

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 70

Editorial Address—809 Rathton Road, York, Pa. 17403

AUGUST 1989

PRESIDENT'S MESSAGE

As many of our readers can attest, Bill Gerber's New England canals meeting was quite a success. We owe him a vote of thanks for successfully handling the details of timing, meals, accommodations, speakers and many other things for a whole Memorial Day weekend. The star-studded cast included Ernie Knight and Ruth Hummel from Maine and Connecticut, so what we didn't visit, we heard about after dinner in the Lowell Hilton, overlooking the Lower Locks on the Pawtucket Canal. Many thanks, Bill.

This year is full of anniversaries: The Panama Canal is 75 years old, the Welland Canal is 160 (don't forget the Canadian Canal Society meeting in September), and the James River Canal is 200. It's also the centennial of the publication of *Three Men in a Boat*, Jerome K. Jerome's hilarious best-seller about pleasure boating on the Thames, which has not been out-of-print for a hundred years (see the Summer issue of *This England*). Just imagine what a book like that could do for our American Canal revival!

This year also marks the birth of an interesting new periodical sent to us by the Canal Society of New York State, *Canal Times*, published by the New York State Barge Canal Planning and Development Board, 5 Governor Harriman Campus, Albany, NY 12232, (518) 457-6400. It's a good mixture of historical and boating material. They're looking forward to your stories, photos and calendar items.

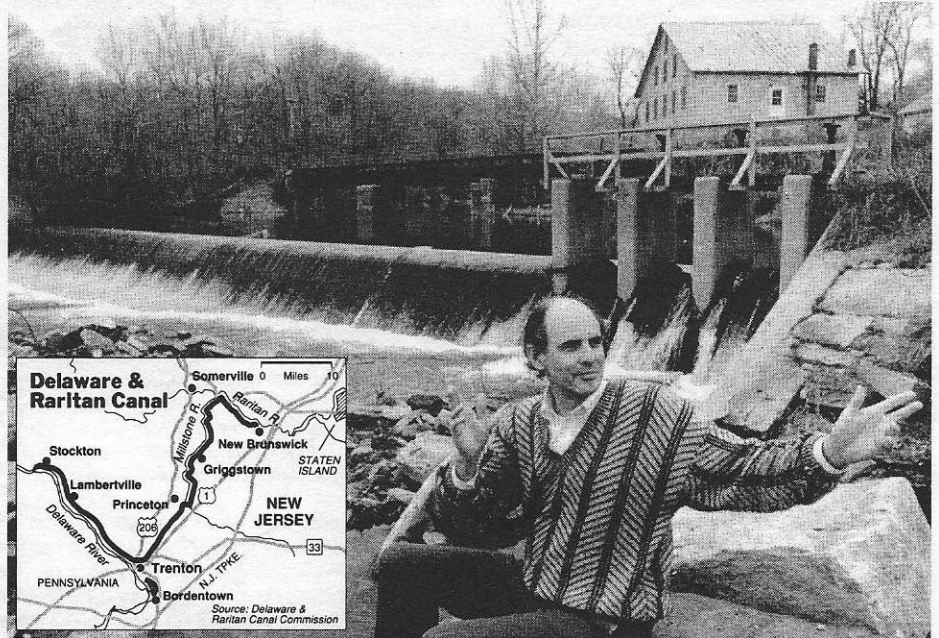
Here in Virginia, while restoring Richmond's Great Ship Lock, we discovered an Archimedean screw pump used to pump water out of the excavation when the lock was built in 1852. It's a big cylinder 30 feet long with a screw inside, which was spun by a steam engine. We think we have a rare thing. There's supposed to be another in California which was used for gold mining. If you know of any others left in this country, let me know!

And last but not least, the *Voice of the Mon* reported that ACS member Ernie Gabler has donated all his Monongahela River files to the Monongahela Public Library, where they will be preserved and used. That's the headquarters city for the Mon River Buffs and their museum. It's a reminder that we all need to make sure that our own collections find good homes.

Bill Trout

We are happy to report that *George G. Johnson, Jr.* of Blacksburg, Virginia, and *William A. Ruth* of Lima, New York have just become LIFE MEMBERS of the American Canal Society. Total membership in this important group now stands at seventy. We thank all of them for their special support of our organization.

D & R Canal Commission Gets "Teeth"



James C. Amon, Director of the Delaware and Raritan Canal Commission, near the old mill that serves as his office. The Commission, formed ten years ago, has acquired new authority for protecting the canal from encroachment from land developers along the route. (Photo by Frank Dougherty of the New York Times.)

Melvin Collins of Cumberland, Maryland sent us this item as written by Nancy Kennedy for the April 23rd, 1989 New York Times:

STOCKTON (New Jersey). For more than 150 years after the creation of the Delaware and Raritan Canal in 1830, the scenery along the 60-mile route changed little. Small settlements like Griggstown, Raven Rock and Kingston cropped up along the route, but they were little more than crossroads separated by miles of farmland and uninhabited natural areas.

But in the early 1980's, an unexpected frenzy of home and office development engulfed central New Jersey. Almost before anyone realized it, the once rural character of the canal became affected by encroaching suburbia.

Foreseeing the need to preserve land along the canal, the state a few years earlier had set into motion the creation of a state park, charging a newly formed committee, the Delaware and Raritan Canal Commission, with the job. The commission did indeed set apart the parkland, but it was not until the 1980's that it turned its hand to managing development. The commission itself admits that it failed to adequately restrain early builders who showed little regard for the historic waterway.

Today, however, the commission is a vocal opponent of rampant development. Learning from its mistakes and spurred on by its victories, the canal watchdog has become bolder. Its actions are drawing criticism from some developers and applause from some regional planning officials.

The commission's new stance comes at a time when the state as a whole is grappling with the issue of growth. The State Planning Commission has drafted a master plan it hopes will control development in open spaces and direct growth into existing cities and suburbs.

In the same way, the commission hopes to retain open space along the canal, directing development as far away from what it sees as a valuable source not only of water, but also of recreation and historical value.

"The Delaware and Raritan Canal is a very unusual resource, and it is appropriate that it have special protection from the state," said Samuel M. Hamill Jr., president of the Middlesex-Somerset-Mercer Regional Planning Council.

The commission is unlike many preservation groups that have much passion but little power. The state's mandate essentially renders the commission a regional planning agency with accompanying authority.

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

"DEDICATED TO HISTORIC CANAL RESEARCH, PRESERVATION AND PARKS"

AMERICAN CANALS is issued quarterly by the American Canal Society, Incorporated. Objectives of the Society are to encourage the preservation, restoration, interpretation and use of the historic navigational canals of the Americas; to save threatened canals; and to provide an exchange of canal information.

Annual subscription to "AMERICAN CANALS" is automatic with a minimum ACS dues payment of \$12.00. Individual copies may be purchased at \$3.00.

Dr. WILLIAM E. TROUT III — President; Editor and Publisher of "American Canal Guides"; Chairman, Canal Parks Committee — 35 Towana Road, Richmond, VA 23226

WILLIAM J. McKELVEY, Jr. — Vice President; Chairman, Canal Boat Committee — 103 Dogwood Lane, Berkeley Heights, NJ 07922

WILLIAM E. GERBER, Jr. — Vice President — 16 Princess Avenue, Chelmsford, MA 01863

CHARLES W. DERR — Secretary and Treasurer — 117 Main Street, Freemansburg, PA 18017

LOUIS J. CAHILL — Director for Canada — P.O. Box 745, 215 Ontario Street, St. Catharines, Ontario L2R 6Y3, Canada

Dr. ROGER W. SQUIRES — Director for the United Kingdom — 46 Elephant Lane, Rotherhithe, London SE 16-4JD, England

TERRY K. WOODS — Director; Chairman, Eng. Design Committee — 6939 Eastham Circle, Canton, OH 44708

KEITH W. KROON — ACS Literature Sales — 2240 Ridgeway Avenue, Rochester, NY 14626

WILLIAM DZOMBAK — Chairman, Canal Index Committee — 621 Spring Street, Latrobe, PA 15650

Dr. DAVID ROSS — Chairman, Navigable Canals Committee, Rural Route 1, Box 87-T, Savannah, TN 38372

BRUCE J. RUSSELL — Contributing Editor, "American Canals" — 240 Mt. Vernon Place (11-E), Newark, NJ 07106

WILLIAM H. SHANK, P.E. — Editor and Publisher of "American Canals" — 809 Rathton Road, York, PA 17403

GOALS OF THE LEHIGH-DELAWARE CANAL CORRIDOR

Charlie Derr clipped this map and article, written by Rich Harry for the Allentown Morning Call, April 2, 1989.

It sure was a mouthful: The Delaware and Lehigh Navigation Canal National Heritage Corridor Conference.

But participants at the eight-hour session at Lehigh University yesterday no doubt left with a good taste after learning the economic, cultural and historical benefits likely to stem from the designation last November of the 19th Century Delaware and Lehigh canal systems as a National Heritage Corridor.

Businessmen, history buffs, canal enthusiasts, nature lovers, environmentalists, government officials and the merely interested—200 people in all—were shuttled between four rooms in the University Center to hear lectures on what's in store for their corridor.

The conference, sponsored by the National Park Service, was described as a first step in developing a master plan for the National Heritage Corridor, the third in the nation. Later this spring, a 21-member commission will be appointed by the secretary of the interior to draw up the corridor's

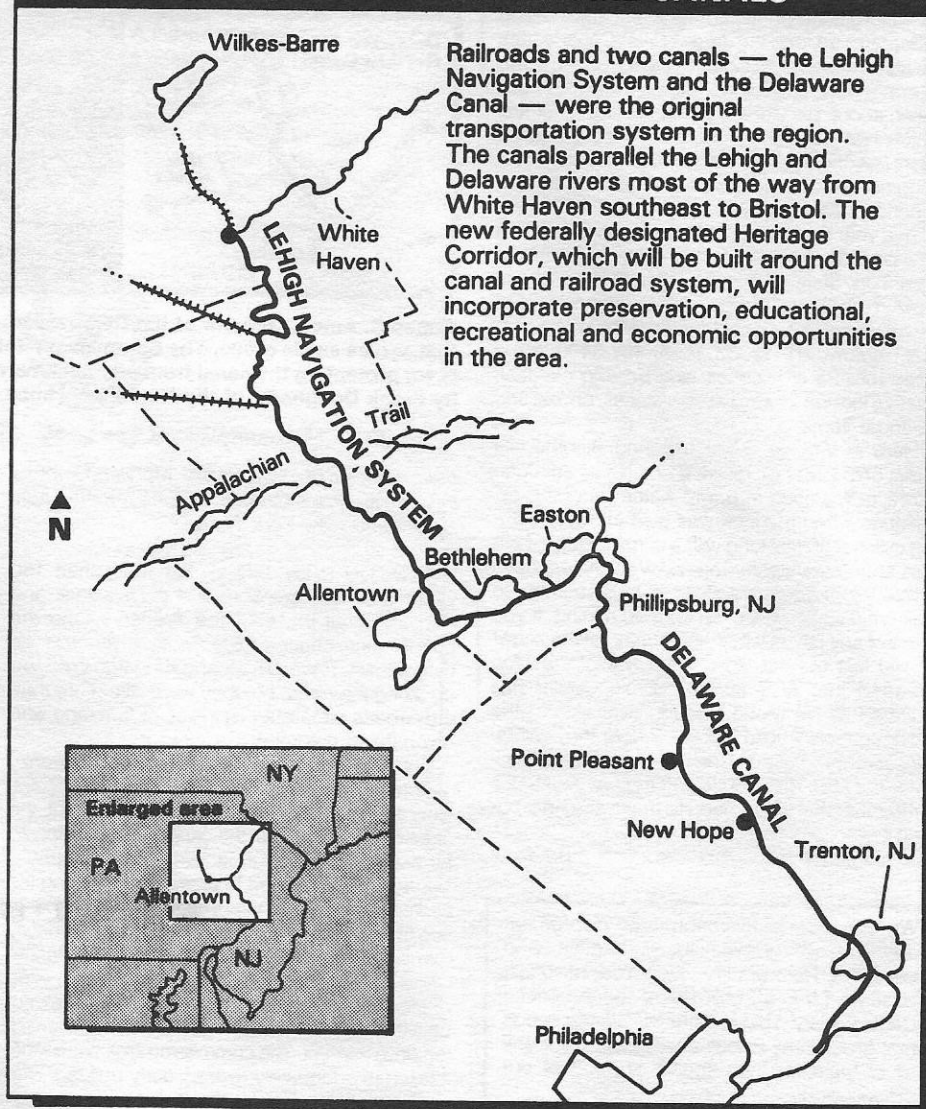
boundary and to help local communities and the state and federal governments develop the plan. The work will be funded by an annual \$350,000 federal appropriation in each of the next five years.

"This is an important day," said U.S. Rep. Peter Kostmayer, D-8th District, who, along with U.S. Rep. Don Ritter, R-15th District, had co-sponsored the legislation that created the new heritage corridor. "We're helping save a little bit of America."

The eventual goal is to establish policies and programs to preserve and interpret historic, cultural, scenic and natural resources in the corridor, as yet an undefined strip along the Delaware and Lehigh rivers. Though considered a part of the National Park System, the corridor, like others in Illinois, Massachusetts and Rhode Island, will involve little or no federal land acquisition. The land will be owned by various parties and managed jointly by the public and private sectors.

Though communities will not be forced to participate, participating likely will help their standing in applying for highly competitive government funding, said Glenn Eugster, chief of the division of park and resource planning for the National Park Service.

THE LEHIGH AND DELAWARE CANALS



ACS – MCA MEMORIAL DAY WEEKEND MEETINGS AND TOURS



The ACS-MCA Tour Group assembles in front of the "Colonial Baldwin" Packet Boat, a bicentennial project of the Woburn Historical Society. (Photo by E.S. Andersen)



The Baldwin Mansion, home of Loammi Baldwin, Chief Engineer for Middlesex Canal, adjacent to a restored section of the Middlesex Canal in Woburn, Massachusetts. (Photo by E.S. Andersen.)

By Bill Gerber, ACS VP

One wonders, when setting out to organize an event: will anyone be interested? Will they come? Will others help? Is the program enough? Is it too much? Is the cost too high? Will I lose the Society's "shirt"? Have I covered everything? What have I forgotten??? And so it was when I started to put together the American Canal Society and Middlesex Canal Association "Canals of New England" weekend.

But this one worked out well. Everyone I asked to do something, said "yes", and did it most commendably. Some even offered to help without being asked. Eventually, the toughest part of my job became one of saying "No, there simply is nothing left to do". (I was wrong!!)

Accolades and my eternal gratitude go out to many. We began Friday evening with a glass lantern slide show of the Middlesex Canal,

presented by Fred Lawson. Fred has thoroughly researched the old M'sex, and has covered about every inch of it on foot, probably several times. His slides were made in the '30s, by Mssrs. Morrison, Payro and Cutler, who collaborated, respectively, to accomplish the maps, paintings and photography, at a time when many remains of the canal were still largely undisturbed. The show was an excellent preview of what we would see the next day.

Next up was Will Hoxie who talked about the M'sex above Lowell. I knew that the canal extended up as far as Concord, NH, but Will pointed out that it had gone far beyond, up to about Plymouth; and it had carried goods from as far away as the White Mountains in NH and White River Junction, VT. It was because of this that the canal didn't fold when the lower section was paralleled by the Boston — Lowell Railroad, nor even when that line was extended up to Nashua. Will's well researched talk was most informative.

On a gloriously bright and sunny Saturday, Dave Fitch, President of the M'sex Canal Association, with Bert and Fran Ver Planck and Dave Dettinger, guided two bus loads of ACS and MCA people along the route of the M'sex. Bert had prepared a very detailed set of maps to help orient us to various sections of the canal. Considering that the M'sex closed down about 130 years ago, one would expect that there would be little to see of the canal prism and towpath, lock structures and even watered sections; but we saw all of these, walked for considerable distances in and along many of them, and found such features as the tie-point rings for the floating towpath over the Concord River and the abutments and piers of several aqueducts.

At the end of the M'sex tour, we stopped on the west side of Lowell to see Francis Gate and the upper guard lock of the Pawtucket Canal. The first

(Continued on Page Four)



Shawsheen Aqueduct/abutments and center pier on the Middlesex Canal (Photo by E.S. Andersen.)

ACS — MCA MEETING AND TOURS



Part of our ACS-MCA Tour Group have a look at the Swamp Locks; Pawtucket Canal.

(Continued from Page Three)

increment of what became the power canals of Lowell, the Pawtucket opened as a transportation canal in 1796. It was about a quarter of a century old, and largely made obsolete by the M'sex, when Mr. Lowell and his associates first came to what was then East Chelmsford. Francis Gate, also called "Francis' Folly", is a huge "guillotine" barrier that is normally chained up above the center of the guard lock. It has more than vindicated Mr. Francis by saving Lowell from a number of major floods.

We did the rest of the Pawtucket in pieces: one only needed to look out one's hotel window to see the "staircase" of the lower locks, within "spit'n distance", and Monday's tour covered Swamp Locks and the subsequent power canal spurs.

That evening, attention turned to the Blackstone Canal that extended from Worcester, MA to Providence, RI. Monica Fairbairn, Project Manager for the Blackstone River and Canal Heritage State Park in MA, and Jim Pepper, the National Director, told about the state and national effort to create a linear "Heritage Corridor" park to commemorate this valley that is the Birthplace of the American

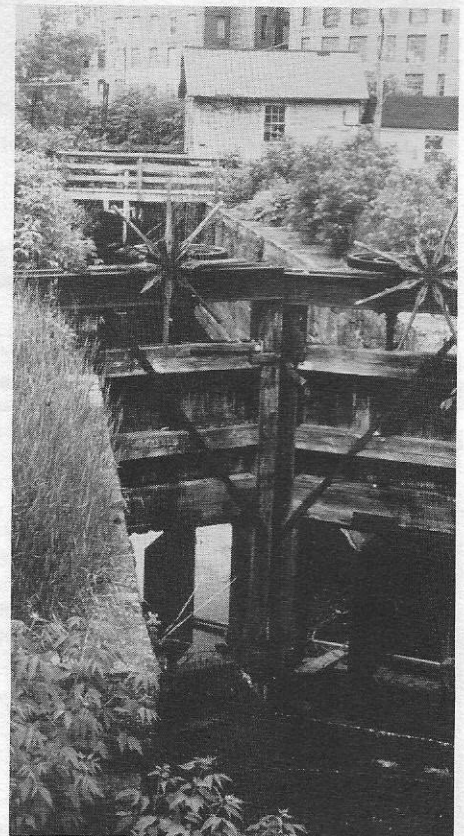
Industrial Revolution and to help restore some of its prosperity. The Blackstone Canal is a major focal point of this effort. As the talks and pictures showed, considerable work has already been done and more is planned, but much more remains to be done to make this unique park a reality.

ACS Life Member and Director Dave Barber worked for months to put the Blackstone Canal tour together, and on Sunday his efforts showed! Dave studied all the maps, walked and measured and kept copious notes on all of the canal he could find, cleared towpath, negotiated with landowners for access and made several trial runs to be certain that everything was in order. As a result, he was able to show us things that even the state and national park people may not know about. There were locks and landings, miles of watered sections, points where the canal clearly entered or exited the river, and even a mile marker still emplaced where the builders put it 150 or so years ago.

During a stop at Plummer's Landing, a shipping point on the old canal, we were greeted by representative Dick Moore, an elected member of the Massachusetts Legislature, who stopped by

specifically to meet our group. Representative Moore gave us his first hand account of the work that has been done to initiate and sustain the Heritage Corridor effort. He was accompanied by Maragaret Carroll, and Shirley and Jimmy Cleaves, representatives of the Corridor Commission, who passed among our group handing out hats, scarves and packages of information, and answering questions wherever they could be found. This was a most impressive show of local interest and support for what is currently happening in the Blackstone Valley.

At about the MA/RI border, we broke off and headed over to the Cape Cod Canal. There, Corps of Engineers representatives showed us through the control center that monitors traffic all along this still very active sea-level canal. Walt Meseck, one



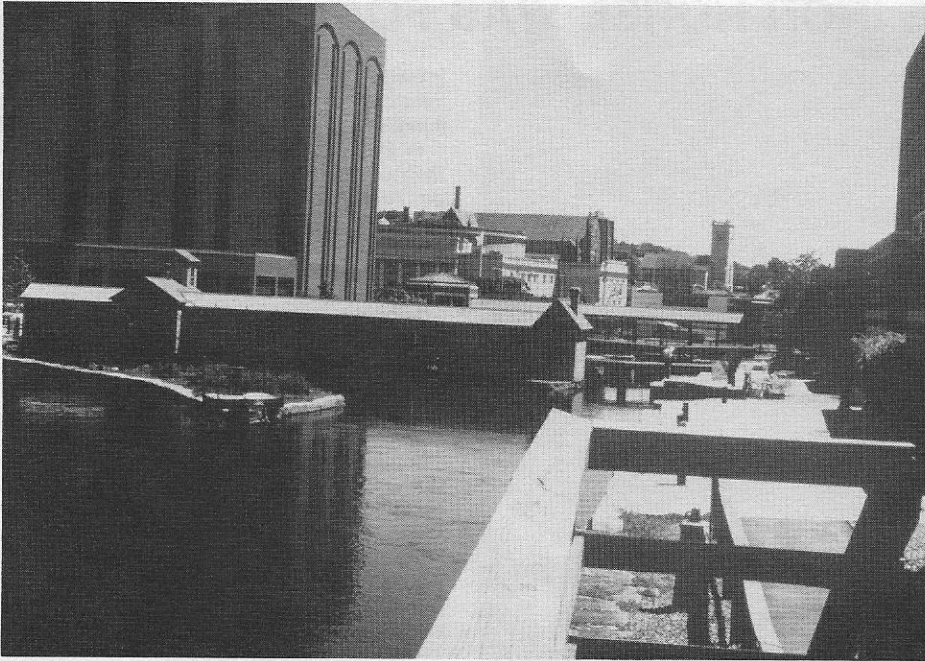
Swamp Locks, Pawtucket Canal.



Pawtucket Canal toll building reconstruction, by upper Guard Lock.

of our number, became somewhat excited by the sight of a tugboat, painted colors familiar to him, towing a large barge. Walt was once in the tugboat business and so a number of us received a bonus description of the history and workings of tugboats.

After Sunday evening dinner, Ruth Hummel, President of the Plainville, CT, Historical Society, presented a slide show and talk about the North Hampton — New Haven Canal, also known as the Farmington Canal. Together with Mel Schneidermeyer, who was unable to join us, Ruth was personally involved in a successful bicentennial project to restore a section of that canal and to develop a park around it in Plainville. She described that effort, as well as the color and lore of the canal and of the people who lived on and along it. Ruth has continued to research the canal and to assist other communities with their efforts. In retrospect, hers may have been the most important message of the weekend, for she



Level control gate building and lower locks, Pawtucket Canal, with adjacent Lowell Hilton Hotel, our headquarters during the meeting.

showed just what a few determined people can accomplish in the interest of historic preservation, and the development of civic pride and knowledge of cultural heritage.

A second talk and slide show was presented that evening by Ernie Knight, President of the Cumberland and Oxford Canal Society. The C&O was another major New England canal that we were unable to visit; it ran west out of Portland, ME, into Sebago Lake and on into Long Lake. Ernie brings more than one lifetime of knowledge to bear on the subject; his father worked on the canal in his youth and eventually owned two of the "classic C&O" two-masted, drawn-sailed-poled, canal boats; also, his grandfather had had much to do with the C&O. Ernie drew from this heritage, as well as from the results of his own long term efforts to record the history of the C&O, to tell us of its beginnings and its end and to show some of what remains to be seen. Considering that Ruth Hummel was a "tough act to follow", Ernie



Dave Fitch, President of the Middlesex Canal Association, with Bert and Fran Ver Planck. (Andersen photo.)

Knight rose to the challenge admirably.

We concluded the weekend on Monday morning with a guided tour of the Canals of Lowell conducted by Richard Scott, Park Supervisor for the Lowell Heritage State Park. A "local boy", Rich knows the canals of Lowell very well and is regarded as one of the foremost "living history" interpreters of the canal and mill era. He was able to show us "Swamp Locks," on the Pawtucket Canal, and many of the canal spurs that were extended from it as more and more mills were built in Lowell, and how power was derived from them. As you might expect, his tour was superb. We finished this tour and the weekend at the National Park Service Visitor's Center (Lowell is our first Urban National Park) after which each person was free to pursue his or her own interests.

Among the "enabling" heroes of the weekend, my thanks go to Nancy David and Dave Serafin and the staff of the Lowell Hilton for accommodating us in grand style, and to Dave Copeland and Bill Parslow, of the Timberlane Transportation Co., all of whom went all out to make our weekend a most memorable one. I think that all of the many who came, saw all that they wanted to see of canals that weekend!!

ERIE CANAL MUSEUM PLANS EXPANSION OF DISPLAY FACILITY

A one million dollar expansion of the Erie Canal Museum at Syracuse is being funded by the State of New York in cooperation with the County and the City of Syracuse. The new two story addition will be about one third the size of the original Weighlock building that presently houses the museum.

This added facility will provide space for a new entrance, a theater, elevator access, heating and cooling and an expanded gift shop. Ground breaking is planned for the spring of 1990 with a grand opening scheduled for December of that year.

A major special exhibit planned for the museum, A Novel Look at the Erie Canal, is scheduled to open on June 6, 1989. It will feature a fictional look at the history of the canal that is not possible in nonfictional literature.

ACS—CCS TOUR OF WELLAND CANALS

American Canal Society members will join with Canadian Canal Society members September 29-30, and October 1 at St. Catharines, Ontario, to commemorate the 160th anniversary of the Welland Canal and the 30th anniversary of the St. Lawrence Seaway Authority.

Early responses to the CCS invitation indicate a large turnout of members of both organizations in their first joint meeting since the 150th anniversary in 1979. Also participating in the three day program are members of the Canal Society of Ohio and the Canal Society of New York State.

A detailed invitation program was mailed to all ACS members in early July. Highlights include an anniversary ceremony at Lock Three, St. Catharines, Friday afternoon September 29. Bruce McLeod, Vice President, Western Region, will address the dinner meeting Friday evening at the Parkway Inn, St. Catharines.

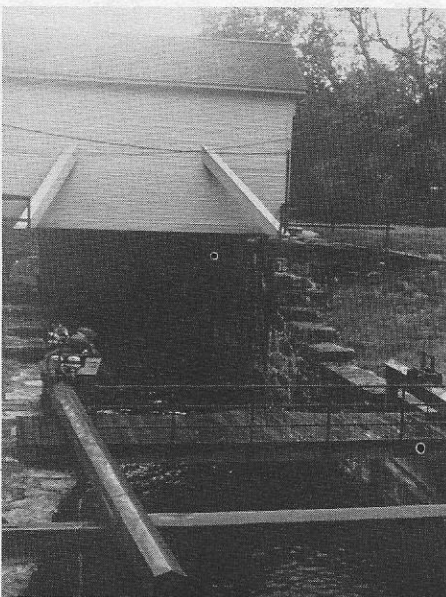
A program highlight Saturday will be a trip aboard the new sightseeing ship, "Garden City", in Port Weller harbor, and a trip through Lock One, canal traffic permitting. A guided bus tour of the 4th Welland Canal will round out Saturday's schedule.

Sunday, if there is sufficient registration, there will be guided tours of the routes and remains of the first three Welland Canals, dating back to 1829, extending from Port Dalhousie, the original northern terminus on Lake Ontario, to the southern terminus, Port Colborne, Lake Erie.

Program arrangements are being co-ordinated by Lou Cahill, Canadian director, ACS, and John Burtniak, vice president, CCS, assisted by Lorraine Leyden, secretary, Welland Canals Foundation, P.O. Box 745, St. Catharines, Ontario L2R 6Y3.

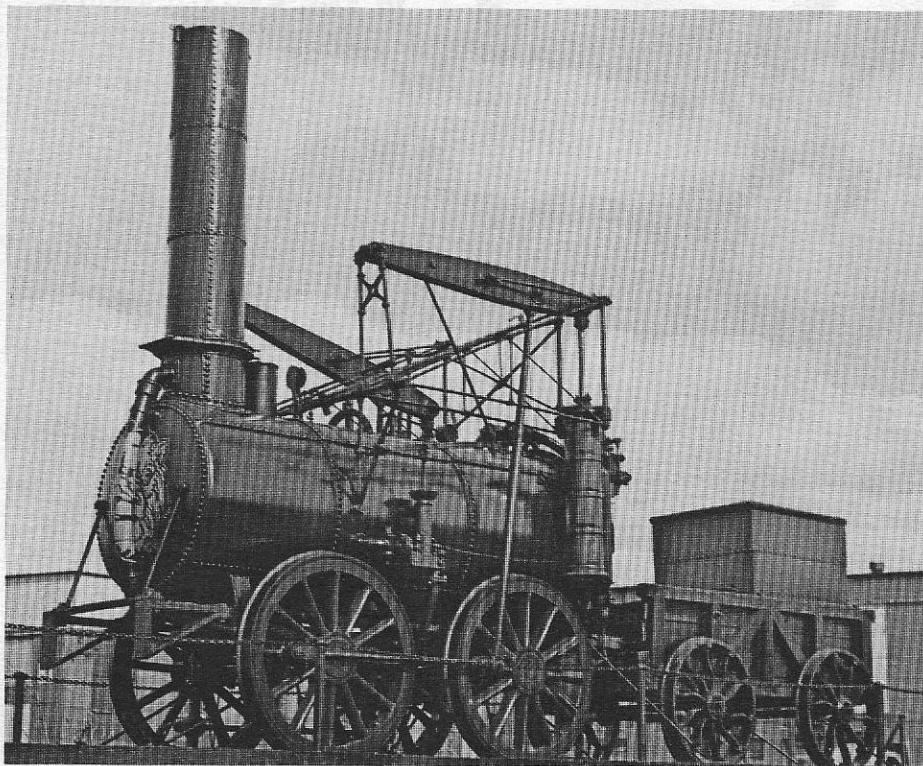
Information may be obtained by contacting Lou Cahill at (416) 682-1776 (home) or (416) 682-7203 (office); or John Burtniak (416) 688-5550 ext. 3264 (office) or (416) 227-2056 (home).

Volume I, Number I of *SEAWAY BUSINESS*, printed both in French and English, has just appeared in our mail box. It is a well-written, well-illustrated newsletter published by the St. Lawrence Seaway Authority, 360 Albert Street, 14th Floor, Constitution Square, Ottawa, Ontario K1R 7X7, Canada. They expect to publish semi-annually, featuring current information on this vital marine transport artery.



Francis Gate and Upper Guard Lock, Pawtucket Canal.

WHEN THE IRON HORSE WAS FOALED



An exact replica of the "Stourbridge Lion" as built for the 1933 Century of Progress Exposition in Chicago.

Robert J. Deemer, J.D.

In the early 1820's, a group of New York entrepreneurs under the leadership of two brothers, William and Maurice Wurts, studied the possibility of building a canal from the Hudson River westwardly toward the coal fields of northeastern Pennsylvania. The coal found there was anthracite, or "hard" coal. The canal project was begun in 1823 under the management of the Delaware & Hudson Canal Company which was chartered by the State of New York and the Commonwealth of Pennsylvania.

The route planned for the canal was 108 miles in length extending from Rondout, near Kingston, New York, across the relatively flat portion of southern New York, across the Delaware River and into Pennsylvania, crossing a smaller river, the Lackawaxen, thence to its headwaters at a village called "Dyberry Forks".

By the route planned the canal would terminate about ten miles from the foot of the range of hills known as the "Moosic Mountains".

The coal was being mined on the westerly side of the Moosics near Carbondale. Originally the Company planned to have the coal hauled over the mountain by wagons, deposited at the head of the canal where it could be loaded on canal boats to begin the journey by water to Rondout where the boats would either be unloaded and the coal trans-shipped down the Hudson, or the boats themselves could be towed by steam tugs to New York for unloading.

Construction of the canal began in 1825 when Philip Hone, then Mayor of New York and first president of the Company, turned the first shovelful of dirt. The work moved quickly and on October 20, 1828, the canal was considered completed.

A pleasant bit of history had its origin when Mayor Hone, in company with other notables in-

cluding the famous American author, Washington Irving, made an inspection trip of the canal. Upon reaching the village of Dyberry Forks, it was suggested that the place be re-named "Honesdale" to honor the leader of the great achievement. Not to be outdone in courtesy due the eminent Mr. Irving, observing a high craggy eminence on the easterly side of the town, it was suggested that the rocky cliff should be named "Irving Cliff". And so both names remain to this day.

The Canal Company had for its chief engineer, John B. Jervis, a civil engineer who earned a high reputation when he was active in the construction of the Erie Canal. It is he for whom the New York railroad town "Port Jervis" is named.

Mr. Jervis had with him a young associate who showed considerable promise as an engineer, a graduate of Columbia College, New York, in 1823. His name was Horatio Allen.

Gravity Railroad

Although the Canal Company had under construction a form of "gravity" railroad to be used to bring coal over the Moosics, the officials thought there might be a better way to get the result desired—dependable, economical and efficient means of moving large quantities of coal loaded in "wagons".

Being aware of development in England, in 1828 the Company appointed Mr. Allen to go to England to study the possibility of using steam as a motive power for land vehicles. It had been used successfully for propulsion of vessels on water but steam had not yet been adapted to use in moving vehicles on land.

Mr. Allen had authority to purchase four engines in England as well as a quantity of iron rolled for use in the construction of tracks for such engines.

Allen's mission was begun by his purchase of three engines from the firm of Messrs. Foster, Rastrick & Co., all of a type then in manufacture

in England. He still had unused authority for one more engine—but this was destined to be the most famous of all of them.

In those days an English engineer, George Stephenson, was preeminent among the experimenters in the field of steam locomotion. Fortunately, Mr. Allen met with Stephenson and gained from him considerable advice and instruction based on Stephenson's experience which had begun in 1814.

Mr. Allen placed the order for the remaining locomotive with Stephenson & Company. It was intended that the engine would be built along the same general plan as Stephenson's engine, "Rocket" which was to gain considerable fame in England.

Although originally intended to weigh between four and five tons the engine actually weighed closer to seven tons when first set upon the rails. The distance between the wheels was four feet three inches, not far from what later became the standard gauge for American railroads. As planned, it was expected that the engine would be able to move at a rate of four miles an hour.

"The Lion"

Although there is some doubt as to the final identity and the ultimate disposition of the other three locomotives purchased by Mr. Allen, there is no doubt as to the identity of the fourth engine built by Stephenson & Co. The engine was built in the English town of Stourbridge and during its construction an imaginative painter saw fit to paint the head of a lion on the convex head of the boiler, thus providing the final touch to name the engine "Stourbridge Lion".

The Stourbridge Lion left Liverpool in April, 1829 and arrived at New York on May 13 of that year. Delivered, the engine cost the Company \$2,914.90. Upon being unloaded from the ship "John Jay", it was taken to the shops of William Kemble at his West Point Foundry, where it was



Horatio Allen, who brought the "Stourbridge Lion" from England.

assembled, set up on blocks and demonstrated there under steam.

The Lion was then sent up the Hudson to Rondout and then, from Eddyville, it began its trip by canal boat to Honesdale, on July 16, 1829. On August 5, Mr. Jervis reported that the Lion was placed on the railroad and ready for steam.

The route was planned and specially built. It began with about six hundred feet parallel with the canal at Honesdale then it crossed the Lackawaxen Creek on a trestle thirty feet above the water, then on a gentle curve nearly a quarter of a mile long. The curve had a radius of seven hundred and fifty feet. At the end of the curve the road continued in nearly a straight line into the wooded area near what was later called "Seeleyville" a small community along U.S.-Pa. Route 6, some three miles west of Honesdale.

The track itself was made of hemlock stringers, six inches by twelve and set on edge, each stringer being twenty to thirty feet long. The stringers, in turn, were held an equal distance apart by cross ties about ten to fifteen feet distant from each other. The cross ties were supported by posts set in broken stone or on stone piers.

The running surface of the rails was topped by wrought iron straps two and a half inches wide, a half inch thick and about fifteen and a half feet long.

With men waving their hats and ladies staring in astonishment while youths and small boys aided in the production of general noise and confusion, Mr. Allen took off from the place of the engine near the canal. Fortunately for posterity, Mr. Allen left us a description of his trip:

Allen's Trip

"When the steam was of right pressure, and all was ready, I took my position on the platform of the locomotive alone, and with my hand on the throttle-valve handle, said, 'If there is any danger in this ride, it is not necessary that the life and limbs of more than one should be submitted to the danger' and felt that the time would come when I should look back with great interest to the ride then before me.

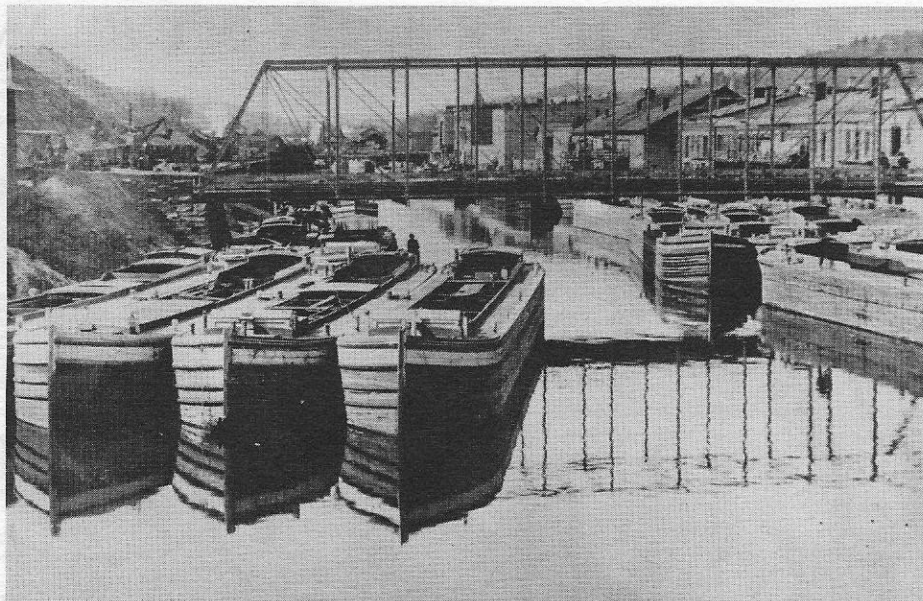
"The locomotive having no train behind it answered at once to the movement of the valve; soon the straight line was run over, the curve was reached and passed before there was time to think as to its being passed safely, and soon I was out of sight in the three miles' ride alone in the woods of Pennsylvania.

"I had never run a locomotive nor any other engine before. I have never run once since, but on August 9th (sic), I ran that locomotive three miles and back to the place of beginning, and being without experience and without a brakeman, I stopped the locomotive on its return at the place of starting. After losing the cheers of the lookers-on, the only sound, in addition to that of the exhaust steam, was that of the creaking of the timber structure."

This was the first operation of a railroad locomotive in America and the Western Hemisphere and it was two months prior to the Rainhill trials on the Liverpool and Manchester railroad in England where the Stephenson Rocket established there the practicability of steam railroad transportation.

After careful study, it was considered that the engine was too heavy for practical use on this sort of track. As an additional test, however, on September 9, 1829, there was another trial. We have Mr. Allen's report of this event:

"On Wednesday last we had the engine in motion again and its operation and effect on the road carefully observed. The railroad as it now stands is not sufficiently stable for the operation of the



Delaware and Hudson Canal Basin at Honesdale, about 1890. (Courtesy Richard Steinmetz, Sr.)

Locomotive. Before it is put to work on it the road ought to be carefully examined and strengthened, without doing so it would be unsafe to put the engine to work."

Following the second trial the engine was taken from the rails and stored near the track. The Stourbridge Lion appeared to have been discarded after making its contribution to history. The engine was given some roughcovering until about 1849 when it was taken to Carbondale, Pa., where the boiler was put to use in the shops of the D. & H. Company and some parts worked up for other use. The boiler was used for about twenty years and then replaced by another source of power. Later the boiler was sold and in the 1880's it was found again at Carbondale. On June 18, 1889, the boiler was deposited in the Smithsonian Institution in Washington, D.C. A few other parts were found and the engine partially restored and reconstructed now stands in the Smithsonian.

A replica, was built and is housed at Honesdale, Pa., close to the place where the Lion achieved fame on its original run.

Although the Lion had only a brief moment of glory, it was followed quickly by others who im-

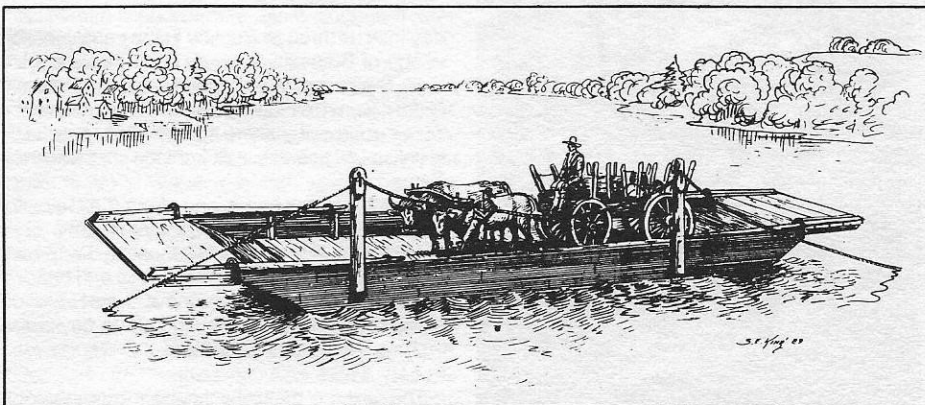
itated it in the use of steam as the source of power for land transportation.

Horatio Allen, who operated the Lion during its brief period of fame, moved on to a distinguished career as an engineer. He was a consulting engineer for the New York & Erie Railroad and later President of the Erie Railroad. Mr. Allen was a consulting engineer in the construction of the famed Brooklyn Bridge and the Panama Railroad, as well as the Croton Aqueduct that supplied water to New York City. After a life full of accomplishments and enjoying the recognition of those of his calling, Mr. Allen died in 1890.

But Mr. Allen was not forgotten by his early employer, the Delaware & Hudson Canal Company and its successor, the Delaware & Hudson Railroad: on December 4, 1924, the D. & H. Company's big, new locomotive #1400, was christened at Colonie, NY., as "The Horatio Allen" in honor of Mr. Allen's services in connection with the celebrated Lion.

While there were many successors reaching the American scene quickly after the Lion, it must be conceded that the Iron Horse was indeed foaled at Honesdale, Pa., August 8, 1829.

Washington's Ferry Replica Planned



Clifford Satterthwaite, an artist of Fredericksburg, Virginia sent us this sketch of a ferry which crossed the Rappahannock River between Fredericksburg and Ferry Farm, the boyhood home of George Washington. A replica of the ferry is being constructed by the restorers of Ferry Farm. This sketch was made by Sidney King for the Fredericksburg Free Lance Star, 7/3/89.

HOLIDAY IN ENGLAND

by Roger Squires

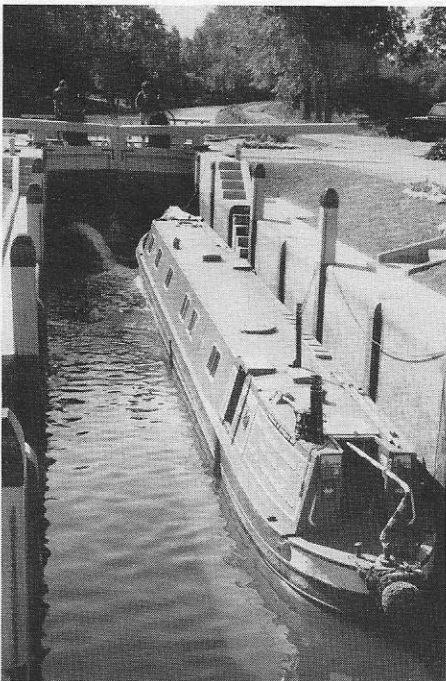
Few visitors to England realize that it is possible to stop overnight on moored canal boats in the centers of the major cities, using the boats as self catering apartments whilst visiting the sights.

Perhaps the best example of this is in London. The local boat Hire base is at Iwer, only a short taxi ride from Heathrow airport. Central London moorings at Little Venice are only 5½ hours cruising time from the base on a lock-free stretch of canal. The visitors' moorings at Little Venice are available free for two nights and thereafter at a small charge. The location is near Warwick Avenue tube, or Paddington main line station from which fast trains depart for Bath and Bristol and Oxford for day trips. One and a half hours further cruise, through three locks, takes you to St. Pancras Basin where secure visitors' moorings are generally available. This Basin again is near Kings Cross Tube and main line station, for day excursions to Cambridge and York.

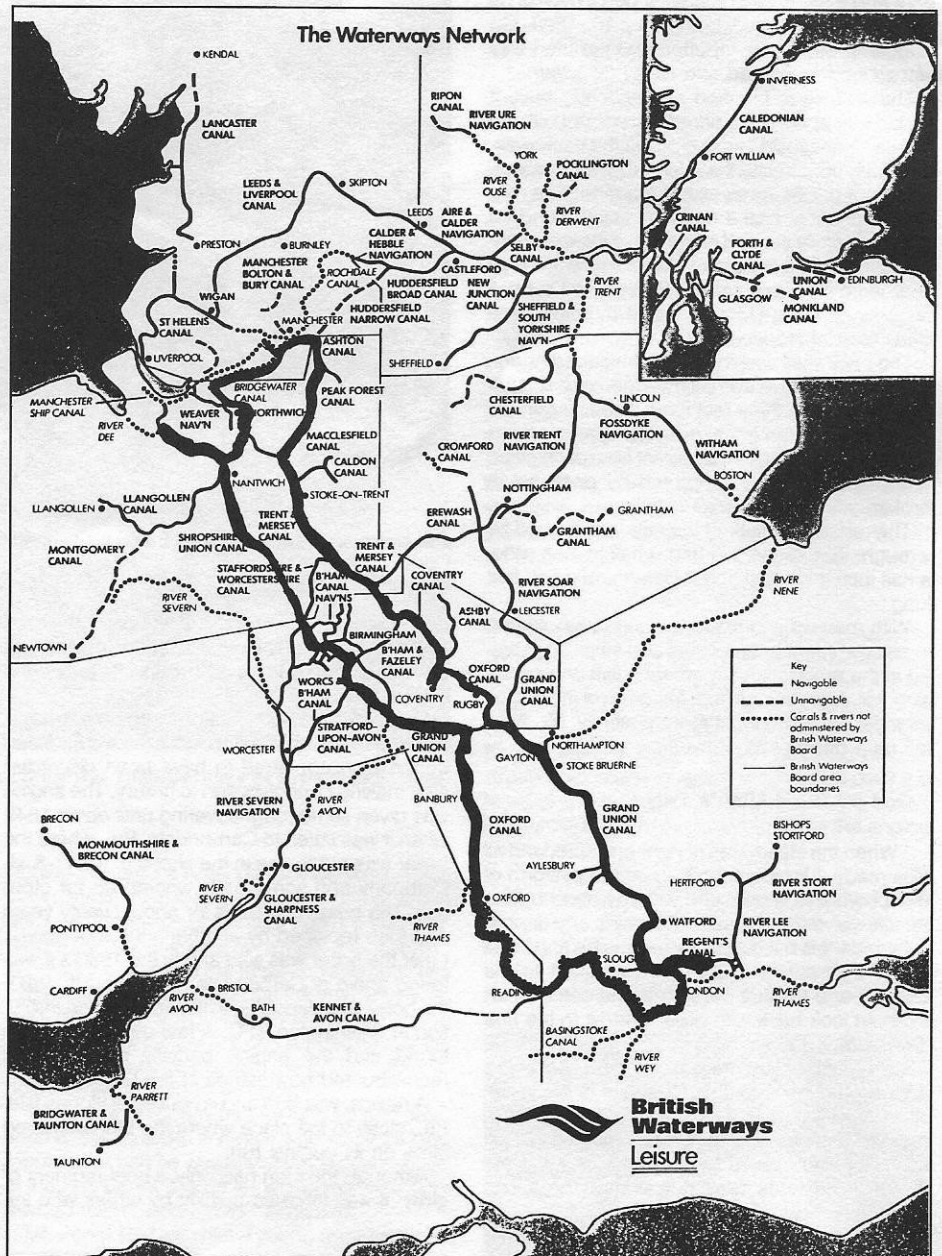
It is quite feasible to hire a boat at Iwer and first use it as a base for two days in London. Then after a further days cruise Hampton Court Place can be reached via the Brentford Thames link to the canals. A further ½-day cruise up river takes one to Windsor where again there are good moorings available near the center of the town with a view of the Castle. Another full-day cruise will get you back to the boatyard at Iwer for the return taxi to Heathrow.

For those with more time available a far more extensive tour is feasible. Last year my wife and I made a four-week tour from London to Manchester and back and only had to retrace our route for a few miles.

Our journey took us from London via the Grand Union Canal. At Berkhamstead we viewed the castle, then on to Tring to see the wild duck on the reservoirs. The next day took us to the new town of Milton Keynes. From there the Waterways Museum was only ½ days cruise away. The next



The narrowboat "Phobos" locking through on the Thames near Reading. (Photo by Bill Shank)



The map shows the route traveled by Roger Squires and his wife.

day took us through Buckby to the canal junction village of Braunstone where canal boats are still built. The next day we cruised along the Northern Oxford Canal to Hawkesbury and thence into the center of Coventry where the secluded canal Basin is only a few minutes walk from the shops and the Cathedral.

After Coventry we cruised along the Coventry canal via Hartshill and down the Atherstone locks to spend the night at Fradley Junction. From here we took the Trent and Mersey Canal and headed north through the canal junction at Great Haywood to the canal town of Stone. Another ½ day cruise took us to Stoke-on-Trent and the Wedgewood Pottery works.

The next day the highlight was a cruise through the Telford Harecastle tunnel. At Kidsgrove we turned into the Macclesfield Canal, which for much of its length is 500 feet above sea level. This canal runs along the edge of the Pennine Hills and has unique stone crossover bridges. It provides splen-

did views across the Cheshire Plain. At the village of Marple we turned into the Peak Forsts Canal and dropped down a magnificent flight of narrow stone locks to the Goyt valley and thence to Ashton-Under-Lyne for the pleasant overnight mooring just before the canal junction at Duckinfield. The next day we joined the Ashton Canal for the days run into Manchester where we linked into the Rochdale Canal at Dulcie St. Basin. We chose to moor here to visit the center of Manchester before passing down the Rochdale Nine Locks to join the Bridgewater Canal at Castlefields. The moorings at the bottom of the locks offers easy access to the splendid Museum of Science and Industry.

From Castlefields we cruised along the lock free Bridgewater Canal, making an hour detour to visit the Barton Aqueduct over the Manchester Ship Canal. We stopped for lunch at the canal side town of Lymm and from there headed for Preston Brook where we rejoined the Trent and Mersey canal.

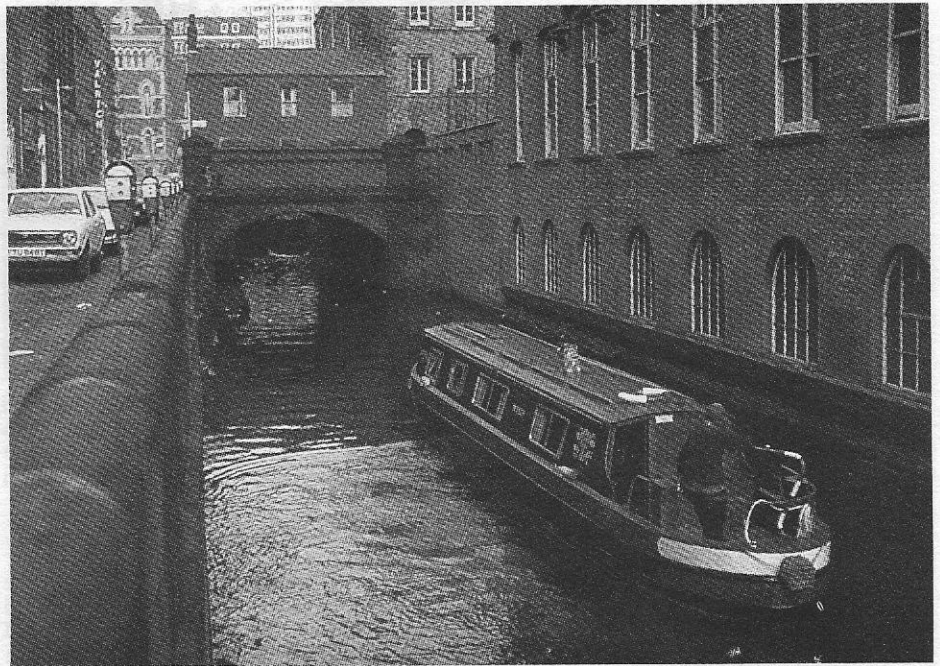
From the junction it was only a short run to Anderton where there is a good mooring above the Boat Lift, which is currently under repair.

Our cruise the next day took us through the salt countryside of Cheshire with its center at Middlewich, where the adjacent shops allowed us to restock at bargain prices. At Middlewich we turned into Lord Wardles Canal and headed for Barbridge Junction where we initially turned north along the Shropshire Union Canal. This was to allow us to visit the Roman town of Chester where there are first class moorings both beside the Town Walls and in the Town Basin just beyond. After a long day in Chester we retraced our steps to Barbridge Junction and then continued south along the Shropshire Union Canal. We spent the night at Nantwich moored just before the long embankment which takes the canal around the town. Another 1/2 day took us to the interesting canal village of Audlem with its fine flight of locks. Our afternoon cruise took us on through more locks to the town of Market Drayton where new houses now grace the canal side where the former boatyard used to be situated.

The following morning we went up the five Tylrey locks, at the top of which is a splendidly preserved canalside settlement. The next length of canal is quite unique. Boats are forced to operate single file through deep cutting before they reach the more open countryside by Norbury Junction. From here we had a leisurely cruise through to Wolverhampton where there is a splendid free mooring at the top of the 21 locks which offers easy access to both the station and the town centre shops. From here we went to the Black Country Museum at Dudley which has its own moorings for canal boats. After a half day at the Museum we cruised along the Birmingham Canal Navigation to the center of the town from which they get their name. Here there is an ideal visitors' mooring at Farmers Bridge only a few minutes walk from the town center.

After visiting Birmingham we joined the Worcester and Birmingham Canal and followed it to Kings Norton. Here we turned into the Northern Stratford Canal, which soon meanders out into the countryside. We spent the next night at the foot of the Lapworth Locks. The next day we took the short link canal into the Grand Union and turned south through Shrewley tunnel and down the 21 locks at Hatton to reach the moorings for Warwick in the Saltsford Arm. After visiting the castle and the shops we resumed our cruise along the Grand Union canal and passed through Leamington Spa before starting up the series of locks which raised us out of the Avon Valley. The most impressive locks were at Stockton where the now disused narrow locks act as spillways. Once through the three Calcut Locks we reached the junction with the Oxford Canal at Napton where we spent the night near the foot of the locks.

The next day we were soon meandering around Wormleighton Hill and then on via Ferry Compton to the Clayton Locks. From here it was a short cruise to Cropredy where the 15 century Red Lion Inn served us a fine evening meal. We reached Banbury for coffee and restocked at the good town shops before continuing on the route to Aynho where we moored at the wharf by the Great Western Arms. The canal from here follows the Cherwell Valley and we actually linked into the river for a couple of miles before Shipton-on-Cherwell. After Thrupp the canal started to skirt the suburbs of Oxford. From Wolvercote it entered the Thames valley and passed along the backs of playing fields, factories and back gardens. Near to the town center of Oxford we found an ideal mooring on the Hythe Bridge Arm. After a day visiting the sights we returned to the boat and cast off to join the Thames. We cruised around the town and



The "Cheshire Plain" narrowboat cruising the Rochdale Canal in Manchester City Centre.

moored below Folly Bridge where we dined in the adjacent riverside Inn.

The River Thames offers first class facilities for the boater, with bankside mooring at every town. We stopped at Abingdon for an early lunch before heading down stream to Goring where we stayed overnight. The next day's cruise took us to Reading for lunch and then on to Henley where we moored on the Regatta Course. The next day provided an idyllic cruise to Marlow and by nightfall we were at Windsor where we moored beside the town park. A further day's cruising took us to Hampton Court where we visited the Palace before continuing on to Teddington, where we spent the night moored above the complex of locks.

An early start allowed us to catch the top of the tide for the run through Richmond and on to Brentford where we rejoined the Grand Union Canal.

By that evening we were moored beside the 'Black Horse' pub for an evening meal. From here it was only a three hour run to Little Venice and the delights of London.

Our four-week cruise had taken us over a quarter of the English Canal System. We had covered over 550 miles and passed through almost as many locks. Above all else the whole trip had proved to us how easy it is to see the major cities of England from our 'floating apartment'.

If you would like some further details of cruising on England's canals, please contact me and I shall be pleased to help with names and addresses of boat hire companies and anybody else who can make your trip a success.

(Roger W. Squires, 46 Elephant Lane, ROTHERHITE, LONDON, SE16 4JD. ENGLAND.)

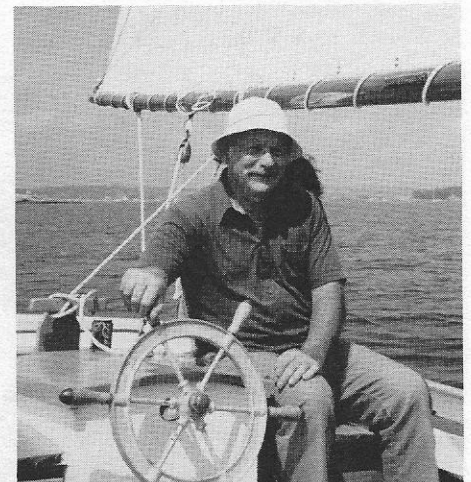
ACS MEMBER #2000

Charlie Derr, ACS Secretary-Treasurer, reports that he has just signed up the latest member of the American Canal Society, bearing Member Serial Number "Two Thousand."!! A photo of the gentleman is shown here. He is Eugene Rosenfield of Ringwood, New Jersey.

He writes to Charlie as follows:

"I am presently 67 years of age. Have always been interested in any aspect of the nautical life. As a young man have crewed sailing yachts, worked as a shipfitter in the Brooklyn Navy Yard prior to World War 2, and then went to sea as a Radio Officer in the Merchant Marines for 40 years. Have been retired for 5 years now. Have helped build and sail wooden boats and then my wife and I discovered "narrow boat" canalling in England.

"For the past 8 years we have been going to England, hiring narrow boats and have covered a major portion of the canals and rivers of England. Our last trip started at Alvechurch on the Worcester-Birmingham canal, through Birmingham to the Shropshire Union, north to Chester, then across the Middlewich canal, up the Macclesfield canal to the Peak Forest canal, back to the Trent & Mersey canal, southward to Birmingham-Fazeley and finally back to



Alvechurch. All of this cruising done at the leisurely speed of 4 mph maximum to avoid wash.

"We have another trip planned starting September 24th for 3 weeks but have not planned an itinerary yet."

THE "ELECTRIC MULE"

By George C. Crout

Organized in 1900, the Miami and Erie Transportation Company hoped to revive the canal with the "electric mule." Realizing the hard-working mule was too slow and not up to pulling the heavy loads demanded by the competition of railroads, this company developed a unique plan. It would lay rail tracks along a widened and graded towpath to carry an electric engine, powered through a trolley line. The so-called "electric mule" resembled a great motor truck, weighing 20 tons. It was 14 feet long, mounted on 30 inch wheels. Its twin motors equalled the power of 80 live mules.

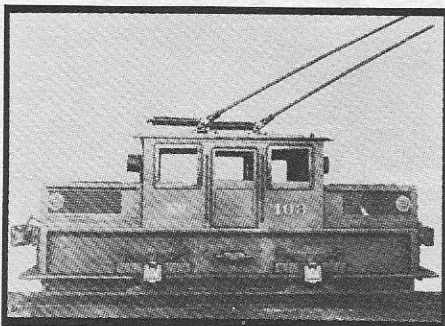
According to the Cincinnati *Commercial Tribune* (June 28, 1903) one motorman with the "electric mule" could pull 6,000 to 9,000 pounds of freight at the rate of 3 to 4 miles per hour. Costing over \$1,500,000 this plan resulted in a major construction project in southwestern Ohio.

At some points along the canal it meant reinforcing steep banks with stone retaining walls. Seventy pound rails were laid on the ties. Electric poles were put in place to accommodate the overhead trolley wire system with current supplied by generating plants.

Due to court injunctions, the project progressed rather slowly. On August 9, 1902 (*Daily Signal*, Middletown) a group of property owners just north of Hamilton, whose land adjoined that of the canal, halted the cutting of trees on their premises claiming such work was decreasing land values. The trees were overhanging the towpath right-of-way.

However, before that a section of the line had already reached Hamilton from Cincinnati. The *Daily Signal* (April 4, 1902) reported that the first "electric mule" on the Miami and Erie Canal left Hamilton April 3, 1902 at 1 P.M. southward-bound for Port Union, about ten miles southeast of Hamilton. The engine pulled six canal boats. This caused much comment according to the reporter, for "... it represented the first step in the transformation of a drowsy mule navigation system along the canal into a modern carrier of freight." There were many trips between Hamilton and Port Union where mules took over the work on to Cincinnati.

At the time, the company had on order 14 more engines from The Westinghouse Electric and



A typical "Electric Mule", with overhead trolley, as built by the Baldwin Locomotive to tow canal boats for the Miami and Erie Transportation Company between Cincinnati and Dayton.

Manufacturing Company and the Baldwin Locomotive Company. A daily trip was planned between Hamilton and Cincinnati. The Miami and Erie Transportation Company's grandiose plans now covered tracking the whole 244-mile towpath between Cincinnati and Toledo, and eventually running 100 boats a day on it.

Then in a *Daily Signal* interview on August 19, 1902 company officials further revealed plans for a possible passenger service. The company stated, however, for the immediate future it would stick to the freight business which was the more profitable. The Traction line which changed many times but was known as the Cincinnati, Dayton and Toledo Traction Co., was barred from this service by its operating franchises on public streets, but this could not stop the use of the "electric mule" fearing that this same track could be used for regular locomotives and the loss of both passengers and freight, while the Traction line feared loss of passengers.

To further harass the "electric mule" the Cincinnati, Dayton and Toledo Packet Company, with a capitalization of \$100,000 was incorporated April 26, 1902 (*Daily Signal*, April 28, 1902). Instead of relying upon an "electric" mule it put its faith in the gasoline engine. It designed a canal boat, a sidewheeler, hoping the wash from the wheels would not affect the fragile earthen banks. On

August 27, 1902 (*Daily Signal*, August 29, 1902) the first gasoline powered boat was put in operation, carrying some prominent Cincinnatians on a round trip from the Elm Street Bridge in Cincinnati to the Mitchell Avenue Aqueduct, about 7 miles.

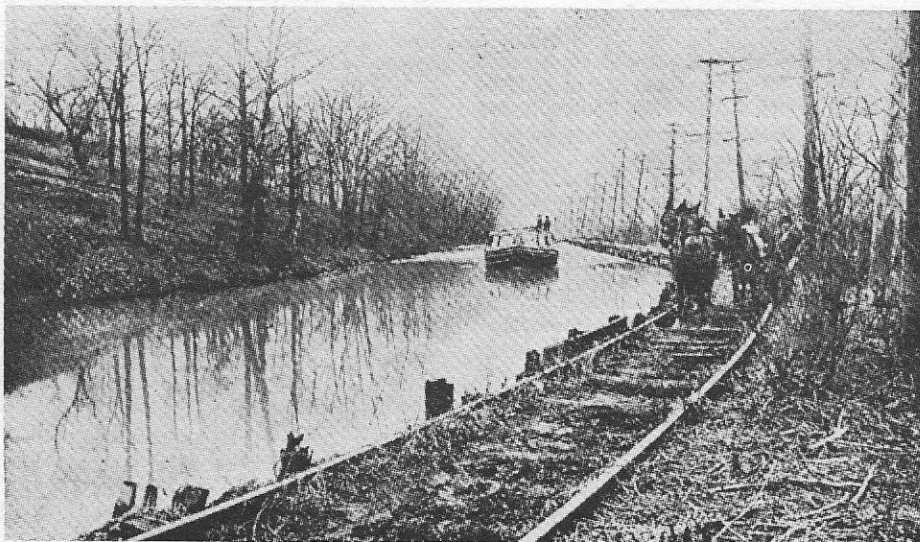
The *Daily Signal* report August 29, 1902 described the new gasoline boat as "... about the size of an ordinary canal boat, and powerful enough to draw two trailers." The company proposed putting 40 such boats on the canal between Cincinnati and Toledo.

One canal boat Captain, Ben Hoffman, recalled in *Playmates on the Towpath* that he served on all three types of boats. He wrote, "I loved my regular mules—but I had no use for those darned old electric mules—nothing but a flat car with a motor to pull the boats with a 170-foot steel cable. ...When we had real mules we could ride till we got tired and then get off and walk till we got tired. That was the life! And you could talk to those mules. They were good company."

The "electric mule" won out over the gasoline model which agitated the water to the point of causing the wash-out of the canal's banks. The "electric mule" also caused some similar damage and did not prove profitable. On May 5, 1905 all assets of the two companies were sold to the Cincinnati, Dayton and Toledo Traction Company.

Although track, railroad ties and copper were stored in Middletown awaiting construction crews, the "electric mule" never made it beyond a point just south of that city. During an interview in 1985, Calvin Long of Middletown, who grew up on a farm north of the city, recalled that the electric line which fed the "electric mule" never got beyond Verity Parkway and Yankee Road, but the tracks were laid through Middletown, and reached the Wilson Long farm on Dixie Highway then north of Middletown, now part of the city. Calvin Long recalled that there were stacks of railroad ties and track piled on the banks of the canal on their farm, but that they were never used. People carted them away for other uses and two big rails were taken to make a footbridge over the canal further north. Both experiments were doomed and could not revive canal transportation. The canal began its decline in 1850 as railroads began to cross Ohio. They were more dependable, never froze over and their tracks could go to a plant's warehouse to pick up merchandise. The automobile laid claim to the gasoline engine to provide personal transportation, while the trolley lines running almost parallel to the route of the old canal, provided public transportation until 1939.

The last freight boat on the southern section of the Miami and Erie, named the *Lady Hamilton* left that city in 1915 destined for work on the Chicago Drainage Canal. But its gasoline engine and propeller had been dismantled. Her Captain, Bertus G. Havens, with a horse, pulled her southward to Cincinnati and oblivion.



Here is the Electric-Mule track as laid on the towpath in the suburbs of Cincinnati about 1903. The spaces between ties were supposed to have been filled to permit the regular mule-teams an even footing, but this was not done. This mule-team is having a tough time!

Another Volume 1, Number 1 (Spring 1989) newsletter called *CANAL TIMES* has also appeared in our mailbox. This one is issued by the New York State Barge Canal Planning and Development Board, 5 Governor Harriman Campus, Albany, New York 12232. Its stated objective: "To bring various users, workers, and organizations closer together toward a common goal of enhancing our great historical and recreational resource". Map of the entire canal system is included, with telephone numbers of all the Lock Sites. A useful publication for anyone traveling the Erie Canal System.

TRIALS AND TRIBULATIONS

By Bill McKelvey

This was Case No. 11,434 in the Federal District Court in 1847. It was a second appeal of the owners of Canal Boat #350 against the steam tug "Princeton."

This was a libel in rem, filed in the district court against the steam-tug Princeton, to recover the value of a cargo of coal which was lost by the sinking of a canal-boat on which it was laden. The canal-boat was towed by the tug from the Raritan river, in New Jersey, to the port of New York, under the following order, signed by the agent of the claimants: "December 10th, 1847. To the Captains of the Steam Towboats of the Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies: Take in tow canal-boat No. 350, Carroll, master, and tow the same from Philadelphia to New York and back again, at the risk of the master and owners, they paying the steam-towing." On this order, the master of the canal-boat endorsed the following agreement: "I agree to have the within named boat towed according to the terms specified within. [Patrick Carroll, Master.]" The court below dismissed the libel [Case No. 11, -433a], and the libellant appealed to this court.

The Princeton arrived at pier No. 2 North river, where she left some of the boats in her tow, and started from thence with a barge lashed on her larboard side, and the scow of coal in question lashed outside the barge, to convey them to Rutgers slip in the East river; and, as we have said, as the tow entered the tide, which was then strong ebb, the scow was submerged and went to the bottom. There were three hands on board the scow at the time of the accident, and they concur in attributing the loss of the scow and cargo to the speed of the Princeton, at the time the scow struck the tide between Whitehall and Governor's Island; and also that they called repeatedly to the captain and hands on the tug, warning them of the danger, without receiving any answer or slackening their speed; there were four persons on board the tug at the time, and two on board of the barge in tow, all of whom concur in stating that the Princeton was slowed before entering the tide, and had nearly lost her headway, and attribute the accident to the circumstances that the scow was heavily laden, and had been in a very leaky condition from the time she was taken in tow on the Raritan river. There was a captain of a tow boat lying at pier No. 3 East river, who saw the Princeton coming round into the tide, and thinks she was moving at the rate of four knots an hour, but did not notice her slackening as she entered it till the scow went down. The preponderance of the evidence, I think, is in favor of the statement of the hands of the Princeton. The master of the barge who had no interest in the controversy, and was in a situation that afforded every opportunity to observe her speed, confirms in every material particular the hands on board the Princeton, as does also the steward.

The court found for the "Princeton."

CHANGE OF ADDRESS

ACS Members, please *tell us* when you change your address. The Post Office has not been very efficient lately in tracking you down when you move! You can make our job much easier...

THE "DOUGLAS WALK"



Secretary of the Interior Douglas McCay and Justice William O. Douglas (right) walk the last hundred yards of the original "Douglas Walk" in 1954. (Photo by the Washington Post)

Richard McCray sent us this item from the Washington Post for April 27, 1989. It was written by Amy Worden, staff writer for the Post.

WILLIAMSPORT (Maryland)—After crossing the ruins of the Conococheague Aqueduct late last Saturday morning, the weary band of hikers trudged into Williamsport, nearly the halfway point of the Chesapeake & Ohio Canal. Some were supported by walking sticks and others walked gingerly on sore feet, but no one was too tired to admire the wood ducks squawking overhead.

The group of three dozen members of the Chesapeake & Ohio Canal Association, who are frequently joined by day hikers, began their trek April 16 at the canal terminus in Cumberland and are working their way back to Washington.

By the time they reach Georgetown on Saturday, the group will have walked 184 miles in 14 days, in part because they enjoyed the outdoors, but primarily to honor Supreme Court Justice William O. Douglas and to keep alive the memory of his walk 35 years ago that saved the canal.

A thriving waterway throughout most of the 19th century, the canal, mainly used to move barges of coal from the mines near Cumberland to Georgetown, struggled to keep pace with the modern railroads during the early 20th century and was finally abandoned in 1924.

Thirty years later, the federal government, which had acquired the deteriorating canal from the Chesapeake & Ohio Railroad, was planning to pave the canal bed and turn it into a highway.

The idea was supported by economically depressed towns along the canal that saw the highway as a way to bring in tourists, and by area newspapers, including The Washington Post, which had argued that a highway would allow everyone to enjoy the beauty of the Potomac Valley.

But the pro-highway forces were swayed by one man's act. Douglas, an avid canal hiker and naturalist, envisioned the canal as a "refuge for people." In January 1954, he wrote an impassioned letter to The Post, calling for the preservation of "the long stretch of quiet and peace at the capital's back door" and challenging the editors to join him on a hike to see the beauty that would be lost with the highway.

The next month, Douglas led a group of newspaper editors and conservationists down the full length of the canal from Cumberland. The highly publicized event drew national attention to the canal.

Soon after the walk, the highway plan was dropped. "It didn't have advocates after that," said Ken Rollins, a former president of the association who was active in the canal preservation effort at the time. In 1971, the canal officially became a national park and was permanently protected.

The canal association, which now has 550 members, evolved out of the movement sparked by Douglas. Since the mid-1950s, the group has lobbied against dams on the Potomac River and development near the canal and also helps the National Park Service maintain the towpath area. Every five years the association holds a hike to commemorate what has come to be known as "The Douglas Walk."

For the people on the trip—ages 14 to 79—the two-week journey is more than an average hike in the woods. "The canal opens so many doors. The history, the wildlife, the geology. And it's given us friends."

"We're getting out and hiking just as Douglas did it," said Hal Larsen, president of the association. "If he hadn't made that walk, we wouldn't have a canal today."

SECOND NATIONAL HISTORIC CANAL CONFERENCE SET FOR HUGH MOORE PARK

The second annual National Conference on Historic Canals is being planned for September 18th through 21st at the Hugh Moore Historical Park and Museum in Easton, Pa. The conference will be headquartered at the Historic Hotel Easton. Easton, Pa. is at the junction of the Lehigh Navigation, Delaware Canal and New Jersey's Morris Canal.

A tentative registration fee of \$85.00 has been set and complete information can be obtained from: HMHP&M, P.O. Box 877, Easton, Pa. 18044.

CORRIDOR RADIOS ARE ON THE AIR

In Illinois signs along interstates 55 and 80 urge you to turn your radio to AM 530.

There are four transmitters in the network: at LeMONT, Joliet, Morris and LaSalle. Each broadcasts a message 24 hours a day which tells people a little about the I&M Canal National Heritage Corridor and directs visitors to the nearest Visitor Information Center where they can get directions to other attractions in the area.

Jay Hedges, Director of the Illinois Department of Commerce and Community Affairs, which helped fund the transmitters, noted that this was the first radio system of its kind.

The Illinois & Michigan Canal National Heritage Corridor was established in 1984 to enhance the interpretation, historic preservation and economic development of an area stretching from Chicago to LaSalle-Peru along the old I&M Canal.

POTOWMACK CANAL PLAQUE DEDICATED

On May 6, 1989, the Virginia Canals & Navigations Society dedicated a plaque at Great Falls Park, Virginia, to the memory of George W. Higgs, Jr. The plaque is placed at a footbridge over the Potowmack Company bypass canal between the visitors center and the falls overlooks. It has a picture of a bateau in the canal and a simple explanation of the canal and its connection to the Constitution. Almost all visitors to the park use this route to get to the falls. Because the existing signs about the canal are very obscure and the canal itself in this area is mostly a wet spot in the picnic area, few of the thousands who visit the park each week realized that there is another attraction besides the falls. Now, eight out of ten people stop and read the plaque.

George Higgs was president emeritus and a "founding father" of the VC&NS. He fought for many years for the preservation of the canal and its restoration and rewatering. George walked thousands of people over the canal, including state and local authorities, Congressmen, Senators, and all levels of the National Park Service, from the newest Ranger to the Director. We are still talking about restoration; locks 1 and 2 are still "temporarily" filled with gravel to stabilize them, and rewatering is still a distant dream. However, the day of the dedication was a brief respite in a two week downpour. The river was high and the upper end of the canal was functioning as designed with three feet of water in the prism and water going over the three upper overflows back to the river. Lower part is silted in too deeply to have running water, however there was enough to float a duck and show the outline of what we may be able to do someday.

Sam Hopper

CANAL CALENDAR

August 26, 1989 — Delaware and Hudson Canal Historical Society House Tour, High Falls, New York. Six unique historic buildings are being visited.

September 18-21, 1989 — Second National Canal Preservation Conference, Hotel Easton, Easton, Pa. Sponsored by Hugh Moore Park and National Park Service. Call (215) 250-6700 for information.

September 29-30, 1989 — Combined meeting of the American and Canadian Canal Societies, St. Catharines, Ontario, Canada. Guided tours of the Welland Canal, end to end, and a boat ride through Lock One. Contact Lou Cahill (416) 682-7203. Possible additional Sunday tour of the first three Welland Canals.

Sept. 30 - Oct. 1, 1989 — Canal Society of Indiana Eighth Annual Tour of the Wabash and Erie Canal, out of Delphi, Indiana. Contact Jim French, R.R. 2, Box F, Delphi 46923 or phone (317) 564-6084.

October 14, 1989 — Pennsylvania Canal Society field trip on the Allegheny Portage Railroad and the "Flood City" of Johnstown, Pa. (Commemorating the 100th anniversary of the Great Flood of 1889.)

October 14, 1989 — Canal Society of New York State field trip along the Oswego Canal.

October 21, 1989 — Symposium on "Mysteries of the Minisink" at Port Jervis, New York, sponsored by the Minisink Valley Historical Society. For reservations phone (914) 856-2375. Self-guided tour included.

"CANAL BOATMAN"

"Canal Boatman" by Richard Garrity was written originally in 1977 and has been re-issued in paper-back form with a foreword by Lionel Wyld. The author refers to it as "My Life on Upstate Waterways" and tells in considerable detail about his experiences as a boy on his father's boat on the Erie Canal, and later, as a husband and father striving to raise a family, working the Barge Canal and other waterways. 240 pages, 60 photographs, as well as a map of the entire upper New York canal system, old and new. \$12.95 from Syracuse University Press, 1600 Jamesville Avenue, Syracuse, New York 13244. Phone (315) 443-2597. Add \$2.00 for postage and handling.



TENNESSEE-TOMBIGBEE Waterway Development Authority

DONALD G. WALDON, Administrator

POST OFFICE DRAWER 671 • TELEPHONE 601/328-3288
COLUMBUS, MISSISSIPPI 39703

March 14, 1989

Mr. William H. Shank, P. E.
THE AMERICAN CANAL AND TRANSPORTATION CENTER
809 Rathton Road
York, PA 17403

Dear Bill,

Many thanks for including Tenn-Tom in The Best from American Canals ~~III~~. Also, please express our appreciation to Walter Meseck. He really keeps up-to-date on the Tennessee-Tombigbee.

By the way, I must compliment you on the cover of this new issue. It is excellent.

Best Regards,

Pat S. Ross
Assistant Administrator

PSR/as

COMPANION WANTED

I am planning a trip to Mexico in January or February of 1990 to continue my study of Spanish Water Supply Aqueducts.

I am looking for a male companion to accompany me on this trip, someone who might be interested in the study of aqueducts as I am or who would just like to travel to accompany me for the study, companionship and security reasons.

Any applicant would have to be physically fit, since it would be a vigorous trek.

Expenses would be the applicants for airfare and food; but I would take care of room and rental car charges.

Brian M. Kutner, D.M.D.
Millville, New Jersey
Phone (609) 825-0077
or (609) 327-5073