

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 7 EDITORIAL ADDRESS - P. O. BOX 638, GLEN ECHO, MD. 20768 NOVEMBER 1973

"Captain's Corner"

About 25 members of the American Canal Society participated with the Society for Industrial Archeology (a total group of 55) in a field trip in Canada on the RIDEAU WATERWAY in September. Not only was the trip well planned (thanks to SIA) and the sites visited very interesting (the boat ride on the Rideau Locks portion on the waterway superb), but the exchange of information, thoughts and philosophies on industrial archeology and other subjects was most stimulating. Our two societies were formed about the same time (two years ago) and have much in common. I hope we have more ventures with our vigorous counterparts. Thank you SIA for arranging such a fine trip.

Good water for canals is something hard to come by. For this reason the American Canal Society supported the Chesapeake and Ohio Canal Association in its contention that treated waste water is better for a canal than polluted river water. You may be interested in the contents of the letter: Mr. William Sher, President, Montgomery County Council, Rockville, Md. - Dear Mr. Sher: This evening I saw a headline in WATERWAY NEWS (British Waterways Board) which read, "Water is one of the most priceless assets we have." That statement could be made in any country of the world with the same ring of truth. The world simply has an inadequate water supply--or rather we have in the past lacked the technology or imagination to properly use the water we have had. In order to attain (some say retain) a high quality of life, or even to survive, we humans must learn to change our attitudes toward our environment and our sources of energy and sustenance. In the case of water, we must reutilize it through

what I call the "whole life process" part of which is the reclaiming of waste water through modern engineering technology. To discard advanced treated waste water rather than to use it for beneficial purposes would be an extreme waste of energy and effort.

Many of the canals of the world depend on the rivers they parallel. Many of the rivers are polluted--and so are the canals which receive their life nourishment of water from them. The Potomac is certainly one of the polluted rivers and is likely to remain one for some time. The Chesapeake & Ohio Canal, which receives its water from the Potomac River is likewise polluted, with signs along its route warning of bodily contact with canal water. I was therefore delighted to learn that there was the possibility of using advanced waste treatment effluent from a sewage treatment plant to be constructed in Montgomery County to water the C&O Canal. This is a most imaginative approach. Certainly any intelligent canal lover would prefer to have clean water in his canal than polluted water. The big change to be made is not the method, but outdated superstitions and archaic attitudes; neither of which are a part of the enlightened American or world citizen.

The American Canal Society supports in theory the use of the effluent of advanced waste treatment plants in the U.S. and recommends that its use be considered in the Chesapeake and Ohio Canal. This application would well serve as a model for other communities with such facilities in the United States and in other countries. What better place is there to set the standard than a National Historical Park. (Capt. Thomas F. Hahn, US Navy

(Retired), President, American Canal Society)

THE DELAWARE & RARITAN CANAL (NJ) is a threatened canal as it is being closed in with infringement and development. The D&R Canal Coalition and the Canal Society of NJ asked us to testify before a study committee of the NJ Legislature. I would like to share with you the deposition I made on behalf of the ACS, to show you the kind of support we give local and state organizations on the behalf of all Americans.

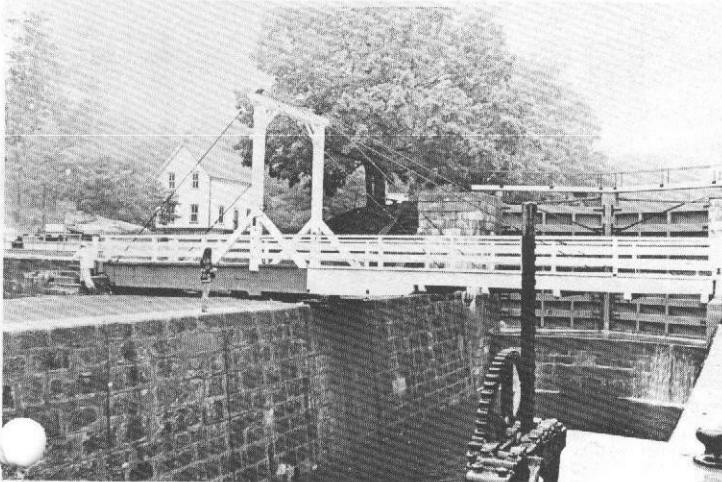
STATEMENT OF CAPTAIN THOMAS F. HAHN, USN (RET), PRESIDENT, AMERICAN CANAL SOCIETY FOR PUBLIC HEARINGS OF THE DELAWARE & RARITAN STUDY COMMITTEE OF THE NEW JERSEY STATE LEGISLATURE.

Last fall I had the pleasure of touring the Delaware & Raritan Canal in New Jersey on a joint field trip of the Pennsylvania Canal Society and the Canal Society of New York State. On the trip I was struck with two thoughts: One was that the canal is unique because it is one of the few remaining historic canals of the United States which is intact, watered and used. The other thought was that with the infringement on the canal and development near it, it wouldn't be long until the canal was closed in and useful only as a water space.

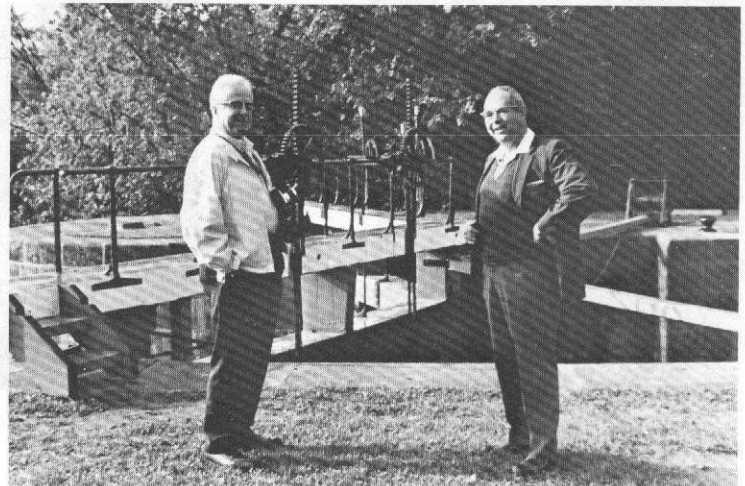
Happily, the Delaware and Raritan Canal Coalition and member groups and others have stepped in to do something, but their efforts will come to little without the support and ACTION of the N.J. State Legislature.

There is a movement underway in this

(Concluded on Page Two)



An automobile, pivot-type bridge spanning the flight of locks on the Rideau Waterway at Jones Falls, Ontario. This bridge was turned aside as our Thousand-Island tour boat passed through the three locks and docked at our hotel.



Harry Valley (left) of Cleveland, Ohio, poses with ACS Vice President Bill Shank, at one of the locks of the Rideau Waterway during the September 22-23 combined ACS-SIA tour. Approximately 65 people participated.

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

"AMERICAN CANALS" is issued quarterly by the American Canal Society, with headquarters at Lockhouse #6, Chesapeake and Ohio Canal, P.O.Box 638, Glen Echo, Maryland 20768. Objectives of the Society are to encourage the preservation, restoration, interpretation and usage of American Canals, past and present; to provide a focal point for action on threatened canals; and to exchange information of general interest.

Annual subscription to "AMERICAN CANALS" is automatic with a minimum ACS dues payment of \$4.00. Individual copies may be purchased by non-members at \$1.00

ACS President and Editor-in-Chief--
Capt. Thomas F. Hahn, USN (Ret.)
P. O. Box 638, Glen Echo, Md. 20768

ACS Vice President, Secretary and Production Editor -- William H. Shank, P.E.
809 Rathton Road, York, Penna. 17403

ACS Vice President, Treasurer and Associate Editor -- Dr. William E. Trout III
1932 Cinco Robles Dr., Duarte, Cal. 91010

"Captain's Corner"

(Concluded from Page 1)

country to save what is left of our historic canals. Citizen groups are at work on the Erie Canal in New York, on the Illinois and Michigan Canal in Illinois, on the James River and Kanawha Canal in Virginia, on the Cumberland and Oxford in Maine, and so on. The Federal Government set a precedent in 1971 in the creation of our first national canal park, the Chesapeake and Ohio Canal National Historical Park, linking Washington, D.C. and Cumberland, Md. But it took 17 years of concerted citizen action to do it! For the most part the canal preservation movement is on the local and state level, with some jurisdictions being farsighted enough to realize the historical and recreational potential of a completely different type of open space--the linear park. Other jurisdictions take a narrow, do-nothing position which can lead only to the eventual loss of historic structures and open space. It is particularly important that action take place on the state level, especially in the state legislatures, where local actions can be unified and the interests of the people of the state at large be taken into consideration.

There has been no national organization or agency to unify the work going on at the state, local and regional level (some canals cross state lines). For this reason, among others, the American Canal Society was formed in January 1972 "...to encourage the preservation, restoration, interpretation and usage of the canals of the United States, past and present; to cooperate with individual canal societies for action on threatened canals; and to provide for the exchange of canal information."

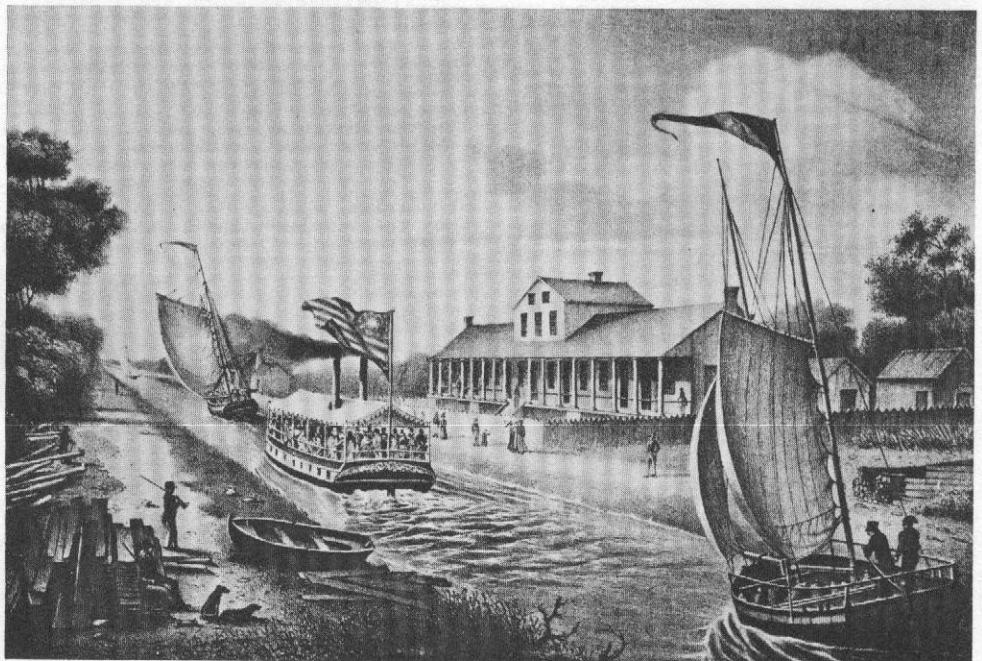
The American Canal Society therefore supports the work of the Delaware & Raritan Canal Coalition and member groups and others and encourages the study of the Delaware & Raritan Study Committee of the N.J.State Legislature. We would like to

point out that the future of the Delaware & Raritan Canal is of interest and concern to all citizens of the United States, and we urge in the study that particular emphasis be placed on the preservation of historic structures and that the canal be protected in some manner from encroachment development and infringement which would spoil it for all of us in the future. (Thomas F. Hahn - 9 Sept. 1973)

In September we were guests of the Reynolds Metals in Richmond, Va. on a memorable occasion - a viewing of the newly restored Locks #4 and #5 of the Tidewater Connection of the JAMES RIVER AND KANAWHA CANAL, the 13th St. Bridge over the canal and the Haxall Flume on the site of the Reynolds Wrap Distribution Center. The restoration is done in a very unusual and tasteful manner. Dr. Bill Trout, ACS Vice President, provided industrial archeological technical advice to Reynolds. Canal visitors to Richmond are welcome to visit the restored locks and to use the Dr. William E. Trout Canal Library. The American Canal Society salutes Reynolds Metals for its leadership in corporate responsibility in the field of historic preservation and restoration.

Other portions of the JR&K in Richmond remain under threat by the downtown expressway proposed by the Richmond Metropolitan Authority. The situation is complex as it involves not only needed transportation improvement in the city, but civic development as well. The James River and Kanawha Canal Park, Inc. is the most visible opponent of the expressway - the restoration of the canal would be impossible after the expressway is built. Alternatives to the expressway have been suggested. Surely persons of good will can find a solution to the problem. We met Eugene B. Sydnor, Jr., President of JR&KCP, Dr. Bruce English and others in Richmond who are fighting to preserve as much of the most significant portion of the Kanawha Canal as possible. They seek the financial and moral support of all who are concerned with the preservation of historical treasures. Address: JR&KCP, Inc., P.O.Box 777, Richmond, Va. 23206.

Tom Hahn



This fine 1831 lithograph of the Dismal Swamp Canal was sent us by Dr. Ernest Coleman of State College, Pa., who calls our attention to the Mariners' Museum courtesy line on the reverse side. It shows the Lake Drummond Hotel, with the "Lady of the Lake" steamboat proceeding northward, just above the Virginia-North Carolina state line. Of interest to ecologists is the book "Dismal Swamp Wildlife" by ACS member Alvah Duke, 5008 Ballhack Road, Chesapeake, Virginia 23322, which may be purchased from the author for \$2.50. Of interest to canal buffs is "The Dismal Swamp Canal" by Alexander Crosby Brown, available from ACTC, 809 Rathton Road, York, Pa. 17403 at \$3.50.

SECRETARY'S REPORT

As of November 6, 1973, American Canal Society membership serial number 557 has just been issued. We have sustained some losses of active membership in ACS during the current year, due to deaths, non-payment of dues, or transfer of members with insufficient forwarding addresses. However, our present active membership stands at 87% of our total registration, which we feel is a very healthy percentage. Our overall growth still continues at a phenomenal rate -- we have added 50 new members just since the middle of August. Geographically, our active membership breaks down as follows:

New York.....	86
Pennsylvania	85
New Jersey.....	51
Maryland	49
Ohio.....	46
Virginia.....	39
Washington, D.C....	21
Massachusetts.....	15
England.....	13
Illinois.....	11
Canada.....	8
Connecticut.....	6
California.....	5
Other Foreign.....	4
Maine.....	4
West Virginia.....	4
Tennessee.....	3
Michigan.....	3
Florida.....	3
North Carolina.....	3
Wisconsin.....	2
New Hampshire.....	2
Indiana.....	2
Misc. States.....	17

For anyone wishing to assist in contacting potential ACS members in their vicinity, we have plenty of application forms available!

"This Was the Delaware and Raritan Canal"

By: William J. McKelvey, Jr.
and Cliff Crawford

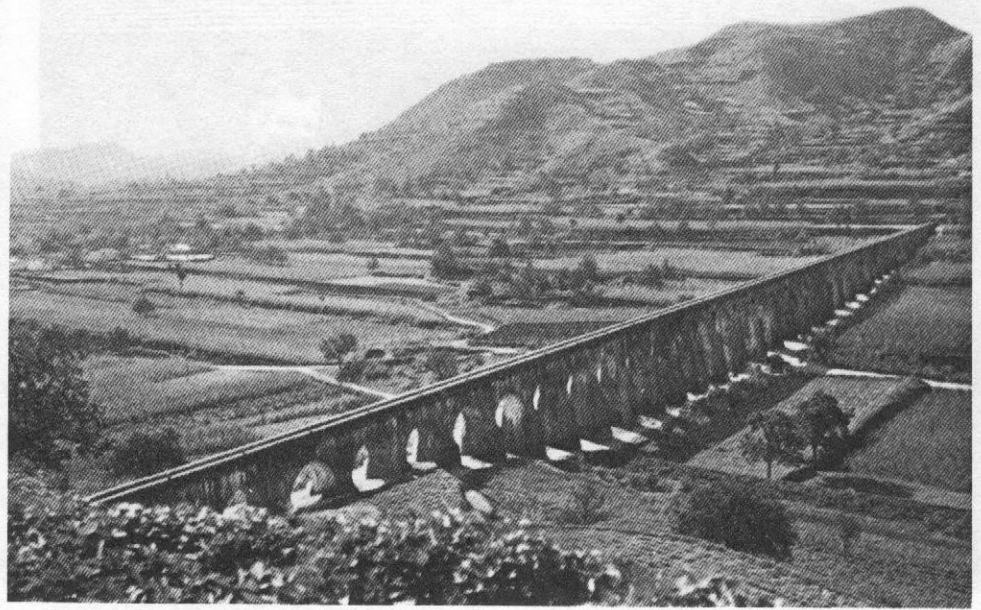
Canal boats were not available for the formal opening of New Jersey's Delaware & Raritan Canal in 1834; hence Governor Peter Vroom made his historic tour of the new waterway in boats borrowed from the Chesapeake & Delaware Canal Co. Thus began the 98-year life of the D&R, over which passed an amazing parade of vessels of great variety. The Delaware & Raritan was a vital link for traffic that moved via several neighboring canal systems, rivers, and bays. Pennsylvania coal destined for the New York City area reached the D&R in boats known as "Chunkers" from the mines at Mauch Chunk, and in "Skukers," which traveled via the Schuylkill Navigation system to New Jersey. John A. Roebling's wire works at Trenton depended on the canal for coal and iron and as a means of shipping its finished wire and cable to their destinations. Roebling's wire was spun into cables for the four famous suspension aqueducts of the Delaware & Hudson Canal and later for New York's Brooklyn Bridge. The inclined canal - the Morris - operated with comparatively safety only after they were equipped with Roebling's wire cables.

Beginning with the appearance of powered towboats in the 1850's, the diversity of watercraft on the Delaware & Raritan increased. Ushering in the new era was the steam tug Robert F. Stockton, said to be the first mechanically propelled vessel used on American canals and the first successful screw-propeller work boat in the country. Along with the mule-dug-out boats, there were many carships that took this "inside passage" to avoid the open sea. Some of these were the Raritan, the Delaware, and the Franklin, operated by the Trenton Transportation Co.; the John W. Garrett, the F. W. Bruene, and the Josephine Thompson, boats of the Baltimore Line; the Anna Eliza, of the Merchants' Line; and the Napoleon, of the New Brunswick Steamboat & Canal Transportation Co. Supply ships and Navy gunboats used the canal during the Civil War. One report suggests that the Monitor may have traveled south through the canal to seek battle with the Merrimac. After the Spanish-American War (which also created a surge of military traffic) the Alorado, a Spanish gunboat captured in Cuba, was brought north through the canal and exhibited at various places along its route. During World War I, operation of the canal was taken over by the federal government; strong security measures were imposed to guard the movement of men, materials (including airplanes), gunboats, and even submarines.

Through the years, excursions on mule-or-horse-drawn boats occasionally were arranged, but the regularly scheduled passenger service on the D&R provided by the horse-drawn packets United and New Jersey lasted only a few years after the opening of the canal. The canal was no match for the railroad in getting passengers to their destinations expediently. The D&R, though, eventually became an attraction for pleasure boaters and wealthy yacht owners, who were frequent users of the canal in its later years.

Numerous canal service craft, such as floating-carpenter shops, dredges, and several work scows were used to maintain the waterway. The Delaware & Raritan Canal Company owned a beautiful white steam-powered yacht with deck and cabin of mahogany. Its wood hull was armored with steel for breaking channel ice to keep the canal open until the very end of the navigation season. Boat repair yards

CHINESE CANALS HAD "POUND LOCKS"



The "Daybreak Aqueduct" on the Red Flag Canal in China.

CHINESE CANALS - Dr. Joseph Needham's newest volume on Science and Civilization in China (v.4, part 3, Civil Engrg. & Nautics, 1970, \$55, Cambridge Univ. Press) has an extensive treatment of Chinese canal history which shows that the Chinese were the first to have pound locks - by the first century A.D. These locks were used as long as heavy boats navigated the canals, but were abandoned in favor of slip-

ways (inclined planes) when only light boats came to be in use on the system; therefore early European travelers to China saw only slipways and assumed that locks were unknown to the Chinese. Evidently they had not read, for example, Hu Su's description of 1027 A.D. (Needham, p.353):

"The lock basin is deep as the home of a sleeping black dragon, and like a dragon the water rises in the pool, so that the ships come and go continually, borne on waves like the tide flowing and ebbing. When the great gates are closed the water forms a whirlpool as the lock fills, and the white foam washes sides that never dry."

Unfortunately, there is as yet no good account from modern China describing the present canal system, or the remains of historic canal structures. The next best thing from China is a 31-page booklet "China Tames Her Rivers", #12E-1259, 15¢; Geography of China, #12E-1258, 44pp., 30¢; and a set of 12 colored postcards on the Red Flag Canal, an irrigation canal but with good-looking and extensive stonework. All of these are well illustrated and in English, from Guozi Shudian, China Publications Centre, P.O. Box 399, Peking, China. Ask them for a free price list, and beg them to publish booklets on historic and modern navigation canals! (Submitted by Bill Trout)

CANAL CALENDAR

Jan. 26, 1974 - Syracuse, N. Y. Annual Meeting Canal Society of N.Y. State, 311 Montgomery St., Syracuse, N.Y. 13203.
May 4, 1974 - Rome, N. Y. Trip to newly built Canal Village, Packet Boat, Steam R.R., Restoration Fort Stanwix, CCNYS. Write: F. "Chan" Soule, 18 Wheeler Ave., Fayetteville, N.Y. 13066.
Sept. 28, 1974 - Chambly Canal - CCNYS - Write: Sidney Beyland, Star Route, Peru, N.Y. 12972.
Oct. 4 - 6, 1974 - Allegheny Portage RR - Headquarters New Sheraton in Johnstown, Pa. Pa. Canal Soc./Canal Society Ohio.

were situated at various places along the canal. Steam-propelled boats up to 150' in length and 20' at beam were launched at the Shurts boatyard at Bound Brook. One of their newly built boats, the Molison, blew up at Five Mile Lock while heading out to sea for the first time.

An old news clipping claims that the largest vessel ever to negotiate the D&R was a Standard Oil Co. tanker - 210' long and 23' wide! Today the largest craft one is likely to see probably would be a canoe; the canal, its locks now used as spillways, is still there for the most part, being used now as a means of water supply. By the 1920's the regular customers of the canal had dwindled off. Johnson & Johnson and the Standard Oil Co. of N. J. continued to use it, and mule-drawn boats occasionally were seen as late as 1926. But the D&R's locks closed for the last time at the end of the 1932 season, thus regrettably ending an important chapter in New Jersey's history.

(Write to William J. McKelvey, Jr., 98 Waldo Ave., Bloomfield, N.J. 07003 if you could share materials for a factual record on this canal.)

Camillus Erie Canal Project

Restoration of the all-but-forgotten Camillus section of the Erie Canal really got underway in August as an operator using a borrowed power shovel cut into the old canal bed. The shovel and operator are typical of the entire operation with individual or group volunteers and donations making the project. The shovel is to remove a 750' filled-in section which will be cleared to connect the canal to the town's existing canal park. Working with Scout groups and other volunteers, the Camillus Erie Canal Committee earlier set about rebuilding the historic area. Since then, other groups - contractors, businessmen and civic organizations - quietly have gathered in volunteering persons, time and equipment to complete the project. (Syracuse Herald-Journal, provided by Daniel Mordell).

Canal Society of Ohio Field Trip

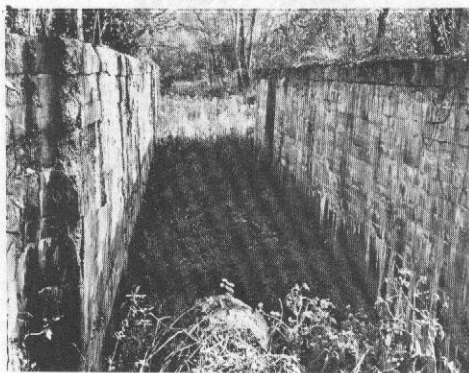


Part of CSO tour group leaving Fort Laurens Museum, along the Ohio and Erie Canal near Bolivar, Ohio. Right to left: William Wallace, retiring president of CSO; Terry Woods, new CSO president; Nicholas Langhart, CSO museum curator and Gail Langhart. In the beret, Herb Verity; behind the group, Dot Verity carries on a lively conversation with Ruth Shank.

The Canal Society of Ohio had excellent fall weather and a total "turn-out" of 74 members and guests for its tour of the Ohio and Erie Canal, Oct. 19 and 20, with tour headquarters at Massillon, Ohio. Friday evening activities included a tour of the Massillon Museum, slide shows and canal displays at the Massillon Inn.

Saturday the entire group boarded buses and spent the daylight hours enjoying a visit to the ruins of the "Great Tuscarawas Aqueduct", a several-hour stop at historic Zoar Village, visits to Locks 7, 8, 9 & 10 on the Ohio and Erie between Zoar and Bolivar, an inspection of the Sandy and Beaver Canal junction with the O & E, a visit to Fort Laurens Museum, and a scenic ride along the imposing several-mile crest of the Bolivar Flood Control Dam.

During the business meeting and banquet Saturday evening, the following officers were elected: Terry K. Woods, president; Frank Trevorrow, first vice president; Jack Gieck, second vice president; and Richard Reighart, secretary-treasurer. Bill Shank, vice president of the American Canal Society, was called upon to outline ACS objectives and activities, and plans were formulated for future field trips. Speaker of the evening was Mary Merwin of the Massillon Museum, after which there were slide presentations of past field trips in Ohio and Pennsylvania.



Well-preserved masonry of Lock #8 on the Ohio and Erie Canal prism, near Zoar, Ohio.

Canal Index Committee

Since the first report this spring, the committee has covered considerable ground. The index forms that have been sent in have been numerous, particularly in the South. All together we have received word concerning more than 50 canals (not including the legendary Rosewater), particularly from Virginia (18 canals), S. Carolina (11) and also from Ohio (5). Forms are still being sent in, but areas where the list is notably weak are New York, Pennsylvania and New England.

In addition to the regular filing of index forms, the committee has also established a Canal Structure Inventory which will be of considerable use in granting official recognition to sites through the Inventory of the Historic American Engineering Record. But whereas the Canal Index itself should eventually take on a more permanent form, the real value of the Structure Inventory will be as a working inventory and record of particular sites, at once both stimulating field research and recording its results. To this end we hope that local and regional canal organizations will find it practical as a physical inventory of their domain, and while continually expanding their own work, keep the ACS Index Committee informed as well. Requests for inventory forms (or any other information pertaining to the work of the Index Committee) should go to the CIC Chairman, P.H.Stott, Haines Rd., Mt. Kisco N. Y. 10549.

But the use of the Inventory (and the Index) will hopefully have larger implications as well, in the general encouragement of responsible archaeology. This does not (and this point should be stressed) require excavation, but (usually) simply a detailed examination and record of the surface features of a site. A valuable aid to the Inventory would be the proposed publication of a Canal Research Manual, discussing a wide range of subjects related to the canal aspects of Industrial Archaeology.

Another aid, and another of the by-products of the Index Committee, is a mapping project under the supervision of ACS President Tom Hahn to expand the information contained on the 1905 canal map pub-

lished by Noble Whitford with his history of NY and North American canals. The base map for this project has been provisionally established at 1:2,500,000 on the USGS "United States" map (Map 2B" in the USGS index sheets). As a way of further identifying the various canals whose vital statistics are summarized on the Index form, we hope in the future to publish on the reverse of the forms printed with the bulletin, a section from this map with the canal so marked. In the case of the short length of the Baillie-Grohman published here, we have also included a large scale Canadian topo map showing the canal in greater detail.

One of the more immediate needs is for a revision of the Index form itself, particularly to lay increased stress on the necessity for physical description. Areas that have been bulldozed over and built upon, sites deserving more attention whether sections of the canal can be easily walked, etc., are all subjects that will be of importance to canal enthusiasts and archeologists alike.

LETTERS TO THE EDITOR

Dear Captain Hahn: ...Canals are in my blood too. When I was very young (1910-1920) we went always to Eagles Mere in Pennsylvania and changed trains at Halls Station, midway between Williamsport and Muncy. My mother's family came from nearby. We always made a ritual of going out to look at the canal right behind the station (Northwest Branch of the Susquehanna). And we were told that Great Grandmother Ellicott always went to Yearly Meeting at Philadelphia on The Canal Boat. I'm sorry to say they always mentioned the bed bugs...

I know the restored Delaware Division Canal at New Hope, and vaguely remember it in its original form. And I well remember excursions on the Chesapeake and Delaware on the old Ericsson Line from Philadelphia -- we used to call it the Ericsson Canal, and never knew where it went. There was a picnic grove called Lonewood Grove, and you took your baskets and your kids and spent a few hours on the swings and carousel. And then went back to Philadelphia. I remember the spooky feeling when you went into the lock at Delaware City--you are on a boat looking down, and then suddenly you are in a tight little room, and then you move up and up, and then it isn't a scary little room any more. And at the top--you'll never guess--was PLUMS. Somebody was selling plums, the first I had ever tasted. Fresh and juicy. And all my life plums have always meant the lock at the Chesapeake and Delaware at Delaware City. A relief from a scary experience, and a happy memory.

(Mrs. Andrew (Hannah) Biemiller)

Dear Mr. Trout: Sorry to have taken so long in answering your recent letter concerning the Elizabeth Mills canal (Goose Creek and Little River Navigation) and lock located at Goose Creek at the site of our new training center...I really don't think that at this time we are in a position to commit ourselves to making a park of the area which includes the lock, but you may be sure that we certainly would have full intentions of preserving this particular landmark. I think that anything we decide to do insofar as future use of this particular site will come after we have had an opportunity and time to talk with people such as you, Captain Hahn and Dr. Gardner. I am sorry I can't be more specific at this time, but as you understand we are tremendously busy at this time on getting our center completed and under way. I feel that any decision on future use of the lock and canal site will have to be deferred until after we get into operations. (Willard H. Duetting, Center Director, Xerox Corp., Vienna, Va.)

THE CANALS OF GEORGIA

By L. W. Richardson

(The second of a two-part article)

THE BRUNSWICK & ALTAMAHA

This project was essentially a replay of the Santee and the Savannah & Ogeechee Canals, only on a much smaller stage. The town and port of Brunswick lies on the Turtle River, which is not a river but a tidal estuary only a few miles long. In the 1820's the port lived on a small timber and naval stores trade plus the movement of rice and cotton from the nearby plantations. There was little prospect of increased business for the town when the "back country" grew and developed. Most of that business would float down the Altamaha, a dozen miles away, and thence to the busy harbors of Savannah and Charleston. There was a hope - if the traffic of the Altamaha could be secured before Savannah extended her canal to the big river, all would be well! Action followed the thought.

An Act of Dec. 20 1826 created the Brunswick Canal Company. It authorized the building of a canal between the Turtle and the Altamaha Rivers and the sale of shares amounting to \$200,000. The charterers were all planters and merchants of Glynn County. It was a courageous effort in view of the size of the county and town. Even four years later, the 1830 census listed only 597 free whites in the entire county. Bold it was, but evidently it attracted little support, nothing seems to have been done.

However, the Brunswick people still pursued their dream. In a move designed to obtain State aid, a Commission was appointed by Gov. Gilmer to visit Brunswick and report on the needs and the potentials of the port. Their findings were given the Senate and House of Representatives on July 17, 1833. This did not discuss the canal but did endorse the idea of a "Railroad Avenue" over the route and recommended State assistance. They stated that the "foundation" for the "Avenue" was complete and ready for the rails over two-thirds of the way. Strangely, this is the last record found of the railroad.

In 1834, a new charter, naming many of the original incorporators, was granted. This Act bore the title of the Brunswick Canal & Railroad Company and would allow

the building of either canal or railroad between the rivers. In spite of this freedom of choice, the canal remained the paramount objective. Thomas Butler King, wealthy St. Simons Island planter and a State Senator, at his expense, engaged Loanmi Baldwin, 2nd, to survey the canal line and to prepare an estimate of costs. Since all the Company records are lost, Baldwin's Report (Boston, 1837) is the principal source of canal data left us.

The line was 12 miles long, beginning at the Brunswick waterfront near present Newcastle and M Sts., then running almost directly north. It entered the Altamaha about a mile above Darien, almost beneath the new Interstate 95 bridge. The prism was 53' at top, 35' at bottom and 6' deep. A towpath 12' wide ran along the east side. As the water would never rise above normal river level, there were no lifts, only tide locks with counter-guard gates at each end. Baldwin assumed these would be brick, 100' x 23', and provided specifications, but they were evidently built of timber.

We don't know why, but Brunswick Canal shares sold well in Boston. It could have been because of Baldwin's association with the enterprise. As the money came in, construction began, with a labor force of leased slaves. As unsatisfactory here as elsewhere in the south, this plan was abandoned and Irish immigrants were brought down from Boston. The Irish ran true to form and factional battles began, necessitating a muster of the militia to keep the peace. The Hibernians made little progress on the canal but did unearth a variety of mammoth and other Pleistocene fossils that were promptly shipped to the Smithsonian Institution. The work went slowly. One contemporary stated that the engineer in charge was "no engineer at all but a representative of the Boston Banks." By 1837, the northern money bags had snapped shut but, somehow, more money was obtained and the work dragged on. In 1839, the Brunswick Advocate reported - "...only a trifling amount of excavation" remained. But before the end of that year, a depression hit the town. Business halted, the paper folded, banks closed and all canal work stopped.

When the digging resumed is not known. Several historians have said that the canal was never finished. This must be wrong; a Savannah newspaper, June 1, 1854, described the "...opening of the

Brunswick & Altamaha Canal this day." And again, June 5, "... (the) canal has been opened at last. (Messrs. Collins, contractors) large and efficient force departs today for service on the Savannah & Albany Railroad." Ironically, in the mid 1850's, the bars at the entrance to Turtle River had built up so that the harbor of Brunswick was almost useless and it was many years before the channels were opened again. If the canal ever was in use, it was for a very short time.

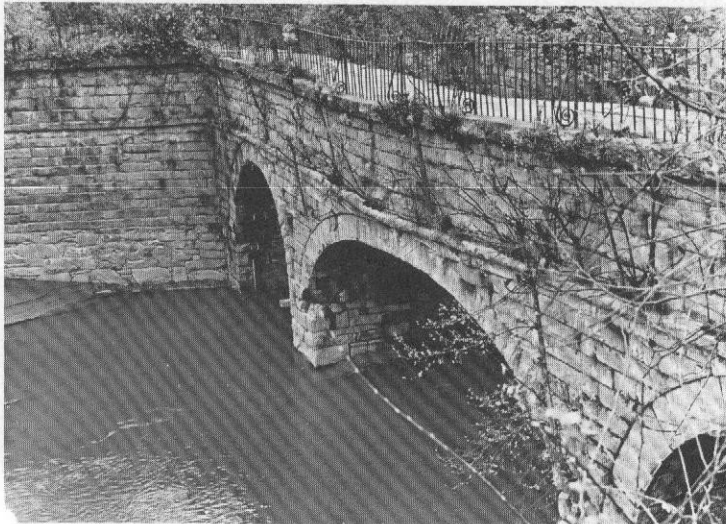
It is difficult to say why such a seemingly easy canal project took twenty years to complete. The line was over a level terrain, through stable sandy muck, with no rocks, cuts, aqueducts or other problems that beset buildings on other jobs. Without the records, we can only guess that it was because there was never an experienced, dedicated superintendent or engineer to take charge. Neither do we know the cost. Baldwin's estimate was \$448,475. This would appear to be high, the actual total could have been more with the delays in the work.

There is no trace of the canal in downtown Brunswick today. On the northern edge of town, Canal Road runs along the line for a short way. At the other end, the canal runs through the grounds of Boy's Estate, off State #99, and on to the river. Between these points, it may be followed on foot, but this is not recommended to the average visitor.

(Mr. Richardson is an authority on the southern U.S. canals and a director of the American Canal Society).

English Canals

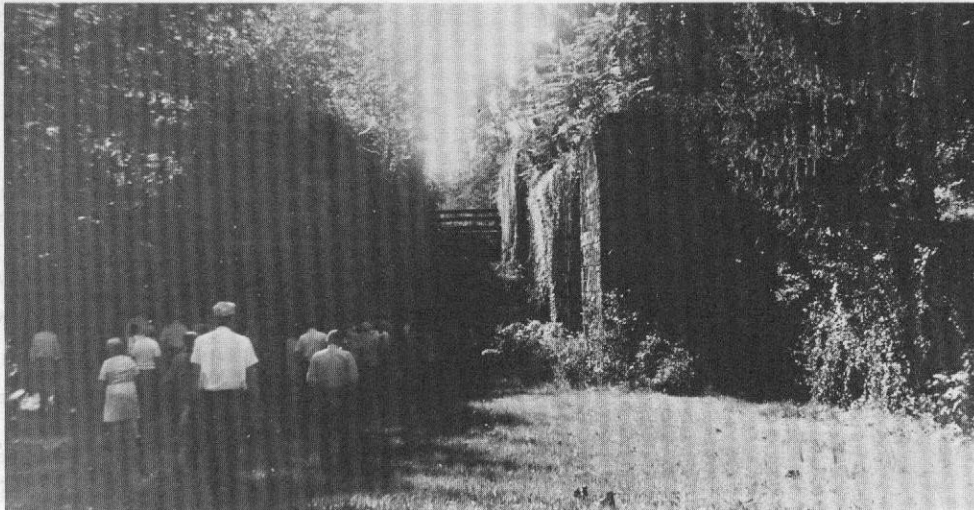
The number of people who went on a boat on Britain's inland waterways last year was 2,250,000 according to a survey carried out by the Inland Waterways Assn. About 750,000 people went on privately owned craft, 450,000 on hired holiday cruisers, 134,000 on unpowered boats hired by the hour, and 915,000 on passenger trip boats. The number of private boats and hired cruisers in the survey are 55,000 & 5,000 respectively. The figures refer to inland waterways only (including the Thames and the Norfolk and Suffolk Broads) They do not include boats based on the coast nor those used on gravel pits, reservoirs and lakes. (IWA Press Release)



Catoctin Creek Aqueduct, one of the 11 stone aqueducts built in the 1830's along the 184½-mile Chesapeake and Ohio Canal, was partially destroyed sometime on October 31st. The 134-foot aqueduct is located at mile 51.5 (from the start of the canal in Georgetown, Washington, D.C.). The structure, already weakened by age and the



1972 Hurricane Agnes, collapsed after two days of heavy rains. About 70 feet of the aqueduct, including the central and small upstream arches (there were three arches), were washed into the stream. This is the second aqueduct to have collapsed in the past two years. Seneca Creek Aqueduct (mile 23) collapsed in September 1971.



A tremendous pair of double-lift locks on the Schuylkill Navigation, in beautiful state of preservation, tower above members of the Pennsylvania Canal Society during their tour of the Marshall property, near Spring City, Pa.

Approximately 85 people registered for the Pennsylvania Canal Society fall field trip along the Schuylkill Navigation Oct. 5 and 6, with headquarters in Reading. Excellent weather, a fine reproduction of an 1886 map of the Schuylkill system, plus the expertise of Earl Heydinger and C. Howard Hiester, combined to make this an enjoyable and educational experience.

Saturday tour points included the site of the first tunnel in the United States, above Auburn, Pa., loading dock area at Port Clinton, a well-preserved aqueduct at Allegheny Creek, a house built directly into a lock chamber, and an impressive and well preserved flight of locks on the Donnell Marshall property.

Friday evening the early-comers toured the Berks Co. Historical Society. Saturday evening a banquet was held at the Abraham Lincoln Hotel, followed by a lecture by Earl Heydinger. A brief business meeting was held during which the following officers were confirmed for 1973-74: Harry Rinker, president; Bill Shank, vice president; Earl Giles, secretary and John Miller treasurer.

Farmington Canal Park

September 30, 1973 was a day of celebration in the town of Cheshire, Conn. The town of Cheshire is now the owner of 12.8 acres of land on the Farmington Canal, known as the Stanley Property. This property which will become a neighborhood park has a very well preserved stone lock as well as the lockkeepers house located on it. The town was joined in its celebration by other neighboring towns of the Farmington Canal Corridor Association. Several events took place on the Town Green, as well as a ride from the Connecticut-Massachusetts line by "The Wheelmen" who rode antique high-wheel bicycles from Granby to Cheshire stopping at all towns along the way to accept messages of greeting to be carried to Cheshire.

This piece of property was acquired with Dept. of Interior, Bureau of Outdoor Recreation Funding. It is hoped that this acquisition will serve as a catalyst to acquisitions in other towns and to the eventual formulation of a recreation, conservation and preservation corridor along the route of the Farmington Canal from New Haven to the Massachusetts line. We look forward to the restoration of the wooden gates and the flow of water thru this area as well as the development for recreational use of the park. (William H. Blitz-Cheshire Town Planner)

"BONUS" CANAL MAP

Some of our members will notice that they are receiving, enclosed with this issue of "AMERICAN CANALS", a special bonus in the form of a 17½" x 23" map of Canals and Navigable Rivers in the United States and Canada by Henry A. Van Alstyne, exactly as they looked in 1905. This map normally sells for \$2.00 retail. This map is being sent to all new members who are credited with payment of their 1974 dues. If you did not receive this fine map, and you did receive a 1974 dues statement (enclosed with this bulletin) this means that your "bonus" map will be sent to you, along with your next-year membership card, as soon as we receive your 1974 dues check.

You won't believe this next one, but it is for real! The Corps of Engineers are seeking a \$75,000 feasibility study for a link between the Savannah and Tennessee rivers. The reason these two rivers don't merge already, of course, is due to a fairly prominent mountain range covering most of North Georgia. Aha, a Challenge! "Let's see...connect the Hiwassee with the Conasauga...and the Chattooga...and we ought to be able to produce the first Interstate Scenic Barge Canal". They seriously propose a route from Savannah through Clark Hill Reservoir; Hartwell Reservoir; a total rise of 2600' over the Southern Appalachians; and down the Hiwassee; to the Tennessee. If you oppose that too much, then they will settle for a route with a 1200' climb; Savannah-Clark Hill Reservoir Lake Widney Lanier-Etowah River (through Allatoona Reservoir)-to Rome, Georgia. To keep informed, contact Brien Blackwelder, P. O. Box 5761, Columbia, S. C. 29250. (From Tennessee Scenic River Assn. Newsletter, Aug. 1973)

The American Canal Society is now a member of the National Trust for Historic Preservation and the American Association for State and Local History - information from these organizations will be shared with ACS members.

One of the canals of the Rappahannock Navigation, the Rapidan Dam Canal, was placed on the Virginia Register of Historic Places in June and will no doubt go on the National Register as well. This is a 1½ mile canal for poled batteaux, by passing rapids below the mouth of the Rapidan River, and was constructed by John Couty for the Rappahannock Navigation Co. in the 1840's. It is the best preserved and most elaborate of the 20 canals on the navigation, with four stone lift locks and a guard lock, and even a small gold mine in the canal bed, from more recent times. The navigation system on the Rappahannock was a local project intended to draw trade to Fredericksburg and to provide farmers of the region with an economical outlet to markets. The original dam was unusually long and expensive but the navigation system represented a compromise between more expensive continuous canal for horse-drawn canal boats and an inexpensive but unreliable riverbed sluice navigation for sturdy riverboats requiring shallow water. One reason for placing the canal on the Register was to help protect the entire navigation, and the Rappahannock River, from the Salem Church Dam now under study by the Corps of Engineers. There has been considerable controversy over this dam, which has not yet been put to rest. It is being actively fought by the Rappahannock Defense Committee, which puts out an interesting bulletin and helped with the Register placement (P.O.Box 1146, Fredericksburg, Virginia 22401). They urge us to write to Governor Linwood Holton, Richmond Virginia 23219, to help him decide to act against the dam and in favor of the scenic river proposed by the NPS and the Bureau of Outdoor Recreation.

C.E. Inventory

The Corps of Engineers is now carrying out a pilot test for a nationwide Reconnaissance Inventory, with the following objectives: "(1) To provide an environmental 'early warning system,' i.e., to identify and locate before planning begins, resources and amenities (both natural and man-made) which comprise man's physical, biological and cultural environments, which are of at least statewide or national significance, and which should be preserved, protected or approached with careful deliberation in the planning, development and management of water and related land resources. (2) To identify opportunities or possibilities for Corps action to restore or enhance the environmental quality of water and related land resources. (3) To provide environmental information for public information and participation activities, and for coordination with other governmental entities".

The pilot test is limited to the states of Washington, Vermont, North and South Carolina and Georgia; information concerning canal sites in these states should be brought right away to the attention of ACS or to the regional ACS Director (for the South, L.W. Richardson, R.2, Box 259, Gainesville, Ga. 30501; for New England, Lt. Col. Wilbar Hoxie, Plaistow, New Hampshire.) When information concerning the full-scale inventory is available, details will appear in the Bulletin. Meanwhile it would not hurt to begin making state inventories of canal sites which are of at least statewide significance. (Provided by Dr. Bill Trout)

This may be old news to some of you, but Rep. Ralph S. Regula, Ohio, introduced H.R. 9248 to authorize establishment of the Ohio and Erie Canal National Historic Park in Ohio. It was sent to the Committee on Interior and Insular Affairs.

THE CANALS OF IRELAND

(First part of a two-part article by Herbert O'Hanlon, Aurora, Colorado)

The canal enthusiast looking for new fields of exploration has perhaps flown over a country featuring a wealth of ancient inland waterways. The country is Ireland, Ireland a country the size of the state of Maine. Ireland a country so small as to have only one telephone directory for the entire nation.

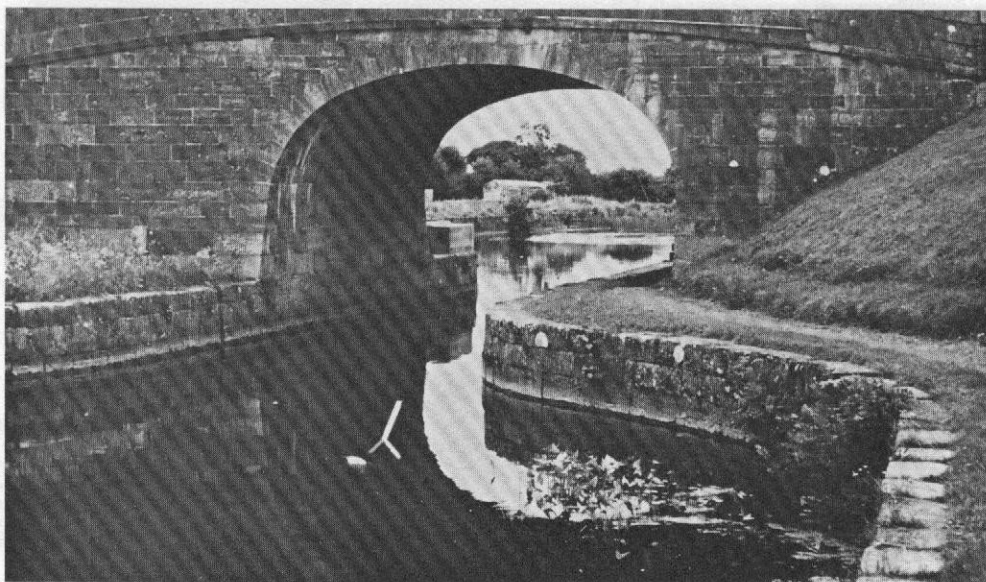
In the summers of 1971 and 1972, the writer and his wife flew over Ireland while on the way to canal jaunts in England, Wales, Scotland, France and Italy. From the air, the green countryside of Ireland is very evident, but the lush, green foliage conceals a vast canal system that can best be studied from the ground.

In July of 1973 we decided on a tour of Ireland with a close-up investigation of the many canals that lace the countryside. After landing at Shannon Airport, we picked up a rental car and were off on a two weeks tour of the Emerald Isle. The first stop was at Limerick, a mere 16 miles from the airport, but still on the banks of the River Shannon.

The Shannon from Loop Head to Limerick is a wide tidal estuary of about 50 miles. From Limerick to the foot of Lough Derg the river becomes a narrow stream paralleled on the west bank by two isolated canals; one is part of the Grand Canal; the second was not identified, but reached from Limerick to O'Briensbridge.

The River Shannon is an important adjunct of the Irish canals and should be mentioned. From Limerick, the Shannon is a major waterway extending northward to Lough Allen 100 airline miles away. In its journey through the center of Ireland, the Shannon intersects the two major east-west canals - The Royal and the Grand. Both canal systems utilized the river in order to reach tidewater at Limerick.

Our first experience with the main portions of these canals took place when we drove across Ireland from coast to coast from Sligo to Dublin, a distance of 135 miles. The abandoned Royal Canal we found on the banks of the Shannon near the



Scanlan Bridge, Royal Canal, Mullingar, County Westmeath, Ireland. Aug. 6, 1973

village of Cloondara in County Longford. In the same area, near the town of Longford, is a series of lateral canals reaching out into the surrounding countryside. Several of these branch canals have been abandoned for some time; they are weed-choked and, in some instances, have been filled in by highway construction. In the village of Killashee are the remains of lock #43, the lock tender's cottage and a canal store; the lock gates, in the final stages of disintegration, still hang from the rusted goose-necks. At the down-stream end of the lock is an ancient humpbacked bridge that still bears the weight of modern highway traffic. This combination of lock and down-stream bridge is common on both the Royal and Grand Canals.

The Royal Canal meandered eastward from Longford on its journey to Dublin, bisected the County of Westmeath where it was a major artery of commerce for the town of Mullingar. Here highway T3 crosses the town's canal basin on the sturdy back of Scanlan Bridge, a bridge that dates back to the days of the canal's construction. On either side of Scanlan Bridge are abandoned canal basins that are still filled with crystal-clear water. The basin on the east is now part of a well-kept park with neat lawns and flower gardens. Across the basin from the park is a row of stone warehouses probably dating back to the earliest days of navigation. Ireland is a rocky country and at Mullingar Basin this natural resource has been amply used by the builders of the Royal Canal. Eastward from Mullingar, the tow-path has been converted into a footpath that follows the water-filled canal on its way towards Dublin.

The basin to the west of Scanlan Bridge features a well-built dry dock. The basin of the dock is of cut-stone construction with the gates still intact and still holding back the waters of the canal. In the bottom of the drydock the keel-blocks are still in place. In the far end of the dock, the sluice used to drain the water is still operable.

About 200 yards upstream, a narrow canal enters the Royal after passing under a low, picturesque stone-arch bridge. The tow path of the narrow lateral was mowed, giving the impression the canal was still in use. It was, but as a foot path for the local inhabitants. Checking an Ordnance Survey map, the equivalent of our U.S.G.S. maps, showed the narrow canal went as far as Lough Owel which perhaps was a reser-

voir for the Royal Canal.

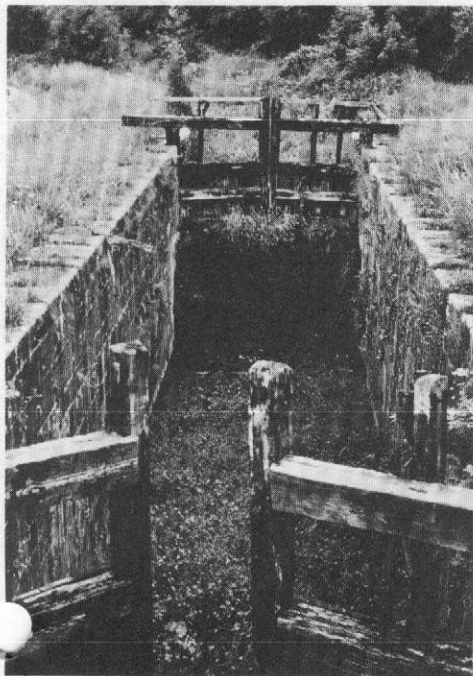
From Mullingar the canal can be followed and crossed several times while driving highway T3 to Dublin. Between Mullingar and The Downs, a long, high embankment can be seen on the right-hand side of the road. The impression is that it was built for a rail line; however, at The Downs highway T3 raises to the level of the embankment and discloses another feature of the Royal Canal.

Before reaching Dublin, the canal can be observed where several times it passes under the highway. The water level at these points is practically nil and the canal is choked with weeds. The last view of the Royal Canal was near Phoenix Park in Dublin. South of the park the canal occupies the bottom of a deep, neglected cut. From there, it passed through the northern environs of the city and reached tidewater on the north bank of the Liffey River.

Directly across the harbor of Dublin, on the Liffey River, are the tidal locks of a canal that is still in use. The Grand Canal. The first reaches of the Grand Canal pass through an ugly commercial section of the city before entering into a picturesque residential part of Dublin. In Ballbridge, an historical market on the banks of the canal recalls an armed confrontation between the British army and the Irish patriots in the early 1920's. From Ballbridge, the canal is a series of closely-spaced locks that lift the canal out of the Liffey River valley and pass it on to the inland levels of County Kildare.

The locks are well-maintained; all operating mechanisms are lubricated with generous gobs of grease and all wooden structures are painted; new planking is evident where needed. Even the well-worn snubbing posts sport new paint. As on the Royal Canal, all locks are of cut-stone construction. Measurements were not taken, but lock dimensions closely resembled the 15 x 90 foot locks of the Ohio canals.

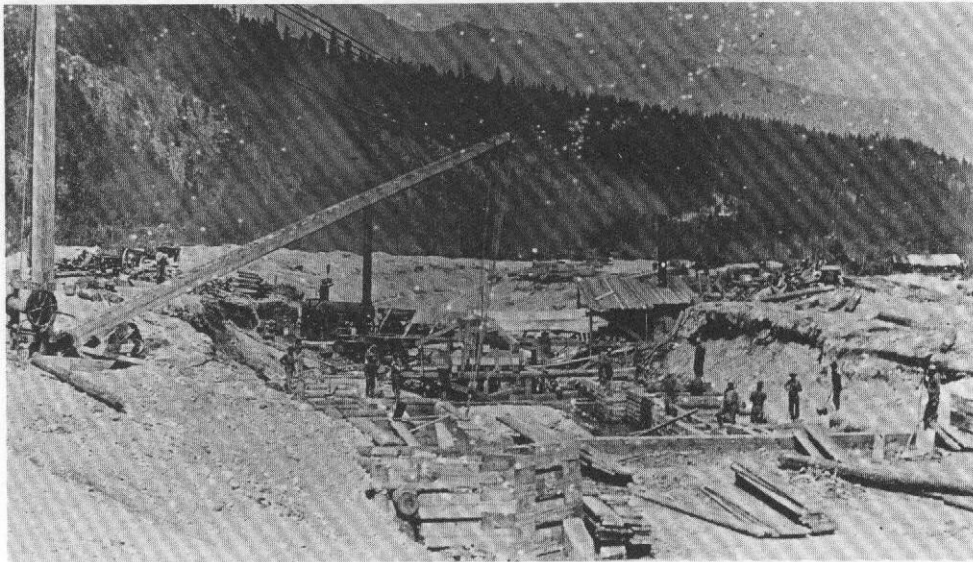
Each bridge crossing has a builder's stone that identifies the street or road crossing the canal. Each marker in Dublin bears the date 1791. On the topside of some bridges a large, hinged pulley is prominently placed. Obviously these devices had to do with assisting canal boats through the locks and under the nearby bridges. The exact method in which this was done was not ascertained by the writer.



Lock Number 43, Royal Canal, Killashee, County Longford, Ireland. Aug. 6, 1973

(Photos by the author.)

CANADIAN CANALS



Looking down the Baillie-Grohman Canal during construction of the lock. The steam engines were used to pump water from the excavation. (Photo courtesy of Mrs. Mabel Jordon and Vice Admiral H. T. Baillie-Grohman)

British Columbia's first canal-built in 1887-1889 by Chinese coolies under William A. Baillie-Grohman, big-game hunter and author - is well worth a visit even though the second (and last) steamboat to pass through it - the "North Star", in 1902 - was 6" too wide, and 30' too long for the lock, which therefore suffered unhappy consequences. Canal buffs are extremely fortunate that a personal history of this pioneer canal, with many photographs, was written by Baillie-Grohman himself in *Fifteen Years Sport & Life in the Hunting Grounds of Western America and British Columbia* (London 1900). Also required reading are articles by Mrs. Mabel E. Jordon and by Norman Hacking in the *British Columbia Historical Quarterly* for 1952 and 1956 (See Canal Index Form). Mrs. Jordon's article contains a number of photographs of the canal under construction. We were fortunate to obtain yet another photo from Mrs. Jordon, to accompany this article.

The canal is located 53 miles north of Cranbrook, B.C. at Canal Flats (once Grohman), where curiously enough the head waters of the Kootenay and Columbia rivers are only a mile apart across low bottom lands. When Baillie-Grohman first saw this spot while hunting mountain goats he wanted to dig a ditch across this flat, which would have diverted flood waters from the Kootenay River into the Columbia, about 6' lower, so that the vast Kootenay bottom lands could be safely colonized. But fortunately for canal buffs and hopefully park planners, he was not allowed to do this because it would have flooded the Columbia River valley, so he had to be content to make a navigable canal for steamboats, with a flood or guard gate at the upper (Kootenay) end, and a lift lock, both of wood, the latter 30 x 100' in the chamber. This canal of course did nothing to alleviate the flooding of the Kootenay valley, which is a problem to this day. It was not very successful as a navigation either, because as soon as it was constructed, the railways made it obsolete and only two steamboats used it. Any canal enthusiast who dreams of being a canal builder might change his mind after reading Baillie-Grohman's vivid account. It was a job, he said, which "I can honestly recommend to those desirous of committing suicide in a gentlemanly manner". After this intimate experience with bureaucracy at work, he returned to his castle in Austria.

Today, the canal embankments are in-

tact and should be used for a one-mile walking trail between the Kootenay and Columbia rivers. Enough of the wooden lock is left to satisfy canal historians, although meanderings of the Kootenay have washed away the flood gate. While in the area don't neglect to visit Fort Steele, a Mecca for industrial archaeologists, and impress that establishment with the importance of the canal as a park. (Dr. William E. Trout)

Trout at Canal Flats

(Cranbrook Courier, 45A South 9th Ave., Cranbrook, B.C. Wednesday, May 16, 1973, p. 1. Article by Bruce Ramsey of The Courier.)

A young researcher from City of Hope Medical Centre at Duarte, California, attended a learned society meeting in Chicago recently. While there, he looked at a map and saw that Canal Flats was on his way home. Thus he arrived in the small East Kootenay community one Sunday, and before he left, was filled with excitement about what he saw.

Dr. William E. Trout is a scientist with a sense of romanticism about him - he's fascinated by canals; and wherever man has dug a canal, at some time - past, present or future - Dr. Trout will give it his critical eye.

He is vice-president and treasurer of the American Canal Society. From coast to coast it has about 500 members. To them, a few hundred, or even a thousand, mile detour is unimportant if there is a canal to be viewed.

Dr. Trout arrived early one Sunday morning this month in Canal Flats, armed with a map and two detailed accounts of the canal which William Baillie-Grohman built in the 1880's at what once was known as MacGillivray's Portage or Flats. The documents he carried were by Norman Hacking and Mable Jordon, and both were published in the authoritative, but now defunct, *British Columbia Historical Quarterly*.

Dr. Trout walked from one end of the canal to the other, and came to Cranbrook enthused by what he saw; an instant vision of a potential tourist attraction.

"Your parks department," he said, "should make a hiking trail along the banks of Grohman's old canal. The embankments for the most part are in good shape and a great attraction would be the ruins

of the wooden locks which, considering what happened to them, are in recognizable state."

(What happened to the locks was that in 1894, they were blown up to permit a steamboat to go through.)

Water, he said, isn't going through all the time between Columbia Lake and the Kootenay River - there's a hayfield blocking the way, "but if it ever does, the interior of B.C. will be one of the largest islands in North America."

The walkway he envisages would be only a couple of miles long and "would provide an interesting break from a drive through your beautiful country."

Illinois-Michigan Canal

The following canal materials are available from the Illinois and Michigan Canal Museum, 803 S. State St., Lockport, Ill. 60441 -- Lockport Has A Birthday, 1830-1930, 40pp., with canal photos. \$1. Illinois and Michigan Canal Story, Photo of lock, 50¢; Joliet Herald News special publication with canal pictures and history, 1970, 50 cents; Five dollar bank note on I&M canal fund, reproduced on "old parchment", 10¢; Early History of Lockport, 1905, 9 pp. on the canal, 25¢; I&M Canal advertisement, 10¢; Post card scene 3 for 25¢. Please add 25¢ to cover mailing.

N.Y. Canal Tolls?

An amendment to the New York State constitution may be sought to permit tolls to be levied on users of the New York barge canal system, the state Department of Transportation has indicated, with funds thus raised to be used for rehabilitation of the 524-mile Waterway. "These tolls would be reasonable for commercial carriers," said state transportation commissioner Raymond T. Schuler, "and only nominal if they are also instituted for pleasure craft." Though in serious need of repair, he said, the canals "still carry 2,500,000 tons of cargo a year."

Rappahannock Canal

The Historic Fredericksburg Foundation (Dr. Ronald E. Shipley, Director, 623 Caroline St., Fredericksburg, Va. 22401) has prepared an exhibit on the Rappahannock Navigation, and sponsored a lecture by Bill Trout, in April. Members who do not write Governor Holton are urged to visit the navigation before it is inundated. (Provided by Bill Trout) (Also see: "The Rappahannock Canal" by Donald S. Callahan, M.A. Thesis, The American University, 49pp., map 1967. Mimeographed by Robert A. Hodge, 417 Pelham St., Fredericksburg, Va. 22401, at \$2 ppd)

Order THE TOWPATHS 10 YEAR TABLE OF CONTENTS (Towpaths is the Bulletin of the Canal Society of Ohio) for 50¢ from: Editorial Office, 2416 Clarendon N.W. Canton, Ohio 44708.

Available from S.C. Magazine, P.O. Box 89, Columbia, S.C. 29202, at 50¢ plus 13¢ postage, the Aug. 1971 edition containing The Santee-Cooper: A Pioneer Effort in S.C. Canaling, by Dr. E.T. Crowder.

"The Rivanna Navigation Company" is a 20-page booklet, with a map of the Rivanna River Navigation as rebuilt in the 1850's. Available for \$2.00 from Ms. Minnie Lee McGehee, Chairman of Publications, Fluvanna Co. Historical Society, Box 132, Palmyra, Va. 22963.

A/c #7
Appendix to
American Canals #7

CANAL **The Rosewater Inter-State Ship Canal** (FOR ACS USE) # 3
STATUS **Abandoned Unfinished** DATES OF CONSTRUCTION & CLOSURE
Late 19th c,

LOCATION (ENDPOINTS OF CANAL) **Chicago to the Ohio through Indianapolis and Rosewater** LENGTH
CANAL _____ SLACKWATER _____ TOTAL _____

LIFT LOCKS NBR. DIMENSIONS LOCK CHAMBER _____ AQUEDUCTS TUNNELS
NBR. _____

DESCRIPTION: [Type of navigation, features of note (include USGS coordinates where useful); e.g., feeders (navigable & otherwise), locks other than above, type of locks, use of unusual material or methods of construction, present owner, present use & condition, etc.]

Only a 14-mile section was completed. This exactly bisects Rosewater County, Indiana, from north to south. It is still watered and is used by fishermen for bullheads, crappies, redeyes, bluegills, and carp.

NAMES & ADDRESSES OF GROUPS CONCERNED WITH CANAL'S PRESERVATION/RESTORATION:

REPORTER'S NAME & ADDRESS: **W.E. Trout, III, 1932 Cinco Robles Drive, Duarte, CA 91010** DATE **19 May 1973**

HISTORICAL SUMMARY: [Original aims of company, date of incorporation, prominent engineers, cause of closure, significant alterations to structure or route, height of traffic date, transfers of ownership, etc.]

Undertaken after Civil War times by Noah Rosewater, great-grandfather of Eliot Rosewater of the Rosewater Foundation. Originally designed to connect Chicago, Indianapolis, Rosewater, and the Ohio River, the scheme fell through after the construction of the 14-mile section in Rosewater County. Some stockholders lost their farms, which were bought up by Noah Rosewater. New Ambrosia, a Utopian community in Rosewater County, was also hard hit, and is now extinct, though their brewery still makes Rosewater Golden Lager Ambrosia Beer.

BIBLIOGRAPHY SUMMARY: [Published works relating to Canal]
Vonnegut, Kurt, Jr., God Bless You Mr Rosewater, 1965, pp 36-7. Available for 95¢ plus 10¢ postage from Dell Books, Box 2291, Grand Central Post Office, New York, NY 10017.

UNPUBLISHED RECORDS, LOCATION OF PHOTOS, DRAWINGS & IMPORTANT PERIODICAL REFERENCES
There are NO other records on this canal. It is, however, suspiciously like the Indiana Central Canal, near which Kurt Vonnegut grew up.

NATIONAL REGISTER & HAER (HISTORIC AMERICAN ENGINEERING RECORD) STATUS:

RETURN TO: CANAL INDEX COMMITTEE, C/O P.H. STOTT, HAINES ROAD, MOUNT KISCO, NEW YORK 10549

349 East 54th Street
New York, N.Y. 10022
June 23, 1973

Dr. William E. Trout III.
1932 Cinco Robles Drive
Duarte, California 91010

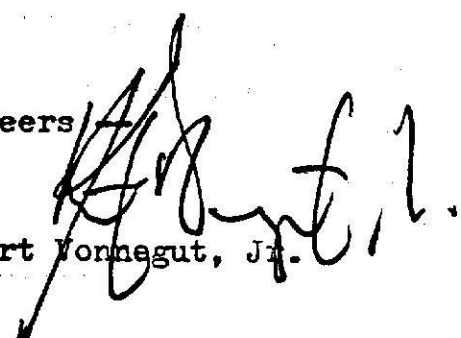
Dear Dr. Trout —

You certainly know how to give a stranger pleasure. Good for you. Your enchanting letter of May 19 was sent to me by Dell Books only two days ago. Once again I find myself profoundly in debt to a Trout.

The ACS information on the Rosewater Inter-State Ship Canal is accurate as far as it goes. It should be noted that three hundred yards of the canal near Galen, Indiana, seven miles north of Rosewater, have a mean depth of one-hundred and eleven feet. Blasting at this point broke through the roof of a chain of limestone caves which may ultimately have connected with Mammoth Cave in Kentucky. The exits were luckily small enough to be plugged with concrete and with cobblestones from the defunct Rosewater Turnpike, the first divided highway in the United States, a privately financed enterprise, like the canal. The entire first floor of the Talbot Mansion in Galen, incidentally, now under the protection of The Indiana Historical Society, is papered in checkerboard fashion with alternating shares in the turnpike and the canal. Eighty seven men died while working on the canal, eleven of them during the sudden cave-in near Galen. Six others died in other sorts of accidents, and the remainder was carried away by what the Rosewater Argos called "Canal Disease." This disease has since been identified, thanks to vivid descriptions of it in the Argos, as Rocky Mountain Spotted Fever. As for competition with the Indiana Central Canal, the backers of the Rosewater Canal professed to welcome it. They mocked it for its shallowness, pronounced it obsolete, said that the future belonged to deep canals. Prospective investors were shown the Galen stretch, and were invited to dream of cargo-carrying submarines. Commerce would not disturb the peace and beauty of the countryside. The designer of the Rosewater Canal was Alphonse Dupont. Almost nothing is known about him. The Argos speaks of him as the "mysterious Mr. Dupont," and asks if he really exists. For what it is worth, which is probably nothing, the crayon portrait of Jenny Talbot over the fireplace of the ~~Talbot~~ Talbot Mansion is signed "A. Dupont."

P.S. Find enclosed check.
Kindly make me a patron.

Cheers


Kurt Vonnegut, Jr.