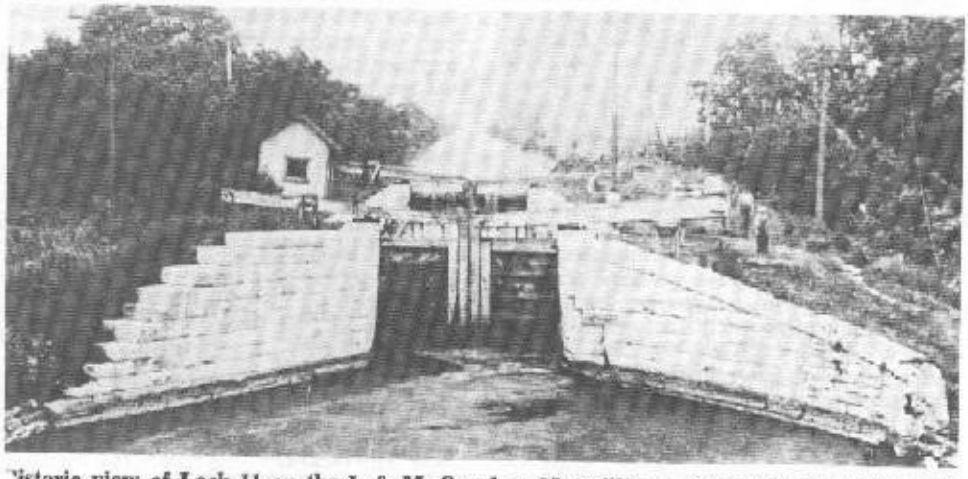
AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 8 EDITORIAL ADDRESS - P. O. BOX 638, GLEN ECHO, MD. 20768 FEBRUARY, 1974

Illinois-Michigan Canal Restoration Under Way



Historic view of Lock 11 on the I. & M. Canal at Marseilles, a few miles above the area now being restored. (John Lamb)

"We were tired of talks for 20 some years. We wanted action — and now we're finally cutting down a tree." These words spoken by Roy Kurkowski, Illinois-Michigan Canal Coordinator for the canal volunteers, reflect the attitudes of many others who have donated work, materials and time to the restoration project now under way. With tools ranging from pruning shears to heavy earth moving equipment, weekend workers have sawed and scooped the canal free of trees to Split Rock, a point halfway between LaSalle and Utica on the 7-mile section of canal being restored.

This attempt to turn the now defunct I-M Canal site into a recreation spot for the people of LaSalle County began more than a year ago when the LaSalle Rotary Club voted to do volunteer work on the canal over a 10 year period. Rotarians Kurkowski and Dr. Robert F. Whalen (ACS member) led the club's canal committee. Initial forages into the dense foliage which covered the canal bottom were made with hand tools such as axes and pruning shears. "Needless to say, we didn't get very far," Kurkowski said.

They then learned that there was a possibility of obtaining state funds for help in canal restoration. The Illinois Task Force Committee for the Illinois and Michigan Canal had been appointed on 12 September 1972, "to review the entire canal problem, conduct a cooperative in-depth study and recommend a comprehensive development and management plan." At a public hearing held by the committee, Rotarians heard of plans calling for eventual construction of a 62-mile linear parkway from the steamboat basin in Peru-LaSalle to Joliet. A part of the canal which the plan approved for containing water was the LaSalle Utica section, and among the recommendations were the restoration of Lock 14 and of the aqueduct over the Vermillion River at LaSalle. In August $10,000 was allocated to the city of LaSalle for canal restoration in that area.

On August 19 came the first formal offer of professional help when John Terselic, a heavy-duty equipment operator offered his services. On the first working weekend, 25-26 August, members of Operating Engineers Local 150, Terselic and other volunteers raked up five piles of brush over a ¼ - mile area — a major start had been made. The Operating Engineers Apprentice Program donated the use of a D-7 bulldozer crawler tractor and Zellmer Trucking of Granville offered the use of their D-8 bulldozer.

Heading into the Labor Day weekend, canal workers welcomed a visit from Ralph Fisher, chairman of the Task Force committee for the canal and Bob Thornberry of the Illinois Department of Conservation. Armed with plans and suggestions, the pair, accompanied by several staff members, conferred with volunteers to determine the best course of action. Fisher stayed to work alongside the volunteers and was joined on Sunday by State Rep. John Kriegsman from Pekin. On location for the grading of the towpath (done by Orlando Smith and Gene Stevenson at a cost of $1.00), Fisher promised to do what he could to get the Illinois Department of Transportation to spread two or three inches of crushed rock over the base.

Upon inspecting the floor of the aqueduct over the Little Vermillion River, workers discovered that some steel plates which had been removed when the canal was drained 40 years before would have to be replaced. Lou Mahnic, local blacksmith, welder and historian, assumed responsibility for making the aqueduct watertight. But before the steel patching process could begin, crusty layers of silt, rust and scale accumulation over the last 69 years had to be scraped and chiseled off the aqueduct floor. Mahnic and his cohort John Mateika, along with members of the Ironworkers Local, laid bead on steel plates donated by National Sheet Metal. Plans call for the laying of a coating of gunnite (a special preparation which is seven times as strong as concrete) to make a permanent seal on top of the plates. Labor to put on the gunnite will be donated by the Gunnite Corporation of LaGrange. In the meantime concrete reinforcements, welding, chipping and related work was accomplished.

Kurkowski and Whalen arranged for the rental of an hydraulic pruner to trim back the dense overhang of trees south of the towpath. This machine, along with a tree-popping 100-C Binder, were joined by the D-7 on September 7. As the heavy pieces tore through the dense undergrowth, the skill and precision of operators was in evidence. Cottonwoods 50 feet tall and measuring 15 inches in circumference fell before the determined engineers, some of whom did volunteer work for two hours after putting in a full 10-hour day on their own jobs.

By the middle of September one could see the Illinois Central Bridge from the Gun Club - a view obstructed by greenery since 1930. During all the furious weekend activity on the canal, many businesses offered special prices for construction materials, food was bought from a local hotel and refreshments donated by many persons. Workers spent 11 weekends on the canal and about half the project was completed before winter came on full blast. The work should be finished in about a year, leaving this section on the canal in total repair, a

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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 use of the historic canals of the Americas; 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 $4.00. Individual copies may be purchased 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, Pa. 17403.

ACS Vice President, Treasurer, Associate Editor and Chairman, Canal Parks Committee — Dr. William E. Trout III, 1932 Cinco Robles Dr., Duarte, Cal. 91010.

Chairman, Canal Index Committee — ACS Director, Peter H. Stott, Haines Road, Mount Kisco, N. Y. 10549.

Chairman, Canal Bibliography Committee, ACS Director, Harry L. Rinker, 39 West Springettsbury Ave., York, Pa. 17403.

"Captain's Corner"

It hardly seems possible that we are beginning the third year of the American Canal Society. The nice thing about it is that the dream of Bill Trout, Bill Shank and myself is now a reality — the membership of three has grown to 800 in two years, and we continue to grow. With the growth comes renewed energy throughout the Americas in the study, preservation and restoration of our historic canals. In spite of our growth, we remain a close knit organization of volunteers, with the Shanks, Bill Trout, Peter Stott and the Hahns carrying the bulk of the load. We have several faithfuls such as Lew Richardson, Alexander Brown, Alden Gould, Don Ramsey (to mention only a few) who supply good canal material to AMERICAN CANALS and support the work of Peter Stott's Canal Index Committee. We hope that more of you will share in the work of the Canal Bibliography Committee, under Harry Rinker, in 1974. Our work on the Canal Research Manual is proceeding slowly and will not be ready for some time. Our newest committee is the Canal Parks Committee under Dr. Bill Trout. One of the results of the work of that committee will be the American Canal Guide. Through the year we have provided much information to groups, individuals and private and governmental organizations. In some of the requests, we find that we were very inadequate in our knowledge of the history and operation of many of our historic canals. In some instances we knew the answer or where it could be found, but it was in a form or place which could not satisfy the query. As time goes on, the questions should be easier to answer. The work of the Society remains extremely interesting — and time consuming — to the principals involved. We hope to find ways to share the load with some of the rest of you. During the current year we will continue to operate without a paid staff in order that dues can remain the same, and that we can continue the publication, AMERICAN CANALS, on at least the same frequency and content. The one single thing that is easy to do and which would help immensely, is for each member to pass along to interested parties the fact of the existence of the American Canal Society along with an application blank and for those who are able to increase their membership contributions. Blanks and promotional letters are available from Bill Shank, Secretary, ACS, 809 Rathton Road, York, Pa. 17403. In this way quality and quantity of information passed back to you in AMERICAN CANALS will increase as well as the research work which we are conducting.

A $500 contribution this year from a company or corporation, an individual or a group of individuals would allow us to go to 12 pages of canal information per issue as opposed to 8. We have enough material on hand to do this and would like to do this as soon as we get enough new members or enough ads to make it possible. As pressed as I am for additional time, I will contribute more time to editing on a volunteer basis to expand "AMERICAN CANALS", if some individual, company or group of individuals comes up with the necessary $500 difference to pay the printer and postage. Any takers?

Any of you who have received correspondence from the American Canal Society recently may have noticed the change of our letterhead from a map of the United States to that of the Western Hemisphere, or simply, the Americas. At first, we thought that a society for citizens of the United States was enough. But as time went by, we found we were increasingly interested in the canals and affairs of canal people in Canada, as they were in us. Canal enthusiasts in Central and South America also became interested, so we decided that we should include all of the Americas. This decision was affirmed during the joint American Canal Society — Society of Industrial Archeology field trip on the Rideau Canal in Canada last fall when we were impressed by the work the Canadians are doing. As there is no Canadian Canal Society, we believe it will be beneficial to canal enthusiasts in both countries to expand our activities. A part of the expansion would be a part of the management of the direction and activities of the American Canal Society. An initial step in this direction is the appointment of the first Director from Canada, and it was a real pleasure to announce that this appointment was filled by Bill Naftel. It was particularly gratifying that Bill's employer, under the Department of Indian and Northern affairs, not only permitted a government employee to be an official of the American Canal Society, but encouraged him to do so and will support him in this role. We are looking forward to working with Bill and all Canadian canal enthusiasts.

Tom Hahn

ACS President Tom Hahn and his partner Joe Prentice (a National Park Service Engineer) were recently making an industrial archeological study of Lock 2 in Georgetown, Washington, D. C., when they were startled by a gentleman in the 1820 uniform of an officer of the Royal Engineers of England, accompanied by Jim Putman of the Old Stone House in Georgetown in colonial dress, who introduced the officer as "Col. John By."

Lieutenant Colonel John By was sent to Canada in 1826 (yes, 1826) to build the Rideau Canal. This waterway, still in use today stretches 125 miles between Ottawa, the capital city of Canada, and Kingston, on the St. Lawrence River in Ontario. Colonel By's achievement in building the Rideau Canal through virgin forest and along untamed rivers is still regarded as one of the great engineering works of the last century. By also took on the job of town planner and administrator of Bytown. In 1837 Queen Victoria designated Bytown the capital of Canada and changed its name to Ottawa.

The military figure of Col. By (re-enacted by an Ottawa citizen) is an official representative of the city, attending many civic functions, greeting special guests and convention groups, and scaring hell out of innocent canal workers in Washington, D. C.

Illinois-Michigan Canal Restoration

(Concluded from Page One)

od example of how a lot of work and very tle money can go a long, long way.

Canal committeeman Dr. Whalen comments further: "We are hoping that the state will see fit to put up another $10,000 this summer. With winter in full blast, canal work is zero. The canal is dry but starting to fill with snow, ice and water. Just perfectly beautiful. With the energy crunch and all, this project makes all the more sense. In fact, the canal section we are involved with is in walking distance of most of the city of LaSalle and is used as a walking trail all year long. Use of the canal will involve no use of gasoline at all . . . All of us (the volunteers) are inspired by the work and never cease to be awed by the builders and their ingenuity."

HISTORICAL BACKGROUND

In 1822, Congress passed the first of several acts which resulted, from 1836 to 1848, in the building of the Illinois and Michigan Canal, connecting Lake Michigan with the Illinois River at LaSalle. The canal and barges which plied it served as the connecting link between the Great Lakes and the Mississippi waterway system for many years.

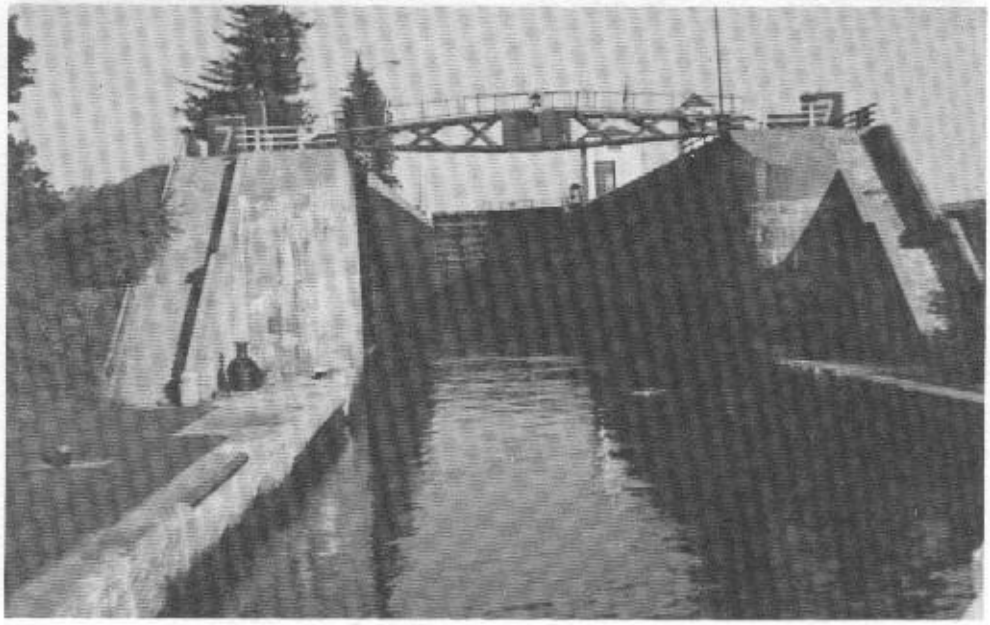
Financed through the sale of state bonds, and through the Federal Government contribution to the state of every other section of land along the canal, the Illinois - Mich- an has a 36 - foot bottom width, 5 - foot pth, 2 to 1 side slopes, a 15 - foot wide towpath, and a 90 - foot width of land reserve, adjacent to both sides of the canal.

Use of the canal as a commercially navigable waterway has long been discontinued, and little public use of the canal lands has been made subsequent to closure of the canal to commercial navigation. That portion of the canal from its terminancy at the south branch of the Chicago River to the vicinity of Summit, a distance of some 7½ miles, has been used as a right of way for the Stephenson Expressway and is completely obliterated. Although in poor condition in most reaches, the remainder of the canal channel and rights of way, are essentially intact and capable of development.

House Bill 670, passed and signed by Governor Dan Walker transfers the stewardship of the Canal from the Department of Transportation to the Department of Conservation, to be incorporated into the State Park System. This became effective . 1, 1974. The state has finished a comprehensive study done by a planning firm, but not yet released to the public. The Dep't. of Conservation has applied to the Dep't. of the Interior for inclusion of eight segments of the canal as a national historic district.

CS Member John Lamb asks that anyone particularly interested in canal boats and in building canal boats get in touch with him. His address is: 1109 Garfield St., Lockport, Illinois 60441.

A TRIP ON THE ERIE BARGE CANAL



Lock No. 7 (Vischer Ferry) on the Barge Canal as seen by the McNallys.

by Edith and Jim McNally

In the August 1973 issue of American Canals, we read of the inland waterways cruises of the American-Canadian Lines. These cruises offer some travel by canal, which is not otherwise possible for those who are not boat owners. As members of the Canal Society of Ohio, we have been aboard all three canal boats operating in restored canal areas in our state, and this seemed to be an opportunity to add to our canal boating experience.

Space was available aboard the M/V New Shoreham, 125 foot diesel cruise ship which can accommodate up to sixty passengers. The ship offers compact cabins with marine-type bathroom facilities above and below deck. The lounge and dining room have wide windows for viewing the passing scene and the main deck has ample space for comfortable viewing on deck. Our twelve day October cruise began at Warren, R.I. on Narragansett Bay and passed through Long Island Sound, around Manhattan (unforgettable at 4:30 A.M. from the dark river) and up the wide and scenic Hudson.

The canal portion of the cruise began at the U.S. Army Engineers' lock and dam at Troy, New York in the evening of the second day. We learned that this lock is 492.5 feet long and 44.4 feet wide, and that locks on the N.Y. State Barge Canal System are 300 feet long and 43.5 feet wide. Before entering the Troy lock, the crew of New Shoreham lowered the pilot house and removed the masts and antenna, as "low bridge" is still the cry on the Erie Canal and the captain and crew are watchful of all bridge clearances. New Shoreham was constructed so that the superstructure required for open water cruising can be modified for canal travel.

The junction of the Erie and Champlain canals at Waterford is about two and one half miles from Troy lock. Here we turned west into the Erie Canal and tied up for the night, too late to look up the Michon News Room to see the photocards of the early days of the Barge Canal.

Well before dawn next day, we left Waterford and passed through the flight of five locks. By daybreak we were cruising with oil barges, tugs, pleasure boats and maintenance craft, though generally traffic on the canal was light. After passing through the industrial areas of Schenectady and Amsterdam, the countryside became more rural and further on cows grazed along the banks and drank from the canal, paying no attention to the passing boats. In many places as we cruised slowly and peacefully, the 20th century world sped past on the nearby N.Y. State Thruway.

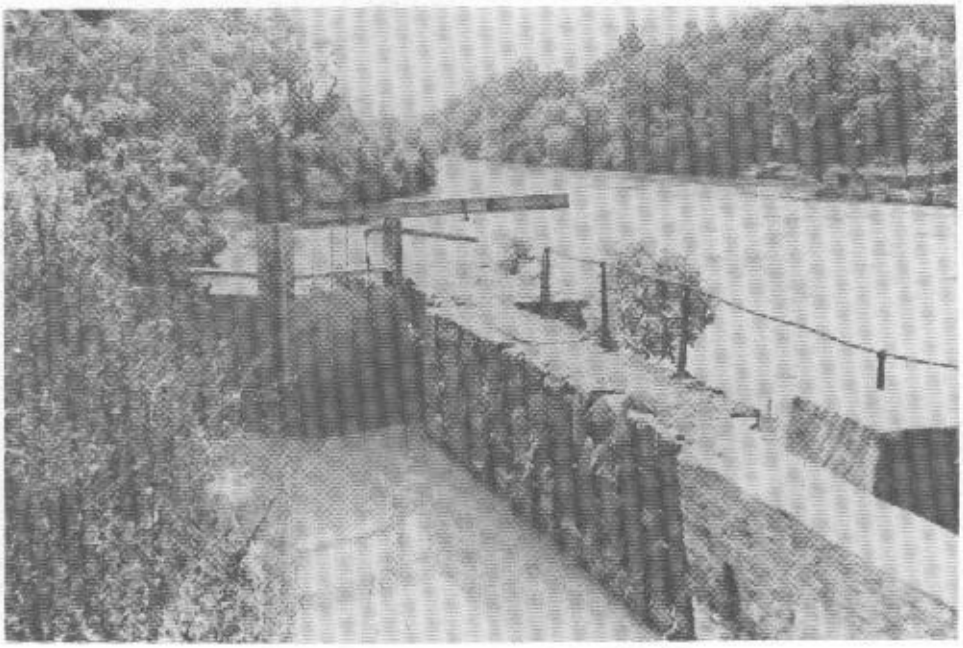
The locking procedure was a delight to all the passengers and especially to canal buffs who had never passed through any kind of lock. The forty foot deep lock east of Little Falls was probably the most spectacular, but each lock presented a different picture, also the various dams at many of the locks. Most of the locks were surrounded by neatly kept lawns, flowers, bushes, trees and often picnic and canal watching spots.

New Shoreham tied up at Little Falls the second night on the canal. The following morning thick fog delayed our start and we continued only as far as Lock 20 east of Rome that day before turning back to spend the night at Utica.

The canal portion of our cruise was completed the following day as we retraced our course to Waterford for the night before passing through Troy lock and into the Hudson River.

This was a most leisurely, scenic and restful trip and we hope to continue to travel by canal on future vacations.

THE CANALS OF GEORGIA



Lock at Bull Sluice Dam (L. W. Richardson)

by L. W. Richardson

(The third of a three-part article)

The Augusta Canal was the last to be built in Georgia and is the only one that remains in operation, although now only as a source of water power. It is today, as it was 100 years ago.

Augusta, first a colonial outpost, owes its existence to the fact that it is sited at the head of navigation on the Savannah River. A ten mile reach of shoals and rapids required that all traffic stop for portage and reshipment to the upper river basin. The village became an important trading center for the upper country — and prospered accordingly. In 1831, the Charleston and Hamburg Railroad reached the river on the South Carolina shore, opposite Augusta. This was a terrible blow to the business community of the Georgia town. The railroad offered cheaper and faster service to the coastal markets. It was estimated in 1832, that 70,000 bales of cotton had been shipped from Hamburg to the South Carolina port. Augusta rapidly declined in importance. The first effort by the Georgians to alleviate the situation was to "fight fire with fire." In 1836, the Georgia Railroad began building to the northwest, its destination Macon and Columbus, but in three years only 24 miles had been completed and the project came to a halt.

Two prominent citizens of Augusta, Col. Henry H. Cumming and John B. King, had by this time conceived the idea of a canal; a dual purpose waterway designed both to recapture the river trade and to provide much needed power for manufacturing. With their own funds, in 1844 they hired J. Edgar Thompson, Chief Engineer of the moribund Georgia Railroad, to make a survey for such a canal. Thompson reported that the plan was quite feasible. The two promoters promised that the scheme would make Augusta "the Manchester of the south." Private subscriptions, bond purchases by area banks, plus some municipal aid, permitted construction to begin in May of 1846. It was an heroic effort for a town of some 10,000 people, slave and free. The entire project was completed in less than a year, a reflection of the ability of Engineer Thompson, in charge of construction. Thompson remained with the canal until late in 1847, when he left to assume a similar post with the Pennsylvania Railroad. In 1852, he became the third President of the northern road. However, he did not forget his first important position. His will provided scholarships for the children of workers on the Pennsylvania and the Georgia Railroad.

The canal was 9 miles long, the upper level or navigable portion, a little less than 7 miles. It began at a dam above Bull Sluice on the Savannah. A diversion dam, 1238' long, extended from an island in midstream to the Georgia shore. It was of timber cribbing, filled with loose stone and "paved" on top. A guard lock, 11' x 76', of cut stone, accommodated the river traffic and a head wall with six gates, each 6' x 7', assured a constant flow of water for power. The canal prism was 40' at top, 20' at bottom, 5' deep. In the first level two aqueducts were required; one of stone, 90' long, the other a wood trunk on stone piers, 187' in length. The first level ended in a large basin at the present 13th St. and Walton Way. From the basin the water dropped to two other levels, each 13' lower, and was led back to the river two miles below. Although locks to these lower levels were proposed, so far as is known, none were ever built. A towpath was built on both banks of the canal and teams with drivers were available for the accommodation of the river men. The cost was about $385,000.

The canal was an instant success. Even before the water was let in, one mill was complete and waiting for power and others were built soon thereafter. The ease of bringing cotton and other produce into the center of town and the undeniable advantage of selling the fiber directly to the mill rather than consigning it to coastal agents soon recaptured the river trade. The year after the canal was completed " - - the basin - - was a jam of boats, some discharging cotton from up country, some taking on salt, iron, nails, - - and other goods for the headwaters of the Savannah." By this time, title to the entire works had passed to the City of Augusta, where it is today. So far as the records show, no toll was ever charged. A very wise policy.

With the advent of the Civil War, the canal became of vital importance to the Confederacy. One mill, the Augusta Factory, was one of the two largest textile plants in the south and was a major supplier of uniforms, bedding and canvas to the military. Just above the town, the Confederate States Powder Works occupied both banks of the canal for two miles and produced three million pounds of powder in its three years of operation. A tall brick stack built for the plant still stands on the canal bank.

The traumatic years of war and reconstruction past, business revived and a need for more power became evident. Between 1872 and 1875, the canal was enlarged, along the same line. The work was done by imported Chinese labor. The new dimensions were; 150' at top, 106' at bottom with a depth of 11'. The cost was $1,000,000 but there was now available 1,600 horsepower. At the time, the new canal was said to be second in size only to the Suez. As railroads laced the upper country, the river traffic declined although some boats were using the canal well into the 1900's. And, at least four mills were using the water power in the late 1960's.

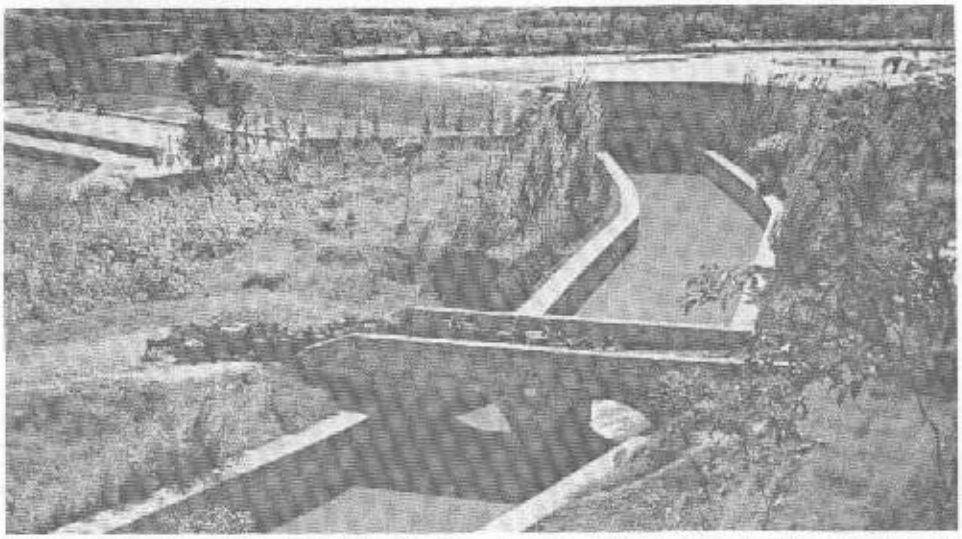
The canal, with head wall and guard lock intact, remains today, essentially as it was in the 1870's. In recent years, the Georgia Power Co. attempted to buy the property. It was planned to create a hydro-electric project on the upper end, dewatering the lower part. The city refused to sell and in 1970 the utility announced it had given up the scheme. The entire canal is now listed in the National Register of Historic Places and plans are under way by the Georgia Heritage Trust to make an historic park of the seven mile upper level. Visitors to Augusta may view the basin at 13th St. and Walton Way and follow the canal some distance north on city streets. At present, there is only a dirt road, between the river and canal, to the lock and dam.

(Editor's note: A further comment from Mr. Richardson on the Georgia Canals is of interest. "You may have had some questions about canals mentioned by Harlow or Whitford that I haven't included — the Winyo & Wando, for example. There are dozens of coastal canals, cuts, channels, etc. that are constantly changing or disappearing. Salt water stuff. These, I know little about, and think it would take a number of researchers to make any sense out of the For those who would like to do some useful research and field work, here is your chance. For any questions regarding these canals or any of our southern canals, here is Mr. Richardson's address: Route 2, Box 346, Gainesville, Ga. 30501.)

New Map Coordinates

Enclosed with this issue of AMERICAN CANALS is the Society for Industrial Archeology Data Sheet No. 1 of December 1973, Map Coordinates for Historians & Archeologists. The data sheet was put together to explain a system of map coordinates with which to identify historic sites. The system is known as the UTM or Universal Transverse Mercator, given in terms of kilometers. The advantage of the system is that it is the simplest coordinate system to use. Once you understand the system, it is much easier than messing about with degrees and minutes and degrees. To use it, you simply make a point where you are on a map (by identifying roads, streams, towns, etc. in relation to where you are) and then drawing grid lines to the left of point and below point and combining the numbers you find there. Another advantage is that UTM is truly becoming universal, and it is a means of identifying and locating a given reference which will be understood by people all over the world. It is particularly important to know about and use if you assist us with canal indexing and canal structure indexing. If the subject does not interest you, we suggest that you not throw the sheet away, but pass it along to an engineer, historian, archeologist or someone else who might like to have an explanation of the system. But first, give it a try. It is the coming thing and is the standard which we are using in the American Canal Society. — T. Hahn, Editor.

CHINESE "RED FLAG CANAL" FILM



Title for this photo of the Red Flag Canal, sent us by Bill Trout, is "under a bridge and through a dam."

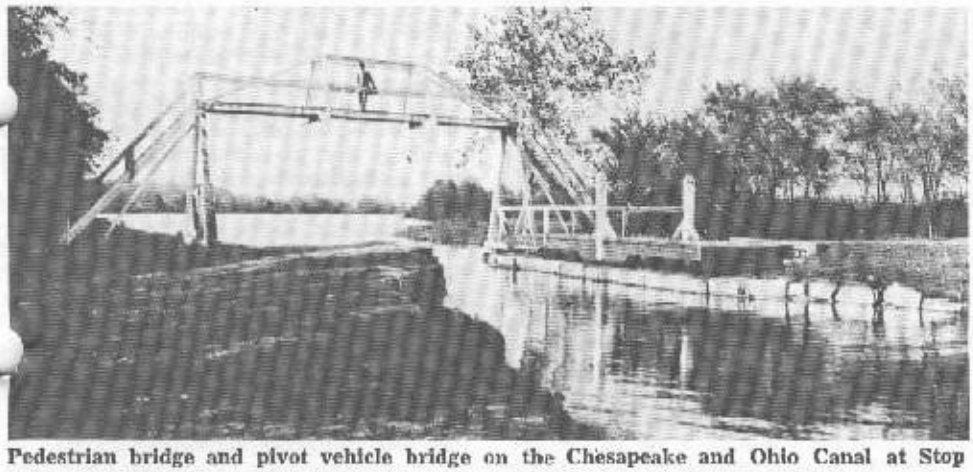
Keep an eye out for a local showing of the "Red Flag Canal", a 45 minute, B/W film from mainland China with English subtitles. The canal is a modern one, primarily for irrigation, but built in the old style by sheer strength, with much fascinating stonework and spectacular scenery. According to the U. S. Ching Peoples Friendship Association, 41 Union Square West, N.Y., NY 10003, which rents out the film, it "records how the peasants of Lin Hsien County, against great natural odds, cut through mountains, built a canal, and transformed a barren, drought-stricken area into flourishing farmland." — (Dr. Bill Trout)

TREATED WATER FOR C. & O. CANAL

As someone who drove mules on the C & O Canal in 1908 and 1909 I can't say I ever saw a coliform bacteria in the canal water, or worried much about the "total dissolved solids" in it either. In my day, you might see a dead mule floating in the canal from time to time or a drunk locktender, but bacteria and pollution were not much in the news — unless at the Salty Dog Tavern, where they got polluted on things with a lot more kick than a little bug.

I've heard in Civil War days that Mosby's raiders used to sneak across the Potomac at night and chop holes in the C & O Canal. I guess today they'd probably be called polluters for flushing all those bacteria into the river — and Environmental Protection people would get after them for doing it without a permit.

I never thought I'd see the day I'd recommend putting sewer water in the Canal, but if the water you will be turning out down there will be as good as they say, I say let's use it. I may not want to make instant coffee with it, but if they can swim in it in California, it might be just the thing for us. Mark Twain used to say Missouri River water was too thin to plow and too thick to drink. I'm afraid that's pretty much the way it is with the Canal at Great Falls now. It's a disgrace. I'm for anything that will make the Canal the great National Park it ought to be. (George W. "Hooper" Wolfe, Williamsport, Md.)



Pedestrian bridge and pivot vehicle bridge on the Chesapeake and Ohio Canal at Stop Lock, Ft. Frederick, Maryland. Circa 1910. (Courtesy National Park Service.)

Erie Canal News

The Erie Canal, formerly within the ken of boaters only, has been opened to a larger segment of the public through trailways. This development means that motorists and hikers share with boatmen a rich historical resource. Hikers may walk along towpaths and obtain a muledriver's view of the canal. Motorists find a new sort of attraction when they pull into a canal lock park, picnic and stand on an observation platform, watching barges descend on their downstream trip from Buffalo. The longest stretch of trailway in the system extends from Lockport almost to the Genessee River valley. A day's hike for a towpath tourist is the 13-mile stretch of waterway east from Exchange St. in Lockport to the county line in Middleport. Hikers here follow a 14' wide path, much of it atop a dike at tree level.

The Erie Canal's Centreport Aqueduct near Weedsport, N.Y. is under reconstruction. Original construction on the aqueduct first began in 1854; construction was completed in 1867. The purpose of the aqueduct was to carry the canal over Cold Spring Brook. The aqueduct consisted of 3 - 20' spans, but was abandoned in about 1910 with the opening of the N.Y. State Barge Canal to the north.

The Central New York Park commission has announced that $400,000 (½ state, ½ federal) is expected to be approved for Canastota, Canaltown, USA and the canal park in 1974. The money will be used to clear the towpath east from Canastota to New London; to provide for tree removal along that distance; construct six small footbridges across the canal; to construct a footbridge over Penn Central tracks West of Canastota, and to remove diseased and dead trees between Canastota and DeWitt.

Florida Canals

The Calossa Indians of southwestern Florida dug many canals for canoe travel. An early report on this activity was Charles J. Kenworthy's "Ancient Canals in Florida," **Smithsonian Institution Annual Report for 1881** (Washington: 1883), pp. 105-109. During the Territorial period, 1821-1845, there were many canal projects proposed. A number of canal companies were chartered by the territorial legislature, but this did not lead to any significant development. A later project was to connect the Mosquito and Indian rivers on the East coast.

The Wacissa River Canoe Trail includes a short stretch of improved waterway generally referred to as the Wacissa-Aucilla Canal. There is some question as to the date and purpose of the improvement. The Indians apparently cleared and used several sloughs on the lower Wacissa for canoe travel. Sugar planters proposed a canal to connect the two rivers in the 1830's, but whether or not they actually carried out any construction is not clear. The assertion that cotton planters cleared this portion of the river in the 1850's is quite plausible. There are no gates or other architectural structures involved, as far as is known.

Canals, as distinguished from improved natural waterways, have not played a very great part in commercial transportation in Florida. But a study of the subject would be valuable as a part of the overall picture of transportation development. (Provided by William N. Thurston, Dept. of State, Florida)

The U.S. House of Representatives on October 12 rejected a Public Works Bill amendment by Congressmen William Young of St. Peterburg designed to kill the Cross-Florida Barge Canal. The matter came up in the debate on the bill, as an amendment to an amendment introduced by Rep. James Wright of Texas. Mr. Wright's proposal was designed to save the canal and similar public works projects from being killed or vetoed by Presidential action without Congressional approval. Congressman Charles E. Bennett, of Jacksonville, said that "this action by the House is an affimative showing of support for the canal in Congress." (Waterways Journal)

CSO Field Trip

The Spring Field Trip (Bus Tour) of the Canal Society of Ohio will include portions of the Columbus Feeder (particularly the feeder dam on the Scioto River in Columbus, the slackwater crossing of Big Walnut Creek and the junction with the Ohio-Erie Canal at Lockbourne) and the section of the Ohio-Erie Canal from Lockbourne eastward to the junction of the Hocking Canal at Carroll. Original structures of this 29-mile stretch, Columbus to Carroll, included 27 locks, 3 state dams and at least three arch culverts. About 16 locks are intact today. Headquarters will be Holiday Inn South, located off Interstate 71 at Exit 40. Motel mailing address: 1301 Stringtown Rd., Grove City, Oh. 43123. Write: Barnett Golding, Tour Chairman, 111 Richards Road, Columbus, Oh. 43214.

N. J. Park Study

The Delaware & Raritan Canal originally served as a barge connector between the Delaware River and the Raritan River. Built in the 1830's, it was purchased by the state of New Jersey in 1934 and since then has been used principally as a conduit for drinking and industrial water. But, since the state owns only a narrow strip of land along the canal — in some places less than 100 feet wide — the waterway is endangered by the rapid growth and development of the surrounding areas.

A New Jersey legislative study commission has proposed a state park along the 60 mile long D & R Canal and a regional watchdog commission to oversee all activities along the historic waterway. These two recommendations are designed to protect the waterway and the lands adjacent to it from ruinous development, while preserving its recreational potential and its attributes of natural beauty. The commission believes that its report can be applied to other waterways in danger of encroachment and environmentally unsound development.

Sew-On Badge

We have arranged with ACS member Gene Sulecki for the design and purchase of a cloth sew-on badge and we know you will be pleased with the result. The red-white-and-blue colors are those used in the national ensigns of Canada and the United States. The border is red, the field (background) white, the words 'AMERICAN CANAL SOCIETY' are red and the central figure, packet boat, is blue with red and white trimming. Send a self-addressed, stamped envelope (10¢) and $1 per badge to our Treasurer, Dr. Wm. Trout, III, 1932 Cinco Robles Drive, Duarte, Ca. 91010.

Lock Timber

George Newman, President, Rappahannock Defense Committee; H. H. "Doug" Douglas, Executive Director, Pioneer America Society; and Capt. Tom Hahn, President, American Canal Society, examine old timber found while making a canoe trip on the Rappahannock Navigation. This navigation and its locks remain threatened by the Salem Church Dam proposed by the Corps of Engineers.

Canadian Director

The President of the American Canal Society is proud to announce the selection and acceptance of William Drummond Naftel as the first Canadian Director of the Society. Bill Naftel is Head, Historical Research Section (Transportation and Industry), Research Division, National Parks and Sites Branch, Parks Canada, Indian and Northern Affairs. ACS members who took part in the joint American Canal Society - Society for Industrial Archeology tour of the Rideau Canal in Canada last September will remember Bill as the person on the Canadian end who put the final touches on a very successful joint U.S.-Canadian effort. Bill's address is: 306 Holmwood Ave., Ottawa, Ontario, Canada KIS 2R3.

Through the courtesy of the American Society of Civil Engineers, ACS members may now order A BIOGRAPHICAL DICTIONARY OF AMERICAN CIVIL ENGINEERS, regular price $5.00 at half price. Send $2.50 to the American Society of Civil Engineers, 345 East 47th Street, New York, N.Y. 10017, identifying yourself as a member of the American Canal Society. This bibliographical dictionary contains about 170 entries of civil engineers who were born before the Civil War, containing those of many canal engineers. Selections in this first volume were judged to be the most frequently referred to in the historical literature that relates to civil engineering. Many photos of the engineers and their work, 163 pages, well illustrated.

Bumper Sticker

ACS members will find in their ACS "CARE" package this quarter (along with their Bulletin) an ACS bumper sticker. In considering the slogan to be used, we decided on one which could apply to any canal. "SUPPORT YOUR LOCAL CANAL." The sticker has blue letters and a white background (the three-color, red-white-and-blue theme costs too much) and is 3 x ½". At the bottom of the sticker in small letters is the name and address of the American Canal Society, which will show to the observer the support of a national canal society to a local canal and will provide an address for queries where no local canal exists or is not known. We were originally going to sell these to ACS members, but they looked so good and provided such good publicity for the American Canal Society that we decided to give one to each member to let people throughout the world know of our existence. Extra stickers can be purchased by sending 50¢ for each sticker and a self-addressed,, stamped envelope to: Dr. W. Trout, III, 1932 Cinco Robles Dr., Duarte, Ca. If you don't want your sticker folded (the ones you buy), send an envelope large enough for that — we don't think bending harms the sticker, however. Any profit from the extra-ordered bumper stickers and the sew-on badges will go directly into the ACS coffers to keep the Bulletins and canal research work going.

Parks Committee Formed

The ACS Canal Parks Committee's first task will be to begin a systematic inventory of existing and proposed canal parks in the U. S. and Canada. This information will be published by ACS in the **AMERICAN CANAL GUIDE**, so it is important that all canal parks and all proposed parks, especially those which should be publicized, are represented. Two forms have been prepared to help record this information: one for established canal parks and one for proposed ones. To make sure your favorite park or proposal is included, send a card to Bill Trout for a form, stating whether it is an established or proposed park and give its name or proposed name so we can avoid duplications of effort. Don't forget your address! We would also appreciate the name and address of any park official or park proposer who should be sent one of these forms; and we would like to contact anyone wishing to help us make sure that all the parks and proposals in his area are recorded.

This information will be used to help encourage the preservation of canals, and their use in parks, and for the preservation of open space on a national and international basis. Anyone with ideas and energy in this direction is urged to contact the Canal Parks Committee, c/o Dr. W. E. Trout, III, 1932 Cinco Robles Drive, Duarte, California 91010.

CANAL CALENDAR

April 17-27 — Chesapeake & Ohio Canal. Re-enactment of the 184½-mile Justice Douglas Hike of 1954 from Cumberland Md. to Washington, D. C. to save the Canal from becoming a highway. Write: Ms. Bonnie Troxell, 612 Montgomery Ave., Cumberland, Md. 21502

May 4 — Rome, N.Y. trip to newly built Canal Village, Packet Boat, Steam R.R., Restoration Fort Stanwix, CCNYS/PCS. Write: F. "Chan" Soule, 18 Wheeler Ave., Fayetteville, N.Y. 13066.

May 10 - 12 — Columbus Feeder Canal and the Ohio - Erie Canal from Lockbourne eastward to junction of the Hocking Canal at Carroll. CSO. Write: Barnett Golding, 111 Richards Rd., Columbus Ohio 43214

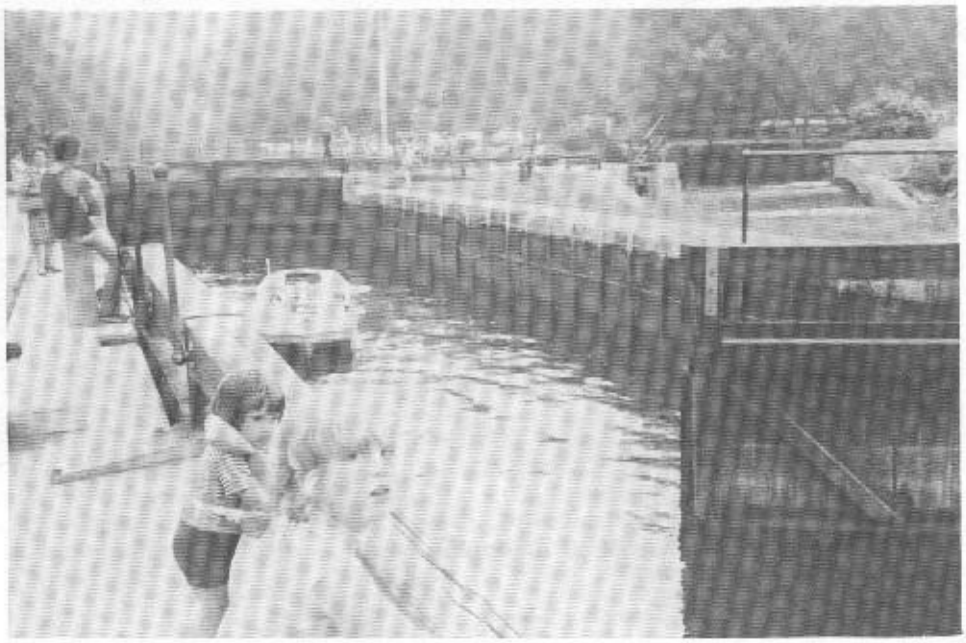
June 15 - 16 — Illinois & Michigan Canal. Lockport (IL) Old Canal Days Festival. Canal tours, canal slide lecture, demonstration & exhibition.

Sept. 28 — Chambly Canal. CCNYS. Write: Sidney Beyland, Star Route, Peru, N.Y. 12972.

Oct. 4 - 6 — Allegheny Portage R.R. HQ New Sheraton in Johnstown, Pa. PCS/CSO.

The Society for Industrial Archeology will hold its Annual Conference at the Hotel William Penn in Pittsburgh, Pa., the 26th - 28th April. Papers, films, tours; dinner boat excursion on Pittsburgh's rivers; Kenneth Hudson, guest speaker. For information write: Room 5020, National Museum of History & Technology, Washington, D. C. 20560.

Cumberland & Oxford Canal



ACS member Donald Ramsey made the above photo of Songo Lock at the upper end of Sebago Lake in Maine on the C. & O. Canal, September 1973.

(Donald D. Ramsey)

A visit to the canal 2 Sept. 1973 was prompted by the following entry in the reprint edition of **Mitchell's Compendium**" (1835): "This canal is the only work of any importance in the state. It extends from Portland to Sebago Pond, has 26 locks (plus two guard locks — Ed.) and is in length 20¾ miles. By means of a lock constructed in Songo River, Brandy and Long Ponds are united with it. The whole extent of water communication, natural and artificial, is about 50 miles. It was completed in 1829, and cost $250,000. The canal is connected with the Canal Bank, which is interested in it to the amount of $150,000."

The following is quoted from the **"History of Windham,"** published by the Windham, Mass. Jaycees: "The famous Cumberland and Oxford Canal Barges utilized the Presumpscot River for many years. About 150 heavily laden barges were horse-drawn up and down the river on their way from the sea to Harrison and back. Their cargoes consisted of farm products, lumber, kegs of black powder from Gambo, sugar, rum, molasses from the West Indies, and manufactured articles of clothing. Many stretches of the canal may still be seen today. Also the covered bridge on the Presumpscot River and the canal locks at Sebago Basin would be a delight for any lover of the "good old days."

At the northern end of Sebago Lake, Songo Lock is maintained and operated by the Maine State Park Commission during the summer for pleasure boats. On Route 35/302 a sign indicates the road to Songo Lake State Park, which includes a camping area.

Since Sebago Lake is 280' above sea level and also because of the contour of the land, 28 locks were constructed on the length of the Cumberland and Oxford Canal. The only one left today is one at the northern end of Sebago Lake.

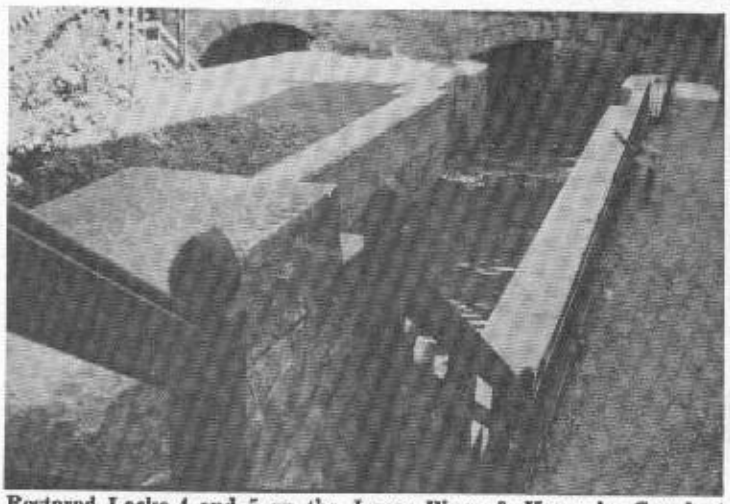
Guard locks were at each end of the canal; there was a series of seven locks within a half mile stretch near Stroudwater called 'the level of the seven locks'; two were at Horse Beef, two at Little Falls, two at Gambo, two at Kemps, one at Dundee Falls, one at the Sandbank, two at Whitney's Falls, one at Great Falls, one about a half mile above Great Falls, two at Middle Dam, one at Steep Falls and another at the road leading from North Windham to Standish. The lock on the Songo makes a total of 28.

Sprague's Journal describes the boats "as clumsy affairs . . . They were blunt at the bows, square sterns, flat bottom with a heavy centre board, to be used in crossing the lakes when the wind was not favorable to sailing before it. Two short masts with comparatively small sail area furnished the motive power after the tow line was cast off. The masts worked on a pin and had to be lowered in the passage through the canal on account of overhead bridges. The boats varied in size, the largest having a carrying capacity of some thirty tons." A towpath paralleling the canal permitted horses to tow the boats through the 80' locks which were built of heavy stone masonry "with ponderous wooden gates at the ends operated by balance beams."

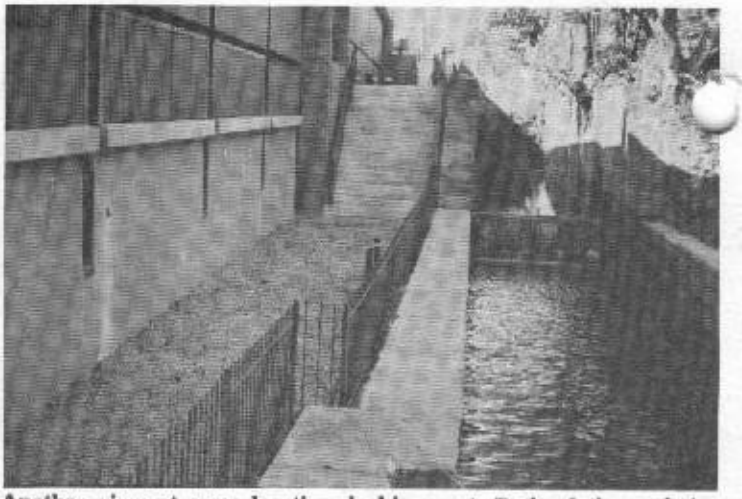
†Now available at $2.50 to ACS members from the American Canal and Transportation Center, 809 Rathton Road, York, Pa. 17403.

Individual copies of the pamphlet "Cruising the Canals" and a beautiful map, "Barge Canal System and Connecting Waterways" can be obtained without cost from: New York State Dept. of Transportation, 1220 Washington Ave., State Campus, Albany, N. Y. 12226.

Progress on Canal Preservation in Virginia



Restored Locks 4 and 5 on the James River & Kanawha Canal at Reynolds Metals Company, 11th and Byrd Streets in downtown Richmond, looking west. Reynolds is responsible for this fine restoration work.



Another view at same location, looking east. Both of these photos were snapped by Alden Gould. ACS officers were invited to dedication ceremonies here.

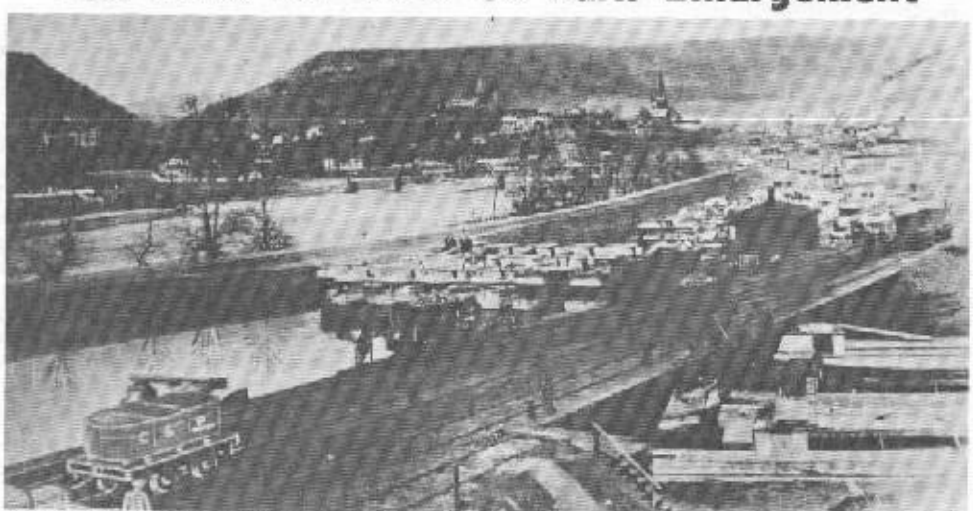
The James River and Kanawha Canal Parks, Inc. still needs the help of interested citizens in contributing money to their efforts to stop the downtown expressway. At the time of this writing the group is trying to get the Air Pollution Control Board to stop the highway from the point of view of its causing further air pollution in the already congested downtown area. Interested persons should contact James River and Kanawha Canal Parks, Inc. P. O. Box 777, Richmond, Va. 23206.

The Eastern Wilderness Bill (S.316), now before the Senate, includes as one of its "instant wilderness areas" 8,000 acres of Jefferson National Forest in Virginia, bordered on its north face by a 25 - mile stretch of the remains of the James River and Kanawha Canal. This is one of the most scenic areas of the canal, through the Blue Ridge Mountains, where the National Park Service has already restored Battery Creek Lock, under the Blue Ridge Parkway, and is working on an adjacent one.

According to the Environmental Impact Statement for future plans of this part of the National Forest, called the "James River Face of the Cave Mountain Lake Unit", the canal is the highest ranking object of special interest in the forest, affording excellent opportunities for interpretation. Use of the canal remains will be planned with the help and advice of the American Canal Society. It is hoped, for example, to use part of the canal route as a trail linking the Forest with the restored lock at Battery Creek. Anyone interested in helping the Forest Service plan what to do with the canal should contact either Bill Trout or G. Wayne Kelley, Unit Planner, Jefferson National Forest, P.O. Box 4009, Roanoke, Va. 24015

But the need at the moment is to see that the Eastern Wilderness Bill is passed; everyone is urged to write his Senator or Representative about it. Virginia's Senators are Harry F. Byrd, Jr., and William L. Scott, United States Senate, Washington. D. C. 20510. No action was taken on the B (S.316) on the floor of the Senate earlier, but it is expected to be active again soon. In the House, progress of the corresponding bill, H.R. 1758, has been slower. It has been referred by the committee on Interior and Insular Affairs to the Sub-Committee on Public Lands. The James River Face Wilderness Area is in the district of M. Calwell Butler, House of Representatives, Washington, D.C. 20515. The Bill would establish 17 other "instant wilderness areas" and 37 wilderness areas to be studied. (Submitted by Dr. Bill Trout.)

Bill Calls For C. & O. Park Enlargement



Historic view (Circa 1900) of the C. & O. Canal near its terminus in Cumberland, Md. where the Canal Park may be enlarged.

Senators J. Glenn Beall, Jr. and Charles McC. Mathias, Jr., long-time friends and supporters of the Chesapeake and Ohio Canal, in December introduced Bill S. 2841, to amend the boundaries of the C & O Canal National Historical Park eight miles from its present terminus at North Branch to Cumberland, Md. This would enlarge the present land in the park by about 1200 acres. The bill also calls for the establishment of a visitors' center at the western terminus of the canal. The bill has been referred to the Committee on Interior and Insular Affairs.

Erie Publisher Writes Canal Articles

Clare Swisher, Editor and Publisher of "The Erie Story" Magazine, serving industry in Erie County, Pennsylvania, is, among many other things, an ardent canal buff and a Director of the Pennsylvania Canal Society. In his magazine he frequently writes about the little-known Erie Extension Canal, which ran from Beaver, Pa., on the Ohio River, into downtown Erie, Pa. in the 1800's. Two of his best articles on the subject were published in his February 1972 issue, entitled "Erie Extension and Engineering Epic", and in February 1974 under the heading "No Transport Fuel Crisis Wh Canal Boats Ran on Oats!!". A note Clare Swisher at his publication office — 3301 Peach Street, Erie, Pa. 16508 — may produce extra copies of these articles, both of them well-written and interestingly illustrated.