

# AMERICAN CANALS

BULLETIN OF  
THE AMERICAN CANAL SOCIETY

Vol. XXVIII, No. 4

Dedicated to Historic Canal Research, Preservation, and Parks

Fall 1999

## PRESIDENT'S LETTER NO. 9

Greetings! A lot of interesting things came out of our September directors' and membership meetings at the National Canal Museum in Easton, Pennsylvania.

The attendance at the membership meeting in the afternoon wasn't nearly as good as we had hoped. The date of the meeting was changed once to accommodate the staff at the museum, but we felt there was adequate time for members to adjust their schedules.

In the past we have had our yearly membership meetings coincide with the World Canals Conference. In that case, though, it is necessary to miss another part of the conference to attend the A.C.S. meeting. I thought that, since this year's conference was in Europe, a separate meeting at an established and interesting U.S. site would be better. The small attendance in Easton did not bear out that thought. We'd like to hear from our membership on their preferences for meetings. Should we hold our next membership meeting in Rochester, New York with the World Canals Conference, or should we hold a separate membership meeting elsewhere? Please let me know your opinions and, if you favor a separate meeting, give me some details as to preferred dates and locations.

I feel that we should have at least a yearly meeting. In an organization with members living as far from each other as ours, we need the opportunity to meet face to face once in a while and air our opinions and discuss our common and diverse goals. We don't hold tours—though perhaps we should. One of the ideas proposed at our recent meetings was that the A.C.S. select an "ideal" tour a local canal society is holding during a year when the World Canals Conference is not held on the North American continent, and support it as an off-year get-together. I'd like to hear your comments and thoughts on that idea.



The English narrowboat *Falcon* arrives at Lille for World Canals Conference 1999

*Photo by David G. Barber*

One of the things I would like the American Canal Society to be is a storehouse of canal-related historical and engineering data that can be used by other organizations and political entities (such as Canal Corridors) when they wish to restore, rebuild, or refashion canal artifacts, structures, and lands. I believe that, with our active committees and dedicated member-researchers, we have a good base to do that job.

Another thing I want the American Canal Society to be is a publisher of quality canal-related books. We embarked on that role by publishing and giving a copy of Tom Hahn's *Canal Terminology of the United States* to all paid-up 1999 members. We made the decision to publish that book in cooperation with the West Virginia University Press in 1998. In order to accomplish this, we had to raise the members' dues beginning in 1998 from \$15.00 to \$20.00. Since each mem-

ber received a \$15.00 book plus his membership. We felt it was a good deal.

As a result of the dues increase, though, our membership dropped from the low 800s to the mid-600s in 1998. This was expected, but we felt certain we would regain that membership. The number of members has not rebounded as we had hoped and we are still hovering in the mid-600 range. Nor did we get the hoped-for publicity from our joint publishing effort. Nowhere in the book *The West Virginia University Press* made for us is the name of the A.C.S. mentioned except in my foreword.

I'd like to hear from our membership. In your opinion, was the publishing effort worthwhile? Did you like the book? Would you like us to make future efforts at publishing good quality canal material?

One of our goals mentioned at our recent meeting was to increase our membership dramatically over the next couple

# American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

Editor: David F. Ross

Contributing Editors: David G. Barber  
Bruce J. Russell  
Address

For memberships, subscriptions, change of address, and other business matters:

c/o Charles W. Derr, 117 Main St.,  
Freemansburg PA 18017.

For editorial matters:

c/o David F. Ross, 840 Rinks Ln., Savannah  
TN 38372-6774.

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.

Copyright© 1999 by the American Canal Society. All rights reserved. Printed in the United States of America.

ISSN 0740-588X

## PRESIDENT'S LETTER (CONT.)

of years. The slogan of "1,000 members by Rochester in 2000" was bandied about. I'll admit that such a large increase in such a short time may not be realistic. On the other hand, if each of our members gains one new member through friends, acquaintances, etc., we'll more that make our goal. I'd like each of our members to consider efforts to increase our membership and let me know about them.

I believe our society is a good one. Editor David Ross gives us a fine quarterly publication and is anxious to receive historical and current articles as well as notices of coming events from the nation's local canal societies. David would like to spend more of his time doing what he does best – editing – so he is looking for one or more individuals to act as Associate Editors, and feed him material from various sources.

If you think our society could be an even better one, I agree. But we need your input, your ideas, your effort to help us to realize that better society.

I hope to hear from you all about the ideas I've mentioned above and about your own.

Till then, Headway to you!!



## CANAL CALENDAR

**December 4, 1999.** C & O Canal Assn. Annual Frostbite 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. Meet at Hancock Visitor's Center 2 p.m. Contact: Pat White, (301) 977-5628.

**September 9, 2000.** Annual General Meeting, Inland Waterways International, Rochester N.Y. Contact: I.W.I., 20 Quayside, Bridgewater, Somerset TA6 3TA, England.

**September 10-15, 2000.** World Canals Conference, Rochester N.Y. Contact: P.O. Box 227, East Rochester N.Y. 14445. email: triversorg@acninc.net.

**May 12-30, 2001.** Ireland 2001 and World Canals 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 on later than January 1st, 2000.

## THE CANAL THAT MADE PITTSBURGH GREAT

(Concluded from page 12)

would rest beneath right field. Lock No. 2 would be under home plate. Runners to first base would tread on top of the old towpath, deep below.

They plan to cover new PNC Park with stone instead of brick. A good choice. Stone lends strength and dignity to a structure. If the contractors need some stones, I know of a couple hundred over at "old PNC park."

They could be arranged as a splendid entrance way or public sculpture commemorating the vision and determination of a previous generation of Pittsburghers. The same enterprising spirit that led to the ground breaking for the new PNC Park was present 170 years ago, on the same site.

That spirit still resides in the canal stones of "old PNC park." What better rock to build a stadium on?

[Copyright, *Pittsburgh Post-Gazette*, 1999, all rights reserved. Reprinted with permission.]

## AMERICAN CANAL SOCIETY

**President:** Terry K. Woods, 6939 Eastham Cir., Canton, OH 44708. (330) 832-4621.

**Vice President:** David G. Barber, 16 Ballou Rd., Hopedale, MA 01747, (508) 478-4918 email:davidaudreybarber@compuserve.com  
William E. Gerber, 16 Princess Ave., N. Chelmsford, MA 01863. (508) 251-4971. email bill\_gerber@bmugbos.org

**Secretary/Treasurer:** Charles W. Derr, 117 Main St., Freemansburg, PA 18017. (610) 691-0956 email: deruls@aol.com

**Directors:** Robert H. Barth, 214 N. Bridge St., Somerville, NJ 08876-1637 (908) 722-7428 email bobandlindabarth@worldnet.att.net  
John Burtiak, P.O. Box 304, Thorold, Ont. L2V 3Z3.

Nancy Dunnivant, 417 Phillips St., Edenton, N.C. 27932. (252) 482-5946.

Thomas X. Grasso, 18 Summit Oaks, Pittsford NY 14534.

Thomas F. Hahn, 3751 Schefflera Dr. Sabal Springs Golf Club

Ft. Myers, FL 33917-2040 (941) 731-2987

email @swifhahn@aol.com

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

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

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

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

Lance E. Metz, P.O. Box 877, Easton, PA 18044-0877. (610) 250-6774.

David F. Ross, 840 Rinks Ln., Savannah, TN 38372-6774. (901) 925-0099.

Robert F. Schmidt, 5205 Wapiti Dr., Ft. Wayne IN. 46804-4949. (219) 432-0279.

William H. Shank, 809 Rathton Rd., York, PA 17403. (717) 843-4035.

Roger W. Squires, 46 Elephant Lane, Rotherhithe, London SE16 4JD, England (171) 232-0987.

Arthur W. Sweeton III, 6 Humphrey Rd., Canton Center, CT 06020. (860) 693-4027.

Dr. William E. Trout III, 35 Towana Rd., Richmond, VA 23226. (804) 288-1334.

Denver L. Walton, 968 Chapel Rd., Monaca, PA 15061. (412) 774-8129.

Albright G. Zimmerman, 1361 River Rd., Yardley, PA 19067-1327.

**Director Emeritus:** T. Gibson Hobbs, Jr., 3204 Landon St., Lynchburg, VA 24503.

### Committees:

ACS Sales, Keith W. Kroon, chrmn.

Canal Archaeology, Mark Newell, chrmn.

Canal Boat, William J. McKelvey, Jr., chrmn.

Canal Engineering, Maintenance & Operations, John M. Lamb, chrmn.

Canal Parks, Terry K. Woods, chrmn.

Historic American Canals Survey, David G. Barber, chrmn.

Internet, Mark Newell, chrmn.

Liaison, Lance E. Metz, chrmn.

Navigable Canals, David F. Ross, chrmn.

Publications, Terry K. Woods, chrmn.

Publicity.

**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](http://www.blacksheep.org/canals/ACS/acs.html)



## ANOTHER TAKE ON THE 1999 WORLD CANALS CONFERENCE

by Albright G. Zimmerman

[Our last issue carried a full report on the 1999 canal meetings in France and Belgium by contributing editor Dave Barber. We now have an equally full report on the same events by special correspondent Zip Zimmerman. Different eye witnesses pick out different details, however, and perceive from different points of view, with the result that there is relatively little duplication between the two accounts. We are therefore making both available to our readers—our own modest version of the Rashomon Effect. —D.F.R.]

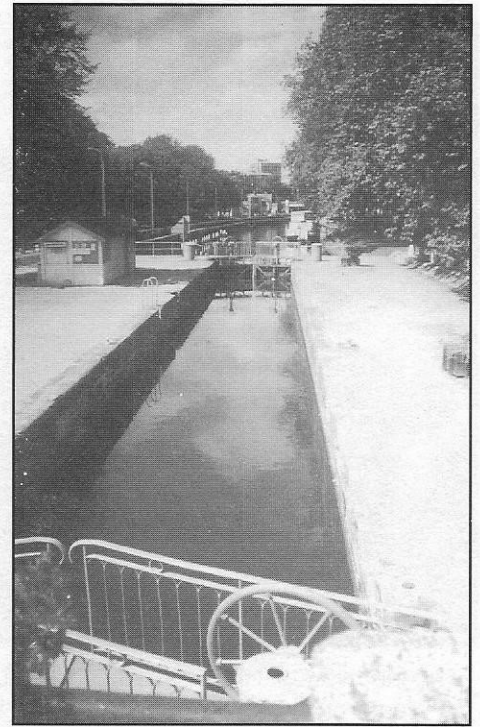
My wife, Peg, and I attended the World Canals Conference in Lille, France between June 14 and 17, 1999. We left the United States on Wednesday, June 10, stayed in England with friends, and on Sunday, the 13th, boarded the Eurostar in Wellington Station, London, and then through the tunnel and on to Lille for the conference. In Lille, there were no arrangements to meet participants, and on Sunday there were no taxis. Finally, we flagged one on the street and proceeded to the Holiday Inn. There we discovered that the British Inland Waterways International was having an evening meeting which we attended—wearing my several hats, representing the president of the ACS, representing the National Canal

Museum, and as President of the Pennsylvania Canal Society. I joined the Inland Waterways International following the meeting.

The next morning, Monday, there was confusion about transportation—buses should arrive but several of us Americans decided to take the underground, and arrived in plenty of time. The buses did finally arrive, as we learned from several staying at the same hotel.

At the initial plenary session at the university we were given small, remote receivers that carried simultaneous translations from the French. The session was chaired by Marie-Madeleine Damien, Professor of Geography and Tourism. Following talks by two university students, we were treated to talks by officials of the area waterways and of the university. Then, we boarded buses and traveled to the Lille town hall for a reception and buffet lunch plus a greeting by the assistant mayor.

Next, we boarded the appropriate buses and traveled to the several sites previously chosen by the participants. There had been five options. My wife and I had chosen number 5 entitled "River landscape improvements (Lys Deule) and transfrontier synergy (Deulemont-Halluim/Menen)." We were greeted by local officials at a newly created marina who bragged about the canalized River Lys, capable of handling 1,300-ton vessels, how they were seeking to revitalize the two towns, formerly centers for tex-

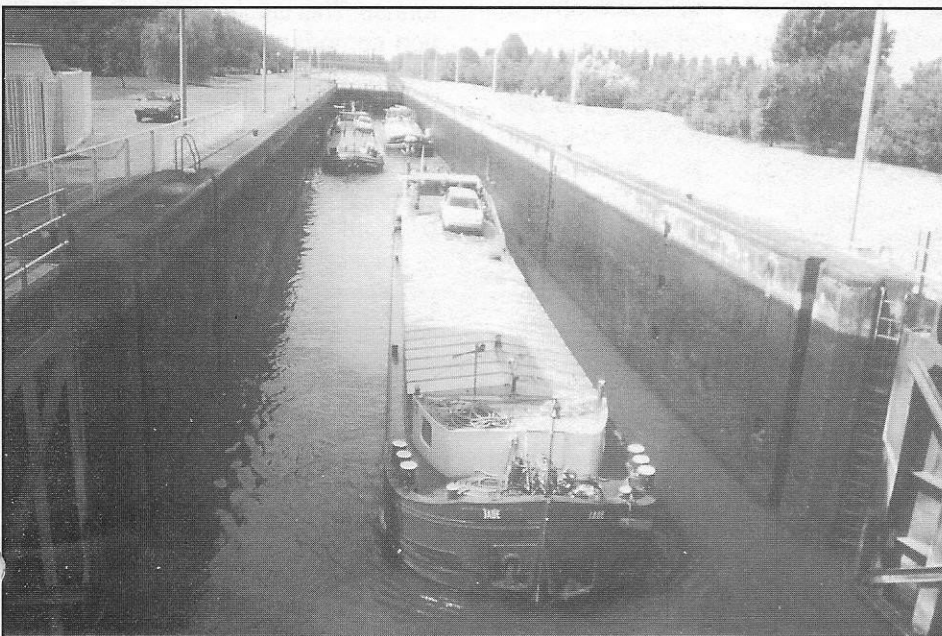


Ecluse de la Bare on the old 350-ton waterway at Lille

Photo by David G. Barber

tiles and other small trade and industry, and turn them into centers for recreation and leisure. The Lys constituted the border with Halluin on the French side and Menin on the Belgian.

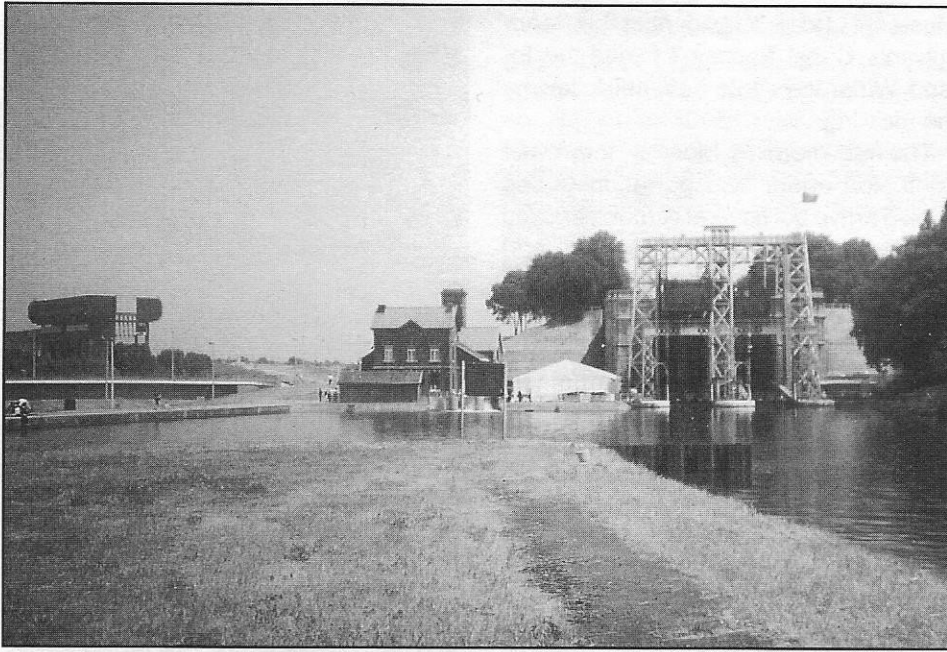
After a walking tour of the area, we departed by bus and arrived a few minutes later at Deulemont, a more active port area, also along the Lys. Here, on a boat, we were served refreshments and then we assembled for another conference session, chaired by the local mayor. Again, we heard from several speakers, about their accomplishments and their hopes, always dependent on government action. Sandwiched with the local boosterism, was an interesting presentation made by faculty and graduate students about environmental problems on the restoration of the Erne Canal in Northern Ireland. Among other things, we were further impressed by the lengthiness of programs that required actual (not simultaneous) translations of all presentations. And then to our buses and to our hotel, where the bus scheduling left at least something to be desired. Being quite late we were told we had but fifteen minutes to catch the bus to the dinner site. We hurried to our rooms, performed miraculous changes, and then waited outside the hotel only to see buses from other options arriving even later.



Modern lock on the new 1,350-ton waterway at Lille, France

Photo by David G. Barber





The old hydraulic lift #4 at Thieu, Belgium, with its powerhouse and temporary conference hall between. At far left is the new twin caisson funicular lift.

*Photo by David G. Barber*

Finally we were picked up and carried to the Champ de Mars in Lille, a park along a canal, where a massive tent had been erected in conjunction with a smaller tent for exhibitions and promotions. The food was superb, the wine flowed endlessly (and would throughout the whole conference), and the entertainment, medieval instruments and performers, was memorable. And then back to the hotel—about midnight.

The next morning, breakfast, and on to the buses to be carried with our luggage back to the Champs de Mars, where the dining tables had been replaced with an auditorium style setting. Again, the parade of dignitaries and professors of geography and tourism from the university. Again, we heard accounts of the accomplishments, goals, and plans.

Next, departure to Wambrechies for morning outings to sites we had selected. My wife and I went to the toy museum, which we found interesting and educational. Others went to the Streetcar Museum and the Genievre distillery where, we were told, there were no samples, but they could buy. We discovered we could do the same after we walked from our museum to the distillery sales room where we reboarded the buses.

After that, it was on to Belgium, an hour and a half run. We arrived at the Regional Canal Park, at the Place Hardat at Thieu,

the site of Hydraulic Lift No. 4, and the new lift nearing completion. After transferring our luggage to buses with our hotel designations, we had a buffet lunch in the permanent building that also contained lift No. 4's engine room. Then to the conference hall, actually a temporary building adjacent to the engine room and lift. We had two afternoon sessions punctuated by a reception with delicious fingerfood and plenty of wine. The first session, entitled "Reconciling the interests of commercial and leisure navigation," was chaired by the Belgian Secretary General of the Ministry of Equipment and Transport. French, Dutch, and Belgians spoke. At the second afternoon session, entitled "Living industrial archaeology—state of the art 19th century hydraulic engineering working for tourism in the 21st," which followed a "coffee break" with more wine than coffee, we were exposed to information about the British Waterways, Canada's Trent-Severn Canal, and the Belgian Canal du Centre adjacent to us.

Then we moved on to our hotels with instructions—we would be picked up in a few minutes for transfer to the site of Hydraulic Lift No. 3, where there were three boats waiting to be boarded by the participants. We sat down at tables dressed with crystal and linen, where we were served wine as we waited for the boats to depart and food to be served. We had

an outstanding meal interrupted by periodic rushes from the tables with cameras ready to take pictures, particularly as we were raised in the lift. And then the return, descending the lift and back to our hotels, tired, after another rewarding day. Again, it was midnight.

The next day, Wednesday, breakfast was followed by buses that were there at 8:00 to take us back to Hydraulic Lift No. 4, where, following a lavish reception, we again had two sessions separated by the usual coffee break. At the first session, entitled "International cooperation in maintenance, restoration and development of historic canals," there were speakers from Sweden, France, Britain, and Ireland. "Modern technology applied to design and building of navigational structures for high heads" was the topic of the second session. We learned about efforts being made in Scotland and in Belgium.

Following lunch, we boarded rubber tired trains which carried us to the foot of the giant funicular lift of Stepy-Thieu for a guided tour of the structure. In many ways this was the high point of the conference, for we were entering an engineering marvel that would, when finished, lift boats of 300 tons 73 meters and replace two locks and four already sizeable lifts. As described in the literature:

The double lift of Stepy-Thieu is 117 metres high and 81 metres wide. The tub is 112 m. long, 12 wide and 4.15 m. high and, filled with water, weighs between a massive 7,200 and 8,400 tonnes. This unique building construction comprises two independent, funicular boat lifts. The tubs are suspended by steel cables (144 in all of 85 mm; 112 suspension and 32 control cables) and balanced by counterweights. They are hauled up by motorized cables allowing a vertical transfer at a speed of 20cm/second. The complete crossing of the construction, from the lifting of the gates to the leaving of the boat is estimated to take about 40 minutes...

We were welcomed into the interior works and shops and the still empty lift was demonstrated. It had been under construction for a number of years and was scheduled to be completed in 1999, but we were warned not to have too high expectations. With its massive aqueduct feeding the structure, it was most impressive.

Later on in the day we boarded buses



and traveled to see the famous Ronquieres inclined plane—a pair of planes about 3/4 miles in length. We moved on to lift No. 1, and then to cantine des Italiens—now a museum, but once housing for Italian laborers.

About 6:30 p.m., we arrived in LaLouviere, Belgium where in the En-graving Centre, actually an art museum, we were welcomed by the mayor and accepted closing session addresses from Madam Damien, David Stevenson (chair of Britain's Inland Waterways International), and Kristen Hanifin, co-chair with Tom Grasso of the next world canals conference in Rochester, New York, in the year 2000. We had a dinner of plentiful hors d'oeuvres as our departing "cock-tail-buffet."

At last, it was back to the hotels. The next morning we were met by a French bus with Madame Damien and staff from Lille. We had chosen to return to Lille by way of the thirteen-mile long Roubaix Canal, which had served industrial communities just north of Lille. Abandoned for fifteen years, it had been threatened with becoming the route for a new highway, but now restoration was underway, both as park area and for leisure water activities. Time seemed to drag—we were scheduled for a mid-afternoon return through the tunnel on the Eurostar—and we anxiously watched the time. Leaving Roubaix, we had an outstanding lunch in a restaurant in the heart of Lille, and



Caisson at upper end of Ronquieres inclined plane, Canal Charleroi, Belgium

*Photo by David G. Barber*

then we were taken to the railroad station arriving in less than the twenty minutes required prior to boarding, and saw our train depart. However, we were reissued tickets and a couple of hours later we departed—back to England and several days later back to the good old U.S.A.

Some reflections might be in order as to some of the things we had learned from our experience. Very striking were the differences in approach of the various constituencies. To the founders of the af-

fair, the Belgians and particularly the French, this was a fine opportunity to promote and gather public support for what was, over and over again, expressed as "Le tourisme fluvial," River Tourism. There was presentation after presentation, primarily by local big-wigs, the head of the University of Lille, the officials for tourism for the region, representatives of city government, and members of the geography department of the university, which incorporates tourism in its title. These presentations at the plenary session were repetitious and sounded like the boosterism of local Chambers of Commerce.

Finally, following more of the same at the session of the second day, this writer got up, accepted the microphone, and observed that the one thing missing, so important and seminal to both the Americans and the British, was a "grass roots" ingredient. The initial response of the French was that such an element would cause every petty spot along the canals to apply for funds and action.

This illustrated beautifully the lack of understanding in societies that look to the national capitals—Paris was mentioned over and over again by the French—of the kinds of initiative and sustained efforts that groups and communities achieve on the local and regional levels in both Britain and America. Yes, as several commented subsequently to me, governmental monies are nice, but they are the result of local initiatives and do not come from



Hydraulic lift #3 on the old 350-ton waterway, Canal du Centre, Belgium

*Photo by David G. Barber*



above, only as part of planning.

Both Americans and Brits agreed with me, although the Brits pointed out that after their restorations were done by local trusts and other initiatives, British Waterways would take over maintenance and management.

At the meeting of the Inland Waterways International, we Americans were challenged as to when we were going to restore our canals in the manner that Britain has. I pointed out, and I think I was seconded by my fellow Americans present, that while restorations would be nice, they were not needed in the way they were in Britain, for we had a plenitude of rivers and lakes that already provided water recreation, something almost lacking in Britain. It might also be added that this surfeit is supplemented by the efforts of the Corps of Engineers who maintain so many navigable, canalized rivers, supplemented in a major way by the T.V.A.'s great lakes of the South and New York's efforts to turn the Erie Canal into a recreational parkway.

Most of our efforts, particularly by our canal societies and in many cases our historical societies, are in the area of preservation. When we think of restoring or preserving canals, we usually are working on limited areas, where we might have a short stretch with a mule-drawn canal boat. We also focus on developing and stabilizing historic or interpretative structures, plus museums where our educational efforts will maintain interest in and respect for our heritage.

Canada and Ireland are again somewhat different. They have maintained and restored existing waterways, although with a larger role of government, providing maintenance and often initiative seeking to support recreation and tourism.

But the one unifying aspect of it all, despite national differences, is the universally held belief that canals are important, both economically and as part of preserving our heritages.

Board members of the American Canal Society present were Dave Barber, Dave Johnson, Tom Grasso, Roger Squires, and Albricht Zimmerman.

**Material submitted to AMERICAN CANALS for publication should be double-spaced and on one side of the paper only.**

## LETTER TO THE EDITOR

Dear Mr. Ross:

To add to the book review of the Irish Waterways ["Three books on Irish canals," reviewed by Captain Bill McKelvey, *American Canals*, XXVIII-2 (Spring 1999), pp. 10-11] there are four videotapes available on traveling the Irish waterways. The subject of one was the symbolic last canal boats to carry freight on the canals; of another, sailing a Dutch sailing barge on the waterways; of the next, the delivery of an Irish ocean lifeboat to a life-saving museum. I think the last was about exploring abandoned canals by canoe. They were shown on P.B.S. and the Travel Channel in the United States, and for a time were available in NTSC, but now they are available only in PAL. You can get them from The Signal Box, 1, Albion Street, Anstey, Leics LE7 7EZ, England. Ask for a copy of their catalog. They carry many canal tapes. They are all in PAL, but it's not costly or hard to get them converted to NTSC now in the United States. The local video lab does it for about \$10.00 if you allow them to do the work on a fill-in basis. Alternatively, you can buy a multiformat VCR.

Available from P.B.S. is the Inspector Morse canal mystery, "The Wench is Dead" [see "Canals and Inland Waterways in British Crime Fiction," by Philip L. Scowcroft, *American Canals*, XXVII-3 (Summer 1998), pp. 3-4, and the Letter to the Editor from Jeremy S. Scanlon on the same subject, *American Canals*, XXVIII-1 (Winter 1999), p. 11] In this two-parter Morse is in hospital and is given a book on a 150-year-old murder on the Oxford Canal. He thinks the wrong men were hanged and reworks the case.

I sort of remember a 1930s or 40s movie which had some canal scenes, but I can't find out what it was. I think it was based on one of Adams' canal novels. It was set in upstate New York in the early 1800s. I think that a circus was involved, but I'm not really sure. I am hoping that one of your readers would know the title. Any suggestions?

Sincerely yours,

David J. Williams III  
P.O. Box 154

Richmond, Kentucky 40476-0154  
[Editor's note. We understand that any readers who might have use for the in-

formation in the first paragraph of this letter will know the meaning of such terms as NTSC and PAL. It seems to follow that if you don't know, you don't need to know. Correspondence is invited from anyone who takes issue with this conclusion.]

## MONEY! SEX! ETERNAL LIFE! FREE DENTAL CARE!

**Even without the above, a glorious opportunity awaits some lucky reader of this journal. It could be you—read on.**

*American Canals* needs an associate editor. What's so glorious about that, you ask? Simply this: the person who assumes this position will enjoy all the rights, privileges, and perquisites of editorship, plus all the honor, prestige, and status associated with that title, without ever having to lift a blue pencil, consult a dictionary, or read a proof. The duties will consist entirely of things A.C.S. members love to do—reading and talking about canals.

Specifically, what we need is someone who will keep up with what is being explored, discovered, preserved, restored, organized, lobbied for, and achieved among the state, regional, and local canal societies, mainly by reading their newsletters; and who will then write, phone, e-mail, or otherwise flatter, cajole, and persuade the people involved to write up these doings and submit the manuscripts to *American Canals*. Once a manuscript has come in, the present editor will handle all the dull, dirty, grubby, tiresome, exasperating, and boring details of getting it into print—or the even more unpleasant job of rejecting it—while the carefree associate editor moves gaily on to new delights.

Sounds irresistible, doesn't it? But there are still more benefits. There is no income tax liability for salary and emoluments! There is no compulsory retirement age! You can select your own health-care provider!

Applications should be sent to David F. Ross, Editor, *American Canals*, 840 Rinks Lane, Savannah, Tennessee 38372-6774.



# CANAL SOCIETY OF NEW JERSEY TOURS PENNSYLVANIA CANALS, JULY 2-11, 1999

by Linda Barth

Did you know that there is a canal boat ride in the middle of Pennsylvania? At Locust Grove Campground in Lewistown, David Knox has restored a 1.5-mile stretch of the Juniata Division of the Mainline Canal. Twenty-eight members of the Canal Society of New Jersey boarded his tour boat for an hour-long ride last month. Looking like a scene from the 19th century, this stretch is a quiet, tree-lined waterway, with beaver and deer living along its banks.

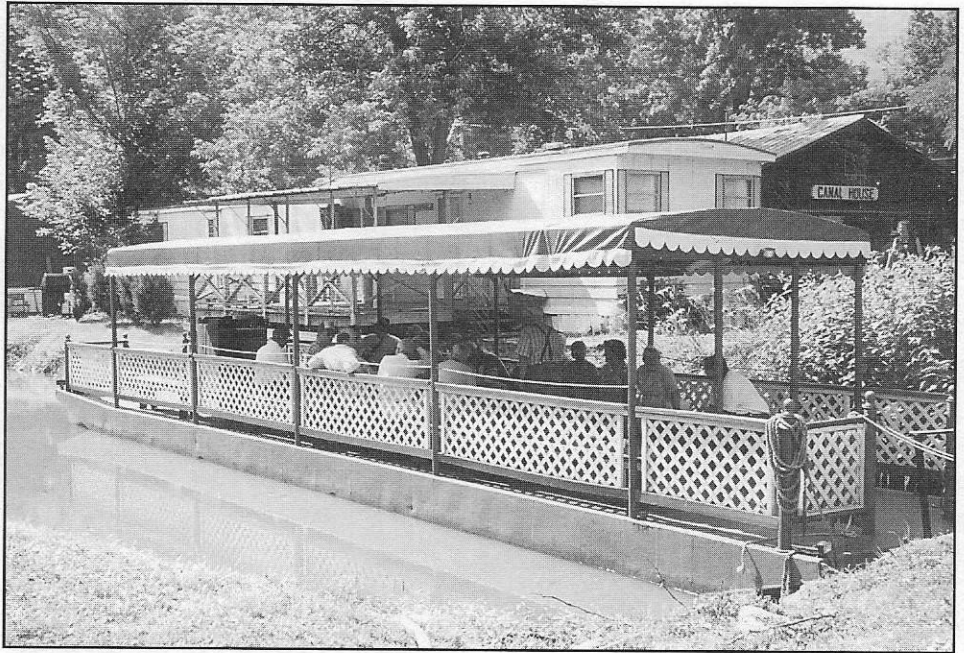
Lewistown was only one stop on a ten-day study tour by bus of the Pennsylvania canals. The trip included stops on most of the Keystone State's canals, with additional stops to see a coal mine, ride on trolleys, visit a wagon works, and take cruises on Lake Erie and the Susquehanna River.

Additionally, the group crossed into Ohio to explore the Muskingum River Parkway, from Marietta to Zanesville. Beginning with a three-hour cruise to Lock 2, north of Marietta, the canal group then toured four more locks by bus and ended with a dinner cruise in Zanesville. For most of the day, the very knowledgeable rangers from the Ohio State Park System escorted us and provided details about the river navigation.

Beginning in the eastern part of Pennsylvania, the group stopped first at the New Hope Canal Boat Company for an early morning ride on the Delaware Canal. The mule-pulled boat passed by the quaint shops and homes of this artist colony as members enjoyed a light breakfast aboard. Susan Taylor, executive director of the Friends of the Delaware Canal, led a guided tour of the Lockhouse, and provided an interesting description of its restoration.

Following the Delaware Canal north, the group visited the Durham lock and aqueduct and had lunch at Groundhog Locks. It then proceeded to the Forks of the Delaware, junction of three canals: the Morris, the Delaware, and the Lehigh.

At the National Canal Museum in Easton, Lance Metz led an in-depth,



The *Locust* cruises on the Juniata Division of Pennsylvania's Mainline Canal from its base at Lewistown

behind-the-scenes tour of the museum. Lance discussed plans for the upcoming renovation that will make the exhibits more interactive and more interesting for youngsters who are drawn to the site by its proximity to the Crayola Museum. We also toured the latter and had fun creating artwork with Crayola products. The first day concluded with a dinner ride on the *Josiah White* at Hugh Moore Park, along the Lehigh Canal.

Still following the Lehigh on Day 2, we stopped to see the work being done by volunteers at Freemansburg. They have constructed a barn and hope to restore their lock and locktender's home. At Walnutport, we visited the restored lock and toured the locktender's home.

Then it was on to Port Clinton, near the northern terminus of the Schuylkill Navigation. What a surprise to find tables and chairs set out along the river for our lunch stop, and brownies and lemonade were an extra treat. We spent an hour touring their museum, filled with fascinating artifacts from canal and railroad days.

On Independence Day we drove upriver from Harrisburg, stopping en route to view a three-arch aqueduct from the Wisconsin Canal. At Millersburg, we took the car ferry, the only one which still crosses the Susquehanna. Powered by a truck engine, this paddlewheel boat can hold four cars, but not our bus, which met

us on the opposite shore in the Ferry Boat Campground. Heading south, we took a lunchtime ride on the Middletown & Hummelstown Railroad, stopping at the Indian Echo Caverns. The cave's 52 degrees temperature was a blessed respite from the near 100-degree heat of the last past few days. The day concluded with an elegant dinner aboard the *Pride of the Susquehanna*, a paddlewheeler operated by the Harrisburg Area Riverboat Society. Due to the drought, the Susquehanna was only 3.3 feet deep in the vicinity of City Island, preventing us from cruising north on the river.

Leaving Harrisburg, our tour followed the west bank of the Susquehanna to its junction with the Juniata River. We followed the route of the Juniata Division of the Pennsylvania Main Line to Mifflintown, where we met our guide, Paul Fagley. Paul led a tour of Lewistown, with an unexpected invitation to tour the interior of the Lewistown Station, which is currently being restored. We were treated to a canal boat ride at Locust Grove Campground, where David Knox has restored a 1.5-mile section of the Juniata. David narrated an hour-long ride in his canal boat. The next stop was the Allegheny Portage Railroad National Historic Site, where we toured the visitor center and the Lemon House. After a demonstration of stonecutting, we departed for Altoona and a visit to the new Railroad-



ers' Memorial Museum, followed by dinner in their cafeteria.

On Tuesday we got off to an especially early start, due to the long ride ahead. Northeast of Pittsburgh we visited the Tour-Ed Mine in Tarentum and saw exhibits chronicling the changes in coal-mining over the years. Heading southwest, we rode one trolley at the Pennsylvania Trolley Museum in Washington, but our visit was cut short by a power failure. To provide a rest break in the long ride to Marietta, we stopped at the Army Corps of Engineers Hannibal Locks on the Ohio River.

Arriving in Marietta, we were joined at our banquet by our guests from the Ohio State Park System, who presented a slide show about the Muskingum River Parkway, which we would be touring the next day. The next morning was spent touring the two museums of the Ohio Historical Society: River Museum and Campus Martius (the Museum of the Northwest Territory). In addition, we enjoyed a three-hour cruise on the Muskingum, with expert narration by Dave Abele and Andy Tipple, assistant manager and naturalist, respectively. We locked through at Devola, continued north and then returned to Marietta, passing the Lockmaster's House and cruising to the confluence of the Ohio and Muskingum. Then, by bus, our guests took us to four locks: Beverly, McConnelsville, Rokeby and Zanesville. Our day on the Muskingum concluded with a dinner



Pedestrians now lock through at Sharpsville, Pennsylvania:  
Lock 10 of the Erie Extension Canal

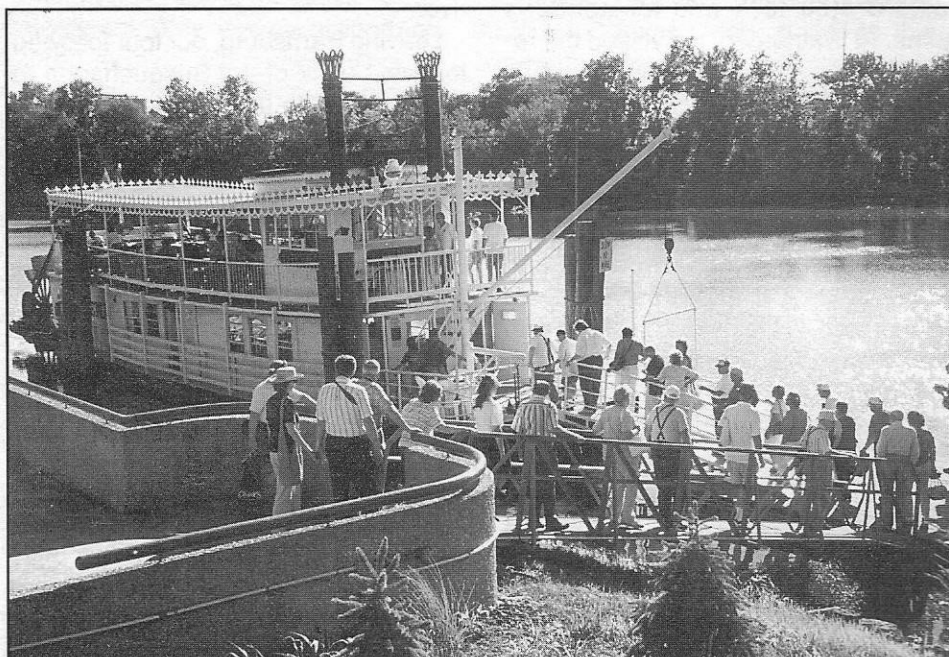
cruise on the *Lorena* at Zanesville.

Early on Thursday morning we toured the National Road/Zane Grey Museum, which had very kindly opened early for our visit. There were wonderful, detailed dioramas showing the development of the National Road. Our lunch stop was a beautiful spot along the Shenango River, at the Sharpsville Lock, part of the Erie Extension Canal. Then we were greeted warmly at The Canal Museum in Greenville, which houses a small-scale replica of a canal boat, and many paintings and maps. Arriving in

Erie, we toured the *Brig Niagara* and the Maritime Museum. Our day ended with a sunset dinner cruise on the *Victorian Princess* in Presque Isle Bay, an arm of Lake Erie.

On Friday we headed east across scenic Route 6, stopping at the Pennsylvania Lumber Museum. Following a two-hour ride through several Pennsylvania State Forests, we drove past a lock across the river from Lock Haven. Arriving in Williamsport, we boarded the *Hiawatha* for a one-hour cruise on the Susquehanna River, following the route of the West Branch Canal; it was easy to see the towpath and prism near the boat dock.

On Saturday we drove along Routes 11 and 15, following the route of the West Branch to its junction with the North Branch. Then we concluded our study tour with visits to two sites that are being restored. In Lebanon, the country historical society, led by Earl Leiby and Lois Meily, has restored Union Canal Tunnel, the oldest transportation tunnel in the U.S.; they are now completing work on the north portal. At the park, Earl Leiby and other members of the Lebanon County Historical Society had arranged canoe and rowboat rides through the tunnel. Later, Earl joined us at the evening banquet and presented in interesting slide program about the Union Canal and the tunnel.



Boarding *Lorena* for a dinner cruise on the Muskingum River at Zanesville



Our last day began with a stop at a beautifully preserved lock in Myerstown. At the Allegheny Aqueduct on the Schuylkill Canal, we posed for a group photo. Arriving in Port Providence, we lunched at Fitzwater Station, overlooking the Schuylkill. Betsy and Dan Daley had arranged for us to canoe to the soon-to-be-restored Lock 60, where we also toured the locktender's house. The Schuylkill Canal Association, in Mont Clare, has received grants to restore both Lock 60 and the locktender's home. We were very impressed by the dedication of the members of both of these societies, who have worked for so long and are now seeing the fruits of their labor.

Bidding farewell to our hosts, we headed home with memories of our great tour of Pennsylvania's canals.

## BOOK REVIEW

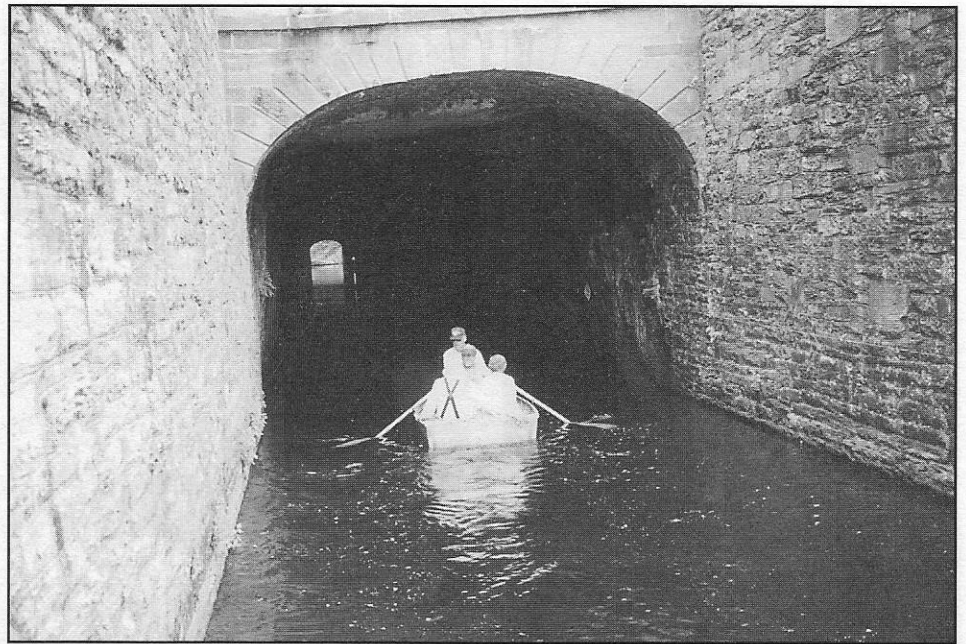
John N. Jackson, *The Welland Canals and Their Communities* (Toronto, University of Toronto Press, 1997).

**Reviewed by David G. Barber**

As its title implies, this book discusses the interrelationship between the four Welland Canals and the communities along their routes and that of the feeder. Several of these communities came into existence because of the canal and grew with it. However, as the canal was enlarged, the relationship between the various communities and the canal diminished. Some communities, such as Saint Catharines, preceded the canal, grew with it, and have continued to grow apart from it. Others, such as Port Robinson, were created by the canal and were once major canal centers, but have now declined and are now small and almost entirely uninvolved with the canal except for the physical division in their landscape.

As a foundation on which to discuss the changing relationship, the author also includes an extensive discussion of the construction of the original canal and of each enlargement. He also discusses the larger commercial traffic patterns of the Niagara Peninsula and the surrounding area and how the canal and its waterpower influenced these.

Although the subject is somewhat heavy, I found this book to be quite readable and very informative.



Boating through the Union Canal Tunnel, Lebanon, Pennsylvania

## BOOK REVIEW

Thomas Swiftwater Hahn and Emory L. Kemp, *Canal Terminology of the United States* (Morgantown: West Virginia University Institute for the History of Technology and Industrial Archaeology [Monograph series vol. 5], 1999).

**Reviewed by Robert F. Schmidt**

Whether you are a canal veteran of many years or just a neophyte in your love of canals, Tom Hahn's latest book, *Canal Terminology of the United States*, is one that you will find most useful in understanding canal vocabulary. The canal terms are presented in alphabetic order so that the reader can easily look up a word heard on his last canal outing. Often the term is accompanied by a picture or diagram to reinforce the text. This makes the book more interesting. For example, Tom's treatment of dams not only gives several descriptions of terms relating to dams but also has pictures and a diagram of a crib dam. This helps the reader to better comprehend the function of the structure, understand how it operated, and see what it looked like.

How often have you guided a canal tour and made what you thought was a detailed explanation of a structure only to find that several members of the group missed the whole concept? If a canal enthusiast carried this book with him on a tour it would help clarify what he has seen.

In the front of the work is a fold out map of the major U.S. canals. This is an excellent way to see the total canal system. Of course you will look for your favorite canal, but note how it fits into the national scheme of transportation corridors. The plan for a system of canals was good. However, in most states the canals were completed so late that they were soon replaced with roads and rails which followed the paths blazed by the canals. [Erratum: Indiana's Central Canal #51 and the Illinois & Michigan Canal #52 are drawn correctly on the map but their names are reversed in the legend.]

Anyone attempting to cover every canal term in the United States sets an ambitious goal for himself. Tom's book is the culmination of his 25 years of research on the canals of our nation, and goes a long way toward accomplishing his objective. He has previously written guides on other canals such as the C&O Canal. He was assisted in amassing this lexicon by Betsy Hahn, Lisa Sasser, Emory Kemp and the West Virginia University Institute. Special thanks are extended to them. Whether you are an eastern, western, or southern canaller, you will most likely find definitions applicable to your state's canals, although those of the eastern states are predominant.

I applaud the American Canal Society for making this book available without charge to its membership. I have received many positive comments





**Tom Hahn illustrates the meaning of Canal Archaeologist**

about it from Canal Society of Indiana members who received it as part of their ACS membership. They say it is a useful guide in understanding canals. If you are not already an ACS member, I encourage you to join today, or ask a friend to join so that they too can receive the book and learn the ropes of canalling.

## **'99 A.C.S. DIRECTORS' AND MEMBERSHIP MEETINGS**

*by Dave Barber*

The 1999 A.C.S. Directors' meeting was held on September 11th at the National Canal Museum in Easton, Pennsylvania, and hosted by Steve Humphrey. Eleven officers and directors attended.

President Terry Woods began the meeting with a review of the minutes of the last meeting in Joliet, Illinois, and they were accepted after a few minor corrections. Charlie Derr then presented his treasurer's report, which showed a current balance of \$16,255.28. This was a reduction from last year's balance of \$22,680.61 due to a \$2,000 grant to the National Canal Museum to put information on U.S. canals on the internet and to the expenses in publishing and mailing Tom Hahn's glossary of canal terms. Charlie also reported a drop in mem-

bership numbers and levels following last year's dues increase. Where our members come from and how to increase our numbers were then discussed.

Terry then solicited comment and suggestions on new directors to expand the breadth of the board. After discussion, he was authorized to proceed to approach several individuals.

Terry then reported that he had received input from several directors concerning the nonprofit status of the society, but had not found the time to carry forward on the matter. He promised to do so in the next year.

The printing of Tom Hahn's recent glossary was then discussed. The lack of mention of A.C.S. anywhere in the book despite our financial participation was regretted. This was reported to be a result of confusion at the publisher. A firm request to correct this in the planned second printing has been made. It was also reported that we have a large number of copies on hand and Tom will request that the publishers buy our remaining copies back before printing more.

Discussion then ensued about the vital importance of *American Canals* to the society and its mission. The officers and directors greatly appreciate the work the editor is doing. All were requested to more actively support the editor by sending him articles on their local areas and by soliciting others that they have contact with to also contribute.

The directors then discussed the annual World Canals Conferences and their organization. Terry Woods was authorized to enter into discussions with the officers of the Canadian Canal Society and the Inland Waterways International about establishing a joint steering committee to receive proposals and approve dates for future World Canals Conferences.

The discussion of the World Canals Conferences also involved discussion of A.C.S. sponsored activities such as prior trips we have held or more elaborate events such as the British, Inland Waterways Association's annual "National". It was concluded that the first step should be to seek out occasional, significant events of the state societ-

ies and act as a co-sponsor.

The next meeting of the directors was set to occur within the next World Canals Conference in Rochester in September, 2000 with time and date to be determined.

Following the directors' meeting, a membership meeting was held in the afternoon. However, only one additional member and one guest other than the directors showed up. The directors meeting was reviewed and a few questions answered. Then several people accepted Charlie Derr's invitation to visit the newly reconstructed mule barn along the Lehigh Canal in nearby Freemansburg, Pennsylvania.

## **NEW PAMPHLET ON THE FARMINGTON CANAL AVAILABLE**

A new pamphlet is now available that provides a brief history and guide to the Farmington Canal in Connecticut. Robert R. Bellerose wrote this work, entitled *A Brief History and Guide to the Farmington Canal*. The first section gives a general history of the canal, from the establishment of the Colony of New Haven to its reuse today as a source of recreation. The canal is seeing a rebirth as a historical and recreational corridor for visitors and the people of the Farmington River valley.

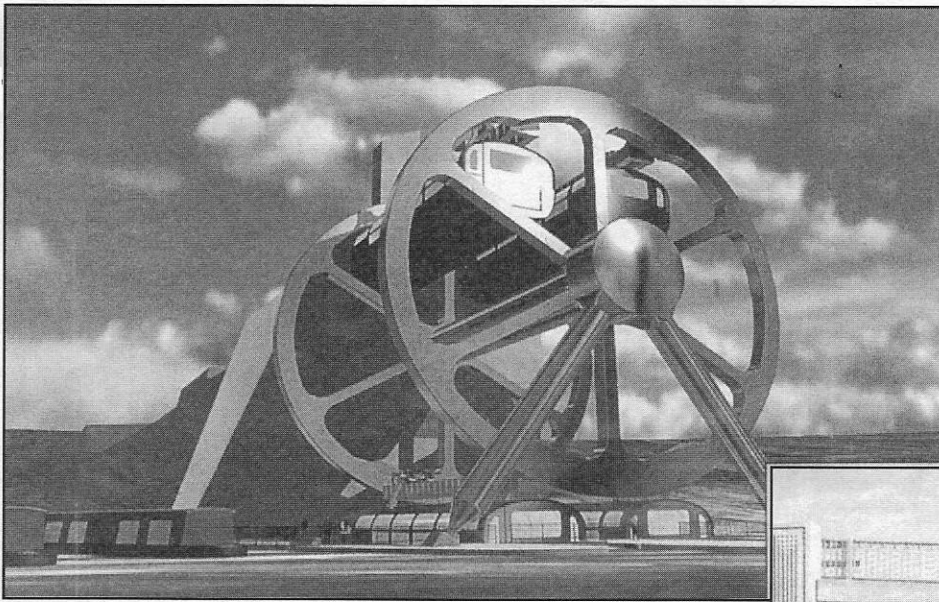
The second section is a guide to historic sites, museums, and library collections concerning the Farmington Canal. The guide arranges the towns alphabetically, and contains a brief description of the area. This section then goes on to list the sites, museums, and research collections associated with the canal. Each entry contains addresses and telephone numbers.

Cost of the pamphlet is \$5.00 plus \$3.00 for shipping and handling. Rhode Island residents must add 7% sales tax.

The pamphlet may be ordered from Robert R. Bellerose, Bookseller, Post Office Box 1053, Slatersville, Rhode Island 02876-0899. A catalog of other canal-related books is also available.

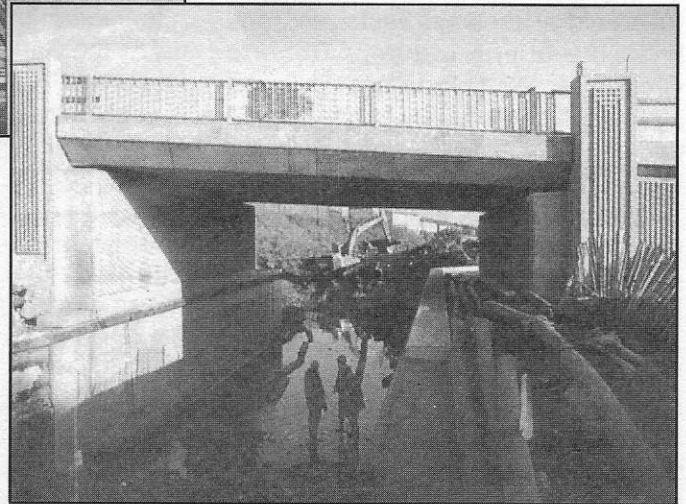


## A.S.C.E. ENDORSES BRITISH MILLENNIUM PROJECT RESTORING TWO CANALS



The Millennium Wheel, to be located at the juncture of the two Scottish canals (above), will raise and lower pleasure boats from one level to the next and serve as a tourist mecca. Restoration work (right) continues at this site, where a canal passes beneath a bridge.

[Editor's note. This article was first published in the ASCE News, the bulletin of the American Society of Civil Engineers, and is reprinted with their permission. Copyright 1999 A.S.C.E. We are indebted to A.C.S. Director Arthur W. Sweeton III for bringing it to our attention.]



ASCE staffers a rundown on some of the project's larger waterway reconstruction projects now in progress. At the point where the canals connect, the agency plans to construct what will be called the Millennium Wheel, which will raise and lower pleasure boats from one level to the other. The wheel's sheer scale and uniqueness will make it a visitor magnet, as well as a mechanism for stimulating development and creating opportunities for local people. The entire cost of restoring the Millennium Link, as it is formally called, is

ASCE, in its ongoing effort to "go global," made a demonstrable move in that direction in March when it strengthened ties with its British counterpart, the Institution of Civil Engineers (ICE). In a meeting at ASCE world headquarters in Reston, Virginia, President Daniel S. Turner welcomed three ICE officials, including the organization's incoming president, George Fleming. One objective for the get-together was to solidify plans for the ICE/ASCE leadership forum set for London, June 11-13. And in an attempt to further increase linkages between the two organizations, Fleming proposed some kind of reciprocal recognition among their leaders on an annual basis, a move that was endorsed by ASCE's Board of Direction in April. Further, the two groups plan to hold a joint conference on waterway reconstruction in the summer of 2000 in Edinburgh.

The second reason for the Reston conclave was ICE's desire to gain support from ASCE and its members for a project to restore—and link—two historic

canals in Scotland. ICE's Fleming has designated the restoration his presidential millennium project, with the reopening of the canals possibly timed to coincide with the aforementioned joint conference a year from this summer. The project, now well under way, will connect the Forth and Clyde Canal and the Union Canal and, by extension, the major Scottish cities of Edinburgh and Glasgow. Constructed in the early 19th century, the canals were a commercial linchpin in Scotland's economy throughout the industrial age. But, as more modern means of transportation proliferated, the canals became obsolete and were closed. The current plan for restoring the historic waterways for navigation has a somewhat different commercial objective, namely to promote tourism, with the canal forming the centerpiece of a travel industry that will aid the economies of surrounding towns and villages.

James M. Stirling of British Waterways, the government agency that owns the canals, gave Turner and

about \$126 million. Much of the money has already been raised (through Britain's national lottery) but at least another \$12.9 million is needed. ASCE—through its individual members and major companies—is being asked to contribute; gifts may be sent to ICE President Elect George Fleming, Department of Civil Engineering, University of Strathclyde, 107 Rottenrow, Glasgow G4 ONG, Scotland, U.K.; tel. 0141-533 4169; fax 0141-552 0067; E-mail [g.flwming@strath.ac.uk](mailto:g.flwming@strath.ac.uk).

In other actions resulting from the March meeting, ASCE offered to establish a blue-ribbon committee of its members to review ICE and British Waterways proposals for restoring the canals and addressing technological problems concerning the design and construction of the Millennium Wheel. Also, ASCE's Committee on the History and Heritage of American Civil Engineering has been asked to consider the linked canals as a candidate for international historic landmark status.



## Relics of Lock No. 4

# THE CANAL THAT MADE PITTSBURGH GREAT

by Robert J. Feikema

[This article was originally published in the Pittsburgh Post-Gazette, Sunday, May 16, 1999, and we are grateful for their permission to reprint it. We are advised that "PNC" is the name of a bank, presumably one which has helped to finance a new baseball stadium. Thanks to Rose Thompson, of Glenshaw, Pennsylvania, for sharing this with us.]

They came to celebrate the birth of their field of dreams. Exuberant fans lined the bridge to honor Roberto Clemente. Politicians crowded the stage to claim credit. The media gushed as lasers lit the sky. Ground was broken for the Pirates' new PNC Park.

Garbage litters the ground at what I call the "old PNC park"—the "Pittsburgh Northside Canal park." No heroes are honored. No politician stakes his claim. When the sun sets it turns pitch black. The only dreams on this field are of the homeless people, curled up between the cold stones. Admission is free through the opening in the chain link fence.

Known to only a handful of Pittsburghers, the site contains, in the words of local historical archaeologist Ron Carlisle, "the greatest archaeological find since the uncovering of Fort Pitt"—the stones from Lock No. 4 of the Pennsylvania Main Line Canal.

Lock No. 4 was dug up on the North Side in 1987 during construction of I-279 North. Archaeologists carefully excavated and tagged over 200 huge cut stones, a wooden gate, ironwork, wood planking and foundation timbers. They hoped to reconstruct the lock somewhere along the river for the public to visit.

Instead, the stones and a few odd timbers rest in "old PNC Park" — a 500-square-yard lot along Merchant Street below the National Aviary, just a few blocks from the new PNC Park.

One hundred and seventy years ago, these stones helped realize the wildest dream—a canal across some of the most rugged terrain in the nation. The Pennsylvania Canal generated as much excitement as today's stadiums. It accomplished what the stadiums only purport



to do: It saved Pittsburgh.

We ought to find a way to save the canal in modern memory.

In the early 1800s, Pittsburgh's status as the Gateway to the West was in jeopardy. Trade and travel were bypassing Pittsburgh, using the National Road from Baltimore to Wheeling or the Erie Canal across New York state. Most ominously, in 1825, the Ohio Legislature authorized building a canal from Cleveland to Portsmouth on the Ohio River. As a center of commerce, Pittsburgh would soon be irrelevant.

Pittsburghers had clamored for a canal for years. Philadelphians, who would have to finance it, resisted. (Some things never change.) Finally, they gave in—not out of brotherly love, but because they were losing business to the ports of New York and Baltimore. Philadelphia needed the canal as much as Pittsburgh.

In 1826, the state Legislature authorized construction of the Pennsylvania Canal; eight years later it was open for travel across the entire length of the commonwealth. Traversing Western Pennsylvania's forbidding topography required a number of engineering feats: cutting through the two deepest gorges east of the Mississippi River; building a series of 10 inclines to carry canal boats on rail cars over the mountains between Hollidaysburg and Johnstown; digging 1000-foot long canal tunnels through Bow Ridge on the Conemaugh River and under Grant's Hill in Pittsburgh; building the first railroad tunnel in the United States at Staple Bend; and constructing the first suspension bridge in the United States, designed by John Roebling of Brooklyn Bridge fame. (Torn down following the canal's demise, the bridge was an aqueduct, carrying the canal channel across the Allegheny River into Downtown Pitts-

burgh. It landed in town near today's convention center.)

It all worked. There was no doubt about it. Pittsburgh thrived. Goods and travelers crowded the city again. The population exploded, surpassing Baltimore and Cleveland. Warehouses clustered around the canal basin at 11th Street between Penn and Liberty, creating the Strip District. The canal fostered the iron industry in the city, enabling Pittsburgh to grow into a Big Steel town.

By midcentury, the railroads had replaced the canal. They were faster and didn't freeze in wintertime. The canal was abandoned. Locks were dismantled. The long ditch was filled in, the land around it developed. Memories faded.

Then came the discovery of Lock No. 4.

In 1987, the Committee on Pittsburgh Archaeology and History, a nonprofit citizens group, assumed ownership of the Lock No. 4 artifacts. Over the past 12 years, its members have drawn up plans and pursued proposals for a canal park, meeting with the city, county, neighborhood, foundation and historic preservation groups. But political change, bureaucratic delay, a dearth of funding and a general lack of civic vision stopped the canal where mountains couldn't.

Where can you learn about the canal that saved Pittsburgh?

At the Sen. John Heinz Pittsburgh Regional History Center, you can hear an audiotaped quotation from Charles Dickens' account of traveling on the canal. You'll also see a scale model of the new PNC Park and a wall full of architects' renderings. (Apparently, there's more history in the future than the past.)

But without the canal, there would be no Pirates and no new PNC Park. Pittsburgh would have dried up long ago.

Aside from this historical debt, the new PNC Park literally rests on the canal.

The canal came down beside the Allegheny River from Freeport and ran between Canal and LaCock (named after the first canal commissioner) streets on the North Side. Just past Federal Street, the canal turned left and headed for the Allegheny River, right under the site of the new ball park. Lock No. 1

(Continued on page 2)