

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXVII, No. 1 [104]

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 1998

PRESIDENT'S LETTER NO. 2

Greetings! It was great meeting many of you at the tenth World Canal Conference in New England this past fall and presiding over the society's 25th birthday party. I hope to see many of you again at the 11th annual World Canal Conference to be held along the I & M Canal in Illinois this September.

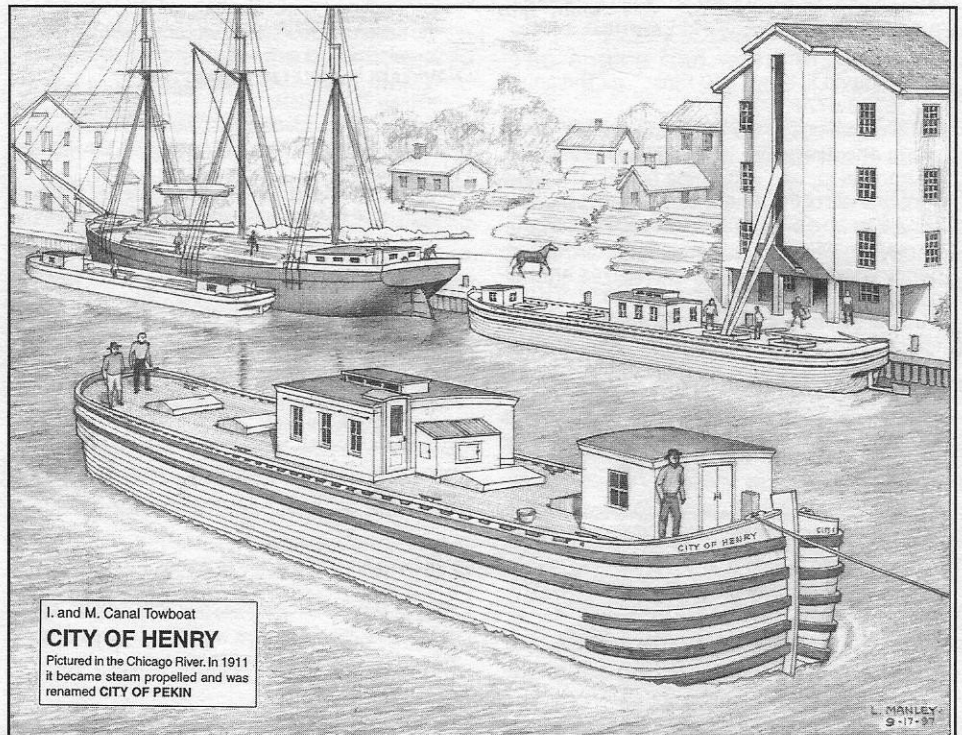
There is a listing of our society's committees published elsewhere in this month's issue of *American Canals*. Take a look at it and see if any of the goals of a committee or two make the canal water in your veins begin to bubble, make you want to join up with an existing committee, start one of your own, or whatever.

There are a lot of pretty interesting topics there—enough to whet the appetite of many a canal buff. Maybe you've always wanted to research canal boat building, or shipments, excavation of a lock, or construction of a canal in your area. Perhaps you've always wanted to navigate one of the nation's existing artificial waterways. We have committees to help you. Get in contact with the chairman or one of the members to get help. Or you can join a committee to help others.

NUMBER PLEASE?

This bulletin was first published in 1972. By borrowing a few extra fingers and toes, we can readily calculate that 1998 is its 27th year of publication. This winter issue is the first of the year. Hence, Volume XXVII, Number 1. For the convenience of those whose processing equipment is wedded to the serial numbering system, that number will also be given, in brackets, for a transitional period of indeterminate duration, thus: Volume XXVII, Number 1 [104].

— DFR



Drawn for *American Canals* by Lloyd E. Manley
See the related article on pages 3 and 4, below

Not all ACS members will want to be on one of our committees, but if you do, welcome aboard.

Until the next time - HEADWAY TO YOU!

The Silver Ribbon OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR

By Kathleen M. Fernandez

It is a study in perseverance: of a resource, thought by many, including the State of Ohio, as outmoded, and of people, most notable U.S. Rep. Ralph Regula, who explored the canal as a boy near his hometown of Navarre and, as a teacher and later as a state and federal legislator, knew that it could be, it *should* be preserved.

For more than fifty years after the devastating 1913 flood that wiped out its usefulness as a waterway, the Ohio & Erie Canal remained a backwater, in all senses of the word. The State of Ohio, owner of the canal, towpath, and feeder lakes, let the land languish, shuttling its supervision to various departments, and at times selling parts of the canal to adjacent landowners. Fortunately, some of the canal was transferred to county governments. But no one took the canal seriously.

In 1967, as a state legislator, Ralph Regula proposed that the Ohio Department of Natural Resources do a study of the canals—the Ohio & Erie and its western twin, the Miami and Erie—and how they might be used for recreation. The study was done, and gathered dust on the shelves of state officials.

In 1989, as a Congressman on the House Interior Appropriations Committee,

(Continued on Page 12)
Page One

American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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The objectives of the American Canal Society are to encourage the preservation, restoration, interpretation, and use of the historical navigational canals of the Americas; to save threatened canals; and to provide an exchange of canal information. Manuscripts and other correspondence consistent with these objectives are welcome.

Annual subscription to *American Canals* is automatic with A.C.S. Membership. Annual dues: \$20.00. Single copies \$3.00. Four issues per year.

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ACS COMMITTEES

President Terry Woods is in the process of revising the A.C.S. committee structure. The following is his interim status report.

ACS SALES

Chairman, William Kroon
Members, (? ? ?)

Has been handling ACS sales items now for a number of years. Bill has been doing an extremely good job over the years.

CANAL ARCHAEOLOGY COMMITTEE:

Chairman, Mark Newell
Member, Terry Woods

Has acted as a clearing house for queries from archaeologists, developers and local government for information on the special problems of canal archaeology. There are tentative plans to publish a 'guide' to general canal restoration.

CANAL BOAT COMMITTEE:

Chairman, William McKelvey
Members, Carroll Gantz, Terry Woods

Has conducted extensive research into availability and existence of original canal boat plans, models, literature, etc. on canal boat designs of various systems. This effort is continuing. Additional information is welcome. Index #2, a summary of this work, is available from Bill McKelvey for \$2.00 (post paid).

CANAL ENGINEERING, MAINTENANCE, & OPERATION COMMITTEE

Members Charlie Derr, Gibson Hobbs, Terry Woods.

Has compiled a bibliography of contemporary U.S. canal engineering textbooks. Has conducted research and published short articles in *American Canals* on various aspects of canal engineering. Has initiated preliminary research toward compiling a book on early U.S. canal engineering. Has provided canal maintenance assistance to several canal restoration groups.

CANAL PARKS COMMITTEE

Chairman, Elizabeth Hahn
Members, (? ? ?)

(No recent report from Chairman).

HISTORIC AMERICAN CANALS SURVEY

Chairman David Barber
Members, William Gerber, Bill Trout.

This is a relatively old committee. Its previous work has been to "log" the various U.S. canals onto hard copy data sheets. The new chairman and committee members will continue to enlarge this data base, but will also work toward making the existing data available through the INTERNET.

INTERNET COMMITTEE

Chairman, Mark Newell
Members (? ? ?)

(No recent report from Chairman).

LIAISON COMMITTEE

Chairman, Lance Metz
Members, Tom Grasso

This is a new committee whose goals are to act as a clearing house for information to and from the individual canal societies and organizations in the nation. All information on canal-oriented groups is welcome.

NAVIGABLE CANALS COMMITTEE

Chairman, David Ross
Members, Alexander Aldrich, Addison Austin, C.H. Clemons, Frederica Kleist, R.A. Mitchell, Bev Morant, W. Greatbatch.

To act as a clearinghouse for information about navigable canals. Has worked with the editors of 'Quimby's Cruising Guide' to update their coverage.

PUBLICATIONS COMMITTEE:

Chairman, Terry Woods
Members, (need some)

This is a new committee. The ACS is getting into the publishing business. Our first book will be Tom Hahn's Encyclopedia of Canal Technology (due in 1999). We'd like to offer new books on a semi-yearly basis, or more often. We need people who know publishing procedures and how to obtain grants to help us achieve this goal.

PUBLICITY COMMITTEE:

Chairman: (None at present)
Members, David Ross, Terry Woods

This is a new committee, but its function is obvious (I hope). We want to increase the ACS's public awareness, possibly through the working of our other committees. Ideas and comments welcome.

CANAL CALENDAR

March 14, 1998. 17th annual Canal History and Technology Symposium, William E. Simon Center for Economics and Business Administration, Lafayette College, Easton, Pa. Contact: National Canal Museum, 610-559-6613.

March 19, 1998. Spring Lecture Series, 7:30 p.m., National Canal Museum, Two Rivers Landing Auditorium, 30 Centre Sq., Easton, Pa. Contact: 610-559-6613.

March 22, 1998. Walk along the Delaware & Raritan Canal. Contact: Canal Society of N.J., 908-722-9556.

March 22-27, 1998. Elderhostel: "Historic Development of the I&M Canal," Illinois Valley Community College, Starved Rock State Park, Ill. For details call Elderhostel at 617-426-8056.

April 5, 1998. Walk along the Delaware & Raritan Canal. Contact: Canal Society of N.J., 908-722-9556.

April 18-19, 1998. 2-day bus tour of the Morris Canal. Reservation and \$50 deposit, total cost \$150 including motel. Membership in Canal Society of N.J. (\$15) required. Contact: 908-722-9556.

April 18- June 28, 1998. "Prairie Passage," a photo exhibit celebrating the 150-year-old Illinois & Michigan Canal, Chicago Cultural Center. Contact: Canal Corridor Assn., 312-427-3688, ext. 388.

May 1-3, 1998. Spring Field Trip of the Canal Society of N.Y. State, Oneida Lake and nearby canal sites, including Saturday banquet with entertainment and Sunday cruise. Contact: Bill Orzell, 315-479-7473.

May 24, 1998. Delaware River Cruise from Philadelphia. Reservation deadline March 31. Contact: Canal Society of N.J., 908-722-9556.

June 6, 1998. Canal Fest Day at Riverbend Farm, Blackstone River & Canal Heritage State Park, Oak St., Uxbridge, Mass. Noon to evening. Hayrides, canoe rentals, guided canal walks, displays, concert. Contact: Dave

AMERICAN CANAL SOCIETY

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Landon St., Lynchburg, VA 24503.
Frederica Kleist, No current address available.

Other publications: *The Best from American Canals*,

William H. Shank, editor and publisher.
American Canal Guides,

William E. Trout III, editor and publisher.

Web page address:

www.blacksheep.org/canals/ACS/acs.html

Barber, 508-478-4918.

June 13, 1998. Waterloo Canal Day at Waterloo Village, near Stanhope, N.J. Contact: 973-347-0900.

June 1998. 6 to 8 day trip to Nova Scotia at mid-month, visiting Shubenacadie Canal, St. Peters Canal, and other sites. Contact: Carol Gaspari, Canadian Canal Society, 905-934-0453.

September 1998. Canal Society of New Jersey tour of the Leeds & Liverpool Canal in northern England. Early registration advised. Contact: Bill McKelvey, 103 Dogwood Ln. Berkeley Heights, N.J. 07922, phone 908-464-9335.

Week of September 14, 1998. World Canals Conference, 11th annual meeting, and A.C.S. membership and directors meeting. Holiday Inn Express, Joliet, IL. Papers invited. Contact: Lee Hanson, I&M Canal National Heritage Corridor, 15701 S. Independence Blvd., Lockport, IL 60441, phone (815) 740-2047.

DEADLINE. Items for the next (Spring 1998) Canal Calendar must be on the editor's desk by 1 April 1998.

CANAL BOAT PLANS

by Lloyd E. Manley

In the February 1997 issue of *American Canals*, an article, "Wrecks on the I. & M. Canal," by James E. Held, describes how archaeologists are reconstructing plans of old barges by examining sunken hulks exposed by flood damage. Their data, when published, will be an important addition to our meager knowledge of these vessels. However, the author states that no plans exist now. As far as original builders plans are concerned, he is probably right, but builders drafts and models, even when available, commonly show the hull shape and very little else. Another type of plan, drawn many years after a boat's completion, usually included much more detail.

Fortunately such a plan set can be purchased at the Smithsonian Institution. It comprises six sheets depicting all important parts of the I. & M. Canal tow barge, *City of Henry*, built at Chicago in 1875, about seven years before the tonnage of freight shipments peaked on that waterway. It was rebuilt in 1894 and 1908; then in 1911, it was renamed *City of Pekin* and became a steam-propelled vessel.

Model makers and others, particularly those involved with the I. & M. Canal sesquicentennial, may find them useful. The following drawings are included:

Sheet 1 lines (half breadth, body and

shear plans);

Sheet 2 midship section;

Sheet 3 main deck plan, side and end views of two cabins, hatch and ice box details;

Sheet 4 inboard profile;

Sheet 5 outboard profile;

Sheet 6 stern and bow framing, deck beam arrangement, more hatch details.

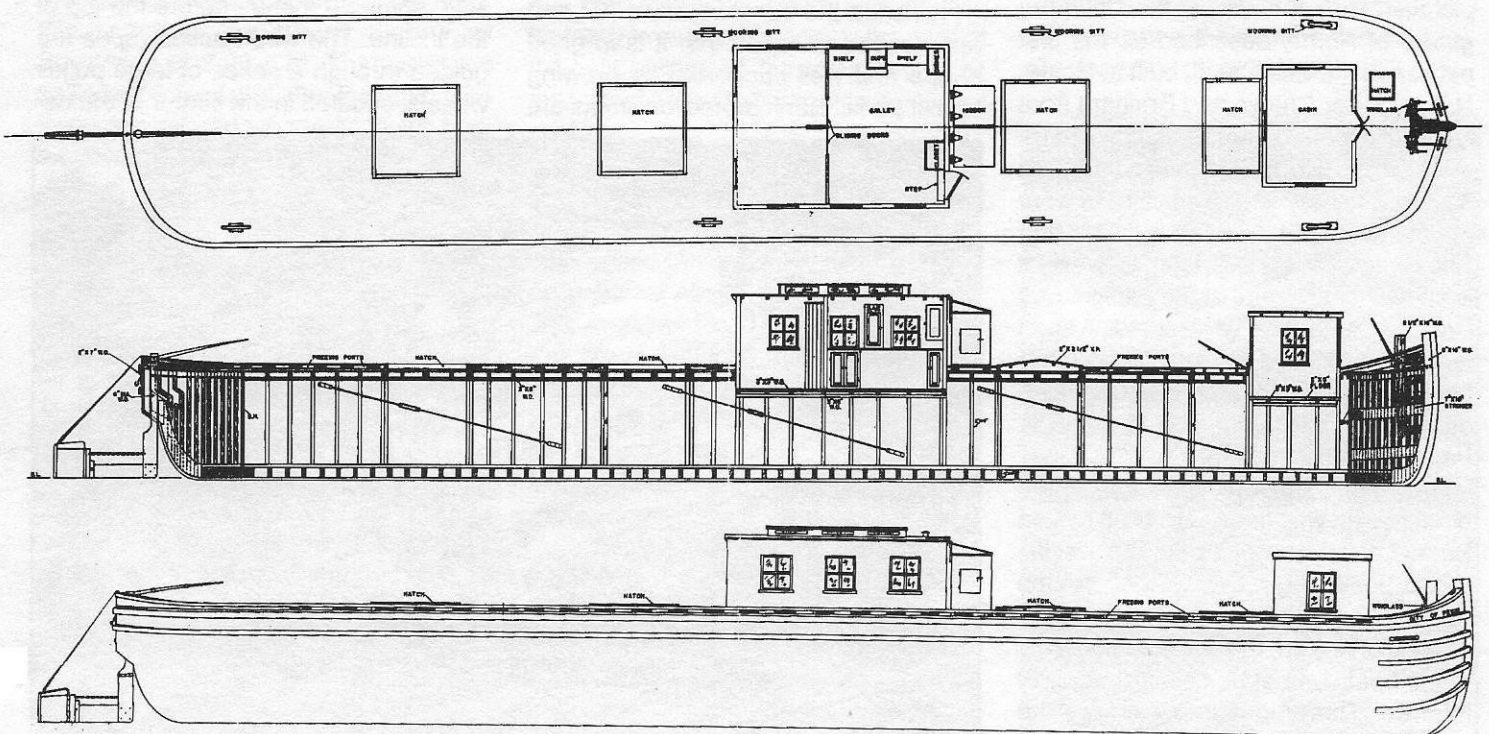
The Historic American Merchant Marine Survey (HAMMS), a W.P.A. project during 1936 and 37, produced plans of 426 early vessels from derelict and working watercraft, builders drafts, and models. The *City of Pekin* was the best preserved of the few remaining 19th century I. & M. canal boats. Although a forty-foot section of the hull at the stern was missing, the surveyors were able to utilize other nearby hulls with similar lines to complete the plans as the original mule-drawn tow barge. The gross tonnage was 95, length 99.2 feet, breadth 17.4 feet, and draft 6 feet, 9 inches. Since the rudder extended 6 feet beyond the stern, it was hinged for folding in order to clear lock gates.

The original owner was the Illinois River Packet Company at Peoria. The boat usually operated between Chicago and La Salle, Illinois, towed by four to six mules, depending on the load. The speed was one mile per hour against a strong current, or four or five with the current. About every twelve miles spent mules

were exchanged for fresh teams at barns provided for that purpose. A three-man crew consisted of captain, steersman, and driver. Besides general merchandise, cargoes included grain, lumber, shingles, coal, beef, and hides. With a draft of five feet, about 6,000 bushels of corn or 100,000 feet of lumber could be carried.

The steam engine added in 1911 developed 100 h.p. for twin screws. There were two cylinders of 10-inch diameter, and 14-inch stroke, and one horizontal tubular boiler 10 feet long, 5 feet in diameter, externally fired at 150 lbs. pressure. The engine had been lifted from the steamer *Imperial* and was horizontal with gearing to the propeller shafts. The use of two propellers lessened the draft that would be needed for one large screw and caused less damage to canal banks. The engines and boiler were housed inside a large cabin aft with a pilot house and stack above.

To obtain plans [they are titled "City of Pekin"] one must locate or purchase a copy of the Ship Plan List (\$10.00) published in 1993 by the National Museum of American History at the Smithsonian Institution, Constitution Ave. NW, Washington DC 20560. It has 180 pages listing hundreds of watercraft plans in addition to those produced by HAMMS. They include the drawings of commercial sailing ships and small craft compiled and/



Maindeck arrangement, inboard profile, and outboard profile, taken from sheets 3, 4, and 5, HAMMS plans, "City of Pekin"

or published by Howard I. Chapelle; sail and powered vessels of our rivers, lakes, coastal waters, and high seas; scores of small boats; and at least twelve plans of oriental watercraft. When an actual vessel was surveyed, photographs were often made, and can be purchased. Other pictures show models. A separate catalog lists warship plans.

There were five 8 x 10 photographs of the *City of Peking* made during the survey which are offered for sale in the catalog. Unfortunately the negatives are now missing from the Smithsonian's files. However in 1983 the HAMMS plans with photographs and notes were published by the Ayer Company in seven large volumes. All or part of this set is owned by 18 libraries around the country. Volume V contains the *City of Henry* plans (titled - "City of Peking"), three photographs, and a brief text about the survey and the boat's history. At that time a ship model supply store called Model Shipways was selling the plan sets. One of the Ayer photographs showing the steam-propelled *City of Peking* appeared in the May 1990 issue of *American Canals* (also Volume V of the *The Best From American Canals*, Page 41) with the questionable date c. 1890.

The museum plan list includes another canal boat, but it is not a HAMMS plan. Two sheets of drawing are offered, one of which is merely an isometric. They depict the external details of the *Chief Engineer of Rome*, described as the first packet on the Erie Canal, built at Rome, N.Y. by Miller Chapin and Brainard from a model imported from England in 1818. Its narrow width was suited to that country's canals, where most locks were about seven feet wide but not typical of Erie Canal packets built later. However it is known that several of the earliest Erie Canal packets were very narrow. A short text and picture regarding the boat appears in the booklet "The Erie Canal, Albany to Buffalo" compiled by John P. Papp.

The original model, from which the present plan was derived in 1968 by Lee Braun Caye, is owned by the Buffalo Historical Society. The two drawing are the same size as the model, but since its scale is unknown, the actual dimensions of the boat can not be established, only inferred. The ship-plan list shows the scale as 1/4 inch equals 1 foot, but this seems to be a error, 1/2 inch scale is more likely.

The absence of builders' paper plans for canal boats can be explained as follows. In past centuries, in designing a sailing ship, a preliminary plan on a single sheet of paper, or a model, was needed to solve problems of stability, speed, cargo capacity, and seaworthiness. But a canal boat would never encounter mountainous seas or move faster than a trotting horse. It's dimensions were limited by those of the locks. So a preliminary plan or model was usually unnecessary. Nearly all vessels did require full size final drafts in order to show curved shapes with great accuracy. These however, were commonly drawn with chalk on the wood floors of large rooms. The chalk permitted easy adjustments, and erasure when the next vessel was on order.

THE ELBLASKI CANAL REVISITED

By Roger W. Squires

The only surviving fully-operational water-powered inclines are to be found on the Elblag-to-Ostroda Canal in northern Poland. They are easily visited now via the tourist boats that make the daily trip every day between mid-May and the end of September. Elblag is connected by rail to Gdansk and Ostroda from Olsztyn, both of which are on the main line to Warsaw.

I revisited the canal in July 1997 and am pleased to report that it is in good shape and well supported by growing tourist traffic. Bank protection works are

proceeding and the incline trolleys support new decks.

The navigation was devised in the 1820s by J.J. Steenke, but not implemented until 1844. The first four inclines were built after Herr Steenke visited the U.S. Morris Canal in 1850 to view its inclines, but designs were modified before construction. They opened in 1860 and were an immediate success. The inclines were modernized between 1874 and 1881 and in 1885 the five locks at the lower end of the canal were replaced by a fifth incline which is powered by a Francis turbine.

(The Francis turbine is a type of fixed-blade reaction turbine designed by an American engineer, James B. Francis of New York, in 1849.)

Each incline is double tracked and the twin four wheel bogie carriages are hauled by wire ropes. The boats are carried in cradles which are submerged at each end of the plane but carry the boats dry on the incline. The bogies pivot horizontally to allow the cradles to ride over the hump. The twin-track rails have a gauge of about 3 meters. The lifts vary between 13 and 24.4 meters, creating a total lift of 99.3 meters in a 9.6 kilometer length of canal. Four inclines are worked by water wheels, which are 9 meters in diameter and 3.5 meters wide. They are breast shot with water drawn from the upper canal level. They are sited to one side, some 50 meters before the top of the incline. The wire traction ropes are guided through a series of large pulley wheels, situated in the center of the ca-



Trip boat on Buczyniec Incline, Elblaski Canal

nal at both the top and bottom of the slopes, to create a continuous link via the winding drums in the engine houses. The waterwheels each have 60 buckets and consume little more than 34 cubic feet per second at full power. They are rated at 68 horsepower. The Francis turbine has a similar power output, but is sited at a lower level than the waterwheels to achieve the necessary head of water, which is also taken from the upper canal level. To facilitate this the turbine house is located on a bend in the canal so that the drive cables can rise over pulleys sited on the curved canal bank. On all the inclines counterbalancing can be employed to economize power, but this is not essential to the operation.

The primary object of the inclines was to save time. In commercial-carrying days, ten minutes was reckoned to be needed for each passage. Even now the pleasure craft complete the full transit through each incline in 15 minutes. While the canal is not short of water, being fed from upper lakes in the Ostroda area, it was calculated that the five locks which the incline replaced would consume 1,000,000 gallons of water per transit, whereas the incline only needs 80,000 gallons to drive its power source.

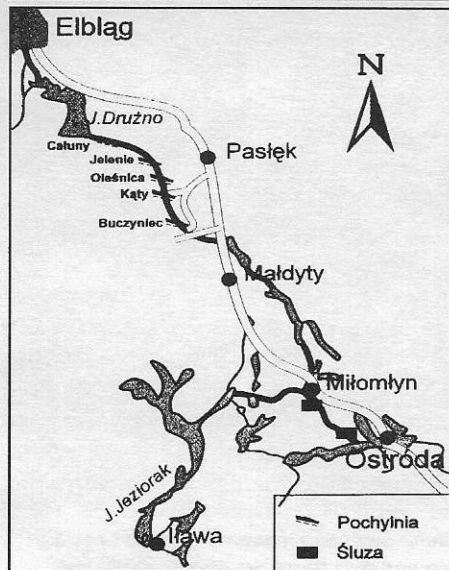
I took the morning sailing from Ostroda, which left at 8:00 a.m., and worked its way through the upper lakes linked by the canal sections in which there were two ordinary locks rising to the summit level. We reached the upper incline at Buczyniec at 2:00 p.m. Thereafter the inclines followed one after the other. The lower two offered wonderful views over the lower lands beyond. The system of passing the inclines was very slick. The boat simply sailed into the upper cradle and was roped in. The gong was sounded and away we went, out of the water, over the hump, down the incline passing the other cradle coming up, and into the water at the lower level. Here the engines were restarted and the ropes unhooked, and we were on our way.

Below the inclines a canal section took us through to Lake Druzno, with its waterfowl in profusion and then into the river which led to Elblag, where the boat moored at the town quay at 7:00 p.m.

It was an amazing journey back through time, and one that should be on every canal buff's list. It was good to see the canal thriving under the new regime in Poland. May it long remain so.

[See "Hidden Waterway Wonders" in

KANAŁ ELBLĄSKI



our August 1987 issue (no. 62), pp. 8-9, for an earlier report on the Elblaski Canal inclines by the same author.]

CANAL SOCIETY OF NEW JERSEY TOURS MIDWEST CANAL SITES

by Linda J. House,

with photos by David G. Barber

"Lo-o-o-w bridge!" roared the first mate from the stern deck, as the *Volunteer* slipped silently along the Miami & Erie Canal. The captain had already warned us to be ready to duck, as he told us the rules of the boat: spitting off the port side only, as the water on the starboard side is used for cooking.

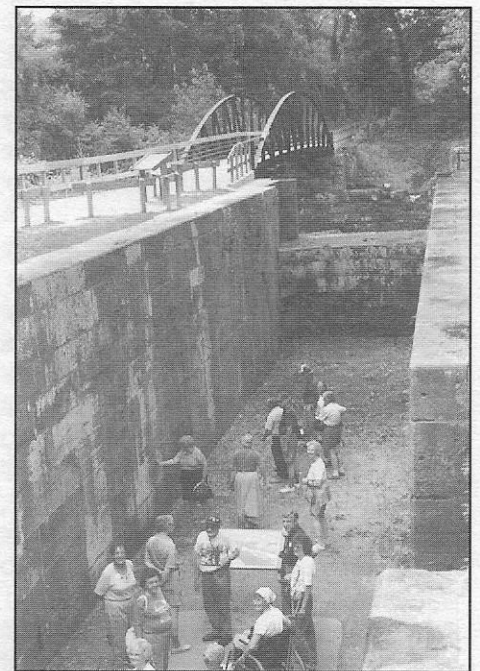
This horse-drawn ride at Providence Metropark was one of the highlights of the Canal Society of New Jersey's 1997 study tour of Ohio canals. Included on our itinerary were the Allegheny Portage Railroad; the Johnstown Flood Museum; the Ohio & Erie Canal, featuring Roscoe Village, Canal Fulton, the Cuyahoga Valley National Recreation Area, and Cleveland; the Miami & Erie Canal, with visits to Toledo, Maumee, Piqua, and Cincinnati; a train ride along the Whitewater Canal in Indiana; river cruises in the ports of Cleveland, Toledo, and Cincinnati; and much more.

On a beautiful sunny morning (a harbinger of ten days of good weather to come), the group left by tour bus from Chatham, New Jersey, heading for our first stop, the Allegheny Portage Railroad National Historic Site in Pennsylvania. Near the head of Plane 6, a park ranger talked about the

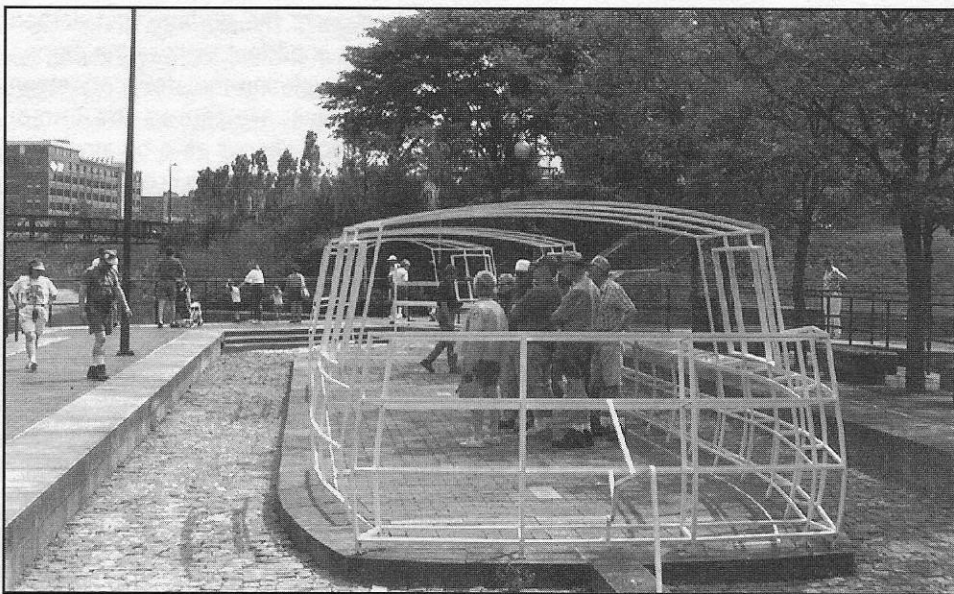
construction of the portage and demonstrated the important work of the carpenters. After exploring the stationary steam engine house, we toured the Lemon House, which served as a tavern during canal days. The museum in the park's visitor center features a working model of the portage and an excellent film detailing its operation.

The remainder of the day was devoted to the Johnstown Flood of 1889. At the site of the dam in St. Michael is the National Memorial, where visitors can look out over the now-empty lake whose contents poured through the valley on that fateful day, killing over 2,200 people. In downtown Johnstown, the city has a separate museum, with a contour model of the entire valley; a series of lights marks the path of the flood. Both museums have films which evoke the sadness and horror of the disaster, as well as the courage of the survivors left to rebuild their town. The film at the downtown museum won the Academy Award for Documentary. Many members capped the day with a ride on the world's steepest inclined plane to the hills overlooking the city, enjoying the beautiful view as well as a delicious meal.

Day Two saw us beginning our tour of Ohio waterways with a visit to the steamship *William G. Mather*, moored on the Lake Erie waterfront. Immediately after, we walked to the tour boat *Goodtime III* for a two-hour cruise on the lake and on the winding Cuyahoga River, with its many bridges and industrial sites. It was here that we actually began our tour of the Ohio & Erie



Wheelchair accessible Lock 29, Ohio & Erie Canal



The "Ghost Boat," a skeleton freight boat in tubular steel and masonry, next to Lock 2 in Akron, Ohio. CSNJ tour directors Linda House and Bob Barth are shown at the left.

Canal as we passed the site of Lock 44, the outlet lock into the river. After the cruise, some of our members enjoyed a ride on the new light rail system and a tour of The Flats, a new entertainment/restaurant area along the river.

On Day Three we began our serious exploration of the Ohio & Erie Canal (which joined Cleveland with Portsmouth on the Ohio River), with an in-depth tour of the Cuyahoga Valley National Recreation Area. John Wunderle and Carl Ehmann, president and secretary of the Canal Society of Ohio, proved to be great tour guides, taking us on many walks and explaining the history and construction of the canal. At the National Park Service Visitors Center, which houses a wonderful museum, Scott Van Houten and his able volunteers demonstrated the operation of Lock 38, filling and emptying it for us. Carl and John then showed us the Brecksville Feeder, the Boston Store Boat Building Museum, Deep Lock, and the lock and aqueduct combination at Peninsula. Leaving the park, we drove to Akron, walking along the flight of locks known as the Cascades. Our final stop of the day was Lock 2, which has been restored by the city; alongside the lock is a "ghost boat," framed in tubular metal, to show the size and shape of a typical Ohio cargo vessel.

The next day we headed south for an early morning ride on the horse-drawn *St. Helena III*, a concrete boat at Canal Fulton. Unfortunately, the horses had been replaced by a John Deere tractor, which did an adequate job of pulling us

along the waterway.

Then it was north to Vermillion on Lake Erie and the Inland Waterways Marine Museum, with its great collection of steamship artifacts, lighthouse lenses, paintings, and the history of boating on the Great Lakes. En route to Toledo, we did a drive-through of Milan, birthplace of Thomas Edison and site of a short canal. We spent the early evening aboard the *Sandpiper*, a motorized vessel built to resemble a canalboat. As we proceeded up the Maumee, the rail fans had ample time to view the trains which were stopped on a bridge under which we had to pass; we spent a good deal of time waiting for the bridge to lift for our passage.

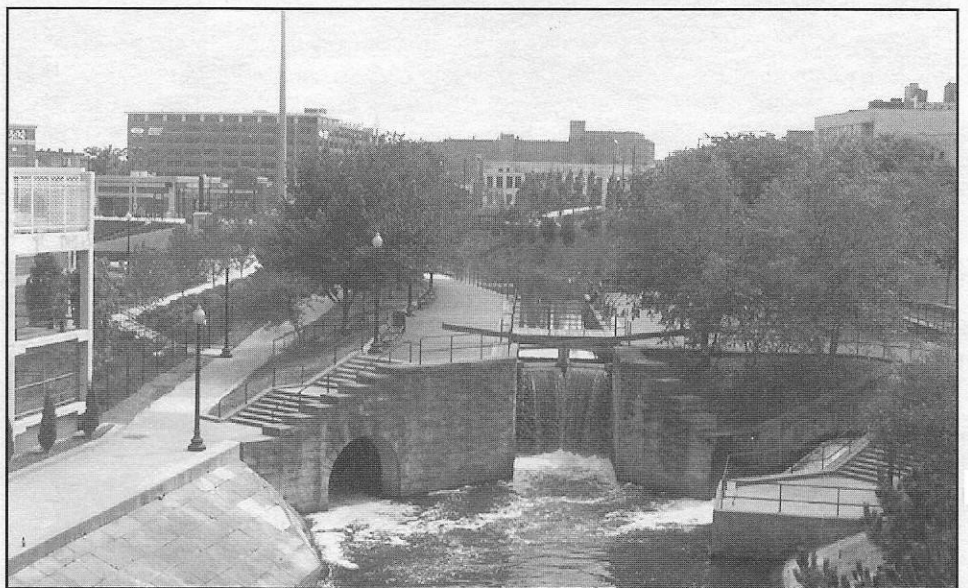
On Day Five we began to explore the

Miami & Erie Canal, which connected Cincinnati, on the Ohio River, with Toledo, on Lake Erie. Ben Marsh, a CSNJ member from Maumee, had previously agreed to be our guide in this area; during the spring, however, he was sent by the State Department to Bosnia, for several months, to help with voter registration. Despite having returned to the U.S. only the night before, Ben greeted us bright and early at our hotel in Toledo and provided detailed narration as we traveled through the city and into Maumee. An unexpected pleasure was the Wolcott House Museum Complex, a collection of six historic 19th-century buildings, including a log home from the banks of the M&E Canal.

Ohio has a system of parks known as Metroparks. Not run by any state, county, or city government, each Metropark is a separate authority (similar to our Turnpike Authority) which is funded by a county-wide property tax levy; each has its own director; for the Toledo Metropark system it is Jean Ward.

The first such park which we visited was Sidecut Park, in which are preserved four of the five locks which allowed boats to enter the Maumee River south of the terminus at Toledo. Chief Ranger Rich Cherry led a walk along the locks, explaining their historic use and their restoration. Our group then drove to the home of Ben and Martha Marsh, from which we walked to the outlet lock on the Maumee. For lunch, Martha had arranged a delicious catered meal, served in their backyard; tables were placed on the trolley right-of-way, which bisects their property.

Then it was on to Providence Metropark



Ohio & Erie Canal Lock 2 in Akron

and the best of the four canalboat rides in the Buckeye State. Director Jean Ward and Ranger Steve Dey welcomed us to their park and gave us the grand tour. During our ride on the *Volunteer*. Captain Jim Shanks and his crew took us on a "four-day trip" to Piqua. As we entered Lock 44, he warned us about keeping arms, heads, and other body parts inside the boat, but there was nothing to fear as the crew eased the vessel in without the slightest bump against the lock walls. The boat ride took us to the historic, water-powered Isaac Ludwig Mill, which contains both a sawmill and a grist mill in one building. Built in 1846, it is the only remaining working mill of the hundreds that once operated along Ohio's canals.

The Miami & Erie tour on Day Six was supposed to be led by Mike Morthorst, CSO member from Cincinnati; however, car trouble delayed Mike, so CSNJ President Bob Barth ably took over and led us to St. Marys. In a stretch of canal in the town park sits the *Belle of St. Marys*, a replica boat "towed" by an artificial horse. From there, we drove to Grand Lake St. Marys, which was the largest man-made reservoir in the country at the time it was built. An outlet lock brought water into the main canal, which we then followed to the town of New Bremen; there, a lock has been preserved in the middle of town. At our lunch stop in Fort Loramie, Mike joined us as we ate in the canal right-of-way, a town park. From that point, he led us along the route to Lockington. Here, a flight of five locks, in very good condition, lead down to an aqueduct over Loramie Creek. Mike provided detailed interpretation at this site and we spent a

WATERWAYS WORLD CRUISES

The British inland waterways magazine, *Waterways World*, is sponsoring two cruises in 1998: Netherlands and Germany in July and August; the United States and Canada in September and October.

The European cruise begins in Rotterdam on the 27th of July, proceeds through the "Green Heart of Holland," an area of scenic lakes and compact waterways, through North Holland to the island of Texel and the provinces of Friesland and Groningen, into Germany on the River Ems to Papenburg, then back to Rotterdam via the lakes of Friesland, arriving August 6th.

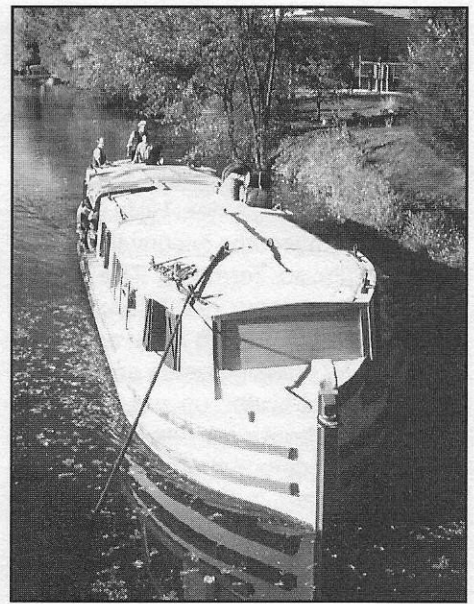
The American cruise begins in Boston on the 18th of September and includes Long Island Sound, the Hudson River, the New York State Barge Canal, Lake Ontario, and the St. Lawrence Seaway, ending at Montreal on October 2nd.

For further information write or phone Kingdom Tours, 29 Kingdom Tours, 29 Kingsbury, Aylesbury, Bucks HP20 2JA, United Kingdom, phone 01296 433999.

good deal of time exploring the area.

Our day concluded with a visit to the Piqua Historical Area, where we toured the home of John Johnston, a federal Indian agent from 1812-1829. The property abuts the Miami & Erie Canal, and here we took our third canalboat ride. The *General Harrison* is a replica of a mixed-cargo canalboat of the 1840s, and it is pulled by a pair of Belgian draft horses. (There was very little narration on this boat; in addition, the steeply-sloped gravel path leading to the dock made walking and wheelchair access very difficult. We hope that the new site manager will be able to make improvements in these areas.)

Independence Day dawned sunny and warm as we set out for Indiana. There we met Carolyn and Bob Schmidt of the



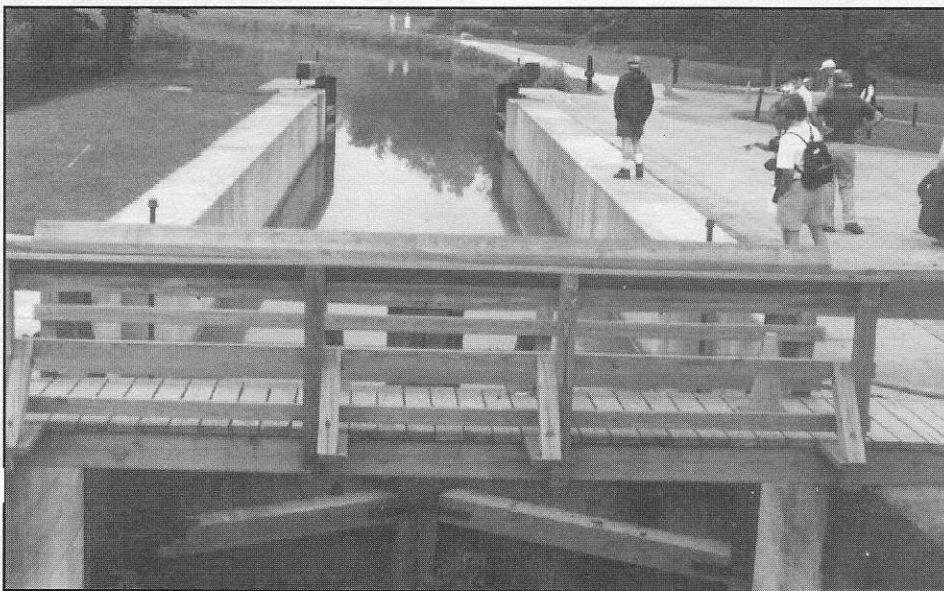
Canal boat *St. Helena III* at Canal Fulton, Ohio
Photo by Kathleen M. Fernandez

Canal Society of Indiana; the Schmidts had been of enormous help in the planning of our tour and they proved to be invaluable guides along the Whitewater Canal. First they showed us the historic Vinton House in Cambridge City and a culvert which passed under the National Road. We followed the route of the canal to Connersville, where Carolyn and Bob had arranged a tour of the Canal House. We were warmly greeted by Doug Ross and Ron Woods, who had arranged several surprises including a cookies-and-punch reception and the presentation of a framed copy of the Whitewater Canal bylaws.

After having a group photo taken on the steps of the Canal House, we headed for the Whitewater Valley Railroad station. We lunched on the train while conductor Lowell Sasser entertained us with canal stories and music on his harmonica. Our one-way ride took us to the canal town of Metamora, where we took a short boat ride through the nation's only covered aqueduct.

Due to a time differential (no daylight savings time in most of Indiana), we did not have time for any more stops, but headed straight to Cincinnati. BB Riverboats gave us a great dinner cruise on the Ohio River. Although we returned to the dock before the city's fireworks display began, the captain invited everyone to remain on the top deck to view the celebration-it was worth the wait!

The eighth day of our tour was filled with interesting stops. First, Mike Morthorst took us to Cincinnati's Bicentennial Park (also known as the "flying pigs park" for



Ohio & Erie Canal Lock 38

its whimsical interpretation of the city's fame as Porkopolis) which marks the end of the Miami & Erie; a flight of locks has been replaced by Eggleston Street. We followed the canal route up Eggleston and along Central Parkway to the Cincinnati Museum Center. Here, science and history museums occupy the former Union Railroad Terminal. The history museum contains a great canal model which allows visitors to raise and lower toy boats by cranking gears and moving solid pieces of "water" up and down. The full-size riverboat provides both simple and complex demonstrations of a steam engine. Upstairs in the third floor signal tower, the Cincinnati Railroad Club has a small museum which overlooks the yards, a treat for our rail fans.

Heading north, we visited the Sunfish Lock on the Miami & Erie before stopping for lunch at Carillon Park in Dayton. This is an indoor/outdoor exhibit of trains, buses, historic buildings, and a lock moved to the park from another site. One building houses the Wright Brothers Wright III flyer, the first practical heavier-than-air craft.

The afternoon was spent back east following the Ohio & Erie Canal through Lockbourne, Groveport, Baltimore, Canal Winchester, and Lockville, led by Barney Golding, treasurer of the CSO. Barney provided us with great narration, both on the bus and at the two sites we visited: the junction of the main canal with the Columbus feeder, and the locks at Lockville.

We ended the day with dinner on the *Monticello III*, the canal boat at Roscoe Village in Coshocton. Afterward, Larry



Miami & Erie Canal, Lock 1, New Bremen, Ohio

Turner, of the CSO, gave us a walking tour of canal sites in town, pointing out the triple locks of the Walhonding Canal and a lock and aqueduct site on the Ohio & Erie.

On Sunday morning we gave everyone time to explore the ships and living history buildings in Roscoe; some people used their time to photograph and investigate the triple locks more closely. After lunch, we headed for Pittsburgh for our last night on tour. Our hotel, the Ramada at Bigelow Square, is across the street from the U.S. Steel Subway Station, which made it easy to get around the city by rail. Many folks enjoyed riding all or part of the subway (light rail) and the two inclined planes. The author and some friends rode up the Monongahela Incline, walked along the cliff, and ate dinner in

the Grandview Saloon, overlooking the city. Then, down the Duquesne Incline and back to Station Square. In this area, the city has preserved some artifacts from its industrial past, including a Bessemer converter, an ingot mold and a paddle wheel.

We saw many excellent canal boat rides and restorations, which inspired us to come home and continue our preservation work here in the Garden State.

1997 WORLD CANALS CONFERENCE

by David G. Barber

The 1997 World Canals Conference was held October 14th through 18th in the Blackstone River Valley of Rhode Island and Massachusetts. The conference was a continuation of an annual series of conferences that has been held throughout the United States and Canada to bring together canal professionals and volunteers. As an enlargement of the international theme, last year's conference was in Birmingham, England to celebrate the 50th anniversary of the Inland Waterways Association.

This year's conference was organized by the Blackstone Valley Tourism Council helped by volunteers and the Blackstone River Valley National Heritage Corridor.

On Monday, early arriving delegates toured the historic Slater Mill in Pawtucket, RI, which is the birthplace of the American Industrial Revolution. They also went to the state pier where Peter Wiles and crew from Mid-Lakes Navigation of Skaneateles, NY took them on a tour of the Erie Canal rental boat, Oneida. The Oneida also attracted

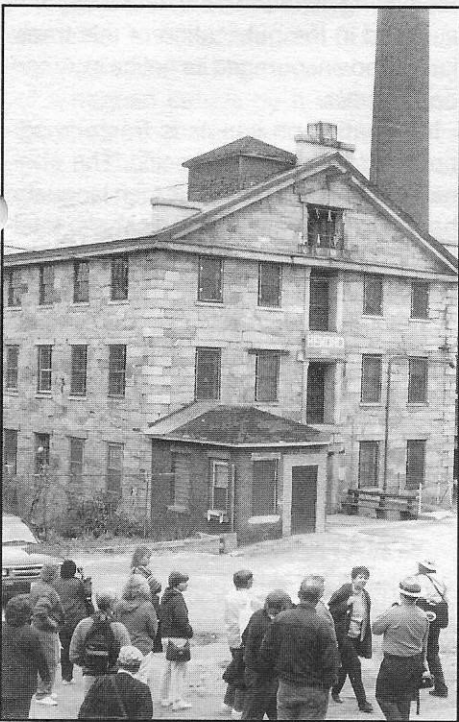


Whitewater Canal lock at Metamora, Indiana

much attention from local citizens and the media.

Tuesday began with registration and set up of exhibits. Then it was on to buses for the trip to the Westin Hotel in Providence for opening remarks and lunch. Following these, a walking tour was conducted of the nearby Waterplace. Waterplace involved the rebuilding of the junction of the Woonasquatucket and the Moshassuck Rivers in Providence to remove them from culverts and create a focal showplace in the center of the city. The Moshassuck River was followed by the Blackstone Canal south from Scotts Pond to reach Providence. Following the tour, it was off to Bristol, RI for a tour of Blount Marine's shipyard and a dinner cruise down Narragansett Bay to Newport and return on the Blount vessel Vista Jubilee.

Wednesday began with a trip to Woonsocket, RI where groups of delegates rotated through five separate activities and programs. These included a



Group tours historic mill district in Woonsocket, RI. A power canal ran in front of this mill.

trip aboard the riverboat Blackstone Valley Explorer on the Blackstone River above Thunder Mist Falls (part of which included sections used by the Blackstone Canal). Also included was a tour of the new Labor Museum which just opened five days before, a walking tour of the mill area noting where the canal passed through and the various mill buildings of different age and construction, a visit to the Stadium Theater which is being restored and at which a presentation was

given on the National Historical Register filing on the canal. The fifth stop was at the restored Providence and Worcester Railroad station where the offices of the Blackstone River Valley National Heritage Corridor are located and where the Executive Director, Susan Moore, talked about the corridor and its activities. After the tours, the delegates dispersed throughout the downtown area for lunch at several of the area restaurants.

Following lunch, we traveled south to the Kelly House in Lincoln, RI where a long watered section of the canal is located. It was at Ashton Dam, just to the north, that (heading south) the Blackstone Canal left the Blackstone River for the last time so as to cross the watershed and enter Cranberry and Scotts Ponds to reach the valley of the Moshassuck River. Here walks along the canal north to the dam and south to Martin Street were conducted. Fusion Works, a female dance troop, performed three dances interpreting the canal accompanied by the Celtic ensemble, Pendragon. This was followed by a return to the hotels and then a journey for dinner of chicken "family style", a Rhode Island original.

Thursday began at the Providence railroad station where we boarded a Providence and Worcester Railroad tour train and traveled up the valley to Worcester with the canal remains visible at many points. On arrival in Worcester, we were bused to the historic and restored Mechanics Hall where several presentations were made and lunch was served. Following that, most of the group traveled to Millville Lock in Millville, MA, the best preserved on the canal. One bus load went instead to the Worcester Historical Society museum.

The two groups then came back together in the mid-afternoon with a visit to Riverbend Farm in Uxbridge. Here we could tour the visitors center, have cider and cookies, paddle canoes on the best watered canal section in Massachusetts, take a hay ride, or walk the towpath south to the Stanley Woolen Mill or north to Goat Hill Lock. This was followed by dinner at the Pleasant Valley Country Club where music was provided by Pendragon. The final highlight of the evening was Pete Seeger talking about the Clearwater project on the Hudson River while accompanying himself musically and leading the group in several songs.

Friday began with a bus trip to the Blackstone Valley Historical Society lo-

cated in the old north toll house. Following a continental breakfast, some of the group went for a quick bus tour of the area while the American Canal Society members conducted a 25th anniversary meeting where Terry Woods succeeded Bill Trout as president, several service appreciation awards were given out, and everyone had a piece (or two) of anniversary cake.

Then it was off to nearby Bryant College where Ireland's environmental minister visited the conference and several papers were presented. After a quick box lunch, delegates observed an electronic link-up between groups of students in the Blackstone Valley and in England. The conference then concluded with an invitation to next year's conference in September in Joliet, IL.

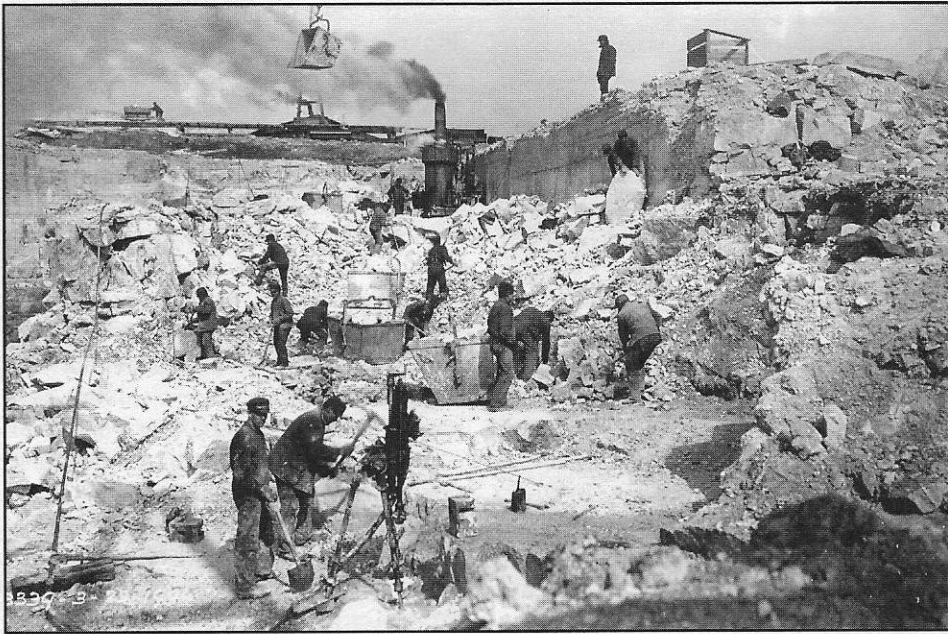
Those who had too much sitting and too little canal walking then joined an ACS-sponsored walk on the 4-mile length of canal in Massachusetts' Blackstone River and Canal Heritage State Park. This walk shows progress in canal preservation and use as well as opportunities for future improvement.

We then returned to the hotel and some went to downtown Providence to Waterplace to see Waterfire, a nighttime display of burning bonfires in the middle of the Woonasquatucket River accompanied by recorded music. ACS officers and directors held a meeting to discuss society business and future direction.

On Saturday, those who were still going strong, joined the Middlesex Canal Association in a walk along that canal from the Concord River to Route I-495.

HOUSEBOAT SWAPPING

Syd Love has a 40-foot pontoon houseboat in the 1,000 Islands area of the St. Lawrence Waterway, with easy access to the Erie, Trent, and Rideau canals. He would be interested in swapping the use of it for anything from a week to a season, for the use of a houseboat elsewhere in North America or Europe. He is also interested in receiving advice on the pros and cons of swapping, the legal and liability implications, and the best ways of making contact with other houseboat owners. He can be reached at 23022 Maraleste Road, Laguna Niguel, California 92677-2719, phone 714-661-4540, fax 714-661-6082/4545.



Construction of the Chicago Sanitary and Ship Canal, 1906—one of the historic photographs in the “Prairie Passage” exhibit.

Prairie Passage EXHIBIT CELEBRATES I&M CANAL CORRIDOR

A photographic exhibit highlighting the history of the Illinois & Michigan Canal, the 96-mile waterway responsible for the development and preeminence of the City of Chicago, will highlight the sesquicentennial of the canal's 1848 opening. Titled “Prairie Passage,” the exhibit will feature the work of photographer Edward Ranney, whose black-and-white photographs of the canal region were taken between 1992 and 1996. Also included will be historic 19th and 20th century photographs of the canal, street scenes from canal towns, maps, and paintings.

Sponsored by the Canal Corridor Association, with the Illinois State Museum acting as curator, the exhibit will open April 18th in the Chicago Rooms of the Chicago Cultural Center, 78 E. Washington St., Chicago. It will remain on display 7 days a week through the 28th of June. Admission will be free. For hours and other information, call 312-427-3688, ext. 388.

On July 24th, the exhibit will reopen at the Illinois State Museum Lockport Gallery, 200 W. Eighth St., Lockport, Illinois, and remain there through the 30th of October. Lockport is about 10 miles north of Joliet, where the 11th annual meeting of the World Canal Conference will be held the week of September 14th.

The canal's opening to commercial traffic in 1848 followed many years of planning and surveying and 12 years of labori-

ous construction. It constituted the final link in a continuous water route between the eastern seaboard and the Upper Mississippi. It thus enabled a steady flow of people and goods into the Midwest, and firmly established Chicago as the region's commercial hub, the largest inland port, and the gateway to the frontier.

In 1984, Congress recognized the significance of the I&M Canal and the history of the ancient transportation corridor it follows, by designating it the nation's first National Heritage Corridor. “Prairie Passage” celebrates the rich history of the Canal Corridor and its people. A 200-page book bearing the same title, featuring the Ranney photographs and text by Tony Hiss, is scheduled for publication in April by the University of Illinois Press.

BOOK REVIEW

Frederick C. Gamst, ed., *Early American Railroads: Franz Anton Ritter von Gerstner's Die innern Communicationen (1842-1843)* (Stanford: Stanford U. Press, 1997).

Reviewed by Ronald E. Shaw

This publication of an English translation of Franz Anton Ritter von Gerstner's 1842-1843 study in German of American railroads and canals makes this classic work available to a host of new readers. It is a contribution of the Railroad and Locomotive Historical Society and bears the title of *Early American Railroads*, with the subtitle, *Franz Anton Ritter von Gerstner's Die innern Communication (1842-1843)*.

The full original title in German was *Die innern Communicationen der Vereinigten Staaten von Nordamerika*, which makes clear that it was a study of American canals as well as railroads. It includes river traffic and lake steamers as well. The original two volumes are translated and published here as one long volume, 844 pages. The first volume material has been translated by David J. Diephouse and the second by John C. Decker. The entire volume has been edited by Frederick C. Gamst who adds a 33 page introduction and many explanatory notes. Gamst reports Gerstner's German language book as “quite rare today,” and adds that “For a century and a half, his *Internal Communications* has been recognized as by far the most comprehensive and information-rich survey published on early American railroads (and it may well be equally so characterized for canals)” (p. 29). Such praise may be too sweeping, but it was John H. White, the distinguished railroad historian, who assisted in the publication of this translation and encouraged its notice in *American Canals*.

Information on canals is fresh, imaginative, detailed, and specific. The original editor of Gerstner's German language book counted 86 American canals, totaling 5,262 miles, built at a cost of \$140 million (p. 41). Chapter 1 is on the canal system of New York State; chapter 3 is on railroads and canals in the eastern

SAVANNAH & OGEECHEE CANAL ON THE NATIONAL REGISTER

The Savannah-Ogeechee Canal Society is pleased to announce that a two-year campaign by several of its members has resulted in the canal's being placed on the National Register of Historic Places, the country's official list of historic building, structures, sites, and districts worthy of preservation. Besides recognizing the canal's architectural, historical, and archaeological significance, the listing identifies the canal for planning purposes, making sure it is taken into account in the planning of state or federally assisted projects. It also opens the door to possible federal grants for preservation projects.

states; chapter 4 is on canals and railroads in Ohio, with more on canals than on railroads; chapter 5 has the canals of Indiana and Illinois; chapter 6 is remarkably detailed on New Jersey and Pennsylvania canals; chapter 7 has the Chesapeake and Delaware Canal; and chapter 8 includes canals in the deep South.

What kind of information is revealed here? In varying degrees Gerstner gives origins and history, lengths and dimensions, routes, canal traffic, organization and administration, rates, boats, crews, statistical tables and more, leaving the reader to wonder how he could have gathered so much information in his American journey of 1838-1840. Gerstner came from an engineering background in Bohemia and Russia and his journey was made partly in behalf of the Russian government; he died in Philadelphia at the age of 43.

How reliable is this gold-mine of information about American canals? Gerstner's sources are not provided and the editor's notes are spotty. But we have here a first-hand examination and study of American canals by a well-informed European engineer visiting American canals during a period of great canal expansion, giving statistics and details often gathered nowhere else. A reviewer appraising Gerstner's contribution on early American railroads would likely find as much and even more to praise.

BOOK REVIEW

Carol Wilcox, *Sugar Water: Hawaii's Plantation Ditches* (Honolulu: U. of Hawaii Press, 1996).

Reviewed by William E. Trout III

Someday I want to explore the canals on the islands of Hawaii. There are hundreds of miles of ditches and dozens of tunnels, built around the turn of the century. They are not canal-boat canals, although small boats did use some of them to carry supplies. Hawaii is "towpath-canal challenged" and her canals—called "ditches"—were built for irrigation. But canal buffs, with canals like these, can have fun all over the world, marveling at fantastic examples of canal engineering and dreaming up new canal parks and trails.

Now there is Carol Wilcox's 191-page book on Hawaii's canals, available at \$32 plus \$3 for shipping. It's a fascinating, well-illustrated island-by-island survey of the Hawaiian canals built by sugar planters between 1856 and 1920, and they have

AN OPEN LETTER TO "ANONYMOUS"

It is conceivable that under some circumstances *American Canals* might agree to publish material without revealing the author's identity, but not that we would do so without knowing the author's identity. If you wish your critique to be given serious consideration, you must begin by demonstrating that you are not ashamed to be associated with it.

— DFR

interesting stories to tell.

They were blasted through rock primarily by imported Japanese laborers who drilled the blasting holes by hand—a system found to be more cost-effective than machines powered by air or electricity. A rare (perhaps unique) inscribed stone monument to these workmen, which they made themselves, is still on the Waiahole Ditch. But their most enduring monuments are the canals and tunnels themselves.

In addition to the usual hazards of canal construction work (such as running into uncontrollable springs in the middle of building a tunnel) the workers had other problems peculiar to Hawaii. All kinds of bad luck resulted from the accidental disturbance of a burial site. Another canal angered the goddess of Waipio, who sent a boulder down the mountain, smashing the canal intake just before the grand opening ceremony. And a power plant on one canal had to shut down because of ghosts.

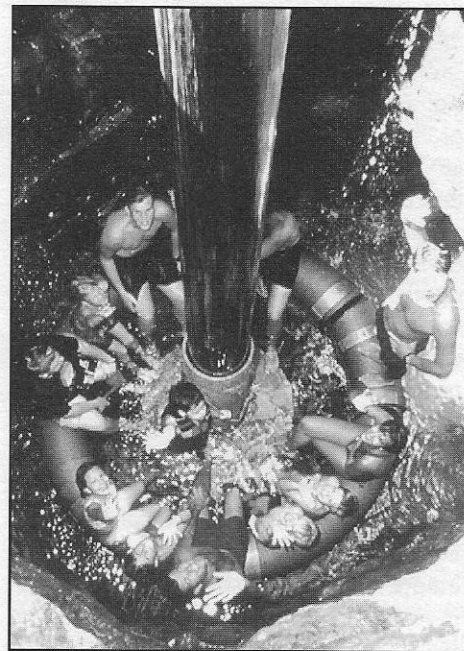
And there were water wars, with competing interests blowing up dams and workmen tossing shovels of earth at each other. One canal never worked: the engineer told the planter it wouldn't, but he was ordered to build it anyway. And then there was Mr. J.W. Waldron, who (as president of an irrigation company) had to write a nasty letter to himself (as president of two sugar mills) demanding an increase in the water rates.

So, what should a visiting canaller look for on the islands of Hawaii? I asked Carol Wilcox where we should go. The only real canal is the Ala Wai Canal, a sea-level finger canal in downtown Honolulu, which Bill Shank reported in our November 1980 issue. It's used by nonmotorized, primarily recreational craft such as outrigger canoes and kayaks, and it's visible from the road on the north boundary of Waikiki. A parkway is under development along its banks.

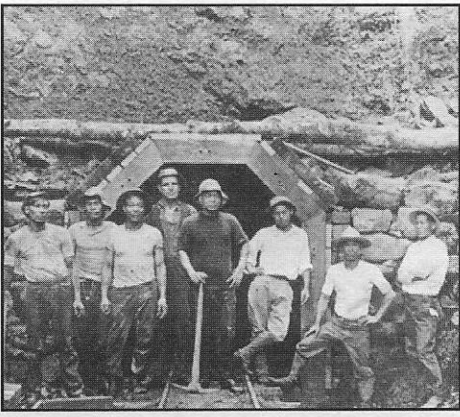
Hawaii's only "canal lock" may be "the world's only water elevator for swimmers" in the Grand Hyatt Wailea Hotel on Maui—a rubber raft in a shaft which lifts people 15 feet between landscaped indoor pools. If you go there, try it out and send us a report! But to see the ditches and tunnels you will probably have to take a hike.

Two decades ago when I was in California I visited Robert Smith, author of a series of hiking books, one for each island, to see what he had on canal trails. There are a good number of these in his books, especially on Maui, Kauai, and Oahu. He told me that on Maui, on the Wailamo Stream trail, he found abandoned canal construction equipment, which if still there is even more historic by now and worth study and protection. So, what else is out there?

We hope that by now there are even more trails along interesting canals in Hawaii. As *Sugar Water* points out, in 1987 the new State Water Code changed the official policy from one which emphasized only water supply development to one which



Looking down into Hawaii's only canal lock, billed as "the world's only water elevator," in a water garden half a mile long in the Grand Hyatt Wailea Resort & Spa on the island of Maui. Swimmers are raised 15 feet from one pool to another, in a round raft in a vertical "cave." This unique lock was designed in 1987 by Howard Fields and Associates of San Francisco. Mr. Fields was appropriately enough born in Venice, California (featured in our November 1996 issue) and is famous for creating imaginative "water extravaganzas" around the world. Back in 1987 Mr. Fields considered the lock "a tricky piece of engineering" and asked the canal society for suggestions, but we couldn't help much! Can someone try it out and write an article for *American Canals*, with some details on how it works? (Photo courtesy of Ann Williams, Grand Hyatt Wailea Public Relations Manager)



The Hawaiian islands are full of canal tunnels. This is a portal of the Waiahole Ditch tunnel, nearly three miles long, on the island of Oahu. Completed in 1916, it was one of the major challenges facing Hawaii's canal engineers. (From *Sugar Water*)

includes outdoor recreation and scenic waterway—including, we hope, canal hiking and boating trails with an emphasis on historic sites.

Therefore we were quite excited to learn from Carol Wilcox that it is now possible to take an hour-long boating tour of one of the ditches, riding an inflatable kayak through 10 tunnels, over 7 flume waterfalls, and through canopied forest. This is the "Kohala Mountain Kayak Cruise," on the Kohala Sugar Company's ditch built in 1905 at the northern end of Hawaii, the big island. The cruise company address is P.O. Box 660, Kapaau, HI 96755.

This is a good sign that Hawaii's ditches are beginning to be appreciated and put to good use, as we try to do with our historic navigation canals. So, when we go to Hawaii, where else should a canaller go? Let us know!

The Silver Ribbon - Concluded from Page One

Regula again thought of the canal. By this time, the National Park Service had created a new urban park in the Cuyahoga River valley between Cleveland and Akron, which included twenty-two miles of the canal. Mr. Regula made funds available to the park to create a study to test the feasibility of making this portion of the canal, with additional distance to the north to Cleveland and south to the German village of Zoar—a distance of 87 miles—a National Heritage Corridor, like the newly-formed Illinois and Michigan and Delaware and Lehigh corridors, both centered on canals.

To gather support for the study, grassroots groups needed to be formed. A group already existed in Cleveland and Cuyahoga County, to the north of the park. They had obtained funding for a planning

study of their own, but a heritage corridor needed more land and more access. In September 1989, an open meeting was held in Canal Fulton, historic canal town in Stark County, south of the national park. The group formed that evening became the Ohio & Erie Canal Corridor Coalition, or OECCC.

The group, formed of canal supporters, some affiliated with public entities and historical societies, some community activists, had a lot of educating to do. The first few years were spent giving lots of speeches—to anyone, anywhere who would listen. What is a national heritage corridor? What will it do? How will it work? All of this when no one really knew the answers yet.

We told audiences that *they* would create the corridor. The OECCC was just an umbrella, giving protection and support to the multiple private and public groups concerned with the canal. "Public/private partnerships" was the watchword. The corridor coalition wouldn't create the towpath connection, but the county park districts, the private neighborhood groups, the canal's neighbors, would.

Meanwhile, the NPS study was slowly being completed. This study was necessary to determine national significance before application could be made to Congress for corridor status. The inventory necessary to write the study gave all of us a great sense of the myriad resources still here. Amazingly enough, over 90% of the canal was still extant, with about 50% of that still watered (this with two large urban sections of the canal, in Massillon and Akron, destroyed or covered over). In ad-

dition to the national park, there are scores of recreational facilities on or near the canal.

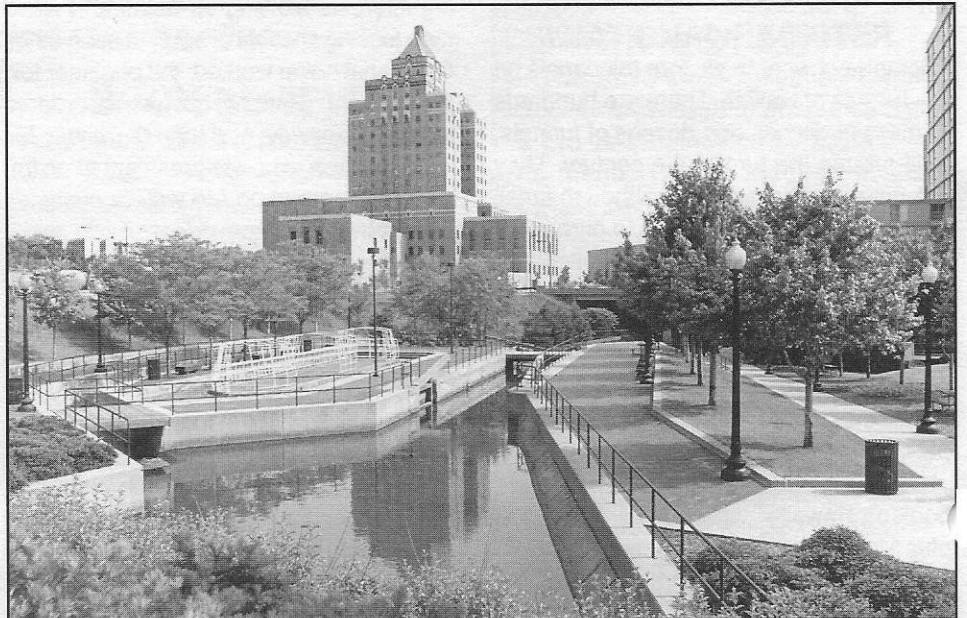
Perhaps the turning point in the public's awareness of the corridor was the opening of the Cuyahoga Valley National Recreation Area's Towpath Trail in 1993-94. Within weeks, thousand of visitors were walking, running, biking, and meandering on the new packed gravel surface of the towpath. By 1996, over three million visitors a year were using it. Finally, the public could visualize what the entire corridor could be.

With the opening of the Towpath Trail, the corridor started to get the support of industry, who were looking at "quality of life" issues for their employees. Some, like Advanced Elastomer Systems of Akron, located their offices right on the towpath in a rehabilitated factory building.

In May 1994, the Ohio & Erie Canal National Heritage Corridor Bill got its first hearing in Congress. It passed the House, but the Senate stopped it with concerns over private property rights. It generated lots of letters of support and the attendant publicity made the corridor even more visible.

Finally, August, 1996, the bill, this time coupled with nine other heritage areas, passed both houses. It was signed into law by President Clinton in November.

Now we are wrestling with just what all of this means—new organizations are being formed and, we hope, appropriations from Congress are coming to help us develop the corridor, the Silver Ribbon, as described in canal songs of yore, as a resource for all.



Akron city park at Lock—urban renaissance via National Heritage Corridor