



REMOTE VIEWING SESSION DATA

 * Remote Viewer : ~~LB~~ LB
 * Interviewer : FA
 * Observer(s) : _____
 * Date : 10/18/85
 * Starting time : 1301 hours, local
 * Site # : 0725
 * Acquisition by: (ERV) ERV PRV ARV BRV Other _____
 * Working mode : (GT) HEM Other _____
 * Feedback class: A B (C)

812301
327573

 * Ending time : 1338 hours, local
 * Notes : Stage III TNS
 * Highest stage : III
 * Evaluation : -

 * Actual site : Eric Canal
 * RV summary : none

SG1J

FT. MEADE
18 Oct 85

SG1J

1301 HRS

P.I. BACKACHE
AV BLOCKAGE
WATER
ISLAND

A: RISE
LUNAR
UP
SMOOTH
MANHATTAN

B: ~~SMOOTH~~

AOL BNC
STRUCTURE

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MISS BNC.

812301
327578

A: RISE
LUNAR
SMOOTH
LUNAR
ANGLO
MANHATTAN

B: STRUCTURE

AOL BNC
LIKE FEELING
OF "FLIP" AT
THE END OF
1000 AM.

812301
327578

2

812301
327578

A: RESIN
CUTTING
ANALCO
SMOOTH
HAND
FLAT
ACROSS
HAND

B: STRUCTURE C

SZ: DARK CFB
SLICK C
SHINY C
POLISHED SY
HAND C

AS - DARK
KNOB SHAPE

DIM LIGHT CFB
DARK C
SOLID C

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A: ACROSS
HAND
ROUND
FLAT
SOLID
B: STRUCTURE C

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A:

MISS BAK.

3

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A: CONVO
ROUND
HAND
SOLID
MANMADE

B: STRUCTURE

ALL BULK.
STATUS.

ALL BULK
TEXTURE
LIKE WORN
ROCK.

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327573

A: ACROSS
FLAT
HAND
DOWN
UP
HAND
MANMADE

B: _____

CONF. BULK.
SEEMS TO ALWAYS
BE SOME HESITANCY
ABOUT CALLING IT
A STRUCTURE.

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A: ACROSS
HAND
SMOOTH
DOWNT
DOWN
BREAK
MANMADE

B: _____

(4)

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A: RISE
ITAM
SMOOTH
COMES
DOWN
MANMANS
B: TITIAN

FOR BILL
VIOLIN

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A: RISE
WIND
ANGLE
DOWN
MANMANS
B: STATION

AS LARK
POLODA

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A: ACCESS
SMOOTH
WIND
MANMANS

BS

SZ: ROWLET PL

A: WATSON
SMOOTH

B: WATSON

SZ: BLUE
COOL
MOVING
STARLOW
TITIAN
WIND
FAST
FUNNY
OPEN

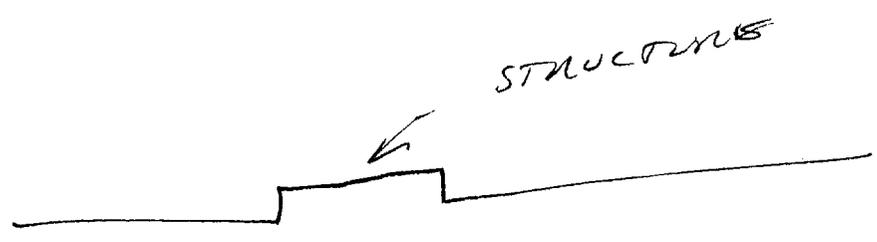
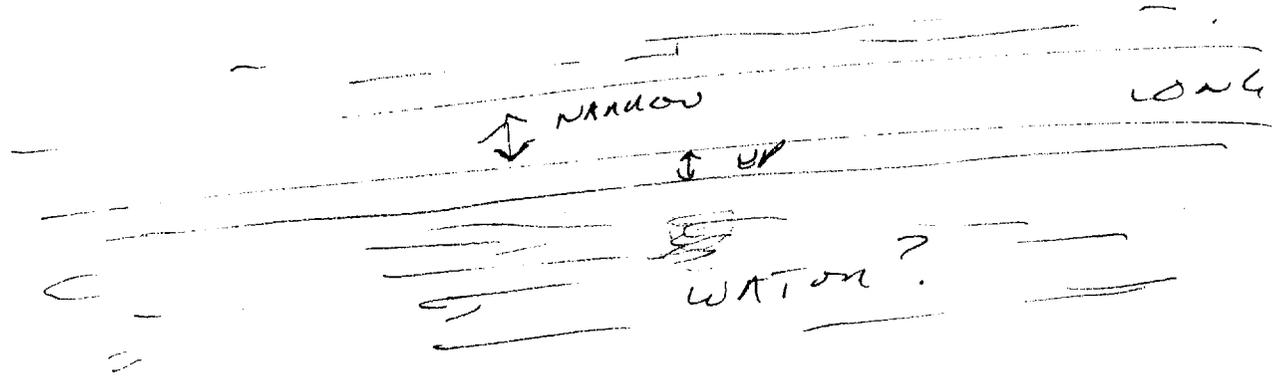
A: SMOOTH

5

SZ: (LIST SEE)
 NOVAH C
 FANT C
 ANA ~~NO~~ PC
 CONNO

NARROW C
 TALL CFB
 WADY C
 SWOW PC
 NARROW
 LONG C
 RISON C
 DMY C

NO C DICE
DAM



7

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A: ACROSS
SMOOTH
NARROW
WATER

D:

AD L BKE
LUDWIG'S FOUNTAIN

812301
327573

A: RISING
NATURAL
LAND

B: LAND

A: MANMADE
TERRACE
SOLID

B:

A: ACROSS
SMOOTH

B: WATER

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327573

A: ACROSS
TERRACE
CONCRETE
MANMADE

B: STRUCTURE PL

S2: TALL
HIGH
FLAT
NARROW
WATER

PL

CFB

C



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327573

A:

MISS RUC

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A: ACROSS
SADDT
HAND

812301
327573

B:

B: ACROSS
HAND
DOWN
DOWN
DOWN

MISS RUC

812301
327573

B:

ACROSS
HAND
DOWN
UP
DOWN
DOWN

B: STRUCTURE. PL

52: WIDOW PL
THIN
SOLID C
ROCKET C

ALL RUC.
THICKER AT
BOTTOM THAN
AT TOP.

SITS ON
1338

Site 725

Erie Canal

In New York state, the Erie Canal was built between 1817 and 1825. Its construction was an engineering feat of extraordinary significance and a bold act of state enterprise in promoting economic development.

Originally a ditch 40 feet wide and 4 feet deep, the canal was 363 miles long, spanning the state from Albany on the Hudson River to Buffalo on Lake Erie. It reduced the cost of transportation, promoted trade and settlement, and in large measure was responsible for growth of communities such as Rochester and Buffalo.

Vastly enlarged and partly relocated in the 20th century (old route-south towards Syracuse and around Lake Oneida to just before Rome) the Erie canal is the largest of the four divisions in the New York State Barge Canal System. Built to accommodate horse drawn barges for freight and packets for passengers, the original canal had 83 lift locks and 18 aqueducts. Its spectacular features included a double set of locks built into a granite escarpment at Lockport and an aqueduct, 802 feet long, mounted on stone arches that carried the canal across the Genesee River. The entire canal was completed in 1825. The original debt was in excess of 7 million but in a few years the project was in the black with money rolling in.

Cargoes carried included lumber, pork, whiskey, cheese, potash, pearl ash and the largest commodities being wheat and flour to tidewater. Shipped westward were miscellaneous manufactures, furniture and salt. In 1896 the east bound cargo totaled 350,000 tons and the west bound cargo totaled 35,000 tons. Fifteen years later the east bound cargo totaled over 774,000 tons and the west bound cargo totaled 162,000 tons. Quite a jump in only fifteen years.

Drastic enlargements were started after the beginning of the 20th century to resuscitate canal transportation as a means of restricting railroad rates. By 1903 New York State Legislature spent 101 million dollars to make the Erie Canal capable of handling powered vessels carrying 1000 ton weight. By mid 20th century 3-5 million tons of cargo was transported annually on the canal. Cargoes have mainly been petroleum, its derivatives and grain. There are no tolls on the Erie Canal.

(NOTE: Early 19th century, the canal was slow but pleasant means of travel. Passengers were on the roof platform of the cargo barges while the boat was drawn by horses on a tow path at the rate of 1 1/2 miles per hour.)