

# AMERICAN CANALS

BULLETIN OF  
THE AMERICAN CANAL SOCIETY

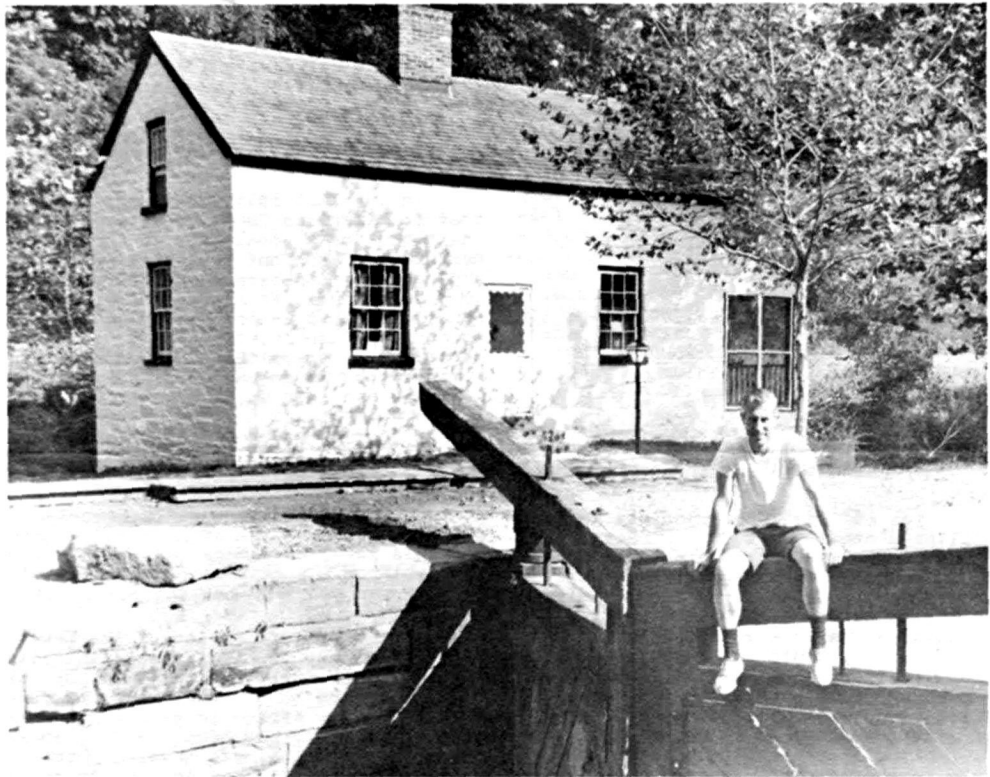
BULLETIN NUMBER 3

NOV. 1972

## ACS HEADQUARTERS NOW LOCK #6, C. & O. CANAL

### "Captain's Corner"

We must have done something right to be living in a lockhouse and working full-time on a canal. On 1 July I finished a 28-year career in the navy and decided at the same time to make the switch from bureaucrat to the outdoor's life. With the help of several interested parties I ended up with the canal most familiar to me -- the Chesapeake and Ohio Canal--badly damaged from Hurricane Agnes, but still intact in most places. My work is with the restoration and interpretation of the canal. An interesting part of the work in the past three months has been conducting a physical inventory (study) of the locks and canal structures from Georgetown to Seneca (Locks 1-24); the study will include locks 25-32 when finished. Joseph Prentice, NPS Engineer, and I spend at least one day on each lock studying the type of construction, recommendations for preservation and restoration, causes of flood damage, etc. The rest of my time is spent at Great Falls Tavern, the location of my office (Supervisor, Chesapeake and Ohio Canal, Great Falls Park, 11710 Mac Arthur Boulevard, Potomac Md 20854--for those who are inclined to write.); on interpretive hikes and conservation work projects; or at our headquarters (of the George Washington Memorial Parkway) at McLean, Virginia. American Canal Society members are welcome at both our home, Lockhouse 6 at Brookmont, Maryland on the GWM Parkway or at the Great Falls Tavern, located (as is the lockhouse) in the C & O Canal National Historical Park.



How lucky can a good canal buff get? Here we see Capt. Thomas F. Hahn, USN (Ret.), President of the American Canal Society, sitting on a lock-gate balance beam in front of his new home -- Lockhouse Number Six, Chesapeake and Ohio Canal, Glen Echo, Maryland. His home will also serve as headquarters for American Canal Society.

Studies show that the first year is the first one for both businesses and organizations. Our biggest problem at the moment is money. We hope that some corporation or foundation will give us a hand (suggestions welcomed), but until that time comes we are going to have to depend on the ACS membership. Your officers have provided personal loans to keep things going, but we need your support in rejoining and helping to obtain new members to stay alive. It is up to you! Something that would be a big help would be for businesses or other organizations to underwrite or sponsor individual issues of American Canals, amounting to about \$250 per issue. Let us know if you have any ideas along that line.

In June the Sierra Club had in its Bulletin an article entitled "From Sea to Shining Sea--or Through the Rockies at 31 Knots." Your president and our vice presidents, Bill Shank and Bill out were among those bilked by that spoof. The article told about a proposal to construct a Cross-Continent Barge Canal linking Boston with San Diego, as a joint project of the Army Corps of Engineers and the Atomic Energy Commission, utilizing technology perfected by

the AEC in its Cannikin explosion on Amchitka Island in Alaska. The major justification of the Cro-Con Canal was for the movement of U. S. aircraft carriers across the country. Other justifications were the enhanced capacity to transport coal from the fields of Kentucky and southern Ohio, and the creation of deepwater ports for such cities as Cincinnati, Louisville, Tulsa and Aspen, Colorado (ASPEN, COLORADO!???)

Aside from the Aspen bit, where I began to be suspicious was where it explained that Project Old Oaken Bucket in Kentucky (filling Mammoth Cave with water from the Red River in eastern Kentucky) was a related feasibility study. Even so, I was on the verge of protesting on behalf of the ACS when the next Bulletin came out, explaining all. We are so used to being confronted with bizarre schemes violating our sensibilities, that the idea of the Cross-Continental Canal - as bizarre as it was - did not seem to be so different from like proposals of recent times.

In spite of feeling at times that we are moving too slowly in the ACS, two things have been done which make me feel that we are on our way to "getting organized." One is the submission of our Articles of Incorporation as a non-profit educational and scientific organization to the State of Maryland and the other is the formation of the Canal Periodicals Index Committee, the Canal Index Committee and the Bibliography Committee. Though we are collecting constitutions and by-laws of organizations similar to the ACS, we are admittedly slow on that draggy affair.

We look forward to receiving your suggestions. Many of you have already come up with good ideas, which are being developed, or investigated. We also need your editorial contributions -- pictures or maps, especially -- to keep this bulletin going. How about it?

Tom Hahn

# American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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## New ACS Directors

Eugene R Bock, PO Box 713, Anderson, Ind 46015; Grace E Elliott, 300 Ohioville Road, New Paltz, NY 12561; and Terry K Woods, 2416 Clarendon, NW, Canton, Ohio 44708, have been appointed Directors of the American Canal Society. Gene Bock is our representative in Indiana and has furnished us with much canal material on that state. Grace Elliott is the Chairman of the Board of Directors of the Delaware and Hudson Canal Historical Society. Terry Woods is Vice President of the Canal Society of Ohio, Editor of the Society's TOWPATHS and noted in Ohio for his column CANAL COMMENTS.

## Canal Index Committee

The American Canal Society is compiling a canal index for all North American Canals, an undertaking which has not been done in modern times. President Tom Hahn appointed Peter Stott, Haines Road, Mount Kisco, NY 10549 to chair the committee. Terry K Woods, 2416 Clarendon Ave, NW, Canton, Ohio 44708 and C P (Bill) Yoder, 46 S Elm St, Nazareth, Pa 18064 are committee members. Other ACS members have or will be asked to serve. If interested write to Peter Stott.

As planned, the index will take the form of a card catalog, with 5x8 cards on canals being submitted by interested parties. Completed cards will be circulated among committee members and individuals having knowledge of specific canals and to ACS members (via American Canals) on letter size paper. Recipients have the option of leaving them in that form for notebook filing or cutting them in two for "shoe box" filing.



Under this unusual pedestrian bridge can be seen a pair of operating locks on the Regent's Canal in the Camden-Town section of northern London. Bill Shank snapped this photo from one of Jason's Narrow Boats while touring southern England this past June. The balance-beam lock gates shown here are almost identical to those in use on American canals a century ago.

## Chesapeake & Delaware Halt Demanded

The Delaware State Planning Office and the Wilmington Metropolitan Area Planning Coordinating Council have asked the Army Corps of Engineers to halt work on the \$100-million job of widening and deepening the Chesapeake and Delaware Canal, expressing disapproval of the environmental impact statement submitted by the Corps of Engineers. The planners are concerned over possible damage to ground water and over an anticipated diversion of too much fresh water from the Upper Chesapeake Bay into the Delaware Bay thru the widened canal.

The canal is being made 25 feet deep and 450 feet wide from near Delaware City on the Delaware River to a point in Chesapeake Bay opposite Poole's Island, a distance of 45 miles. The project has been in progress for several years and is about 80 per cent complete. All dredging has been finished except for a six-mile section at the Delaware end of the canal.  
(From 6 Aug 1972 News American)

## English Canal Tour

In our last bulletin we announced that the American Canal Society was making plans for a canal trip to England next summer and that tentative travel arrangements had been made for the week of 3 to 10 June. We also asked that persons interested in going should get in touch with Tour Coordinator, Bill Shank. As there was practically no response, in spite of the large number of ACS members stating that they would like such a trip in their application forms, we asked around at two representative canal meetings, one of them being the joint PCS/CSNYS Delaware and Haritan field trip, and only a handful indicated any interest. So--regretfully, we have canceled our arrangements with Arthurs and others for this year. As always, we would like to hear from ACS members on services the Society can provide--but the action is up to you.

For the information of the few ACS members who did indicate definite interest in the English canal tour, we call your attention to the fact that the Canal Society of New Jersey is planning a three-week trip to England, June 24-July 16 in 1973. Reservations have been made for sleeping accommodations for a party of 43 persons on board a fleet of the unusual English "Narrow Boats". There will be other activities of interest to canal "buffs", as well as a week of free time "on your own".

Any ACS members interested in the CSNJ tour are invited to contact Clayton F. Smith, 7 Samson Ave., Madison, N.J. 07940.

## Bibliography Committee

We announced earlier that the Maddens of Livonia, NY, would head the Canal Bibliography Committee. We also stated earlier that Harry Rinker, 21587 Drury Lane, Bethlehem, Pa 18018 sought contact with those having knowledge of certain canal publications. Since Harry is so involved in the bibliography business in connection with his studies, we have all talked it over and decided that he should head up the committee.

In general, if a book is in print (for sale), inform the Editor of American Canals, as we intend to continue to publish our "Green Sheets" on current canal books and other publications. If the book is out of print, tell Harry Rinker.

## "Canal Boats of America"

The second of the Series of American Canal Boats is included in this bulletin. The pictures were collected by ACS Director Harry Rinker. Other series will follow. In the last issue of America Canals was Morris Canal Boats at the Port Delaware Loading Pens, Phillipsburg, NJ. Number 3 will be Boat Number 381 of the Pennsylvania Canal Company at Port Treverton on the Susquehanna Division of the Pennsylvania Main Line Canal. Number 4 is Freight Boats on the Ohio and Erie Canal at Italy Hill, South of Navarre.

## Periodicals Indexing

A committee is being formed to investigate the extent of canal organizations' periodicals' indexing and to help make copies of indexes available to any one interested. Those interested in working on this committee are advised to contact Edward Boss, Chairman, Periodicals Index Committee, American Canal Society, 345 E McMurray Rd, McMurray, Pa 15317. The Darwin Stapletons and Terry Woods are members of the committee.

## New Canal Freight Firm

Northern Counties Carriers Ltd, 36 Warren Drive, Swinton, Manchester M27 3EA, England, was organized last year by several English canal enthusiasts, and is offering shares in their enterprise at £5 (some \$12) each. Their main objective is to establish a fleet of canal boats to carry cargoes (including paper, timber, chemicals, etc) on the nineteenth-century canals of the north of England - in the Liverpool-Manchester-Leeds area - thereby helping to revive and maintain commercial use of these canals. This is a good opportunity (and not the only one) for canal enthusiasts in the U. S. to assist the waterways cause in England, and to become involved in a canal business venture. Dividends, if any, will be ploughed back initially to consolidate the company. Several copies of the company's prospectus are available from W E Trout, III, PhD, 1932 Cinco Robles Drive, Duarte, Calif 91010. Further details may be obtained from Dr Trout or the company.

## Narrow Boat for Hire

ACS member Tom Sewell, of Surrey England, has offered reduced rates to ACS members for use of his boat "Phobos", operating on the Grand Union Canal out of "Little Venice" in London. Details may be obtained by writing T. and J. Sewell, East Whitley Farm, Shamley Green, Surrey, England.

# HISTORY OF THE CANALS OF OHIO

By Terry K. Woods

When Ohio's first canal engineers plotted the route this new transportation system was to take, they weren't concerned so much with providing the fastest and most direct route between two points, as they were with providing a dependable means of transportation, to as many Ohio residents as possible. Several politicians even suggested that the most advantageous route would be one that would cut the state diagonally from the northeast to the southwest. Such a canal would pass through or near the population centers of youthful Ohio. Though such a route may have satisfied most of the people, it didn't satisfy the engineers. The proposed canal cut the state's watershed in such a manner that it would have been impossible to supply it with water. A compromise was finally decided upon which resulted in two main canals being built, one in the east and one in the west.

The eastern canal, the "Grand" or Ohio and Erie Canal, left Lake Erie at Cleveland and followed the valleys of the Big and Little Cuyahoga Rivers south to Akron. Here it cut across the divide and entered the valley of the Tuscarawas River and followed it south to Roscoe where the Tuscarawas and Walhonding Rivers join to form the Muskingum. The most logical course would have been to follow the Muskingum to the Ohio at Marietta. However, the people from the central part of the state, especially from Columbus, needed to be served. So the canal turned west at Dresden and followed the Licking River to the valley of the Sciota. Then turning south again, the Ohio and Erie Canal followed the Sciota River to its junction with the Ohio River at Portsmouth. This meandering route brought the "Grand" Canal to within 11 miles of Columbus. A branch up the Sciota was started immediately. Work progressed so rapidly that boats began arriving in the Capital City by 1831. The Ohio and Erie Canal was begun in 1825 and opened section by section. The entire 308-mile-length was opened to traffic by 1832.

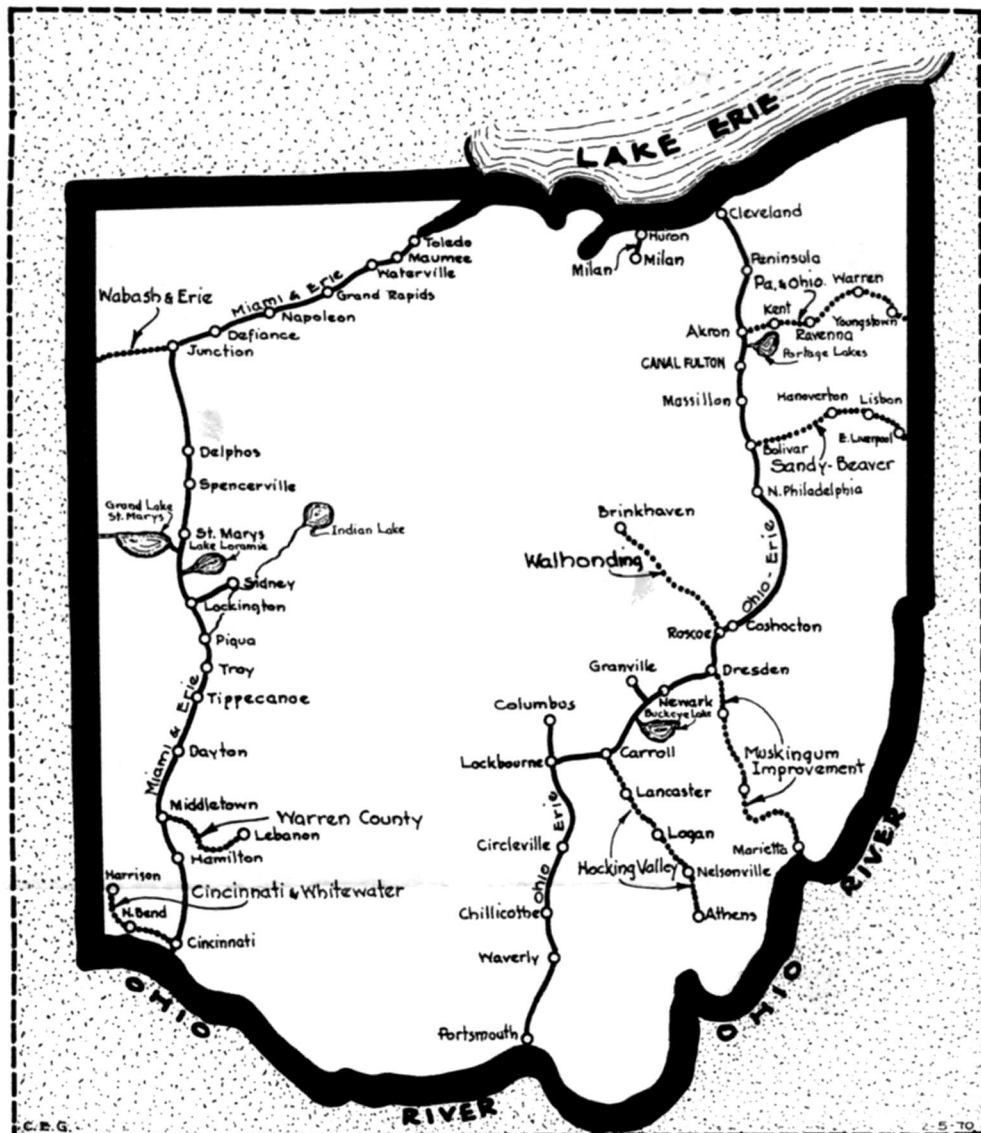
All this was great, but what about the people of Cincinnati, the largest city in the state? The western canal resulting from the compromise was the Miami Canal. It was also begun in 1825 and was operating from Dayton to the outskirts of Cincinnati by 1829.

Even before these two main canals were completed, minor canals and navigable "feeders" were branching out to isolated towns and villages. The Columbus "Feeder" was already mentioned. Two other navigable feeders were the Granville Feeder and the Trenton Feeder. New Philadelphia was on the "wrong" side of the river so an outlet lock into the river and a short branch canal into town were built. The Zoarites had a similar problem, so a similar lock and branch canal were built into Zoar.

A private stock company built the Lancaster Lateral Canal in Fairfield County. It was later taken over by the state, extended to Athens, and called the Hocking Canal.

Two private stock companies were formed to connect the Ohio and Pennsylvania Canal Systems. Both were finally built years later. The Pennsylvania and Ohio Canal, from Akron, Ohio to New Castle, Pa was completed in 1840 and the Sandy and Beaver, from Bolivar, Ohio to Glasgow, Pa, was opened to through traffic in 1850. Each of these canals had a branch, the Middlebury Branch Canal on the P & O and the Nimishillen & Sandy Canal (to Canton, Ohio) on the S & B. Another private company built a branch from the Miami Canal to Middletown. This was later taken over by the state as the Warren County Canal.

The Whitewater Canal was built from Cincinnati into Indiana. The Wabash and Erie, a canal from Indiana into Ohio, con-



ected with Lake Erie at Toledo. The Miami Canal was extended to join the Wabash & Erie and later, the route to Cincinnati was known as the Miami and Erie Canal.

Back to the Ohio & Erie, a branch from Roscoe to Mount Vernon, the Walhonding Canal, was initiated, but only the first 24 miles were ever built. The Muskingum River Improvement from Dresden to Marietta was canalized and a branch canal built from Dresden sidecut to the main canal.

The Milan Canal, a three-mile artificial waterway, for a time, made Milan one of the three most important "ports" on Lake Erie. The Portage Canal and Hydraulic Company built a canal near Cuyahoga Falls and Akron, Ohio that was known locally as "Chuckery." It held water in a trial, but was never used and is not usually counted as one of Ohio's canals.

## Canal Society of Ohio

The purposes of the Canal Society of Ohio, incorporated in 1961 as a non-profit organization are: To accumulate materials to illustrate the story of the Canal era in Ohio; to receive material and property having significance in relation to the Ohio Canals; to distribute historical information; and to designate and identify canal sites and structures. TOWPATHS, an illustrated historical quarterly, is published by the Society

and distributed to its members. An annual meeting of the membership is held in June or July each year. The Society conducts at least two field trips annually, for members and their guests. The public is always invited.

Memberships are: Life-\$100, Sustaining \$10/yr, Annual \$5/yr, Student \$3/yr. Checks payable to Canal Society of Ohio and mail to R G Reighart, Secretary-Treasurer, Box 364, Canal Fulton, Ohio 44614. Dues are assessed upon a calendar year basis and are due January 1st of each year. Applications received during the final calendar quarter of any year will be recorded as paid-up members for the following year.

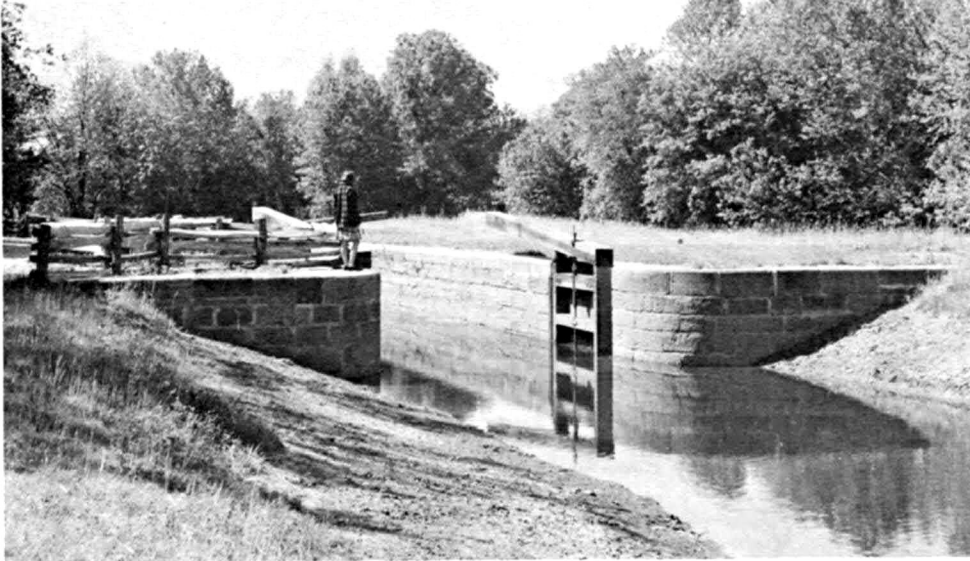
The fall outing of the CSO was a tour of the Lockington-Piqua area of the Miami and Erie Canal on 14 October. An informal lunch at Scot's Inn was followed by a drive to the Piqua Historical Area where the group boarded the canal boat GENERAL HARRISON for a ride on the Miami and Erie Canal, followed by a drive to Lockington to view the five locks at Loramie Summit. The evening program consisted of cocktails, dinner and an illustrated talk on the building of the GEN'L HARRISON, again at Scot's Inn in Piqua.

The Canal Society of Ohio would like to exchange its TOWPATHS with other canal organizations in the U. S. Address TOWPATHS, The Canal Society of Ohio, Canton, Ohio 44708.

# BATTERY CREEK LOCK-KANAWA CANAL

## Dismal Swamp Canal

By Alvah Duke



Battery Creek Lock in the James River Gap of the Blue Ridge Mountains, close to the Blue Ridge Parkway. Photo by Gene Wilhelm, May 1966.

By Gene Wilhelm

"The James belongs to the whole country," said Thomas Jefferson, and, indeed, after the Revolutionary War the James River became an important route of trade and commerce to the interior of the Commonwealth. It was long a favorite plan of Virginia statesmen to build a canal up the James River and across the Blue Ridge and the Allegheny Mountains to the Kanawha of the Ohio River system, thus linking the Atlantic coast with the Mississippi River and the Gulf of Mexico.

By 1 December 1840, the James River and Kanawha Company (chartered in 1835) had opened 148 miles of water transport between Lynchburg and Richmond, the one-way fare for the 33-hour-long trip being \$7.50. By 1851 the canal was completed through the Blue Ridge Mountains and finally it reached Buchanan, only to stall there, as plans to extend the canal by a series of locks and a nine-mile-long tunnel across the Alleghenies never materialized.

Here are some facts concerning the canal:

Length	196.5 miles
Lift	728 feet
Cost	\$8,259,184
Dams	23
Locks	98
Aqueducts	12
Culverts	199
Canal prism	50-60 feet at towpath 30-40 feet at bottom 5 feet average depth
Speed limit	4 m.p.h.

Thousands of river boats of different sizes were moved over to the canal to be pulled along its towpath by hand, mules, horses, or oxen. The three major types of boats used were the bateau, the keelboat, and the packet, all three types of which originated elsewhere. Freight boats carrying up to 80 tons of cargo required seven days to make a cargo trip from Richmond to Lynchburg and back.

Typically, a lift lock was 15 feet wide, 21 feet from top to bottom, and 100 feet between gates. Bottoms were covered with original pine planking and walls were made of local stone. Lift locks were strategically located along

the James River where the stream was too swift or shallow for navigation. All locks paralleled the river and used it as a water source.

One lock, the Battery Creek Lock in the James River gap of the Blue Ridge Mountains, is especially noteworthy because of its ties with the mountain folk. Each lock had a keeper, and the Battery Creek Lock was no exception. Between 1848 and 1880 three different mountain men acted as lockkeepers. Although the canal and the majority of locks were constructed by slave and hired outside laborers, the Battery Creek Lock utilized mostly mountain males from the surrounding area.

Field research in the vicinity has uncovered the fact that at least a few mountain families were living in the water gap as early as 1740 and were oriented to a riverine type of economy centered on fishing, the making of boats, and water trade and transportation. These mountain families welcomed the canal, for they realized that they could benefit from it economically. And for several years they did, since at least a few mountain trails converged on the James River water gap. The James River water gap gradually declined in economic importance, although the Battery Creek Lock continued to operate until 1880.

Today, thanks to the insight of the National Park Service, the Battery Creek Lock has been restored. An easy, well-marked interpretive trail starts at the James River Wayside Museum on the northeast side of the Blue Ridge Parkway at milepost 63.6. A modern footbridge takes you across the James River to the restored canal lock. Perhaps the initiative begun by the National Park Service will prompt private, civic, state, and other federal agencies to accelerate the effort to preserve and restore material elements of our cultural and historical heritage in Virginia and throughout our nation. (Dr. Gene Wilhelm, Jr. is Associate Professor of Geography and Coordinator of Environmental Sciences, Slippery Rock State College, Slippery Rock Pa 16057. He is also Co-Editor of Pioneer America, official journal of the Pioneer America Society.)

One of the most pressing problems concerning the Great Dismal is the dangerous water loss which threatens the existence of this unique and historical canal. The situation is one found in many areas where the preservation of a natural area is concerned--commercial and urban development exert pressure at political levels and end up having their way with the region.

The records show that since the U. S. Government bought the Dismal Swamp Canal, there have been several periods when it had to be closed for lack of yield from the lake, and many times when restricted passage through the locks have prevailed, for the same reason. And yet no record can be found, before 1940, showing that the canal was ever closed FOR LACK OF WATER RESOURCES.

The Canal Charter vested the water use rights of the lake, as well as the region, in the proprietorship of the Canal Company, its heirs and assigns, for the single use of navigation. The charter allows drainage ditches in the Swamp under specific conditions. The ditches must be at least a mile apart, and must be equipped with water control gates where they empty into the feeder and the Dismal Swamp Canal. The object is elementary, the more water retained in the peat beds, the more stored for the lake, the longer you have a lake, the longer you have a canal. It is that simple. The gates were to be built, maintained and operated at the expense of the land owner using same. However, the canal company is given complete control as to when they should be closed. The Army Corps of Engineers will admit to all this, and yet they refuse to act. They give you the reply that the gates would not retain ALL the water, etc. And so, what dam or water control gate does, anywhere? If the Corps of Engineers at Fort Norfolk were to stop the illegal drainage of the area, this within itself would restore the water table of the swamp.

HR 14205, passed, identified the Great Dismal Swamp as a National Monument. While that bill did not provide funds for the purchase of land areas, etc, it did give to the region important recognition at a vital moment.

Public Law 92-478, a result of the last session of Congress, authorizes the Secretary of the Interior to conduct a study to determine the best and most feasible means of protecting and preserving the ecological, scenic, recreational, historical and other resource values of the Great Dismal Swamp and the Dismal Swamp Canal, with particular emphasis on the development of the Dismal Swamp Canal for recreational boating purposes and the highest and best use of the resources involved.

Now that the legislation is a matter of public law, it would be helpful for ACS members and other friends of America's canals to write to the Secretary of the Interior, Washington, DC, stressing the need of speed in planning for the preservation of the remainder of the Great Dismal Swamp.

(Mr Duke is Chairman, Dismal Swamp Preservation Committee of the Wilderness Society.)

### FARMINGTON CANAL RESEARCH

Robert L. Schuyler, Dept. of Anthropology, City College, New York, N.Y. 10031, is starting research on the Farmington Canal and associated railroads in Connecticut and Massachusetts. Any information which ACS members can send Mr. Schuyler will be much appreciated -- including information on photos or illustrations.

# WHITEWATER CANAL

By Harry L. Rinker

On Sunday, March 19, 1972, I decided to try and locate the route and remains of the Whitewater Canal between Connersville and Brookville, Indiana. I had little prior knowledge to aid me, knowing only that the canal went through Connersville and that there was a covered bridge aqueduct at Metamora.

Since I arrived in Connersville from the west, I sought Indiana Route 121, which I noticed from my road map paralleled the Whitewater River and, I hoped, the canal. It was a fortunate choice for as I was leaving Connersville to the south, the road cut across an open ditch which I recognized as the prism of the canal. Just to the north were the remains of two lock walls.

Beside the road where it crossed the prism was an historical marker which read:

"In 1836 construction began on this fifty-six lock, one hundred one mile canal. Open from Lawrenceburg to Brookville (1839), it was extended to Laurel and Cincinnati (1843), Cambridge (1846), and Hagerstown (1847)."

The marker was put there in 1966 by the Indiana Sesquicentennial Commission; and then, no doubt, the remains of the lock were a source of community pride. Not so today! Today the prism and lock chamber are the dumping sites for old tires, beer cans, and numerous other forms of trash. The chamber itself is two-thirds filled with dirt and garbage. Weeds have overgrown the area. The masonry of the lock walls is badly decayed, the once straight edges of the cut stone weathered to resemble misplaced pieces in a jigsaw puzzle.

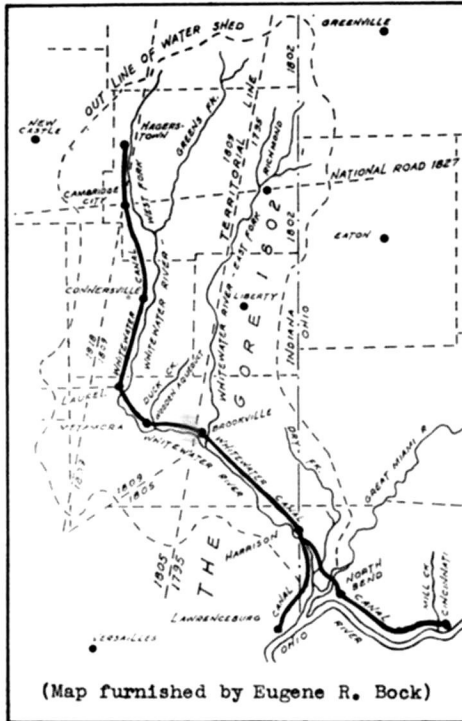
The berm bank of the canal is now home of railroad tracks, the ideal guide for the canal hunter. My efforts revealed that the tracks follow the berm bank the entire distance from Connersville to Brookville. When the road left the prism, one needed only to keep a sharp lookout for the telltale tracks to pick up the canal bed once again.

Route 121 south of Connersville follows the canal prism most of the distance to Laurel. One finds lock remains by looking for large clumps of weeds and what appears to be mounds of dirt along the side of the road. I spotted the locks south of Connersville. The first must have been two chambered, or else the bypass flume had exceptionally fine cut stone work. Both chambers showed signs of gate recesses. Only the downstream entrance walls remain visible; the rest of the lock is filled with dirt and, in fact, may contain the remainder of the walls intact. The lock is overgrown with brush and trees. The walls can be seen clearly only if you are headed north.

The second lock, at the junction of Route 121 and Road 125 West in Fayette County, is in very bad condition. Again, the cut stone has weathered badly; apparently a poor quality of shale stone was used. Although overgrown with weeds and small brush, the entire chamber is open. As in Connersville, no one seems concerned with the fate of these two locks; content to let them decay, ghosts from the past slowly fleeting away until they vanish unnoticed from the scene.

It was easy to spot what once were canal warehouses, now exhausted skeletons of their past. At Laurel, Route 121 turns away from the canal and eventually dead at Route 52. Turning east on Route one again finds the canal at Metamora and is greeted by colorful signs proclaiming "Metamora - Historical Canal Town".

Here the canal has become the center of an effort to restore vitality to the community by rewaters the canal and finding new uses for the buildings along its banks. The end result is that Metamora



(Map furnished by Eugene R. Bock)

is one of the most pleasing, pleasurable canal towns that I have visited.

A prime mover in this project is the State of Indiana, Department of Natural Resources. It has rewaters a section of canal, restored the covered bridge aqueduct and the Millville lock (built in 1842), is restoring an early grist mill, and conducts boat rides aboard the "Valley Belle." Picnic facilities abound; and, even on a cold March day, there was a large crowd at the site. The Aqueduct alone makes the trip worthwhile. Its heavy wooden trusses, a roof line which provides cover for the towpath on the upstream side carries one's mind quickly back into the nineteenth century.

In Metamora itself, numerous individuals have taken the old buildings and, while retaining the facades, have turned the insides into antique shops, craft shops, restaurants and museums. The restoration is the epitome of good taste; nothing appears overdone. Along the canal are private homes, a church, bank, three story Masonic building, locktender's house and numerous one and two story commercial buildings. Other communities wishing to learn the potential in canal restoration are well directed to visit Metamora.

(Harry Rinker is a Director of the American Canal Society and President of the Pennsylvania Canal Society.)

## The Pennsylvania Canal Society

The Pennsylvania Canal Society was born on 29 July 1966 during a field trip of the Canal Society of New York State along the Lehigh Canal. The Society's purpose is to preserve the rich heritage of early canal days in America and the one-time 1200 miles of canals in Pennsylvania in particular; to encourage canal research and to make available to the public information and materials on canals, their operation and history.

Dues are \$6 for individual membership; \$10 for man-and-wife membership; \$25 Patron; \$100 sustaining and \$500 Life. The PCS issues a quarterly publication, Canal Currents, packed with new information coming to light on the old canal system. Dues-paying members receive at no cost one new booklet on canals each year. The PCS sponsors two canal field trips in or near Pennsylvania each year. For further information or to submit membership applications, write to:

Earl B Giles, Secretary  
Pennsylvania Canal Society  
818 Belmont Avenue  
Johnstown, Pa 15904

## Lehigh Canal Park

The Lehigh Canal Park in the Borough of Freemansburg, Pa 18017 was dealt a severe blow from the June floods of Agnes. Three sections of the towpath were washed out in Freemansburg. Those were repaired by their volunteers and a \$500 expenditure of the borough. The main problem is with the city of Allentown, which suffered a severe washout that stopped all water flow down to Freemansburg, where the water level is down three feet--held there because of the dam at Nancy Run Creek. The Allentown City Council must be motivated to effect the necessary repairs and to clear up local opposition. ACS members are asked to write to Mayor Dean F Fenicle, 351 Garfield Street, Freemansburg, Pa 18017, urging him and the Town Council of Freemansburg to exert pressure on the City of Allentown and to do everything in their power to save a canal which is of interest not only to Pennsylvanians, but to all Americans. (Submitted by Charles Derr, Chairman, Lehigh Canal Park, Citizens Canal Restoration Committee, Borough of Freemansburg, Pa 18017)

Peter H. Stott, Haines Road, Mount Kisco, N.Y. 10549, is putting together material on the NEW YORK AND SHARON CANAL, intended, in the 1820's, to transport iron ore from NW Connecticut. ACS members having knowledge of this canal are asked to contact Mr. Stott (copies to ACS headquarters).



It is always a pleasure to publish the fine sketches of Phil Hoffman, whose drawings of life on the Pennsylvania Canals have attracted wide attention.

# CHAMPLAIN CANAL

## Canal Society of N.J.



Champlain Canal, above Lock 12, Whitehall, N.Y. Photo by J. Hayward Madden, 1970.

The Canal Society of New Jersey took its fall field trip on 15 October to Roebling's Delaware and Hudson Canal Aqueduct. After a picnic lunch at the Minisink Battlefield Park, the group walked onto Roebling's steel suspension aqueduct across the Delaware River which separates New York State and Pennsylvania at this point. Now a privately owned bridge, it is the oldest suspension bridge in use in this country, and probably in the world. It stands as a monument to the engineering genius of John A. Roebling. Built in 1848 when the route of the canal was altered, it was the largest of four suspension aqueducts built between 1847 and 1850. Of those four, it is the only one remaining. It stands today only because of its strategic location, for the D&H Canal, opened in 1829, two years before the Morris Canal, was abandoned 74 years ago.

The group of 80 also viewed the remains of Lock No 72, one of three locks known as "Gilson's Locks" forming "steps" down to the bank of the Delaware on the New York side of the river.

The 17 November, 8 PM meeting in the Allied Chemical Auditorium on Columbia Road and Park Avenue in Morris Township, New Jersey will be given by Mr. James Lee on the subject of the "Recovery of the Turbine of Morris Canal Plane No. 9."

The 8 December, 8 PM meeting in the Madison Public Library on 39 Keep Street in Madison, New Jersey, will be on slides taken in England by the Clayton F Smiths' while making a run-through of the Society's planned trip to England.

## Pioneer America Society

The Pioneer America Society, Inc, membership, non-profit organization, was created in 1967 to discover, record and promote preservation of our pioneer heritage. Although evidence of pioneer America is still with us, with each day that passes our unspoiled environment, material folk culture and remaining men and women of pioneer heritage become fewer and fewer. The ravages of time alone account for the loss of many structures, fire destroys, and the bulldozer gouges out a site for a housing or industrial development, or the route of a new super-highway changes a landscape.

The Pioneer America Society concerns itself mainly with rural America by making a written and pictorial record of all that now remains of the pioneer houses, barns, bridges, inns, grist mills, sawmills, stores, churches, schools, cemeteries and canals.

The Society publishes the semi-annual journal Pioneer America, which is devoted to extended studies of aspects of our pioneer life. Subject matter may deal with any area of North America. The Society also publishes a bi-monthly called Echoes of History, which brings one down-to-earth history of a large, complex and fascinating area primarily centered on the Potomac drainage basin.

Annual dues in the Society, which are tax deductible, start at \$10 and include subscriptions to Pioneer America and Echoes of History. Write: Pioneer America Society, 626 South Washington Street, Falls Church, Va 22046.

Ohio's third canal boat replica, the GENERAL HARRISON, was christened in September at the newly opened Piqua Historical Area on the Miami and Erie Canal. The unusual weather this summer held down the passengers carried by the ST. HELENA 11 and the MONTICELLO 11. Canal Fulton hopes to approach last year's record of 30,000 passengers and Roscoe hopes to set a new record of 25,000 passengers.

Threatened by highway plans, land-fill operations and industrial development, efforts are finally underway to ensure the preservation of the 1825 Champlain Canal at Waterford, New York. Originally constructed to open up the Lake Champlain-upstate New York area to commercial trade, the old canal, running from Waterford to Whitehall, was abandoned in 1915 upon completion of the still-used NYS Barge Canal System. The Waterford section constitutes one of the best preserved canal stretches of its genre in the nation, her locks and canal houses happily well preserved and her bed still retaining its water. Extending more than five miles, this stretch is in the center of an urban area, yet is quite isolated from man and his development by swamps and railroad tracks to the east and high cliffs to the west. The tow-path makes for an excellent hiking and bicycle trail through a naturally wild and beautiful region. In all, the old canal holds marvelous possibilities not only for historic development, but for its recreational and scenic potential as well.

But, as with many such canals, the Champlain is coming under the spectre of road planners, garbage collectors and builders. To help stave off such threats before it's too late, the citizens of Waterford have organized an Historic Site Development Committee and are now working to list the Champlain on the National Register of Historic Places - an insurance against any development involving federal funds and giving prestige to aid in fighting developers. Although work has just begun, the committee is confident of success. Hopefully, one more of America's canals will be granted some measure of protection.

(Submitted by Garry F. Douglas, Village of Waterford Historian, 123 Fonda Road, Waterford, NY 12188.)

## Rappahannock Threat Eases

The controversial Salem Church Dam project which threatened by inundation most of the stone locks of the Rappahannock appears to be dead, as a result of an unfavorable recommendation from the Virginia State Water Control Board. Conservationists who have been fighting the proposed dam and reservoir 50 miles south of Washington hailed the recommendation a major victory. Gov. Linwood Holton had previously backed a recommendation by the Virginia Division of Water Resources that the dam be built. His apparent change of heart appears to doom the project, although Congress must make the final decision on whether the dam will be funded.

## Trout Research Project

Bill Trout (1932 Cinco Robles, Duarte, Cal 91010) is completing a file on nineteenth-century canals and railway structures, especially tunnels, which were abandoned in an unfinished state and therefore are of unusual value for the study of engineering techniques. Already noted are the unfinished division of the James River and Kanawha Canal; the Genesee Valley Canal tunnel; the embankments of the Indiana Central Canal; the tunnels and masonry works on the Blue Ridge Railroad between Walhala, SC and Clayton, Ga; and the Negro Mountain Tunnel of the South Pa RR. Additions would be greatly appreciated.

## CSNYS-PCS Tour

Once again the Pennsylvania Canal Society and the Canal Society of New York State provided an action-packed field trip for the pleasure of canal enthusiasts from many canal organizations--this time on the Delaware and Raritan Canal and the Delaware Division of the Pennsylvania Canal, with headquarters at the Holiday Inn, Levittown, Pa. Weekend activities were under the capable leadership of Dr. "Zip" Zimmerman. The fare on Friday evening, 6 October, was a two-part slide show by Bill Yoder, Curator of the Canal Museum at Easton, Pa and Harry Rinker, ACS Director and President of the Pennsylvania Canal Society.

In spite of the promises of fair weather by the ever-optimistic Pennsylvanians who have fared so well in the past (they may have been out of their weather predicting element in New Jersey), Saturday opened with rainy skies. The arrangers did manage, however, to have the rain stop at scheduled stops, and even did such magnificent things as producing trains over aqueducts at the right moment and arranging for bridges where none had appeared before.

During the morning the group visited Bordentown Lock, traveled along the feeder canal to Lambertville and visited the inlet lock from the Delaware River. After lunch at Rider College, the group visited the locks at Kingston, Griggstown, Bound Brook, Johnson and Johnson (Brunswick) and the guard lock at New Brunswick. The evening was well spent with a ride on the mule-drawn boats at New Hope followed by dinner in the American Legion Hall on the bank of the canal.