

# AMERICAN CANALS

BULLETIN OF  
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 91

Editorial Address—968 Chapel Road, Monaca, PA 15061

NOVEMBER 1994

## PRESIDENT'S MESSAGE

The seventh International Conference on Historic Canals, on the Trent-Severn Waterway, was a great success; some said it was the best so far. These are fun meetings which shouldn't be missed, so set your sights on the next conference on October 2-6, 1995, in Augusta, Georgia, featuring America's southern canals.

The canals of the south have come a long way since we covered them in our *American Canal Guide, Part 2* twenty years ago; you'll find canal buffs down there doing impressive things. Did you know that when the Augusta Canal was widened in the 1870s it claimed to be second in width only to the Suez Canal?

Speaking of the Suez Canal, is there really one in Belgium? Ken Follett's novel, *Triple*, p. 251, has a ship going through Royers Lock and the "Suez Canal" on the way to Kattendijk Dock in Antwerp. Are there any other Suez Canals in this world?

One of our stops after the canal conference was in Ontario at the Lock 7 Motel (905-227-6177), which is famous amongst canal buffs for its view of Lock 7 on the Welland Canal. The building itself is historic because the older part housed canal engineers when the locks were under construction. The motel has three floors, with the best view from the top, so the prices go up with each floor! Whenever a ship goes through, day or night, you'll find canal buffs watching from their balconies.

We also visited the Welland Canal's excellent and still growing museum at Lock 3 to see **Arden Phair**, our ACS Director for Canada, and to look for the bronze plaque which the American Canal Society and the Canadian Canal Society dedicated back in 1989 at a joint meeting — it commemorated the 160th anniversary of the First Welland Canal, and the 30th anniversary of the opening of the Saint Lawrence Seaway. You'll find our plaque out front near the sign for the "Lock, Stop and Barrel" restaurant.

At Niagara Falls we noticed a new vertical dimension in canalling — there is an old iron barge wreck near the Canadian shore. If it had floated another few hundred feet, it would have gone over the falls like a barrel. What's the story behind this barge? Did it come from Buffalo, from the Erie Canal? Have any canal boats ever gone over the falls?

Lastly, here's the latest news from England: When an excursion boat ran out of beer, the passengers raised such a fuss that they were all given their money back!

Happy Holidays! See you in Georgia in 1995!  
Bill Trout

Sidney Beyland and Brian Kutner have asked to retire as ACS Directors; Robert Barth has volunteered as a new ACS Director.

## UNION CANAL TUNNEL DESIGNATED A NATIONAL HISTORIC LANDMARK



The Union Canal Tunnel (south portal) on a 27-acre tract owned and maintained by the Lebanon County Historical Society. The mule team climbed over the hill, while canal boats were poled through the tunnel. Traffic ceased in 1885, due to the difficulty of maintaining water in the upper reaches of the canal, and the competition of the railroads. (Photo by Bill Shank)



Earl Leiby, President of the Lebanon County Historical Society; Robie Lange, U.S. Department of the Interior; and Pete Silldorff, General Chairman of the Presentation Program. (Shank photo)

October 1, 1994, the Lebanon County (PA) Historical Society was presented a bronze plaque designating the Union Canal Tunnel as a National Historic Landmark. The presentation was made by Robie Lange, U.S. Department of the Interior, Washington, D.C., and was attended by several hundred members of the Society, representatives of local and national canal historical organizations and other political, musical and historical groups.

The Union Canal Tunnel is the oldest existing tunnel in the United States and was a key feature of the Union Canal, which connected Reading, on the Schuylkill River, with Middletown on the Susquehanna. Built in 1825 through 729 feet of solid rock the tunnel was the "high point" on the canal, which provided a direct water connection between Philadelphia and Harrisburg during the golden years of the canal era in Pennsylvania.

(Concluded on Page Two)

# American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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AMERICAN CANALS is issued quarterly by the American Canal Society, Inc. 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.C.S. membership. Send dues payment (\$15 minimum) to Sec'y/Treas. Charles W. Derr, 117 Main St., Freemansburg, PA 18017. Single copies may be purchased at \$3.00 from the publisher.

Manuscripts on subjects consistent with the objectives of the A.C.S. are welcome. They should be sent to the editor.

## UNION CANAL TUNNEL CEREMONIES



The Lebanon Ceremonial Band under the direction of H. Lee Moyer is shown here, with part of the large audience at the ceremonies. (Shank photo)

(Concluded from Page One)

The program included an invocation by Rev. David Henkelmann of the Lebanon Moravian Church, welcome by Earl Leiby, President of the Lebanon County Historical Society, greetings from Robert Keintz of the Pennsylvania Canal Society and William Shank of the American Canal Society; remarks by Lois Meily — Friends of the Union Canal, State Senator David Brightbill, State

Representative Edwards Krebs, Susan Zacker — Pennsylvania Historical & Museum Commission, Philip Feather — Lebanon County Commissioners, and Ammon Gibble — North Lebanon Township. Music was provided by the Lebanon Ceremonial Band under the direction of H. Lee Moyer, and a Bell Choir and children's chorus from the Union Canal Elementary School under the direction of Wendy Royer.

## CANAL CALENDAR

### February 4, 1995.

VIP Workday on the C & O Canal (MD) 9 AM-Noon. Meet at Great Falls Tavern for work on the towpath, weather permitting.

### March 4, 1995.

VIP Workday on the C & O Canal 9 AM - Noon. Meet at Riley's Lockhouse at Seneca, MD.

### March 10 & 11, 1995.

14th Annual Canal History and Technology Symposium at Lafayette College (PA) Contact: (610) 250-6700.

### March 16, 1995.

Lecture on "Canal Inclined Planes Around the World" by William Moss. Farinon Center at Lafayette College (PA) 8 PM.

### April 29-30, 1995.

Virginia Canals & Navigations Society Annual Meeting, Eagle Rock, VA, a 10-mile batteau voyage to canal sites. Contact: Nancy Dunnavant, (804) 748-6764.

### June 16-24, 1995.

James River Batteau Festival, Lynchburg to Richmond, VA. Contact: Sue Pechman, (804) 947-6105.

### Oct. 2-6, 1995.

International Conference on Historic Canals & Southern Canal Conference, Augusta GA. Contact: Augusta Canal Authority, (706) 733-2635.

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Navigable Canals, David F. Ross, *chrmn.*, Rt. 1, Box 87T, Savannah, TN 38372.

### Other publications: *The Best from American Canals*,

William H. Shank, editor and publisher. *American Canal Guides*, William E. Trout III, editor and publisher.

## NEW CANAL SOCIETY

The enclosed flier and application form is offered to members of the American Canal Society to make it possible for them to become Charter Members of the newly-formed INTERNATIONAL ASSOCIATION FOR INLAND WATERWAYS with headquarters in the United Kingdom. Applications should be accompanied by Sterling Checks in pounds, or if this is not possible, by checks in American Dollars. Equivalents: £7 = \$12; £10 = \$17; £20 = \$34; and £40 = \$68. Further information may be obtained from Ron Oakley, at the address on the application.

# TRIALS AND TRIBULATIONS — A Test Case for 19th Century Canallers in Pennsylvania

By Bill McKelvey

*Case No. 2092, Buckley vs. Brown in the Circuit Court, E.D. Pennsylvania 1856, relieved Pennsylvania Canal Boat crews of the burden of the "Marine Hospital Tax" in New York Harbor - an important decision for the canallers!!*

[In admiralty. Suit to recover marine hospital tax, alleged to have been illegally exacted. Decree for plaintiff.]

An early act of congress (Act July 16, 1798 [1 Stat. 606], § 2) enacts "that no collector shall grant to any vessel whose license for carrying on the coasting trade has expired, a new license, before the master of such vessel shall first render a true account to the collector of the number of seamen, and the time they have severally been employed on board such ship or vessel, during the continuance of the license which has so expired, and pay to such collector twenty-five cents for every month such seamen have been severally employed as aforesaid." The sum thus paid is retained from the wages of the seamen, and is to form a hospital fund for the support and maintenance of disabled seamen. Under this act it had been the practice prior to 1846, to tax, indiscriminately, all hands and mariners engaged on boats and vessels trading on our rivers. This tax became a great burden to canal boats and vessels engaged in the inland navigation of Pennsylvania; and to relieve them from this burden, congress, by an act of the 20th July, 1846, enacted: Sec. 1. "That persons employed in navigating canal boats without masts or steam power, shall not be required to pay any marine hospital tax or money." [Nor shall the persons employed to navigate such boats receive any benefit or advantage from the marine hospital fund; nor shall such owner or owners, captain, or other persons be required to pay fees, or make any compensation for such register, license, or enrollment license; nor shall any such boat be subject to be libelled in any of the United States courts for the wages of any person or persons who may be employed on board thereof, or in navigating the same.]<sup>2</sup> Sec. 2. "That all acts and parts of acts repugnant to the provisions of this act be, and the same are hereby repealed." In practising upon this act of congress, the secretary of the treasury issued to the collectors of the different ports of the United States, instructions to the effect: First. That under the act of 20th July, 1846, vessels or boats which ply altogether on tide and other navigable waters, cannot be deemed canal boats, entitled to the privileges of that act. Second. That the exemption of canal boats cannot extend to boats or barges, exceeding fifty tons, although without masts or steam power within themselves, when the usual practice of such boats or barges, is to come out of the canals, and trade by aid of steamboats and propellers, on natural navigable waters from district to district." With these laws and instructions in force, the plaintiff, being captain of a registered boat, applied to the defendant, collector of the port of Philadelphia, for a renewal of a license, which that officer, acting on the instructions of the treasury, refused to give him without a previous payment of the usual "marine hospital tax." The boat was in the ordinary canal shape, of 123 tons burden, without masts or steam; and her voyages were between Port Carbon, an interior town among the Pennsylvania coal hills, and the city of New York, by way of the Schuylkill Navigation Company, and the Delaware and Raritan canal. Her whole distances were 228 miles, of which 151 were on canal, and 77 on tide water, on which last

she was towed by steam tugs. The captain, having paid the money under protest, the right of the collector to have demanded it was the question now before this court, to which it came by certiorari from the common pleas.

Mr. Vandyke D. A. U.S., for the collector.

The act of 1798 has not been repealed. It applied to the plaintiff and his boat, unless the boat comes within the exceptions of the act of 1846. The privileges of that act are confined not to canal boats generally, nor to any at all times, but to such boats, being "without masts or steam power." The boat must be bonâ fide a canal boat, and prove her quality by staying on canals: and using neither steam nor masts; else by giving to river and steamboats the form, size and name of canal boats, river boats would go clear entirely. Even if an ordinary canal boat navigates rivers chiefly, it was never meant that she should go clear. The act of 1846 makes steam the test. It matters not how steam is applied; whether in front, and so pulls the boat, or behind, and so pushes it, or on board, and so propels it. If steam moves the boat entirely, and on tide waters, the boat is not a canal boat within the meaning of the act of 1846; an exceptional act, as has been stated, and in derogation of the rights of the government. Vessels are now made in compartments. The steam is on one, the freight on others, the passengers on the remaining. The different parts of the vessel are attached; but in structure are as separate as the canal boat and the tug.

Mr. W.M. Tilghman, on the other side, contended that whether a boat was a canal boat or not, depended simply on the fact what sort of navigation she was constructed and adapted for. If, tested by these rules, she was a canal boat, she was a canal boat wherever she was, whether on a canal, on a tide river, or on dry land; and no more became a steamboat because she got out on tide water and was towed by a steam tug, than she would become a railroad car by being put on the wheels of railroad trucks or rolled over a railroad; or a dwelling house, by the canal's becoming emptied of water, and the boat left on dry land. Certainly, the act made "steam power" a test; but it means steam power as part of the boat. This boat was as much a "canal boat without steam power," after she was tied to the tug, as she was before; and just as much as she would have been "without masts," if she had been tied to a sailing vessel propelled by wind. It is the tug and the sailing vessel which have the steam and the masts. The canal boat has neither, and therefore, of course, is "without" them, and so exempt. Though an exceptional act, the act of 1846 is to be construed fairly, and like ordinary acts, and its meaning is to be settled by the courts, and not by secretaries of the treasury, who look to that which chiefly concerns them, government interests.

GRIER, Circuit Justice. It is a great grievance that the revenue laws passed by congress have become so numerous and complicated, that it is often difficult to ascertain what is the existing law on any particular subject. In the construction of other laws, when one statute supplies or changes the provisions of another, the latest is construed as a repeal of the former. But on the construction of this mass of contradictory revenue laws, it would seem that the statute which gives the highest duty, the largest fees, or the severest penalties, is never repealed by a later act which mitigates the penalty or diminishes the fees. Acts giving certain fees or forfeitures to certain officers, become almost like the laws of the Medes and Persians, incapable of being repealed. At least, it is hard for

human ingenuity to discover language for the purpose which may not be perverted by ingenious misconstructions. [This case raises the question of the construction of an act of congress which declares that "the owner, master, or captain, or other persons employed in navigating canal boats without masts or steam power, &c., shall not be required to pay certain fees, nor marine hospital tax, and shall receive no benefit from the marine hospital fund, &c."]<sup>3</sup>

It is part of the history of this act of congress, that it was originated at the instance chiefly, and for the relief of a certain class of citizens of the commonwealth of Pennsylvania.

Much of the internal trade of this country, which was formerly carried on wagons over turnpikes, or by coasting vessels trading from port to port, is now carried on by means of canal boats. In the transportation of coal, these boats are loaded among the mountains, dragged by horses or mules down to the harbor of Philadelphia, towed from the harbor to the New Jersey canal, again dragged by animal power, to be again tugged or towed into the harbor of New York. The trade thus carried on is entirely internal, as much so as if done by wagon or railroad car, and calling as little for the interference of the revenue laws. There is nothing of a maritime character about this mode of transportation, save the boat. The persons who conduct or navigate it, the steersman of the boat, his assistant, the man or boy who drives the mule, have probably never seen the sea, till their arrival at New York. They are, therefore, astonished to find that, as soon as their boat touches brackish water, it has become the subject of a new code of laws, originating in Rhodes or Italy, and in the isles of Oleron and Rhe; that though born and bred mountaineers they have, by magic, become mariners, and may libel the coal boat for their wages, or hypothecate it for oats and provision, on the return voyage, &c., &c., and a thousand other incidents of admiralty jurisdiction, and custom house supervision and fees, which have about as much application to them and their boats as they have to Conestoga wagons.

For the purpose of relieving trade from these annoyances of admiralty law and custom house exactions, this act of congress was passed, and the question for the courts to decide in this case is, whether we can by any ingenuity so construe, or rather misconstrue, it as to render it wholly ineffectual.

It is proposed to do it by means of the following sorites or syllogisms: A canal boat is a canal boat only while it continues to be a boat on a canal; and although it has no mast or steam engine on board, yet when a steam tug is attached to it by a rope for the purpose of taking it from part of a harbor or river to another, it becomes ipso facto a steamboat, because it has been tugged or propelled by steam, and so remains ever after, it having lost the character of canal boat forever, by a single contact with the rope of a steam tug. The man, the boy and the mule, are thus converted into mariners, and entitled to libel for wages in admiralty, and to an interest in the marine hospital fund. Ergo, they are bound to pay the same fees as were exacted before this act was passed.

The objections to this reasoning and conclusion are, that they shock common sense, and annul an act of congress specially made to apply to these very persons and things.

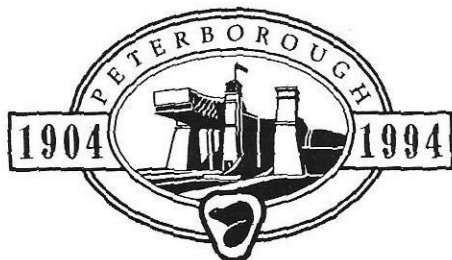
Consequently the fees exacted from the plaintiff were illegally exacted, and he is entitled to recover according to the conditions of the case. Decree accordingly.

# THE 1994 INTERNATIONAL CONFERENCE ON HISTORIC CANALS

By Bill Trout



The high point of the meeting was a trip on the CHIPPEWA II through the Peterborough Lift Lock to the canal museum, to celebrate the lock's 90th anniversary. In the background, one of the lock's chambers is at the top of its 65-foot lift.



The Conference logo was this drawing of Peterborough Lift Lock, celebrating its 90th year in operation. At the bottom is a beaver, the symbol of the Canadian Park Service.

Thanks to the Canadian Park Service and the Friends of the Trent-Severn Waterway, the 1994 International Conference on Historic Canals was one of the best ever. I wish more of you had been there.

This was the seventh of these International (originally National) Canal Conferences, which began in 1988 in Moline, Illinois and have reappeared like magic every year since. The next few years are already scheduled: Augusta, Georgia in 1995; Birmingham, England in 1996; and the Blackstone Canal Corridor in 1997. The Augusta meeting on October 2-6, 1995 will be combined with the world's first annual Southern Canal Conference. To be sure you're on the mailing list, write Jeanie C. Allen, Augusta Canal Authority, 3042 Pine Needle Road, Augusta, GA 30909, (706) 733-2635.

We knew we were in for something special when each registrant was asked to stand still for

a photograph even before seeking out the hospitality suite. Thanks to digital cameras and computers, we were each presented later in the meeting with an extremely useful conference directory with all our faces, addresses, and our statements justifying our existence.

The star of the show was the 232-mile Trent-Severn Waterway, known colloquially as the Trent Canal, which zig-zags across central Ontario, connecting Lake Ontario with an arm of Lake Huron by linking up a number of lakes and two rivers, the Trent and the Severn. It was not built all at once as a "system"; the first five locks were built in the 1830s and 40s to open up local stretches to navigation. More locks were built in the 1860s, and finally, in the 1880s the government determined to finish a through waterway, which opened in 1920 - 87 years after work began. It was in this last phase that the canal's technological wonders - the inclined plane and two hydraulic lift locks - were built. Some modernization has been done since then but the waterway is now considered an historic recreational resource, a national park, administered by the Canadian Park Service, and they do a good job too. During the course of the meeting the park staff treated us to special trips to locks, lifts and unusual eateries along the waterway.

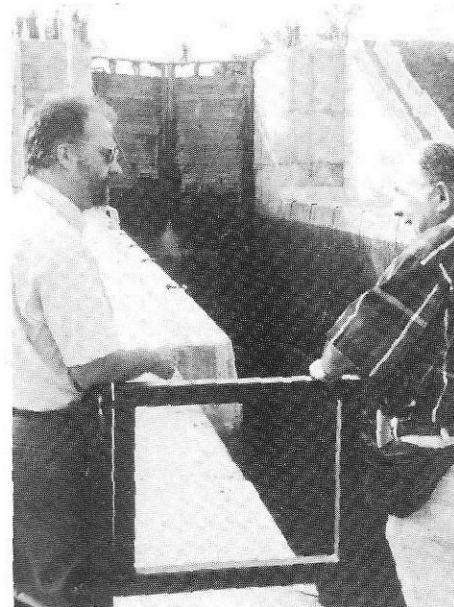
The "Friends of the Trent-Severn Waterway" is the organizational key to the present-day success of the waterway. **Mary Lyons**, Manager of the Friends, told us how this very active volunteer group was formed in 1982 to protect and preserve the waterway, co-operating with Parks Canada to market the waterway and work with local communities and visitors. The Friends run four canal bookshops to raise money for canal projects. They

even have an 800 number for enquiries from the U.S.A. A lot of their calls come from Florida (including two from penitentiary inmates who, so far, have not shown up). So if you are planning to cruise or visit the Trent-Severn, or if you want a copy of the Friends' 12-page Mail Order catalog, just call 1-800-663-BOAT. It's a handy number every waterway should have.

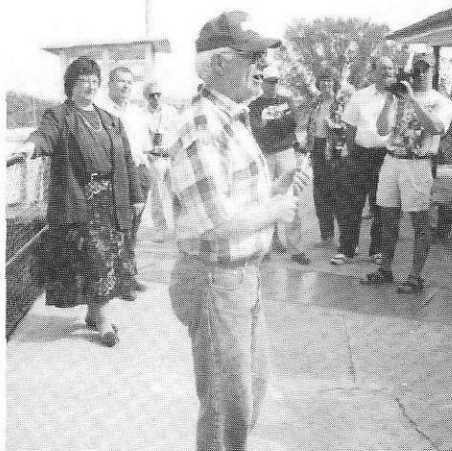
The broad theme of the Conference was "Canal Heritage Interpretation." In fact, at Healey Falls Lock - a two-lock staircase - we were all invited to participate in a planning workshop to develop ideas for the interpretation of the site, described as "a major attraction in waiting," not yet "discovered" by the tourists. Among our recommendations: restrooms (vital for busloads of school children!); a sign and trail to the falls (all the visitors ask, "but where is Healey Falls?"); and a display on how a lock works (the lockmasters told us that visitors explain to each other how the lock works, sometimes in quite imaginative ways not yet known to science.)

A featured speaker was **Derek Cochrane**, Regional Manager for British Waterways in Scotland and northwest England, where a quarter of Britain's canals are. BW's Mission Statement now is "The efficient management of the inland waterways for the increasing benefit of the nation," which seems reasonable enough. One of these management problems has been the future of the Anderton Lift, one of the Canal Wonders of the World (see Bruce Russell's article in the February 1988 issue). Water pollution in the River Mersey corroded the metal structure, forcing its closing in 1983. The lift is on its way toward restoration now, thanks in part to the persistence of waterways buffs. But it won't be cheap, for "unlike Disneyland, waterways must run at a loss."

**Ken Dodd**, "Mr. British Waterways," reported that in England, the average age of canal users is getting older, so new strategies must be found to bring younger people to the canals to keep them



Looking up Healey Falls "Flight Lock" (a two-lock staircase) with lockmaster Brian Warykow (left) explaining things to ACS member Dick Craine.



**At Healey Falls Lock, Dave MacDougall, Area Superintendent for the Trent-Severn and one of the conference's enthusiastic organizers (foreground), introduced us to their Worships Cathy Redden (left), Mayor of Campbellford, and Bill Petherick, Reeve of Seymour Township.**

viable. One of the approaches is to try harder to "give the public what they want, not what we think they should want."

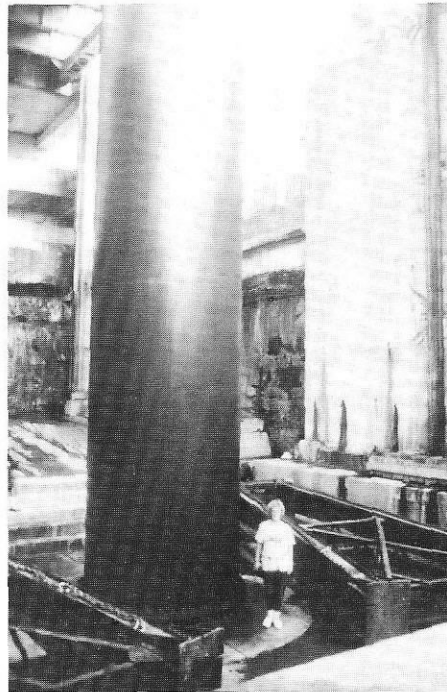
**Diane Kuehn**, who works on interpretation and planning along New York State's canals, reminded us that the "general public" which we make signs for, are not yet avid canal buffs but have a seven to ninth grade education - so the trick is to find out through field work and experience who your intended audience actually is, and design the exhibits for them. "Look at things from the visitors point of view" was also the plea of **John Good**, Chief of Visitor Activities on the Trent-Severn. "Hook them while they're there" was the advice of **Rory Robinson**, NPS's Outdoor Recreation Planner and the Conference's original Dink. Find out what the users need, in addition to canal history, and don't use a lot of words on your signs or you've lost your audience.

Rory's current long-term project is spearheading a national "Towpaths to Trails" initiative with NPS and the Rails-to-Trails Conservancy, looking at recreational opportunities along historic canal corridors. He's eager to hear from anyone interested. Write Rory Robinson, Outdoor Recreation Planner, National Park Service, 4717 Riverview Road, Peninsula, OH 44264, (216) 657-2950.

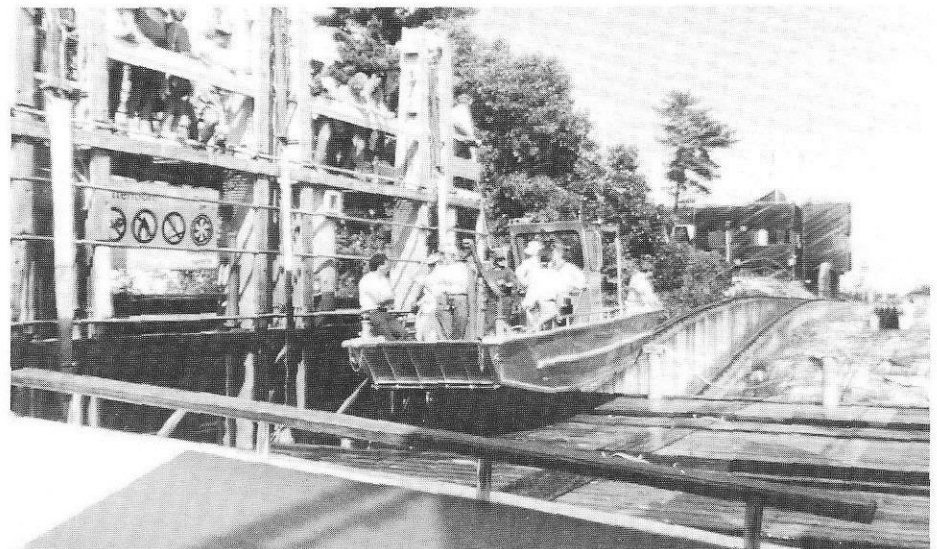
Also of note: **Dave Johnson** and **Hal Larsen** discussed the work of the Chesapeake & Ohio Canal Association, including their new archives building now housing thousands of documents; and we learned during tea break that the Chinese are planning an inclined plane or lift 345 feet high, plus a flight of locks, at Three Gorges Dam across the Yangtze River. Can someone write us an article about that?

At our annual ACS get-together, we had a rousing discussion led by **Dr. Zip Zimmerman**, on how to promote canal tourism and preservation by establishing a national canal information network for tourists. Could we establish and advertise a central address and number to call for canal information? This central source (ACS, or a museum or canal operation) could send out appropriate tourist material and supply phone numbers for local details. For example, enquiries about the Trent-Severn could be referred to the Friends' 800 number, 1-800-663-BOAT. Enquiries about New Jersey Canals can go to the Canal

Society of New Jersey's Hot Line, (908) 722-9556 - that one number takes care of the whole state! The number for the New York State canal system is 1-800-4CANAL4. Please let me know of any other general numbers like this, and we'll put them in *AMERICAN CANALS*. At the least, we can begin to compile and make available a list of such phone numbers, and start thinking about where to go from there. Any ideas, or offers to take on this project?



**At Kirkfield Lift Lock, the other hydraulic lift on the Trent-Severn, we were allowed to go down into the pit under one of the two boat chambers. Here Nancy Dunnavant, president of the Virginia Canals & Navigations Society, stands next to the huge hydraulic ram which lifts the boat chamber. It is 7½ feet in diameter with a lift of 49 feet.**



**Another wonder of the Trent-Severn is the big Chute Marine Railway, an inclined plane built in 1977. Thanks to Fred Alyea, Director of Canal Operations, Lockmaster Rob Carter and the other canal staff we had the rare privilege of riding on the top of the boat carriage (left), as well as in boats. We also saw the original 1917 plane in action. Somewhere nearby in the woods are two locks which were abandoned unfinished during World War I.**

## **WORLD CANAL CONFERENCE BIRMINGHAM, UK, 1996**

The first World Canal Conference will be held in Birmingham in 1996 (provisional dates 27th - 30th June). The extensive Birmingham Canal network (totalling 140 miles in and around the city) lies at the heart of the historic English Canal system. The Birmingham canals have been greatly improved in recent years and are now providing an attractive focus in urban regeneration schemes.

The theme of the 1996 conference will be "Regeneration." The conference is being jointly organised by British Waterways, who run the Country's canals, Birmingham City Council who have worked with British Waterways to improve the city's canals, and the Inland Waterways Association, the voluntary campaigning organisation who celebrate their 50th anniversary in 1996.

For further information please contact Tom Brock, British Waterways, Peel's Wharf, Fazeley, Tamworth, Staffordshire, United Kingdom, B78 3QZ.

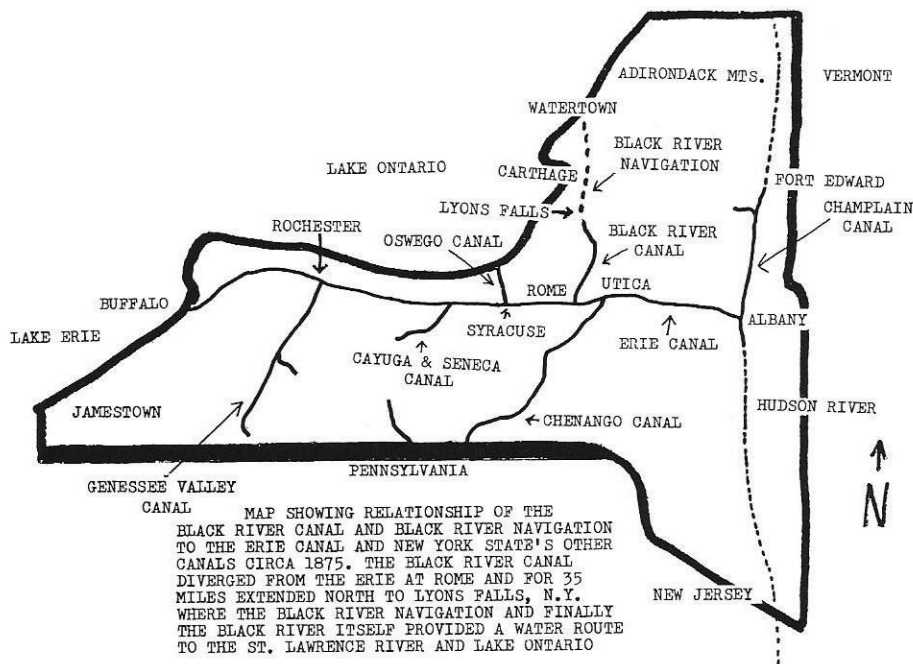
### **NEW BOOK**

Thomas F. Hahn, first President of the American Canal Society and Emory L. Kemp of the staff of West Virginia University and a recent President of the Society for Industrial Archeology, have combined their talents to produce "*CEMENT MILLS ALONG THE POTOMAC RIVER*" (1994).

The canals of the nineteenth century could not have been built without mortar which would hold the masonry together under water. The enclosed flier offers details of the discovery and development of cement mills used in building the C. & O. Canal and other historic canals in early USA. This 90-page book is being offered at a special price of \$12.00 to members of The American Canal Society. Well illustrated and well researched by the authors, the book is now available from IHTIA or ACTC at the addresses indicated.

# THE BLACK RIVER CANAL

By Bruce J. Russell - Contributing Editor



Rome to Lyon's Falls. From Lyons Falls to Carthage, also approximately 35 miles, the waterway was known as the BLACK RIVER IMPROVEMENT. Surveying for the BLACK RIVER CANAL began in 1834 and was finished in 1837 when contracts were awarded for the construction of the initial 14 miles from Rome into the "North Country" which was rich in timber and other resources. 20 years later, in 1855, the job was finished.

Once it was opened the BLACK RIVER CANAL was used to transport lumber, both in the form of logs as well as boards produced at the numerous saw mills of such canalside communities as Boonville and Lyons Falls, to the growing cities of New York State such as Syracuse, Buffalo, Albany, and of course New York City. The canal boats took several days to work their way south through the 109 locks to Rome where they continued east or west on the "mainline" ERIE CANAL. Because of the time involved in passing through the locks there wasn't any passenger service. The construction of railroads north of Rome in the direction of Watertown and the Canadian border in the 1850s, 60s, and 70s spelled the end of large traffic volumes on the BLACK RIVER CANAL. Plans to extend it northward to either Lake Ontario or the St. Lawrence River were shelved by the time the waterway was completed in 1855. Nevertheless during the late 19th Century it remained active and old photographs show boats loaded down with timber descending its multiple flights of locks.

## OCTOBER 7 - EARLY BIRD SPECIAL TOUR

The CSNYS field trip was scheduled as a weekend affair, however, for the benefit of those able to take Friday Oct. 7 off there was an "early bird" or preliminary series of activities connected with the BLACK RIVER CANAL. It was a "drive yourself" automobile tour of selected locations which would not be covered during the main Saturday Oct. 8 bus trip. Those taking this option were given a guide who directed them from Rome north to Carthage where navigation on the BLACK RIVER CANAL and BLACK RIVER IMPROVEMENT had its northern terminus. (From Carthage tugboats were able to travel over the unimproved

On Oct. 8, 1994 the CANAL SOCIETY of NEW YORK ran a field trip exploring the remains of the BLACK RIVER CANAL which closed in 1926. A small segment of it continues to function as a conduit for bringing water to the NY STATE BARGE CANAL. Water from the Black River was collected behind a dam, and sent via a feeder canal to the summit level of the Black River Canal at Boonville, N.Y. It then was used to 1) Operate the Black River Canal from Boonville to Rome, and 2) To supply the Erie Canal's summit level, also in Rome. While some water reached this summit directly from the Black River Canal, most of it took another route. South of Boonville a feeder tapped into it and brought some water into a natural stream called the Lansingkill. The Lansingkill took this water first to the Mohawk River which then fed into the Erie Canal near Rome. While a lot of water was diverted from the Black River Canal enough was left to operate its locks. In 1918 the NY STATE BARGE CANAL replaced the ERIE. However water from the Black River was still brought via almost the same route to the successor waterway. The Black River originates in the hills above Rome and flows north into the St. Lawrence River near Watertown, N.Y. It was the main source of water for the Erie Canal from Rome to Albany.

On the weekend of October 8th and 9th the CANAL SOCIETY of NEW YORK STATE, hosted a two day field trip to the remains of the BLACK RIVER CANAL, one of the Empire State's lesser known but nevertheless interesting waterways. The BLACK RIVER CANAL was selected by the trip committee because it features 109 locks in the relatively short distance of 35 miles, making it a "climbing canal" par excellence. Unlike the longer ERIE CANAL which comprised numerous level segments completely devoid of locks, the BLACK RIVER CANAL began in Rome where it connected with the ERIE and proceeded north into the hills and low mountains which in the 19th and early 20th Centuries were sources of lumber. In many of the rural villages which the waterway traversed the stately homes of these "lumber barons" are still visible and bear testimony to the economic muscle which gave impetus to the digging of the canal.

The building of the BLACK RIVER CANAL for

navigation purposes was preceded a few years earlier by construction of a non-navigable feeder from the Black River to the ERIE CANAL in the vicinity of Rome, N.Y. The purpose of this channel was to transport water from that mountain stream to the summit level of the ERIE CANAL to keep it filled.

It was later decided to construct a navigable canal extending from Rome northward into the Black River country where it would terminate in Lyons Falls, a distance of 35 miles. From Lyons Falls to Carthage the actual Black River itself would be improved and used for navigation with some essential structures added such as locks around rapids and slack water dams. North of Carthage the Black River was navigable without the need for any artificial improvements. The actual BLACK RIVER CANAL therefore extended only from



We stop at Lock #16 at Westernville. This was a well-built lock, still in good condition. (Russell photo)

Black River to Watertown and the St. Lawrence River).

From Carthage the participants traveled south in the direction of Rome. Various sites of interest were identified such as sawmills and tanneries. One of the most impressive was the remains of Basselin's sawmill which when built in 1885 was the largest in the United States.

At Forestport there was a stop at the dam and start of the 11 mile feeder canal which takes water from the Black River directly to the summit level of the BLACK RIVER CANAL at Boonville. A dam was constructed across the Black River at Forestport, thereby creating a pool of water. From this pool an 11 mile mini-canal (which was navigable) brought water to Boonville, the highest point on the BLACK RIVER CANAL. This same water then traveled south on the BLACK RIVER CANAL to Rome where it supplied the ERIE CANAL'S summit level.

The data sheet and directions for the Oct. 7 "Early Bird" Special Tour were prepared by CSNYS member Howard Card.

On the evening of Oct. 7 an excellent slide show was presented by Craig Williams at the BEECHES, headquarters for the weekend extravaganza. The show concentrated on the history of the BLACK RIVER CANAL and the region it served.

#### OCTOBER 8th BUS TOUR

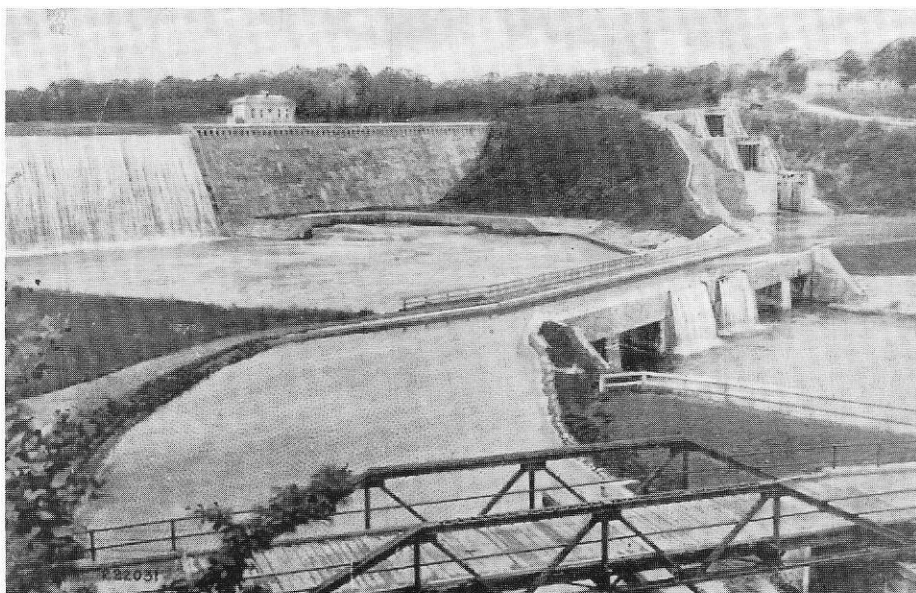
Saturday October 8th dawned bright and sunny, ideal weather for a journey over the BLACK RIVER CANAL and through the North Country. A total of 85 people signed up, two bus loads. The tour leaders were Howard Card and Craig Williams.

Eight stops were scheduled with a lunch break in the middle. This was what could reasonably be covered in a day excursion and which would give participants a good idea of what the BLACK RIVER CANAL was all about.

Upon departure from the Beeches our two motor coaches proceeded north into the Black River country. Passing Delta Lake and Delta Dam constructed in 1910-1918 to supply water to the new BARGE CANAL we saw the abandoned prism of the BLACK RIVER CANAL. The BLACK RIVER CANAL brought water directly into DELTA Lake until it was abandoned in 1926. However since the BARGE CANAL still required a supply of water an elaborate feeder system was relied upon. Water continued to flow through the abandoned canal from the summit level at Boonville to a point a few miles south of that community. Water was then diverted into a natural stream called the Lansingkill which took it first to the Mohawk River and then into the BARGE CANAL in the vicinity of Rome. This complete rerouting of the canal's water supply permitted total abandonment south of Boonville.



**Lock #16 is an example of excellent masonry on the Black River Canal. (Russell photo)**



**Delta Dam, just north of Rome, which provided a large reservoir for both the Black River Canal and the Erie Barge Canal. The Black River Canal by-passed the dam on the triple locks at the right and then crossed Delta Creek in the foreground. (Old photo courtesy of Paul & Kate Bartczak)**

We stopped at Lock #16 in Westernville. Here was found some of the earliest style of lock construction on the BLACK RIVER CANAL. This consists of poor quality stone rather than the neatly formed perfectly square blocks used on other waterways and other portions of the BLACK RIVER CANAL. From Boonville, the summit level, all the way to Rome the original construction of the lock chambers was sub-standard. This may have been done in an effort to save money. Anyhow repairs and rebuildings were necessary throughout the life of the canal. Lock #16 exhibits portions made from the original stone plus sections which were rebuilt about 1906 using concrete. This lock like most of those on the BLACK RIVER CANAL had a lift of 10 feet and dimensions equal to those of the original ERIE CANAL, sometimes called "Clinton's Ditch". The locks were never made wider as they were on the ENLARGED ERIE CANAL which replaced the original 1825 waterway in the 1840s. Adjacent to Lock #16 is a building which once served as a canal side store. A structure situated several hundred feet away was once thought to be the lock tender's house, albeit enlarged and remodeled following relocation from the actual lock. However some people doubt that it served in this capacity. Who knows?

Departing from Lock 16 we once more proceeded north along the highway, passing additional locks, many covered with dense foliage but still visible. The tour guide pointed out locations of a number of aqueducts which carried the BLACK RIVER CANAL across streams. All are now missing their wooden water troughs and only the stone abutments remain. Driving through the hamlet of North Western, N.Y. the guide identified the location of a canal boat yard and shop. Lock 19 was viewed without stopping but the guide pointed out that it had been completely rebuilt a couple of years before the canal was abandoned in 1926. Neatly cut stones were used to replace those of the earlier 1830s construction. Historians now know that some of these well formed stones were actually taken from locks of the abandoned CHENANGO CANAL elsewhere in NY State and transported to the BLACK RIVER CANAL for use on repair and reconstruction work. It therefore appears that at least until the 1920s there was a plan to keep this waterway in operation.



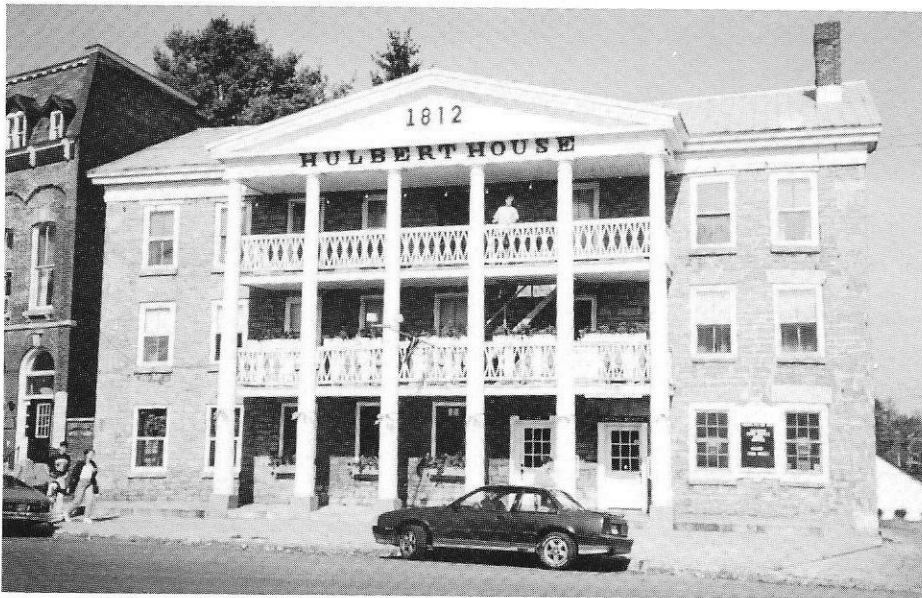
**Howard Card, one of the CSNYS Tour Guides, demonstrates operation of the water control gates to the Black River Canal prism. (Russell photo)**

#### STOP #2 THE FIVE COMBINES

This is one of the most spectacular sites on the BLACK RIVER CANAL - the so called flight of five locks arranged on a "staircase." Such positioning of locks allowed the canal to quickly gain elevation. On the BLACK RIVER CANAL many staircases exist. Less than a quarter of a mile from the "Five Combines" is a smaller one consisting of three chambers in sequence. The FIVE COMBINES are Lock numbers 39 to 43 and the nearby flight of three locks are numbers 44-46. Both of these typify this unique waterway. Our buses parked adjacent to the site and we walked a short distance before encountering them. Our guidebook contained photographs showing these locks in operation during the early part of the present century. Lock houses were likewise visible. An examination of the individual chambers indicates that several rebuildings and reconstructions occurred during the life of the waterway. Stones from the abandoned CHENANGO CANAL were utilized in the 1880s. In 1912 yet another rebuilding

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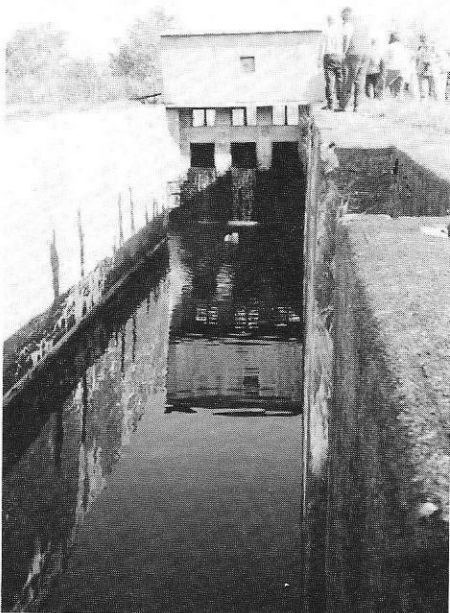
# THE BLACK RIVER CANAL



Our lunch stop was at the HULBERT HOUSE at Boonville still serving fine food and drink - 68 years after the canal is gone. (Russell photo)

(Concluded from Page Seven)

occurred, this time using concrete as well as better quality blocks. Nothing survives of the tenders' houses once situated adjacent to these abandoned lock chambers which are filled with trees and other vegetation. It was difficult for me to believe that as late as 1920 barges and canal boats were still passing through here. The site of the two staircases has been proposed for restoration by Oneida County. A canal era park is envisioned. For this to occur considerable funding will be required to stabilize the lock chambers. On the BLACK RIVER CANAL all locks had wooden flooring which results in less stability than those utilizing stone.



Control gate atop old Lock 70, which was rebuilt using concrete in the final years of navigation on the canal - 1926. (Russell photo)

## STOP #3 - THE FEEDER SYSTEM

We then visited the junction of the BLACK RIVER CANAL and the Lansingkill Stream or small river which carries water to the existing BARGE CANAL near Rome. Originally water was taken from the Black River at Forestport and sent via an 11 mile navigable feeder canal to Boonville where it supplied the summit level of the BLACK RIVER CANAL. It then traveled for 5 miles through the canal's prism to a point above Lock #70. Here it was diverted into an artificial non-navigable channel called the Lansingkill Feeder which led directly into the actual Lansingkill which in turn brought it to the Mohawk River and finally to the ERIE CANAL's summit level at Rome. After 1918 when the BARGE CANAL replaced the 19th Century ERIE the same arrangement continued. One of the reasons for this was that had ALL water been allowed to travel through the lower section of the BLACK RIVER CANAL which joined the ERIE CANAL at Rome a great deal would be lost to seepage since the soil in that location was very porous. Hence the needed water was removed at a point below Boonville and sent via a natural stream to Rome. Of course enough water was allowed to remain in the BLACK RIVER CANAL for it to continue operation. However when the BLACK RIVER CANAL was abandoned in 1926 it was decided to permit all the water to flow through it for several miles and then to empty into the Lansingkill at a point where it runs parallel to the canal prism. The result of this is that for a few miles the prism of the BLACK RIVER CANAL retains water. The Lansingkill Feeder is still intact and the control gate leading to it is located just above Lock #70. If need be water can still be sent through it.

All of these channels and feeders illustrate the point that canaling involves much more than simply digging ditches and filling them with water. Canal building was a science developed over hundreds of years - first in Europe and later in America. Always an adequate supply of water for a canal's summit level must be secured, often from points not situated on the actual navigation channel.

On top of Lock #70 is a metal house containing a water control device which regulates the amount of water flowing from one portion of the BLACK RIVER CANAL to another. After passing

through the control apparatus this water flows for a few miles through the canal and then dumps into the Lansingkill Stream which brings it to the Mohawk River and then the BARGE CANAL. Our two guides HOWARD CARD and CRAIG WILLIAMS explained to the tour participants just how this feeder system worked.

## STOP #5 - LUNCH AT THE HULBERT HOUSE

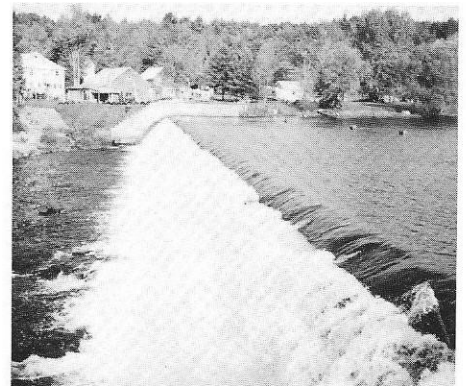
Lunch was served at the historic HULBERT HOUSE, originally built in 1812 using local stone. This building therefore predates by 43 years the completion of the BLACK RIVER CANAL. The meal which was a buffet featuring "all you could eat" would certainly qualify as "canalers' fare." There was chicken, meatballs, spaghetti, salad, and several kinds of cakes, pies, and puddings for dessert. After walking many miles along dusty towpaths and opening and closing countless locks canalers normally developed ravenous appetites. Establishments such as the HULBERT HOUSE made certain these men never left the premises hungry.

## STOPS 6-8 and CONCLUSION

Following lunch the buses headed north along Route 12 in the direction of Lyons Falls where the 35 mile man made channel terminates. Several locks were passed, some with only one wall remaining. It then became a divided highway with a wide grass covered median separating the northbound and southbound lanes. From this point it was obvious that the road occupied the space of the abandoned BLACK RIVER CANAL prism. Lock 85 was encountered which now sits in the center of this median strip.

## STOP #6

At this location a flight of four locks is situated in the center of the aforementioned Route 12 highway median. These four chambers date from 1850 and are Lock numbers 87, 88, 89, and 90. In 1968 when the highway was rebuilt and widened to its present configuration it was necessary to build directly atop the abandoned canal prism. Rather than destroy the lock staircase it was decided to let it remain within the median as a monument to N.Y.'s Canal age. Protective fencing has since been erected for safety reasons and historic markers posted telling the story of the BLACK RIVER CANAL. Our tour stopped here for 15 minutes. CRAIG WILLIAMS explained that this "canal park" was one solution to the problem of preserving old lock chambers. However he cautioned that on a long term basis it did nothing to



The dam across the Black River at Forestville provided a reservoir lake for both the Black River Canal (through an 11-mile feeder entering the canal at Boonville) and the Erie Canal below. (Russell photo)



stabilize these structures and that eventually pressure would cause their walls to collapse inward.

### STOP #7

We entered the town of Lyons Falls and drove next to the Lyons Falls Pulp and Paper Company. The parking lot of the industrial complex contains the remains of Locks 103, 104, and 105. Obviously this factory was built after the BLACK RIVER CANAL was shut down in 1926. Beyond this location that abandoned canal prism gradually descends to the level of the Black River. Locks 106, 107, 108, and 109 - the final one of the canal - are still intact and can be seen. Interestingly #106 and 107 were rebuilt in 1918, just 8 years before the BLACK RIVER CANAL was abandoned. Concrete was used in place of the original 1852 stonework. Once again the thought occurred to me that almost until its closure people were still convinced the BLACK RIVER CANAL was viable and were willing to spend money on it, rebuilding deteriorated lock chambers.

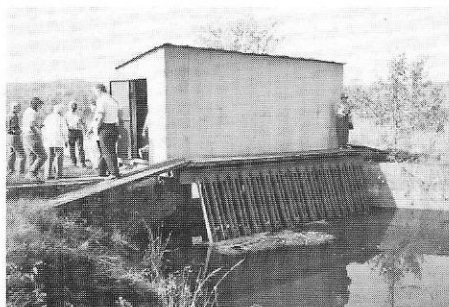
Lock #109 feeds directly into the Black River. According to our guides this is where tug boats attached themselves to the barges and towed them further north to Carthage and beyond to Watertown and the St. Lawrence River. The section from Lyons Falls to Carthage was known as the BLACK RIVER NAVIGATION because it wasn't an artificial channel with a towpath. Instead it consisted of the actual Black River with some improvements which permitted navigation. The BLACK RIVER NAVIGATION contains a few locks plus artificial channels around waterfalls but it's still a natural waterway and not a true canal.

### STOP #8

The final stop of the tour was at Forestport where a 200 foot long dam stretches across the Black River, creating a lake. This dam was originally built in 1848 and rebuilt in 1902 and again in 1970. Its purpose was to collect water which would be sent south to Rome to supply the summit level of the ERIE CANAL. An 11 mile long feeder canal took water from the lake to Boonville where it entered the BLACK RIVER CANAL which allowed it to reach Rome. However some of this water was



**Final Lock (#109) on the Black River Canal, at Lyons Falls. From this point north, navigation was in the Black River itself. (Russell photo)**



**We visit the control gate at Lock 70, providing water for the Erie Barge Canal. (Russell photo)**

removed from the BLACK RIVER CANAL below Boonville and forwarded to the ERIE CANAL via the Lansingkill Stream. The aforementioned 11 mile Forestport to Boonville Canal was navigable, but the Lansingkill Stream wasn't since it was much too shallow. Although the BLACK RIVER CANAL was abandoned in 1926 water destined for the BARGE CANAL, successor to the ERIE CANAL, still runs from the Black River at Forestport to Rome via a short section of man made canal plus the Lansingkill Stream. However until this final closure the BARGE CANAL could also receive its supply of water directly from the lower section of the BLACK RIVER CANAL via natural flow through its locks. As stated previously this route was viewed as less efficient due to extensive loss through seepage along the length of the canal's channel. Therefore the Lansingkill was utilized.

Upon departure from Forestport the buses headed back to the Beeches where an evening banquet was planned. During the course of 8 hours the tour participants acquired an amazing knowledge of the BLACK RIVER CANAL. Its most interesting sites were visited and an explanation of its source of water was given. It was obvious that this waterway was one of the most spectacular not only in New York State but in the nation as well. One hundred and nine locks in the distance of 35 miles represents an amazing feat of engineering. For a few decades until the coming of the railroads and highways it served its purpose of transporting lumber from the "North Country" to the more

built up portions of the state. Much of its cargo continued beyond Rome to points on the ERIE CANAL or even on some of the lesser known "laterals".

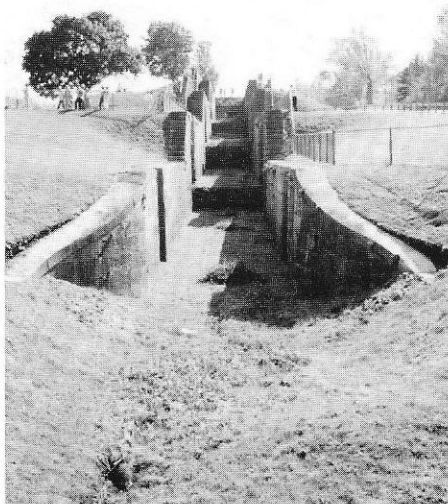
Following the banquet there was a presentation by DR. LIONEL D. WILD about Walter D. Edmonds and his book *ROME HAUL* which deals with life on the BLACK RIVER CANAL during its heyday. It certainly made the day's activities truly meaningful. Canals were more than water filled ditches and stone lock chambers. They were also people - men and women earning a living in an era still considered "frontier" and lacking many of the comforts we now take for granted.

The CANAL SOCIETY of NEW YORK STATE is to be commended for running an excellent excursion which required considerable advance preparation. The souvenir guide book was a genuine help in understanding the BLACK RIVER CANAL and its place in history. I look forward to future field trips with this group.

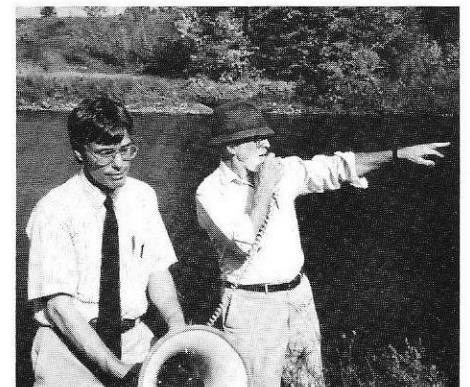
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*ROME HAUL* By Walter D. Edmonds - Syracuse University Press, 1987 (Originally Published 1929)



**Locks 87, 88, 89 & 90 are preserved in the median strip of Highway #12 just north of Boonville. (Russell photo)**



**Our Tour Guides - Craig Williams (left) and Howard Card. (Russell photo)**

## ANDERTON TO LIFT AGAIN

## Mussel Patrol

CINCINNATI 8/17/94 — A 4% water rate increase will help pay for a chemical system to keep the fast-reproducing zebra mussel out of water intake systems in the Ohio River.

The increase takes effect in the city in January. The system will cost \$1 million to design, build and operate.

Experts have estimated that zebra mussels, if unchecked, could spread to two-thirds of the nation's waterways and cause \$5 billion in damage by the end of the century.

Zebra mussels, which were discovered in the river in 1992, reproduce quickly, said Daniel Gist, a biologist with the University of Cincinnati. The female produces 30,000 to 40,000 eggs in each of its two or three years of life.

Mussels clog municipal water intakes, plug wastewater discharge pipes and weigh down ship hulls.

The dam system along the Ohio, which divides the river into pools, helps the growth. The pools resemble lakes, so the mussels can thrive, Gist said.

(Send us by Edith McNally)



By Michael Handford

Anderton Lift, a masterpiece of Victorian engineering which was closed in 1983 for safety reasons, could be operating again by 1997.

British Waterways have now secured Scheduled Monument status for the historic lift between the River Weaver and the Trent and Mersey Canal. This means they are now in a better position to seek funds of up to £5m to include a new visitor centre, extensive landscaping, and full restoration of the lift itself.

Restoration has been complicated by the need to replace around 54% of the lift structure which, as new material, is not eligible for various historic renovation grants. However, all partners in the enterprise are happy with the final negotiations and full restoration could start in 1995.

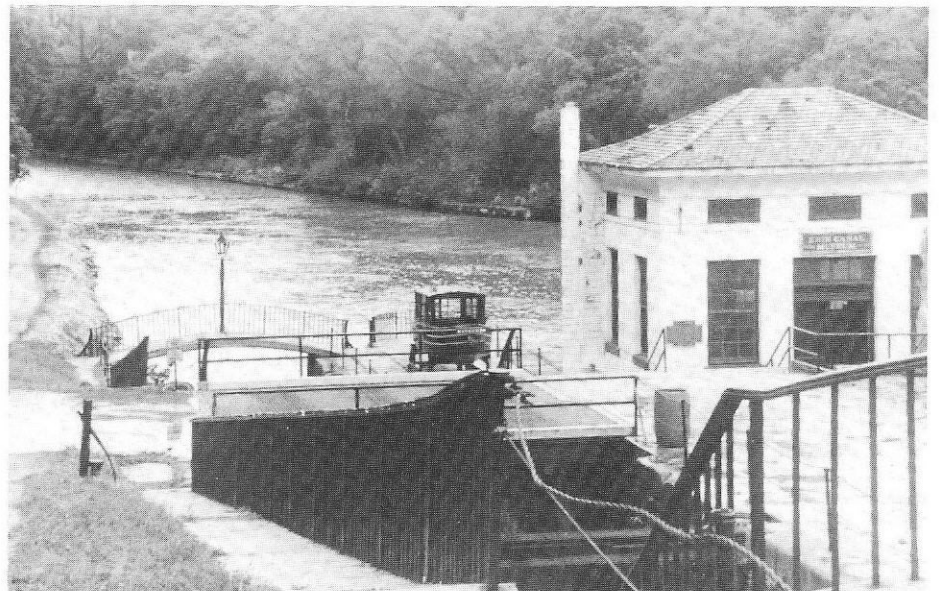
English Heritage has granted £500,000 toward the £3 million needed to restore the Lift. A Trust will raise the remainder of the funds for the works and to create a visitor centre.

Anderton, near Northwich in Cheshire, is unique in Britain and one of only eight in the world. Opened in 1875, it links the River Weaver to the Trent & Mersey Canal.

Originally hydraulically powered, it was redesigned in 1908 with a complex system of weights and pulleys. It will be restored to the 1908 design.

Once reopened, Anderton has the potential to be a major tourist attraction in the beautiful Weaver valley.

## ERIE CANAL MUSEUM AT LOCKPORT



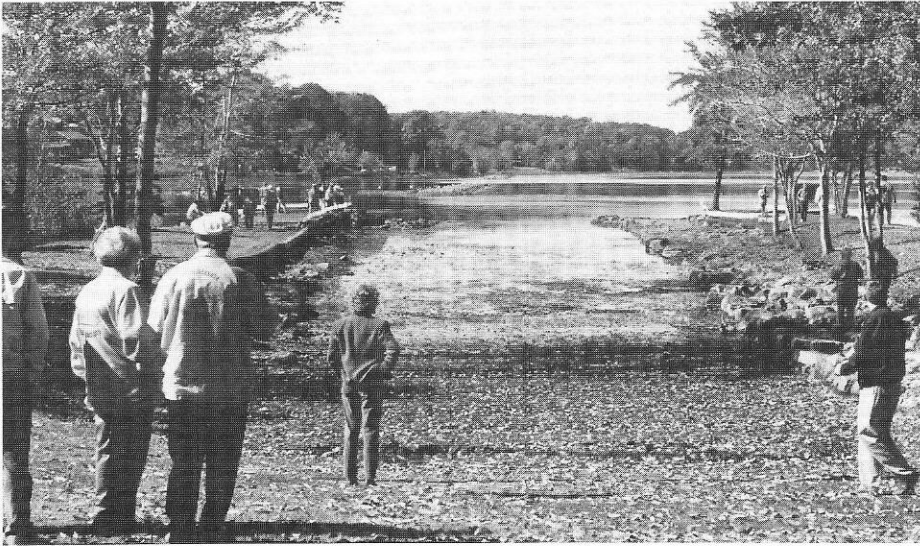
Lockport's Erie Canal Museum, at the bottom of the flight, was an abandoned power plant about five years ago when Lockmaster Joel Beyer decided to do something with it. He and his partner Lock Operator Ed Voltz scraped the walls, painted the building, re-did the windows, put up the sign and put canal things inside. Then others brought more memorabilia and displays for the museum and a carpenter built cabinets for it all.

The latest addition, parked outside, is a small Buoy Boat which once refueled buoy lamps along the canal. In this photo, the Buoy Boat is in the center, flanked by the museum (right) and the old flight of five locks on the left, still spanned by picturesque arched footbridges made of stone slabs. When you go there, look for the rope burns in the iron railing, made by tow lines. It would be fun to have gates in the old flight again! (Bill Trout)

## NEW ACS MEMBERS

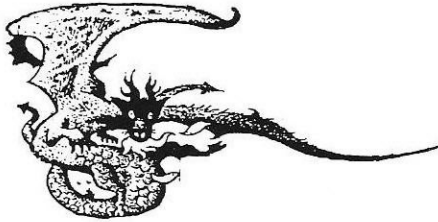
If you joined the American Canal Society since October 1, 1994, your dues are paid through 1995. You may have recently received a second 1995 notice. Please ignore this or pass it along to a friend. Sorry about that!

# PENNSYLVANIANS TOUR MORRIS CANAL



Visitors stand at the foot of a western inclined plane where the canal entered a small lake - towpath visible in the distance.

## “JERSEY DEVIL” SIGHTED IN BRISTOL



“The night was quiet as Bristol (PA) lay under a blanket of snow. A cold wind blew in off the Delaware River.

“Behind John McOwen’s house on Bath Street was the Delaware Division Canal. He was awakened from a sound sleep at two in the morning by the crying of his baby daughter. He went to her room to calm her, when he heard odd noises outside near the canal. The noises sounded like the scratching of a phonograph before the music begins, and yet it also had something of a whistle to it. You know how a factory whistle sounds? Well, it was something like that. McOwen went on to say, ‘I looked from the window and was astonished to see a large creature standing on the banks of the canal. It looked something like an eagle . . . and it hopped along the towpath.’

“Patrolman James Sackville, making his rounds in the vicinity of Buckley Street, suddenly forgot the cold. Dogs were barking and howling, and he knew the anxiety that comes to policemen when facing some unknown danger. Instinctively, he turned. There in the darkness stood the Jersey Devil.

“Officer Sackville, later Bristol’s Chief of Police, seems to have seen the Devil more clearly than did McOwen. The beast was winged and hopped like a bird, but also had the features of some peculiar animal. Its voice was a horrible scream.

“Sackville ran toward it and the creature hopped in retreat down the towpath, emitting its frightening cry. Sackville started firing his service revolver. At first, the creature flew close to the ground, and then soared upwards, out of sight.”

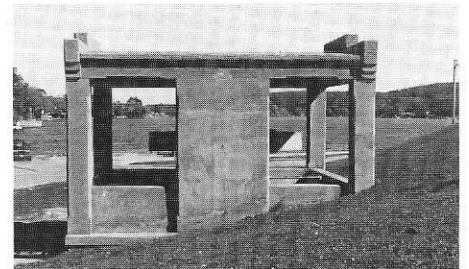
*from The Jersey Devil by James F. McCloy and Ray Miller, Jr. (January 1909)*



Part of the tour group prepares to enter the GSNJ Canal Museum, led by Bill Moss, foreground.

The planes of the Morris Canal have been copied by canals in both Europe and Japan, where high elevation changes between reaches of the canal were required.

A full bus-load of Pennsylvania Canal Society members toured the western half of the Morris Canal October 15, 1994. Headquarters was the Commodore Inn in Phillipsburg. Tour guides were Bill Moss and Bob Barth, both officers of the New Jersey Canal Society. Guest speaker at the Saturday evening banquet was Bill McKelvey, Vice President of the American Canal Society. “Zip” Zimmerman was general chairman for the entire affair. The group visited a number of sites of the former inclined planes of the Morris Canal, both east and west of Lake Hopatcong, feeder reservoir for the canal. The 102-mile Morris Canal connected Phillipsburg on the Delaware with Jersey City on the Hudson. It was known as the “high-flying canal”, with elevation changes totaling 1674 feet, much of which was overcome by 23 inclined planes which towed or lowered the canal boats from one level to another across northern New Jersey.



One of the original water-driven scotch turbines is displayed in this concrete structure. Lake Hopatcong is in the background.

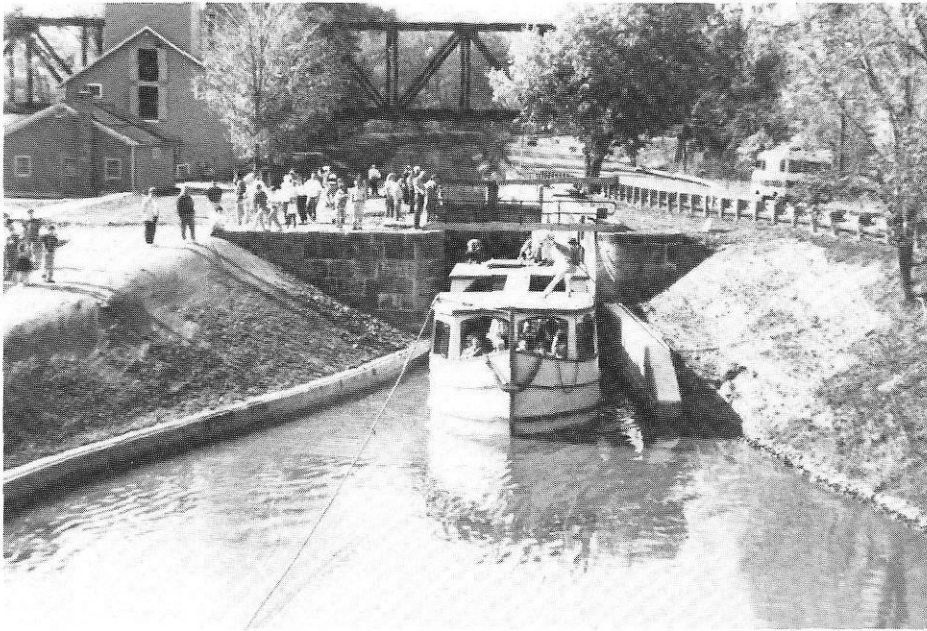


We visit a well-preserved culvert under the Morris Canal near the west end of the waterway.



A spillway on the Morris Canal in Waterloo Village, at the foot of an inclined plane. A small wooden flume carries some of the water to the next canal pool.

# NEW CANAL BOAT AT METROPARKS-TOLEDO



**Canal boat exiting Lock #44 after descending 3½ feet. The General Store and the Ludwig Mill are to the left, and the Bluebird Special railroad span is in the background. Note tow line in the foreground.**

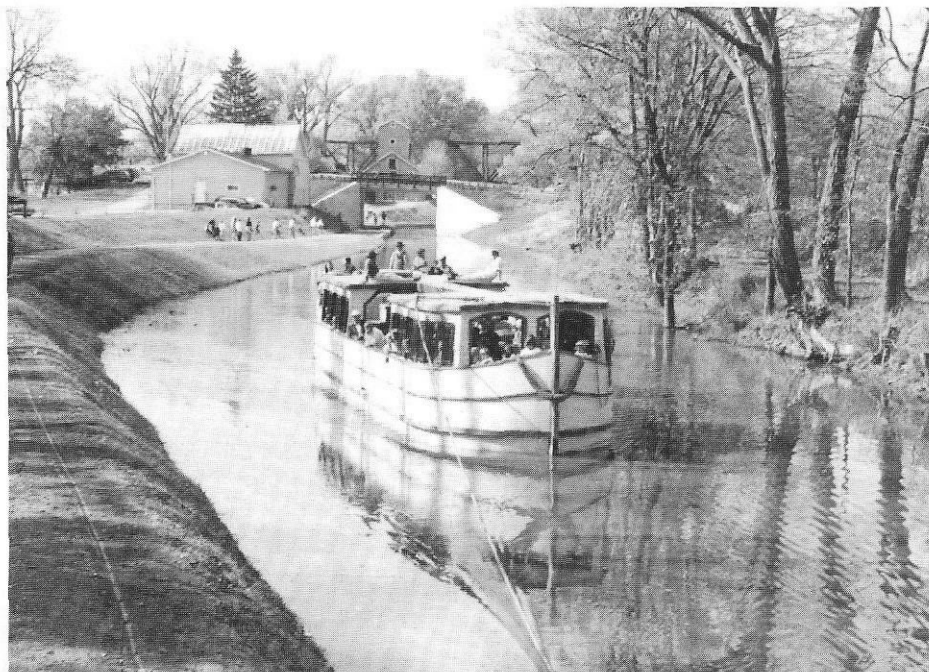
Metroparks of the Toledo Area reopened a segment of the Miami and Erie Canal on September 10, 1994, at Providence Metropark. The restoration is across the Maumee River from the historic canal town of Grand Rapids, Ohio, approximately twenty-five miles southwest of Toledo.

The focal point of the Miami and Erie Canal restoration is a mule-drawn canal boat. The boat style that Metroparks selected is a government, or state boat, which was used to repair canal banks that were damaged or worn away by erosion. Metroparks selected the government-style because of its attractive lines and its balance between the cabins and open deck space. The canal boat seats 60 people, is 60 feet long, and weighs

over 12 tons. Its construction was financed entirely by donations from the private and corporate sector.

Metroparks' Miami and Erie Canal restoration features a journey through Old Lock #44, one of the only working locks used with a canal boat in Ohio. Lock #44 treats canal boat passengers to the sensation of raising or lowering the canal boat three-and-one-half feet. Of particular interest to canal enthusiasts is the reconstructed lock gates which use a double-wicket system. This design is based upon the original canal gates which Metroparks found when excavating the lock in late 1992.

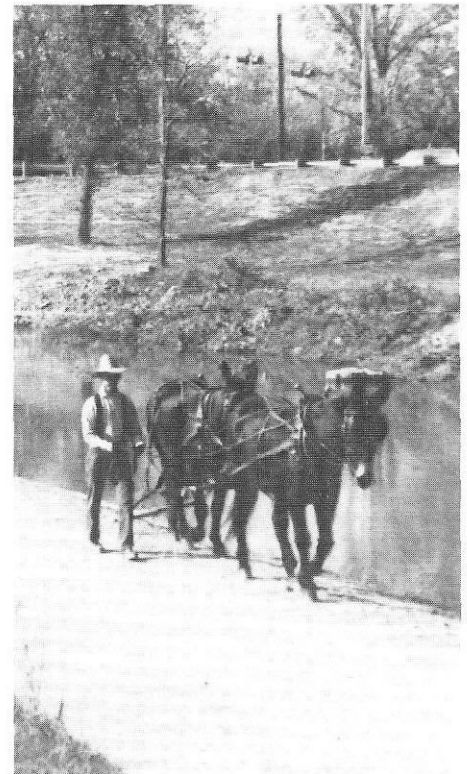
The Isaac Ludwig Mill, an 1846 water- and



**The canal boat, on this restored section of the Miami and Erie Canal, attracted 10,000 passengers this fall.**

steam-powered saw and grist mill listed on the National Register of Historic Places, is also located in Providence Metropark near Lock 44. The Ludwig Mill is the last working water-powered mill on the old Miami and Erie Canal, and last regularly operated steam-powered mill in any of the Great Lake states. The Ludwig Mill cuts lumber with its newly restored 56-inch circular saw blade, and grinds fresh, all-natural flour, bran, buckwheat, and yellow corn meal with its 3,000 pound French buhrstones.

The Miami and Erie Canal restoration and the Ludwig Mill are open from the first weekend in May through the last weekend in October. A General Store is on-site for browsing and souvenirs. The Canal boat leaves Wednesdays through Sundays plus major holidays on the hour from 10 a.m. to 4 p.m. Adults can book passage for \$4; seniors 60 and over, \$3; children 12 and under, \$2; and 2 and under free.



**“Popeye” and “Pete,” led by the “hoagies,” pull their canal boat along the Miami and Erie Canal.**

Despite being open for slightly more than seven weeks in 1994, over 10,000 people booked passage on the canal boat, and many more visited the mill. Tour groups can reserve seats on the canal boat in advance for the Wednesday through Saturday trips by calling 491/535-3058 on a first-come, first-serve basis. Metroparks had at least one tour group on each boat this past fall, and those time slots are already reserved from May through mid-June in 1995. Canal boat charters are also available, as are guided tours of the Ludwig Mill.

With its mule-drawn canal boat, an authentic working lock, a historic water-powered saw and grist mill, an old general store, a steam-powered stern-wheel paddle boat, an excursion train, a scenic natural park, and a restored canal town with delightful shops and restaurants; Providence Metropark and Grand Rapids, Ohio, are your one stop place for a journey back in time.