

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 48 Editorial Address — Box 310 Shepherdstown, W. Va. 25443 FEBRUARY 1984

PRESIDENT'S MESSAGE

1984 looks like an excellent year for the AMERICAN CANAL SOCIETY. Our Treasurer and Secretary, Charlie Derr, reports that most of our regular members have paid their 1984 dues, and our fluid treasury balance currently stands at \$11,326. With our quarterly Bulletin costing us about \$1000 per issue, you can see that leaves us some margin to provide you with extra benefits for several years to come. This is a far cry from the days when we were operating literally "on a shoe-string" and barely made it from one dues-paying period to the next. We owe this pleasant situation to all of you — our regular members, our many dedicated Directors, and our loyal Life Members. All this with no aid whatsoever from State or Federal agencies! Incidentally, we must add at this point that Dr. Arnold P. Borsetti, of Vienna, Virginia and Philip H. Goldman of Santa Barbara, California have just become ACS Life Members, bringing our total membership in this category to forty-three.

About our AMERICAN CANALS Quarterly Bulletin, we have had comments about the November 1983 issue, telling us that this issue was one of the best, and most diversified, that we have ever published — so we must be doing something right! Editor Tom Hahn and I are including, in this February 1984 issue, a great deal of "over-matter" which we have been shunting back and forth to each other for the past six months, but have never quite had room to include before. Thus, we are catching up with our back-log of editorial matter. Please continue to send Tom Hahn any new material on historic canals or inland waterways, world-wide, which you think will be of interest to all of our members. If we can't always include it in our regular Bulletin pages, we can sometimes run it as an editorial "Supplement."

With the last issue, you'll recall, we sent you an "order form" for back issues of our BULLETIN, as well as other materials which we have sent out from time to time as a special "bonus" to our membership. You'll remember also that Bradley Haigh has kindly volunteered to store and distribute these materials, virtually at cost. I am happy to report that Brad has already processed a number of requests from you and has sent a sizable batch of checks along to Charlie Derr, as a result. We will keep Brad supplied with extra copies of current Bulletins and future "specials"; address: Bradley Haigh, 4926 Herkimer Street, Annandale, Virginia 22003. Bill Shank

AQUEDUCT MODEL AIDS RESTORATION



Schuylkill River Greenway Association officials gather around a model of the Schuylkill Canal Aqueduct at Allegheny Creek (south of Reading, Pa.) in connection with their restoration program for this historic structure. Left to right: Ferdinand K. Thun, Honorary Chairman; Victor R. H. Yarnell, Association Managing Director and former Mayor of Reading; and Robert E. Kerper, Jr., President of the Association. The model was built by the Reading Society of Model Engineers. The local chapter of the American Society of Civil Engineers is also involved. Plans are taking shape to incorporate the Aqueduct Site as a Scenic Area in the Berks County Parks System.

SEIBERLING FEELS I. & M. CANAL BILL WILL PASS

A bill establishing the Illinois-Michigan Canal as a National Heritage Corridor could be passed early next year according to a leading U.S. Representative who toured the canal during the weekend.

"I think it will have no trouble getting passed in our committee. Then it's up to the full House. With our recommendation, I think it will pass" said Rep. John Seiberling, D-Ohio, chairman of the House Interior Subcommittee on Public Lands and Parks.

"We're going to take it up late this year or early next year," Seiberling explained.

Seiberling toured the 100-mile corridor from Chicago to La Salle on Friday, Saturday and Sunday with congressional

aides and U.S. Rep. Tom Corcoran of Ottawa.

"I think he was very impressed with the facility and the level of support from all segments along the corridor," Corcoran said during a Sunday morning stop at Utica's annual Burgoo Festival.

"It's a credit to him that he took an entire weekend, which I think is rare for a subcommittee chairman, to look at the whole valley. We feel confident it was a most worthwhile trip," Corcoran noted.

(This item, from the LaSalle (Ill.) Daily News Tribune, Oct. 10, 1983, was sent us by Dr. R. F. Whalen, ACS, who was a member of the party which toured the I. & M. Canal with U.S. Rep. Seiberling.)

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

"DEDICATED TO HISTORIC CANAL RESEARCH, PRESERVATION AND PARKS"

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

Annual subscription to "AMERICAN CANALS" is automatic with a minimum ACS dues payment of \$10.00. Individual copies may be purchased at \$2.00.

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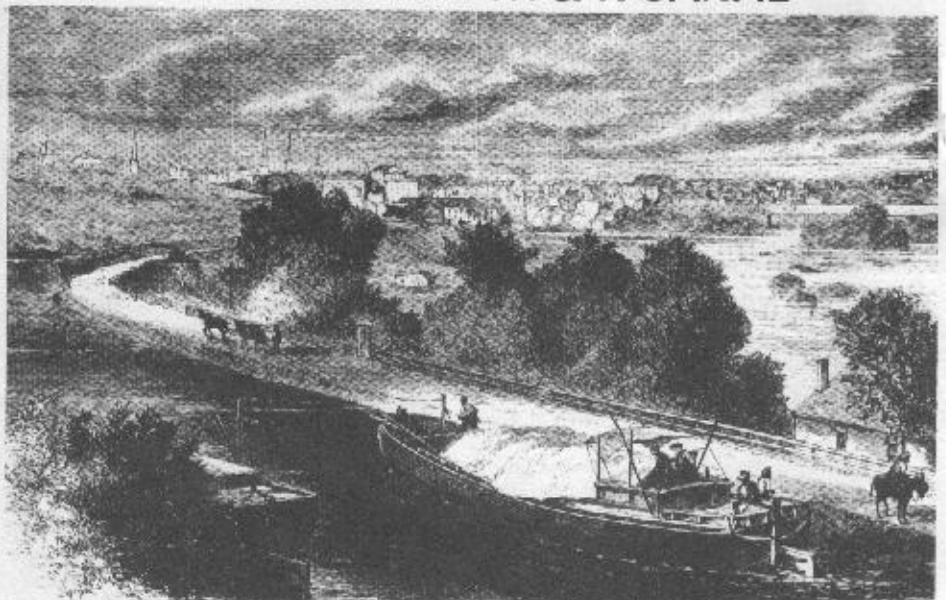
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1984 DUES

While the large majority of our members have paid their 1984 dues, there are still some whom Secretary Charlie Derr will have to bill for a second time. This makes extra work, and expense, for all of us. Please unearth the dues notice we sent you in early November of 1983 and send Charlie a check. (This of course does not apply to our Forty-three LIFE MEMBERS, who pay no more dues). After May 1, 1984 we will (reluctantly) remove from our mailing list any regular members whose 1984 dues remain unpaid.

A TRIP ON THE JR & K CANAL



This is the scene that the author would have viewed of Richmond from the packet boat as it proceeded up the James River and Kanawha Canal.

It is all too seldom that we find narratives of canal trips in their operating days. We were therefore grateful to have this description of a trip on the James River and Kanawaha Canal taken in January 1864, from Richmond to Dover Mills in Goochland County.

It was with joyous hearts and great expectations that we started on our journey. The trip itself was so unique, and the upshot of our excursion was so contrary to anything anticipated, that the following sketch may amuse and interest the reader of today:

George Washington, besides being father of his country, was the father of the James River and Kanawha canal. He was its head; Richmond its terminus. The mode of travel on that canal was something astonishing. A ditch filled with slimy water, snakes, and bullfrogs, and fringed along its banks with lily pads and weeping willows, furnished the waterway for a boat, called The Packet, built very much upon the plan of Noah's Ark. A piece of rope, three damaged horses driven tandem, a negro, and a tin horn, were the accessories, any one of which falling, caused the trip on The Packet to be suspended or delayed until these necessary paraphernalia were provided. The general direction of the canal was parallel with the river. It wound about

the base of the hills, between which and the river lay the valley of the James. The towpath was on the embankment of the canal, on the lowland side.

At five o'clock in the afternoon, the good ship which was to bear us to Goochland, departed from the packet office in Richmond. Its speed may be calculated from the following data; starting time, already given; distance traversed, twenty miles; destination reached at ten thirty p.m.

That boat was a curiosity. It was a shell divided into four main compartments. The forward and largest compartment was for passengers; behind it was a kitchen, then a compartment for servants, and lastly, the captain's room in the stern. The passengers' cabin was divided by a curtain drawn across it forward, beyond which, extending into the bows, was the ladies' compartment. Where people were to sleep in such a place was the first problem presented upon entering the cabin. It was an open space, with nothing but long benches or lockers on either side, a table running down the center, a stove, and a few primitive stools. On either side of the boat were many windows. When the sleeping berths were adjusted, as hereafter described, they varied in desirability, according to their

(Continued on Page 3)

FARMINGTON CANAL ENTHUSIASTS

When one is seeking information on the Farmington Canal, the names of Ruth Hummel and Melvin Schneidmeyer are apt to surface. With a collection of slides that runs to the hundreds, diaries, maps, and all the rest that goes into a well rounded knowledge of a subject, this duo travels all over Connecticut, and "Up Canal" into Massachusetts, lecturing on their pet, "The Gallant Ghost" as they have dubbed the canal. Locks, bridges, culverts are all covered in detail; horses, men and families add color to the history.

Schneidmeyer, born in Missouri, and Hummel from Northern Massachusetts, are now long time Connecticut residents. They joined forces in 1975, and have been "digging" the canal ever since. Both are vitally interested in the well being of the environment, they are canoers, hikers and generally like being out of doors. With a light handed approach, the Hummel-Schneidmeyer lectures draw good comments and crowds.

(Ruth Hummel may be contacted at P.O. Box 24, Plainville, Ct. 06062.)

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location with reference to the floor or the red-hot stove. The freight and baggage were on the deck above the heads of the passengers. The deck, even in winter, was preferable to the stuffy cabin. The terrors of such a trip were mitigated by the beautiful scenery through which the lazy outfit wound its way.

The weather, even in February, was very pleasant; and the young folk and the soldiers, of whom there were a number on board, contented themselves until darkness came on, with seats upon the trunks, bags, and barrels upon the deck, passing away the time in conversation, or in watching the ever-varying and most attractive landscape. Even this poor privilege was not without its accompanying danger, for the canal was spanned by many bridges, which were the only method of ingress and egress from the hills to the low-grounds. These bridges were so low that the passengers were constantly warned by the helmsman's cry of "Low bree-g-el" and compelled to squat very low to avoid being scraped off the deck. The situation was always ludicrous, and the accidents resulting from these low bridges were numerous, sometimes serious, but oftener absurd. Old Aunt Dinah, servant of a friend of ours, was on one occasion caught unaware by a low bridge and deposited feet downward in the water, dressed in the latest style of the day, which was providentially a hoop-skirt. Her whoops were strong, but her hoops were stronger. The former exhausted, but the latter retained the air, and she floated gaily to the shore unharmed save from fright and foot-washing.

At bedtime stout leather straps were produced and hooked to the ceiling and the floor. Between these, by ingenious arrangements, were stretched at intervals canvass hammocks. From the lockers under the benches on each side, beds and bed-clothing were produced and placed upon the hammocks and the tables. By the time the beds were down there was scarcely space for any one to turn himself around between them. It

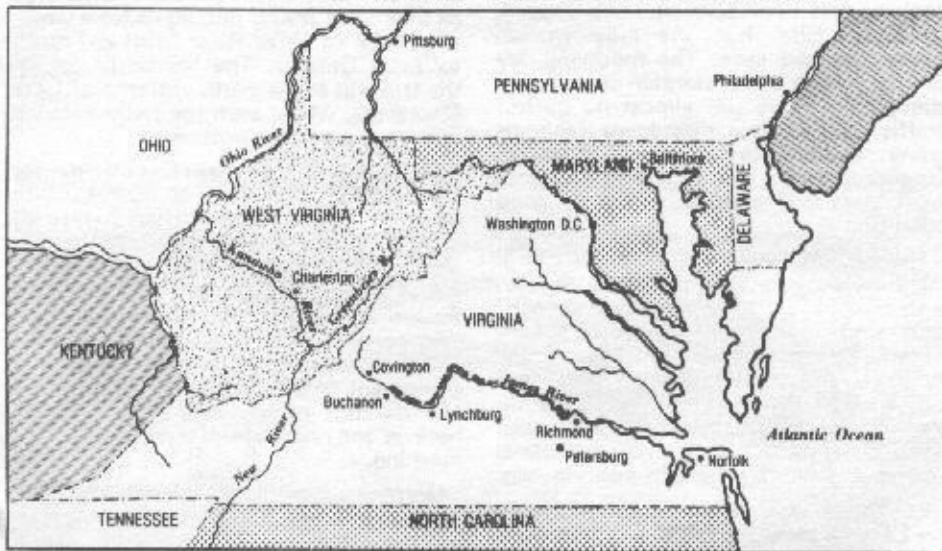
was something not only wonderful but fearful. Fearful in every sense and to every sense. In those days boots were boots, and as each man undressed he had a distinct understanding with his neighbor as to his rights of tenure. When these boots got mixed up there was trouble. A comb and brush, fastened by chains to keep them from falling overboard, and a tin basin similarly guarded, were attached to the side of the boat on a little gangway between the kitchen and the basin. These were the toilet facilities for the entire ship's company. Even this liberality was not always appreciated, for it was reported that, on one occasion, M. Claude Pardigon, a French knight-errant battling for the Confederacy, challenged the captain to mortal combat because he had furnished no tooth-brush for his guests.

In the female compartment there was great ceremony. The older ladies and nursing mothers were given the preference. Ladies from the Ridge country would make elaborate toilets, in order to display night-gown yokes and petticoats they had spent months in embroidering. One possessed of a vine-embroidered gown could always get a lower berth.

All things must have an end, and so, after we had passed Walker's bridge and Stanard's low-bridge, the last horn blew for us; the tow-line slacked; the fiery steeds stood panting on the tow-path, and the boat sidled proudly up to the granite coping of Dover Mills, our destination. A large pole with a hook in the end caught in some well-known spot and steadied the combination sufficiently for us to make a landing.

Groping our way, by the aid of a feeble lantern, along a narrow footway on the top of the great arch where a stream passed under the canal, and gaining at last the open ground, we felt the infinite relief one always experiences upon reaching terra firma after a perilous voyage by water.

(Submitted by Theodore Haxall, ACS, from an article entitled "A War-Time Aurora Borealis" in the June 1896 issue of *Cosmopolitan* magazine.)



Map of the J. R. & K. Canal Route (dotted line) as drawn by Suzanne Schubert of the "News and Daily Advance". From Covington freight would have been transported overland to the New River.

ERIE CANAL TRIP

The Canal Society of New Jersey will sponsor a trip on EMITA II, a day boat operated by Midlakes Navigation Co. from Syracuse on Tuesday morning, June 26th to Buffalo and return by bus to Syracuse late Thursday evening, June 28th. This section of the NY State Barge Canal is most interesting because it includes the Lockport flight and closely follows the route of the original Clinton's ditch as well as the enlarged Erie Canal. Pennsylvania and American Canal Society members are invited to join us. The fare is \$318 which includes meals, two nights lodging, and the bus back to Syracuse. Those interested should send their \$160.00 deposit as soon as possible to Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922.

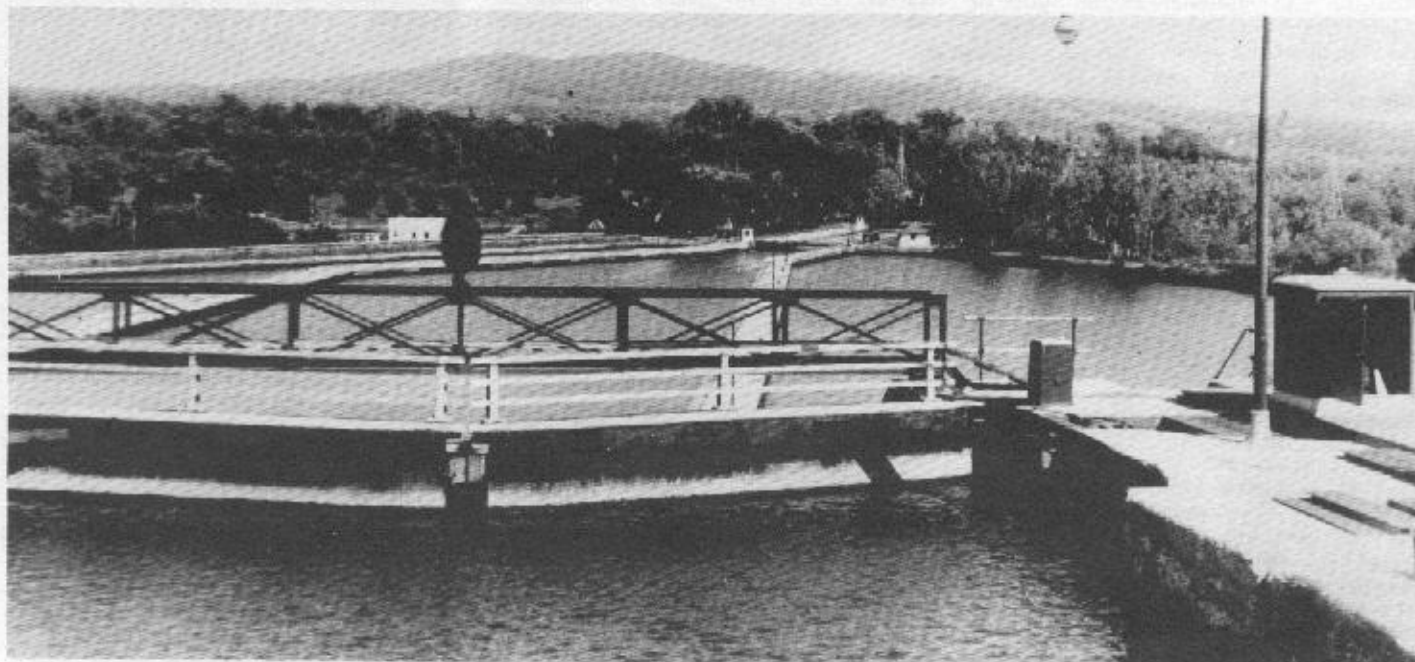
LARGE LOCK ON THE LEHIGH



Joseph A. Brolley of Mehoopany, Pennsylvania is a frequent contributor of canal photos to AMERICAN CANALS. Here is one of Joe's photos of one of the highest lift-locks on the northern section of the Lehigh Canal near White Haven, Pa. This old lock, 20 feet wide, had a lift of 23 feet. This section of the Lehigh Canal was abandoned after a disastrous flood in the mid 1800's. The photo below shows Joe Brolley himself (as photographed by friend Foster Brooks) at the waste weir at the lower end of this large lock.



A VOYAGE THROUGH EASTERN U.S.A.



Looking down the Waterford Flight of Locks on the Erie Canal from one of the highest locks. Note the reservoir to the right for water-saving in the locking process. The next lock is visible in the center of the photo.

By Addison W. Austin, ACS

If you are a canal, railroad, and boating nut, the chance to do some touring that might include all three is hard to pass up. Through a happy combination of events, that chance came along. We decided to travel by boat. The boat chosen was a used 43' trawler; big, slow, comfortable. After a lot of planning and weeks of preparation, we motored out of Norwalk, Connecticut, May 25, 1982. Last minute chores had used up most of the day, so we only went twelve miles that first day, but we were off.

The next day took us through Hell Gate, the Harlem River, and north up the Hudson River. The Hudson was full of blown and floating milkweed seeds, as well as wood. We spent the night with one end of the boat anchored and the other tied to the Old Ferry Dock at Beacon, New York. We could see a lot of train action as the station was only a stone's throw away. The next night was behind Houghtaling Island, just south of where I-90 crosses the Hudson near the little town of Schodiack Landing. Not as much train action here, but Con-Rail and Amtrak go by now and then.

Next morning we lowered the radar mast to handle the 17 ft. clearance limit expected on the Erie Canal. With everything up we need 22 1/2 ft, and we had just slid under some of the bridges on the Harlem River. The first Lock at Troy was a breeze. We went through with two other boats, one of which was an older wooden boat with a small pickup truck on deck. A short way north is a highway-like sign with an arrow pointing to Lake Champlain and another to the Erie Canal. We headed for the Erie.

The five Locks at Waterford came up quickly. Since we were alone, we could choose our docking side. We went in to starboard putting out fender boards and bumpers. These Locks were also a cinch. Lock Two had a friendly dog, Lock Three gave us mail for Lock Four, and Lock Five had a noisy downriver gate. As we motored out of the Top Lock into a small lake we were glad we had lowered the mast when we slipped under a highway bridge in the first mile. A railroad bridge back in the Locks could have been a problem, but we were too busy and interested in locking to notice. Lock Seven did not hear our horn, but a trip to the office by foot soon had things working. The New York Locks do not have radios. Anchored for the night on a sidestream just upriver of Lock Eight. The next day took us past Lock Sixteen. Lock Sixteen, at Mindenville, had the only woman tender we had seen. The following day saw us ashore at Amsterdam to resupply the galley. There was almost no upriver traffic, but a few mastdown sailboats going down. No commercial traffic. Despite a general lack of traffic, all Locks were neat and seemed to be in good condition.

The last up lock required us to tie up on the port side. When the valves opened, a heavy boil set up and we were paged against the wall. I put my hands against the wall and my back and butt against the cabin to fend off. A loud crack told me it was a cabin window I was backed up to. We suffered no damage except the broken glass. The next two locks were down bound and we did them in pouring rain.

By 7:20 p.m. we were at Sylvan Beach on Lake Oneida tied up at a public dock with off and on rain. Dinner followed at a great old style restaurant in this amusement park community. We hadn't watched the calendar, but it was Memorial Day

and fireworks got underway after dark as the rain stopped.

The next morning was foggy. The first commercial traffic we were to see, one tug with one barge, headed west. We proceeded across Lake Oneida in the fog, picking out the buoys, the radar mast still down. Lake Oneida is buoyed, as were some of the Mohawk River sections, although on the river the numbers on the buoys did not always match the chart. The first real insects of the trip were everywhere. No bites, but the swarms were quite annoying. Re-entering the canal, we saw no commercial traffic, but petroleum docks that looked to be in service. The following day we found a lock with pleasure boat traffic; six craft returning to Syracuse after the long weekend. We proceeded to Lake Onondaga to pick up a friend joining us for a week, then back to Three River Point and north to Lake Ontario. The lowest bridge on the trip was at the north entrance of Lake Onondaga, where even the radio antenna scratched along the bottom.

At Oswego it was radar mast up time for the leisurely trip west along the south coast of Lake Ontario. After a week of slow motion we were at St. Catharines Marina, ready for the Welland Canal. Our friend had gone back to New York. We walked in the rain over to the small craft telephone at Lock One to make sure we had not overlooked any formalities or equipment needs. The voice on the other end did not offer much advice, just be back at the phone, with boat, early in the morning.

Morning dawned with a dense fog. The fog was so heavy it was a radar run just to go from the marina around the Long Breakwater to the canal entrance. Just after we got in, a large lake freighter hit

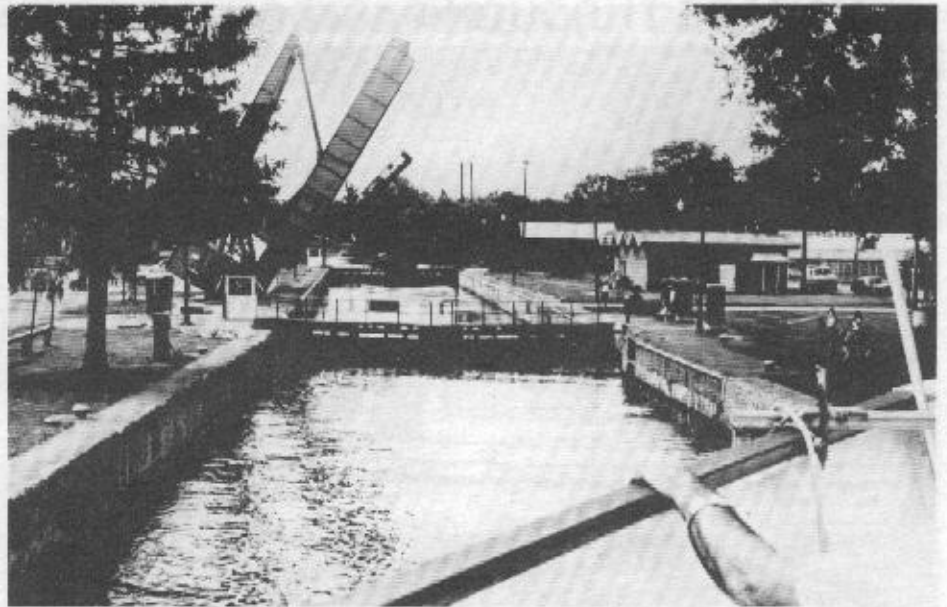
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one of the breakwaters with damage to the freighter and the breakwater. We tied up to the wall next to the blue small boat telephone and excitedly made the call. Routine questions followed, then the bomb dropped; "You can't make the passage without a minimum crew of three." I bit my tongue not to snarl the question as to why this had not been mentioned the night before. Instead I politely asked if there might be some sort of pool of crewmen or someone he might recommend. I was assured this was not done, but if I would stand by the phone he would see what could be arranged. The early start was going downhill, and in fact, we weren't starting. The phone rang in a few minutes and advised us a Mr. Schmidt would arrive shortly. We conjured up visions of a crusty old salty type to go with a name like Schmidt.

While waiting for Mr. Schmidt, we watched the commercial traffic going by. Being rail fans, we knew of the Algoma Central Railroad, but did not know they had a fleet of ore boats, all named Algo this or that after some Canadian geographic location. The awesome size of these crafts caused us to nickname them "Algo Jaws"

The crusty Mr. Schmidt arrived as a very clean and sharp man in his early twenties. He had freighter experience and his father worked on the Welland. One more phone call and we were headed for Lock One at 9:30 with the VHF on CH 14, Radio Welland. To our great pleasure we went through all locks alone, so we did not get the wash from the larger boats. Even so the swirling waters made the lock work difficult and we were glad to have the third person. All locks required waits, but none were excessive. All waits are done at precise locations and further movements controlled by steady or flashing lights. We followed an ore boat through the Step Locks, Four, Five, and Six. It was most impressive to look almost straight up at the stern of an Algo Jaws. It showered off and on in the Step Locks just to keep the decks slippery.



Draw-bridges raised to let us through Lock Number One on the Oswego Canal at Phoenix, New York.

This was also where a fee of \$42.00 was collected. Mr. Schmidt left us before Lock Eight as it has a rise of only four feet. We just held in the middle under power for this one. Our boat had always seemed large to us, so we sort of chuckled each time Radio Welland called us "small pleasure craft". By 8:30 p.m. we were tied to the wall at Port Colborne, for a total trip time of eleven hours. The next morning it was off for fuel at a marina sort of around behind the grain elevators at Port Colborne. This area had suffered heavy ice damage over the winter. The marina owner told us the ice had only recently left. Proceeding out into Lake Erie, a number of ships were at anchor waiting to go down the Welland.

From here it was a slow trip to Chicago with much sightseeing, including a look at the remains of a canal near Norwalk, Ohio, and a trip on the Algoma Central Railroad out of Sault Ste. Marie, Ont. A planned trip through the Locks on the

Fox River to Lake Winnebago to attend an aviation convention at Oshkosh, Wisconsin, was cancelled when some major and time consuming repairs became necessary at Sturgeon Bay, Wisconsin. A rental car completed the Oshkosh leg.

We arrived in the windy city in mid August, ready for a run down the Illinois Waterway to St. Louis. In order to avoid surprises such as on the Welland, we went to the Army Corps. of Engineers Office in downtown Chicago. This turned out to be a lucky move as we learned the draw bridges in downtown Chicago haven't worked for years; perhaps not since the Last WWII submarine built in the Great Lakes went through. The mast came down again.

The first lock is a short drop from Lake Michigan into the Sanitary and Ship Canal through Chicago. Right through downtown Chicago. Went under all bridges without a problem, but had to wait some time for a very low Amtrac bridge to open. The tender came out and apologized. We assured him that railfans held up by a bridge with rail traffic were hardly suffering. The shoreline changed from urban to commercial, to rural. The first encounter with a tow boat was with a tug who advised us by radio of a nearby oil spill. Soon talked with two more tugs to confirm passing sides. These were gentlemen, not the problem we had heard about. Radio conversations with tow boats were to continue very cordial all the way to New Orleans and on the Gulf Intracoastal Waterway to Appalachicola. One tow even moved for us so we could photograph the DELTA QUEEN on the Mississippi.

The first two locks on the waterway were big ones, but we were alone and had no problem with the drops. For the most part, Locks on the Illinois Waterway provide little or no space to tie up while waiting. The tow boats just shove on end against shore and hold with power. It



We look back into the last lock on the Oswego Canal as we pull out into Lake Ontario, from the Oswego, New York harbor.

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VOYAGE THROUGH EASTERN U.S.A.



The "Yankee Doodle" — Addison Austin's "Trawler."

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was quite a contrast from the Welland with its carefully marked and assigned spots. The overnight stop was at Mile 277 at Dock 66 Marina. The owners let us use their station wagon for a laundry and grocery run. We topped off their gas tank. The next day we were at Dresden Lock for an easy solo drop. Two hours later Dresden called us on the radio to advise that Dock 66 had called them saying I had left my billfold in their car. We tied up at the next Workboat Marina and unloaded our motorcycle for the ride back to Dock 66, with a box of high calorie goodies for the owners. All the bad stories about people on the river were just not true. With all things back on board, we went on to Marseilles Lock. A tug with two barges let us tie to a barge and the drop was super easy. Found a fantastic anchorage off Buffalo Rock State Park. A hot night, but with a nice breeze. The water was so brown it looked like it could be walked on. Starved Rock Lock was done with a tow boat, but not tied on this time. The feared prop wash when she left did not materialize. Starved Rock had a grandstand full of viewers. It was nice to look like we knew what we were doing. Peoria Lock was done alone, no wait; short drop.

LaGrange Lock came up at Mile 81. A tow was already going down and another waiting to come up. We tied up and went ashore to watch the action. The upriver tow was longer than the Lock. The first half was shoved in, cut off, then the back half shoved alongside. At the top, half was pushed out, then the second half connected behind it, and the whole load left. It was a two hour wait, but with a full time floorshow. We made the short drop alone. At high water levels this Lock is not used. Gates alongside are left open. A dry summer had the gates closed.

We stopped at the first marina on the Mississippi after the junction at Grafton, Illinois, staying for a few days to take in all the St. Louis area sights. One of the

better was twenty five miles upriver. The little chain drive paddle wheel ferry at Golden Eagle splashes across the river to some great rural dirt roads.

Back on the Mississippi, we headed down for Lock 26, which looked very busy and did not answer our radio call. We finally established contact and were told it would be a one hour wait. A nearby tug called us on the radio and invited us to tie to his barge while we waited. The wait turned out to be two hours. Locking was with a tug and barge plus a Corps. of Engineers crane. No problems. Lots of current in the river now as we zipped along to the Chain of Rocks Canal, a straight man made cut, and Lock 27. The floating crane had beaten us there, so it was a short wait for the last short drop in our cross country travels.

(Addison W. Austin, P.O. Box 680, South Norwalk, CT 06856.)

Tenn-Tom Nears Completion

It appears that the Tennessee-Tombigbee's problems of court battles by railroad and environmental opponents and U.S. Congressmen's efforts to hold back federal funding for the canal's completion in 1985 seem to have been overcome. The canal is 86 percent completed and appears to be in line to get the money needed to finish the project.

In March, the Louisville and Nashville Railroad (L&N) dropped its suit against the waterway and last month the Environmental Defense Fund also dropped its suit against the canal.

The Tenn-Tom has been in court since 1971 with foes attacking the U.S. Corp of Engineers' environmental impact report filing 15 allegations against it — all were turned down by the courts.

Since the late 1970s, the project fought yearly fights in the U.S. Congress.

(Seafarer's Log, May 1983. Submitted by Alden Gould, Director, ACS)

Great Falls Lock Reconstruction Urged

GREAT FALLS, VA — One of this Commonwealth's most innocuous organizations goes under the splendid name of Virginia Canals and Navigations Society.

This small but dedicated group of canal enthusiasts and historians was founded in 1978. It publishes a quarterly journal and meets periodically at locations of Virginia's erstwhile artificial waterways. It also lends support to restoration and maintenance projects of parks services and conservation groups.

The canal works it champions date back as far as two centuries ago.

The Virginia society and the American Canal Society are urging the government custodians of the nation's first canal locks at Great Falls to do more than simply stabilize the ruins.

Great Falls Park became the responsibility of the National Parks Service in 1950 and a modernistic Visitors Center was built there in 1969. But other than the 1981 reinforcing with steel beams of the masonry walls of some of the upper locks, then about to collapse into the empty chambers, nothing has been done to reconstruct the canal.

The canal societies would like to see reconstruction and rewatering of at least one lock at Great Falls to demonstrate to present generations, just how they worked.

Earlier this month, the parks service hosted public workshops to gather ideas on how best to proceed with the Patowmack Canal's protection and maintenance.

However, just as they presently exist in their brooding majesty, the locks are well worth a visit, as the Virginia group found on a late March visit.

What better surroundings than those to symbolize the birth and vigor of this great industrialized nation?

(The above article, by Alexander Crosby Brown, was published in the May 15th, 1983 issue of the DAILY PRESS, Newport News Virginia.)

"GENERAL HARRISON"

Clint Hoshier of the Piqua Historical Area (on the Miami and Erie Canal) reports that in May the "GENERAL HARRISON" underwent three weeks of repairs including the replacement of the front deck, the repair of the rear cabin and deck, the replacing of a set of steps and some painting in anticipation of a good 1983 season (which it had). The mules: "Babe," Jerry," and "Raisin" continue to tow the boat. One mule died last year. Ridership in 1983 increased over the 1982 season and about 75 percent of the visitors to the Piqua Historical Area ride the GENERAL HARRISON. It is anticipated that this boat will continue its operations in the spring of 1984.

(Newsletter of the Canal Society of Ohio, Oct. 1983)

THE FARMINGTON CANAL

By Bernard Heinz

The sound of the bargeman's horn summoning the lock-keeper to his post echoes once again along the Farmington Canal. The four foot long tin instrument actually never leaves the wall of the Plainville Historic Center, but the memory of its bullfrog note is at last being revived along the entire length of this long-abandoned waterway. Civic planners, historians, and nature lovers are seeking new uses for the eighty-six mile tow trail that stretches from the port of New Haven to Northampton, Massachusetts, on the Connecticut River.

The thin trench, now in ruins, measured only thirty-two feet from towpath top to towpath top along most of its course. It represented an all-out effort by the citizens of New Haven in the 1820's to solve an economic problem that had curtailed the community's expansion since the day of its founding in 1638. The city has an excellent deep water harbor, but no river of size flows into it. Geological upheavals diverted the Connecticut River so that instead of meeting the Sound in New Haven, it flows in at Saybrook.

Therefore, farm produce from the interior had to be hauled into New Haven by wagon. What this meant economically to hilly Connecticut has been vividly expressed by Melvin Schneidermeyer, who lectures on the canal's story:

"Before it was constructed, it took a team of horses the best part of a day to transport half a ton of hay from Farmington by wagon to New Haven; after the canal was built, twenty-five tons could be transported by a barge, also pulled by a single team, in approximately the same amount of time." Not only did the farmers benefit, but many small industries quickly developed once they saw a way to send goods to market cheaply enough to meet the competition. The farmers and entrepreneurs of central New England eagerly went along with the canal project. The need for a solution to their transportation problem was becoming increasingly urgent. An attempt, in 1815, to establish steamboat service on the Connecticut from the river's mouth to Hartford had been unsuccessful — the river was too perilous and the steamboat too unperfected. The news from relatives who had moved to farms in New York State concerning the success of the Erie Canal just could not be ignored — barges were moving from Utica to Rome by 1819 and the benefits of cheap transportation of farm products to the major markets were already being realized.

Meeting followed meeting. On January 29, 1822, appointed representatives of seventeen Connecticut towns convened in Farmington, ready for action. There was no question on the part of all those present that they must engage the leading authority on canal building in the country. The man chosen was Benjamin Wright, chief engineer for the canal whose competition they feared, the Erie. He went to work immediately. On April 15, 1822, the group was able to present his findings

to the General Assembly. The presentation was accompanied by a petition for a charter to construct and operate a canal along specified routes. It was granted on May 30, 1822. (A similar procedure was to be followed in Massachusetts where a charter was granted to the Hampshire and Hampton Canal Company of February 4, 1823.)

The biggest problem was where to find the laborers. They were not paid enough (probably three to six dollars a week) to be enticed from the farms, so immigrants from Ireland were brought in to do the work. The following recollection appeared in the *Cheshire-Hamden Times*, March 5, 1923, part of a series by E. R. Brown entitled "The Old Farmington Canal."

"When the canal was being dug through Cheshire, the workmen for the most part were new recruits from Ireland and generally they loved their whiskey. On one occasion several of them, who were boarders at Joel Merriman's . . . went up to the store of Capt. Asa Tuttle and called for their favorite drink. Mr. Tuttle, fearing trouble . . . refused to give it to them. They became angry . . . abusive . . . threatened violence. Titus

Gaylord, a neighbor who was present and noticed this abusive demonstration, at once entered the store and selected an ax-helve having the right wing to it, and with this in hand walked into the midst of the gang, swinging his weapon right and left, doing effective execution, for they soon left the premises.

The engineers knew their business — they even devised and constructed a remarkable "floating" bridge on Congamond Ponds in Massachusetts. Their engineering books, however, were English and continental; they were unaware of what problems to expect from the vagaries of New England weather or the porous quality of New England soil.

The canal really was a marvel of construction. In its journey from New Haven to Northampton, it rose 292 feet and descended 213. To accommodate the rising and falling, there were sixty locks, twenty-eight in Connecticut. There were sluices, feeder aqueducts and bridges, basins for the barges to turn around in, and docks. Nevertheless, in spite of setbacks, service was established from New Haven as far as Farmington in 1828. It reached Westfield, Massachusetts, in 1829. The difficult stretch from Westfield to Northampton was finally completed in 1835. The inaugural celebration was reported in the *Westfield Democratic Herald*.

"It was expected that the boat would reach Northampton at 10 a.m. but some mean, low-spirited puppy, having nothing of manhood about him except intelligence enough to guide his malice, had let off the water from a half-mile level. This obstacle being overcome by waiting the arrival of the water, the boat with its cabin filled and its decks covered with passengers, and drawn by five horses, passed through Easthampton, was met by a boat at the south basin in Northampton, where an address was made by Mr. Bancroft (George Bancroft, the historian).

". . . At last the boat which had left Hillhouse Basin on Monday floated on the bosom of the Connecticut. The scene was one of joy and gladness . . . A salute was fired, the air echoed with cheering, the band played its liveliest tunes in its happiest manner; the waters of the Sound poured into our river; the union between New Haven harbor and the upper Connecticut was declared to be perpetual. May it be productive of the happiest results."

The results were not always so happy. Mules were used in preference to horses, though both were pressed into service. The average team was three. Mule stations or barns were maintained at ten mile intervals along the canal's way, for, of course, no team could pull the entire distance without rest. But, as Mayor Lucien DiMeo of Hamden, an avid canal buff, is quick to point out, the problem was, particularly in the beginning, that the boat captains did not really understand just how much work an animal



From Eric Sloane's "Our Vanishing Landmarks"

(Continued on Page 8)

FARMINGTON CANAL



Lock Twelve on the Farmington Canal at Cheshire, Connecticut as rebuilt in 1977. Locktender's house on the right. To view this site, take Route 44 off Route 10 from Cheshire to Railroad crossing. Lock is about 500 feet left of RR crossing. (Photo by George Wills, Lebanon, Pa.)

(Continued from Page 7)

could do — especially in hot weather. There was sometimes appalling cruelty. Nor were the young lads employed to walk the tow-ways and lead the teams treated with any greater liberality.

In its nineteen years of operation — through the season of 1847 — the canal accomplished what its planners had anticipated. It brought agricultural prosperity and industrial growth to the area. In spite of the prosperity it created the canal was doomed. There never was enough capital. The cost of repairs consistently ate up the profits. Without dividends being paid to stockholders, there was less interest shown by private investors. No federal funds were offered, the state governments would not become involved; only the city of New Haven was willing to come to the canal's rescue at moments of crisis.

In addition, the railroad barons became interested in the canal and its rights. Joseph Sheffield became president of a reorganized canal company. At first, he built a one-track railroad, which still exists today, alongside the canal. It was the type of transportation that Sheffield preferred. There was, for instance, no problem of closing down for the winter. Eventually, he wrote a long apology to the people of New Haven concerning the need to close the canal, which was printed in full in the local papers. Right-of-way leases were issued to the oncoming New York, New Haven, and Hartford railroads. Local efforts to continue the use of the canal were not encouraged. Profit for the owners was the name of the game.

There are those who feel that the canal was never given a fair chance. They would like to take a Fourth of July excursion ride on a seventy-four foot long

passenger barge as their ancestors did on July 4, 1829. And there is, in fact the prospect that if Lock 13 in Hamden is restored, the canal between it and Lock 12 in Cheshire could be filled and barge drawn between the two points.

Others see the Green Belt that still parallels the ruined canal as a parkway for conservation and recreation which can and should be extended.

(Bernard Heinz, ACS, address: 344 Tanner Marsh Rd., Guilford, CT 06437. The abbreviated article was reprinted by special permission of CONNECTICUT MAGAZINE.)

Blackstone Valley Project Urged

In 1828 the Blackstone Valley Canal opened, thereby linking Worcester and Providence via a 45-mile stretch of picturesque waterway.

Though the Blackstone Valley achieved renown for its part in the American industrial revolution, the canal never fulfilled its early promise. By the mid-1840's, it was obsolete.

The canal stands today as a 19th Century oddity, but it has the potential to be much more — to attain the prominence in this century denied it in the last.

Toward that end, this summer Senator Tsongas joined with five other Massachusetts and Rhode Island lawmakers — Senator Kennedy, Congressman Early, Senator Pell, Senator Chafee and Congressman St. Germain — in seeking \$100,000 in technical assistance from the National Park Service for the Blackstone Valley project.

Massachusetts and Rhode Island are developing plans to convert the Blackstone Valley Canal into a jointly managed heritage park offering a variety of features, such as boat tours, extensive bicycle trails and a network of country inns.

Such a development would make the canal and adjoining area more accessible to one million residents.

(Recent clipping sent us by Bill Gerber.)



(From SEA HERITAGE NEWS.)

CANAL GLOSSARY

New members are sometimes perplexed by the more technical terms used in articles to describe canal features. For this reason we will explain some of the more common terms in the next few issues. We will also illustrate some of these terms from time-to-time. Readers are invited to submit any unusual words or phrases that were used to describe the canals with which they are acquainted. Just to be orderly, we will start off with a few terms beginning with the letter A.

Abutment — The structure that supports the extreme ends of a bridge or an aqueduct. (Common usage)

Accommodation Bridge — In Britain, a bridge which provides access from one side of the canal to another but which usually does not carry road traffic. Quite often it was built to allow a farmer to get to a field on the other side of the canal. Many accommodation bridges are lift bridges which are left open until they are required for use. (Common usage)

Apron (of a lock) — The area comprised of the sills and supporting framework at the bottom of a lock. (Common usage) The Civil Engineer William Strickland says, "The bottom and sides of the canal, extending from the foot of the lock at least 40 feet, shall be secured from the action of the water passing through the valves [that is, the wicket, or small gates, in the lock gates] by being paved with rough stone [the apron], as may be directed by the superintending engineer." (William Strickland, Reports on Canals, Railways, Roads, and Other Subjects," (Philadelphia, 1826).

Aqueduct — A structure for carrying a canal over a hollow or a stream of water. (Common usage)

Ark — A primitive type of craft used on American rivers to carry cargo which was usually broken up and sold for the lumber contained therein at the end of the voyage downstream. (Common usage)

Ashlar — Hewn or squared stone used in the construction of various canal structures. (Common usage)

Send contributions to this column to the Editor, Dr. Tom Hahn, P.O. Box 310, Shepherdstown, WV 25443.)

1865 — "BLACK DIAMOND" CANAL BOAT SINKS IN POTOMAC RIVER

The following article was found in "This Was Potomac River" by Frederick Tilp.

"On Sunday night (April 23) there was a collision on the lower Potomac river, between the U.S. Army transport *Massachusetts* and the propeller *Black Diamond* in which the later vessel was so much injured that it sank immediately with five or six men from this place (Alexandria), who were drowned. The steamer *Massachusetts* had on board some 300 soldiers bound for City Point (Hopewell on the James River). It is said some 40 or 50 of these were knocked overboard when the vessels struck and were lost."

"A gunboat has been stationed at the place where the steamer *Black Diamond* was sunk, near Blackstone's Island, and her crew have succeeded in recovering more than twenty-five bodies of those drowned. Captain Fair of the steamer *James Guy*, bound up the Potomac on the morning of the 4th, saw several bodies of drowned men which he supposed to have been victims of this disaster."

Note: 10 May 1865, "The bodies of three (four) firemen connected with the United States Steam Fire Department of this city (Alexandria), recently lost by the collision on the Potomac . . . have been recovered and brought to this place. They will be buried this evening, at 4 o'clock, the procession to move from the Steam Engine House. The Fire Department, government and city, are to unite in the funeral ceremonies."

Note: 12 May 1865. "The steamer *Charleston* has been for some time engaged in looking for bodies of those drowned by the sinking of the *Black Diamond* off Blackstone's Island. Thirty-seven bodies have been recovered and taken to Point Lookout. It has been ascertained that 87 persons perished with the *Black Diamond*."

Newspaper *Hartford Courier* issue of 27 April 1865 notes: "Thursday morning, the steamer *Massachusetts* loaded with soldiers, the greater part of them exchanged and paroled prisoners, collided one mile from Blackstone Island with a small propeller acting as a picket boat with a guard of twenty men. Struck in the port side, the *Black Diamond's* boilers filled, and sunk in three minutes. In the excitement, the panic-stricken soldiers seized planks and whatever could be found than would float and jumped overboard. The *Massachusetts* lay at the spot until daylight, having difficulty keeping afloat due to her badly stove bow. The steamer *Marion* arrived in the early morning and relieved the crowded vessel of many soldiers."

Federal records of 1878 indicate that the four Alexandria men drowned on the *Black Diamond* were: Peter Carrol, Samuel N. Gosnell, Geo. W. Huntington, and Christopher Farley. They were employees of the Army Q.M. Department, and members of the Alexandria Volunteers, assigned to patrol the Potomac River in search of Lincoln's assassin. These four civilians are buried in the Alexandria National Cemetery, and the burial site is marked with a bronze plaque indicating that "they lost their lives April 24, 1865 when in pursuit of Booth, the assassin of our beloved President Abraham Lincoln." (Authors note: — This epitaph appears to be somewhat melodramatic. And no explanation has been found of permission sought or obtained to inter these civilians in a military cemetery.)

Black Diamond (U.S. 2399) was one of four iron hull steam propeller canal boats built for the Delaware and Raritan Canal Company in 1842 by Hogg & Delamater in New York City to aid in the expansion of coal traffic up the Hudson River and to ports in Connecticut. Designs for her and sister canal boats *Anthraxite*,

Vulcan and *Ironsides* were furnished by John Ericsson. Each was fitted with an engine of the grasshopper type of 18 inches by 24 inches stroke of piston, and driven by twin screws of 5 feet 10 inches diameter. They were the first twin-screw steam vessels in this country. At the time of the accident *Black Diamond* was on charter to the U.S. Quartermaster Dept. with payment being made to R.F. Loper. It was Commander Loper who made a splendid appearance early in the Civil War, steaming in two lines down the Chesapeake with 14 D & R propeller steamers from Trenton N.J. The flotilla carried four regiments of soldiers, a whole brigade, with its four pieces of artillery to Annapolis in 28 hours. They were greeted by a great Union demonstration as they passed thru the Chesapeake and Delaware Canal. These vessels were part of the 144 propeller steamboats, 89 steam tugs and 842 freight boats which the government seized and chartered for use on the coastwise canals, rivers and bays during the conflict. Canal vessels afforded the only means of furnishing troops for the defense and for the salvation of the national capital.

(Provided by William J. McKelvey, Jr., Director for ACS)

MIAMI & ERIE CANAL LOCK STUDY

The River Corridor Committee viewed the first part of a study being prepared by Freytag and Associates, Inc. AIA Architects, concerning the historical preservation of the Lockington Locks of the Miami and Erie Canal.

The firms graphic study and narrative about the Lockington Locks placed emphasis on the Big Lock, (Lock No.1), as it is in immediate need of stabilization.

Proposed in the study is the idea of non-working gates being placed back on the lock to act as reinforcement for the slanting lock walls. Also, ideas are favored to put at least 3 feet of water back into the turn basins and locks to save the structural timbers that the locks are built upon. The water would be pumped from Loramie Creek into the locks and basins, as presented in the study.

The locks have been plumbed and measured by the architectural firm. From their measurements, descriptive drawings were provided to show the amount of movement the locks have made since their initial construction. The impressive graphics dramatize the importance of preservation maintenance now for this National Register of Historic Places Landmark. Movement of the lock walls needs to be stabilized immediately.

The final stabilization of the lock walls would be secured by a system of buried reinforcement ties situated below the frost line, according to the architectural study.

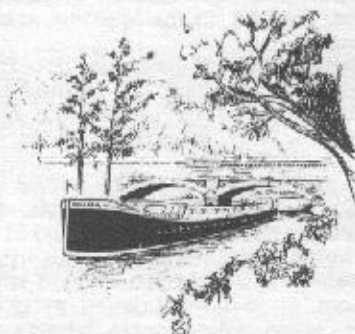
This is the first part of a comprehensive study being completed by the Sidney firm. Information about the study will be updated as information becomes available.

(The Great Miami River Corridor Committee Newsletter)

Canal Symposium at Easton, Pa.

March 31, 1984 has been picked as the date for the Third Annual Canal History and Technology Symposium. As in previous years, the Symposium will be held at Lafayette College in Easton, Pa. and once again it will be co-sponsored by Lafayette's Northeast Pennsylvania Regional Studies Program. Among the papers and topics that have been submitted for possible inclusion in both the 1984 Symposium and its published *Proceedings* are "The Illinois and Michigan Canal and the Settlement of Northern Illinois" by Professor John Lamb of Lewis University, "John A. Roebling and the Public Works of Pennsylvania" by Hubertis Cummings and Donald Sayenga, "The Russel F. Lord Collection of Delaware and Hudson Canal Materials" by Peter Osborne of the Minisink Valley Historical Society, "The Successor Railroads to the Pennsylvania Coal Company and Delaware and Hudson Canal Company Gravity Railroads" by Dr. Edward Steers, "The Philadelphia and Columbia Railroad of the Pennsylvania Main Line Canal" by Professor Albright Zimmerman of Rider College, "The Crane Thomas Controversy and the Development of Anthracite Iron Manufacturing in the U.S." by Craig Bartholomew, and "The Twentieth Century History of Roebling's Delaware Aqueduct" by Harlan Unrau and Sandra Hauptman of the National Park Service.

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ENGLISH HOTEL BOAT CRUISE



Mike Hobbs at the tiller, while passing through one of the narrow, single-gate locks. Note wicket-gate hardware in the right foreground.

By Robert H. Akers

As a newcomer to the ranks of canal enthusiasts, I recently spent an outstanding five days on a "hotel boat" in England touring the Llangollen and Shropshire Union canals. I had been interested in the early American canal system and joined the American Canal Society in the fall of 1982, but the English canals were new to me. By a happy combination of available time from business and unexpected funds, my wife and I signed up with the Narrowboat Hotel Company for a place on their early May tour from Whitchurch, England to Chester, England, in the Midlands area of England.

While the standard canal tour goes from Saturday to Saturday, our limited time schedule required us to join the boats on Monday and depart on Friday. We took an express train from London to Crewe and there changed to a local two car train bound for Whitchurch. Our instructions had been to call a taxi at the Whitchurch train station for the fifteen minute ride to a nearby boat yard where we were to join the boating party for dinner. Upon detraining at Whitchurch, our first crisis arose. It was Monday, May 2, a national holiday, and the only taxi operating was not to be found. We didn't know where the boat yard was and wondered if hitchhiking was the only alternative.

Two blocks from the station was a small grocery store. After we explained our problem to the proprietor, he was kind enough to locate the owner of the boat yard, Parker Clare, who picked us up. We spent an enjoyable three hours in Parker's kitchen talking with his wife Kathy, his mother, his mother-in-law and friends. It was our first exposure to rural English hospitality and was a pleasant introduction.

Our next concern was whether the hotel boats would really show up! About five

p.m. they motored in and we met our fellow passengers, Bill and Norma Anderson, now living in Florida, and Vernon Sill, a native of Hastings, England. The owners of the hotel boats, Ann and Mike Hobbs, met us, settled us in, put in some supplies, visited with the Clares, and served up a sumptuous dinner in approximately that order. There are relatively few hotel boat organizations and most of them are owner operated.

Mike was the captain and operated the motor boat. He also served as engineering officer, business manager, purser, painter, mechanic and laborer. Ann was chef, purchasing agent, waitress, dishwasher and tiller operator when Mike was otherwise involved. Two girls in their early twenties, Keeley and Lorraine, served as crew; helping in the kitchen, working the locks, scrubbing the boats, steering the rear tiller, serving the guests, and cleaning the quarters. For the owners it was a labor of love; for the crew it was just labor!

Even though the English canal system covers hundreds of miles, the hotel boat operators are a closely knit group of competitors who know each other well. Their marketing mission is to book the boats to full occupancy through the season. Our two boats could accommodate ten guests but only carried five in this early part of the season.

The diesel motor boat was in front with a towed boat behind called the "butty". The motor boat contained a dining area seating ten, galley, complete bath, double guest cabin, engine room and owner's cabin. The boat is seven feet wide, limited by the lock width, and seventy feet long — a little tricky to steer, particularly when towing the "butty."

The "butty" contained a lounge, six single cabins, one double cabin, complete bath and crew quarters. A tiller at the rear of the "butty" permitted negotiating turns in the canal much like a fire engine hook and ladder tiller system.

Cabin sizes were like pullman compartments, each with a washstand. They were a bit snug but quite adequate.

Following a pleasant night tied up at the boat yard at Whitchurch, we were greeted Tuesday morning with coffee served in our cabin and a substantial English breakfast in the dining area. For those interested in excellent food, hotel boats are perfect.

In contrast to "hire boats," hotel boats require no work by the guests unless they wish. On our boat, Vernon helped the crew open and close every lock as well as raise and lower lock paddle valves with his personal lock wrench. He walked ahead to line up the next lock and thoroughly enjoyed the exercise. We settled for working a few of the locks and watching the everchanging, lovely landscape.

Our first lock was a "staircase" of three locks together. This required a little thought working the paddle valves so that we didn't flood the lower locks or drain the canal up above. Each boat had to be locked through separately. This required pulling the "butty" by hand when it was not tied to the motor boat.

The tranquility is hard to describe. This early in the season there were few boats on the canal and it was easy to imagine the scene as it might have been in 1883 or even 1783.

We passed through bridges built of brick that appeared, and probably were, one or two centuries old. The towpath ran alongside for most of the way. Steel sheeting, to prevent the water from washing away the earth banks, is a relatively new material installed by the British Waterways Board. Even it appeared to blend gracefully with the canals.

Lunch stop on Tuesday was beside the Wilkynmoor Lock Pub. A cool cider drink was appropriate while the proprietor coaxed his dog, Henry, to sing (He really did, the dog, that is!). His pet goat, Hector, munched beside the lock while we kept a respectful distance away.

Our evening stop was at the town of Wrenbury, which featured the church of St. Margaret which was several hundred years old, as well as a new almost "Americanized" pub. We tied up alongside a hedgerow with a narrow road

(Continued on Page 11)



Bill Anderson and Betty Akers are shown pulling the "Butty".



Bob Akers poses for the cameraman at the Wrenbury "Tie-Up."

(Continued from Page 10)

opposite. Bicyclists and speedy little cars shared the road equally. The green fields, cattle, and hand operated lift bridges couldn't have been more British.

Our Wednesday travels brought us to the end of the Llangollen canal which drops into the Shropshire Union canal. As well as providing a waterway for the holiday bound, the Llangollen canal is the means for moving eight million gallons of water per day from the river Dee to the Hurlston Reservoir. Without the practical need for the water, this canal might long ago have been abandoned.

The Shropshire Union canal was wide enough to pass two boats side by side through the locks. This speeded up the locking operation.

Wednesday night tie up was near the "Shropie" shop, a typical general store for "canalers." Boat supplies, food, and souvenirs all were displayed enticingly. For a while on this stretch we paralleled a railroad and the highway. Both transport systems have made the canals obsolete for hauling freight but the slow pace of the canal is good for the soul. Maximum speed is four miles per hour to minimize wash along the banks. Since we started late and quit early as well as took a long lunch hour, our daily distance was about ten miles.

Our Thursday travel took us to a delightful luncheon spot nearby the Beeston Castle, built on a three hundred foot high bluff overlooking the valley. A shop for English goods had a telephone which we borrowed to confirm a future reservation in London. I think it was the first time the phone had ever been used for a toll call. As we drifted north in the afternoon we knew our tour was going to end soon, but we weren't ready for it to. Our stopping point was the outskirts of Chester, a two thousand year old town with remnants of the original Roman-built wall still in place.

Friday morning was a different scene through the industrial part of Chester. We had to leave our hotel boats appropriately named Dawn and Dusk in the afternoon

following a tourist's view of the ancient cathedral at Chester.

In five days we had "wound down" to the speed of the boat, seen the delightful villages and countryside of England which were just like the movies had pictured, and met some very interesting passengers and crew. Mike, the captain, had been in the Merchant Marine and had been infected with a love of canal boats from an early age. Ann, his multi-talented wife, could cook or cruise as was required, and we thoroughly enjoyed their hospitality.

Whether "hotel" type or "for hire", the canal boats offer an ideal way to see the English countryside. We learned history the easy way and received a short course in the nineteenth century commerce of the country. The trip was different from anything we had ever done — as the English would say, "First rate!"

(Robert H. Akers, ACS, 2100 Tullis Drive, Middletown, OH 45042. Address of the Narrowboat Hotel Co., c/o Ann Hobbs, 12 Sandon Crescent, Little Neston, Sotuh Wirral, Cheshire L64 0TU, England. Price for one week approximately \$250 per person.)

VCNS Meeting and Tour

Joe Ayers, Rt. 6, Columbia, Virginia 23038 (Phone 804-842-3573) will be Meeting Coordinator for the 1984 Annual Meeting and Spring Tour of the Virginia Canals and Navigations Society, April 7-8, 1984, with headquarters at Palmyra, Virginia. The feature of the week-end will be "Thomas Jefferson's River" — The Rivanna Navigation. The Tour will include locks built for the man-powered batteau era, as well as locks and canals built for the towpath canal era of the 1850's. Dr. Thomas F. Hahn will be one of the speakers during the annual meeting. Tours of Palmyra and Columbia (canal town) will be included.

CANAL CALENDAR

March 31, 1984 — Third Annual Canal Symposium, Easton Pa. Write Canal Museum, Hugh Moore Park, P.O. Box 877, Easton, PA 18042 for details.

April 7-8, 1984 — Virginia Canals and Navigations Society Annual Meeting and Tour of the Rivanna Navigation, Palmyra and Columbia, Write: Joe Ayers, Rt. 6 Columbia, VA 23038.

April 14-15, 1984 — Canadian Canal Society Annual Meeting, Montreal, with a visit to the old Lachine Canal and St. Lawrence Seaway Locks. Details from Colin K. Duquemin, CCS President, 56 Highland Avenue, St. Catharines, Ontario L2R 4J1.

April 15-28, 1984 — 1984 Justice Douglas (30th reunion) hike, Cumberland to Washington. Prospective full-distance hikers desiring logistical support should write as soon as possible to President Wood at the Association address, P.O. Box 66, Glen Echo, Md. 20812.

April 27-28, 1984 — Canal Society of Ohio Spring Tour in the Peninsula area of the Ohio and Erie Canal, including Locks 29-31. Details from Ted Kasper, 1980 Sedro St., Cuyahoga Falls, OH 44221. Tel. 216-928-0479.

May 12-13, 1984 - Pennsylvania Canal Society Spring Field Trip along the upper Schuylkill Navigation, Reading, Write: John P. Miller, PCS President, Wulakamike Farm, 3107 Farmersville Road, Bethlehem, PA 18017.

June 24, 1984 — Canal Society of New Jersey will host a reunion of Delaware and Raritan Canal Company employees, Princeton. Write: Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, N.J. 07922.

June 26-28, 1984 — Canal Society of New Jersey will sponsor a voyage on the EMITA II, along the Erie Canal, Syracuse to Buffalo. Write: Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, N.J. 07922.

DISMAL SWAMP CANAL

The U.S. Army Corps of Engineers in September closed the Dismal Swamp Canal because a drought lowered its depth from 5 feet to 3½ feet. The waterway, said to be the country's oldest artificial canal, runs 22 miles from South Mills, N.C. to Deep Creek in Chesapeake, Va. with about 1,300 pleasure and commercial boats using the canal every year.

When opened, the locks at each end of the canal need a million-and-a-quarter gallons of water to be operational. The water came from Lake Drummond in the swamp before the drought. Boats are being diverted to the nearby Chesapeake and Albemarle Canal which has a more constant water supply since it's at sea level.

(Submitted by Alden Gould, Director ACS, from The Log.)

PRESENTS MODEL TO C. & O. PARK



Joseph Perry Mose, 85, center, presents a scale model canal boat to Richard L. Stanton, left, superintendent of the C & O Canal National Historical Park, and Lee Struble, canal curator. The Sharpsburg resident, son of canal boat captain Jerome Mose, worked on the canal until he was 21 and "got married and quit the canal." The scale model is one of three he has made for display in park museums along the 185-mile waterway. This one will be on view at C & O headquarters at Ferry Hill Between Sharpsburg and Shepherdstown.

"MERRITT" AT WELAND CANAL FETE



Bearded actor David MacKenzie, who portrays William Hamilton Merritt, Father of Canadian Transportation, commanded the attention of those marking the 154th anniversary of The Welland Canal on November 29th. With him, from right, are Ken Ludwig of the St. Lawrence Seaway Authority; Captain Jacques Gamelin, whose Canada Steamship Lines' vessel M.V. Richelieu was first upbound ship through Lock 7 at Thorold; John Campbell, Chairman, Regional Municipality of Niagara, Maurice Gomme, President, St. Catharines & District Chamber of Commerce and John Burtiak, Chairman, St. Catharines Historical Museum.

BI-RECREATIONAL ASSOCIATION FOR THE RESTORATION OF THE GREAT ERIE (BARGE) — Anyone interested in receiving *The Canawler*, the newsletter of BARGE, should write to BARGE, 72 Harvington

Road, Tonawanda, NY 14150. CRUISING NEW YORK STATE CANALS AND LAKES — A brochure on this subject is available from Mid-Lakes Navigation Co., P.O. Box 81, Skaneateles, NY 13152.

CSO SPRING TOUR

Ted Casper is Chairman of the April 27-28, 1984 Spring Tour of the Canal Society of Ohio. He reports that one of the features of the Tour will be an inspection of isolated Locks 29, 30 and 31 of the Ohio and Erie Canal, which will require "watertight boots and old clothes, impervious to briars, brambles and bullrushes." Headquarters will be the Brown Derby Inn at Boston Heights, Ohio, State Route 8 and the Ohio Turnpike (I-80). Friday evening there will be a slide show at the nearby Peninsula Inn. Saturday's banquet will be held at the Brown Derby with Ian Thoman of the National Park Service as the key speaker. For further details contact Ted Casper, 1980 Sedro Street, Cuyahoga Falls, Ohio, 44221. Telephone: (216) 928-0479.

"Hooper" Wolfe 1894-1983

We regret to report the passing of another "stewart" of the Canal Era — George W. "Hooper" Wolfe, at Williamsport, Maryland on December 8, 1983. "Hooper" quit school at ten to take a job driving mules that pulled canal boats on the Chesapeake and Ohio Canal. At age 75, in 1969, he published a book entitled "I Drove Mules on the C. & O. Canal", full of canal anecdotes and personal memories. The book, which went into a number of extra printings, has been distributed to, and appreciated by, canal enthusiasts all over the country. Proceeds from his book sales were donated, by "Hooper", to local charities. He was a member of the C. & O. Canal Club of Williamsport and edited the "Dug-Out", a newsletter for servicemen overseas in World War II. He was also a charter member of the Williamsport Lions Club and a charter member of the Potomac Fish and Game Club.

CANAL BOATING IN ENGLAND AND WALES

— If you're thinking of a waterway vacation for the first time, you'll want to know the answers to a lot of questions before you make your decision. If you're an old hand, you'll still want to have the 1984, 30-page Anglo-Welsh booklet to self-drive hire boats on the canals and rivers of England and Wales. Canal vacations are ideal vacations for all ages. Driving and steering the boat is easy. Preparing and cooking food in the well-appointed kitchen on an Anglo-Welsh boat is a pleasure — or you can go ashore to eat in almost any style. Forget about having to book hotel rooms and hiring a car to see a favored area in the U.K. The 1984 brochure is full-color and offers rates, maps, suggestions for vacations based on one, two, or three maps, diagrams of the interiors of the boats, and lots of photos of canal scenes. Request your free copy from: American Canal and Transportation Center, P.O. Box 310, Shepherdstown, WV 25443.