

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXI, No. 1

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2002

PRESIDENT'S LETTER

Greetings! The American Canal Society meeting this past October in conjunction with the tour of the C&O Canal was well attended by ACS members. We hope many, many more will join us in Montreal September 11 thru 13, 2002. Our meeting there will be in conjunction with the World Canals Conference.

My five-year term as president will be up then and we plan to elect a new president and a slate of officers. Director Bob Schmidt of Indiana is our Nominating Committee Chairman. Please contact him with nominations, suggestions, whatever, for officers and/or directors. Look in the summer issue of *American Canals* for a slate of candidates and directions for voting (in person at Montreal or by mail in advance).

We are also rewriting our constitution and bylaws to be more in keeping with how our members wish the ACS to be run in the new century. Draft copies were handed out at our meeting in October. We welcome comments and suggestions. We hope to have the finished versions available in Montreal.

I'd like to again remind all ACS members that our website is a source of information for all ACS members and non-members alike. Mark Newell is doing a fine job, but he can't list society and canal-related information that he doesn't know about. Note his new email address: marknewell@aol.com. Please contact Mark with anything you'd like to see on our site, and offer your help to him if you have a bit of time. I'd personally appreciate it.

I received a few answers to my last President's Letter. Most comments were about my trek back to college and attempt to obtain technology history courses. I understand that Cornell offers technical history courses. Are there any others? Before I leave this subject I'd like to mention that I received an A in "an Introduction to Archaeology" and an A+ in "U.S. History-The Formative Years - to 1865". I plan to take a course in Ohio History and one in U.S. and Canadian Geography this coming semester.

Kate Mulligan informed us just prior to our last meeting that duties at her new job make it impossible for her to continue as Associate Editor of *American Canals* and that she will be resigning that position in June. I'm sure I join all the ACS members and other



Members of the Pennsylvania, C&O, and American canal societies hear words of wisdom from Dave Johnson at their joint meeting in Hagerstown, Maryland, October 2001

Staff Photo

officers in thanking Kate for a job well done and wishing her well in the future.

I am pleased to announce that Linda Barth is taking on the position of Associate Editor of *American Canals* and will become the Chairperson of the Canal Societies Liaison Committee in June.

I have received historical information regarding the formation of the ACS from all three of our founding fathers or their families. As time permits, I plan to edit a history of the ACS so bits of it may be published in future issues of *American Canals* and all of it will be available to future canal historians. I have also received biographical sketches for Bill Shank, Tom Hahn and Bill Trout. I hereby announce the nomination of all three for the ACS Canal Buffs Hall of Fame! Future issues of *American Canals* will carry their bios and nominations (just as soon as I can write them). I hope you'll all join me in congratulating these truly fine and outstanding men.

Bill Shank was appointed Director Emeritus of the ACS after the October meeting. Please note his new address. Bill was in attendance at our October meeting and it was great renewing a personal friendship of more than 30 years!

This is the first issue of *American Canals* for the year 2002. I'd like to take this opportunity to ask again for input to our society's

efforts in any area that you think we might be able to improve for the new year. I'd also like to hear from our committee chairmen and committee members about what they might like to accomplish for the year 2002 and beyond. We specifically need volunteers to help out with such established committees as our Parks Committee, Canal Boat Committee, Publications Committee, etc. We'd also like to hear from you concerning your ideas for new committees and efforts that you believe the American Canal Society should be sponsoring.

The year 2002 will be the ACS's 30th anniversary. We have "Support Your Local Canal" bumper stickers available and one or two other little promotions planned. Get in touch with me, please, with your suggestions for future projects and let us see what we can do to make the year 2002 a banner 30th anniversary year for the American Canal Society.

Well, I guess that is about all for this issue. I'd like to hear from you all. I can be contacted via our website at www.americancanalsociety.org or by email at woodscanalone@aol.com.

Till next time, HEADWAY TO YA!

Perry K. Woods

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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CSNYS TOUR OF MORRIS CANAL

The Canal Society of New York State has planned a daylong bus tour of Morris Canal sites from Lake Hopatcong to Plane 9 West in Stewartville. The event, scheduled for Saturday, May 11, 2002, is the centerpiece of CSNYS's three-day spring field trip. This tour is sponsored jointly by the CSNYS and the Canal Society of New Jersey.

The Early Bird Special, for those who can attend during the day on Friday, May 10, will feature a car caravan and walking tours of Ledgewood and Stanhope. The weekend will conclude with a Sunday morning tour of canal sites at Waterloo Village. Participants may choose to attend on one, two, or all three days.

To receive registration materials for the tour, please send a stamped, self-addressed envelope to Anita Cottrell, 7308 Jamesville Road, Manlius, New York 13104.

FARMINGTON MAP NOW AVAILABLE

The Plainville (CT) Historical Society announces the publication of its Map of the Farmington Canal (also called the New Haven-Northampton Canal). This new map, which was inspired by the

Hurd/Jocelyn Map of 1828, is detailed enough to serve as a guide to those parts of the canal that remain. It is available folded (\$15 + \$2.50 SH) or flat (\$15 + 3.50 SH). Make your check payable to the Plainville Historical Society, 29 Pierce Street, Plainville, CT 06062.

CANAL CALENDAR

Sunday, February 3, 2002 – The Friends of the Delaware Canal will sponsor a canal walk on both the New Jersey and Pennsylvania sides of the Delaware River. Meet at 2:00 p.m. at the caboose behind the Lambertville Station; explore the feeder of the Delaware & Raritan Canal; visit the Delaware Canal. At the Locktender's House, home of the Friends, enjoy hot chocolate and cookies. Bob and Linda Barth will lead the hike on the New Jersey side and Susan Taylor, executive director of the Friends, will lead the exploration on the Pennsylvania side.

February 13; March 13; April 10, 2002 – Lecture series sponsored by the Susquehanna Museum of Havre de Grace, Inc. in Maryland. All events take place at 7:00 p.m. at the Havre de Grace Middle School Media Center. Call 410-939-5780 or check <http://users.erols.com/susqmuseum/Index.html>.

February 23, 2002 – C&O Canal Association – Continuing Hike Series. Call Pat White (301-977-5628) for information.

March 15, 2002 – Canal Society of New Jersey regular meeting: "Russell Lord and the Delaware and Hudson Canal," by Peter Osborne III. 7:10 p.m., Auditorium of Honeywell (formerly AlliedSignal), Columbia Road, Morris Township, NJ. This slide show will review the life of Russell Lord and his work on the Delaware and Hudson Canal, one of the great corporations of the 19th century. Lord was the chief engineer for 30 years, and the success of the company was due in great measure to his skill and management. The program will also look at the operation of the canal and its impact on the local communities through which it passed. Call 908-722-9556 for further information.

The National Canal Museum (Two Rivers Landing, Centre Square, Easton, Pennsylvania; 610-559-6613) announces its Spring Lecture Series. Each lecture will begin at 7:30 p.m. on the third Thursday of each month. The schedule is listed below, but call to confirm.

March 21, 2002 – "The Anthracite Railroads of Northeast Pennsylvania," by Lance E. Metz.

April 18, 2002 – "Canal Aqueducts of Great Britain and the United States," by Abba Lichtenstein.

May 16, 2002 – "The Career of George Harvan, Anthracite Photographer" by Thomas Dublin.

March 24, 2002 – C&O Canal Association Continuing Hike Series. B&C portions of the Billy Goat Trail; call Pat White (301-977-5628) for information.

April 6, 2002 – ATTENTION RUNNERS! The 11th Annual Fun Run, sponsored by the D&R Canal Watch, will be held at 10 a.m. at Washington Crossing State Park, NJ. The run raises money for the D&R Canal State Park. To request a registration form, call Barbara Ross, Canal Watch president, at 609-924-2683.

April 27, 2002 – C&O Canal Association; Justice William O. Douglas Hike in the Cumberland area.

May 4-5, 2002 – Reenactment of the attack on Havre de Grace during the War of 1812. Lock house grounds of the Susquehanna Museum of Havre de Grace. See above for contact information.

September 11-13, 2002 – World Canals Conference, Lachine Canal, Montreal, Canada. Theme: "Of Canals and Cities." Contact: Julie Talbot, Coordinator, World Canals Conference, Montreal, 2002, Guy-Favreau Complex, 200 Rene-Levesque Blvd. West, West Tower, 6th floor, Montreal, Quebec H2Z 1X4; Information: 514-283-6054; 514-496-1263 (fax); julie_talbot@pch.gc.ca; web-sites to visit: www.canaldelachine.qc.ca, www.parkscanada.gc.ca/canallachine

DEADLINE: Material for our next issue must be on the associate editor's desk no later than April 1, 2002

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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:

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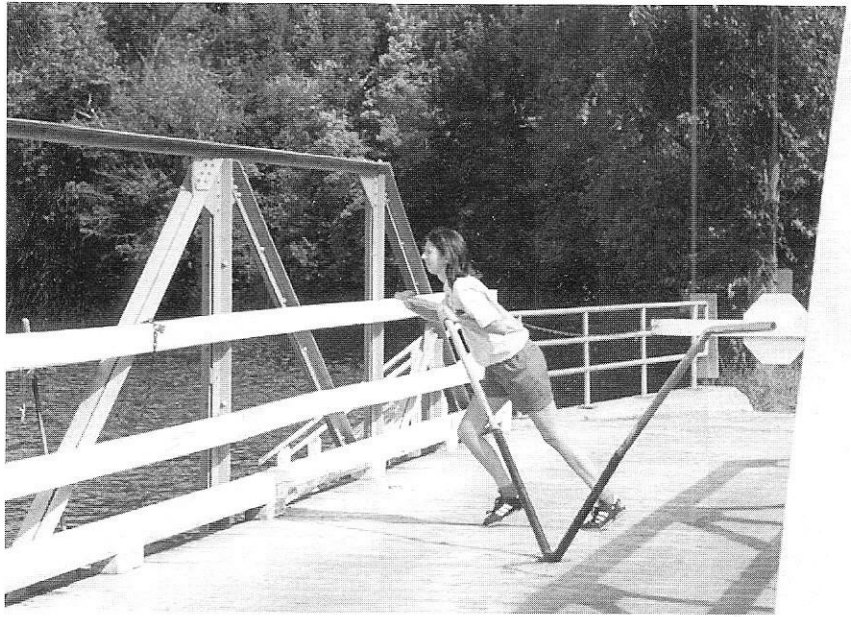
**Report from the Navigable
Canals Committee**

**MORTON BAY-RIDEAU
CANAL SCENIC LAY-BY**

by Addison W. Austin

It is hard to write about the Rideau Canal without Roget's Thesaurus to help you avoid repeating superlatives. In the course of its one hundred twenty-five miles, it goes from downtown Ottawa, Canada's capital, to fantastic backcountry rivers and lakes, with more nooks and remote spots than one could ever hope to visit. All this is tied together with historic hand-cranked locks and crossed by person-powered, wooden swing bridges.

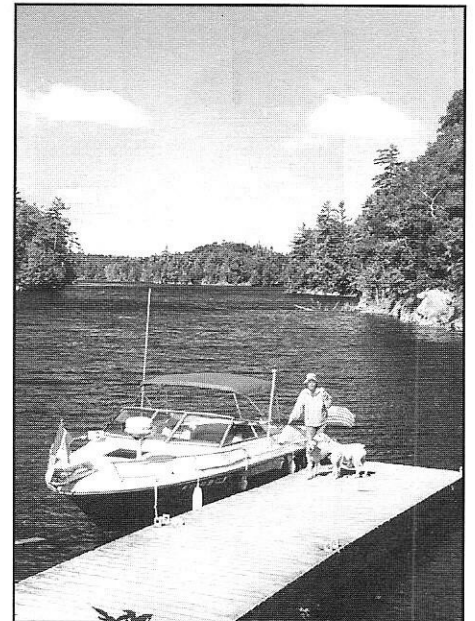
Over thirty years ago I stumbled upon what still has to be my favorite side trip from the Rideau Waterway. It is Morton Bay, located east of Whitefish Lake between the town of Seeleys Bay and Jones Falls with its flight of locks. Unless you are looking for it, it is easy to miss the narrow channel leading off between two rock walls. While the narrowest part is buoyed, with a grand total of two buoys, the entrance can be confusing and involves a couple of twists. This entrance is not one the "Kawartha Voyager" is likely to try, and I doubt if any of the other tour boats include it in their travels. Once inside, you find a long deep lake running just about parallel to the main channel, but separated by a hill called Deans Island. It ends with a dam at its northeast terminus. The whole thing is about two miles long with mostly steep sides. The dam has gates for controlled outflow and feeds Morton Creek, a creek with a hiking trail alongside with views of beaver dams. Walking across the dam leads to a trail up a steep hill that provides views of the bay. While it is called Morton Bay, it is really more of a lake. The Rideau has a fair amount of traffic, but very little of it turns into Morton Bay.



A person-powered swing bridge

Most often it is a serene remote hideaway. Near the dam is a dock that looks like it must be private, but a closer examination shows it is the same construction as the docks at locks. I can only assume it is for a work boat tending the gates on the dam. I have used it several times and have never seen anyone else use it except for a pleasure boat or two.

The best part of Morton Bay has to be the hike up Rock Dunder. This is a steep, rocky hill about midway down the bay's east shore. The trail is not long, but involves some scrambling on all fours in a couple of spots. I even had to give one of the dogs a boost up one of the climbs. The top is an almost barren rock outcropping with views in all directions but, amazingly, no sign of civilization except a distant power line. This whole hill is on land owned by the Boy Scouts, but they never seem to be there. I would not hike on it if they were, or at least not without permission.

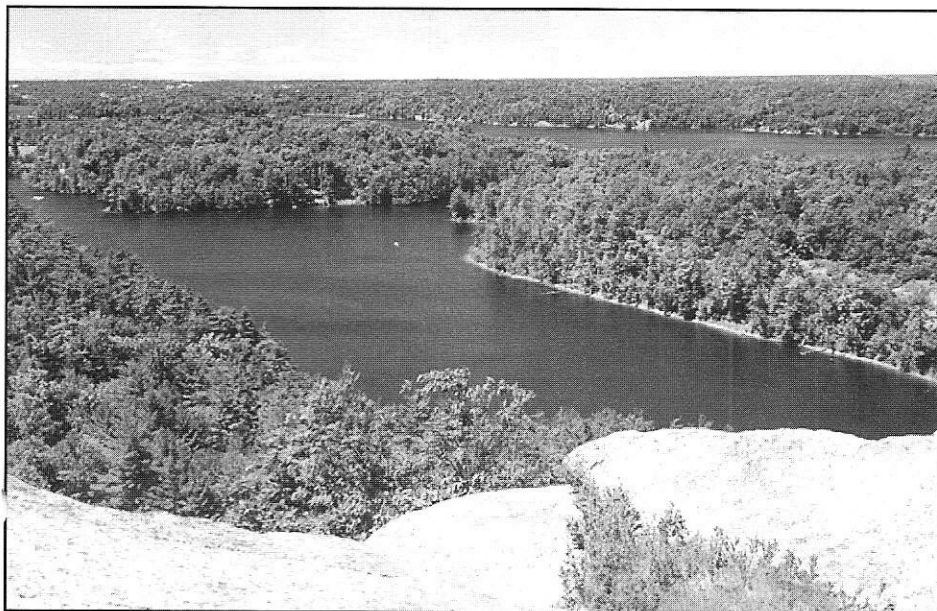


Northeast end of Morton Bay

Morton Bay is a good layover spot for a cruising boat. It is only a short way to a marina at Jones Falls with its snack bar, great pies, ice cream, water and ice. It is only a little more distant to Seeleys Bay with a grocery store, a liquor store, and a fuel dock with ice and water.

One has to wonder why this side lake was created when the canal was built. A couple of simple dikes would have left the area isolated without the need to monitor the flow into Morton Creek. One can only guess that Colonel By wanted the extra volume of water as a backup in order to keep things working in drought years. He most assuredly brought about a hidden gem.

Our stop in Morton Bay this past summer was only a small part of a much longer cruise in a 23 ft. Sea Ray with three adventure-loving dogs.



The view from Rock Dunder

Gone but not forgotten

THE SUSQUEHANNA AND TIDEWATER CANAL

by Bruce J. Russell, Contributing Editor



The well-preserved lock-tender's house and lock at Havre de Grace

In order to generate sufficient income, America's 19th century towpath canals generally had to be fairly long. Otherwise, the money collected from tolls was inadequate to pay the debts on the construction loans as well as the everyday expenses such as wages for lock tenders and maintenance personnel. Thus waterways such as New York State's 370-mile-long Erie Canal made money during most years, while others such as the Ohio and Indiana canals at least covered their costs.

An exception to most rules was the 43-mile-long Susquehanna and Tidewater Canal, which ran along the west bank of the Susquehanna River from Wrightsville, Pennsylvania, to Havre de Grace, at the northern end of Chesapeake Bay in Maryland. Hence it was an interstate waterway. With rare exceptions, America's man-made canals operated within state boundaries, but the Susquehanna and Tidewater was different. While short, it made hefty profits for about 25 years, because of the huge volume of cargo it carried – mainly Pennsylvania coal destined for market in Baltimore. Furthermore, its authority to operate was the subject of an unusual bistate compact.

The Susquehanna River is one of the longest in the eastern United States. Originating in the northern portion of

Pennsylvania, it flows south through the state capital of Harrisburg and finally empties into Chesapeake Bay in an area of great natural beauty. During the mid-1700s and until the building of the canal enormous wooden rafts were constructed to transport lumber and coal from Pennsylvania's forests and mines to the bay. These were sometimes referred to as arks. When they arrived at tidewater, they were hauled ashore and broken apart once their

cargos were removed. Unfortunately, not all the arks made it to Chesapeake Bay. Some overturned when they struck submerged rocks, resulting in not only loss of their contents but also loss of their crews' lives. No wonder that by the late 1820s there was agitation to construct an artificial waterway along the side of the mighty Susquehanna. This would greatly simplify the movement of cargo and also save lives.

Initially, the State of Pennsylvania was opposed to the building of this waterway. Its own Mainline Canal originated in the town of Columbia, on the east side of the Susquehanna River, across from the proposed terminus of the Susquehanna Canal. Traffic from Philadelphia was fed to it by a railroad known as the Columbia and Philadelphia, one of the first in the nation. This railroad was built mainly because engineers had determined that there was insufficient water for the summit level of an artificial waterway along this route. At Columbia cargo and passengers transferred from the primitive trains to canal vessels for the trip north along the eastern shore of the Susquehanna to Harrisburg and beyond. Eventually they began going westward following the valley of the Juniata River. The final destination was Pittsburgh. At the time the Susquehanna Canal was being discussed, the Pennsylvania Mainline system of canals and associated railways

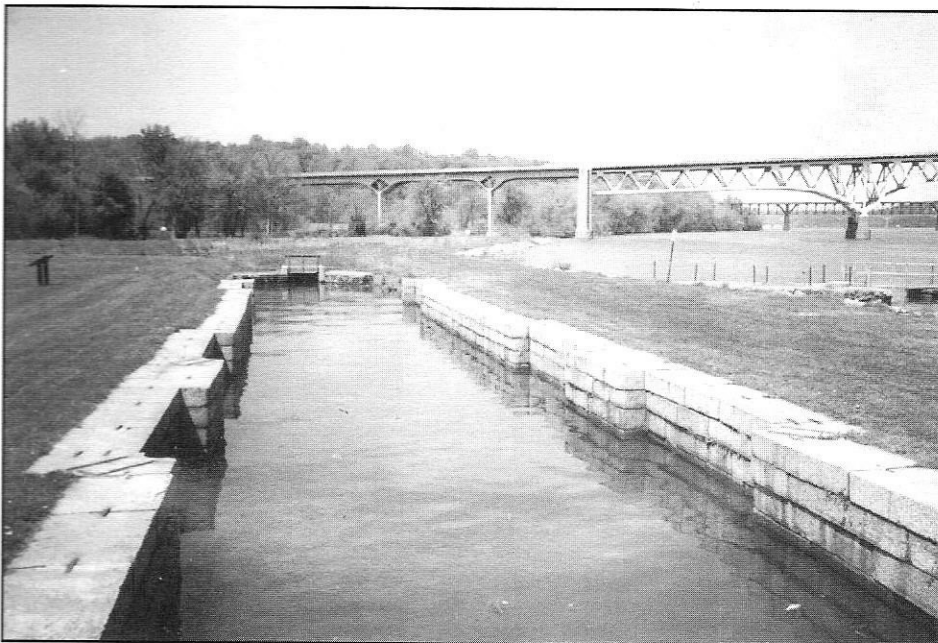


The remains of one of the wooden lock gates on display on the grounds of the lock-tender's house

had been in business for about 10 years.

When a canal running south along the Susquehanna River from Wrightsville to Havre de Grace was discussed in Baltimore, Pennsylvania authorities became very upset. Their fear was that cargo headed east toward Philadelphia would be diverted from the railroad at Columbia and instead shipped south on the new waterway to Chesapeake Bay. Here the boats could be hauled by steam tugs either south to Baltimore, or north to Philadelphia. Likewise, products from Europe could enter the port of Baltimore and be transferred to canal boats which would then be towed to Havre de Grace. Here they would enter the Susquehanna Canal and proceed north. At Wrightsville the boats would be taken across the Susquehanna River where a slackwater dam would be built. At Columbia on the opposite side they would then continue their journey via the Mainline system. In short, the fear was that the proposed waterway along the west bank of the Susquehanna River would cut Philadelphia out of a great deal of commerce. This is understandable, since during the early years of the 19th century all of the east coast ports from Boston to Charleston, S.C. were vying for business.

In spite of objections and political infighting, along with regional jealousies, work began on the new water-



Looking north along the lock toward the basin, concealed by bulrushes

way on July 4, 1836. Its official name was the Susquehanna and Tidewater Canal. In addition to the actual canal, which featured a 6-foot depth and fifty-foot width, the charter also authorized construction of a dam across the Susquehanna River from Wrightsville to Columbia in order to create a slackwater pool. This would permit boats to exit the canal on the west bank of the river, move to its east side, and enter the other waterway. Without such a dam, getting boats across would be very difficult since the current in the river is swift. The moving of the stones needed

for such a dam from quarries to the site of construction must have been a herculean task in the mid-1830s. Certainly some of them were transported in canal boats, while others arrived in horse drawn wagons. Today many of us forget that 160 years ago modern earth moving machinery didn't exist.

Construction of the Susquehanna and Tidewater Canal proceeded rapidly, and in October of 1839 it was finished. Its locks were 170 feet long and 17 feet wide, large enough to handle boats carrying 150 tons of cargo. Some passenger traffic was undoubtedly handled in typical canal era packet boats. For at least 30 years business was brisk. Sometime in the early 1840s an aqueduct was erected across the Susquehanna River adjacent to the aforementioned dam. This permitted boats to continue uninterrupted from Columbia to Wrightsville and vice versa. The structure, made entirely of wood, also functioned as a bridge for pedestrians and wagon teams.

In June of 1863, prior to the Battle of Gettysburg, Confederate cavalry under General Jubal Early rode into Wrightsville on their way to Pennsylvania to link up with Robert E. Lee's forces moving in the direction of Gettysburg. They sacked and burned the town, and made it a point to burn the combination aqueduct and bridge between Wrightsville and Columbia. Their goal was to disrupt northern lines of transport and communication.



Looking south across the basin to the lock, the lock-tender's house, and an Amtrak bridge across the Susquehanna

Following the Civil War, the bridge was not replaced, nor was the aqueduct. Instead, steam tugs moved canal boats across the Susquehanna River between Wrightsville and Columbia. During the late 1860s there was still much business, and old photographs show an abundance of boats plus the steam tugs. However a few years later all of this began to change with the completion of railroads which ran parallel to both the Susquehanna and Tidewater and the Pennsylvania Mainline Canal. In 1870 the Reading R.R. purchased the Susquehanna and Tidewater and continued to operate it as long as it didn't lose money. But no major improvements were undertaken. In 1895 severe flooding along the river resulted in considerable damage which was not repaired. Thus ended the life of one of America's shortest 19th Century towpath canals.

For many years abandoned locks remained in situ along the western shore of the Susquehanna River. However during the 1930s an immense electric power program was announced for the region as part of the WPA. One of its features was the building of a dam and power station at Conowingo, MD. This would provide needed electricity for both Baltimore and Philadelphia. The erection of the dam raised the level of the water along the Susquehanna. The result was that many of the old Susquehanna and Tidewater Canal locks were submerged, never again to be seen.

Fortunately a small portion of the waterway survives in Havre de Grace at the point where the Susquehanna River joins Chesapeake Bay. What's there is one complete lock plus a lock-tender's house made of brick. Both date from the late 1830s or early 1840s and are in a remarkable state of preservation. They are worth visiting. Furthermore, some of the old basin where boats were moored still exists. Using one's imagination, it's possible to conjure up a mental picture of boats loaded with coal and lumber being moored here. Adjacent to the basin might be sailing ships ready to receive the coal and lumber, or tugs whose job it was to tow the loaded boats to destinations up and down the bay. Inside the lock-tender's house is a small museum which tells the story of Havre de Grace's days as a busy canal terminus and transfer point for cargo on the prerailroad, prehighway era.

MR. JEFFERSON'S RIVER THE RIVANNA

Minnie Lee McGehee
William E. Trout, III

"A little river hiding itself among the hills," the Rivanna flows along the base of Thomas Jefferson's "little mountain" on its way from the Blue Ridge to the James. What it may lack in length, the Rivanna makes up for in its historic relationship to Jefferson, its vital role in the development of central Virginia, and its growing importance as nature's lifeline through one of North America's most beautiful regions.

MR. JEFFERSON'S RIVER (enhanced by nearly 100 full color photographs) relates its history and describes the fascinating ruins, remains, and traces that can still be found along the Rivanna—as told by authors who have walked and canoed the river's every mile for more than 40 years.

Minnie Lee McGehee is a lifelong resident of Fluvanna County; her romance with the Rivanna began when she was a child growing up in the Carysbrook area. She has researched and written for the Fluvanna County Historical Society since 1962, and appeared before the Virginia General Assembly in 1973 to secure the Rivanna's designation as the first State Scenic River in Virginia.

Dr. William E. Trout, III, a geneticist of Richmond, cofounded both the American Canal Society and the Virginia Canals and Navigations Society. He has done extensive research and archeological studies on the old navigation systems in Virginia and has published 12 atlases with detailed maps and histories.

MR. JEFFERSON'S RIVER

\$ 18 each copy - Add shipping via USPS - 1 or 2 copies to same address: \$4.00

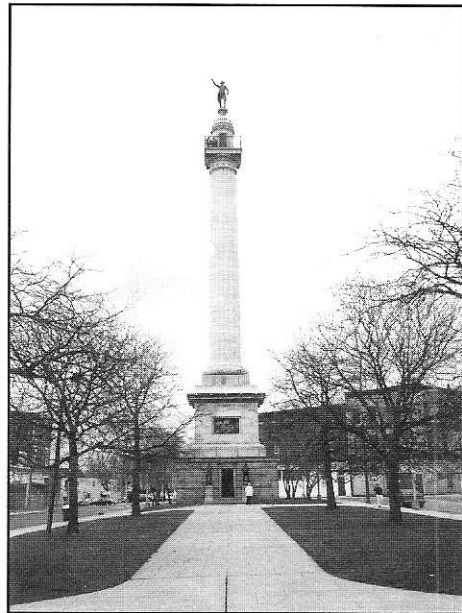
Send check payable to "Fluvanna County Historical Society", Rt. 2, Box 1035, Palmyra, VA 22963

C.S.N.J Spring Tour STAKEHOLDERS IN THE DELAWARE & RARITAN CANAL

by Linda J. Barth

"Wow! This must be the tiniest elevator in the world! But what a view of Trenton and the canal!" There we were, at the top of the Trenton Battle Monument that commemorates George Washington's surprise victory over the Hessians on December 26, 1776.

We were there as part of the Canal Society of New Jersey "Stakeholders in the Delaware & Raritan Canal" tour. Why? We had been wondering how many societies, organizations, state agencies, and water companies have a stake in the Delaware & Raritan Canal. In order to find out, we decided to plan a tour to meet as many of these groups as possible.



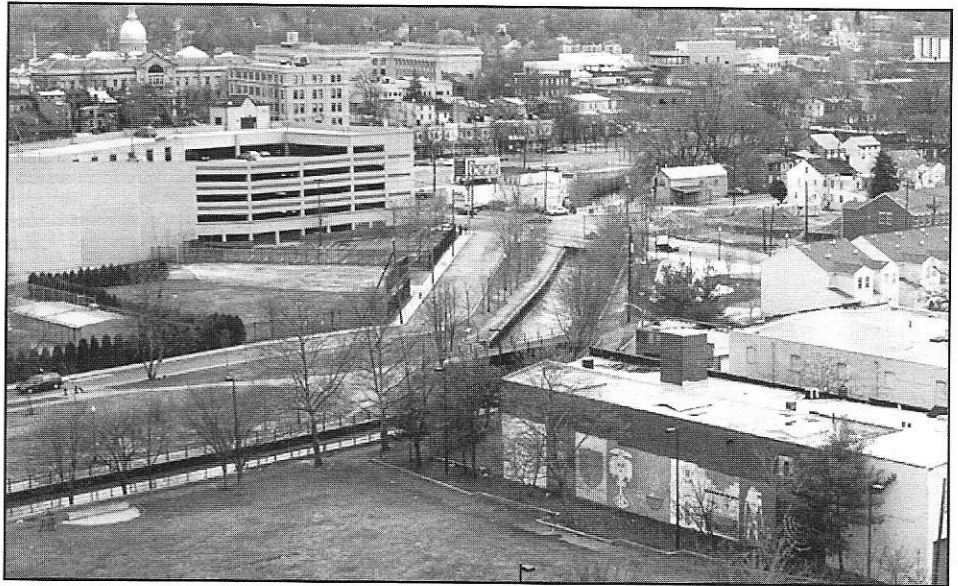
The Trenton Battle Monument

On an overcast, chilly Saturday morning, our group met at the Princeton Marriott just a (hefty) stone's throw from the canal. As we headed for our first stop, the eastern terminus in New Brunswick, we watched the New Jersey Network video, "The Delaware and Raritan Canal," produced by Cliff Crawford and narrated by Jean Shepherd.

At Boyd Park in New Brunswick, George Dawson, president of the New Brunswick Historical Society, spoke about the recon-

struction of the double outlet locks. The Department of Transportation, in conjunction with the City of New Brunswick, spent \$5,000,000 to restore the towpath and locks. Bob Barth, C.S.N.J. president, then led a tour of the canal area, pointing out the drop gate, the replica swing bridge, the towpath, and the site of the mechanical “mules” that winched boats into the lock. After a brief walk, the group reboarded the bus for a ride through New Brunswick to see the historic churches and the sites of the harbor and the old trolley connections. We stopped at the 1760 Henry Guest House, maintained by the Free Public Library. This stone structure was moved to its present site in 1924. It currently houses artifacts found during the restoration of the double outlet locks. On display are spikes, gate pivots, an anchor, and a rare winch handle.

Taking the scenic route out of the city, we drove through the campuses of the New Brunswick Theological Seminary and Rutgers University, passing Old Queens on Somerset Street. Now serving as the administrative headquarters of Rutgers, Old Queens originally housed the library, chapel, and classrooms as well as residential facilities for faculty and students. Designed by noted architect John McComb, who also designed New York’s City Hall, the building is one of the finest examples of federal architecture in the United States. It is named for Queens College, the original name of Rutgers, the



View from atop the Trenton Battle Monument.
D & R Canal feeder in center, State House dome top left

State University.

Driving through Buccleuch Park, we saw the 1739 mansion that overlooks both the Raritan River and the D&R Canal’s last waste gate. This Georgian home was the estate of Anthony and Elizabeth White for 35 years. During the Revolution, Washington visited here and greatly admired the mansion’s beautiful setting, as it reminded him of Mount Vernon. While the British occupied New Brunswick in 1777, the Enniskillen Guards were quartered here; their saber cuts and spur marks can still be seen in the floorboards. In 1821, Col. Joseph Scott purchased the home and chose to call it Buccleuch, in honor of his Scotch ancestor, the Duke of Buccleuch. In 1911, his grandson deeded the estate to the City of New Brunswick for use as a park.

Farther upstream is the Van Wickle House, just off Easton Avenue, one of four historic homes that have been rescued and are under the stewardship of the Meadows Foundation. All of these homes are publicly owned, and the Van Wickle House is part of the Franklin Township Park System. Dressed in his Dutch costume and wooden shoes, Bruce Hamilton showed us this 1722 home of Symen Van Wickle. Originally the home faced the river and the road; we learned that the canal was constructed on the right-of-way of the road, so the house now faces a marshy wetland with the canal beyond. Here we also saw the remains of a stop gate that

was used to control the flow of water through the canal.

At Lock 11 Park in South Bound Brook, Councilman Dennis Quinlan showed enlargements of historic photos of the area. In one photo we were surprised to see a white sand beach on the berm bank, where the residents came to swim in the 1950s; this beach no longer exists. Walking to the road bridge, we saw the motor and mechanism that swung the bridge in the early 20th-century. Next to the bridge is one of the D&R’s historic mileposts; this one reads “8” on one side — the mileage to New Brunswick — and “36” on the other — the distance to Bordentown. At the Riverside Pub, overlooking the canal and the Raritan River, we enjoyed a delicious lunch and learned about the plans to redevelop the South Bound Brook waterfront. Among the ideas are: replacing the abandoned asphalt shingle factory with shops, restaurants, and housing; creating a path on the berm bank; and having a canal boat ride and/or a bed-and-breakfast boat.

Next up was a walking tour of the village of Zarephath, home of the Pillar of Fire Church. Founded by Alma White in 1908, the Pillar of Fire is on an island between the Millstone River and the D&R Canal. This religious organization found a home in Franklin on this 500-acre tract, formerly the farm of Peter and Caroline Garretson. In the fall of 1905, Caroline, then a widow, greeted at her door Alma White and several mis-



Bruce Hamilton, in Dutch Costume, greets visitors to the VanWickle House



Inside the rotunda of the New Jersey State House in Trenton

sionaries from the Pillar of Fire Bible School in Denver. While the group had come to interview Caroline's daughter for admission to the school, Caroline viewed the visit as the divine answer to her prayers about her overdue mortgage. She invited the Pillar of Fire to take over the farm for religious, educational, and charitable pursuits and to assume all outstanding debts. The name comes from a Bible story about Moses leading the people of Israel through the wilderness; a pillar of fire guided them at night.

Our tour guide, Jimmy Piersall, showed us many of the buildings, including the chapel, and spoke of the devastation caused by Hurricane Floyd in September of 1999. Hostess Heidi Walker distributed copies of a most unusual photograph. It showed a new king post bridge on a barge in the canal; presumably it was about to replace the A-frame bridge also shown in the picture.

At the D&R Canal State Park headquarters at Blackwells Mills, Superintendent Susan Herron described the role of her staff in managing a 70-mile linear park and updated us on recent improvements within the canal park. Historic Preservation Specialist Vicki Chirco showed us the artifacts that were found in Boyd Park during dewatering in the early 1990s. We walked a short distance to the Blackwells Mills Canal House, which is also under the Meadows Foundation umbrella, but is under the

stewardship of the Canal Association and is owned by the State of New Jersey as part of the D&R Canal State Park. Here we viewed the flooding from the recent heavy rains. As is often the case, the causeway was under the waters of the Millstone River. This provided the perfect opportunity to show the tour members what happens in this area when the river overflows. Gates in the canal had been opened by Water Authority personnel to allow excess water to flow out of the canal and into the adjacent stream.

Driving through the Griggstown section of Franklin Township (Somerset

County), we passed the home of John Honeyman, a double agent for George Washington during the American Revolution. Honeyman, posing as a cattle dealer, had learned of the Hessians' plans for celebrating Christmas in Trenton. This news enabled Washington to surprise the Hessian garrison on the morning of December 26, 1776.

Our last stop on Saturday was the North Brunswick Water Treatment Plant. Here, the U. S. Water Company pumps water out of the D&R Canal and treats it for use in homes and businesses in North Brunswick Township. The facility is designed to treat up to 10 million gallons per day. It is classified as a T-4 treatment plant, signifying that it requires the highest degree of technical licensing to operate. This is due in part to the surface water of the D&R utilized as raw water. Although the canal is maintained by the NJ Water Supply Authority, the water supply in the canal fluctuates, adding to the challenge of producing high quality water for drinking purposes. The plant was constructed in 1962 and was upgraded following a fire in 1991.

After a lovely meal at the Princeton Marriott, Joe Shepherd and Ed Buss, of the New Jersey Water Supply Authority, presented a program about the water of the D&R Canal: where it comes from, who buys it, what it is used for, and how much money is received from its sale.



Contemplating the Mule Tenders' Barracks from the bridge over the D&R Canal at Griggstown

On Sunday morning we visited the nearby Millstone Aqueduct, which carries the canal over the Millstone River in Plainsboro Township. In 1908, Andrew Carnegie dammed the river to create Lake Carnegie. Here the crews of Princeton University can row in this wider body of water, instead of using the narrower confines of the canal.

At the peaceful village of Griggstown, hostess Marilyn Kulik, president of the Griggstown Historical Society, led a walking tour of the buildings along the causeway. We saw the bridge tender's house and hut; the former general store; the Sherman House; and the Mule Tenders Barracks, a museum currently undergoing repairs following the flooding caused by Hurricane Floyd. The Mule Tenders Barracks, built in the early 1800s, served as a dormitory for the millhands and later for the men who drove the mules along the canal. This building, also known as the "Long House," has served as a post office, store, and private residence. In 1985, the Griggstown Historical Society, under the leadership of Laura Terhune, created a museum here. Over the years, the building has experienced flooding, but never so devastating as that caused by Hurricane Floyd in September of 1999. The State of New Jersey plans to redesign and rebuild the interior of the barracks and the society hopes to reopen the museum in the spring of 2002.

We were surprised when Marilyn showed a recent photo of one of the

legendary wild cows that were abandoned years ago by a local farmer. They are often seen to wander the towpath and the floodplain, but are rarely photographed. Most tour members then walked the 0.7 mile to Lock #9, where we could see the changes made to the lock in order to convert the canal to a water supply system. The downstream gates had been removed and the upstream gates were replaced by a concrete dam with wickets to control the flow of the water downstream. A bit further upstream, Bob Barth pointed out a waste weir and the excess water that was entering a tributary of the Millstone.

Kingston's Lock #8 was our next stop. The lock-tender's house has interesting exhibits, including the architectural drawings for the lock. The telegraph building reminds us that the D&R was one of the first commercial users of this new method of communication; the speed of the boats could be tracked and tickets issued to captains who exceeded the four-mile-per-hour limit. Kingston also boasts a 1798 stone-arched bridge; carved into its wall is the sign: Philadelphia, 45 miles – New York, 50 miles.

Driving through Princeton, we saw the beautiful Gothic buildings of the university, as well as Nassau Hall, where Washington routed the British on January 3, 1777, before heading north to his winter encampment in Morristown. This structure was completed in 1756 and was one of the

largest buildings in the colonies. It housed the entire College of New Jersey (Princeton's original name) for nearly 50 years. In addition to bombardment during the Revolution, it has survived two devastating fires. The Continental Congress met in Nassau Hall in the summer and fall of 1783, when Princeton served as the nation's capital for four months.

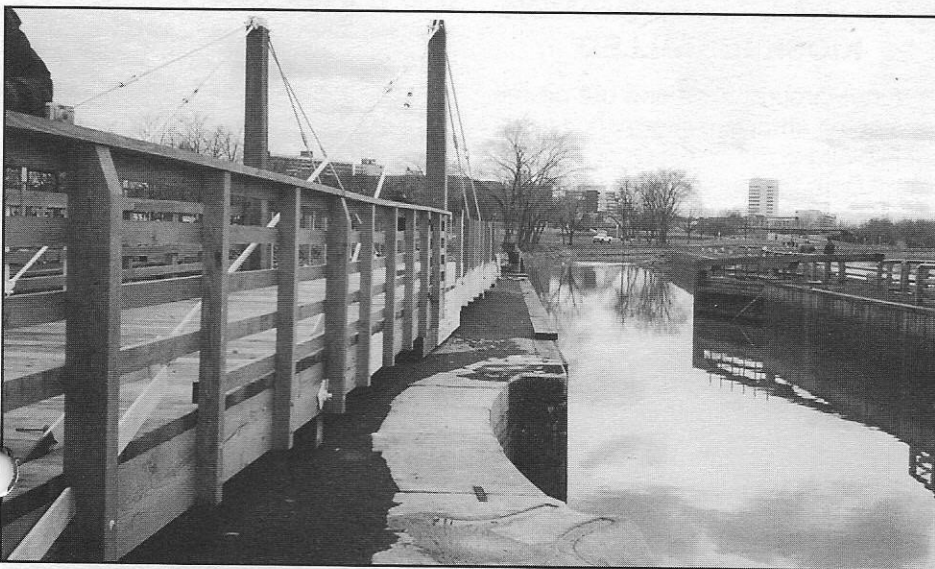
In Princeton Township, we passed the "dinky" swing bridge and the new signage honoring those who constructed the waterway in the 1830s. The "dinky" was the nickname of the Princeton Branch Railroad shuttle, that carried passengers from Princeton Borough to the main line of the Pennsylvania Railroad at Princeton Junction.

Continuing south, we passed by the former D&R Canal Company offices (at the head of Alexander Road), the home of Albert Einstein, and the Princeton Battlefield.

Arriving in Trenton, we first stopped at the Junction, where the feeder canal empties into the main canal. Here the State Park will construct a trail along Route 1, under which the canal is carried in a conduit for about one mile.

Lunch was served in Ellarslie, the beautiful mansion that is home to the Trenton City Museum. This 34-room Tuscan villa was built in 1848 as the summer home of a young Philadelphia lawyer and his family. Ellarslie and the surrounding land were acquired by the city of Trenton in 1888 to be turned into the city's first public park. Frederick Law Olmsted, creator of New York's Central Park, was enlisted to design the graceful grounds. The mansion provided space for public services, and thus, Cadwalader Park, along the D&R Canal feeder, became the center of Trenton's Victorian life.

The second floor galleries showcase the permanent collection that reflects the city's rich history as a pottery and manufacturing center. Exhibits include Trenton-made Boehm and Cybis porcelain and Belleek and Lenox china, Victorian furnishings made or used in Trenton, and silver pieces manufactured in Trenton during the 18th century. Host Brian Hill pointed out that the canal was a major transportation route for this industry, bring-



Restored double-outlet lock and replica swing bridge, Boyd Park, New Brunswick

ing in the raw materials and carrying the finished products to customers all along the east coast.

Our first afternoon stop was the Trenton Battle Monument, where we squeezed nine people at a time into the elevator for our ride to the top of this 1893 triumphal column. Designed by John H. Duncan, architect of Grant's Tomb, the monument is adorned with three cast bronze plaques, two of which were made by Thomas Eakins. The plaques depict the crossing of the Delaware, the opening of the Battle of Trenton, and the surrender of the Hessians.

At 2:00 p.m. we met Phil Hayden, of the Office of Legislative Services, at the entrance to the State House. Our extremely knowledgeable host showed us the ornate rotunda, with its three levels of gubernatorial portraits, and the senate and assembly chambers. Our last stop, on the third floor, took us directly under the newly restored dome. Bidding farewell to Mr. Hayden, we had time to visit other sites in the Capitol Complex; some went to the State Museum, some to the Barracks, and others just walked along the canal.

Our final stop was the new home of the State Archives. Director Karl Niederer and Archivists Greg Gill and Beth Colosimo proudly showed us around this state-of-the-art facility that occupies more than twice the space of the old archives. The centerpiece of the new quarters is a greatly expanded manuscript reading room on level 2, where original records, photographs, and maps can be requested and viewed in a quiet, scholarly setting. The manuscript and map collections are stored on two levels in the new archives. The most frequently requested collections — military and county records and over half of the map collection — are housed on level 2, near the reading room. The rest of the manuscript collection is housed on level 0 and can be retrieved via a booklift and a dedicated freight elevator.

As the sun began to set over the Delaware & Raritan Canal, we returned to our homes, filled with the memories of locks, towpaths, aqueducts, and the stakeholders of the D&R Canal.

Information please SHIPPING COMPANIES OF THE 1840s

Do you know where I might find information on companies that shipped cargo east from the Midwest (via the Mississippi or Erie Canal) in the 1840s? I have contacted the National Canal Museum, the Erie Canal Museum/Soc., and the Buffalo Erie Historical Society — now I'm trying you.

I seek documentation on my grandfather, Samuel Jewett (about 1820-1846), who was purportedly lost at sea. I have a marriage record (Iowa) and know he had a child in Ohio, but I've found nothing in the Iowa/Ohio area that mentions Samuel's parents/origin. I'm trying to document whether he is Samuel Walker Jewett, from Maine—same age and lost on the open sea about April 1846. This Samuel W. Jewett and his father were ship owners/captains. I'm guessing the son shipped cargo from the Midwest, and hope to find company/insurance records and/or a death notice that mentions Samuel Jewett and has clues to his origin.

Any information you can offer would be greatly appreciated.

Sincerely,

Karl Beckstrand
648 W. Wasatch St.
Midvale, UT 84047
(800) 311-5618
Karl@softcom.net

Wabash & Erie NEW TRAILS INFORMATION KIOSK INSTALLED

"Look around town and out on the trails at the attractive information signs put in place in the last several months" noted Dan McCain, chairman of the all-volunteer Delphi Historic Trails organization. "And especially note the beautiful new information structure installed last week between the CVS and McDonald's parking lots." Another similar, older information kiosk is located at the entrance to the suspension footbridge in Trailhead Park, along Indiana Route 25, southwest of Delphi.

The newest kiosk is an outdoor information booth built of metal and wood. Two colorful panels illustrate the many historic trail routes and the 150-year history of the nearby area. A third

panel allows for the posting of community events. According to McCain, several more kiosks will be located at accessible places in the community before the job is done. For this most recent installation, CVS provided matching money for an ongoing trails grant that was coordinated by the city and Michelle Pearson.

Rob Johnson of Skyline Signs handled construction of the steel panel frame and installation. Terry Lacy, a local design artist, laid out the artwork for the laminated lexon panels that were produced in Johnson's shop in Chalmers. The unusual hexagonal cedar shake shingled overhanging roof above the kiosk was designed by the National Parks Service and expertly crafted by Delphi Trails volunteer Bill Draper.

Many new wood signs with routed lettering have been installed along trails and at entrances. Paul Brandenburg, another active trails volunteer, devoted many hours to inventorying the needs and proposing the wording for the treated lumber planks carrying these important directions. Three "Welcome to Delphi — Home of the Wabash & Erie Canal" road signs were also placed at prominent locations along highways entering Delphi.

PANAMA CANAL EXPANSION

The Panama Canal Authority is taking preliminary steps toward the enlargement and modernization of the canal. It estimates that some 40 percent of all ships plying the seas are too large to use the canal at present, and that the proportion will grow, making the canal obsolete in another 15 years.

Plans include enlarging the waterway, building a new set of locks, and constructing three new dams to create reservoirs to supply additional water at the summit. The cost of the renovation is expected to be at least 4½ billion dollars. Financing has not as yet been arranged, but proponents of the plan believe that the resulting increase in revenue from tolls would be sufficient for its amortization.

There is strong local opposition to the proposal. Critics complain that it is going forward without adequate public discussion or consideration of alternatives. A major point of contention involves the amount of arable land that would be lost through inundation by the new reservoir and the fate of the small farmers who would be affected.

We are grateful to Mel Collins, an A.C.S. member now living in Costa Rica, for bringing this information to our attention.

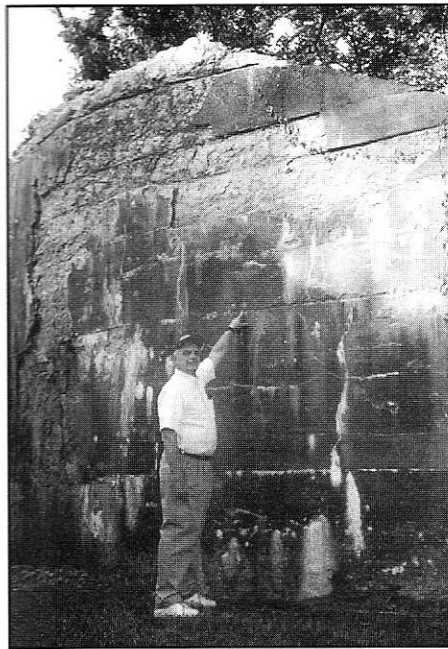
REFURBISHED OHIO & ERIE LOCK 15 DEDICATED

At right, Engineer Terry Woods, A.C.S. President, conducts an inspection.

Below, Participants in the dedication ceremony: L to R, Fred Miller, President of the Tuscarawas County Historical Society, Mike Mann of the Warwick Lions Club, project chairman, Terry Woods, Tuscarawas Mayor Chris Shamel, and Earl Olmstead, Tuscarawas County historian. (Note, Tuscarawas was formerly named Trenton.)

Bottom of page. The refurbished lock, beneficiary of an \$8,000 grant from the Reeves Foundation.

Photos by Woody Russell



DONORS HONORED

The Carroll County Wabash & Erie Canal, Inc. recently recognized several individuals and the City of Delphi for special contributions. Some accolades were given for real property or historic items and some honored exemplary service. Canal President Dan McCain recognized the recipients at the Reed Case House in Canal Park. The city and Mayor Hoard are signatories on the Local Public Agency (LPA) agreement with the Indiana Department of Transportation for the erection of the new 12,000-square-foot Canal Interpretive Center in Canal Park. Matching local funds have come from the Community Foundation, Department of Natural Resources, and individual contributions to the canal association. The city is assisting with grant administration through Michelle Pearson.

The recognition started with historic canal land given by Mary Ellen Campbell of Delphi. Her gift was the deed to 23 acres along Deer Creek at its confluence with the Wabash River. This was a historic crossing point for canal boats where Deer Creek Dam had been built in 1838-39. A high bluff overlooked the narrow point where boats had to pass between the bluff and the Wabash River. In recognizing this gift, McCain pointed to the value of this land for future trails and for its historic setting. Spectacular views of the creek and river abound and in the future an archaeological dig should uncover mysteries of this very interesting site.

Another land connection was made when Paul and Margarete Brandenburg of Delphi gave a permanent easement to the canal association and the City of Delphi for several acres of land adjacent to their land bordering Deer Creek. The site is commonly called the "Smith Dairy Farm" and is beside the existing Interurban Trail. This land will be devoted to historical/environmental interpretation in future development as a way-side rest stop, according to McCain.

In the consummation of these two land agreements, pro bono legal assistance was provided by attorneys Kurtis Fouts and Nancy Cripe. Ray Todd also supplied volunteer services for appraisal preparation. McCain cited the 12-year history of trail land acquisi-



tion by the canal association, stating that "of today's seven mile system in Delphi, contributors have donated property for every lineal foot of trail right-of-way. That says something about the support of this community."

While in the Case House, McCain also recognized several significant contributions of furniture and artifacts. Martha and John Justice of Burrows have given original Reed Case family bedroom furniture for the master bedroom upstairs. In addition, eight beautiful mid-nineteenth century coverlets, recently donated by Lewis and Hazel Mullin of Rockfield, were on display. The Terry Lacy family completed the newly crafted ornate wood graining work on the baseboard and window trim in the room; McCain praised them for their skill and artistry in recreating these details.

Jean Hughes, from Delphi, has given her treasured spinning wheel and attachments for use in the recently completed sewing room at the top of the stairs. Jean also donated a very old mechanical sewing machine that fits the 1860s periods of this room. This redecorated room is a result of the efforts of the Delphi High School Class of 1958. On this day Sue Ann Cornell was acting as a docent, explaining the various pieces of sewing equipment and activities of the period. Other spinners and tatters demonstrated their crafts downstairs.

Springboro area volunteer Nick Giordana has recently completed the restoration of the 1872 square grand piano. He was recognized for his marvelous work as a talented craftsman. The piano had been donated in 1999 by Howard May, a Carroll County native now living in Illinois.

Another outdoor addition to Canal Park is the wooden windmill, reminiscent of the canal era when the power of wind was harnessed to relieve the backs and arms of the early settlers. Mike Griffey of Delphi bought the windmill and donated it in mid-summer to the park. Daniel Boone, a local contractor, transported it all the way back from Texas just in time for the summer Canal Days Festival.

Of special importance to the canal restoration this summer and fall was the loan of the large diesel-powered pump from the Delphi Limestone Company. McCain cited the coopera-

tion of Lew Davis from the parent company in Indianapolis, and his local crew, for making this pump available. It was used to control the water level in the canal bottom during lengthy construction periods this summer and fall. McCain also expressed thanks for the continued stone quarry gifts of crushed limestone for the trails and surplus water used for filling the canal.

Recognition was bestowed on the *Carroll County Comet*, and especially reporter Jennifer Archibald, for frequent and excellent coverage of canal events throughout the year.

TOWPATH TIDBITS

The MIDDLESEX CANAL ASSOCIATION opened its new Middlesex Canal Museum and Visitor Center on July 7, 2001. Open on weekends and located at the Faulkner Mill in Billerica, Massachusetts, the museum features displays about the canal and the mill. Visitors can view Roger Hagopian's video on the Middlesex Canal.

The SUSQUEHANNA MUSEUM OF HAVRE DE GRACE has been approved as an official site in the Chesapeake Bay Gateways Network. This program, under the direction of the National Park Service, links parks, wildlife refuges, historic communities, maritime museums, waterways, and more within the watershed.

Shouts of joy echoed through the CHITTENANGO LANDING CANAL BOAT MUSEUM at the annual Canal Fest. Why? State Senator Nancy Hoffmann had just announced that New York State had awarded \$100,000 to the museum for the construction of the new Visitor/Education Center. Congratulations to Joan DiChristina and her industrious volunteers.

In the CANAL SOCIETY OF INDIANA newsletter, Carolyn Schmidt reports that Canal Landing Park had been officially opened in New Haven, Indiana. The town, a port on the Wabash & Erie Canal, shipped its produce on the canal and grew as new settlers arrived via the waterway.

The WALNUTPORT CANAL ASSOCIATION reports the creation of the Duane J. Lucien Fitness Trail along the Lehigh Canal in Walnutport (PA). The trail was installed by Northern Lehigh Future Focus, a partnership of local organizations, whose purpose is improving the quality of life in the Northern Lehigh area.

The NYSDOT buoy boat BB 159 has been leased to the CAMILLUS ERIE CANAL PARK for an extended period of time. Getting the boat from its former home in Dewitt to the park in Camillus was a difficult operation, involving a cradle fabricated from an old hay wagon, a tractor, and a heavy equipment trailer. Cries of "oops" were heard as the boat accidentally offloaded itself and headed for the canal,

stopping at the edge of the bank. It will reside next to the lock tender's shanty.

Bill Trout and Nancy Dunnavant, of the VIRGINIA CANALS AND NAVIGATIONS SOCIETY, were married in September. Congratulations and best wishes for a joyous life together!

"Railroads, Trolleys, and Interurbans" was the theme of the Railroad Film Night at the NATIONAL CANAL MUSEUM in Easton, Pennsylvania on January 25th. The program featured trolley footage of the Lehigh Valley and New Jersey, interurban footage from both the Chicago and Cleveland areas, and steam, diesel and electric locomotives of mainline railroads.

The 21st ANNUAL CANAL HISTORY AND TECHNOLOGY SYMPOSIUM will be held on March 23, 2002, at the William E. Simon Center at Lafayette College, Easton, Pennsylvania. Among the topics being considered for the presentation are: the Great Railroad Strike of 1877, the career of canal promoter Matthew Carey, Ohio's Muskingum Navigation, and the Great Mine Fire at Carbondale, Pennsylvania.

In June, the CANADIAN CANAL SOCIETY will sponsor an excursion along the Grand River Navigation, exploring canal sites. For further information, contact the society at P.O. Box 23016, Mid-Town Post Office, St. Catharines, Ontario L2R 7P6, Canada, or email Roberta Styran at rstyran@becon.org. A six-mile section of the recreational Welland Canals Trail is now complete along the western side of the canal, from Port Weller to the top of the escarpment in Thorold beside Lock Seven. When completed, the Welland Canals Trail will form a critical link in the Greater Niagara Circle Route.

On September 15th, Pennsylvania's FRIENDS OF THE DELAWARE CANAL proudly celebrated the completion of the Tohickon Aqueduct. State officials and community leaders officially dedicated the aqueduct, which is now restored and rewatered. In the 20th century, the original wooden trunk was replaced with a concrete structure. For the new project, the wooden trunk was recreated. To order a postcard of the new aqueduct, call the Friends at 215-862-2021 or visit them on the web at www.fodc.org.

A conservation plan is being prepared for THE GREAT DISMAL SWAMP NATIONAL WILDLIFE REFUGE in Virginia and North Carolina. The plan, to be completed in 2003, will include a public use component. Penny Leary-Smith, director of the Dismal Swamp Canal Visitors Center, comments that "We have tremendous potential here with all this natural beauty." Lloyd Culp, manager of the refuge, pointed out that, currently, the canal acts as a moat, making it difficult for hikers and bikers to enter the swamp from the east. The feeder ditch, however, allows visitors to access Lake Drummond.

-Linda J. Barth