

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXVIII, No. 2

Dedicated to Historic Canal Research, Preservation, and Parks

Spring 1999

PRESIDENT'S LETTER NO. 7

Greetings! I'll be mentioning several subjects this time, so you might want to skim over this letter more than once to see if there is something in it just for you.

First, I'd like to remind all our members that the 12th annual World Canals Conference will be held next month (June 1999) in France. I will be unable to attend, nor will the annual ACS membership meeting and directors' meeting be held in conjunction with the conference. Those two meetings are scheduled for the morning and afternoon of Saturday, September 11 at the National Canal Museum in Easton, Pennsylvania. The ACS will be officially represented in France by Director 'Zip' Zimmerman and many of our other directors, officers, and members. While you are there, please "talk us up" and let me know of any contact you might make during the conference with individuals and organizations who would like to join or work with the American Canal Society in the future.

Anyone wishing to boat through England and then attend the World Canals Conference might want to contact Bill McKelvey and/or Bob Barth of the New Jersey Canal Society.

Mention is made elsewhere in this issue of the availability of Captain Tom Hahn's *Canal Terminology of the US*. After some delays from the publisher, we believe Tom's book will be ready to mail out to all ACS members in good standing before the next issue of *American Canals* reaches you.

With all the canal corridor organizations springing up within the nation, it is always interesting to see what the granddaddy of these corridors, the Illinois & Michigan Canal Corridor, is doing. We've received preliminary information on a project the I & M Corridor embarked upon this past March and April.

CHEER UP, EVERYBODY—IT'S SPRING AGAIN!



Robins sing, daffodils bloom, boys and girls fool around, and lockage resumes on the New York State Barge Canal System.

Photo by Bruce Russell

Corridor officials offered a course consisting of seven weeknight lectures and three hands-on Saturday sessions where interested individuals will become certified I & M docents and act as official ambassadors of the I & M canal. This might be something other canal corridor organizations would like to adopt and adapt for their own use. For further information please contact Laurie Scott at the I & M Canal Corridor Association, (312) 427-3688 (ext 229).

That should be enough for one letter. Keep your info coming in. I might even get an E-mail address before too many more issues of *American Canals* come out. In the meantime, HEADWAY TO YOU!!!

Larry K. Woods

NOTICES

FREE BOOK!

Special bonus for present members and new members joining in 1999. See page 11 for details.

WORLD CANALS CONFERENCE.

June 14-16 in Lille, France. See CANAL CALENDAR, page 2, for details.

AMERICAN CANAL SOCIETY ANNUAL MEETING.

September 11 in Easton, Pennsylvania. See CANAL CALENDAR, page 12, for details.

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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CANAL CALENDAR

May through October, 1999. Guided tours of the Lehigh Canal lockhouse in Walnutport PA every Sunday afternoon from 1 to 4 p.m. Contact: (610) 767-5817.

June 5, 1999. National Trails Day on the Ohio & Erie Canal Corridor. Contact: (330) 434-5657.

June 5, 1999. National Trail Days walk, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain, (765) 564-6297.

June 5, 1999. Canal Fest at Riverbend Farm, Oak St., Uxbridge MA. An afternoon of boating on the canal, canal walks, and other events ending with a free concert. Contact: Dave Barber, (508) 478-4918.

June 5, 1999. Batteau Day at Danville VA. History of the Dan River, tours, canoe rides, etc. Contact: Charlene May, (804) 799-5200.

June 6, 1999. Virginia Canals and Navigations Soc. canoe trip on the Rivanna from Woolen Mills to Milton. Begins 10 a.m. Bring lunch and canoe. Contact: (804) 977-3773 evenings.

June 6, 1999. Delaware & Raritan Canal walk from Washington Crossing to the Farmer's Bridge. Canal Soc. of NJ. A 4 1/2 mile walk starting at 10 a.m. Contact: (908) 722-7428.

June 6-11, 1999. Elderhostel, "The Phenomenon of Louisiana Waterways" (includes the Red River canalization project), Louisiana Conference Center, Kisatchie National Forest. Contact: Elderhostel, 75 Federal St., Boston, Mass. 02110.

June 6-11, 1999. Elderhostel, "Canals, Caves, and Kilns: Exploring Ulster County's Industrial Past," presented by the Delaware & Hudson Canal Historical Society at Rosendale, N.Y. Contact: Elderhostel, 75-Federal St., Boston, Mass. 02110.

June 11, 1999 - January 3, 2000. "The Perilous and Thrilling Adventures of the Molly-Polly-Chunker," a recreation of an 1886 cruise from Bristol to Mauch Chunk (Jim Thorpe) on the Delaware and Lehigh

Canals. National Canal Museum, 30 Centre Sq., Easton PA 18042-7743. Contact: (610) 559-6613.

June 12, 1999. Canal boat Captains Ball, Akron OH. Sponsored by Ohio & Erie Canal Corridor Coalition. Contact: (330) 434-5657.

June 12, 1999. Waterloo Canal Day and barbeque, featuring an animal-towed boat ride on the Morris Canal. Canal Soc. of NJ at Waterloo Village, Stanhope NJ, 10 a.m. to 9 p.m. Contact: Bob Barth, (908) 722-7428.

June 13-18, 1999. Elderhostel, "Savannah: A Port City," presented by and at Armstrong Atlantic State U. near Savannah, Ga. Contact: Elderhostel, 75 Federal St., Boston, Mass. 02110.

June 13-18, 1999. Lehigh River sojourn, a bike, raft, and canoe trip, including camping along the canal on the 15th. Sponsored by the Wildlands Conservancy and the Walnutport Canal Assn. Contact: (610) 965-4397.

June 14, 1999. Susquehanna Museum at the Lock House, Havre de Grace MD. Flag day ceremony and concert. 7 p.m. Contact: Bob Magee, (410) 272-0819.

June 14-16, 1999. World Canals Conference, Lille, France. Contact: Vincent Pattier, 03 21 63 24 89, or David Edwards-May, 04 76 70 16 85. For information on package tours: Ron Oakley, 20 Quayside, Bridgewater TA6 3TA, United Kingdom.

June 19, 1999. C & O Canal canoe trip from Violettes Lock to Great Falls. Contact: Carl Linden, (301) 229-2398, or Ken Rollins, (804) 448-2934.

June 19-26, 1999. Virginia Canal and Navigations Soc. James River Batteau Festival. Batteaux depart Lynchburg the 19th, arrive Maidens Adventure the 26th. Contact: Ruth Harris, (757) 826-1137.

June 20, 1999. Canal Festival at Hugh Moore Park, Easton, Pa. Music, arts and crafts, pony rides, canal boat rides, food, entertainment, historical demonstrations, etc. 11 a.m. to 6 p.m. Contact: National Canal Museum, (610) 559-6613.

June 26, 1999. Evening of Wine and Jazz, Lock House grounds at Erie and Conestogo Sts., Havre de Grace, Md. Refreshments, music, and an auction. \$25 per person. Contact: Susquehanna Museum, P.O. Box 253, Havre de Grace, Md. 21078.

June 26, 1999. C & O Canal Continuing Hike Series: from Shepardsstown Bridge down, beginning at 10:30 a.m. Contact: Pat White, (301) 977-5628.

June 27-July 2, 1999. Elderhostel, "The Erie Canal: A Marvel of Engineering Created by Man, Mules, and Imagination," presented by and at Cazenovia College, Cazenovia, N.Y. Contact: Elderhostel, 75 Federal St., Boston, Mass. 02110.

July 2-11, 1999. Can. Soc. of N.J. Tour of the Amazing Pennsylvania Canals. Included visits by bus, boat, and train to about ten of Pennsylvania's canals, the National Canal Museum, and other attraction. Contact: Linda Barth, (908) 722-7428.

July 3-4, 1999. 4th of July walks, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain, (765) 564-6297.

July 11, 1999. Montgomery County, Md., History Tour. Riley's Lockhouse. Contact: Dave Johnson, (301) 530-7473.

July 11, 1999. C & O Can. Assn. potluck dinner, with Friends of the Tavern, at Great Falls Tavern, 6 p.m. Contact: (301) 983-0825.

July 17, 1999. Virginia Canals and Navigations Soc. Slate River canoe trip. Begins 10:30 a.m. Bring lunch and canoe. Contact: (804) 977-3733 evenings.

July 21-23, 1999. Erie Cana cruise from Syracuse to Buffalo, sponsored by the Erie Canal Museum and the Jefferson Co. Historical Soc. \$556 includes meals, lodging, and return bus transportation. Contact: Jill Lyon, (315) 471-0593, ext. 15.

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(Continued on Page 12)

Archaeology merit badge

BOY SCOUTS ON THE WABASH & ERIE

by Wayne Bischoff

The Wabash and Erie Canal, constructed from 1832 to 1852, has long been seen by historians as the State of Indiana's great white elephant: a financial and planning disaster that came close to ruining the state in the early to middle 1800s. But the canal proved its worth as a valuable learning tool as nine Boy Scouts from Okemos, Michigan, traveled south to Delphi, Indiana in the summer of 1997 to work on some of the first Archaeology Merit Badges ever awarded by the Boy Scouts of America. Before I discuss the experience of the scouts, some background on the Wabash and Erie Canal should be given.

The Wabash and Erie Canal once connected Lake Erie with the Ohio River. It was begun in 1832, with various sections being completed up to 1852. Hundreds of locks, aqueducts, culverts, and reservoirs were constructed in the wilderness of Indiana as the canal was excavated from the Ohio border to Evansville. Thousands of immigrant laborers were imported to complete this colossal engineering project, and thousands died of tuberculosis, cholera, typhus,



Archaeological digging is a fine art, demonstrated here by Mike Reynolds and Jacob Wysocki



Sifting the evidence: Kevin Richardson, Chris Hoerr, and Mike Nelson

fevers, and dysentery. Today, little remains of the Wabash and Erie Canal in the state of Indiana – a fragmentary ditch that meanders through lawn and forest, a few weed-choked stone locks alongside a cornfield or county road, and a historic legacy of mismanagement and financial disaster.

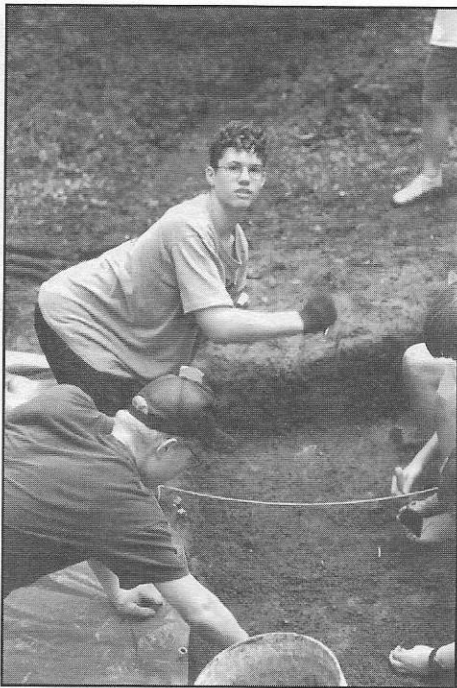
Michigan State University has been archaeologically exploring the Wabash and Erie Canal north and south of Delphi, Indiana, for the past three years. I have been the project supervisor each year, and am currently completing my Ph.D in Historic Archaeology, with the canal as my dissertation subject. In the summer of 1996, I and my colleague, Erin Williams, discovered the Sunset Point site – the remnants of an undisturbed canal construction camp located between the Wabash and Erie Canal prism and the Wabash River south of Delphi where Deer Creek meets the Wabash. This general area was the focus in 1839 of several major canal features, including a dam on Deer Creek, a wooden towpath bridge, a large reservoir which fed the canal, two wooden guard locks, and hundreds of feet of reinforced earthen towpath. Several hundred Irish laborers and their families were brought into the area to construct these canal features. Archaeological work at Sunset Point in 1996 revealed several interesting construction camp features, including a large field oven and an extensive refuse dump.

While working at Michigan State Uni-

versity, I also met Carl Richardson, currently the leader of Boy Scout Troop 164 of Okemos, Michigan. It was Carl who pointed out that the Boy Scouts of America had issued advanced notice in the spring of 1997 that a new Archaeology Merit Badge would be available sometime that summer. Advanced copies of the Archaeology Merit Badge requirements were circulated but the manual had yet to be published. A plan soon formed to bring the scouts of Troop 164 down to Indiana so that they could become some of the first scouts ever to achieve the Archaeology Merit Badge.

Eventually, nine scouts and several additional family members participated in the Wabash and Erie Canal archaeology project. The scouts and guests camped at the Wabash and Erie Canal Park in Delphi, Indiana, which is maintained by the Carroll County Canal Association. The Canal Association had just released a large amount of water into the canal as part of their park improvement plan, which formed a picturesque backdrop for the scouts' camping experience.

The scouts were given a short history of the Wabash and Erie Canal and of archaeological methods, then were given a tour of the Michigan State University project area. The archaeological site where the scouts spent most of their required eight hours of archaeological field experience was at Sunset Point, the canal construction camp site. The scouts significantly helped in ex-



**Unearthing the past, inch by inch:
Mike Nelson and Chris Hoerr**

cavating the northern face of a large camp field oven, which was located only a few feet off of the towpath at the southern edge of the 1839 worker camp. The material found included bricks and brick fragments, animal bones, charcoal fragments, and square nails.

The scouts also surface-collected a Late Woodland (AD 800-1400) Native American site, picking up flint tools and flakes from a cornfield divided into collection areas, and visited the early 20th Century Delphi city dump to examine later historic artifacts. They also ended up walking most of the Canal Park trails, and worked on orienteering and map-reading skills. In the evening, they washed and catalogued the artifacts found earlier in the day. Their last task for the weekend was writing a two-page report on canal history and their experience with archaeology along the Wabash and Erie Canal.

Back in Michigan, the scouts began working on the other requirements of the Archaeology Merit Badge: putting together a public display, writing book reports on other archaeology sites, and visiting other historic or archaeological places. The scouts were expected to be finished with their Archaeology Merit Badges by March of 1999. Michigan State University concluded its field season of archaeological exploration along the Wabash and Erie Canal in September of 1997, and also briefly worked in

the area in the summer of 1998. Other sites studied by MSU along the canal included several paper mills, a lock keepers house, Lock #33, six lime kilns located along the canal, a brickyard, and several canal warehouse sites. The canal construction camp was also explored more thoroughly than has been mentioned above.

Overall, the archaeological experience of the Boy Scouts was a success. They learned the basic methods of archaeological field work while actually contributing to an on-going archaeology project. Having the scouts work along the canal was also good for the Delphi, Indiana, community. A long-standing goal of the Carroll County Canal Association is community involvement and interest in the history of the Wabash and Erie Canal. It is hoped that many more public education projects, like the scouts' experience with canal archaeology, can be undertaken in the future so that more people of all ages can learn about Indiana's, and America's, rich canal history.

RECONSTRUCTING THE PENNSYLVANIA & OHIO CANAL—ON PAPER

by Terry Woods

One of the routes surveyed in 1832 by Ohio's fledgling Canal Commission for a canal connecting Lake Erie with the Ohio River was up the valley of the Cuyahoga River, then down the valley of the Mahoning to the Ohio. Such a canal was feasible, a report of the survey stated. However, very few of Ohio's established towns were on that route. The main goal of any proposed canal in Ohio then wasn't so much to provide a quick route between the two major transportation routes in the state as it was to connect as many of Ohio's population centers as possible. Two other routes were finally selected for Ohio's state-constructed canal program. One of them, the Ohio & Erie, did travel up the valley of the Cuyahoga from Lake Erie, but then crossed the summit near the old Indian Portage and went down the Muskingum valley.

The Portage Summit of the Ohio & Erie Canal was only a little over 80 water miles west of the Ohio River. Since a portion of the Cuyahoga and Mahoning route passed through Pennsylvania,

Ohio's Canal Commission suggested that perhaps a private stock company could be established to construct a canal along the remainder of that route.

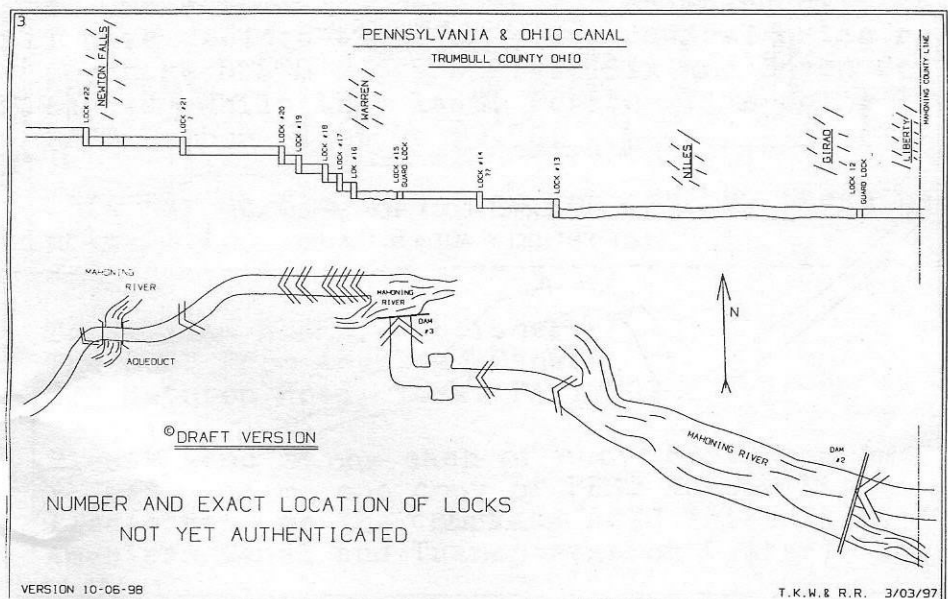
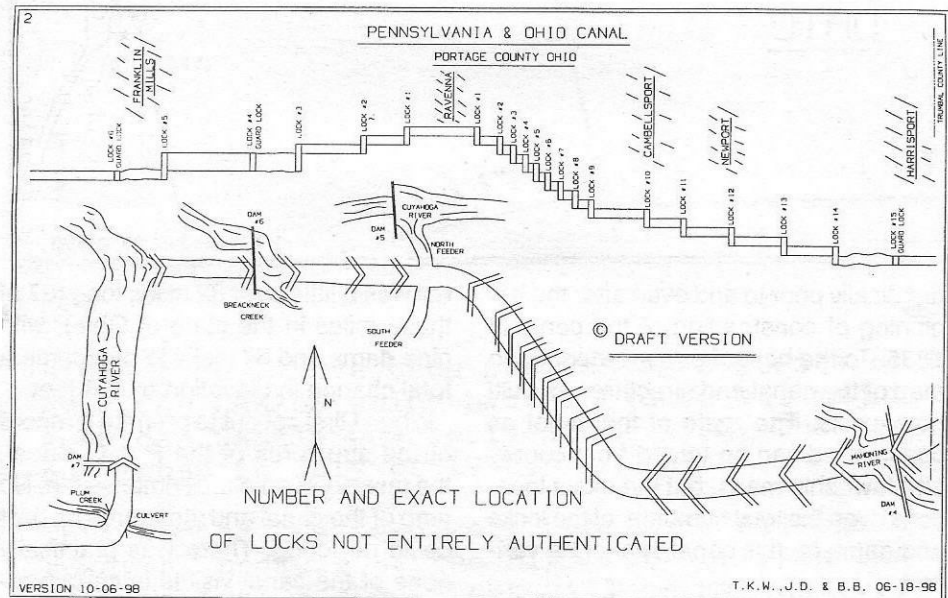
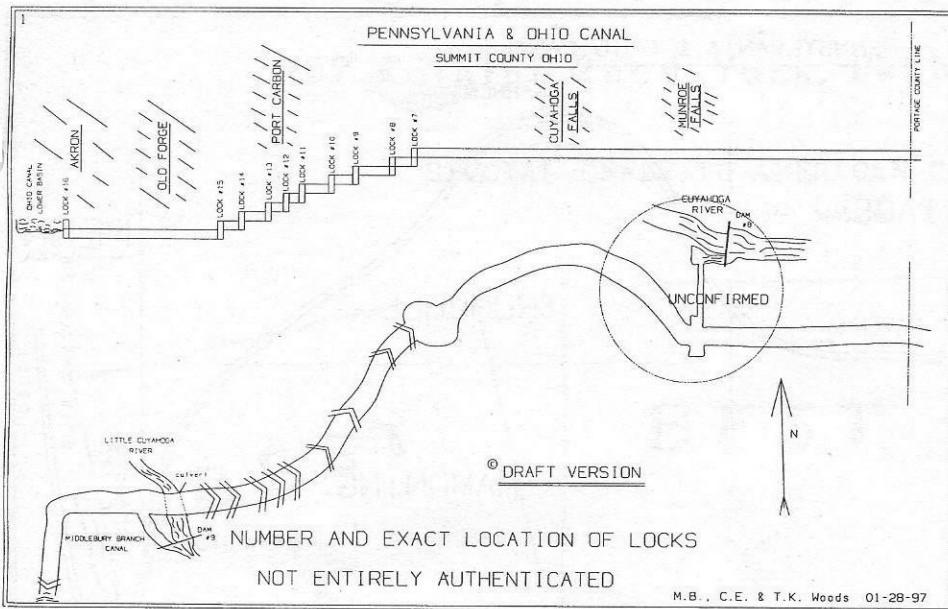
Meetings to discuss and plan the forming of such a company were held locally as early as September of 1825. After much discussion and maneuvering, the Ohio State Legislature, on January 10, 1827, granted a charter to the Pennsylvania & Ohio Canal Company. The State of Pennsylvania followed suit in April.

Initial surveys were run along Ohio's portion of the route that same year by engineers borrowed from the state. A thorough survey of the entire route was run the next year by Lt. Colonel Kearny, of the U.S. Topographical Engineers, but little was done beyond that for several years. By now the proposed P & O Canal was being promoted as an east to west connecting link between the canal systems of Ohio and Pennsylvania. The Ohio & Erie Canal had been opened from Akron, on the Portage Summit, south to Lake Erie on July 4, 1827, but it took Pennsylvania until 1831 to even authorize the building of their link to the west, the Beaver Division of the Main Line Canal.

Another survey of the P & O was run and a number of changes made in the route. Contracts were let for the entire canal on August 20, 1835. Construction officially got under way on September 17, 1835 at a ground-breaking ceremony on the summit level about a mile and a quarter west of Ravenna.

The financial panic of 1837 hit this privately financed project badly. Work was suspended for a time. However, a very controversial Ohio law, dubbed the "Plunder Law" by its detractors, required that the state invest in a transportation project an amount equal to what had been raised by stock subscriptions. The State of Ohio purchased \$420,000 worth of stock, Pennsylvania chipped in \$50,000 and the project had a new life.

The canal was officially opened on August 4, 1840 when four gaily-decorated packets left the Pennsylvania Junction filled with state dignitaries. They were met at the state line by their Ohio counterparts and the entire flotilla traveled west, hosting celebrations along the way at Youngstown, Warren, Franklin Mills (Kent), Monroe Falls, and Cuyahoga Falls. Here the fleet was increased to six boats before continuing on to Akron



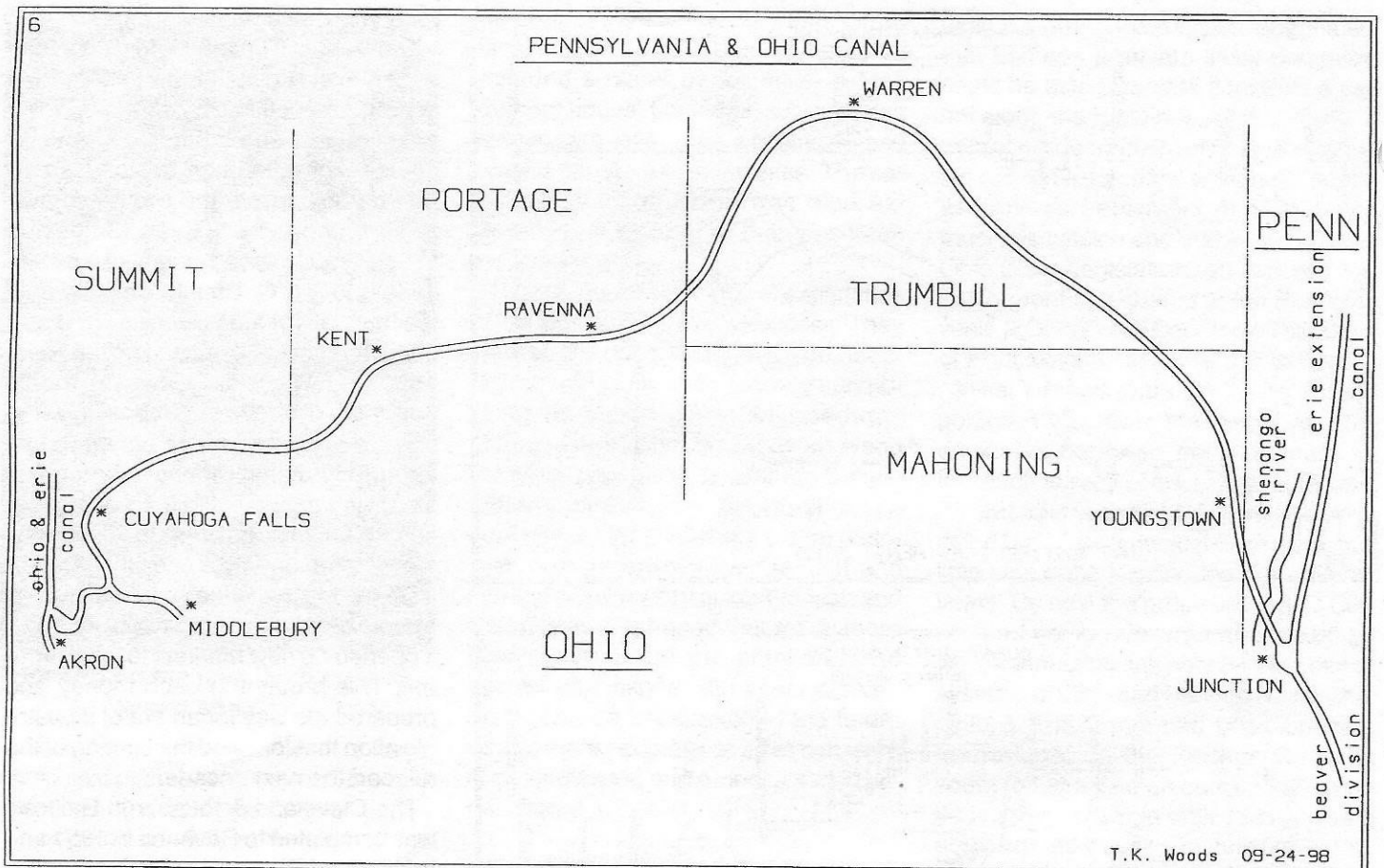
for a final celebration on August 6.

The Pennsylvania & Ohio Canal then began over a decade of freedom from serious competition. By 1843 there 149 boats registered on the P & O and, of course, some through traffic was carried on boats from the two canal systems it connected. Even during the financially depressed years of 1841 to 1845, the P & O Canal Company paid four annual dividends totaling 5%. From 1846 through 1854 (excluding the years 1851 and 1852) dividends were paid that totaled 12 3/4%. Surprisingly, the canal doesn't appear to have brought about any startling population growth along its route. Nor did it act as a great conduit for traffic between the canal systems of Pennsylvania and Ohio. Rather it seems to have been used mainly as a means of local transportation. As such, it opened up new markets to local farmers. This brought in cash money and prepared the way for an era of industrialization that followed the coming of the railroad the next decade.

The Cleveland & Pittsburgh Railroad was completed to Ravenna in 1851 and to the Ohio River at Wellsville in 1852. Passenger traffic on the P & O, which had totaled nearly 9,000 travelers per year in 1847 and 1848 and still nearly 5,500 in 1852, fell off to practically nothing in 1853. Through freight and items that required rapid transit also went to the railroad. However, local traffic of coal, lumber and other heavy cargo doubled between 1850 and 1854.

The Cleveland & Mahoning Railroad began construction in 1853. In 1854 its directors gained control of the Pennsylvania & Ohio Canal Company. When the railroad was opened for traffic in 1856, canal toll rates on coal and iron ore were raised 50%. This made it cheaper to ship by rail. The state was petitioned in 1861 for permission to abandon the canal, but no action was taken. In 1863 the C & M Railroad was leased to the Atlantic & Great Western Railroad. In 1862 or 1863, all of the P & O stock owned by the State of Ohio was sold to the railroad for \$35,000!

The canal carried only limited traffic after that, but generated some revenue by leasing water rights. "Night Gangs" cut the canal banks in several places between Cuyahoga Falls and Akron in 1868. There was talk of prosecution, but nothing was done and the canal re-



mained dry.

Finally, in 1877, the P & O Canal Company was disenfranchised by the State of Ohio. A group of Youngstown financiers set about incorporating the Pittsburgh, Cleveland and Toledo railroad in 1881. They purchased the abandoned route of the P & O Canal and their new railroad, now named the Pittsburgh & Wheeling, was built along the canal's towpath beginning in 1884. Many of the stone structures connected with the P & O Canal became building material for this railroad.

The Baltimore & Ohio railroad later absorbed the Pittsburgh & Wheeling and, in 1905, straightened the rail line, moving it off the line of the canal wherever necessary.

Now, due to the industrial sprawl of the steel works around Youngstown and Warren, and the quick usurpation of the canal route by the railroad, little is left of this, the most successful of the canal links between Ohio and Pennsylvania.

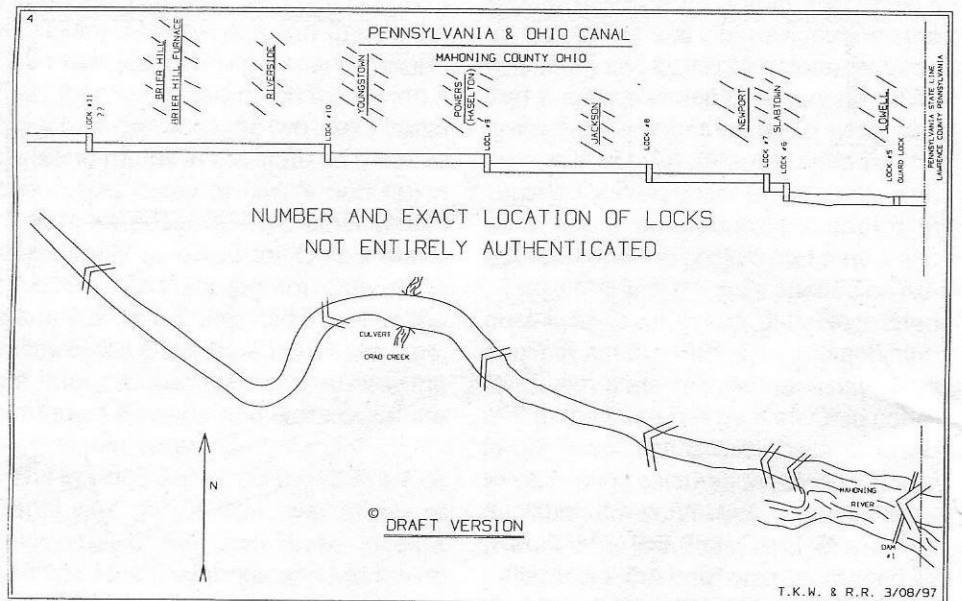
A map of the P & O's proposed route was made from the 1828 survey and copies have survived. However, we know from subsequent documents that the route itself, and the number and locations of structures, were changed

drastically prior to and even after the beginning of construction of the canal in 1835. To the best of our knowledge, no map of the canal and structures as built now exists. The route of the canal as constructed can be traced from county and township maps, but the exact locations even the total numbers, of the locks and dams on this canal cannot be verified.

According to company reports, the ca-

nal was a little over 82 miles long (67 of those miles in the state of Ohio), with nine dams and 54 locks to overcome a total change in elevation of 424 feet.

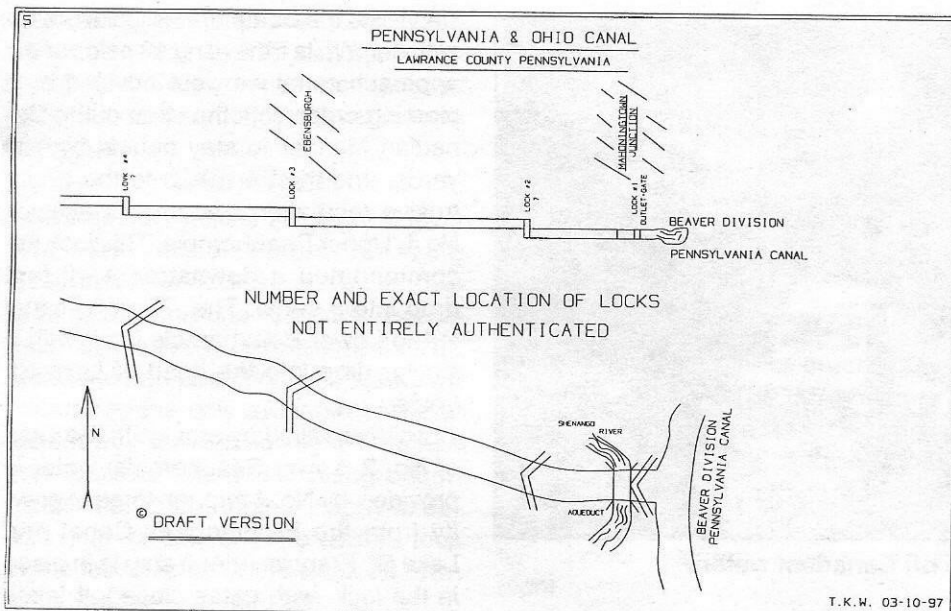
When I first set out to prepare a record of the structures of the P & O Canal, the task seemed almost impossible. No map of the canal and structures as built could be found. There was practically none of the canal visible in certain areas, so extensive field work was of little



CRUISING THE SAINT LAWRENCE SEAWAY

by Molly F. Walter

[Editor's note. The Saint Lawrence Seaway is the canalized portion of the Saint Lawrence River, connecting Lake Ontario to the free-flowing river from Montreal east to the Atlantic Ocean. This report on a houseboat cruise of the seaway was first published in *Houseboat Magazine*, vol. 8, no. 7 (August 1998), pp. 24-27. It was brought to our attention by A.C.S. member Larry Turner, and is reprinted by permission of the publisher. Molly Walter is also the author of *Catch the Spirit*, a book about the waterways of Ontario. She invites visits to her website at www.catchthespirit.com.]



use.

Fortunately, though, I was not the first person to work at this task. Others have gone before me. C. R. Quine had a paper published in 1950 for the Summit County Historical Society at the western terminus of the canal that described and located the nine locks between Cuyahoga Falls and Akron. The late Dudley Weaver, president of the Portage County Historical Society in the 1960s, had researched and written a great deal about the P & O in his county. His notes were willingly turned over to me in the mid-1970s. Ron Reid had undertaken a similar research project around the Youngstown area in the 1980s and Wendall Lauth, former president of the Trumbull County Historical Society, gathered a great deal of information on the canal in Trumbull County for this project shortly before his death in 1993.

Using this wealth of material, plus that from Canal Company reports, from railroad, municipal, and township maps, plus using accounts in personal diaries and letters, I was able to piece together the maps published here. Though I depended a great deal on the efforts of historians who have gone before me, I take full responsibility for any lack of final accuracy in these maps—and I am sure there is some. I believe I've correctly located the sites of the nine canal dams mentioned in the company reports, but I was only able to identify the locations of 47 of the locks with any feeling of certainty. I have tentatively located another four as being somewhere between two

locks that were more positively located. That comes up to a grand total of 51 locks. The company reports state 54, though Weaver uses 53 as his total number. I've placed two more locks in locations on my maps where could possibly be a lock due to terrain. I was unable to even tentatively locate that 54th lock. Even to come up with 53 meant that I numbered all the guard locks, not the usual practice in Ohio.

I did positively determine that an unusual numbering system was used on this canal. The standard practice of numbering the locks in ascending order in each direction down from the summit was followed until Warren was reached. Here the numbering system had obviously been begun in the state of Pennsylvania and run consecutively through the town of Warren. Why? I have no idea.

Someday, somewhere, someone will come up with a listing of the sections of this canal as they were sold in 1877 or 1881 and then everyone will realize how wrong I was in my maps. Until then, use them as they were intended: a starting point, a listing as close to accuracy as I have been able to make it. If you find an error, let me know and we can make these maps even more accurate.

I have six typewritten pages describing my reasons and references for the various lock locations. Anyone who would like to can receive a copy by sending me a stamped, preaddressed legal-size envelope. In the meantime—happy hunting for remains of the P & O Canal.

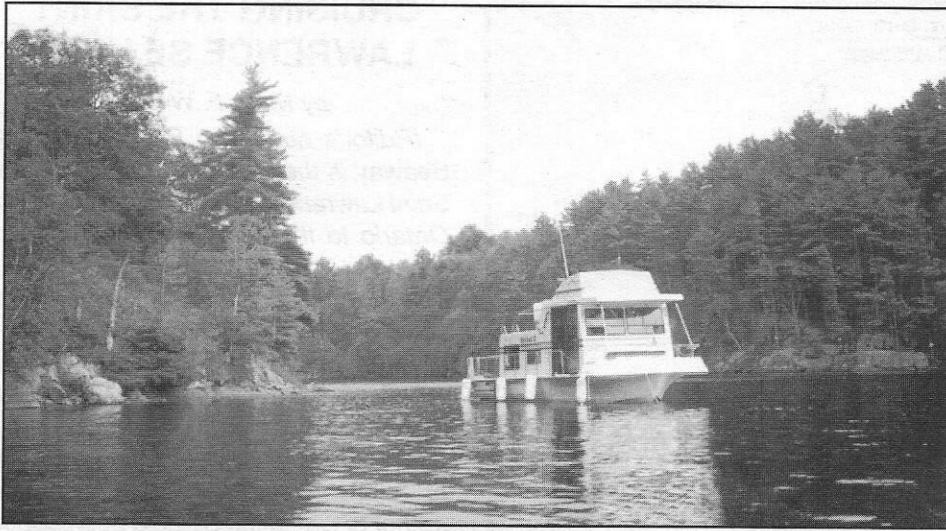
Each segment of Canadian boating is exciting and differs dramatically, and you can easily catch the spirit of this excitement and diversity by house-boating from Kingston, Ontario to the Port of Montreal, Quebec. Here's how...

My party was off on a three-week summer voyage heading for adventures east of the famous Thousand Islands—an area that will be further explored in an upcoming issue of *Houseboat*. Starting at Kingston, where effects from the eastern shore of Lake Ontario, the St. Lawrence and Cataraqui Rivers flow together, we were looking at 182 miles between Kingston and the Port of Montreal. Elevated energy levels were needed for this trip.

On our *Spirited II*, a 29-foot housecruiser, we were exiting the Rideau Canal System and its nineteenth century charm, at Kingston Mills. That exercise meant negotiating four locks (total descent of 45 feet) and heading south along the winding Cataraqui to the St. Lawrence River at Kingston, the city of fortifications.

Kingston had been a key military stronghold in protecting British North America from the enemy to the south. It served as the capital of Upper Canada and the United Provinces of Canada dating back to settlement in the 17th century.

It was from this milieu, followed by overnights which appeal to nature lovers at Cedar Island off Kingston and Stovin Island near Brockville, that we studied charts depicting the St. Lawrence Seaway with its drop in el -



***Spirited II* taking in easy on Canadian waters**

evation to 20 feet from that of 246 feet at Lake Ontario and 572 feet further west at Lake Erie. It is the system of locks (both U.S. and Canadian) and canal (opened in 1959) that allows vessels to pass from the Welland Canal at the western end of Lake Ontario to Montreal. In a very real sense, it was downhill all the way.

This was our initial traversing of the big locks—those which are 766 feet in length, 80 feet wide and 30 feet deep from the sills. Not uncommon is the sight of a 600- or 700-foot corporate, federal commercial vessel. At dusk it signifies intention by sounding one long boat whistle, “I am directing my course to starboard,” or two long whistles, “I am directing my course to port.”

The Iroquois Experience

Ambience surrounding the Iroquois Lock differed dramatically from what we had observed at previous lockages. A control booth high above the water line, mounted on top of huge concrete slabs, made our first-time approach intimidating. When we caught glimpses of a 700-footer and heard its whistle, it was particularly frightening to realize that we were actually there. Our 29-footer was infinitesimal in the path of the deep-throated diesel.

Confusion permeated this initial experience. We failed to spot the small-craft directional sign in time to veer to starboard, tie up, and wait for loudspeaker instructions from the booth. Instead, as we were accustomed to doing in rural locks, we pulled in straight. Seeing no cables (because there were none), I headed our craft to the nearest black

iron ladder. Before I could blink, the crew was climbing what appeared to be 25 feet skyward. With line in hand, my buddy reached toward a bulbous, jet black bollard. His body pressed against the concrete superstructure, I was afraid I would be carting a corpse from Iroquois and screamed, “We must be in the wrong place. Come down.” Thankfully he responded quickly, realizing that we had attempted the impossible.

Looking elsewhere, we found the partially-legible sign pointing our way to the holding dock at Harkness Island on the south side of the canal. Feeling grateful that we had not impeded commercial traffic, we shook visibly at the “what if” thoughts. We were not even aware that boats using Iroquois must be 20 feet or more. Maybe lock personnel would have come to our rescue had we been less than 20 feet, or had a 33,000-ton freighter taking priority been on our tail. That we’ll never know.

Of the five Canadian-operated St. Lawrence Seaway Authority locks, Iroquois has the least lift: 0:15 to 1.83 meters. There was no need to stop *Spirited’s* momentum since the lift is minimal. We traversed its length of 233.48 meters slowly. The only interruption was the locking-fee collection passed to a basket on the end of a long-handled pole.

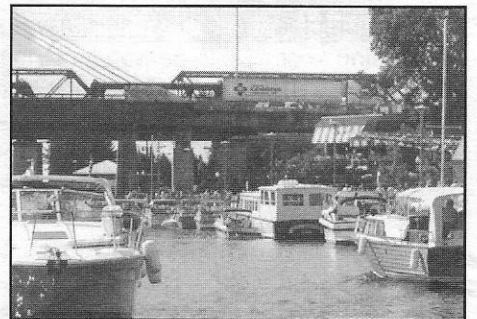
Gravity To Go

Following Iroquois are the Dwight D. Eisenhower, Bertrand H. Snell, Lower and Upper Beauharnois, Cote St. Catherine, and St. Lambert locks, the latter of which is the closest government lock to the Atlantic Ocean.

A visit to the Beauharnois locks is educational. While traversing 13 miles of the approach canal we were advised by a piercing order from the deck of the Canadian Mariner to stay behind by 100 yards, and then proceed to the unobtrusive recreational boat dock at Lock No 4, Upper Beauharnois. This lock accommodated a downstream 42-foot drop into a canal. The .75 mile canal led to Lower Beauharnois Lock with a similar drop into the head of Lake St. Louis.

Locks are filled by gravity. In the case of No. 3, Lower Beauharnois, water is provided by No. 4 through force of gravity from the Beauharnois Canal and Lake St. Francis. After a ship is in place in the lock, with gates closed, it takes six minutes to gravity-fill No. 4 with 17,800,000 gallons of water. The valves are opened. Water is permitted to flow into the chamber to raise the vessel. The reverse is true to lower the vessel. Time is consumed while ships maneuver in and out of the chambers, Big-ship captains allow 33 minutes to pass. Time is calculated from when the front quarter passes the approach wall until the stern is cleared along the starboard side, downstream the outermost boom.

Locking downstream at No. 4, Melocheville, Quebec, is like “pulling the plug in the bathtub,” says Monsieur Marcel Chevrier, lockmaster. Docking at a time convenient to Marcel resulted in a cram course for us. Marvel invited us to follow on his Hitachi computer screen an approaching ship’s progress. This screen provides 260° local-area vision including both Beauharnois locks, as well as the swing bridge built to accommodate ConRail. Marcel described the function of the other office computers,



Don’t go in a hurry on this trip. You’ll just be pulling your hair out. Pleasure craft here at the western tip of Montreal Island, Quebec, are awaiting the next lock opening

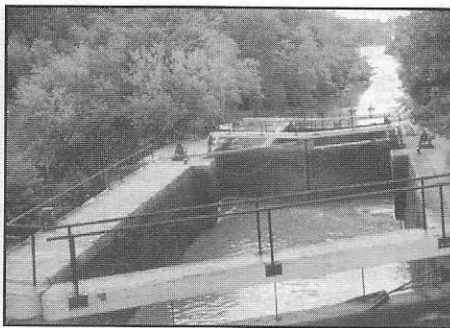
a Samsung tying into the seaway control center, and an IBM schematic imaging of local lock operations...quite an international flavor of combination technologies!

Wild Night

Diversionary tactics are often thrown into the cruise plan. Leaving Beauharnois we cruised on Saint-Louis around spoil ground. Entering the canal of Sainte-Anne-De-Bellevue located at the western tip of Montreal Island, we nosed into the only available space at the seawall. It was a hot night. Pleasure craft peculiarities and blasting boomboxes rattled the nerves. Happy to depart dear 'ol *Spirited* for a while, I took in the local sights of the terraced town while the crew created chafing gear to protect the boat lines from sea-wall friction. Since rope should be replaced when worn, the intent was to keep what was aboard in top condition. Impaired lines can be turned into mats of fenders to protect areas of the hull.

At St. Lambert Lock (15-foot drop to Montreal Harbor), night was descending. I had had no former reason to test my nocturnal navigation abilities. My sailor cohort professed that he had quite a track record. With chart No. 1340 in hand, as dusk competed with illumination from the Jacques-Cartier bridge in Montreal City, we gunned the motor upon leaving the lock. We sought Le Club Nautique de Longueuil, Quebec, before dark. During the next hour (which seemed endless) we had a series of close calls. One of these occurred near the landing with me at the helm when my cohort flipped off the boat and onto the dock, line in hand. It had been an impossibly rough landing, but he managed to struggle ashore on both feet.

Alone, I had to rethink the approach and realign *Spirited* in order to position her parallel to the finger dock. In reverse I spun the wheel against all odds. The search light cord entwined the wheel spokes and wrapped around my legs. There was a sudden flash of blinding light emanating from local marine inhabitants. The French Canadians were poised to protect their territory. I didn't blame them! I vented a few unladylike epithets as *Spirited* careened against a foreign object. Convinced that I had hit at the very least one boat, I later learned it had been nothing more than an inner marina mooring. Mon Dieu! Don't ever



A string of locks marks much of the traveling between Kingston and Montreal. Here we were looking down from the top of Kingston Mills Locks

let me loose in strange waters again at night.

On To Montreal

Longueuil, Quebec, had been a night of letting things happen. Following was a day to make things happen. From Longue-Pointe to Lavaltrie, a distance of 22 nautical miles, we dodged frequent transport vessels and many islands. At the tip of Vercheres, within sight of Lavaltrie Island, we spotted the town's adequately-marked buoy system.

Once docked, we were solo visitors protected by mainland and Lavaltrie Island. By change a beautiful double rainbow enveloped Lavaltrie as we settled into the public dock. Locals witnessed our preparation of a chicken and jalapeno pepper-sauce dinner coordinated with a needed hike. Outboard-rigged craft descended the ramp to stake out fall season waterfowl territorial rights on nearby islands. Hunters in camouflaged shirts placed goose decoys gingerly aboard. The geese, constructed of plywood and weighted under Styrofoam platforms, were connected in a line of buoys. This day and the next, when anchored among the Quebec Islands, we recharged our batteries.

Boating between the Quebec Islands and Port of Montreal, we took a side trip along the Richelieu River to Chambly, Quebec. Aside from experiencing the beauty of this meandering waterway, we went to check out the Chambly Locks with a future Intracoastal Waterway trip in mind. The Richelieu gives Montreal and Quebec City easy access to Lake Champlain in New York and New England. Any readers interested in an Intracoastal convoy in '99?

Our destination upriver was the Old Port of Montreal. This was an arduous trip for we dodged PWCs charging *Spirited's* wakes. Quite by mistake we found ourselves surrounded by tug and tour boats when alongside a commercial pier. Directed around the Horloge clock at the basin's point, we spotted the King Edward Jetty. The VHF radio was used for precise instructions. The landing job accomplished, we were graced by Montreal's priceless treasures of 17th, 18th, and 19th century edifices. An unexpected invitation to tour the Polish Pathfinders Union flagship—a three-masted training yacht reconstructed from a fishing trawler—was an example of sudden thrills so much a part of long distance cruising.

COLONEL BRECKELL'S GREAT ESCAPE

by William E. Trout III

In 1698 Peter the Great, Tsar of Russia, invited British engineer John Perry to complete a navigable connection between the Caspian and the Black Sea, by way of the Volga and the Don. This required the building of a canal with wooden "sluices" (locks). Perry's account of his adventures includes the following description of the fate of the canal engineer who preceded him on the job:

"The said work was first begun by one Colonel Breckell, a German, who was a colonel in the Tsar's army, and who had the reputation of a very good engineer as to fortifications, and the like; but he [had] very little understanding [of] this business which he had taken upon him, and having unaccountably designed the canal, and the first sluice which he placed being blown up, that is having given way at the foundation, and the water taking its course underneath, at the first shutting of the gates, he therefore, upon his coming to Moscow the winter following, obtained a pass to be given as for one of his servants, whom he pretended to send for necessaries for the work, and himself went off with the said pass, and made his escape out of the country."*

Perry surveyed the route, selected a more practical one than Breckell's, and worked on the canal until work stopped in 1701 when the Tsar needed the money for his war with Sweden. Perry

continued working in Russia for 14 years, until 1712, despite a serious tendency of his sponsors to avoid paying him.

In *World Canals* Charles Hadfield points out that an even earlier Volga-Don canal had been begun by Suleiman I, the Sultan of Turkey. Peter the Great started it up again along almost the same line when he conquered Azov from the Turks in 1696; this was the route worked on by Breckell and Perry. The Tsar's interest in the connection stopped in 1711 when Azov was returned to the Turks. Is anything left today of these early Volga-Don canals?

* Thomas Riha, ed., *Readings in Russian Civilization* (Chicago: U. of Chicago Press, 1969), ch. 18. Thanks to Robert Trbovich for bringing this to my attention.

BOOK REVIEWS

Three books on Irish canals

reviewed by Captain Bill McKelvey

Ruth Delany, *The Grand Canal of Ireland*, 2nd ed. (Dublin: Lilliput Press in association with The Office of Public Works, 1995; dist. in the U.S. by Dufour Editions, Chester Springs PA 19425-0007) \$21.00.

Ruth Delany is well known to Irish canal students, boaters and enthusiasts for her guidebooks to the Grand and Royal Canals, the Barrow and Shannon Rivers, as well as several other books which are companions to this volume. Her research has spanned four decades and Ruth was a founder-member of the Inland Waterways Association in 1954. It was the pleasure of this reviewer to have met the author in 1991 and to have received a fine tour of the Dublin area canals. The original edition of *The Grand Canal of Ireland* was produced in 1973 and this edition includes some minor changes in the original text, a postscript to bring the story up to date, and some additional illustrations. The text makes excellent use of the wealth of detail found in the minute books of the Grand Canal Co., and the material is presented in most interesting way, by subject. It begins with design and construction, describes operations, expansion, branches, years of trouble, the passage boats, fly boats and hotels, the collieries and the Middle Shannon, the famine and the coming of the railways, the struggle to survive, the final freight years, abandonment, and the rehabilitation for recreational boating use.

It was interesting to discover that the construction of the Grand Canal was embarked upon in 1756, three years before the Duke of Bridgewater's famous British waterway. The Grand, Ireland's premier canal, became a main artery of trade and means of development, with passenger craft and a chain of company-built hotels. Trade ended with the last Guinness boat in 1960 and most of the branches were closed to navigation. Since the 1970s the canal has had a rebirth with growing use by pleasure cruisers, amenity groups, enthusiasts, ecologists, and conservationists. The reissue of this book coincides with the twinning of the Grand Canal with the Grand Union canal in England.

This 280-page softcover book is 6 1/4" x 9 1/4", with 54 photos, 28 other illustrations, 13 maps, and table of contents. The researcher will find the notes to each chapter, sources, bibliography, and appendices most helpful. In the latter are lists of the principal canal acts; chairmen of the court of directors; passage boats and steamers which operated on the canal, including historical notes on each; a breakdown of tonnage in nine different eras of canal operation (porter and ale was the largest cargo in 1956); a system summary (of the years of construction, cost, length, locks, lock size, bridges, aqueducts, feeders, and status of each segment); the establishment (breakdown of canal workers by job category in 1810 and 1910); dividends paid by year; and lastly, an excellent 10-page index.

Ruth Delany, *Ireland's Royal Canal 1789 - 1992* (Dublin: Lilliput Press, 1992; dist. in the U.S. by Dufour Editions, Chester Springs PA 19425-0007) \$31.95.

Ruth Delany is the most prolific and accomplished writer on Irish canals. See comments on her in the review of *The Grand Canal of Ireland* above. Ruth was aboard the last vessel to transit the full length of the Royal Canal in 1955; as chairperson of the Dublin Branch of the Inland Waterways Association of Ireland she was the first person to support a restoration campaign for the Royal; and she is the perfect person to tell the fascinating story of the rebirth.

This reviewer traveled along the abandoned Royal by train from Dublin to Mullingar three decades ago and is now making plans to lead a tour of the Royal

in the year 2001. This will be the 11th European tour of the Canal Society of NJ and the 9th led by McKelvey. *Ireland's Royal Canal* is essential reading to prepare for the upcoming trip through this once lost but now regained waterway.

The book begins with a description of the route; covers the events leading up to the construction; the work of building the canal; financial trouble and dissolution; completion and reincorporation; the troubled 1820s; administration, trade, and passage boats; the washouts, union troubles, rebellions of the poor, financial controversy, complaints and investigations of the 1830s; passenger traffic in the 1830s. The 1840s ushered in competition from coaches operating on the roads and from railroads; an increase in boating accidents; and the purchase of the Royal Canal by the Midland Great Western Railway Company. A year after the railway took control the Great Famine began and the military was needed to protect traffic on the canal. The construction of the railway parallel to the canal siphoned off traffic and caused the canal to reduce expenses, and this was followed by a long downhill slide and abandonment. The book ends on a very positive note, with the dereliction of the Royal being reversed and restoration of full navigation well on its way to completion.

This 216-page hardcover book is 6 1/4" x 9 1/2" with 43 photos, 16 other illustrations, 3 maps, and table of contents. The researcher will find the notes to each chapter, sources, bibliography, and appendices very helpful. In the latter are lists of the principal canal acts; directors of the canal company; details of the 1814 extension contract; a summary history; a statement of finances in 1810; a breakdown of tonnage in 7 different eras of canal operation; and an index.

May Blair, *Once upon the Lagon: The Story of the Lagan Canal*, 4th ed. (Belfast: Blackstaff Press, 1994; dist. in the U.S. by Dufour Editions, Chester Springs PA 19425-0007) \$19.95.

Once upon the Lagon is the nostalgic story of the Lagan Navigation which connected Belfast south and west with Lough Neagh ports. The horse-drawn barges of the Lagan Canal once played a vital role in the transport system of Northern Ireland. It is the record of a way

of life—the lock keeper, the hauler, the lighterman, and the bank-ranger—made while many of the canal folk were still alive. Only remnants of their canal survive and the little that does is quickly disappearing in a hostile environment. However, it is a valuable resource with enormous potential for recreation and tourism, not to mention education.

The first chapter is a linear tour in words and photos of the canal and river navigation sections from northeast to southwest. Chapter two focuses on the lighters and lightermen, the families, and the individuals, well spiced with stories and incidents. The third chapter tells of the horses and the haulers of the boats in oral history form. Chapter four describes the maintenance and repair work done such as carpentry, masonry, blacksmithing, painting, general labor, dredging, et cetera. Next is the story of a canal-side farmer, and then a collection of songs and poems about the waterway. Chapter seven is devoted to the history of the waterway itself, and the Epilogue brings the reader up to the present. The book closes with the description of some canal terms and a list of locks. It is an absorbing verbal and visual record of a way of life now gone and almost forgotten.

This 9 1/2" x 7 3/4", 129-page softcover book has 78 photos (many unfortunately printed a bit dark), 9 other illustrations, 4 maps, and a table of contents.

LEHIGH CANAL CELEBRATED IN MUSICAL DRAMA

Lehigh-Lo, written by Nancy Dudiak, is a musical drama about life on the Lehigh Canal during the 1840s. Performance of the show is planned for the year 2000.

Josiah White built the Lehigh Canal to transport anthracite coal from the mountains to eastern cities. A Quaker, born in 1781, with very little schooling he became one of the most influential businessmen of his time. In addition to the canal, his achievements included the invention of the beartrap lock, the marketing of anthracite coal, and the building of the switchback railroad. In the words of Ms Dudiak, "His work opened the door to the 20th century. Few men have achieved so much while upholding the ideals of brotherhood and working for the common good."

Built in 1830, the canal's early success was soon under threat from the faster-

CANAL TERMINOLOGY MONOGRAPH TO BE PUBLISHED

Captain Tom Hahn's long-awaited Canal Terminology monograph is due from the publisher, The Institute for the History of Technology and Industrial Archaeology—West Virginia University, later this year. This book is the result of years of research by Captain Hahn, and will provide the serious student of canal history and the amateur canal buff alike a reference resource for technical canal terms for most of the nation's transportation canal systems.

Tom Hahn is a life member of many of the state and regional canal societies and a founder and past president of the American Canal Society. This book is the first publication effort of the American Canal Society's Publications Committee, and will be mailed to all 1999 ACS members during the third quarter of this year. Anyone who is not an ACS member, but might wish to join and obtain a free copy of Captain Hahn's book, may contact Charles Derr, ACS Secretary/Treasurer, 117 Main Street, Freemansburg PA 18017.

moving trains beginning to crisscross the country. Through the medium of drama and song, Lehigh-Lo shows how the characters dealt with the canal-train conflict. Script, music, and lyrics are all by Nancy Dudiak, with an assist from music arranger Randy Rhoades on the songs.

Describing her inspiration, Ms Dudiak says, "The first time I took a walk along the Lehigh Canal I was transported back to a time when life moved more slowly and things were more quiet. In my mind, I could see the people who lived and worked along the canal. It was later that I discovered Josiah White. Through drama and song, I hope to bring these people to life for you as I saw them."

Further information can be obtained from Nancy Dudiak, 22 Curtis Drive, East Berlin, Pennsylvania 17316, phone 717-259-7294 or 800-576-4512.

AN 1859 CRUISE ON THE CHESAPEAKE AND OHIO CANAL

[In August of 1857, an avalanche of business failures began which became known as "The Panic of 1857." One of the 4,932 firms that eventually fell victim to this commercial disaster had been the employer of a young man who described himself as a naturalist. We do not know his name, the name or nature of the firm, or whether he was a naturalist by trade or merely by avocation. What we do know is that he became an itinerant peddler and casual laborer, following the opportunities and his fancy through New Hampshire and down into Maryland. Some hospitable friends living in Cumberland, Maryland, provided him with a safe haven between temporary jobs, and with an introduction to the captain of a canal boat. The Chesapeake and Ohio Canal had just opened for business in 1850, with Cumberland as its northwestern terminus. In 1859, our anonymous naturalist was taken on as deckhand and general factotum for a trip delivering coal to Alexandria, Virginia, and returning to Cumberland. Thirty years later, he wrote a memoir of the journey.

The manuscript eventually found its way into the Library of Congress. It was first printed, so far as we know, by the Maryland Historical Society, in June of 1960, and has been reprinted a couple of times by our own Tom Hahn. All of the printed versions are now out of print, however. The work is not only a unique account of life and work on the canal in the antebellum period, but also a document of considerable literary and scholarly value. As a service to our readers, one of our regular contributors, Lloyd Manley, has prepared a series of excerpts.]

[Departure]

The day after the Capt. arrived I went down to see the boat, which with many others was moored at the ship yard a short distance down the canal waiting their turn to load.

The mules were tethered in a long string at the side of the fence bordering a neighboring field and were being groomed and fed by the attending drivers. Taking a few steps to get a nearer view of the animals, one of the tow boys

yelled, "take care there, them mules will kick a chaw of tobacco out of a man's mouth three rods off." After that I took good care to keep a reasonable distance from a strange mule's heels. The next morning the boat was towed up to the basin for its load which was put in very quickly as the coal was dumped through the bottom of hopper cars standing on trustles beside the boat, ten tons at a time, a dozen car loads furnishing the hundred and twenty tons that the boat carried.

I packed my bag with the very few things needed for the journey, bid my friends goodbye and met the boat at the ship yard on its return where, after a short wait for hay, grain and other provisions and for the Capt. who had gone for his boat papers, our journey and my experience as a naturalist on a canal boat commenced.

The crew consisted of Captain Coss who was the commander of our floating palace. Although Coss was no part of his name yet it was the prefix by which he was always known even by the members of his family [;] therefore I shall use it in place of his real name.

For a short time in his younger days he had served as "prentice" on board of a war ship but he soon sighed for the placid waters of his own native canal and took the first opportunity to regain them. Here he had thrived [;] owning a comfortable home in Williamsport and two canal boats.

[Besides Captain Coss and the writer, the crew included a free Afro-American, Henry "Pic" Butler, and two twelve-year-old tow boys, Pic's son, known as Little Pic, and a white boy named Tommy.]

[Traversing A Lock]

As we came in sight of our first lock the captain brought out his tin horn and gave several loud blasts. The tin horn was almost as much a part of the outfit as the mule. The horns were made of all sizes and shapes; some were very long, others were bent back and forth like the French horn. The average length was from two to three feet and [they] were all of the old-fashioned fish-horn type, where the noise was made by the lips and not by blowing through a reed as in the modern toys used by the boys on Fourth of July and occasionally blown by woman at summer resorts. The horns were used to call up

the lockmen and were blown when you were a quarter to half mile from the lock. Some of the boatmen, especially the negroes became very expert in blowing the horn and could play very respectable bugle call on them. The Capt. blast brought the keeper from his house and he had the lock filled and the gate open ready for us to enter.

To enter a lock requires care and experience. The boat had to be steered in a direct line in the center of the canal, for the least deviation would cause a collision with the stone walls that might sink it, for it fitted the lock like a nickle in a slot. The boat must also have sufficient motion to carry it to the end of the lock and at the same time it must not strike the lower gate.

[Additional selections will be published from time to time as space permits.]

CANAL CALENDAR

(Concluded from page 2)

July 24, 1999. Delaware & Hudson Canal Historical Soc. champagne reception and dinner dance, Cottekill House and Hasbrouck House, High Falls, NY. Contact Vicki Doyle, (914) 687-9311.

July 24, 1999. Delaware & Raritan Canal walk from Farmer's Bridge to Holcombe-Jimison Farmstead. Canal Soc. of NJ. A 31/2-mile walk starting at 10 a.m. Contact: (908) 722-7428.

July 24, 1999. Canoe trip on the Potomac, Brunswick to Monocacy Landing. Contact: Carl Linden, (301) 229-2398 or Ken Rollins, (804) 448-2934.

July 25, 1999. C & O Canal Continuing Hike Series: from Dargans Bend up, beginning at 10:30 a.m. Contact: Pat White, (301) 977-5628.

July 25, 1999. Cruise of Lake Hopatcong from Nolan's Point to the Brooklyn Lock at the head of the Morris Canal's main feeder. Departures at 10 a.m. and noon. Contact: Linda Barth, (908) 722-7428.

August 7-8, 1999. Walking weekend, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain (765) 564-6297.

August 10-15, 1999. Cruise of the Trent-Severn Waterway, Kingston to Peterborough, Ontario, sponsored by Canal Society of New Jersey, \$800 per person. Contact for information: Linda Barth, (908) 722-7428.

August 14, 1999. Old Settlers Day walk, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain, (765) 564-6297.

August 28, 1999. C & O Canal Continuing Hike Series: from Edwards Ferry up, beginning at 10:30 a.m. Contact: Pat White, (301) 977-5628.

August 28-29, 1999. Williamsport, Md., Canal Days, Contact: Tom and Linda Perry, (301) 223-7010.

September 11, 1999. Cavorting on the Canal, Zoar OH, sponsored by Ohio & Erie Canal Corridor Coalition. Contact: (330) 434-5657.

September 11, 1999. Va Can. & Nav. Soc., A Day on the Patowmack Canal. Contact: (757) 826-1137.

September 11, 1999. A.C.S. annual meetings: Board of Directors at 10:00 a.m., membership at 1

p.m., at the National Canal Museum Easton, Pa. Contact: Terry Woods, (330) 832-4621.

September 11-12, 1999. Hancock (Md.) Canal Apple Days. Contact: Tom and Linda Perry, (301) 223-7010.

September 18, 1999. Senior Citizen Reception and Concert, 2 p.m., Lock House grounds at Erie and Conestee Sts., Havre de Grace, Md. Music, tours, refreshments. Contact: Susquehanna Museum, P.O. Box 253, Havre de Grace, Md. 21078.

September 18, 1999. Canal Park/Trails workday, Wabash & Erie Canal Park, Delphi IN. Free lunch. Contact: Dan McCain, (765) 564-6297.

September 18, 1999. Delaware & Raritan Canal bus tour, Bulls Island to Bordentown. \$23, payable to Canal Soc. of NJ. Contact: Bob or Linda Barth, (908) 722-7428.

September 18-19, 1999. C & O Canal Assn. annual overnight PawPaw Bends canoe trip. Contact: Carl Linden, (301) 229-2398, or Ken Rollins (804) 448-2934.

September 26, 1999. C & O Canal Continuing Hike Series: from Lock 56 (Pearre) up to Sidling Hill Aqueduct, beginning at 10:30 a.m. Contact: Pat White, (301) 977-5628.

October 1-3, 1999. Canal Soc. of NY State fall field trip. From headquarters at the Farrell Rd. Holiday Inn in Syracuse, the weekend will feature visits to locks, aqueducts, and other sites including the state's only restored navigable aqueduct at Camillus, as well as a boat trip on Onondaga Lake and the Oswego Canal. Contact: Dave Beebe, 109 East Way, Camillus NY. 13031.

October 9-14, 1999. C & O Canal Thru Bicycle Trip. Contact: Tom Perry, (301) 223-7010.

October 15-17, 1999. Canal Festival, Walnutport Canal Ass., Walnutport PA. Contact: (610) 767-5817.

October 22-23, 1999. Pennsylvania Canal Soc. fall field trip. Boat and bus tour of the Chesapeake and Delaware Canal. Contact: Zip Zimmerman, (215) 493-5525.

October 24, 1999. C & O Canal heritage hike near Cumberland. Details to be announced.

October 30, 1999. Deer Creek/Halloween walk, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain, (765) 564-6297.

November 13, 1999. Symposium on D & R Canal history and technology. Prallsville Mill Complex. Canal Soc. of NJ, NJ Historical Commission, and D & R Canal Commission. Contact: (908) 722-7428.

November 28, 1999. C & O Canal Continuing Hike Series, from White's Ferry down, beginning at 10:30 a.m. Contact: Pat White, (301) 977-5628.

December 4, 1999. C & O Canal Assn. Annual Frost-bite Hike, location T.B.A. Contact: Ken Rollins, (804) 448-2934.

December 11-12, 1999. Christmas Boutique at the Susquehanna Museum, Lock House, Havre de Grace MD. Contact: Bob Magee, (410) 272-0819.

December 26-27, 1999. Annual Christmas walks, Wabash & Erie Canal Park, Delphi IN. Contact: Dan McCain, (765) 564-6297.

December 31, 1999. C & O Canal New Year's Eve hike. Details to be announced.

May 10-27, 2001. Ireland 2001 and World Canal Conference, a Canal Soc. of NJ tour including a cruise of the Royal Canal and participation in the World Canals Conference in Dublin. Early reservations are advised because of anticipated high demand for a limited number of canal boats. Contact: Bill McKelvey, (908) 464-9335.

DEADLINE: Material for our next issue must be on the editor's desk no later than July 1st, 1999.