"Captain's Corner"

There's nothing like a canal boat trip in England, where there are 25,000 waterway enthusiasts using 2,000 miles of restored and partially restored inland waterways, to rekindle one's own enthusiasm for something that is rare sort in the Americas. Canal enthusiasts there not only talk about canals, but use them - somewhat under cover pressure on the Government in an organized way to keep the waterways operating and to restore the remainder wherever they can. We have groups doing the same thing here, but not on such a large scale and not with such organization and that is one reason why we need the American Inland Waterways Association in England.

We had long dreamed of taking a canal boat vacation in England, and had hoped that it might be with a trip sponsored by the American Inland Waterways Association and the President of the ACS, John Atkinson. John visited the United States last year and saw some of our canals. As a very keen canal enthusiast, John was delighted to offer us to see what had been done with the waterways in England for recreational purposes so that we might think more seriously about what could be done with them here.

My wife, Nat, and I and our two teenagers, Duane (17) and Betty (11), made our way to Germany where we first became aware of the tremendous use of inland water transportation in Europe when observing the busy traffic on the Rhine River in an almost unbelievable setting of barges, nicely illuminated on a light summer night against a background of castles and other fantastic scenery. Passing through Belgium we encountered parts of the extensive canal system of that country.

Our English canal adventure began on July 7 when we met by John Atkinson and his son Michael at Market Harborough on the Market Harborough Arm of the Leicester Section of the Grand Union Canal. We immediately joined President and Mrs. Clayton Smith and other members of the Canal Society of New Jersey group (who were just finishing up the second portion of their English canal tour) at lunch at the Six Packs Pub. They babbled over with tales of their canal boat trip, with which we hoped to play a role. Their enthusiasm, of course, was contagious and made us eager to get started on our own. As the first organized canal group to visit England, they were royally received by the British Waterways Board and all they wanted was our experience and years, had been theirs as well, and so he double duty in a short period of time. They joined the CWSU group on the last organized part of the tour at the "Incline" ruins and the staircase at Ponton Leicester, on the Grand Union Canal, and went on their own after we left the canal system the next day. We said our "goodbyes" with promises of getting together soon. Two weeks later we would be descending that same staircase of 10 locks on the last leg of our canal journey.

We found an advantage in having been preceded by the CWSU party, for we had the legacy of their special provisions from the boats they had hired from Anglo Welsh, including enough salt to convert all the waterways of the UK into salt water and enough toilet paper to furnish an aircraft carrier thereon!

From Great Haywood Junction, Staffordshire, we began a succession of 15 happy days in the Mary Jane, a lovely boat with separate sleeping compartments, toilet, shower and kitchen; about 42' long and a little under 7' wide to accommodate the narrow locks which are just slightly wider and 72' long. As the Great Haywood Junction is the junction of the Trent and Mersey and the Staffordshire and Worcestershire Canals, John took us down a portion of the Staff and Wors (as it is normally called) to check us out on the boat and give us our first opportunity of steering. The canal prism under the first bridge over the canal seemed about two feet wide. Imagine the trepidation of your president, a retired navy captain, with imagined thoughts of smashing the boat to smithereens in the first ten minutes of the voyage! By the end of the trip we sailed under bridges with ease, though some of them were skewed with blind winding holes on the other side. The first experience in meeting a boat on a blind turn under a narrow bridge is a trying experience which tests one's expertise first hand, believe me.

On July 14 we went on an earnest down the Trent and Mersey Canal. (We usually seemed to be going down a canal, which made reading the canal guides a bit difficult.) The following days we also travelled parts of the Coventry Canal (part of which can technically be called the Birmingham and Fazeley Canal as it was built by that company,) the Ashby Canal, the Oxford Canal (North), the Grand Union Canal and the Leicester Section of the Grand Union Canal. Though we have not taken time to figure out the mileage and number of locks, our friend Frank Baker, one of the Directors of Anglo Welsh, estimated the trip to have been about 150 canal miles, through 59 locks and four tunnels, or 150 lock miles. Not a record by any means, as we took our time in stopping all along the way with three or more days wholly or partially off the boat. Part of the fun (and work) is going through the locks; teamwork is required by all hands in setting up the locks ahead. Particularly interesting to us was going through the tunnels, one of which is the Selly Oak Tunnel (completing in 1905). Can you imagine going through such a tunnel?

One of the great sights of Britain's waterways -- the Bingley Five-Rise Staircase of Locks, which lifts the Leeds and Liverpool Canal toward its Pennine summit. (Photo by Derek Pratt, courtesy of the British Waterways Board.)
Rideau Canal Field Trip

All members and prospective members of the American Canal Society are invited to participate in the Society for Industrial Archaeology in a tour of the industrial architecture and engineering works along the Rideau Waterway in Canada on 22 and 23 September 1971. The two-day field trip features on the first day a land and water tour of the 120-mile canalled Rideau Waterway between Ottawa and Kingston and the historic rural milling town of Merrickville. On the second day, a tour of Kingston and three specialized structures: a former pump house, now a steam museum; the dry docks; and the peninsular excavation. For those who can make it, on Friday night the 21st, at 6:30, there will be a reception at and tour of Ottawa's old Union Station by the National Capital Commission.

The tour will be limited to the first 55 persons at a cost, including transportation, two lunches, supper, breakfast, and overnight accomodation (the 22nd) (two to a room), of $31.00 per person. Fees should be payable to: SOCIETY FOR INDUSTRIAL ARCHAEOLOGY and mailed to: Dianne Neill MacDougall, 1111 Shakerham, Ottawa, K1S 0B3, Canada. Be sure to indicate the number of persons, your address and the fact that you are a member of ACS.

“Veep” at Work

William H. Trout III, Vice President of the American Canal Society is working with other volunteers on restoration of the by-pass plume for Lock No. 6 on the Chesapeake and Ohio Canal. Dr. Trout, who lives in California, takes a month each year to come East for canal research and other activities in and around his native state of Virginia.

Ohio Society Field Trip

Plans for our fall tour are beginning to “jell.” Tentative plans now call for our headquarters to be at the Delphian Hotel in New Philadephia. The tentative dates for this event are October 19, 20 & 21. A bus tour will be held on Saturday, October 21. Some of the spots on this tour will include -- the Community of Zoa; Zeor Guard Lock and Peck Dam; Chincoteague; Cock & Boar Canal; restored section of the Sandy & Beaver Canal in Magnolia; as well as many more stops as we plan to allow for those dates in mind and plan to attend.

We need glossy photo-prints of canal scenes old and new, along with supporting material of interest to canal buffs everywhere.

Full credit will be given to all ACS members who will send in material of this sort which we can publish in this bulletin.

AMERICAN CANALS August 1973
NEW INTEREST IN "OLD PORTAGE"

By Ralph Michaels

Last year's purchase of an 1834 Allegheny Portage Rail Car Model at the Central auction in Philadelphia called attention to the unique railroad which was once part of the Pennsylvania Main Line Canal System. The purchaser of this fine model, who wishes to remain anonymous, immediately turned it over to the National Park Service Museum in Lemon House at Cresson, Pa., where it can now be enjoyed by thousands of visitors to the Allegheny Portage Railroad Historic Site displayed there.

Canal buffs may wonder what possible connection a horse-drawn rail car could have with a canal system. A brief sketch of history on the Pennsylvania Main Line may be in order. In 1828, when the Pennsylvania Legislature instructed the Canal Commissioners to build a 100-mile canal across the state between Philadelphia and Pittsburgh, the initial survey had suggested a four-mile canal tunnel approximately 700 feet below the crest of Allegheny Mountain, as a means of connecting the eastern and western canal sections. However, one of the canal commissioners pointed out that such a tunnel would not only be expensive, but there would be a real problem in trying to keep the canal full of water near a mountain top. His reasoning was later proven correct by the difficulty in supplying both canal basins at Johnstown and Hollidaysburg with sufficient water. It was decided to cut a series of inclined planes to connect these basins, and this was done.

The first inclined plane provided a public utility, anyone who had equipment to fit the tracks was permitted to use it. The same was true of the state-owned Philadelphia and Allegheny Railroad at the east end of the canal system. Needless to say, great confusion in scheduling resulted, and the State finally stepped in to provide the motive power along the “level” sections of the road, in addition to the stationary steam engine house which hauled the cars up and down the steep inclined planes. Freight and passenger cars on the Portage, however, continued in private ownership for the life of the operation.

Later, sectional canal boats, also privately owned, were developed to be drawn over the mountain on individual rail cars, one section at a time, and re-assembled in the canal basin on the opposite side of the mountain. Motive power on the level stretches usually gave way to steam locomotives.

The ten inclined planes provided plenty of thrills for passengers riding cars or boats over the mountain. The stationary engines, with their endless Russian hemp rope, pulled the cars up the inclines, supplying power as necessary, or let them down, with the engine acting as a brake. Occasionally the hemp rope would part, with disastrous results until John Roebling developed his wire cable, first successfully applied on the Portage. Sometimes, on the last descending levels close to the canal basins, the cars were cut loose and permitted to travel by gravity the balance of the route. Several riders wrote of their hair-raising rides in this connection.

On the levels between planes, the tracks were mounted on rows of stone “sleepers” embedded in the ground at three-foot intervals and measuring 20” x 22” x 12” thick. Each sleeper held an iron “chain” on which the rails were mounted. After the Portage was abandoned, many of these sleepers turned up as foundation blocks for various buildings along the route, and were even used in some places as gravestones. They are easily recognizable, due to the two holes which were bored into each sleeper to hold its iron chain in proper position.

The inclined plane railroad more nearly resembled our modern rail system, with wooden cross-ties, but the rails themselves were wood stringers with iron straps for the wheel-bearing surface.

The Allegheny Portage Railroad was for a short time also the connecting link between the eastern and western sections of the Pennsylvania Railroad. When the Pennsylvania Railroad extended its rail lines from Harrisburg to Altoona in 1859, and from Pittsburgh to Johnstown in 1856, it ran the same difficult problem of crossing Allegheny Mountain as the Canal Commissioners had experienced 22 years earlier. There were in the process of constructing their own route over the mountain, Pennsylvania Railroad used the Portage Railroad to tie their own rail system together. Normally the Portage closed over the winter months, when the canals were frozen, but PRR finally arranged for the State to keep the Portage open year-round.

(Concluded on Page 4)

This large, one-fourth scale model of an 1834 horse-drawn passenger car on the Portage Railroad was originally built by Pennsylvania Railroad for the Columbian Exposition in 1893. It is now part of the NPS display at Lemon House.

AMERICAN CANALS August 1973
The increasing popularity of motor boating in Canada, coupled with the healthy economics of water-borne transportation on the recently developed St. Lawrence Seaway, has had a significant impact on this country's other inland waterways and more especially the interconnected Great Lakes and Rideau Canal systems. The Trent Canal and the Champlain and St. Cuthbert systems have become so popular that water traffic tourists that at certain periods of the vacationing season, the existing hand-operated locks are not able to handle the demand for all traffic. In fact, saturation of traffic is often reached on popular weekends. When the demand exceed the capability of the existing locks, these minor canals remained with the Marine Services of the Department of Transport under the control of the Canadian Division of Transport. These canals, with depths ranging from 4 to 12 feet, had until then been considered of secondary importance in comparison with the main canal systems.

Today these minor canals and waterways, are seeing which have been developed almost overnight. As an indication of the trend, traffic increased by nearly 11,000 lockages on the Rideau Canal system from 1940 to 1960, of which 95% were pleasure craft. In 1965 lockages totalled 51,590. On the Trent system, the number of lockages increased from 39,111 in 1959 to a total of 117,931 in 1965.

With congested highways, motor-boat ing has developed into a pastime which has placed the power boat as the second most important means of weekend and vacation travelling on the North American continent. While motor boating in Canada has not reached the popularity it has in the United States, the number of weekend yachtsmen on Canadian lakes, waterways, canals and coastal areas has increased steadily in the past eight years. At the present time there are about 750,000 small boats being powered by motors of 10 horse-power and over.

Low-cost transportation to sea-ports by the Great Lakes-St. Lawrence Seaway route has, over the years, done much to expand Canada's overseas markets and has, in no small measure, made possible the development of Canada's Great Lakes seaboard. Water transportation from the head of the lakes to seaports on the Lower Lakes or to trans-shipment points on the Lower Lakes, has carried the bulk of the country's grain exports over the past century. Today, with the creation of the St. Lawrence Seaway, equipped to accommodate the largest grain and ore carrying ships, the cost of transportation of this country's grain crop has been considerably reduced, placing Canada in a better bargaining position on the wheat markets of the world.

As a result of such economies achieved by the St. Lawrence Seaway, there is a growing demand for the enlarging of canals and locks on some of the more important secondary canals and for modernizing existing equipment to accelerate operations. In some cases, the demand is for new canals, as in the case of the proposed Chignecto Canal which would join the Bay of Fundy with the St. Lawrence River.

At Confederation, one of the first departments to be created was Public Works which with the Department of Railways were responsible for the enlargement of existing main-line and secondary canals. A short period later, the Department of Railways was taken over by Public Works. In 1936, Railways and Canals became an integral part of the Department of Transport which was subsumed into one government unit all federally-owned communication and transportation facilities. On the St. Lawrence Seaway and Rideau Canal systems were turned over by the Department of Transport to the St. Lawrence Seaway Authority. The Rideau Canal Authority, built in 1639 and known as "Sainte Marie among the Hurons," revealed the existence of European settlements and the Indian community and the market town which supplied the Mission with its water.

It was by means of this canal, leading from North River to the very door of the Mission, that the tons of stone required for the foundation walls as well as the massive timbers used in the construction of the buildings and the iron bars used in the foundry, were floated to the site. Excavations show ruins of well-defined ovens and burning basins leading to a building show in crouches on the carpentry shop, and to a combined blacksmith shop and foundry.

The Mission of Ste Marie among the Hurons had only two years when it was wiped out and set to the torch by the Iroquois and all its personnel massacred, but today, the Mission is known as the cradle of Canadian history is the Lachine Canal at Montreal. Pater Dolorier de Casson, Superior of the Lachine Mission, undertook the construction of a canal which would connect Lachine with Montreal by skirting the Saint Lewis. The finished project, financed by the Jesuits and the King of France, was completed in 1666.

The Lachine Canal was a deviation from the Montreal River, which was over 20 miles long, and was not a practical means of transportation for the Jesuits. The Lachine Canal was a 16-mile-long canal at a cost of $2,000,000, and was completed in 1666.

Several of the more gentle slopes of the inclined planes have been converted to highways. In this photo, we are looking uphill on Route 53 at Portage, Pa., the old Plane Number Two. This road also utilizes Plane Three, Four and Five, climbing east to Cresson, Pa.

(From Page 3)

Operation followed shortly. With their canal business seriously affected, and Portage Railroad traffic a mere fraction of its former volume, the Canal Commissioners put the entire "Main Line" up for public sale. Pennsylvania Railroad was the only bidder and the final transaction was made in 1857 for a consideration of $7,500,000, which included all state-owned canal and rail facilities between Philadelphia and Pittsburgh. PRR continued to operate the Philadelphia Columbia Railroad, as part of its own cross-state rail system, but had no need for the cumbersome Portage Railroad, and almost immediately dismantled and abandoned it.

Now the old Allegheny Portage Railroad has come to life again, as a project of the National Park Service. Lemon Run, at the top of Plane No. 6, a famous stopping point on the Portage Railroad in its hey-day, has been acquired by the federal government and is now headquarters for the Allegheny Portage Railroad Historic Site. In this building, located at the crest of Allegheny Mountain on route 22 at Cresson, Pa., is a fine assembly of Portage Railroad artifacts, photographs, drawings, literature, and other items that document the history of Portage on History, the National Park Service recently cooperated with the American Canal and Transportation Conference in the publishing of a 24-page reprint of Sylvester Welch's Report on the Allegheny Portage Railroad, written in 1833, which gives full details of the construction and operation of America's most unusual railroad. The original lock was 30 ft. long, 9 ft. wide and had an 18-inch depth at the sill. The lower gate of the lock was opened by a windlass while the upper gate of the lock was equipped with two tilt gates and a sluice.
LETTERS TO THE EDITOR

Cumberland & Oxford Canal

The Cumberland and Oxford Canal, which once served as the primary transportation link between Oxford County and Portland, Maine, has been recognized by the National Register of Historic Places and is considered here as an historic preservation project.

The Gorham Historical Society has been encouraged by the Cumberland & Oxford Canal Assn., Greater Portland Landsmarks, Inc., also sought preservation of the canal in the town with its bid for the Stroudwater District.

Many people have for a long time wanted to do something for the canal, which has not been used since about 1900. But, it took a Portland Water District request to open the canal for interceptor lines in the Westbrook and Gorham area to galvanize people into action. Proposed construction of the Westbrook Artificial in Stroudwater also threatened to destroy a section of the canal near the Fore River.

The Cumberland and Oxford Canal, for those not familiar with the story of the historic canal corporation, was chartered in 1831 by a number of the prominent citizens of a chartered State of Maine (1820). The aim of the legislation was "...to construct a canal from Waterford to the navigable waters of the Fore River," according to Sprague's Journal of Maine history. Two previous attempts to build a canal in the general area failed for want of financial backing.

The designer of the canal was Holmes Tucker, an eminently recommended by Governor Clinton of New York State and a Mr. Wright, the designer of the Erie Canal. It was considered one of the engineering marvels of the country when it was built. Tuckerman combined lakes and rivers with the actual canal section. It began at its northern end on Long Lake, extending south to Brandy Pond, the Songo River and into Sebago Lake. The canal proper began at White's Bridge on the Saco Lake basin in Standish, continued south following the Presumpscott River to an outlet of Sebago, through Standish, Windham and Gorham and Oxford, to Portland, finally the ocean. The canal was only 20 miles long. It opened up travel to the head of Long Lake, which is about 18 additional miles or a total of 36 miles.

Eleanor French
Portland Evening Express May 1973

CANAL PERIODICALS INDEX

Ed Bosz has resigned as Chairman of the Canal Publications Indexing Committee. Committee members and others interested in the project should correspond with President Tom Hahn until a new Chairman is selected. We urgently need someone to take over on this important indexing work.

As we go to press, we are pleased to report that our American Canal Society Membership Serial Numbers have been assigned. #503 is the well-known author -- Kurt Vonnegut, who is also an avid canal researcher. On a "canal membership" basis, the Society has included a substantial number of members from Europe, South America and the Far East.

Most of us canal buffs have forgotten what an operating lock of the early 1900's in America really looked like -- we are so used to seeing nothing but old lock ruins. It is refreshing therefore to see a fully-restored lock of yesterday, like this Lock Six on the Chesapeake and Ohio Canal. Photo by Canal Burr Bill Shank.
THE CANALS OF GEORGIA

By L. W. Richardson

Georgia was the last of the original colonies to open all land for settlement and may well be called the last "Western Frontier." It was not until the 1830's that the last of the Creeks and Cherokees in the state were moved to the west. Because of this, the development of a plant-based economy was hindered in the state, and the population density was thinner and the people were the lowest of the seaboard states. Savannah, the largest town and principal seaport, in 1830 boasted only a little more than 7,000 souls, small and free, while its chief merchant and business rival, Charleston, listed more than three times that number.

However, Georgians, no less than the citizens of other states, suffered from the "canal fever" that was then sweeping the country. In 1830, the legislature planned three cross-state canals and hired an English engineer to survey and report on the routes. In the same period, Savannah business men, no doubt inspired by the example of Charleston and the Atlanta Canal, were planning their own canal. Directly south of Savannah and only 15 miles away, was the Ogeechee River. The fear of the forests and plantations of the rich Ogeechee basin was floating down the river to be loaded on coastal vessels in Savannah Sound. Very little of this ever reached the city wharves. A canal to the Ogeechee would assure most of the trade to the Savannah factories. There would no be competition between a 15 mile canal trip and the often dangerous, always laborious trip down the river, along the coast and upriver to the town, about 60 miles in all.

The first charter for such a canal was granted Phineas Jenks in December 1821. Only four days later, Jenks obtained another charter, one that would put him on an equal footing with the Altamaha River and that promised him aid in the form of a State loan. Jenks evidently began construction, but the work was slow and he did not receive the support he needed. On Dec. 26, 1826, a new charter was granted, this time to a group of Savannah merchants and planters. This Act required Jenks to assign all his rights to the company, exempted the company from all taxes forever and promised a State loan of $50,000. Capital stock was authorized to the amount of $700,000. Jenks, who was not too bright a man, at his own time, does not even show up in the record. It should be noted that the first Act created the Savannah & Ogeechee Canal. Later, at various times, the name appears as the Savannah & Ogeechee Canal. Later, at various times, the name appears as the Savannah & Ogeechee Canal. Later, at various times, the name appears as the Savannah & Ogeechee Canal. Later, at various times, the name appears as the Savannah & Ogeechee Canal.

Because all records and papers of the Ogeechee Canal were destroyed by fire a few details of construction or operation are known to us. It is known that it was the first canal to be completed in Georgia. The canal was completed in 1829, another says that traffic began in 1831. The canal was slightly over 16 miles long, one ahead of his time, and a depth of 5 feet. Three lift locks, all built of wood, with a combined lift of 29 feet. Near the Savannah was "First Lock," less than a mile beyond was "Gays Lock," and at the end of the canal was about 200' from that stream. Dimensions were 90' x 10'. No record of guard locks along the river canals has been found. It is possible that some lock gates were built into the river locks. The canal left the Savannah River just above the old dike and ran northward for about 20 miles, then south to the Ogeechee, entering the river at a point about 2 miles from Ossabaw Sound. It is not known how the summit level, from Gays Lock to Ogeechee Lock, was accomplished. As the line skirts several swamp ponds and crosses small streams, this was evidently no problem. Over the Ogeechee end, the line was a flat grade for nearly five miles, unusual for canal engineering.

In early 1849, before the completion of the original project, the optimistic directors engaged Col. Alford Cruger, Army Engineer, to make a detailed survey of the Savannah and Ogeechee Canal. The survey showed a change in the trade of the great Altamaha basin, potentially the southhast region of the state and a new waterway was therefore necessary. A new canal was projected, and the Ogeechee was surveyed from Savannah Sound to Ossabaw Sound. The canal was 20 miles long, with a depth of 5 feet, and a grade of 4 feet. The cost was $26,693. This canal was never completed.

Unfortunately, none of this was published, with an endorsement by Benjamin Wright, in New York, 1868. Unfortunately, none of this was published, with an endorsement by Benjamin Wright, in New York, 1868. Unfortunately, none of this was published, with an endorsement by Benjamin Wright, in New York, 1868.

TENNESSEE-TOMBIGBEE WATERWAY

The biggest commercial canal news in the U.S. in the beginning of construction of the 253-mile long Tennessee-Tombigbee Waterway, which has been termed the most significant development in U.S. water transportation since the Panama Canal. It connects two arms of the inland waterway system, one in the Tennessee River Valley and the other in Alabama, forming an alternate route from the middle Atlantic to the Gulf of Mexico. Construction began in December with a"Palmetto ground-breaking" at Carville, arranged by local enthusiasts and is expected to take ten years and cost at least half a billion ($500,000,000) dollars. Lock chambers will be 600 by 110 feet, for 3 barges abreast, and the channel 9 feet deep and at least 250 feet wide. The beginning of construction was delayed a year by popular concern over the effect on the environment. The old route, the new route, was deliberately chosen to avoid such damage. The first lock was built into the concrete retaining walls of the present ditch. The project is expected to bring millions of dollars in new business to the area. The project is expected to bring millions of dollars in new business to the area. The project is expected to bring millions of dollars in new business to the area. The project is expected to bring millions of dollars in new business to the area.
LEHIGH CANAL RESTORATION BEGINS

A new era of Lehigh Canal history began in May as work commenced on restoration of a six-mile portion of the once scenic waterway in Bethlehem and in Freo-

mnsburg. The two communities are the first in the Lehigh Valley to put plans into action for creation of a canal that will be part of a proposed canal park in cooperation with Wallace, Howard, Roberts and Todd, Philadelphia engineering consultants. Meanwhile, construction of Chain Dam—a $1.3 million project undertaken by the State Dept. of Environmental Resources in Glenndon—should be completed this summer.

Bethlehem Township—the fifth community involved in restoration of the park between Allentown and Easton—purchased the canal towpath adjoining the township back in 1964 but to date not much has been done to improve the adjoining areas. Plans are to eventually clear the land along the towpath and to provide hiking and picnic facilities but as yet very little has been done. Some dredging may also be necessary to get the water flowing in the canal, which has been dry a good many years.

Total restoration cost of the canal and adjoining area from Allentown to Easton has been estimated at more than $3 million.

Section Seven of the canal begins at the dam north of the Hamilton Street Bridge in Allentown and runs through Bethlehem, Freemansburg and Bethlehem Township before re-entering the Lehigh River a half-mile below Horapsville. The drop in elevation along this section is 55 feet and there are eight locks to take care of the drop along this 11-mile stretch.

Although the canal was abandoned in 1931, it has been used to some degree since then. Recreational boats plied the Bethlehem waters for most of the 1930s. But, the locks deteriorated and boats could not be moved from one level to the next without them.

Editor's Note—Congratulations are due all citizens of the Lehigh Valley along the canal restoration route for their dedicated work in bringing this project to fruition. Our thanks also to Anne Kowalenski of the Allentown Call-Chronicle who wrote this article, and to John F. Hill, who sent it to us.

AMERICAN CANALS August 1973

Pioneer America Society

The sixth annual meeting of the Pioneer America Society will be held at the Mount Vernon Estate, near the University of Virginia in Charlottesville, Va., on


Captain Tom Hall, President of the American Canal and Locker Days Festival on May 19th and 20th when about 2000 people turned out for this two day affair. One of the most popular features were the guided tours down the Canal. This half day tour did not only show people a lot of history they are interested in, but also the need for restoration in the Lockport area. The State of Illinois has issued an Environmental Impact Statement for the Illinois-Michigan Canal. There were a number of objections to this report when it was issued in April, and additional meetings are now being held in an effort to improve the state's plans, particularly in regard to historic areas. The Illinois State legislature, unhappy over the executive's dilatoriness in the matter, passed an act legalization the Illinois-Michigan Canal at Park. This legislation only awaits Governor's signature, and it is hoped that it will become law within the next session.

Canal buffs from the Pennsylvania Canal Society and the Canal Society of New York State check out the condition of Lock Number 40 on the Lehigh Canal at Allentown, during a recent field trip. A flow of water is still maintained in major portions of the canal in the Allentown-Bethlehem section, and downstream along the strip of land between the river and the canal. Parts of the canal must be dredged out since it is heavily silted in some areas.

In Easton the Hugh White Memorial Foundation has completed a master plan for seven miles of the proposed canal park in cooperation with Wallace, Howard, Roberts and Todd, Philadelphia engineering consultants. Meanwhile, construction of Chain Dam—a $1.3 million project undertaken by the State Dept. of Environmental Resources in Glenndon—should be completed this summer.

Illinois-Michigan Canal

The most successful effort so far to show the possibility for restoration of the Illinois and Michigan Canal was the Lockport Old Canal Days Festival on May 19th and 20th when about 2000 people turned out for this two day affair. One of the most popular features were the guided tours down the Canal. This half day tour not only showed people a lot of history they are interested in, but also the need for restoration in the Lockport area. The State of Illinois has issued an Environmental Impact Statement for the Illinois-Michigan Canal. There were a number of objections to this report when it was issued in April, and additional meetings are now being held in an effort to improve the state's plans, particularly in regard to historic areas. The Illinois State legislature, unhappy over the executive's dilatoriness in the matter, passed an act legalization the Illinois-Michigan Canal at Park. This legislation only awaits Governor's signature, and it is hoped that it will become law within the next session.

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ILLINOIS-MICHIGAN CANAL
**OLD NEW YORK CANALS BECOMING "PLAY SPOTS"**

![Map of New York canals](image)

**EXPLANATION.**

- **Existing Canals:** 
  - **Barge Canals:** 
  - **Abandoned Canals:** 
- **Spots:** 
- **Scale:**

**To accompany Supplement to the Annual Report of the State Engineer and Surveyor 1905**

On the eve of its 150th birthday, the 524-mile New York State Barge Canal System is beginning a new era -- being transformed into a major scenic and recreational area for residents of the state. Long-range plans call for development of parks at almost all of the 57 locks in the canal system, connected by a system of trails on the old tow paths where horses once pulled barges on the long haul from the Hudson River to the Great Lakes.

When the 36-mile long Erie Canal opened in 1825, it carried settlers to the West and farm products East, sparking the growth of New York City as the country's major port. But today the canal, the longest in the state's system of four canals, largely carries oil and coal products to upstate cities.

The other canals are the 60-mile long Champlain Canal between Watertown and Lake Champlain; the 31-mile long Oswego Canal that runs to Lake Ontario and the 92-mile-long Cayuga and Seneca Canal that connects those lakes to the Erie Canal.

Although commercial tonnage has been falling in recent years, the canals now transport an increasing number of pleasure boats, an indication of the growth of leisure time activities in the nation and the state. As a result, the state is now emphasizing the recreational potential of the waterways, particularly near upstate population centers.

The transformation of the canal system into a recreational facility is being accomplished through the cooperation of two state agencies, the Office of Parks and Recreation and the Department of Transportation, which is the operating agency for the canals.

Last year about 2.5 million tons of cargo were carried through the canals and 84,000 passages by pleasure boats were recorded through the locks.

A new program has restored the locktenders and the new parks will have pump storage facilities.

The six new parks now open have picnic areas, fishing, observation posts for watching canal operations, with parking space for cars as well as sansage-tanks for filling fuel tanks for boats. They are situated as follows: At Lock 5 on the Champlain Canal at Stillwater, just south of Crown Heights where the Battle of Saratoga was fought; At Lock 9 on the Erie Canal, at Rotterdam Junction west of Schenectady; At Lock 20 on the Erie Canal, west of Utica; At Lock 23 on the Erie Canal, north of Syracuse; At Lock 30 on the Erie Canal, also east of Rochester; At Lock 32 on the Erie Canal, also east of Rochester.

The hiking and bicycle trails, which use the towpaths along the Erie Canal, are at the Old Erie State Canal State Park in Colonie, along the canal from Lockport to Rochester, and from Fairport to Pittsford, south of Rochester.

(This abbreviated version of an article written by Harold Faber for the New York Times, was furnished to us by Mary Ann Moore of Hartdale, N. Y.)

**D. & H. "Revival"**

For the first time in 20 years, the deep-throated sound of a steam locomotive reverberated along the northeastern New York tracks of the Delaware and Hudson Railway this summer.

Boasted by a powerful 4-8-4 type power unit, one of the largest operable steam locomotives in the world, the 22-car D&H passenger train pulled out of the line's Colonial Yards in suburban Water-ville for a two-day, 150-mile trip to Montreal and back.

The D&H, born April 23, 1913, is the oldest continuously-operated transportation company in the nation, with roots that go back to the birth of railroads in the Western Hemisphere.

The D&H was formed to haul anthracite coal from the hills of Northeastern Pennsylvania to New York City for domestic and industrial use. Organized as the Delaware and Hudson Canal Co., the firm built a four-foot-deep canal from the hills near Honesdale, to Rondout, N.Y. Coal from the mine in the Moosic Mountains was lowered by a "flume" to the canal, a series of tracks on inclines -- the canal at Honesdale.

The coal was loaded on mule-powered wooden boats for the 108-mile trip through more than 100 locks to Rondout, and from that Ulster County community the coal was shipped down the Hudson River to New York City.

In the late 1920's, the fledgling company decided that recently-invented steam locomotive might aid in hauling the coal to the canal, and it imported the Lion and three sister locomotives from England, without success.

After the abortive experiment with the Lion, the D&H left the development of steam to others for a period, and, thru its canal system, grew to become the dominant supplier of coal to New York City.

The canal managed to retain some of its original traditions up to the time it was abandoned at the turn of the century.

Steam locomotives reappeared on the D&H just before the Civil War. After the Civil War the D&H began a gradual transformation, as its coal-carrying canal system became increasingly impractical, and it acquired extensive tracks through New York up to Vermont and Montreal.

After World War II, the steam engine went the way of the canal boat, and the D&H's passenger service recently followed both into retirement with the advent of Amtrak. (By Philip H. Dixon)

**Black River Canal**

The Five Lakes Combine and Locals 35 and 36 of the Black River Canal, located in the Boonville area, have been entered in the Register of Historic Places. The New York State Historic Trust, under the state Office of Parks and Recreation, nominated the sites for entry in the register at the urging of the Boonville Area and Rome Chambers of Commerce.

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