Canada inform us.

Bulletin Name

Our appeal for a bulletin name brought a flood of excellent ideas from all parts of the country. Here are just a few of them: "The Lockkeeper" (Mrs. Cabell Mayo Tabb, Richmond, Va.); "Locking Through", "Towpath Courier", "American Towpath", "Canal Talk" (Daniel J. Mordell, Syracuse, N.Y.); "Galley Talk", "Tow-Lines", "Feed Trough", "Poop Deck Gossip", "Bow Lines" (George W. "Hooper" Wolfe, Williamsport, Md.); "The Waste Weir", "The Spillway" (James T. Wilson, Staten Island, N.Y.); "Canalboat Trumpeter", "The Canal-side Reporter", "American Canal Age", "Towline Talks" (Milton A. Huggett, Bryan, Texas.) There were many more.

The decision was difficult. Carroll M. Gantz of North Canton Ohio came up with the name "U.S. Canals" and also supplied rough artwork for a suggested masthead. We liked this because it was simple and appropos of our coverage. However, we expanded this to "American Canals" so that the entire western hemisphere might be included. Mr. Gantz was kind enough to provide the finished artwork which graces the top of page one of this issue.

ENGLISH CANAL TOUR FOR ACS MEMBERS--1973

Arrangements have been made with Arthurs Travel Center (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.

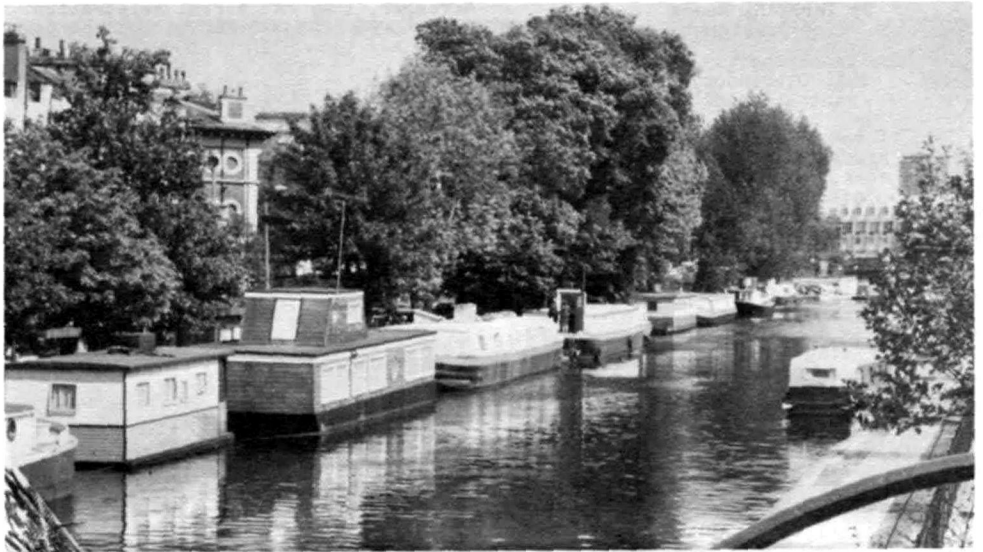
The per-person basic cost of the trip to London and accommodations is \$340. This unusually low rate applies only to members of American Canal Society and their immediate family members. It includes air fare to and from England, meals aloft, transport to the hotel, hotel rooms for six nights, continental breakfast, all evening meals, two sight-seeing tours, all gratuities, tax 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 anyone interested get in touch with Tour Coordinator Bill Shank, 809 Rath-ton Road, York, Pa. 17403, just as soon as possible so that we can estimate the approximate size of the group and give you an exact cost figure on the canal tour itself. We are limited to one 707 plane load, so "letters of intent" will also furnish us with a priority list if the trip is over-subscribed.

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 eyes in the battles over here at the moment but certainly if any of your members are coming here do 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 boats for them..." The American Canal Society wishes the best for Mr. Humphries in his new assignment. Captain L. 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 Bulletins. The following has been received from Mr. John Dodwell, General Secretary of the IWA: "I am sorry but we have found that the overseas subscription has to be 13 dollars to allow for air mail postage and such like. Only members are eligible to get our "Bulletin"; individual back numbers of which would cost 1 dollar..." The address of the Inland Waterways Association is: 114 Regent's Park Road, London NW1 8UQ, England.



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 tour group along at least 100 miles of the Grand Union and connecting canals, hopefully on a fleet of narrow tour boats.

Inland Waterways Amenity Advisory Council

Early this month the American Canal Society was honored by the visit of Inland Waterways Amenity 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 Canal Society of New Jersey and Director of the American Canal Society, and on 4 June they were guests of Clayton Smith and the CSNJ on their field trip along the Delaware and Raritan Canal. While visiting ACS President Tom Hahn and family 1-3 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 Locks 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 of 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 talked of the possibilities and opportunities next year. He offered his services as our correspondent in England, which services were promptly accepted. Visits of this nature will do much to cement the interests of canal enthusiasts in both countries. Mr. Atkinson said there was a possibility that he could return to this country next fall to briefly lecture on the canals of England in anticipation of a group trip to England next summer. We are hoping that this can be worked out in conjunction with one of the field trips in the fall, at which time we would have a large number of canal enthusiasts

gathered to talk with him and hear his presentation.

The following message to the ACS has been received by General Sir Hugh Stockwell, Chairman of the IWAAC: "I welcome your kind interest in making me a member of your Society. This Council, who have over the past few years worked for the continued development and survival of the British inland waterways, particularly in the field of amenity and leisure, welcome the aims and objects of your Society and wish you well in your endeavors. We will of course offer such advice and help as we can as a result of our experience."

British Waterways Board

The British Waterways Board in conjunction with the Inland Waterways Association have assessed the excellent work done by volunteers during the Ashtac weekend at the end of March, on the two mile stretch of the Ashton and lower Peak Forest Canals, as one of the most successful weekends of organized voluntary work ever done on the restoration of canals. Over 3,000 tons of solid rubbish was removed from the canal bed, leaving only silt to be removed by the Board's dredgers when they start work on the two year restoration scheme that will complete the 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, 4 cranes, 20 trucks and a 1,000-yard monorail were either hired or donated by various companies. Old beds, washing machines, bath tubs, tires, cookers, cars, prams, bricks, steel tubing, drums, pipes, concrete blocks and other refuse that 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 by the Board staff in carrying through the restoration scheme by 1974."

Activities in Ohio

By Terry K. Woods
Vice President

The Canal Society of Ohio
2416 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, 'Gee! 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, state or federal agency wanted to commit themselves. Only after two years of all volunteer labor and funds, and after the boat was 3/4 finished, in the water, and floating did the County Historical Society and three local foundations come 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 was on a farm he owned back in the hills. He restored it just 'for the heck of it', and when the PCS and CSO expressed a desire to visit it during their tour last October, he had a bulldozer and crew widen two miles of 'jeep track' into a road good enough to get the tour buses to 'Host Lock'.

In Canal Fulton, Clyde Sainey became interested in Canal History during the town's Sesquicentennial in 1964. Out of this interest grew the 'Old Canal Days' Museum, a converted summer kitchen at the rear of his property that is now the 'biggest little museum in the world'. Over 30,000 people have visited this tiny building since it was first opened to the public in 1967. Over 7,000 visited it last year. This museum is free of charge and contains models of canal boats, locks and many photographs, maps, etc., of Ohio's Canal Era.

Edward Montgomery of Coshocton, Ohio has poured between \$75,000 and \$100,000 into the Montgomery Foundation that has converted (it's still going on) a former Coshocton slum into a restored canal town that is rapidly becoming one of the state's top tourist attractions.

Jim Kuth, of Independence, Ohio, has been struggling to get a museum and a canal boat on the watered section of the Ohio & Erie near Cleveland since 1965. It looks as if 1972 might be the year when he finally 'puts it all together'.

In the Sandy Valley, the local JCs restored and rewaters a 2-1/2 mile por-

tion of the Sandy & Beaver Canal as a service project. More than 150 volunteers turned out one work day. When the water was turned into that section last November, they had a real celebration. People from all over roamed up and down the banks from 6 AM till the 'wee' hours next morning watching the water inch its way toward Elson's Mill.

Both Elson's Mill on the Sandy & Beaver and McLaughlin's Drydock on the Ohio & Erie, and the entire length of the Ohio & Erie from Canal Fulton to Crystal Spring will be placarded by the Stark County Committee for Preservation of Historic Structures and Sites and application made to Washington for their placement on the National Register...

Ohio will have three boats running this summer and maybe four by next summer. There is talk of a resolution before Congress to turn the Cuyahoga River - Ohio & Erie Canal Valley between Cleveland and Akron into a National Park...

"Earth-Day" Projects on Old Erie Canal

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

The Old Erie Canal benefitted from Earth Day-Earth Week projects in April. Several youth and civic group projects were aimed at reclaiming sections of the canal and its towpath from years of neglect from Camillus on the west to Oneida on the east; these projects are continuing thru the summer. An immediate task was putting volunteers to work assisting parks commission personnel in improving the towpath and adjoining areas from DeWitt east. A total of 10-1/2 miles were cleared and graveled earlier for summer hiking. Five Central New York Jaycee chapters are concentrating on helping the state create an Old Erie Canal Park between DeWitt and Rome. The park concept a strip following the old towpath eastward and including "bubble" parks along the way - was approved by the state in 1966. Development has been slow because of lack of funding by the legislature. Meanwhile, civic and local government agencies along the route have contributed funds and manpower to work legislators didn't budget. Syracuse Jaycees are working up a campaign to make the canal park a focal point of the 1976 bicentennial observance in New York.

The work plan during Earth Week included the planting of hundreds of tree seedlings and shrubs, fence and gate painting, placing of cap stones removed from the Limestone Creek Aqueduct, clearing trash from the canal, clearing brush and trimming shrubbery. The condition of the canal bed west of Syracuse is a real

challenge. In many stretches the canal bed is land-and-junk-filled; the towpath is lost and overgrown. The Hiawatha BSA Council here has a long-term project of creating an historic trail along the Old Erie Canal from DeWitt to Jordan. Work was done last year and more was accomplished during Earth Week as part of the council's participation in Project SOAR. West of Syracuse, the Camillus Erie Canal Committee is attempting to develop a five mile park adjacent to the Camillus section of the waterway. Among other projects, the committee would like to restore the Nine Mile Creek canal aqueduct as part of its 1976 bicentennial observance.

A bond ordinance providing \$515,000 for the Historic Rome Development Authority's Erie Canal-Port Bull project, with construction work scheduled this month, was approved in March. The major portion of the money will go for clearing and rebuilding a portion of the canal from Wood Creek to the waste weir near Port Bull, \$140,000. The construction of a 19th Century canal village in the South Charles Street area, an operating 1850-style-passenger packet and a narrow gauge railroad are included in the ultimate plan.

An agreement between Historic Rome Development Authority and the College Center of the Finger Lakes will result in archeological work on the Erie Canal Village project, particularly in exploring construction of the canal in West Rome and salvaging whatever artifacts may have been left during its operation. Field operations will be under the direction of Prof. Jonathan Gell of Hartwick College 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, even if not relived, with the restoration by the Department of Public Works of part of the long-unused Middlesex Canal. A quarter-mile section of the canal, still visible in places to those familiar with it, will be rebuilt, with towpath and all, just as it was during its heyday in the early 1800s when it provided a fast (?) and easy means of transporting people and goods. The work will be done in connection with the relocation of Routes 38 and 129 in Wilmington. Later, more of the 27-mile canal route will be improved as a green-belt area, and some flavor of the romantic era of canalboating will be preserved.

The Middlesex Canal played a major role in the industrial development of Eastern Massachusetts and helped Lowell become a major textile center. It ran from the Charles River in Boston to the Merrimack in Lowell, from which much of lower New Hampshire became accessible to raw materials shipped from many parts of the world. Restoration of a section of the Middlesex Canal will provide an interesting and valuable piece of Americana from a time when life moved at a slower pace and was far less complex than it is today. (Provided by ACS member Al Dietch from a Boston newspaper)

Because of 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 Wilmington and because of the report of the Department of Natural Resources to the Legislature recommending preservation and restoration of the canal, the Middlesex Canal Association provided a forum on 8 April at the Lowell Technological Institute for all the various state and local agencies concerned with the canal to meet and explain their plans; and for all interested persons to learn what was going on and what they could do to help.



"End of an era". Moldering canal boat near Defiance, Ohio, Circa 1905. (Photo supplied from the dark-room of Eugene R. Bock, 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 by Richmond to use \$200,000 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 seven field projects for the summer. One of these is the George Washington Locks of the Potomack Canal, Great Falls, Virginia survey, fielded by the HAER Washington 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 Richmond area. We think that you should be part of it. In fact, we think that all citizens should be part of it. The plan calls for the restoration of the James River and Kanawha Canal Parks. The plan includes a completely restored canal system from Boshers' Dam on the west to the Ship Lock entrance to the James River on the east, with a green belt park system flanking the canal in its course through Richmond." The above is from the James River and Kanawha Canal Park, Inc., a non-profit corporation, which is soliciting funds to help create a canal park system. \$1.00 (or more) "I CARE" contributions would be gratefully accepted. Mail address is: PO Box 777, Richmond, Va 23206.

Rappahannock Locks Endangered

Eighteen stone locks of the Rappahannock Navigation must be saved from the proposed Salem Church Dam. Many 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 river-side parkway, 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 90% of the remaining stone locks. For information concerning the Rappahannock Defense Fund write to ACS Member, Donald S. Callahan, 14 Lakeview Drive, Falls Church, Va. 22041.

For general information on this navigation, or if you have information to impart, write to: ACS Member Randy Carter 158 Winchester St., Warrenton, Va. 22186 or ACS Vice President Dr. William E. Trout, III, Biology Dept., City of Hope Medical Center, Duarte, Calif. 91010.



This 100-year old photo taken from Harpers Ferry shows the C. & O. Canal on the northeast bank of the Potomac River. In the center of the photo is lockhouse for Lock 33, and behind it the old Salty Dog Saloon. At the right is the famous old Bollman truss bridge, erected in 1852 as part of the B. & O. railroad system. (Courtesy of John C. Frye, Gapland, Maryland.)

Seneca Aqueduct Being Rebuilt

After standing staunch in service and dewatered obsolescence for nearly 40 years, the west arch of the handsome, masonry, three-span Seneca Aqueduct that carries the C&O Canal over Seneca Creek (Montgomery Co., Md.) at 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 concreting the west abutment where scoured. This spring a contractor has had divers salvaging the errant stones, which are being stockpiled for restoration. The divers have, unfortunately, also discovered serious scouring of the piers and the east abutment necessitating additional costly concreting. Full restoration, which is planned in any case, may take the form of a reinforced concrete core faced with original stone in the original configuration, a scheme followed with considerable visual success in the case of several cast-iron and timber arch 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 park. Suessequent meetings were then held at the same locations to review the study.

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 their property. John G. Lewis, Regional Representative in Loudon, Clarke and Frederick Counties of the Virginia Historic Landmarks Commission has made two 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 bateaux. The flight has been badly treated during the 20th century but we hope that it will be properly studied and preserved and restored to a presentable state.

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, is below the site of the dam. It is being seriously considered for a canal park by the county.

INDIANA CANAL HISTORY RELIVED ON THE "WHITEWATER"



The rejuvenated Whitewater Canal Aqueduct at Metamora, Indiana, thought to be the only covered-bridge type wooden canal aqueduct still in existence anywhere in the world. The "Valley Bell" canal boat shown here carries about 35 passengers along a fully watered section of the "Whitewater" and through a lock at the edge of town. (Photo courtesy of Eugene R. Bock.)

Indiana's Two Canals

By Eugene R. Bock
P.O. Box 713, Anderson, Ind. 46015

Indiana's canal chapter is a bit on the chaotic side, inasmuch as it was part of what much surely have been one of the juiciest financial scandals of all time. First of all, we got the canal fever about 10 years too late, which means that the railroads were already elbowing onto the scene. And so, when finally we Hoosiers cooked up our Great Internal Improvement scheme, so 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 bundled up together, supported in some instances ostensibly by sky-hooks, and all one cyclopean 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 west of Junction, Ohio, to a point on the Wabash River at the mouth of the Tippecanoe River near the town of Americus. Then it was extended into Lafayette, thence to Terre Haute. Eventually, by means of a "cross-out" canal from Terre Haute to Worthington, 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 going concern as far as Terre Haute but it was choked off gradually from the south end and quite entirely on July 4, 1875, when lightning struck and burned the covered bridge at Carrollton, in Carroll County, which had a "gallery" by which the tow mules crossed from the north to east bank (correct) of the river. The demise was preceded by years of acute financial troubles which presaged the end, anyway.

The only other operating canal was the Whitewater, in reality a combination of the basic Whitewater from Lawrenceburg to Cambridge City, the Hagerstown, 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 1866 when the right-of-way was bought by the promoters of the Whitewater Valley Railroad, of which a portion called the Reeson's Branch of the Penn-Central survives.

If any segments of the Wabash and Erie continued into a "hydraulic" 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 freshet-- 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 "tub" type. A lockfall, of course, was hardly sufficient for an overshot 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 Metamora, 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 manufactory. But until about the year 1940, the canal route was maintained and water conveyed into Brookville.

Meanwhile, people in southeastern Indiana had been agitating for a state park for their area, pointing out that the region possessed an abundance of scenic and recreational resources and, should a proper establishment be set up, could draw people from not only Indiana but contiguous densely-populated areas of Ohio. About the time this movement was 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 in the "canal buff" sense but started out as a group of highly influential people hand-picked for their prominence and power. The idea was, ostensibly, to create a potent "gadfly" group to twist arms in the capital political arena at Indianapolis.

The Association, led by a man with the canal genuinely at heart, John P. Goodwin, got away to a flying start and registered a solid triumph by getting the feeder dam rebuilt -- just in the nick of time. It also did yeoman duty in generating interest in what became the Whitewater State Park and eventually got a nine-mile section of the canal itself set aside as a state memorial. 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 Metamora over Duck Creek. The original covered wooden aqueduct was built in, we think, 1843, to replace a previous open trough destroyed in a freshet in Duck Creek. The Indiana Department of Conservation dismantled it in 1946 and rebuilt it, having it carrying the canal water 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 interval 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 this just never got off the ground.

It was lots of fun while it lasted, but once the Indiana Department of Conservation (now the Department of Natural Resources) took up the reins for the restorations in and around the town of Metamora, the W.C.A. lost its significance

Georges River Canal

The locks at Upper Falls of Georges River, Warren, Maine were built by Charles Barrett, 1793. They were sold to Gen. Harry Knox (retired Secretary of War) in 1794. Gen. Knox resumed the work and after several unsuccessful attempts and experiments he completed it so far as concerned the falls. The locks were made of earth covered with sod to prevent erosion. The sod was scorched by the sun and the embankment rendered friable when the water was let in. The locks were swept away and the labor of months disappeared in an hour. During the next season the locks were reconstructed with wood. They subsequently afforded a passage for rafts and gondolas until the death of Gen. Knox in 1806, after which they went into decay. The Georges River Canal Company improved 26 miles of the Georges River thru Warren, Union, Appleton and Searsport and the navigation was opened in the spring of 1847. The last boat went through in 1850 and the Georges River Canal was officially closed in 1856. The canal was listed in the National Register of Historic Places in July of 1970. The text for the registration was written by ACS Director Lt. Col. Hoxie.

There is a local group known as the Georges River Canal Assn., who wish to purchase the land of the canal site along the Georges River in Warren with the objective of preserving the canal site in its present state and to open it to the public as an historical site. The association is also the sponsor of "Warren Days" at which time there is a guided tour of the canal site. This event took place on 24-25 July last year. For further details write to Corresponding Secretary Joan 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 Coal and Navigation Co. prepared by John Miller, Tour Chairman, 3520 Quincey 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 CSNYS 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 Nancy's Run Aqueduct/Culvert and Lift Lock #44 at Freemansburg. The lock house there is the only original 1827 lock house left on the Lehigh Canal, still being used as a residence. Between the canal and river was once located a large stone mill reached by a bridge over the canal just east of the aqueduct/culvert, where the piers of the bridge and the foundation of the mill can still be seen. More important to many of us who are concerned with canal 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 vigorous cleanup of the area so that we would not be faced with the inevitable sight of an overgrown canal bed, aqueduct and lock. It is this type of local civic action that is needed on so many of our canals. As with all small communities, funding for canal projects is a real problem, but the work that has been done and will be done by the Citizens Canal Restoration Committee at Freemansburg will continue. Canal enthusiasts and conservationists who would like to know more about this restoration project and what they can do to help should write to: Charles Derr, Canal Committee Chairman, 117 Main St., Borough of Freemansburg, Pa. 18017. Keep up the good work and keep us posted on your progress!

Help Needed

Harry Rinker, 2158 Drury Lane, Bethlehem, Pa. 18018, president Pennsylvania Canal Society and director ACS, seeks contact with those who have done archeological work on 19th Century canal-related sites. Preparing a bibliography on the canal movement and collecting data for a history of canal technology/engineering, he is anxious to learn of MS material, unpublished theses and essays, and articles in obscure publications.

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 comments: "Before it is too late, there are two old canal locks that are literally crying for preservation as historic sites. One is upriver from Amity Hall near Mahantango Creek; the other near Millerstown, along the Juniata River. Our neighboring states 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 Mahantango 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 a Mr. and Mrs. Samuel L. Kurtz, of 2903 Market Street, Camp Hill, Pa. Especially this lock and environs has much to recommend it. Here is located the only "Double lift lock" on the Pennsylvania Main Line. When last seen by me it was in an excellent state of preservation. It is not far off US 22 and 322 - scenically located along the Juniata River and with nothing commercial located too close, nearby. Sincerely, I think the Commonwealth would be derelict, if it did not acquire these two sites."

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

PCS Fall Tour

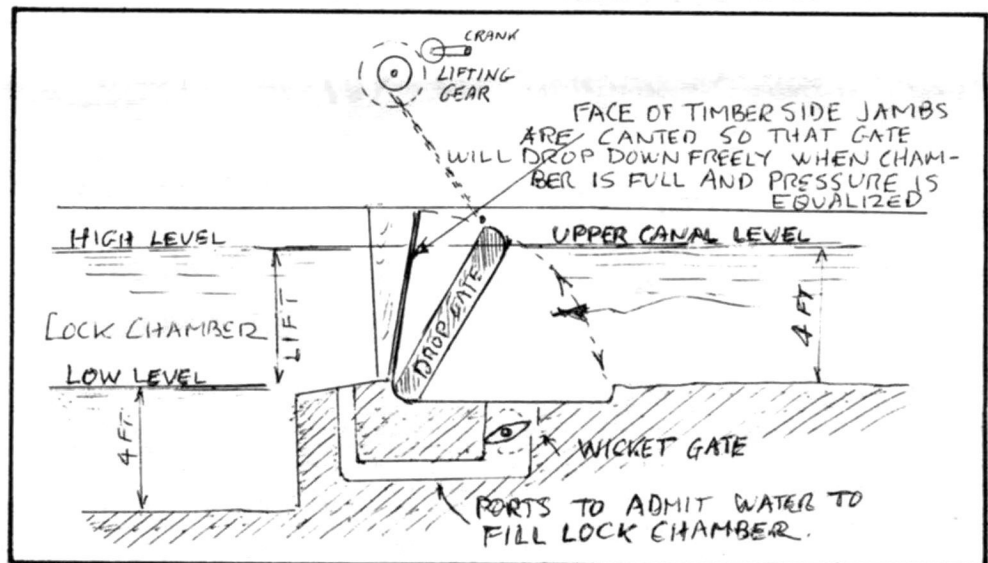
The Pennsylvania Canal Society Fall Tour is tentatively scheduled for the weekend of Oct. 7, 1972, along the Delaware and Raritan Canal in New Jersey. Dr. Albright G. Zimmerman, River Road, RD #1, Yardley, Pa. 19067 is Tour Chairman. This is a combined trip with the Canal Society of New York State and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

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 2,200 persons died and countless others lost all but their lives. Today a 55-acre 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 1834 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 flood and archeological museum. That group is now formally organized and was recently incorporated at the Johnstown Flood Museum Association. The proposed museum will have as its central theme the Johnstown flood, but the program would also relate to transportation and other interests (From History News, Jan. 1972)

"DROP GATE" OPERATION EXPLAINED



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.

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 Raritan Canal. Scheduled stops were: the outlet lock of the Delaware and Raritan Canal; locks 12 and 13; lock 11 and a guided tour of Washington's Headquarters and the Old Dutch Parsonage 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 mule-drivers' barracks, and a 20-minute towpath walk at Griggstown; the Honeyman House (Washington's spy whose information made possible the 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 Poinsett, Director, Historic Sites NJ Dept. of Environmental Protection on the subject of the D & R 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, Macculloch Hall, PO Box 737, Morristown, N.J. 07960.

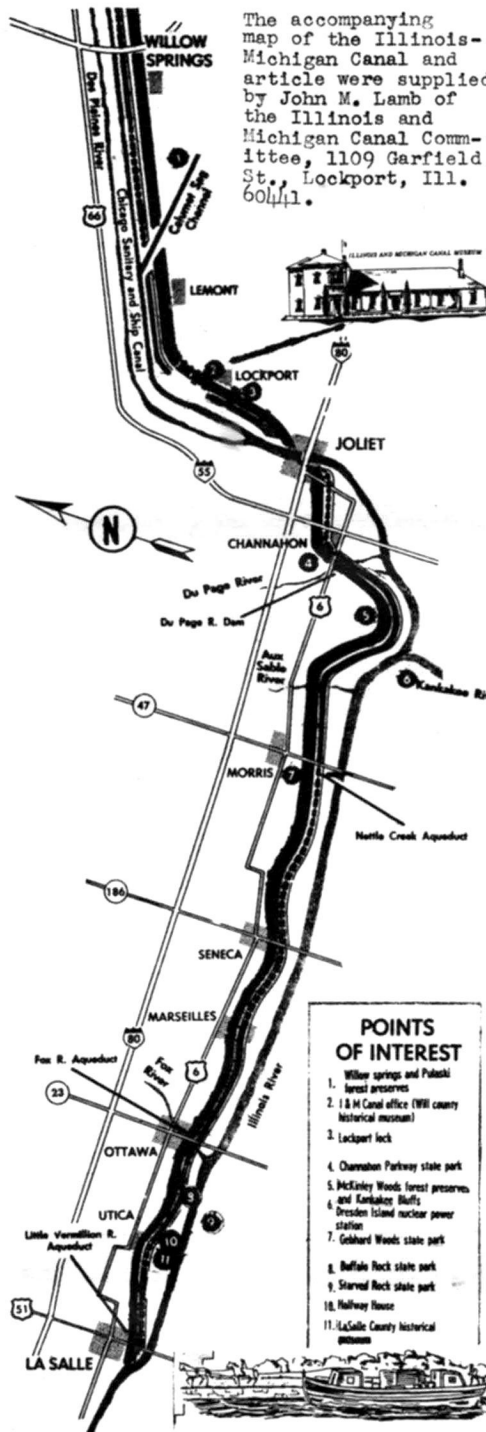
On 28 April members and friends of the CSNJ were treated to the impressions as photographically recorded of the Pennsylvania Canal Society's 44 mile trip along the C & O Canal of 30 April to 2 May 1971, of which the CSNJ was a co-sponsor. Also on the program was a slide presentation of the CSNJ bus trip of 4-8 October 1971 to Ontario.

A Morris Canal exhibit is being planned jointly by the Railroaders of America Inc., the New Jersey Historical Society, and the CSNJ. This exhibit will be at the HQ of the NJCS in Newark and will run for about a year from the time 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-Raritan Canal, to replace former Route 522 east of Rocky Hill and 27 at Kingston, jeopardizes the tranquility of the adjoining new State Park, according to Friends of the Princeton Environment, who deem 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 swathe will be cut through treed sections. In New Brunswick plans for a Route 18 Freeway call for filling in almost a mile of the canal and paving over the adjacent towpath. Concerned citizens in New Jersey should write to their Assemblymen and State Senators and also to: The Hon. John C. Kohl, Commissioner, NJ Dept. of Transportation, 1035 Parkway Ave., Trenton, NJ 08618; and The Hon. Richard J. Sullivan, Commissioner NJ Dept. of Environmental Protection, Box 1390, Trenton, NJ 98608. In writing to Commissioner Sullivan, urge him to support designation of the canal as an Historic District. Those living outside New Jersey should write to the two commissioners as well, to show the concern of all Americans for the Delaware and Raritan Canal.

HISTORIC CANALS OF ILLINOIS



tor, 53 West Jackson Boulevard, Chicago, Illinois 60604) and other groups. But only citizen action can make it a reality.

Even before the Illinois and Michigan Canal was completed in 1848, the knowledge that it would connect Lake Michigan and the Mississippi River was a spur to the economic growth of Illinois. The canal transformed the City of Chicago from a small frontier town into a major transportation terminus connecting the East Coast via natural waterways and the Erie Canal to the Mississippi Valley. Despite competition from railroads, the canal remained the major means of bringing grain to Chicago into the 1890s, when competition from the Sanitary and Ship Canal put the older route out of business.

Because it was a federal land grant canal, the federal government held full jurisdiction over the waterway and its adjoining lands on each side until 1947. That year, by Act of Congress, the federal rights were relinquished to Illinois to enable the state to use the canal and its lands for highway, park, recreational, or any other public purpose.

At Lockport, the Illinois and Michigan Canal Museum (formerly the offices and headquarters of the Illinois and Michigan Canal Company) is owned and operated by the Will County Historical Society and is open daily from 1 to 5 PM. At Lockport is the first lock on the canal, built in 1847. Between Lockport and Joliet there were five locks, four of which exist. The one at Lockport is in the best state of repair.

Hennepin Canal

The following information on recent developments in the long history of the Illinois-Mississippi (Hennepin) canal received from Vernon D. Hagelin, Chairman Izaak Walton 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 and viaducts, said work to be completed by 30 November. This reconstruction is part of a 10-year state program which hopefully will see acquisition of hundreds - maybe thousands - of added acres of land area and development of many large recreational sites. The work will require drainage of the canal between various locks; these stretches will be refilled after November and stocked with the most suitable varieties of gamefish.

"In existence for many years has been the Hennepin Canal Parkway Boosters' Committee, of which I was briefly president. This committee meets regularly, confers with state rangers on all problems connected with canal restoration, and each spring conducts a canal cleanup day... It is discouraging that the public is so unappreciative of the tremendous effort which went into saving the canal that littering is a major problem. Even more discouraging is senseless vandalism, including costly damage to construction equipment being used to restore various canal structures.

"One current problem is rebuilding or elimination of the many township road bridges which cross the canal. Their maintenance originally was charged to the federal government, and now the township (which have very little tax revenue) want the state to assume this cost. The state refuses. No doubt many of the bridges will be eliminated and replaced by earth and rock fills over culverts. Now a recreation area instead of a transportation link, the Hennepin has been renamed Hennepin Canal Parkway..."

Illinois-Michigan Canal Bill Pending

Citizens of Illinois have a remarkable opportunity to gain a prime recreational facility through development of a new state park along the Illinois and Michigan Canal. Stretching 95 miles southwesterly from Chicago to LaSalle, the historic commercial waterway has great potential today for recreational boating and canoeing.

Development of the canal and the adjoining land as a recreational site is recommended by the Open Lands Project of Chicago (Jeffrey R. Short, Jr., president and Gunnar A. Peterson, executive direc-