

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXI, No. 4

Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2002

From the President

By David G. Barber

I want to thank the board for electing me to be the fifth president of the American Canal Society. I am honored to join this distinguished group and I am looking forward to working with all of you on our canal heritage.

Among the many groups and individuals that are included in our numbers, I want to particularly acknowledge those who are building the various canal parks and clearing the long neglected towpaths. This effort goes a long way to preserving the actual canals themselves. I believe an important part of preservation is making the structures and rights-of-way of the past useful in the present and future. Next to these towpaths, however, are moist ditches that are getting no use. They once carried the commerce of a nation.

By contrast, right now in Great Britain, there are over two thousand miles of navigable canals with connecting rivers. Every year, many folks, like my wife and I, fly across the ocean to cruise them. Last year, our British compatriots reopened the Huddersfield Narrow Canal, which had been considered an "impossible" restoration. This year, they reopened the Rochdale Canal, the Union Canal,



Pineland Painting—Calusa Canal, Florida. Story begins on page three

and the Forth & Clyde Canal. Not only did they reopen these, but they opened the Ribble Link, a brand new canal that had been proposed for 200 years. Currently, the British are reopening or opening more new miles of canal per year than was opened per year at the height of the canal era. They plan to continue at this rate.

This year, they also reopened the Anderton Lift, which had been out of service for 18 years. This lift is the predecessor of the lifts in Belgium and Canada. In addition to Anderton, the British also opened a brand new lift of a new design at Falkirk, Scotland. The Falkirk Wheel, whose opening in May was attended by Queen Elizabeth II, is already the third most popular tourist attraction in

Scotland.

In Canada, the Lachine Canal was reopened to navigation in May 2002. The expectation was for 3,000 transits this season. Through early September, the actual number was over 5,000. They are now working to reopen the Soulanges Canal (just west of the Lachine) in three years. This will be followed by an on land development at each end of over \$500,000,000 (Cdn). Discussions are beginning about reopening the canal at Cornwall, Ontario, the third canal west on the Saint Lawrence River.

In the US, we now have thousands of miles of dry prism, derelict locks, and missing aqueducts. We have no towpath

(continued on the back page)

American Canals

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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.

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Our New President

At the directors meeting held during the World Canals Conference in Montreal, the directors elected David Barber as the next president of ACS. A graduate of Lehigh University and a Registered Professional Engineer, Dave is a life member of ACS and a long time explorer of American canals.

His canal-related accomplishments include two editions of his guide to the Lehigh Canal, an (as yet) unpublished guide to the Delaware and Hudson Canal, and

numerous articles in *American Canals*.

Dave is also building a passenger tour boat for his local Blackstone Canal. He and his wife Audrey have cruised extensively on the canals of Canada, England, and New York.

Dave is also serving as the ACS representative to the World Canals Conference Steering Committee.

CANAL CALENDAR

November 3, 2002 – 37th Annual Members Dinner of the D&H Canal Historical Society, Williams Lake, New York; 845-687-9311.

November 3, 2002 — Meeting of the Middlesex Canal Association; 978-251-4971.

November 15, 2002— “Paddlewheeling in the Path of Lewis and Clark.” Canal Society of New Jersey; 908-722-9556.

November 23-December 31, 2002 - “Polar Express” train layout; Lehigh Valley rr history; 610-559-6613.

December 1, 2002 – Holiday Gift Boutique at the D&H Canal Park Visitor Center, Cuddebackville, New York. Call the Neversink Valley Area Museum at 845-754-8870 for details.

June 9-10, 2003 – New York State Canal Conference in Utica; 585-387-0099.

June 27-29, 2003 – Canal Society of New York State tour of the Rideau Canal in Ontario, 585-387-0099.

DEADLINE: Material for our next issue must be on the interim editor's desk no later than January 1, 2003. Send to Linda J. Barth, 214 North Bridge Street, Somerville, NJ 08876; 908-722-7428; bobandlindabarth@att.net.

Material submitted to *AMERICAN CANALS* for publication should be double-spaced and on one side of the paper only; or material may be emailed in WORD format to: bobandlindabarth@att.net

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FLORIDA'S ANCIENT NATIVE AMERICAN CANALS

by Lawrence Page

Those of us who have come upon a trace of the Pennsylvania Main Line canal crossing a field along the Juanita River or the ruins of a lock along the James know the feeling of momentarily transcending time. Imagine the thrill of discovering a canal, built more than a thousand years ago, that is still watered in places. We can find such treasures in China, but few of us realize that they exist in America.

American Indians built a number of canals in Florida for their most common transport vehicle, the canoe. Their best-preserved relic of ancient engineering is in Southwest Florida on Pine Island, 15 miles west of Fort Myers. Here, Indians built a 2.5-mile canal crossing the island to bypass the exposed north end. On its west end in the village of Pineland, the canal connected to the beautiful Pine Island Sound and passed between ancient Indian mounds as a sea level canal. It then continued in a series of raised levels to reach a summit level of 12-13 feet above sea level and descended again to sea level at the east entrance, now called Indian Fields." These mounds, associated with villages at each end of the canal, became the elevated platforms for homes in modern times, just as they had in aboriginal times, so they are somewhat preserved. The canal, which was still navigable for 100 yards by boat in 1883, became restricted by development at its entrance but still appears as a flowing creek.

Aerial photographs of Pine



Island, taken in the 1950s after the trees and stumps were removed, reveal the canal as clearly as the roadways. Unfortunately, development of the land has changed the landscape drastically since then. Bud House of the Calusa Land Trust showed me two lots that the Trust has recently purchased to preserve the canal prism on the summit level.

Just to the east of the Pineland site, the canal prism was preserved for agricultural uses and it is here one can see today the watered level which crosses a field and disappears into the woods. The land here has been obtained by the Florida Museum of Natural History and a research center has been opened at the Randell Center. The grassy field and seaside has a delightful ambiance that retains some of the aura of this thousand-year-old canal community. From the top of a mound one looks out over the sound that was the food source for these people and it is easy to visualize the many dug-out canoes that plied these shallow waters and entered the canal.

In several articles in *The*

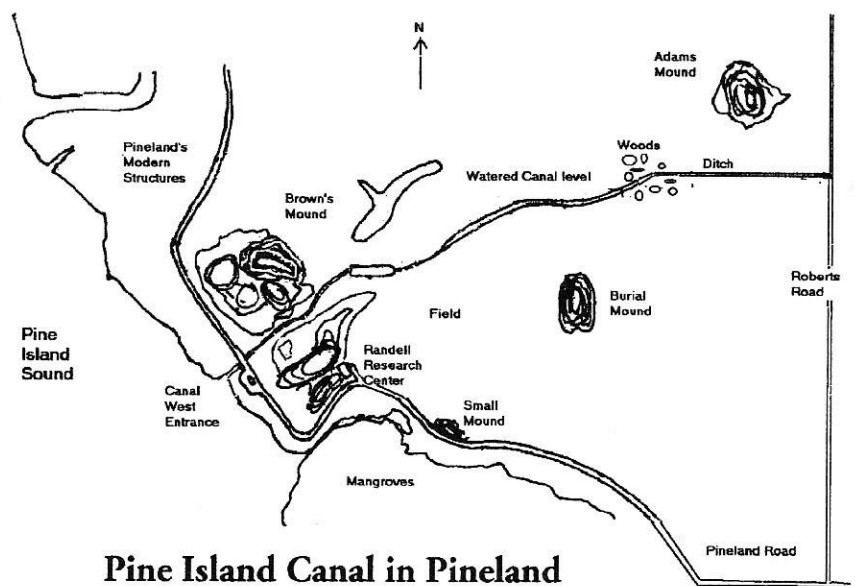
Florida Anthropologist, George Luer, an archaeologist with an interest in site preservation, has described the canal and demonstrated its antiquity using several methods including ceramics from shell mounds at each end of the canal. The canal was built by 900 A.D. and possibly even several hundred year before. He outlines in a 1997 article, co-authored with archaeologist Ryan Wheeler, that this canal prism was 30 feet wide at the top and three to five feet deep. It rose from sea level to cross several terrace-like natural landforms on Pine Island, the summit of which was 12-13 feet above sea level. The builders did this by making a series of stepped impoundments, and eight of them are hypothesized. It is further hypothesized that they were separated by some sort of water control structures since the Indians lacked locks. Perhaps they were log dams around which canoes were transferred from level to level.

The amazing part of the canal is that the water was maintained by ground water. Those of us who live on Florida's sandy soil know the water table

lurks just under the grass roots for a good portion of the year. The Indians exploited that reality and, since there were no locks, the levels were maintained in the manner of an inclined plane canal. Based on contemporary water tables, the canal would have been seasonal, certain during rainy season (July-October) and problematic during the dry season (April-May).

Why would these people with only sticks, baskets and shell tools have built such a grand canal for canoes just to shorten a trip by eight miles? A canoe trip around the northern end of the island is mostly sheltered by small islands so why did they invest such an effort. George's careful archaeologist perspective considers the political, economic and ceremonial possibilities, but as yet no one factor has taken precedence. Their ceremonial sites, burial sites and temple mounds are other examples of extensive earth works that reveal complex religious and political organization.

At the time of the first European contact with Florida in the early 1500's, this area was dominated by the Calusa coastal people, an aggressive kingship that dominated their neighbors with war canoes from villages with seaside mounds. Since the Pine Island Canal has mound villages at both ends, and given the warlike nature of the Calusa whose only military transport was the canoe, it is my amateur opinion that a major reason for the canal was to rapidly move canoes for strategic military purposes. The rapid assembly of 20 canoes to oppose Ponce de Leon in 1513 supports this possibility.



Pine Island Canal in Pineland

Another canal in Florida, the Ortona Canal, skirts rapids on the Caloosahatchee River and appears to be a classic river improvement canal, similar in function to the Great Falls canal on the Potomac River. The modern Army Corps of Engineers Ortona lock is just downstream from the inlet to this other ancient canal, but modern development has erased most of the surface evidence of the Indian route. The Ortona Canal is located inland from Fort Myers about 40 miles and has a public Indian Mound Park on Route 78 NE of La Belle. There is an excellent display and map of that canal in a park gazebo.

To visit the Pine Island Canal, you arrive on the only road (also Route 78) from North Fort Myers at Pine Island Center. Turn right and go north on Stringfellow Road for 3/4 miles. Turn left on Pineland Road. The roadway winds to the bay shore. On your right you will pass the Research Center where you can park or continue to the waterfront parking place.

The prism on the summit level has been preserved by the Calusa Land Trust on several lots along Meadow Lane on the

other side of Stringfellow Road. To visit, turn right from Stringfellow (instead of left at Pineland Road) and go due north several hundred yards and then turn right on Meadow Lane. There is a Land Trust sign marking this small park.

To view the beautiful site of Indian Field, the island mound village that was the eastern terminus, requires a boat which can be launched in the town of Matlacha at the entrance point to Pine Island. Indian Field is privately owned, and is posted, but from your boat you can see the mound with its modern house built on top. The eastern entrance to the canal itself was retaken by the mangroves but a canoe trip around the island recaptures the essence of their world.

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CLEVELAND BEER WILL HELP CANAL CORRIDOR

Northeast Ohio's historic federal corridor now has an official beer. The Cleveland-based Great Lakes Brewing Company has introduced a new golden, Munich-style beer, dubbed Locktender Lager.

The name of the beer pays tribute to the locktenders who operated locks and tended bar at their inns along the Ohio & Erie Canal between Akron and Cleveland, said company co-owner Pat Conway. The new lager is reminiscent of the type of Cleveland-brewed beer from the old Schlather Brewery that was enjoyed by Irish and German workers and by travelers when the canal was in operation in the mid-1800s.

Great Lakes Brewing will donate part of the proceeds of the sales of Locktender Lager to the Ohio Canal Corridor, a nonprofit group involved in developing and promoting the Ohio & Erie Canal National Heritage Corridor. The 110-mile federal corridor stretches from Cleveland through Akron and Canton to New Philadelphia. That makes the brewery the first corporate sponsor to tie a specific product to the corridor, said Tim Donovan, spokesman for the Ohio Canal Corridor. "We're ecstatic about the arrangement," he said of the partnership. "...It should be a long-lasting relationship that will have a major impact."

Great Lakes Brewing has named other beers after local landmarks and legends. These include Edmund Fitzgerald Porter, named after the Great Lakes ore boat that sank in 1975; Burning River ale, named for the infamous 1969 Cuyahoga River fire; and Eliot Ness Ale, named after Cleveland's most famous law director.

CANAL VOLUNTEERS RALLY TO CONSTRUCT EXHIBITS IN INDIANA

When the Canal Association began receiving donated land a decade ago, volunteers rallied and began building what now is a treasure for the Delphi community. Now the nearly completed seven miles of trails leads to more things for volunteers to do. Skills like the volunteers exhibited three years ago when the 1873 Iron Bridge was moved from Camden and rehabilitated have proven that many people are ready, willing and able to complete meaningful projects.

"Now as we are seriously beginning the construction of the Canal Interpretive Center's exhibits, we need more able craftsmen to work with us" stated Dan McCain, coordinator of the volunteers. "We have fun and find working together is a pleasant challenge. The core of our group are mostly retired but that doesn't hamper several that are not" he added. The Canal and Trails have benefited from thousands of hours from people of all ages in the past decade.

This past month the Canal Association acquired the use of the large warehouse from the Ander-

sons that was used three years ago for the indoor restoration of the 1873 bridge. This space is being donated and will allow ample floor area to layout the many large and small displays and exhibits for assembly. Items like the full-scale lock gate will be replicated. Old style wood crafting of the timber joints will be a learning experience to those that get involved as apprentices.

"As the exhibit building comes into full swing we will be working mostly with wood. Some of the structural supporting members of items like the full scale canal boat cabin will be of steel," McCain adds. The cabin will be suspended on multiple industrial strength air bags (unseen) to give the deck a feeling of being on water. The realism of these exhibits from the 1850 period will bring more curiosity from the public as they visit the Interpretive Center.

Anyone interested in volunteering, and especially those who have old-time woodworking skills, should contact Dan McCain at 765-564-6297.

Exhibit volunteers Ed Gruber, Dick Walters and Roy Patrick study the scale model developed for the steel sub-floor supporting members of the canal boat cabin at a recent meeting.



ARCHAEOLOGISTS FIND ANCIENT CANALS

Archaeologists from the Archaeological and Historical Conservancy (AHCI) of Miami have culminated years of investigations at the Ortona site in Glades County, Florida, near Lake Okeechobee with two important discoveries:

First, radiocarbon dates from charcoal from a prehistoric canal indicate that it was constructed over 1600 years ago (ca. A.D. 300). The two Ortona canals are seven miles in combined length; they are the longest and oldest prehistoric canals in North America.

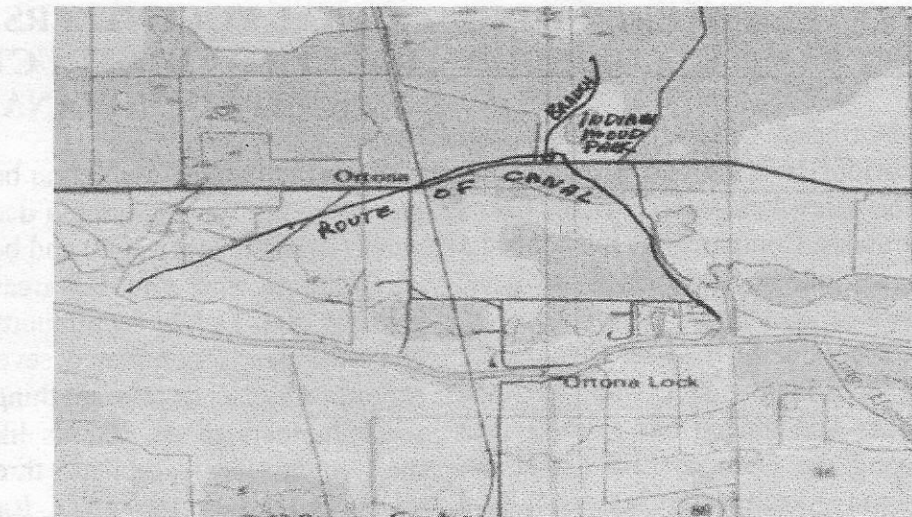
Second, a huge earthwork pond located near the canals has been verified by archaeologists as being constructed by Native Americans. The pond, in the shape of a sacred baton, measures 450 feet in length and a radiocarbon date suggests that the earthwork was constructed prior to A.D. 700.

Robert Carr, project director at AHCI, first visited the site in 1974. He returned in 1985 and in 1996 and began to map and investigate the site and to help Glades County develop exhibits for their newly opened Ortona Indian Mound Park.

It is believed that the Ortona canals were used for fishing and for canoe transportation to access the Ortona village site and to bypass rapids once located on the Caloosahatchee River.

The canals were dug by hand and each averages 20 feet in width and 6 feet in depth. Carr estimated that hundreds of Indians lived in this area and used tools of wood and shell to dig out millions of yards of sand and soil.

"This suggests one level of technological achievement that really has never been honored before," Carr said.



The Ortona people were ancestors of the Calusa and Mayami, the two principal tribes of southwestern Florida and the Lake Okeechobee area. These tribes are now extinct.

The Ortona site includes a sand burial mound measuring about 20 feet above sea level, the highest mound in Glades County.

The Ortona site, one of the largest prehistoric sites in Florida, is characterized by numerous mounds and earthworks, in addition to the canal system.

Top: topological map of the area of the Ortona Canal; bottom: aerial photograph of the same area.

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CANAL BUFFS HALL OF FAME

[Editor's note: In the last issue, we inadvertently noted that Bill Shank was the first nominee to the Canal Buffs Hall of Fame, when, in fact, he was the second. We apologize for omitting the late T. (Ted) H. Findley of Erie, PA, and New Philadelphia, Ohio, who was the first inductee into the ACS Canal Buff's Hall of fame.]

WILLIAM E. TROUT, Ph.D by Terry Woods

William E. Trout III was born in Staunton, Virginia, on April 21, 1937. He attended Westhampton Junior High School and graduated from Thomas Jefferson High School in Richmond in 1955. In 1959 Bill received a B.S. in Biology from the University of Richmond, where he was a member of the biology and mathematics honorary societies. He studied *Drosophila* genetics under Nobel Prize winner H.J. Muller at Indiana University, receiving an A.M. in Zoology in 1964 and a Ph.D. in Genetics the next year.

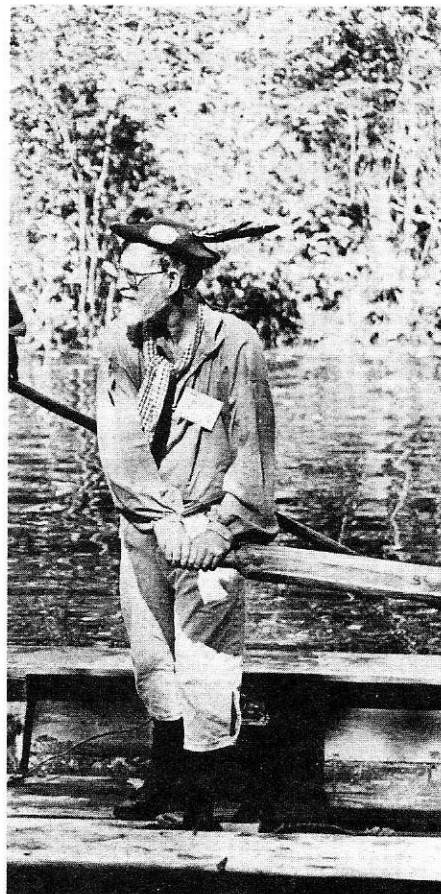
After spending a year at the Biology Division of the Oak Ridge National Laboratory in Tennessee under a National Institute of Health Post-Doctoral Fellowship, Bill joined the laboratory of Dr. W.D. Kaplan in the Biology Division of the City of Hope National Medical Center in Duarte, California. His medical-field publications include pioneering works on the genetic study of nervous diseases, aging, and behavior. Bill was listed in *Who's Who in the West* (1974) and in *American Men and Women of Science*.

Bill first became interested in canal history and lore in the 1950s when his Boy Scout troop made overnight hikes along the James River and Kanawha Canal in Richmond. Bill remembers asking everyone what the canal was and where it went. Nobody could answer his questions, so he began working it out for himself.

During the five years Bill attended Indiana University, he had no car. He did, however, have a bicycle that fit aboard Greyhound Bus that he took to Indianapolis to ride the towpath of the Indiana Central Canal. By hiking and busing, Bill also managed to get to an early field trip of the Canal Society of Ohio (they were formed in 1961) and spent a night sleeping in a deep cut on the Miami & Erie Canal.

Bill has slept in a number of unusual places during his tracking of elusive canals. These include a jet fighter plane (on a pedestal in a park), under a bridge in Paris, in a rowboat in Amsterdam (tourists took his picture there), and under bushes in three countries. He has also slept in more expensive places, such as a room on a canal in India for 50 cents! But he passed up the chance to stay in the hotel on the Canal du Midi where Thomas Jefferson had stayed. Bill isn't sure if the suite he was offered was the same one that our third president had used, as the desk clerk had never heard of Thomas Jefferson.

Bill used opportunities to canal-look whenever his job took him to a site where a canal existed. He also took off three months each year to return to Virginia and conduct field and



Bill Trout at the steering oar of the bateau *Lord Chesterfield* during the Ferndale Park Batteau Festival in September 2000.

Photo by F. V. Sheffield, Jr.

archival research.

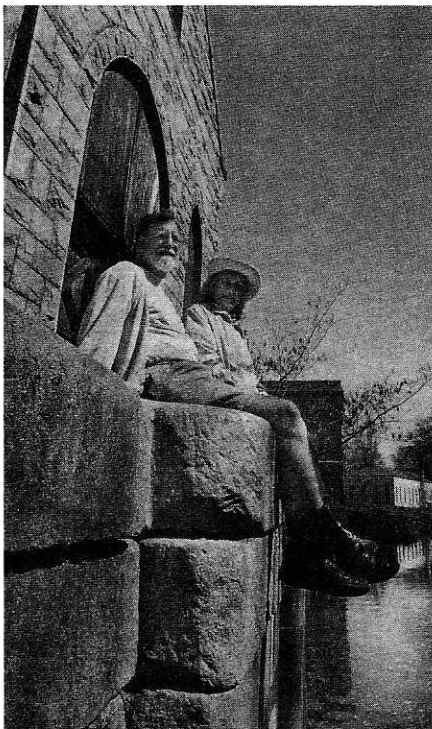
By the mid-1960s, Bill Trout had explored a number of canals, poured over archival records, and had enough confidence in his knowledge to begin writing historical canal articles.

Sometime in the late 1960s, before there was an American Canal Society, an attempt was made to collect and disseminate information concerning the nation's canals. This noble effort was called the Canal Information Service and was begun by Harry Rinker, of Pennsylvania, and Kay Sheldon, from Ohio. Kay worked for Harry Valley in Cleveland, and he probably supplied some of the start-up money. Bill Trout sent material to the old CIS and, thusly, came to the attention of Bill Shank and Tom Hahn. Tom later

called Bill Trout the “most intrepid” Canal Enthusiast he had ever met.

The three began an active correspondence. One of the prime topics was the need they saw for the formation of national and international canal societies. The three men got together in January of 1972 at Tom’s quarters in Fort Meade, Maryland. There, a national and an international canal society were initiated. Bill Trout has always regretted that nothing more special than Tom Hahn’s kitchen table marked the beginning of these two organizations and advocates that a plaque be erected in downtown Washington, D.C. to the effect that, “in January 1972, the American Canal Society was founded 25 miles northeast of this spot by three people who didn’t have the foresight to pick a more memorable spot.” Bill Trout became the ACS’s founding secretary/treasurer and contributing editor for the society’s newsletter. The ACS flourished, but due to the ex-

Bill and Nancy Trout at the old pump house at the James River and Kanawha Canal.



treme effort required to keep it going, the international organization lapsed until a new group re-initiated one a few years ago.

Bill retired temporarily in 1983, “with the intention of working on a book for a year,” but he returned to Richmond just in time to rediscover (with historian Jimmy Moore) sunken canal boats and batteaux in the James River Canal Basin; the basin was being excavated for new building foundations. At that time, only two or three people even knew what a James River batteau was. Now there is an annual batteau festival; visit www.batteau.org for more information.

Bill ‘temporary’ retirement became permanent, at which time Bill Shank and Tom Hahn decided that it was Bill Trout’s turn to take over as president of the ACS, which he did from 1985 to 1997.

Bill Trout is also co-founder of the Virginia Canals and Navigations Society and a current member of the board of that society and of the American Canal Society. He is a past board member of the Archaeological Society of Virginia.

Dr. Trout has published more than two hundred articles and notes on canal archaeology, history, parks, and preservation. He is also the author of *The American Canal Guide*, an ACS series of regional inventories of America’s historic canal resources.

His awards include the Historic Fredericksburg Foundation’s E. Boyd Award for Excellence in Historic Preservation, the Historic Petersburg Foundation’s Petersburg Heritage Award, the Preservation Alliance of Virginia’s Katherine Glaze Rockwood Distinguished

Preservationist Award, the Council of Virginia Archaeologists’ Virginia Sherman Memorial Award, the association for the Preservation of Virginia’s Antiquities’ Mary Mason Anderson Williams Award, and the James River Association’s Guardian of the River Award.

Bill and his wife Nancy (both ACS directors) now live in Virginia where Bill plans many, many more historical publications and projects.

My own first memories of Bill Trout are of one hot, July day, probably in the mid-1980s, when Bill and his orange Volkswagen “bug” arrived unannounced, but certainly not unwelcome, in my driveway and Bill announced that he was exploring the canals of Ohio and would like to sleep on my couch that night. He did, and added one more “unusual” sleeping spot to his records.

LETTERS TO THE EDITOR

Dear Editor,

Your article in the last *American Canals* coupled with some comments by Terry Woods in his column brought such a flood of thoughts and memories that I just had to share them with someone. You’re it!

I have been an ACS member for only a few months, though my interest in canals has existed for a long time. In 1985, with my wife and another couple, I traveled from North Tonawanda to Syracuse on the *Emita II* with Peter Wiles, Sr. It was a wonderful experience, partially because of the trip itself and partially because it gave me an opportunity to know Peter Wiles.

Wiles. I spent most of the trip in the pilothouse talking with him, or more honestly, listening to him. He knew a great deal about local history, and we were seldom out of sight of some spot that warranted a story. He was also among the most clever and imaginative men I have ever met. He had an amazing knack for finding clever ways to make a point. It was this side of him that came to mind as I read the last *American Canals*. For all I know, you heard these stories from Dan Wiles on your trip. If so, forgive me.

In the early days, partially as a humanitarian gesture and partially to earn a living, Pete Sr. started contacting nursing homes, to offer a boat ride and a lunch at a Skaneateles restaurant for a rather nominal sum. Soon after, he was amazed to hear complaints from local folks about the buses coming into town. There was even a letter to the editor of the local paper, claiming that nobody got anything out of it but Pete and the woman who ran the restaurant. Pete's response was to take out a large ad in the paper, in which he stated that from that date onward, he would pay 10% of his bills in Skaneateles with Susan B. Anthony dollars. He pointed out that every time someone saw one, that it came from one of those "noisy, smelly buses," and that it represented nine others that they couldn't see. You guessed it! Within a day or so, there were Susan B. Anthony dollars in every cash drawer in town, and Peter Wiles had made his point.

When he became concerned about the sad state of the canal, he would do whatever he could think of to bring the canal to the attention of the state legislators in

Albany. He had solid reason to believe that some of them didn't even know that the canal continued to exist! As part of one of his plans, he contacted schools with an offer to give groups of school kids a ride on the canal for nothing...and they took him up on it in fair numbers. At the end of each trip, he would tell the kids that if they wanted to thank him, they should send 25 cents to their state representative in Albany. Many of them did! It was a really clever way to get kids interested in the canal AND to bring it very much to the attention of the state legislature. It turns out that the legislators cannot accept donations from the public. As time passed, office staff in Albany were spending a lot of time returning quarters to the kids who had sent them! Eventually they figured out what was going on and started writing to Pete, begging him to call if off! I read about it in the papers here in Cleveland! We need that kind of cleverness to get young people involved today.

There are two other stories I have to tell. We were told when we boarded in North Tonawanda that we should never hesitate to ask any crew member for anything at all. As we headed east, the first real marvel we came to was the double flight of five locks in Lockport. I quickly ran out of film, and when I went for a fresh roll, I found that I had left all of my film in the car. At that time, all of our baggage traveled by a van, driven by two crew members who would meet the *Emita II* at each lock to help us lock through. They were there when I discovered my mistake, and I asked a crew member if they could help. They asked one of the guys in the van if there was

a photo shop in Lockport, and he said he thought there was. I gave him a \$20 bill and asked him to get me two 36-exposure rolls of Kodachrome, figuring that at least I would have more film when we got to our first overnight stop. It wasn't more than an hour later, while I was below with my wife, that I heard the engine slow. Almost simultaneously my friend yelled to me to get on deck because I was about to get a film delivery!! When I got on deck, the boat was slowly drifting under a bridge, on which the van sat. The man from the van bent over the side of the bridge and dropped a paper bag to a crew member, who turned to me and said, "Your film, sir!" In the bag were the two rolls of film and my change from the \$20! Now THAT'S service!

Last story... We were in a rather long section of manmade canal, with vertical concrete sides a few feet above the water on both sides. I was standing just outside the pilothouse when Peter said, "What the hell is that?" He picked up his binoculars, then handed them to me. A couple of hundred yards ahead of us there was a deer swimming in the canal! Peter estimated that we had been in that manmade section for a couple of miles, and said that there were several miles of it ahead of us. He could not believe that the deer could swim out of it, and was certain that it could not climb out. He decided to try to save the deer. He pulled the *Emita II* over to the starboard side and hopped off with a line with which he tried to lasso the deer! Of course, all he succeeded in doing was driving the frightened animal to the port side. His son (I can't for the life of me remember whether it was Peter Jr.

or Dan) pulled the boat to the port side and got off with another line. For a time, they both tried to get a line on that deer, but finally realized just how futile it was. They had contacted New York Fish and Wildlife, and decided to leave it to them. They both got back on board and as we passed the poor deer, a woman from Australia, who had been standing near me the whole time, turned to me and said, "Well, if anyone asks what you did on your vacation, you can tell them you went deer fishing!"

It was a wonderful trip, and a wonderful canal, and Peter Wiles was a wonderful man. Since then, my wife and I have traveled the Trent-Severn and the Rideau. In fact, we have become rather addicted to what I call "inland cruises." We leave in less than two weeks for a week on the *Delta Queen*.

We need someone to get a boat large enough to hold a busload to start giving rides to school kids!

Thanks for reading this. I got a real kick out of your article.

Cheers,
Robert G. MacIntyre

Dear Editor:

I'm writing this to you as associate editor and hope it will get into the Bulletin. In the Summer 2002 issue, in the article about the Paw Paw tunnel, Bruce Russell states that during the Civil War the C&O canal "wasn't damaged" [page 6, 1st column, 2nd paragraph]. This was not the case. A quick check in "The C&O Companion" [Mike High, Johns Hopkin Press, 2000] shows the following:

Page 37, picture of Jubal Early's troops breaching the canal, 1864

Page 147, Disabled Lock 27

Page 148, wrecked culvert for Little Monocacy River, blew up portion of Lock 27

Page 184, Lock 40 severely damaged, 60 boats burned, some damage to Antietam Aqueduct.

These are just a few of the damages mentioned in just one book, I'm fairly sure there were more. A few years ago I and a few friends walked the tunnel and it was a great trip back in time.

When all's said and done, it was a good article in a great bulletin. Please keep up the good work.

Charles F. Hruska
2074 Cropsey Ave.
Brooklyn, NY, 1214

2002 World Canals Conference

by Dave Barber

This year the World Canals Conference was held in Montreal, Canada, Sept. 10-13, in honor of the opening of the Lachine Canal. The conference was sponsored by the City of Montreal and Parks Canada.

For me, the conference began with a drive on Monday, September 9th, followed by settling in at the hotel. As with many of the attendees, I chose to stay at the less expensive Best Western Europa rather than the main hotel, the Hilton Bonaventure. This resulted in much walking of the several blocks in between.

Tuesday began quietly, as no events were planned in the morning. Several of us walked to the Hilton to get our bearings and spent the later morning conversing with other delegates in the lobby. After lunch, many of the early arrivals went on a bus tour of Montreal. I had signed up for the tour, but encountered a conflict with the meeting of the Conference Steering Committee. I managed to sell my seat to someone else.

The meeting of the Steering Committee began in midafternoon. It included a discussion of procedures, the new conference website, and an excellent presentation by the committee from Sweden, bidding for the 2005 conference. The Steering Committee agreed to award the 2005 venue to Sweden.

Following that meeting, we all adjourned to a welcoming cocktail party in the McCord Museum. After the party, many of us elected to walk back to the hotel. In so doing, we encountered an excellent outdoor exhibit of large photographs from around the world. This took much time to view thoroughly. After returning to the hotel, I decided that the hors d'oeuvres from the party weren't going to suffice for supper and went to the nearby Burger King. There I met Roger Squires, who had just arrived by train after an extensive cruise on the Trent-Severn Waterway and the Rideau Canal.

Wednesday began with registration and the set-up of displays. This was followed by the opening remarks and presentations on the Chesapeake and Ohio Canal; the Jonage Canal at Lyon, France; and Paddington Basin in London, England. Following a coffee break, further

presentations were made on the Millennium Link in Scotland (the site of next year's conference), the Rideau Canal in Ottawa, Canada, and a canal in Italy. Throughout the conference, presentations were made in both English and French, with translations provided via headsets.

After lunch, we boarded buses for a rainy tour of the restored Lachine Canal, including a short boat ride through a recently re-excavated basin above Lock 2. We then returned to our hotels, changed, and attended an excellent banquet in a restored market in the Old Port district.

Thursday began with a presentation on protection of ecosystems and environment in Canada's historic canals. This was followed by two sets of break-out talks on a variety of topics. I elected to attend the talks on the Lachine Canal and on the plans for the Soulanges Canal, the next historic canal westward.

Lunch was then followed by a bus trip to the St.-Ours Lock and the Chambly Canal. These provide navigation along the Richelieu River, an outlet of Lake Champlain. Upon returning from the tour, we attended a cocktail party at the Science Center on a pier in the Port of Montreal. During this party, we finally managed to squeeze in the ACS membership meeting, conducted in a quick grouping of chairs with poor acoustics. Nevertheless, we did finalize the election of directors and discussed the future direction of the society. Following the party, everyone broke up into small groups for dinner in the many restaurants of Old Montreal.

On Friday, we started with a presentation on world canals as

cultural landscapes. After a coffee break, we received a special invitation, complete with bagpiper, to the 2003 conference, September 24-26, in Edinburgh, Scotland. This was followed by annual speeches and closing remarks.

After lunch, three tours were offered. I elected the harbor tour, which included two passages of Lachine Canal Lock 1. Returning to the hotel, the ACS directors held a one-hour meeting at which we elected officers and conducted other business of the society. We then rushed for buses to the Biosphere (the former U.S. pavilion at Expo '67) and the concluding dinner. The evening ended with the "Dink Award," given annually to whomever flubs up the worst at the conference.

On Saturday, after the conference, there was a choice of tours: a visit to canal sites in the Montreal area or a hydrofoil trip down the St. Lawrence to Quebec City. I went on the latter and was most impressed with the river, the boat, and Quebec City.

On Sunday I spent a wet day playing tag with the leading edge of rain while visiting various old and new sites along the Champlain Canal and the Glens Falls Feeder.

The 2003 World Canals Conference will be held in Edinburgh, Scotland, September 24-26. The 2004 conference will be along the Welland Canal in St. Catharines, Ontario, June 2-4. The 2005 conference will be held in Sweden in late August.

APOLOGIES: The masthead of the last issue, Summer 2002, had an incorrect volume number; that issued should have been labeled Volume XXXI, No. 3. In the Spring 2002 issue, in the caption for the bottom picture, p. 4, the date should have been 1823.

TOWPATH TIDBITS

On July 17, 2002, the **Friends of the Delaware Canal** and five other groups received checks totaling \$150,347 from the Pennsylvania Attorney General Mike Fisher. The amount represented the fines paid in a criminal case against three companies and three individuals who failed to properly treat soil contaminated with gasoline, oil, lead, and chromium. The soil was sold to customers who unknowingly spread it as clean fill on ball fields and housing projects. The Friends share of the payment, \$26,057.85, will be used to expand towpath trail signage.

The **Canal Society of Indiana** toured Ohio's Miami & Erie Canal in September, 2002. Mike Morthorst, president of the Ohio Canal Society, led the group on this "Pigs, Paper & Pilsner" tour, that covered areas in Cincinnati (once known as "Porkopolis") and points north.

Construction began in December 2001 on the Canal Basin Square Project, an outdoor transportation history park in Scottsville, Virginia. Located next to the original turning basin of the **James River & Kanawha Canal**, the park will serve as a connector between the canal warehouse, the walkway on the levee, and Main Street.

Mid-Lakes Navigation Co., Ltd. has completed the first season of its Macedon Landing site. This new addition enables the company to offer callers the option of exploring the western Erie toward Lockport and Tonawanda; it also provides the option of one-way cruising (begin your cruise in one location and end in another).

The **Historical Society of Princeton** (N.J.) has opened an exhibit entitled, "From Tow Path to Bike Path: The Delaware and Raritan Canal." The exhibit, which features canal artifacts, maps, historic photos, and paintings, will continue until April 2003.

The **Savannah-Ogeechee Canal Society** had a busy summer making

improvements inside the Nature Center and clearing the canal bank. Among the many groups visiting this summer was a Girl Scout troop all the way from Illinois!

The April tornado in Stark County, Ohio, wreaked havoc on homes and businesses, as well as on the towpath of the **Ohio and Erie Canal**. Several trees were toppled and their roots tore up the surface of the towpath.

The **C&O Canal National Historical Park** has a new headquarters: the Crystal Building at 1850 Dual Highway in Hagerstown, Maryland. The former HQ, Ferry Hill Mansion, will be restored as an educational center.

The **Neversink Valley Area Museum** launched the "Neversink Kate" in June and offered rides in conjunction with all museum events. The Board is seeking volunteers to staff the boat so that rides can be offered on all summer weekends. Call 845-754-8870 if you can help.

The **Middlesex Canal Commission** presented "Tales of the Middlesex Canal," a play about life in a fictitious canal town during the canal's construction and operation. Written by Lewis Gardner, the play was performed at the Middlesex Canal Museum in Billerica in August 2002.

President's Letter

(cont'd from page one)

canals open for public navigation for anything larger than canoes and other portable boats. Where Britain has a **major tourism industry**, we have nothing. You really need to see the many marinas with hundreds of boats worth \$1500 per foot. It's a real eye-opener to see a half dozen busy pubs on a Saturday afternoon along the canal in downtown Nottingham.

The tourist interest at places such as Foxton Locks and Braunston Junction is impressive. I'm very sure that people don't come to see the structures. Canals without boats are dull.

I think that it is about time we

did something about this. As a hiker, I have explored hundreds of miles of old canal. As an engineer, I see very little preventing their re-use. Whatever problems exist have been solved many times over in Britain. We are supposed to have more wealth and population.

New York City lies very close to the Delaware & Hudson Canal. The D&H is the most significant economic work in the valleys through which it passes. There are even boats moored within feet of Lock 1. So why can't we cruise from Eddyville to Port Jervis for a delightful one-week round trip?

Philadelphia is close to the Delaware Division and Lehigh canals and much of the route is parkland. So why can't the public boat from Bristol to Mauch Chunk?

Washington, D.C. is at the east end of the 184-mile C&O Canal National Park. Folks are fighting desperately to repair one significant aqueduct to non-navigable condition. Efforts are underway to dig out the basin in Cumberland. Why aren't these footnotes to a much bigger project?

The Muskingum is open to navigation from the Ohio River at Marietta to Dresden, and there are plenty of boats at Cleveland. Dresden is already a tourist attraction. Why can't we rewater the Ohio and Erie Canal between these two towns? The summit level and Cascade Locks have lots of water.

What about Fort Edward to Glens Falls (NY), Lake Musconetcong to Phillipsburg (NJ), Rome to Forestport (NY), or even Havre de Grace (MD) to Harrisburg (PA) and Medford to Middlesex Village (MA)?

There is little obstruction and much water flowing on all of these routes. I'm sure there are other examples.

Historic parks, replica boats,

and hiking trails are excellent, but isn't it time we preserved our historic canals by using them for public navigation?



NATIONAL CANAL MUSEUM ACQUIRES CRANE IRON COLLECTION

The National Canal Museum in Easton, PA, has acquired a collection of documents from Crane Iron, a company that was located on the Lehigh Canal in Catasauqua, Pennsylvania. This company used New Jersey iron ore that was delivered by Morris Canal boats and shipped pig iron to New Jersey's iron furnaces.

Lance Metz, museum historian, advises that this collection contains 150 cubic feet of material, much of which has yet to be evaluated. There is much material on New Jersey, including information about Morris Canal boat captains and canal-boats that delivered raw materials to Crane and on the construction of the first furnace of the Boonton Iron Works, built by David Thomas, of Wales. The collection covers the years from 1840 to 1899 and includes bills submitted to Crane Iron for payment; material concerning ore and iron shipments by canal and railroad; and correspondence, including some letters written by David Thomas himself.

To help support the purchase, care, and accessibility of this unique collection, the National Canal Museum requests your help. To make a gift or a pledge, please contact the Director of Development, Susan McDonough, at 610-559-6622.