

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

BULLETIN NUMBER 92

Editorial Address—968 Chapel Road, Monaca, PA 15061

FEBRUARY 1995

ROBERT BARTH, NEW ACS DIRECTOR



I became interested in canals on my birthday in 1982 when I visited Jim Lee's famous "Incline Plane 9 West" on New Jersey's Morris Canal. I caught "Canal Pox" from Jim that day (I understand there is no cure) and have been exploring and learning about canals ever since.

I am a graduate of Montclair State College in New Jersey with a degree in Speech. After 18 months in West Germany, compliments of Uncle Sam, as a training NCO, I enjoyed a 10 year career in professional theater as a stage manager and designer.

About the time I caught "Canal Pox," I joined LCOR, Inc. as an Office Building Superintendent and advanced to Facilities Supervisor of this commercial real estate company which owns, builds and manages office buildings.

I am a member of a number of historical societies, nature organizations, trail clubs, bird clubs as well as numerous canal related societies and organizations. One of my accomplishments was helping to create the 26-mile Paulinskill Valley Trail, a rail trail in northwest New Jersey, a 10-year project.

I am presently Vice President of the Canal Society of New Jersey and help to run their programs, festivals and trips. I feel that educating the public about our canals is the best way to preserve and restore them and that video can play an important role in this activity. Consequently, I have been collecting a video library on canals and related subjects.

Robert Barth

PRESIDENT'S MESSAGE

On November 17, 1994 I had the honor of representing ACS at the 25th Anniversary of H.A.E.R., the Historic American Engineering Record, our government agency which records historic engineering sites, including canals. We toured the HAER office where the measured drawings and records are made, and the Prints and Photographs Division of the Library of Congress where the information is available for study, and then repaired to a sumptuous banquet amongst the exhibits in the Navy Museum in the Washington Navy Yard.

HAER has done an outstanding job of recording many canal sites, working with companies, agencies, local groups, and buffs like ourselves. Back in 1988 I went through their list of sites and found that they had measured drawings on about 17 canals, and written documentation on 19 others; and that was seven years ago. HAER has prepared topical lists of their work on saw mills, wind mills, and covered bridges, and with our encouragement we hope they will make a list of their canal projects as well, so we can tell what's available and what needs to be done. To work with HAER, write to Robert J. Kapsch, Chief of HAER/HABS or to Eric N. DeLony, Chief of HAER, National Park Service, P.O. Box 37127, Washington, DC 20013-7127.

On the way to the HAER festivities I stopped at the Smithsonian Institution on the Mall to see if their canal section is worth a special visit. It isn't. But they do have a very detailed model of Roebling's Delaware Aqueduct, and a series of models on tunneling technology.

The ACS Engineering Design Committee, chaired by Terry Woods, is getting to work on an historic canal engineering manual using original information and specifications from canals around the country. Let Terry know if you would like to help with this or other historic engineering projects - he especially needs a volunteer from Pennsylvania and from New York. Write to him at 6939 Eastham Circle, Canton, OH 44708.

The Monongahela River Buffs' November newsletter has a plea for the preservation of all or part of Old Lock 7 near Greensboro, which has been replaced by Grays Landing Lock and Dam. Contact: Dr. J.K. Folmar, 847 Wood St., California, PA 15419, (412) 938-7856. In January the Pittsburgh District of the Corps announced that the lock itself, completed in 1926 and eligible for the National Register of Historic Places, must be removed, and so will the Operations Building (Power House) and its machinery if no one wants it for a river museum.

Now that postage rates have gone up, it is at least easier to put canal stamps on your letters. The Post Office's "Stamps etc." mail order catalog has the 10¢ "Canal Boat 1880s" stamp (see *American Canals*, May, 1987) still available in coils of 100, 500, and 3,000. These must have been a success because they were reprinted in 1993,

so you won't have to hoard them anymore. For \$50 plus 50¢ for handling, payable to "Philatelic Fulfillment" (!) you can get a coil of 500 (ask for item # 7739) from Philatelic Fulfillment, US Postal Service, P.O. Box 419636, Kansas City MO 64179-0996. For letters use three 10¢ Canal Boat stamps plus 2¢ (a matching blue Mary Lyons 2¢ stamp will do); for post cards use two; for mail to Canada use four (first ounce); and for mail to England use five (first half-ounce).

The International Association for Inland Waterways, started by Ron Oakley, is off and running. We hope that many American canal buffs will join, and receive and contribute to the association's magazine, *WORLD WIDE WATERWAYS* - it's up to all of us to make it work and to get them good information to publish. Individual membership is £7, which is about \$13 at the present time. If you send a US check to Britain, add another £7 (!) for bank charges. Because of this, Ron is looking for a volunteer to be the US treasurer, to accept the membership forms and send a single big US check now and then to him at IAIW. Will someone please volunteer? Meanwhile, I have agreed to do this for Ron for the time being, so please send your forms and US checks for \$13 payable to W.E. Trout, III to me at 35 Towana Road, Richmond, VA 23226, and I'll pass them on. So please, someone, volunteer for this little job and take me off the hook!

Lastly, I have it on good authority (one of Dave Barry's books) that a few years ago the vice-president of the United States announced that NASA had found canals on Mars. I'll bet NASA won't admit it, though.

Bill Trout

CANAL BOAT PRINT SET

Pittsburgh, Pa.—Carroll M. Gantz made available in 1969 a set of canal boat prints he made for the designer and construction supervisor of the St. Helena II, the reconstruction of a canal boat that was christened in July 1970 for use on the Canal Fulton in Ohio. Those prints are again available.

The set includes a full-color reproduction of an original watercolor developed from photographs of actual canal boats and used in the reconstruction of the St. Helena II. The 17- by 23-in. print sells for \$20.

Scale plans for the original St. Helena, used in the reconstruction of the boat, are also available on green antique paper and printed in brown. They, too, are 17 by 23 inches, and sell for \$10.

Gantz address is: Carroll Gantz Design, 5030 Fifth Ave., Pittsburgh, Pa. 15232.
(From the *Waterways Journal*, Dec. 19, 1994)

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

Publisher: **William H. Shank, P.E.**, 809 Rathton Road, York, PA 17403. 717 843 4035.

Editor: **Denver L. Walton**, 968 Chapel Road, Monaca, PA 15061. 412 774 8129.

Contributing Editor: **Bruce J. Russell**, 240 Mt. Vernon Pl. (11-E), Newark, NJ 07106.

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.

REPORT OF THE NAVIGABLE CANALS COMMITTEE

[Committee member Addison Austin has again provided some notes for the guidance of A.C.S. boaters]

Tolls are now in effect on the New York State Barge Canal system—the Erie Canal and connecting waterways. You can pay by the day or by the season, either type of pass permitting unlimited lockages within the designated time period. Daily fees range from \$5 to \$20, season charges from \$25 to \$100, depending on the size of the boat. Lock and bridge tenders are as cordial as ever.

Lockage delays are a problem on the Allegheny and Monongahela rivers. Off the Monongahela, up Ten Mile Creek, a secure tie-up to the abutment supporting an overhead conveyer belt produced a shower of coal during an overnight windstorm.

Although civilization is creeping into Northern Ontario, good wilderness boating is still available in a number of places. Among those explored last summer were Lake Temagami, Cross Lake, Cassel Lake, Bay Finn, McGreggor Bay, and the Apostle Islands in Lake Superior.

On Michigan's Inland Route (see *American Canals* #86, August 1993), depending on your inclinations you may want to beware of or be thankful for heavy patrolling by the Cheboygan County Sheriff's Department, especially on weekends, to enforce speed limits.

(Contributed by David Ross)

New York State's Working Lock Model



The New York State Canal Corporation shows off its Operating Lock Model at a public convention. (Photo by David B. Cox.)

Canal people are always trying to explain how a lock works, so every canal museum and canal society needs a working lock model (i.e. with water) for demonstration purposes, even if there is a real one out the front door. This gives children and their parents a chance to be shown how a lock works, and ideally, to try it themselves without the danger of a real-life disaster.

At the International Conference on Historic Canals we learned of a successful portable working model used by the New York State Canal Corporation, which now runs the 524-mile state canal

system under the NYS Thruway Authority. David B. Cox, Assistant Director, Office of Canals, sent us this photo and a description of the model, which can be set up at public events to show how a New York canal lock works.

The lock was made in 1987 by Mort Hollenbeck, an employee of the Canal Corporation in their sectional headquarters in Lyons, New York.

The lock chamber, made of aluminum, is 26" long, 8-3/4" wide with a depth of 11-1/4"; its lift is about 5". The whole box is 82" long, 20-1/2" wide, and 14-1/4" high. The model holds about

AMERICAN CANAL SOCIETY

President: Dr. William E. Trout III, 35 Towana Rd., Richmond, VA 23226. 804 288 1334.

Vice Presidents: William E. Gerber, 16 Princess Ave., N. Chelmsford, MA 01863. 508 251 4971.

William J. McKelvey, Jr., 103 Dogwood Ln., Berkeley Hgts., NJ 07922. 908 464 9335.

Secretary/Treasurer: Charles W. Derr, 117 Main St., Freemansburg, PA 18017. 215 691 0956.

Directors: David G. Barber, 16 Ballou Rd. Hopedale, MA 01747.

Robert Barth, P.O. Box 2552, Branchville, NJ 07826.

Thomas F. Hahn, Box 310, Shepherdstown, WV 25443.

T. Gibson Hobbs, Jr., 3204 Landon St., Lynchburg, VA 24503.

David M. Johnson, 9211 Wadsworth Drive, Bethesda, MD 20817.

Frederica Kleist, 528 W. Cook St., Portage, WI 53901.

Keith W. Kroon, 2240 Ridgeway Ave., Rochester, NY 14626.

John M. Lamb, 1109 Garfield St., Lockport, IL 60441.

Arden Phair, 19 Sarah Court, St. Catharines, Ont. L25-3R6, Canada.

Roger W. Squires, 46 Elephant Lane, Rotherhithe, London SE16 4JD, England.

Arthur W. Sweeton, III, 6 Humphrey Rd., Canton Center, CT 06020.

Terry K. Woods, 6939 Eastham Cir., Canton, OH 44708.

Committees:

A.C.S. Sales, Keith W. Kroon, chrmn.,
Canal Archaeology, Mark Newell, chrmn.,
USC-IAA, 1321 Pendleton St., Columbia, SC 29208.

Canal Boat, William J. McKelvey, Jr., chrmn.
Canal Engineering Design, Terry K. Woods, chrmn.

Canal Operations and Maintenance, Charles W. Derr, chrmn.

Canal Parks, Elizabeth L. Hahn, chrmn. - 1453 Grandview Road, Arnold, MD 21012.

Historic American Canals Survey, William Dzombak, chrmn., 621 Spring St., Latrobe, PA 15650.

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.

42 gallons of water and has a sump pump to bring the water back to the upper level from a lower reservoir. A piece of plastic is sometimes mounted on the front of the lock to keep water from splashing out.

The model is not entirely child proof but the public is allowed to help operate it to learn for themselves how a lock works. At this large scale, the miter gates are hard to open until the water pressure is equal on both sides, so users quickly learn that they can't just open the gates to let the water in and out.

(Concluded on Page Seven)

TRIALS AND TRIBULATIONS

Canal Boat in collision on the Chicago River

Contributed by Bill McKelvey

The Barque B.S. Sheppard
District Court.—Northern District of Illinois.—
December Term, 1857.

Drummond, J.—On the 16th of September, 1856, the canal boat Buffalo, in company with several other canal boats, two abreast, was coming down the south branch of the Chicago river, on her way from Bridgeport to this city, in tow of the steam tug Hiram Warner. The canal boat was loaded with oats and corn, and was owned by the libellant. It was between eight and ten o'clock in the morning, and the tug, with its tow, was proceeding at a moderate rate, keeping close to the right bank of the river, and not far from Polk street bridge. The barque B.S. Sheppard was going up the river in tow of the tug Walter M'Queen. Near the place where they met there is a bend in the river, the South Branch sweeping round somewhat to the west in its course to the lake. It will be seen therefore, that a tug proceeding up the river with a tow hugging the left bank of the stream at that point, would naturally head-reach across the river towards the right bank in turning the bend, and the tendency would be in proportion to the speed of the vessel. This is what actually occurred in the case before the court. The barque did not seem to be under perfect command, or from some cause, she headed too much towards the east, and came in collision with the Buffalo, and with her anchor knocked a hole in the larboard bow of the canal boat, doing considerable damage to the hull and cargo; for which the libel is filed. The Buffalo was next to the Hiram Warner, and as the danger of the collision became imminent, word was passed to those on the barque to let go the anchor. This, however, was not attended to, and, as already stated, the collision took place. The anchor of the barque was hanging from the cat-head on her larboard bow, by the ring-stopper, with the flukes in the water. It had been previously slacked down, but was not, in fact, let go until after it had struck and fastened into the canal boat, when its weight carried it to the bottom. The river at the place of collision is quite narrow, and there was, besides, a vessel lying on each side moored to the dock. A short time before the collision, the barque had a stern line out, fastened ashore, and was in the act of checking her speed at the time; and the weight of the evidence seems to be, that at the moment of actual collision her motion was inconsiderable.

The first question is, was there any fault on the part of the Buffalo or on the part of the tug that had her in tow? After an attentive consideration of the evidence, the court cannot say there was. The speed of the Hiram Warner, with its tow seems not to be have been unusual or improper. They were well over to the right bank of the river. The only complaint made is that the canal boats ought to have had their lines out as the barque had, and it is insisted if this had been done no collision would have taken place, and such appears to be the opinion of some of the defendant's witnesses. But we must not lose sight of the distinction between a canal boat and a barque like the B.S. Sheppard. This court has already frequently ruled that when a vessel is passing up or down the Chicago river, whether in tow of a tug or not, a boat astern with a line ready to be thrown ashore in case of emergency, is a proper and necessary precaution. The court has no doubt of the soundness of this rule; it is a salutary and practicable one with

vessels which are and shall be provided with boats. Canal boats are different; they are not usually attended by row-boats, and it would in the nature of things be impossible that they should always be able to meet such a requisition. The court does not intend to intimate but that there may be circumstances where it would be a fault for a canal boat not to throw out a checking line to arrest its way. That is to be determined when the case arises. In this case, I do not consider that those on the canal boat were bound, under the facts as established, to have lines astern. I do not well see how it could have been availing to prevent the collision; that is, there was no sufficient time, with the means at the disposal of the canal boat, after the collision seemed probable, to accomplish the object proposed—that of checking with a line astern. It is to be observed that it was but a moment, as it were, that they could count on, and the thing to be determined is whether they did all they could at the particular juncture to avoid the collision with the barque. On the whole, I cannot say that they could have prevented it at the time; nor do they appear to have done any act immediately preceding which tended to bring about the collision.

With the barque it was different.

The evidence is of course conflicting. To those on board of the barque it was the canal boat that run against their anchor and into their vessel. The passion and excitement of the moment give form and color to the statement of each witness. It is only by taking some leading facts, and by placing ourselves as cool spectators in the midst of so much confusion, that we can judge fairly of the event. How much reliance is to be placed upon the account of this or that witness as to what occurred in the great tumult, need not be determined. There are some facts which are free from doubt. The B.S. Sheppard with its tug was approaching a turn in the river; the river itself was there quite narrow; a vessel was lying on each side; it was at a time when they were likely to meet vessels coming down. It is manifest, under these circumstances, extreme caution should have been used. If, as is stated by some of defendant's witnesses, it was impracticable for the two tows to pass at that point without coming in contact, the greater the necessity for caution and vigilance. Now it may be conceded that on the instant before the actual collision the barque was not moving at too rapid a rate, but I think it clear that in approaching the bend her speed was too great under the circumstances. The result was, in attempting to turn she had so much headway on her that with all their efforts, aided by a line fastened ashore, she would not mind her helm quick enough, and in the language of some of the witnesses, she head-reached across the stream and thus caused the collision. That this was the fact is made the more apparent from the circumstance that the fellow of the Buffalo sheered over to the starboard side of the barque, the latter in her progress dividing, as it were, the two canal boats which were towing abreast. It matters not that the motion of the barque was moderate at the time, provided, by a want of care immediately prior to the collision,—as for example, by too much headway,—it was out of their power to check their vessel at the proper time. No doubt as soon as they saw the probability of a collision they did all that they could to avoid it, but the fault consisted in their putting themselves in such a condition they could not soon enough stop their

vessel. The error, therefore, I think, on the part of the Sheppard and of her tug, was in not using the needful precaution in approaching the bend of the river.

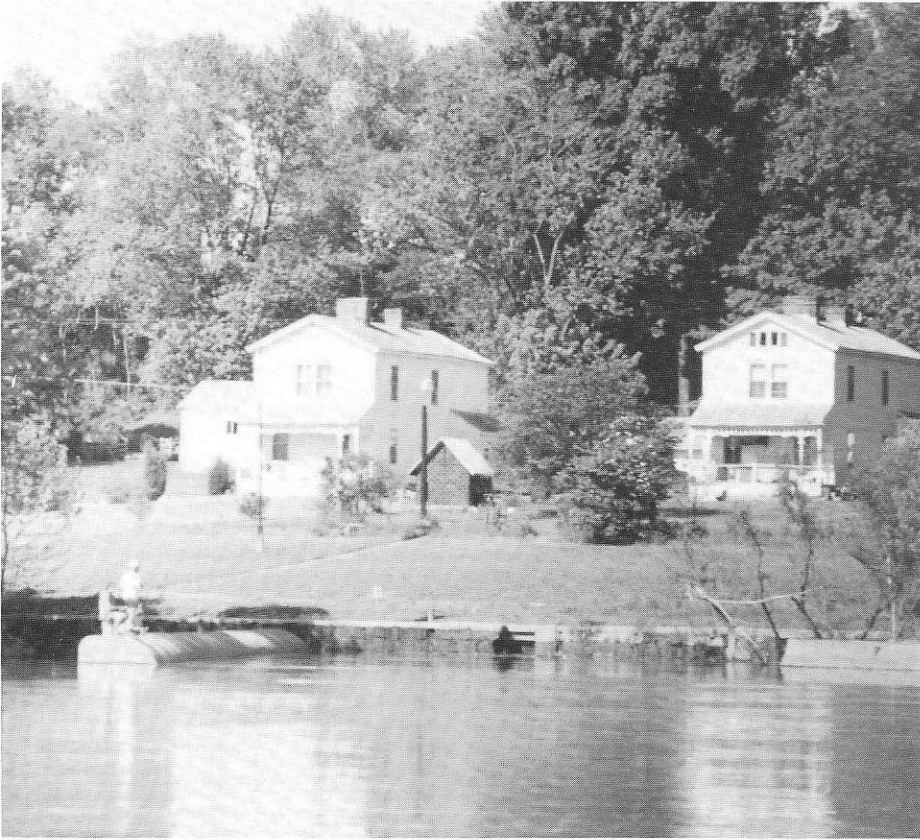
Again, there was a serious fault on the part of the barque in relation to the anchor. I had occasion fully to consider this point in the case of *The Palmetto*, decided about a year since in this court. It is true the facts in that case were somewhat different. There the vessel was lying at the wharf discharging her cargo, and while there the collision took place; but the main ground upon which the *Palmetto* was held to be in fault in that case, was because the anchor was not out of the way. No doubt the case is much stronger against a vessel at the wharf when the anchor is permitted to remain where it may strike a passing vessel, because when the craft is in motion it may be right and proper for the anchor to be in such a position that it can be let go on the instant. It is said that the ordinance of the city required the anchor of the Sheppard to be hanging at the forefoot. I do not consider myself bound in all cases by the city ordinances as to these matters. If the anchor was in a proper place and the proper conduct had been observed in relation to it, I should not, in this respect, hold the barque responsible, because technically it had not complied with the ordinance as to the anchor. The B.S. Sheppard had her anchor at the cat-head. The ordinance requires it to be dropped under the forefoot. There was therefore a clear violation of the ordinance, even if we take the opinion of one of the witnesses, that the anchor is under the forefoot when it is suspended from the ring stopper at the cat-head, a foot or two from the bottom of the vessel. However this may be, it is clear the anchor should be where it can be let go without delay. If this had been done in this case, most, if not all, the injury and damage would have been avoided. They let go the anchor after it had struck the canal boat; but then, as one of the witnesses told them, and the same one who had shouted to them to drop their anchor, it was too late; the thing was done. The truth seems to be that there was the feeling on board of the B.S. Sheppard, so common on these occasions, that theirs was the stronger and heavier vessel, and they, at any rate, would not be likely to suffer. This feeling not unfrequently produces carelessness and indifference at the time, and it certainly should not be countenanced by courts of justice. One objection made to the anchor hanging under the forefoot, or by a chain from the hawse-pipe, by the mate of the barque is, that if it had been suspended there it would have been likely to come in contact with something and thus endanger the vessel which bore it. And yet this same witness insists that the barque had no motion at the time, "not over two feet an hour." It is manifest that if an anchor is permitted to hang at the side of the vessel as it comes in contact with another, the risk of loss is immensely increased, and the only safe rule to adopt is to require it to be dropped out of harm's way, and if need be to the bottom, in all cases where it is practicable. Here it is clear it could and ought to have been done, and for not doing it the B.S. Sheppard was in fault.

I shall therefore pronounce a decree for the libellant for the amount of damage which has been proved together with costs.

Steamers navigating crowded harbors or channels, or entering ports in the dark or in fogs, are bound to move with the greatest care, and to keep themselves under a headway at all times controllable, and sometimes to stop entirely.

THE GREEN RIVER OF KENTUCKY

By David F. Ross



Old Lock #1, Mostly Submerged, with its Twin Lockhouses, at Mile 9.1.

In 1836, Kentucky, along with 22 other states, was still hoping to emulate New York's discovery of El Dorado, otherwise known as the Erie Canal. It was also still intoxicated with the success of its own small but strategic Louisville and Portland Canal, bypassing the Falls of the Ohio. Buoyed up by ambition and euphoria, the legislature adopted an ambitious program to canalize three of the state's principal rivers, the Green, the Kentucky, and the Licking, all tributaries of the Ohio. In the wisdom of hindsight, we can see that the Licking River waterway was the most likely to be economically successful. If engineers had set out to dig a canal through Kentucky, the course of the Licking is the route they might well have chosen, pretty much a straight line from the state's eastern coal-producing region to the Cincinnati waterfront. The Kentucky was the sentimental favorite, however, with centers of population including historic Fort Boonesborough and the state capital at Frankfort. It was also the source of Kentucky's major export activity of the past. The Green, far to the west, was important for the balancing of political interests. In the event, five of seventeen projected locks and dams were completed on the Kentucky and five of seven on the Green and its tributary, the Barren, while none were ever completed on the Licking.

The financial collapse that followed the final demise of the 2nd Bank of the United States in 1841 brought an end to canal construction in Kentucky and the other states. By the time public works construction was resumed, canals were passé, and railroads were the fashion of the day. It was not until the federal government, strengthened by the outcome of the Civil War,

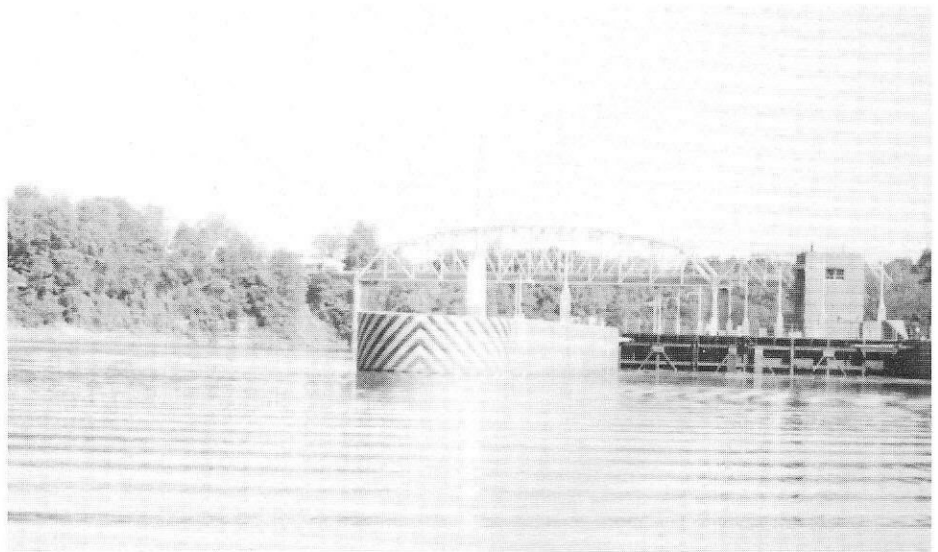
assumed responsibility for the nation's waterways, that the Green and Kentucky river projects were eventually completed. On the Kentucky River waterway, which was finally completed in 1917, it was a case of too small, too late, and probably not a feasible concept anyway. The Green River navigation project, however, turned out to be, at least in part, an enduring commercial success.

Under federal government ownership, not on-

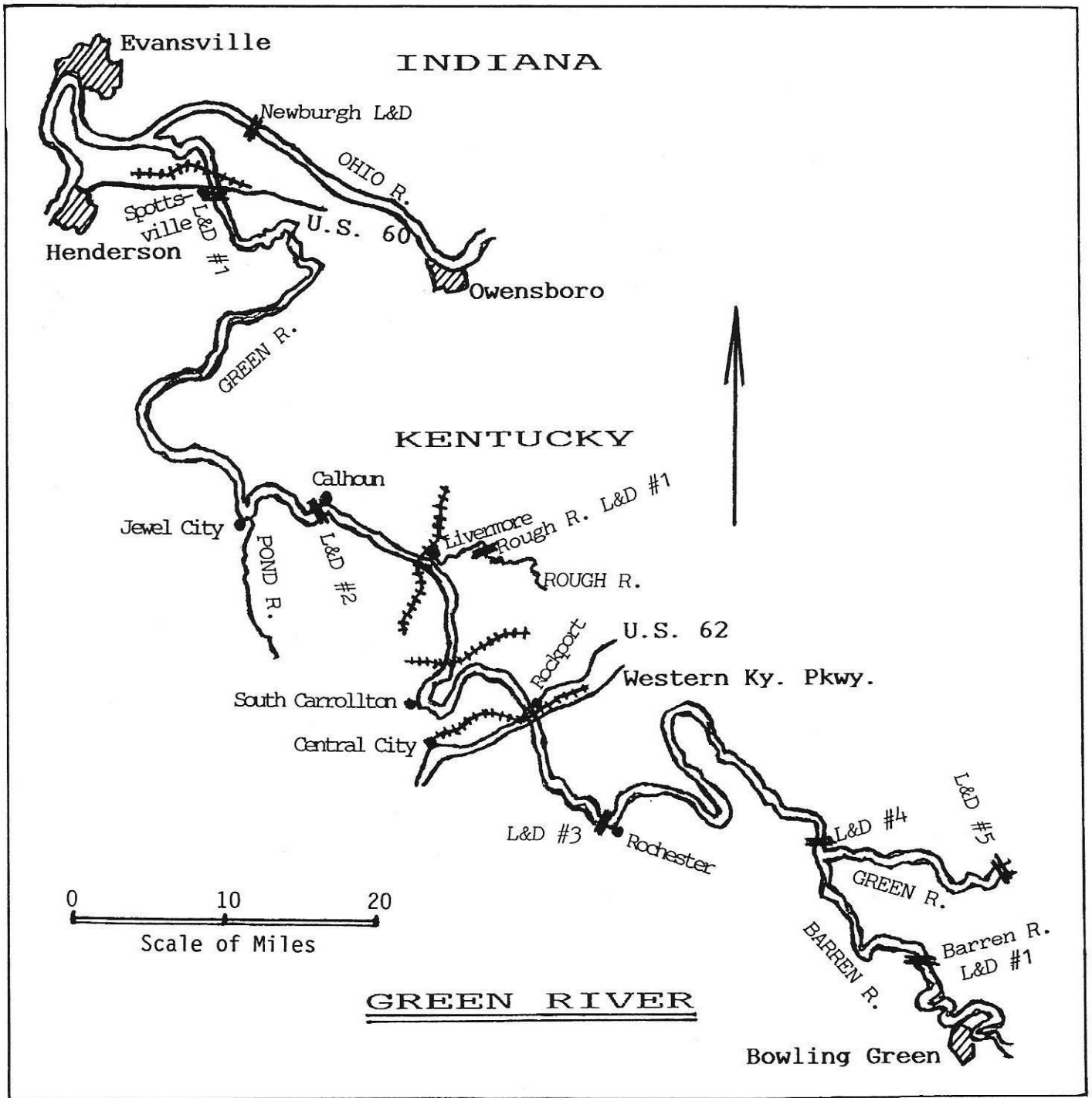
ly were the original five locks and dams repaired and renovated, but three more were added, two on the Green above its confluence with the Barren, and one on the Rough River, another tributary. The entire system, finished in 1905, could now accommodate steamboat traffic to Mammoth Cave via the upper Green, to the city of Bowling Green via the Barren, and to the town of Hartford via the Rough. There actually were a few steamboats still operating in 1905, although not significantly as carriers of freight, and Mammoth Cave especially was a popular destination for excursion boats. It was already evident, however, that the real future of the inland waterways was in the bulk carriage of staple commodities on flotillas of barges. This kind of business did not develop in Bowling Green, Hartford, or even Mammoth Cave (which had once been an important source of nitrates in the form of bat guano), but it did on the lower Green, where coal mining, electric power production, and industries related to coal and electricity began to congregate. The resulting river traffic was sufficient to justify the construction of new locks at the two lowest damsites, designed to accommodate



The Mouth of the Pond River at Mile 55, is the first Good Off-Channel Anchorage.



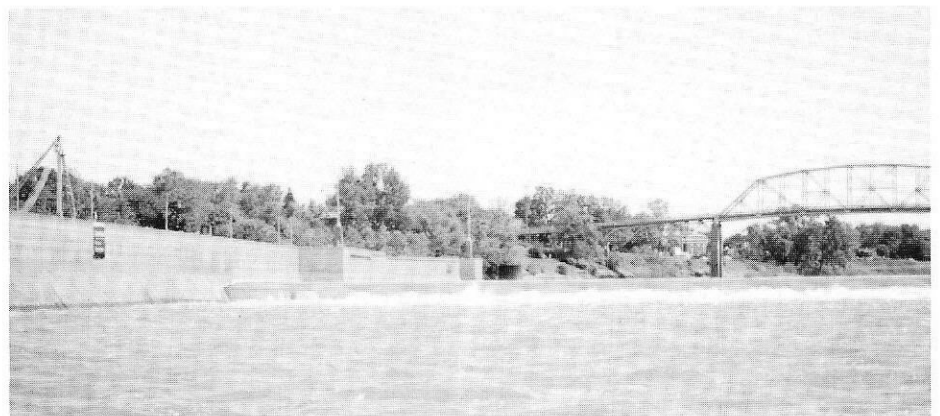
New Lock #1, Opposite the old Lock, with U.S. 60 Highway Bridge in the Background. At High Water Stages on the Ohio, the Dam is Submerged and Traffic Simply By-passes the Lock.



flotillas of four barges with their towboat. These were completed in 1956. Operation of the remaining six locks of the system was discontinued over a 30-year period, beginning with the Rough River lock in 1950 and ending with Green River Lock #3 in 1981. The new locks 1 and 2, however, continue in active use, permitting navigation up to Dam #3, 108 miles above the Green's confluence with the Ohio, and up the Rough to its dam, seven miles above its mouth.

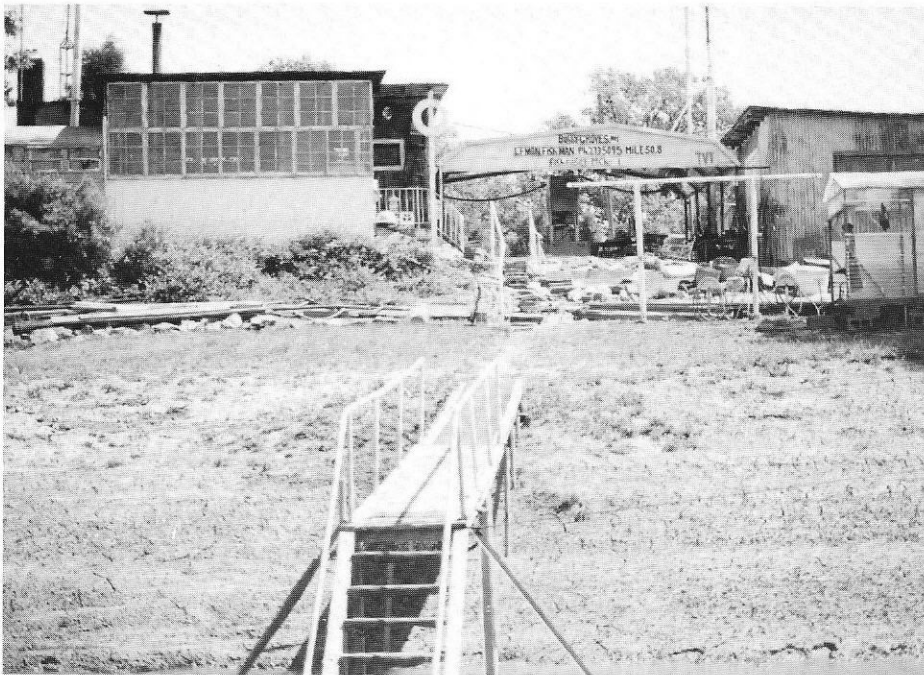
With Mammoth Cave, Bowling Green, and even Hartford ruled out, a cruise of the Green River today is essentially a cruise to nowhere. Its attraction will hence be limited to that category of boating enthusiast for whom getting there is *all* the fun. As Gertrude Stein said of Oakland, California, when you get there, there isn't any there there. Nevertheless, it's a pleasant trip. The scenery is

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Dam #2 and the River Wall of its Lock at Mile 63.1. State Highway 81 Bridge and the City of Calhoun are in the Background.

THE GREEN RIVER OF KENTUCKY



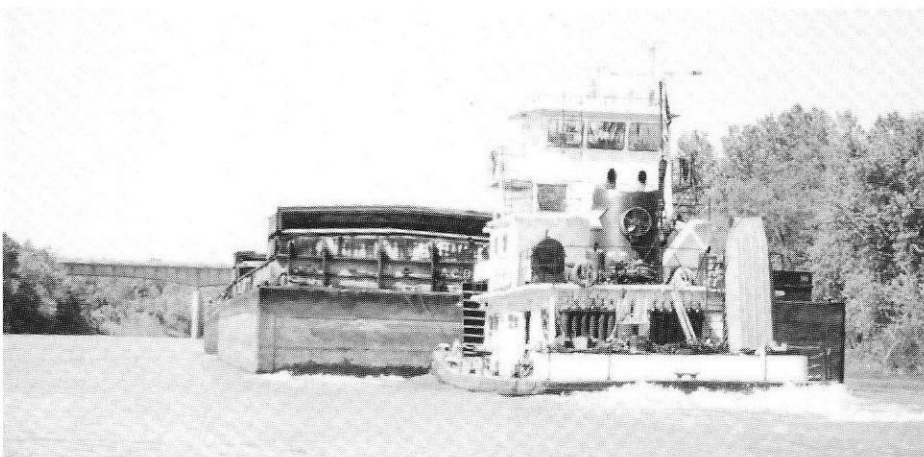
The "Lemon Fish Man", at Mile 50.8, Appears to be the Only Business Soliciting River Trade — Perhaps from Unsuccessful Fishermen.

average rate of fuel consumption, since whatever you lose to the current going up you'll make up coming back down. If you miscalculate, or simply like to test your survival skills, you could walk for fuel and other supplies at either Calhoun (mile 63.5) or Livermore (mile 71.5), provided your boat is small enough to beach or large enough to carry a dinghy. To verify this statement, I tied up to a tree next to the ramp at Livermore, at the mouth of the Rough River, and found a supermarket, a drug store, a gas station, and a bank, without getting my feet wet. The river was very high at the time of my trip, however, and I cannot promise that the situation will be quite so convenient at normal river stages.

Especially if you have just come off the Ohio, you will find the Green to be quite a narrow and serpentine river. This is part of its attraction, but it also means that anchorages away from the course of commercial traffic are somewhat hard to find. One safe harbor is provided by the Pond



Livermore, at the Mouth of the Rough River at Mile 71.5 is a possible Emergency Supply Stop.



The Towboat Lewis A. Enlow, with Four Empty Barges, Approaching the Audubon Parkway Bridge at Mile 26.

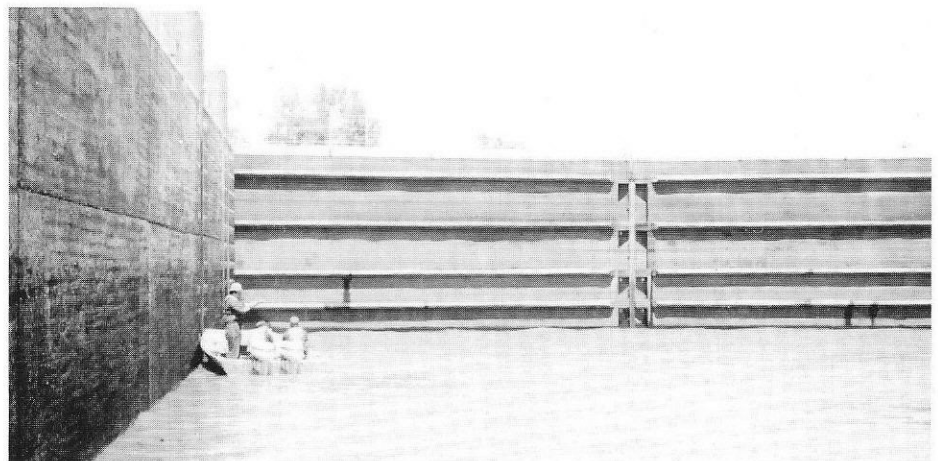
River, a tributary that enters the Green at mile 55. Don't attempt to go very far up the Pond without taking soundings, but at least in the vicinity of its mouth it is deep enough for any vessel that can reach it. You can also be out of the reach of any commercial traffic anchoring anywhere on the Rough River. On the Green itself, there do not seem to be any tows now going above the T.V.A. plant at mile 100.5, so the uppermost 8 miles can be considered as a small-boat harbor.

Dam number 3, the present head of navigation, was built at the site of the Falls of the Green. As

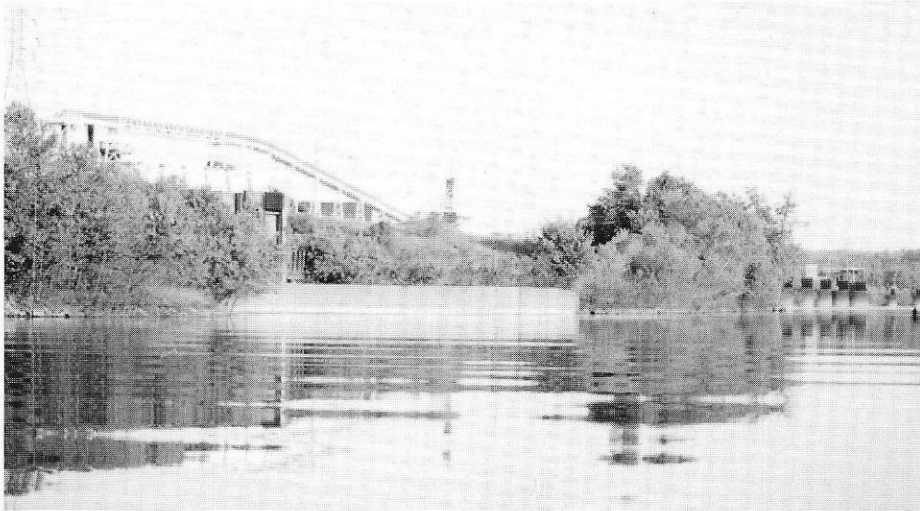
(Continued from Page Five)

agreeable but not spectacular; you'll pass a few towns, but nothing over 5,000 population; there's not a lot of traffic, but once in a while you'll meet a tow or a local fisherman. When people who have done it speak of cruising the Green, they seem mainly to talk about getting away from the hustle and bustle of traffic on the Ohio. If that's your thing, and you're in the vicinity, you should have a go at it; if you're looking for life in the fast lane, you should go somewhere else.

The best place for starting a cruise of the Green River is Evanston, Indiana, where the Inland Marina is just 7 miles down the Ohio from the mouth of the Green. There are no fuel docks, or public docks of any kind for small boats, on the Green itself, so you need to take on enough fuel here to get up and back. Seven miles of the Ohio, plus 108 of the Green, plus 7 of the Rough, all multiplied by two for a round trip, add up to 244 miles of cruising range. You can work it out at your



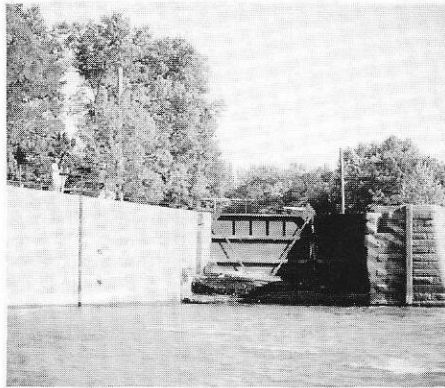
Even the Coast Guard Vessels on the Green River are Dwarfed by the Locks. This One is Locking upstream at Calhoun.



The TVA Plant at Mile 100.5 is the Apparent Head of Commercial Traffic.

a result, the falls are no longer an entirely natural phenomenon. They are still, however, a major scenic attraction, probably the scenic highlight of the river cruise. You should be able to arrive with plenty of daylight left to enjoy the view over tea or cocktails, and an overnight anchorage here is an agreeable way to punctuate the cruise. Area residents also consider this stretch of river to be good for fishing, in case you forgot to pack dinner or simply enjoy fishing. The best anchorage is just below the lock—elsewhere, the current can be troublesome.

For further information on the Green River system, see Bill Trout's *The American Canal Guide, Part 4, Canalized Rivers of West Virginia & Kentucky* (American Canal Society, May 1988), pp. 16–19. Navigation charts can be purchased from the Corps of Engineers, P.O. Box 59, Louisville, Kentucky 40201. Check with them for the current price.



Lock #3 and Dam at Mile 108.5 is now the Absolute Head of Navigation on the Green River.

PENNSYLVANIA HISTORIANS FIND CANAL SURVEY STONES NEAR ROARING RUN TRAIL

The Roaring Run Watershed Association has received an answer to their request to have the remains of the Pennsylvania Main Line Canal listed on the National Register.

The Pennsylvania Historical and Museum Commission has notified R.R.W.A. that not only do they feel the remains of the canal along their trail deserve this inclusion, but that all of the canal throughout Armstrong County should be nominated.

A meeting between interested parties and representatives of the Bureau for historic preservation and a member of the Pennsylvania Historic Preservation Board will be scheduled in the near future, to view the sites involved.

Remains of the canal prism are visible at various points along the Roaring Run Trail and other places in Armstrong County, in the vicinity of the Kiski River.

The remains of the guard lock and lock keeper's house at Roaring Run are still visible, as is the base of the dam below Roaring Run. Down river at Leechburg the remains of two dams are still visible.

Over the past three months, Bob Knepshield and Harold Bryan have assisted Don Stevenson in locating 10 canal survey stones along the Roaring Run Trail.

These stones were placed in the ground when surveying of the route of the Pennsylvania Canal

in 1827 was being done. These stones clearly show the path of the canal and towpath from Roaring Run to the parking lot at the end of Canal Road.

The canal crossed the Allegheny River north of Freeport on a wooden aqueduct.

The canal channel ran along the Kiski River to a point near the current Hyde Park bridge where a dam was constructed, which made the Kiski River navigable to North Apollo.

Two lift locks at North Apollo once more took the boats into a canal channel which ran for approximately 3.7 miles to Roaring Run where another dam on the river made river navigation possible once more.

Just east of Edmon, another dam and lock allowed the boats to remain in a slackwater pool until just east of the Indiana county line where boats once more entered a canal channel, near a village called "Edri."

This trip through Armstrong County, while brief by today's modes of travel, would have taken six hours by canal boat.

Roaring Run Watershed Association announces a number of hikes along the trail this year.

Guided tours will be conducted by Bob Fiscus, Bob Knepshield and Don Stevenson.

For information on any of these hikes call 845-7111, 478-1223 or 727-7360.

CANAL CALENDAR

March 10 & 11, 1995

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

March 16, 1995

Spring Lecture: "Canal Inclined Planes Around the World" by Bill Moss. 8 PM, Farinon Center, Lafayette College, PA

March 18, 1995

Model Making Demonstration at the Erie Canal Museum, NY by Arch Friedel, 2 PM, Free

March 31–April 2, 1995

"Canal Water and Whiskey" — Whitewater Canal Tour. Contact: Canal Society of Indiana, P.O. Box 40087, Fort Wayne, IN 46804

April 20, 1995

Spring Lecture: "Carrying Coal to Honesdale, the D&H Canal Gravity Railroad" by John W. Buberniak. 8 PM Farinon Center, Lafayette College, PA.

April 22, 1995

Ohio Canal Society Tour of "Little Kanawha Navigation", starting in Parkersburg, WV.

April 23, 1995

Delaware Canal Walk in PA - CSNJ - Contact: Linda House, (908) 722-7428.

April 28-29, 1995

PCS Spring Tour: Upper Lehigh Gorge; Ashley Planes; Dr. Evan Snyder (610) 489-9733.

May 5-7, 1995

CSNJ Spring Tour on Chenango & Erie Canal, NY. Contact: Linda House (908) 722-7428.

May 6, 1995

Canal Boat rides - open Saturdays and Sundays in May. Hugh Moore Park, PA.

June 10–July 23, 1995

Summer Morning Canoe Trips - Saturdays and Sundays - on the Old Santee Canal SC. Contact: (803) 899-5200.

June 25, 1995

Canal Day on the Schuylkill - A gala celebration on the canal banks (no site given).

Working Lock Model

(Concluded from Page Two)

Down in Virginia, we have a similar portable model but it has only a 3" lift, so the gates are easy to open against the water pressure, and it is a constant headache to explain to everyone that "you can't do that with a real lock." Next time, we'll make the lift higher and perhaps shorten the balance beams to reduce the leverage. This means sacrificing the authentic scale, but the "secrets" of a lock, which we are trying to teach, are that miter gates are designed to hold back a great pressure of water; and that sluices (a.k.a. valves or wickets) are required to let the water in and out. If the public is to be allowed to help operate a model then it has to have the right feel.

Anyone planning to build a working model of this type would do well to visit the NYS lock to pick up some pointers, and problems, if any, and to think about how to re-design the details to match the local lock style. We'd appreciate articles about other experiences with lock models — static dioramas, moving displays, working models run by museum staff, and working models which visitors can operate themselves. Is anyone interested in researching the subject for a report in *American Canals*, to help us all? And what, exactly, should lock demonstrators say that Leonardo daVinci invented?

Bill Trout

WITH THE SHAKERS ON THE ERIE CANAL

By Elizabeth Hiddemen Rice, Perry, N.Y.



The First Erie Canal crossing the Genessee River on the West Side of Rochester. This Aqueduct is now a Highway Bridge.

Some of my research on the Utopian Communal Societies of the Shakers has been utilizing the microfilm copies of the material held at the Cleveland Western Reserve Historical Society. Among these papers one finds several journals kept, mostly by Shaker men of their travels on the varying Canals. This particular copy I am sending was written by Brother Seth Wells of his travel to Sodus, New York on the Erie Canal. The trip was made in 1832, 7 years after completion of the Erie at Buffalo, New York. The article is very descriptive and tells not only of the procedures on the Canal Boat "Statira," captained by Brooks, but other interesting facets, such as other passengers who boarded, not only with their families but with all their possessions. These people were emigrating to Illinois.

Seth Wells was an educated man who had joined the Shakers at New Lebanon, New York. The primary focus of this trip to Sodus at that time was for Seth to establish and set up the Shaker school system. Sodus Bay Community was located on Lake Ontario east of Rochester and had been established officially in 1826. There were many young people who had been attracted into the community and the need for schooling was felt.

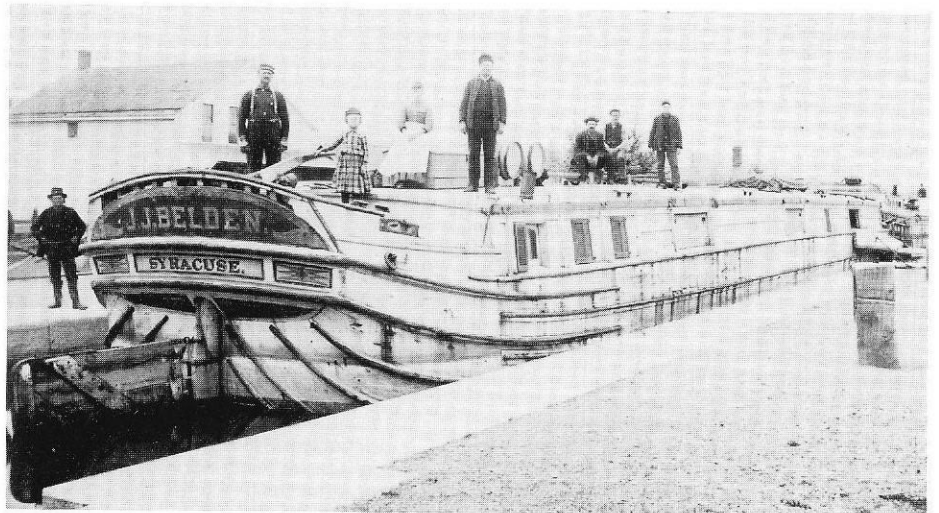
E.H.R.

Bro. Seth Wells' Visit to Believers (Shakers) at Sodus, NY (near Rochester)

June 12, 1832 (Seth Wells)

Started from New Lebanon at 4 o'clock in the morning for Sodus and Port Bay. Proceeded on to GreenBush without any remarkable occurrence. Crossed the river in a Steam ferry Boat; and after a short stop in Albany, proceeded on to Schenectady where we arrived about 6 o'clock. p.m. We soon obtained a passage in the canal Boat Statira of Buffalo, Capt. Brooks, belonging to the Trader's Line. Started from Schenectady at quarter before 8 o'clock in the evening and went on a pretty good jag; all hands busy in arranging their baggage and other matters for the night. Some getting their suppers in the after cabin or dining room, some chat-

ting on deck . . . some anxious about their baggage. Accordingly after seeing that everything belonging to us was in its proper place, and after they had swallowed their suppers in some way or other, the females retired to their berths in the rear of our cabin which was separated from us by a curtain across the cabin. After which the men



"Bull-Head" Canal Boat on the Enlarged Erie at Lock #50 in the 1890's. (Courtesy of the Canal Society of New York State.)

retired to theirs. But there being more passengers than berths, some had to lie 2 in a berth. Brother Jethro and I retired to one about half past 10 but were unable to sleep in so cramped a situation. So after lying as still as two such old men could for an hour or more, br. Jethro got up, dressed himself and went on deck, leaving the berth wholly to me to rest, if I could, till the latter part of the night. After a while I got asleep and slept as far as I can learn about two hours, when we came into a lock. The noise of passing it waked me. We soon passed another lock, I then arose and gave up the berth to Jethro. I dressed myself and went on deck to write and finding all still above and below, I

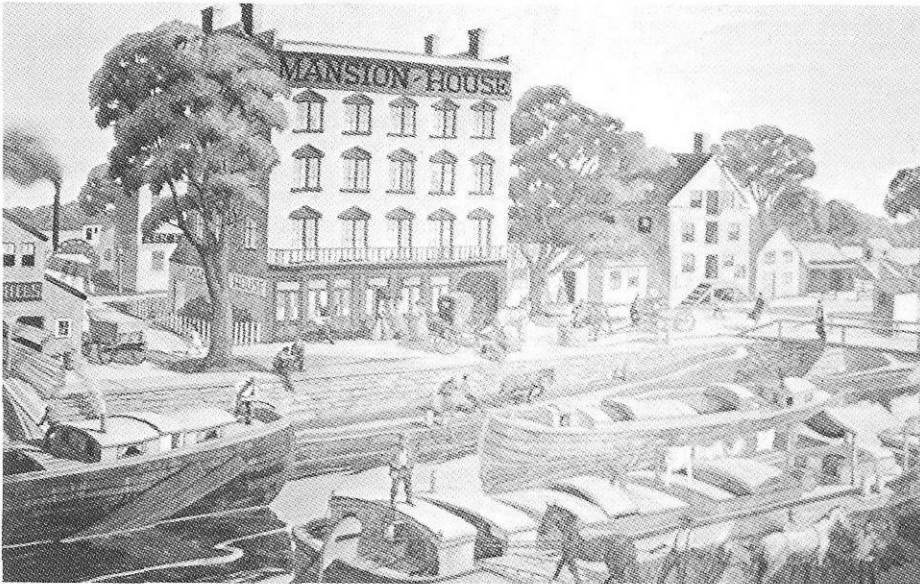
settled myself on deck in the bow of the boat by the side of a large Carboned lamp with this Journal and pencil in my hand and went to writing.

Amsterdam

After passing Amsterdam, 16 miles from Schenectady, we were stopped in consequence of a heavy loaded boat being aground and several other boats near trying to pass by her, but could not. Here we were hindered till daylight, when the boat got off and we passed her and the others that had been stopped by her and passed on and crossed Schoharie Creek about half past 6 o'clock. A.M. 23 miles from Schenectady, having passed 9 locks from Schenectady. At half past 8 we saw Coughnsewaga on the North and passed Fulton on the south of the Mohawk. This is a new village rapidly building on the canal. At 10 we took breakfast and proceeded onto Spraker's Basin which we passed about 1/2 past 11., 36 miles from Schenectady. Proceeded on and arrived at Canajoharie 1/4 before 1:30 p.m. Went on to Fort Plains at 1/2 past 3. Past Openheim at 5; passed Danube, opposite Manheim at 7 o'clock. We then went on towards Little Falls and after passing 4 locks in succession with the most astonishing and very romantic views on each side, which for a night scene appeared gloomy and awfully sublime. We passed the Schoharie Aqueduct which crosses the river at Fort Hunter about 9 o'clock in the evening. After passing this wonderful aqueduct, we passed another lock which brought us thro' these falls, but the village being on the North of the Mohawk we could not have a fair view of it in the evening. We retired to bed about 11 o'clock



Aqueduct that Carried the Old Erie Canal Across Schoharie Creek at Fort Hunter.



Mansion House, an Over-night stop for Erie Canallers at Rome, New York. The Black River Canal joined the Erie close by.

and Br. Jethro and I were glad enough to have some chance to sleep, and being now provided with each a berth we turned in and slept till about 4 o'clock, and then rose and came on deck, just in time to see the sun rise, having had nearly 5 hours sleep, a rare enjoyment on board a canal boat.

Utica

We found we had passed the German Flatts and Herkimer and were within about 3 miles of Utica, which we entered about 1/2 past 5, stopped about an hour and then passed on through the great city, which we left about 7 o'clock on Thursday morning, June 14th, 1832. Passed through whites' borough about 8. Came to Ortiskany at 9—Breakfasted at 10 - Arrived at Rome a little before 1 o'clock p.m., made a short stop and filled our water cask and went on - Arrived at New London about 3 p.m. This is the place on the confines of Wood creek near Oneida Lake, which has sprung up in the wilderness, by which it is still surrounded. Here are immense quantities of timber

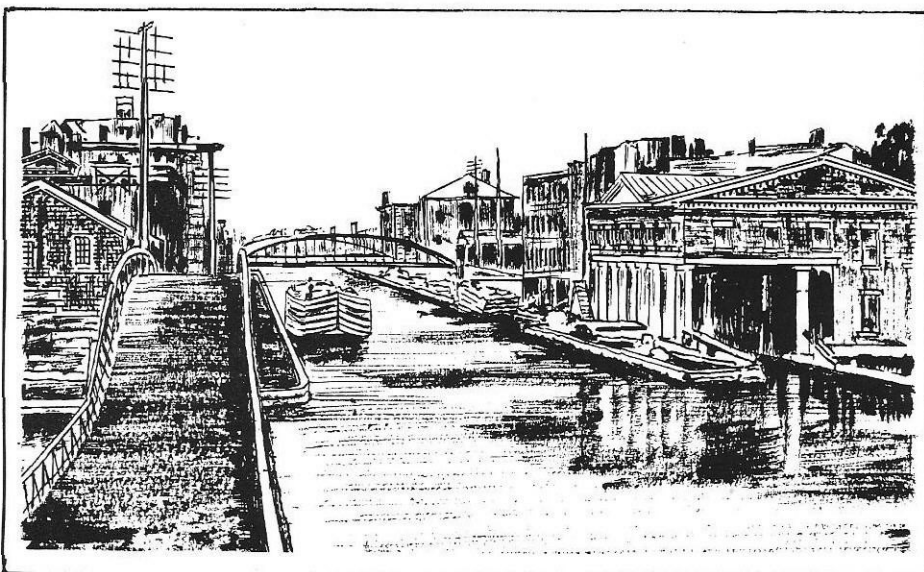
sawed into boards, plank and framing timber v.c. and transported down the canal to Albany, Troy and New York.

Oneida Creek

From thence we proceed on through Loomvis to Oneida creek, which we passed about 6 o'clock. Thence on through Lenox basin (114 miles from Schnectady.) Then on thro' to Canistota about 1/4 past 8. During the night we passed thro' New Boston, continuing to Kirkville, Manlius and Orville, (about 25 miles) and arrived at Syracuse 1st lock at the end of the long level of 69 1/2 miles about 4 o'clock on Friday morning, June 15. This lock is within 2 miles of Syracuse Village.

Syracuse

Here as we were going into the village I finished my letter which I had begun last night, read it to my companions, put in all our love, folded the letter and sealed it at the Village and slipped it into the P.O. This is a very flourishing village near the Salt works, where a vast deal of business seems



An old Drawing looking East along the Erie Canal in Downtown Syracuse. The entrance to the Oswego Canal (with Traffic Bridge across) is to the left. The Weighlock Building, now a Museum, is at the Right.

to be carried on. We were detained at this place till 9 in the morning unloading some goods and taking on many more. We also took in 19 more passengers, men, women and children, consisting of 3 families, who were going on to the Country of Illinois 1700 miles distant. Many of their friends came on board with them to go on a few miles and take their last leave of them, so that we had about 30 additional passengers for a little distance. These emigrating passengers were respectable people and very civil, so that we were not much incommoded by them in the day time, but the night following (which was our last on the Canal) was far from being pleasant.

Salina Salt Works

After leaving Syracuse we had a very interesting view of the extensive salt works of Salina where salt is made by evaporation. The extended rows of double roof sheds for securing the salt from the weather, cover no less than 100 acres of ground. Between there long rows of sheds the spaces are covered with long rows of vats elevated from the ground and filled with salt water and exposed to the sun for evaporation, & so constructed as to slide under the sheds where they are secure from the rain and bad weather. The ground occupied by these sheds and vats is a large level plain, extending a great distance on each side of the Canal.

After leaving these salts works at Salina the course of the Canal has a northern direction which in a mile or two brought us to the village of Geddes. There we had a fair view of Salina on the south east, Onondaga Lake on the north and east, beyond which appeared the handsome village of Liverpool which together with the village of Geddes along the west of the Canal where we were now passing, afforded an extensive and beautiful prospect. Along the Canal in Geddes are an ex-

(Continued on Page Ten)

“THE SHAKERS“

The name "Shakers" was given to this sect (in derision) because of the bodily movements of the members in their worship and dancing ceremonies. An off-shoot of the Quakers in England, they were called officially "The United Society of Believers in Christ's Second Appearing."

Led by a strong-willed woman, "Mother" Ann Lee, the entire sect emigrated to America in 1774 and established themselves near New Lebanon in upper New York State. Their Motto: "Hands to Work and Hearts to God." They advocated celibacy and Christian communism, although they welcomed whole families into their membership.

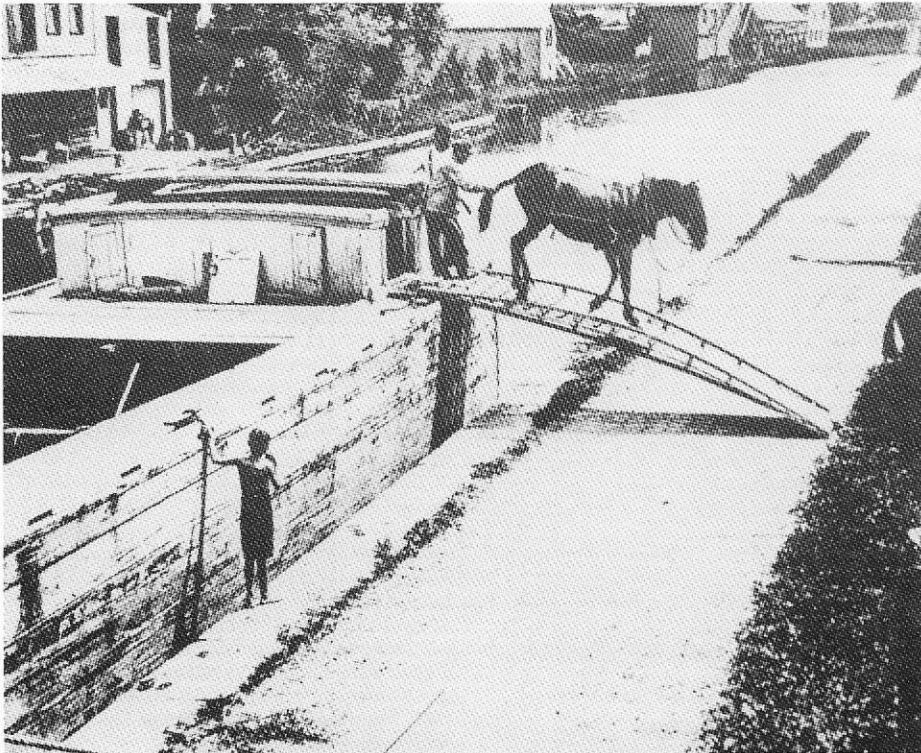
The movement spread in upper New York State and New England and by the Mid-Nineteenth Century there were thousands of "Believers" in dozens of communal centers, including those mentioned in the accompanying article.

All worked diligently for the common good. The men were craftsmen who produced excellent furniture of a practical but distinctive form, the same in all the communes. Shaker furniture is in great demand today by antique collectors all over America.

During the past 150 years, the number of "Believers" has dwindled (no doubt because of their beliefs) to a mere handful. They have closed down most of their communes in upper New York State. Their commercial activities now consist of regular and widely advertised public "auctions" of Shaker furniture, which is being sold at fabulous prices!

Bill Shank

WITH THE SHAKERS ON THE ERIE CANAL



Getting a Fresh Horse out of the Stable on Board an Erie Freighter of the late Eighties. (Courtesy Canal Society of New York State.)

(Continued from Page Nine)

tensive row of buildings for boiling down the salt water by which means vast quantities of salt are made and barrelled up for market. Vast quantities of wood were piled along the Canal in this place for the use of their boilers.

Camillus

From this place we went on past Nine mile creek and Camillus, 150 miles from Schenectady. Thence we went on to Canton left Joran 6 o'clock p.m. 35 miles from Lyons, went on to 5 miles-Jordan 6-miles-Weed' sport 6 miles-Center Port-1 mile-Port Byron 2 miles- Thence went on to Lake Port 6 miles- Thence on thro' Montezuma and the Cayuga Marshes. All these places from Jordan to Clyde we passed in the night. The weather very warm, which with our additional number of passengers who came on board at Syracuse rendered our cabin no very comfortable place to sleep in- I undertook to find a place in the midships where the goods were stowed away. There being a number of beds belonging to the families moving to Illinois, which were tied up in bundles, also some bags vc. We tumbled them together and myself and two of the boatmen, tumbled down near one of the side doors of the boat, leaving both of the side doors open, so as to have a circulation of air-there being no windows in the midships. We had lain but a very short time when we came into a lock-it being a descending lock which we had to pass after leaving Port Byron where we had been detained till near midnight in unloading goods. As the water was let out of the lock, and the boat settled down into it, there was a leak in the side of the lock from which a stream of water issued directly into the side door near where we lay - The boatmen scrambled up with some difficulty shoved the boat along so as to prevent the water from coming in at the door, but could not shut the door till we got clear of the lock, when all was made tight lest we should get another spat-

tering at the next lock. But I soon quit the midships and went on deck. There I found a number of passengers who had left the cabin, being no better able to stay there than I was to stay in the midships.

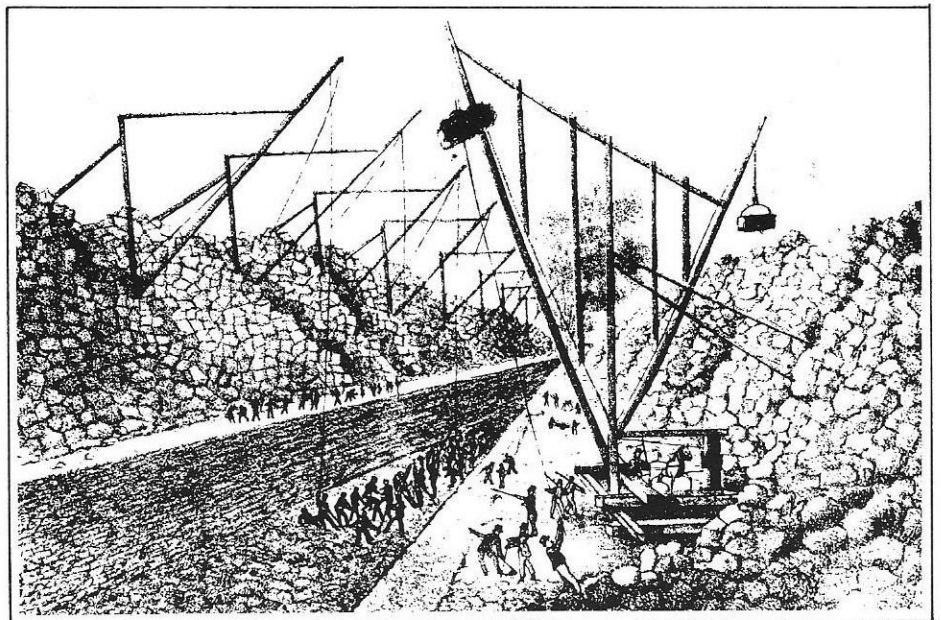
Mosquitoes

We were now passing through the Cayuga Marshes, and were greatly annoyed with mosquitoes, both in the cabin and on deck. The passengers are on deck, fighting and killing the troublesome bites made many diverting speeches about them,

one was for having them harnessed in and make them help draw the boat - Another proposed to leave them boxed up and sent off as a present to General Jackson - another not quite so good natured as his companion setting his foot on a grindstone which lay on deck wished they had that grindstone hung to their necks, he would sink them where they would never rise again. Thus we passed thro' these marshes, deprived of sleep, annoyed by mosquitoes and sweating with the heat of the weather.

We find the Shakers

We arrived at Clyde at 1/2 past 5 on Saturday morning - 9 miles from Syracuse. The boat having stopped at Galen, about 4 1/2 miles below Lyons to take in 2 women passengers. We discovered a wagon standing in the street at a distance, with Believers (Shakers) in it - they had discovered us and were looking at us. I immediately jumped off the Boat which was then on the opposite side of the Canal and ready to start on. I requested the Captain to wait a few minutes till I could go and speak to them. I crossed the bridge near by and soon met Daniel Dryer, and we walked up to the wagon and found Lucy Brown, Tina Seaton and a young Sister with them, who had come out on some business the day before and stayed at Smith Tindal's whose wife is a believer (Shaker). They had not received our letter, but had been daily looking for it for a week past, and wondered why it did not come. I returned to the Boat and we went on to Lyons. They rode along little way and called at the house of an acquaintance, wrote a letter to Elder J. and Eldress E. and sent a messenger in haste, and then proceeded on to Lyons and arrived about the same time we did, met us at the lock and they took us and our baggage to Benton's tavern, where we arrived soon after 9 o'clock. We all took breakfast together, and tarried and rested ourselves till about 3 o'clock when Lucius Southwick arrived from Sodus, when after bating (baiting'?) his horses we all started together for Sodus. D. Dryer took Sister Olive, Susanna and Lucy B. in his wagon and Lucius took Br. Jethro and me, and the 2 sisters, Tina and Lydia Dole.



An old wood cut showing the Excavation of the Rocky Channel above Lockport on the original Erie Canal.

We arrived at Sodus about 1/4 before 8 o'clock, and were joyfully received and made welcome.

Sodus

Sabbath morning June 17th after breakfast we met the Elders together and gave them the love, which they rec'd with evident feelings of thankfulness conversed with them for some time. As the time of their public meeting drew nigh the world began to collect in considerable numbers — We did not attend the public meeting, but being in the upper part of the meeting house we had a view of their exercises. We found they had a very good gift in singing, laboring in the step manner and marching. During an intermission of their exercises Joseph Pelham addressed the world, had a very good gift . . . At 3 o'clock p.m. the families collected and had a meeting without the world. We attended. Elder Jeremiah opened the meeting, expressed his thankfulness upon the occasion of meeting with us who were from the Church at New Lebanon - the Mother Church and center of union. He endeavored to impress the minds of the Believers with a sense of the necessity of feeling their faith joined to the center of union where the gift of their protection and blessing centered and from when all their blessings and their spiritual strength and protection proceeded. . . He observed to them that we had brought a treasure of love from the Church and Society at New Lebanon and hoped they would be able to receive it as a rich treasure from the fountains at New Lebanon. He appeared much affected with a sense of thankfulness for our visit which they considered as a great privilege and spoke of this need they all had of the love, union and blessing of the Church at New Lebanon as the fountain to which they looked for strength and protection.

They then sang the following welcome song, which had been prepared that morning by Jesse Leonard for the occasion, with much feeling.

In humiliation we ask while we sing,
Does Zion remember her little offspring?
Or love from the fountain have you got today.
To give to your children who live at Port Bay.

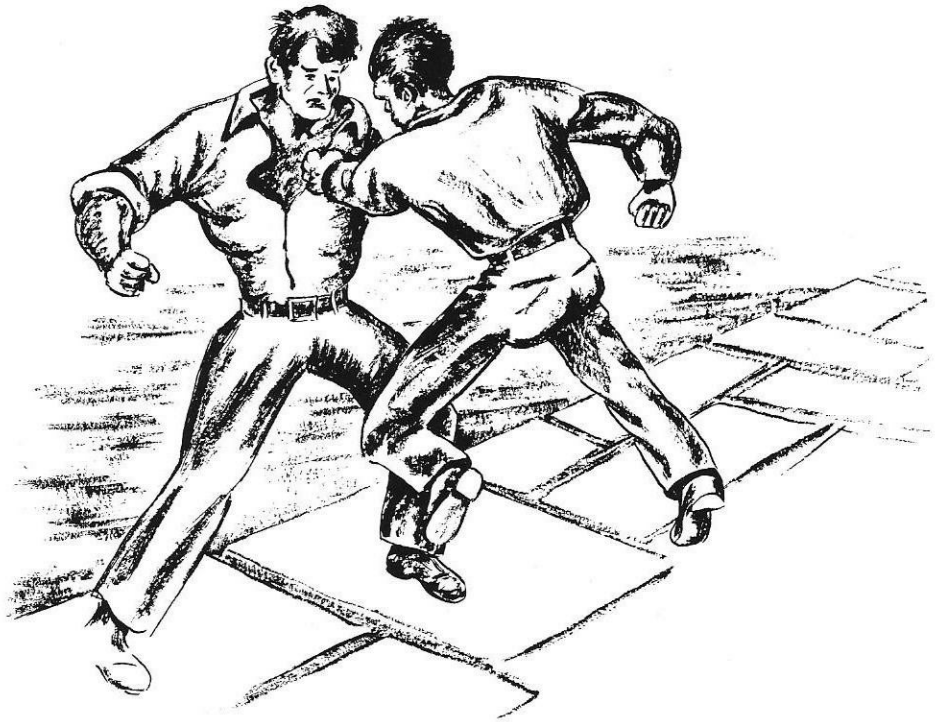
Our vessels are open, we want the good fruit
The twig of the vine receives sap from the root
We will be good children and some future day,
May gather good fruit from its bud in Port Bay

We pray for your blessing, and may you be
blessed
With health, frean and comfort we wish you the
best,
Those heavenly pillars we truly can say
We thankfully welcome you all to Port Bay.

We then delivered the love and felt an uncommon gift in expressing the great interest felt in the Church and Society at New Lebanon and for their blessing and prosperity in the gospel which had a great effect upon their feeling, and caused weeping throughout the assembly. After we had all spoken our feelings, Elder Jeremiah expressed his thankfulness with much feeling, and told them they might kneel down and cry as much as they were a mind to. Accordingly they all fell on their knees and wept and many cried aloud. After rising and speaking with much feeling and solemnity, Elder Jeremiah told them they might rejoice and such leaping and rejoicing we have rarely ever seen anywhere - Singing and dancing and shaking and rejoicing and hugging and kissing followed - then marching vc.

After meeting we met the Elders and had a good meeting and supported union with our brethren and sisters in the church at New Lebanon with great satisfaction. This had been agreed upon before we left New Lebanon. (End)

1834 RIOTS ON THE C&O CANAL



We regret to have to inform our readers that the account of the pacification of the riot among the laborers upon the Chesapeake and Ohio Canal, above and below Williamsport (in Washington county, Md.) turns out to be premature. Since the return of the Hagerstown Volunteers, with a number of the men under arrest, fresh and fatal hostilities have broken out, in the course of which, as appears by the following account, a number of lives have been lost:

Williamsport, Md. Jan. 18 [1834]

Since the foregoing event, great commotion has existed among the hands. Very little work has been done, and a state of alarm and warlike preparation has taken its place. On Thursday last, we are informed, a party of Corkonians committed excesses along the line above this place. Yesterday morning, a small party were seen approaching this place from above, and were met on the aqueduct and driven back by an opposing party of their countrymen in the town. In this affray, one man was seriously beaten and wounded. The citizens of the town, with commendable alacrity, soon put themselves in military order, under arms for the protection of the people, and remained under arms for the balance of the day, and the greater part of the night.

This scene was soon followed by another, which resulted in a disastrous battle and several deaths. A part of Fardours or Longfords, consisting of about three hundred men, headed by intrepid leaders, were announced as approaching from below. Their design, they stated to be, to pass up the line of the canal to the upper dam, for the purpose of exhibiting their strength; and not to commit a breach of the peace, unless attacked. They were armed in part with guns, but principally with helms, clubs, &c. They passed up quietly over the aqueduct, and on their way, as we learn, three or four hundred more of the same party fell into their ranks. At the upper dam, in a field on the other side of Middlekuff's, they met the enemy in battle array, drawn up on the top of a hill, about three hundred in number, and armed, in part, with military weapons.

The information we have is that the attack, or at least a challenge to the combat, was made by the latter party. Volleys of shot were exchanged; some men were seen to fall and the party above began to fall back and disperse before the superior forces of the enemy. A pursuit ensued through the woods, where frequent firing was heard, and no doubt many lives were taken. Persons who traversed the field, after the battle was over, observed five men in the agonies of death, who had been shot through the head; several dead bodies were seen in the woods, and a number of wounded in every direction. Those who observed the battle described it as one of great rage and most deadly violence. All the dead and wounded are reported to have been of the Corkonians.

About ten o'clock last night, the victorious party returned, and passed quietly through this place, after halting a few moments in one of the public streets, to their respective sections and shanties below the town. Quiet was restored for the balance of the night.

We have thus attempted merely a sketch of the horrid barbarities committed in this neighborhood through the past week. The public peace has been outraged, and the civil authorities condemned. It remains for the officers of justice to take the necessary steps to repair these gross violations of the law.

Postscript.—Since writing the above, a principal leader of the parties has been arrested for examination. The volunteer companies have arrived from Hagerstown, commanded by Colonel William H. Fitzhugh, who is also Sheriff of the county, and are now in readiness to aid the civil authority. An express has been dispatched to the seat of Government, for a sufficient regular force, to be sent on and stationed here.

Further Postscript —

We are glad to learn, in the Hagerstown Torchlight, that a "Treaty of Peace" has been concluded between deputies from the hostile parties among the Canallers, which was brought about by the active intervention of the leading gentlemen of the

(Concluded on Page Twelve)

RIOTS ON THE C&O

(Concluded from Page Eleven)

neighborhood. The Treaty was concluded at Williamsport on the 27th of January, and duly signed by the respective ambassadors. As we consider it somewhat of a novelty in Diplomatic History, and at the same time constituting a precedent which may be advantageously resorted to in civil wars in all time to be, we do ourselves pleasure to spread it large before our readers, as follows:

Treaty of Peace

The following is a copy of the Treaty of Peace made and concluded at Williamsport, on the 27th day of January 1834, between the Corkonians and Longford men, the two contending parties of the Chesapeake and Ohio Canal.

Whereas, great commotion and divers riotous acts have resulted from certain misunderstandings and alleged grievances mutually urged by two parties of laborers and mechanics, engaged on the line of the Chesapeake and Ohio Canal, all natives of Ireland — the one commonly known as the Longford men, the other as the Corkonians; and whereas it has been found that these riotous acts are calculated to disturb the public peace, without being in the least degree beneficial to the parties opposed to each other, but, on the contrary, are productive of great injury and distress to the workmen and their families.

Therefore, we, the undersigned, representatives of each party, have agreed to, and do pledge ourselves to support and carry into effect, the following terms of the agreement:

We agree, for ourselves, that we will not, either individually or collectively, interrupt, or suffer to be interrupted in our presence, any person engaged on the line of canal, for or no account of a local difference or national prejudice; and that we will use our influence to destroy all these matters of difference growing out of this distinction of parties, known as Corkonians and Longfords; and we further agree and pledge ourselves, in the most solemn manner, to inform of, and bring to justice, any person or persons who may break the pledge contained in this agreement, either by interrupting any person passing along or near the line of the canal, or by secretly counselling or assisting any person or persons who may endeavor to excite riotous conduct among the above parties; and we further bind ourselves to the State of Maryland, each to the sum of twenty dollars, to keep the peace towards the citizens of the State.

In witness whereof, we have hereunto signed our names, at Williamsport, the twenty seventh day of January, eighteen hundred and thirty four:

Timothy Kelly	Michael Tracy
Wm. O'Brien	Thomas Mackey
Michael Collins	James Riley
John Bernes	Daniel Murrey
Thos. Bennett	Murty Dempsey
Michael Driscoll	James Carroll
Jeremiah Donevon	Thos. Cunningham
John Namack	Bathu. S. McDade
Garret Donahue	James Clarke
Patrick McDonald	Michael Kain
James Slaman	Patt Purell
John O'Brien	William Moloney
Edward Farrell	William Brown
Thomas Hill	Peter Conner

Signed before us, two Justices of the Peace in and for Washington county and State of Maryland, this 27th day of January, 1834.

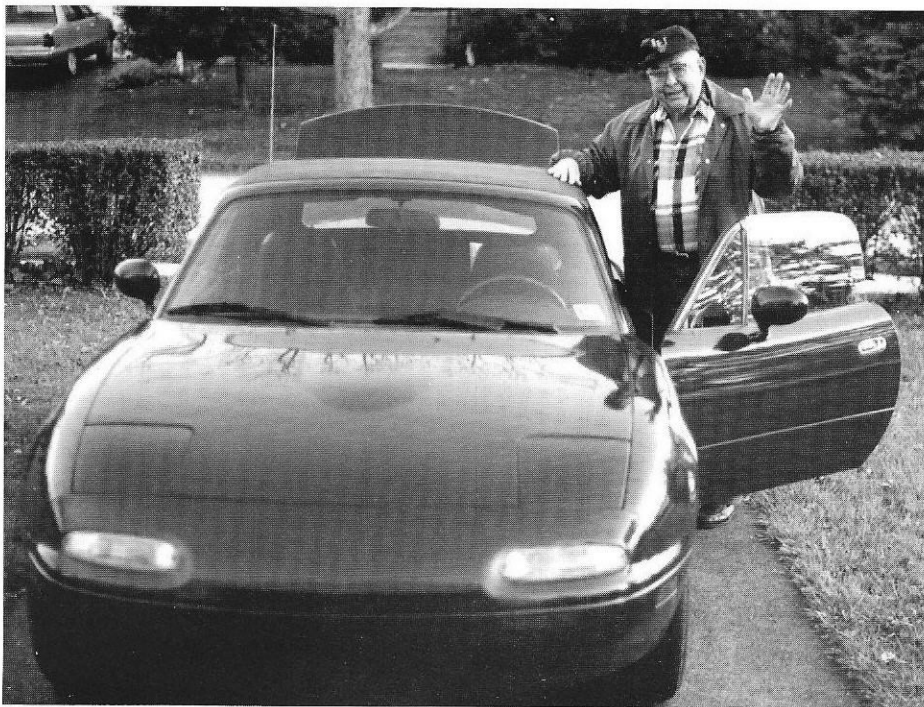
Charles Heseltine

William Boultt

Reprinted in The Ebensburg Sky, February 6, 1834.

Contributed by William Dzombak

PUBLISHER'S CORNER



It may be of interest to our readers to know that your Publisher, on May 11, 1995, will celebrate his EIGHTIETH Birthday! My three children and four grandchildren are planning something special for the occasion.

In the meantime I am driving a fire-engine-red Mazda "Miata" to help me preserve a youthful outlook on life.

It has been my pleasure, since 1970, to serve

you as a founder and Past President of the American Canal Society. With the excellent assistance of ACS Editor Denver Walton, I am finding it much easier to pull each issue of *AMERICAN CANALS* together for the printer. With the additional help of all of you, we will continue to maintain this publication as the very best in the canal historical field.

Bill Shank

(Photo by J.W. Shank)

BIG YEAR FOR SEAWAY

By Allan Swift
The Canadian Press

MONTREAL, December 28, 1994 — A lot more ships sailed up and down the St. Lawrence Seaway in 1994 than the year before, suggesting the inland waterway may be on a comeback after 20 years of decline.

The Montreal to Lake Ontario section of the Seaway handled 2,745 vessels up to Dec. 14, an increase of 23 percent over 1993. The ships carried 18 percent more cargo.

"When you look at the Seaway for the past few years, it's a real shot in the arm," said Seaway spokeswoman Gaetane Hemsley.

Even the weather has cooperated, with mild temperatures that allowed the Montreal-Lake Ontario section to stay open a week later. The Seaway officially closes today.

That applies to the Welland Canal too, but Seaway spokesman Harley Smith said this morning at least six ships have inked agreements with the Seaway to let them pass through the Niagara locks past the deadline.

"That will probably delay our closing until Saturday," Smith said.

A big factor in the recovery is a large volume of semi-finished steel imported from Europe, mainly on foreign ships, to Canadian and mid-west American steel mills.

The thriving steel industry also boosted volumes of iron ore and related products for Canadian ships, said Tom Brodeur, vice-president of marketing at Canada Steamship Lines which operates 15 vessels on the Seaway.

Construction activity increased demand for gyp-

MULE "LIL" ON THE C.&O. AGAIN

Eight-two years ago, canal-boat captain Crampton named his daughter, born on the canal boat, Lillian in honor of his favorite mule, Lil. Since then Lillian Crampton Langdon has become well known to Association members through her writings, the hand-made "butterfly" quilt she presented to us, and through an oral-history interview, her addition to our knowledge of the old days on our waterway.

Now the name Lil has come full circle. The Association's board of directors had decided to help the park service buy a new mule. The Board later voted to accept a suggestion from Mr. Walter Wilt to name this addition to the mule team in honor of Mrs. Langdon. Thus a mule named Lil is once again pulling a boat on the C.&O.

(From "Along The Towpath" - C.&O. Canal Association, Dec. 1994)

sum and limestone for cement plants, and for coal to fire them, said Brodeur.

Grain shipments also made a modest comeback through the Seaway, headed for markets in Europe and North Africa.

It was the gradual drop in Canadian grain moving through the Port of Montreal from Thunder Bay that caused the overall decline in Seaway cargo.

The Seaway reached its peak around 1977 when the Montreal-Lake Ontario section handled 57.5 million tons of cargo. Up to Dec. 14 this year, that section handled 36.7 million tons.