

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXII, No. 1 Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2003

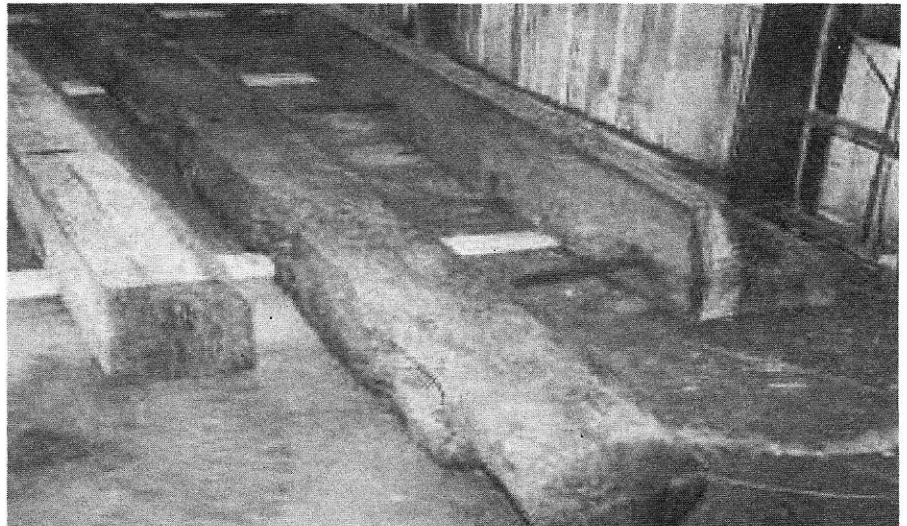
From the President

By David G. Barber

Recently, I've read the history of both the Kentucky River Navigation and that of the Illinois and Mississippi Canal. In both cases, the navigations were completed by the Corps of Engineers because of political pressure and despite misgivings by the professionals involved. In each case, commercial use did not develop as expected and they were eventually mostly closed.

Also in both cases, recreational use was significant near the end. This recreational use was considered a frill, however, as it was not part of the Corps' mandate from Congress. This attitude towards recreational use was also involved in the attitude on other navigations and canals and certainly in the eastern canals owned by private companies. The canals were built to carry freight, not pleasure craft, and when freight disappeared, so did their apparent usefulness. I believe the attitude continues.

The British had the same situation as per their canal system at the end of World War II. As commercial use evaporated, the government authorities worked to close the waterways to navigation. The term "official vandalism" was used



The old Clear Creek Flood Hinge timbers (center and far right) were taken from a Huntington County (Indiana) site where new US Highway 24 was being built three years ago. The patented gate was used for controlling flooding along the Wabash & Erie Canal near the Historic Forks of the Wabash site. Part of the hinge was reused in a vertical lock gate crafted by volunteers. The display is part of the new Canal Interpretive Center in Delphi, IN. (Story on page three)

with some frequency. Hard work by concerned individuals and groups changed that viewpoint and now recreational use is the solid foundation for the system, which the government is now working to expand. When we change the focus from "commercial navigation" to "tourism," the picture changes. It is well known that tourism is an important part of the economy. But in my area, for example, the popular view of "tourism" involves Cape Cod, the Freedom Trail, the Berkshires, Concord & Lexington, the Maine coast, and New Hampshire's lakes and moun-

tains, not recreational use of inland waterways.

We can use the Merrimac River as an example. At one time it was navigable from the sea at Newburyport, MA, all the way to Concord, NH. Today, it is not possible to boat past any of the rapids along the way, except downstream in a canoe or kayak on the smaller drops. Canoes and kayaks are the most dangerous of watercraft and many people aren't going to get into them. But, between Newburyport and Nashua, NH, there are only two drops, both by-

(continued on page twelve)

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.

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2003 ACS Meeting

A few years ago, the directors agreed to hold an ACS directors and membership meeting in conjunction with another canal society's meeting on those years in which the World Canals Conference was held in Europe.

In 2003, the ACS meeting will be held in conjunction with the Canal Heritage Days in Lowell, MA, October 10 to 13. The Heritage Days will celebrate the 200th anniversary of the opening of the Middlesex Canal and the 25th an-

niversary of Lowell National Historical Park.

Plans are still being formulated, but we will probably hold the ACS meeting mid-Friday afternoon with a keynote talk and dinner that evening at the American Textile Museum. Saturday will begin with talks in Lowell followed by an afternoon tour of Lowell sites, including a boat ride and probably a trolley ride. Sites may include those not normally on public tours and may include the rebuilt, or rebuilding in progress, of Swamp Locks.

Sunday will be focused on the Middlesex Canal at North Billerica. For those who have Monday (Columbus Day) available, directions and other information will be provided to more distant sites such as the Blackstone and Cape Cod Canals.

DEADLINE: Material for our next issue must be on the interim editor's desk no later than March 15, 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:
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DELPHI VOLUNTEERS CONSTRUCT FULL- SIZE LOCK GATE

by Dan McCain

Last fall, the Delphi Canal Park offered a special opportunity for visitors to watch and take pictures of the construction of a full scale LOCK GATE for the Canal Interpretive Center's interactive exhibits. They hired David Brumbaugh, an Old Order German Baptist (Amish) wood craftsman, to help the volunteers assemble a full-scale (9 by 9 ft.) single lock gate.

Visitors were allowed to observe, ask questions, and even take pictures; however, they were asked to respect his request by not having him pose for a picture or to take pictures of his face. The craftsman did not mind pictures that included his hands, arms, tools, back side, or head bent down with straw hat showing.

David, an experienced wood craftsman, operates a fresh vegetable produce business with his family. He built the gate out of foot-square timbers cut last summer on a portable sawmill from a 27-inch diameter log found in the bottom of the ca-



One half of a c1845 timber hinge shows craftsmanship in carving the back half of this 22 foot wide piece. The other half fits in the cradle and is attached to the massive door.

nal. This gate will utilize two other 160-year old huge canal "hinge" members.

The Carroll County Wabash & Erie Canal Association sought timbers from the removal of the flood gate near Huntington, IN. The 1845 wooden structure was in the path of new four-lane US 24 highway being constructed in 1998. Timbers were stored at the historic site called Forks of the Wabash and the local operating organization was interested in finding a recipient who could utilize these massive timbers.

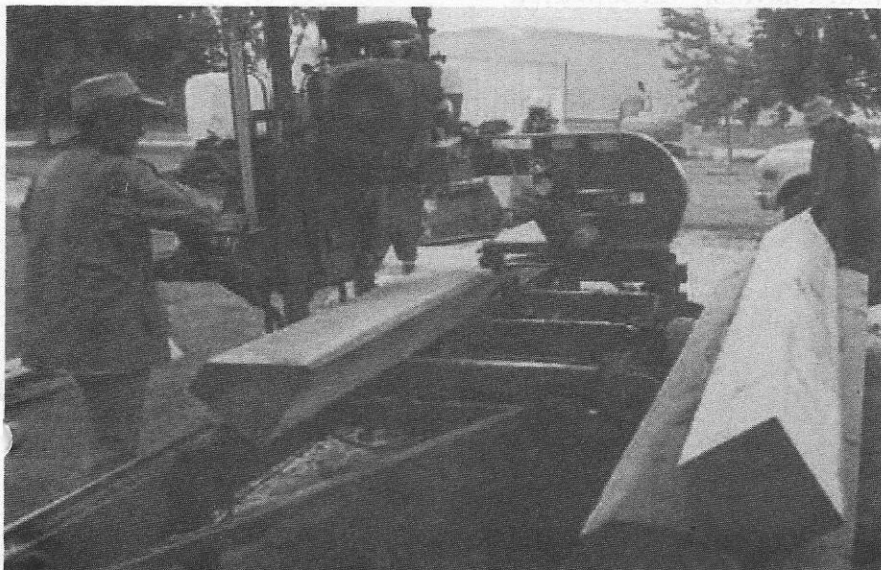
In March 2002 the W & E

Canal Association went to the Huntington site and loaded and transported 80,000 pounds of these timbers back to Delphi, IN. Since that time, several important pieces have been used to recreate exhibits for the new Wabash & Erie Canal Conference and Interpretive Center in the association's Canal Park.

Volunteers are working to create many of the interactive exhibits. In the case of the full-scale wooden lock gate, they have enhanced their abilities to produce a quality period display by utilizing an Old Order craftsman's talents and canal era tools.

Mr. Brumbaugh used antique tools of the "timber frame barn" trade that he represents. The mortise and tenon joints in the foot square timbers were crafted with these hand dressed methods. The completed lock gate will later be equipped with an operating wrought iron 24" x 24" square "sluice gate" such as the original canal structures

Rollin Graybill cutting the miter beam for the reconstructed lock gate. This beam was sawed from a very old 27-inch log taken from the canal bottom during dredging next to Delphi's Canal Park.



contained. After it was completed, this gate was placed inside the new Canal Center in Delphi's Canal Park along with many other interactive 1850s era displays. A companion exhibit, the full scale canal boat cabin, is currently being constructed beside the lock gate and may be viewed as well.

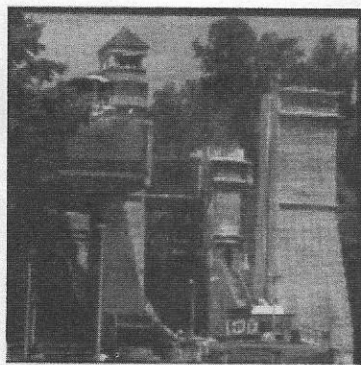
PETERBOROUGH LIFT LOCK TO CELEBRATE CENTENNIAL

by Robert Sears

The Peterborough Hydraulic Lift Lock, which officially opened in 1904, will soon be celebrating its centennial. The lift lock has been recognized over the years in a number of ways:

- Designation as a National Historic Site in 1979
- Lift Lock Visitor Centre officially opened by Prince Andrew in 1985
- The American Society of Mechanical Engineers International (ASME), in conjunction with the Canadian Society for Mechanical Engineering, named the Lift Lock a Historic Mechanical Engineering International Landmark in 1999.

The engineering wonder continues to impress thousands of tourists and boaters each year, with visitor number one million expected to pass through the doors of the Visitor Centre during the celebratory year of 2004. From July 9-11, 2004, Peterborough will celebrate with multifaceted festivities along the shores of the Trent-Severn Waterway, immediately south of the Lift Lock. In addition,



throughout 2004, community organizations and events will celebrate this momentous occasion by tying their event or activity to this milestone occasion.

The event will offer something for everyone and will involve a large portion of the Peterborough community. Here is just an example of what you can expect at the Peterborough Lift Lock Centennial Celebration:

- displays of steam equipment, antique cars, and antique boats;
- a Children's Area for crafts, games and activities from 1904;
- lunch at one of the many food kiosks where you can sample foods from the turn of the last century;
- entertainment by a variety of musicians performing historical tunes of the area;
- the opportunity to learn how blacksmiths, broomstick makers and other artisans of the early 1900s made their wares;
- *Lift Lock Ice Cream or Lift Lock Lager*; and
- a theatrical performance based on the building of the Trent-Severn Waterway and in particular the famous Lift Lock.

There will be so much to see and do, so don't miss out on all the action! Updates on developments of the event will be

posted at: www.liftlock100.com. For further information, please contact event coordinator Laurie Collette at (705) 742-4421.

...AND WHILE YOU'RE IN CANADA, VISIT THE LACHINE CANAL

The Lachine Canal has been described as the cradle of the Industrial Revolution in Canada. From 1850 to 1950, the canal and its surroundings had the largest concentration of factories in the country.

The idea of a canal to overcome the rapids at Lachine can be traced back to the Sulpician Fathers, the Seigneurs of Montreal, in 1680. Work finally commenced on a rudimentary canal in 1701, but it was never completed.

Because the completion of the Erie Canal threatened to divert Great Lakes trade from Montreal to New York, a group of Montreal merchants banded together to form the "Company of the Proprietors of the Lachine Canal." But the ability to raise funds was daunting and finally, as a last resort, the Province of Lower Canada took over the project and completed the canal between 1821 and 1825.

From 1843 to 1848, the Board of Works of the new United Province of Canada enlarged the canal, reducing the number of locks along the 13.4-kilometer route from seven to five and permitting the passage of larger steamships.

Between 1870 and 1885, further improvements were made to the canal. Locks were lengthened, but not widened, and sections of the canal prism were widened. The lock gates were

electrified and other changes were made to improve transit and berthing.

The opening of the St. Lawrence Seaway in 1959 spelled the end of through navigation on the canal. Finally, in 1970, the Lachine Canal was closed to shipping.

In 1997 the Government of Canada and the cities bordering the canal announced the Lachine Canal Revitalization Project. The investment of over \$83 million Canadian has enabled the canal to re-open to through traffic by pleasure boats. Although 3000 transits had been expected in 2002, over 5000 boats had used the canal by early September.

But this is not just a project for boaters. There will also be walking and bicycle paths and public space and parks. The redevelopment will lead to more projects to renovate older industrial buildings, to construct new residential units, and to establish new businesses. The Old Port of Montreal is one of Montreal's main tourist attractions; the Lachine Canal is a natural extension of that area.

Come and explore this exciting redevelopment. Bring your boat or your bike, or just enjoy a walk along the revitalized Lachine Canal.

CANAL WORK UNCOVERS HISTORIC BARGES

ON LAKE CHAMPLAIN
By Associated Press, 11/4/2002

BURLINGTON, Vt. (AP) An environmental cleanup site in Burlington is for a brief time allowing history buffs a chance to see rough outlines of Lake Champlain's maritime history.

Crews have largely drained

Burlington's Pine Street Barge Canal as work continues to seal toxic coal tar at the bottom of the polluted former canal. A layer of sand will cover the muck, preventing pollutants from leaking into surrounding land and into nearby Lake Champlain.

Draining the canal, designated a federal Superfund cleanup site, exposed history.

The remains of five wooden barges emerged when the water receded. The barges were the 19th century equivalent of today's 18-wheel trucks that move goods and equipment in and out of Vermont. A set of rails from an abandoned shipyard also was exposed by the receding water.

"It's an incredible thing to be able to see," said Art Cohn, executive director of the Lake Champlain Maritime Museum.

The cleanup project is also a research bonanza for the museum, thanks to a related find near Sloop Island, off Charlotte. The barge canal boats aren't good research subjects, because they're badly deteriorated and are sitting in toxic coal tar and muck.

To compensate for the loss, Green Mountain Power Corporation and other groups in-

involved in the cleanup are paying \$150,000 for research on the Sloop Island barge. That wreck is a clear, almost intact window on maritime commerce in Lake Champlain a century ago.

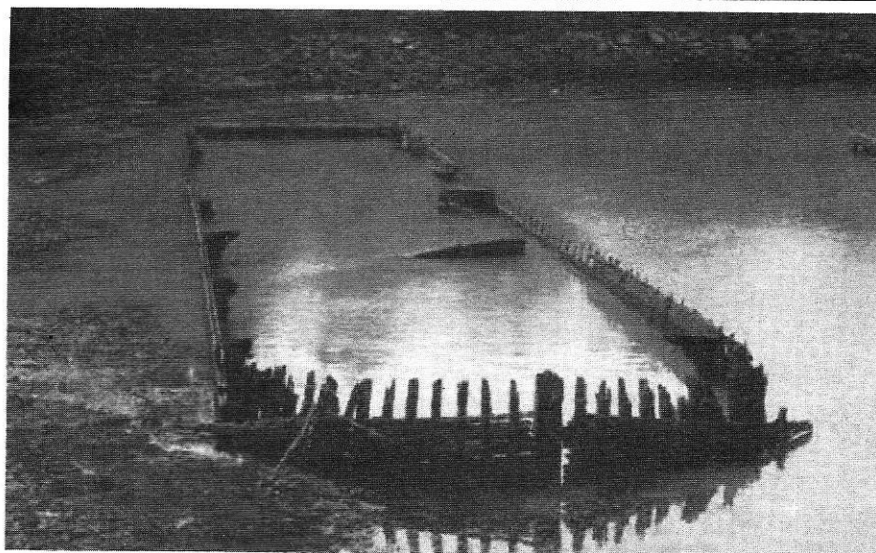
The barge, 97 feet long and more than 17 feet wide, was hauling coal when it sank off Sloop Island between 1904 and 1915, Cohn said. He doesn't know why it sank, but believes those aboard were rescued.

The roof of the Sloop Island barge separated from the vessel when it sank. When Cohn and others dove down last year to take a look, the roofless cabin was like a snapshot, circa 1910.

"You could look down on what was essentially a living room," he said. Divers recovered eating utensils, documents, and other detritus of barge life.

The museum is analyzing the materials that were brought up, and many will go on display next year, Cohn said. Work on the Pine Street Barge Canal is expected to be completed next summer. When it is, the sunken barges will disappear from view again.

One of the canal boats in the Pine Street Barge Canal Superfund Site (photo: Roy Wagner, courtesy



THE DEMISE OF THE COLONEL BALDWIN

[excerpted from the October 18, 2002 edition of the Woburn (MA) *Daily Times*]

What's the life of a packet boat these days?

Back in the 1840s, packet boats plied the Middlesex Canal.

Horses pulled the boats along the canal from the Mystic Lakes in Winchester right through Woburn and North Woburn to Wilmington and Lowell.

Now, Woburn's lone packet boat, the *Colonel Baldwin*, built by the Woburn Historical Society in the mid-1970s, has faced its demise.

The packet boat rested in North Woburn at Kiwanis Park, but fell to the ravages of time. In July 1998, the 40-foot long boat was taken to the City Barns off North Woburn Street. And there it sat!

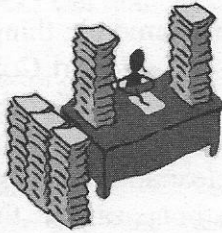
"There's a lot of sentiment about the boat," notes Tom Smith, a Woburn historian and vice chairman of the Woburn Historical Commission that conceived the idea in 1975. "It will always be remembered for the fun and the unique role it played in the history of Woburn."

Back in December, 1975, with the country's Bicentennial looming, Smith and Chairman Lenny Harmon, were trying to figure out how to preserve a slice of Woburn history without having to pay a lot of money. The thought of building the packet boat (a packet boat carries passengers, while a canalboat carries cargo) was born. Then, it was off to Rome, NY, to look at a replica packet boat on the Erie Canal. By April, the *Colonel Baldwin* was in the Lexington parade.

The last public appearance of the *Colonel Baldwin* was at the city's 350th Anniversary Parade in 1992. The boat was on public display at Kiwanis Park through most

of the 1990s before being removed for good in July 1998. By then, however, it had suffered through a lot activity and the ravages of time. Historical Commission members noted the boat was beyond repair.

The *Colonel Baldwin* is now gone. It was crushed and hauled away by DPW machines. The stern transom, however, with its carved stars and "Colonel Baldwin" nameplate, was detached and given to Len Harmon. Len will restore the transom which, with the iron bow ring, may be displayed in the Canal Museum in Billerica.



FROM THE EDITOR'S DESK

BOATS ON A CANAL? WHAT A CONCEPT!

As I read Dave Barber's letter in the last issue, I began to believe more and more in his vision. Why can't we again have navigation on our old towpath canals?

For nearly 100 years, boats plied the Morris Canal and the Delaware and Raritan Canal in New Jersey. Today only canoes, kayaks, and rowboats navigate on these once active waterways. But why not bring back larger vessels?

My interest centers on the Delaware and Raritan Canal, a 19th-century waterway that crossed the narrow waist of New Jersey. The D&R was part of the

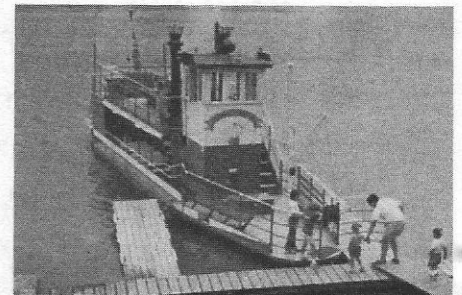
intracoastal waterway that connected the Chesapeake Bay/Philadelphia area and New York City and New England ports to the north.

Although commerce on the canal declined in the early 20th century, the D&R continued to host pleasure craft until its closing in 1932. Luckily, in the 1940s, the canal found a new life as a water supply conduit. In 1974, the state legislature created the D&R Canal State Park, opening the waterway and the towpath to recreation. So, unlike many of its sister canals, which were abandoned or destroyed, the D&R was preserved and is largely intact today.

As a result of these fortuitous circumstances, this canal is a great candidate for restoration. The first step is to invite a concessionaire to establish a canalboat ride for the public. Next the waterway must be renovated to accommodate other types of vessels for longer stretches of navigation. Ramps or concrete strips can be installed at all access points to allow trailered boats to enter the water. The D&R's historic swing bridges could be restored to accommodate larger vessels. Eventually, the existing locks, now dammed for water supply, can be used to raise and lower boats.

Of course, this plan will not happen overnight, but those who share the vision can already hear the clip-clop of the mules.

Steamboat proposed as a floating classroom on the D&R Canal.



CANAL BUFFS HALL OF FAME

THOMAS FREDERICK STRONG SWIFTWATER HAHN

by Terry Woods

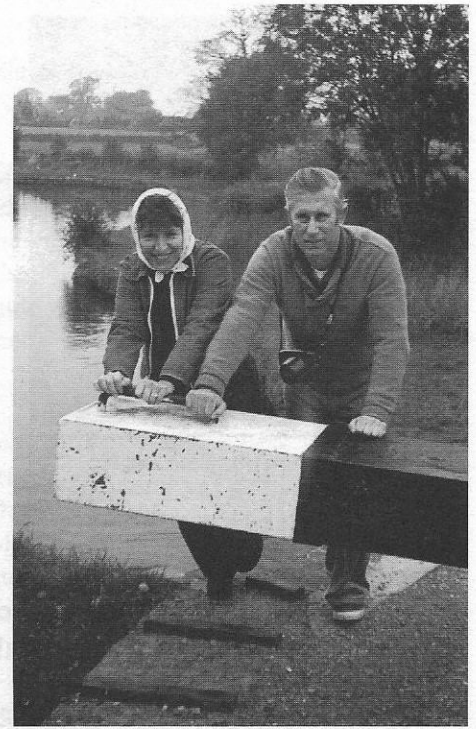
Thomas Hahn was born on November 5, 1926, in Topeka Kansas. He graduated from Topeka High School in June, 1944. Tom entered the University of Kansas that fall, but after one semester, enlisted in the United States Navy. After boot camp in 1944 and Aviation Radio School, Aviation Radar School, and Combat Air Crew at the Naval Technical Training Center in Millington, Tennessee, the Navy ordered Tom to New Orleans where he was selected for the Navy's V-12 program at Southern Methodist University in Dallas, Texas. When that program closed in 1945, he was transferred to the Naval Reserve Officers Training Program at the University of Texas at Austin. He graduated with a BA in psychology and pre-med and was first in his midshipman class in 1948.

Tom and the former Elizabeth Curtis were married in Austin, Texas, in May of 1948. Tom has a son, Christopher Hahn, living in Shepherdstown, WV, and a daughter, Elizabeth (Betsy) Hahn, living in Amherst, NH. Chris has given Tom a granddaughter, Beverly Hahn, who now attends West Liberty State College in WV.

Tom Hahn may have begun developing his love and interest in 'all things canal' when his first assignment as a young naval officer was in the Washington D.C. area.

"The first year in Washington was spent mostly as a student in an intensive course in Russian at the Naval Intelligence School. The second year was in a tour in three cruisers as an Intelligence Officer on the staff of the Sixth Fleet in the Mediterranean. The rest of the time was being busily engaged in intelligence assignments at the Naval Security Station in Washington and with the Armed Forces Security Agency at Arlington Hall Station, in nearby Virginia. When I could, I pursued graduate studies in psychology at George Washington University and American University. There was, however, still a little time for recreation. I went on National Park Service nature walks, many of which were on the Chesapeake and Ohio Canal. It was a good way to get first-class recreation at practically no cost. For the first couple of years in Washington, I had no car, so it was to the canal by streetcar or bus. It was then that I began to appreciate what a wonderful opportunity there was on a canal for birding, fishing, walking, and biking. The nature walks also gave me an appreciation for the role of the National Park Service. Little did I know at the time how much I was to get involved with that canal, other canals, and with the National Park Service. I was aware that little had been written on the C&O Canal, but I don't think that it occurred to me at the time that I should do anything about it. That was to come later."

A transfer of duty to the west coast for Ensign Hahn and family in 1951 precluded much "messing about with canals" for the next four years, but did include a tour of duty in the Ko-

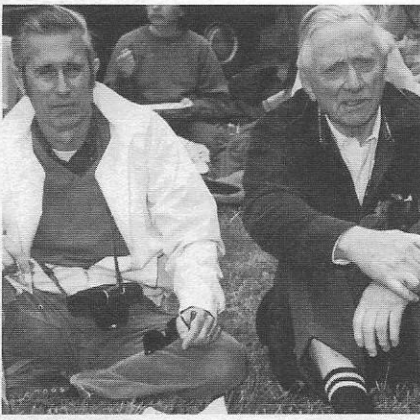


Nat and Tom Hahn on an English canal in the 1970s. Photo by William H. Shank.

rean War where he was engaged in amphibious landings and duty aboard two minesweepers.

In 1954, Tom decided to try a taste of civilian life and resigned his navy commission. For the next couple of years, Tom worked as a pyrometallurgical engineer, a linguist, and a writer of intelligence studies for the Department of the Army. He also managed to join the Naval Reserve and kept working on his education and language studies. The Navy then asked him to return to active duty. Assignments in the Far East and at Yale University studying Chinese dialects kept him far from his beloved C&O Canal.

That changed in 1960 with an assignment to the National Security Agency at Fort Meade, Maryland, as a Special Projects Officer. Tom took advantage of the opportunities, joined the C&O Canal Association and the Level Walkers, and began making contact with numerous peo-



Tom (left) with Associate Justice William O. Douglas (ACS Director) on the C&O Canal in the 1970s. (NPS photo)

ple in and outside the area who had a similar interest in canal history and lore.

The Vietnam War and related assignments caused a hiccup in Tom's canal interests, but the year 1968 found him once again assigned to Washington, DC, followed by another and final tour of duty with the National Security Agency in Fort Meade. Tom returned to the Level Walkers, now as its Chairman, and became the founding editor of the C&O Canal Association's newsletter, *Along the Towpath*. On October 30, 1968, Tom and the former Nathalie White, of New York and Maine, were married. Tom has two step-children from that marriage - Diane Torrey of Miami, Florida, and Duane Torrey of London, Tennessee, and New Hampshire.

Tom was well aware that there was no up-to-date guide for walking the C&O - so, in typical Tom Hahn fashion, he set about the task of writing what became a series called, "Towpath Guides to the Chesapeake & Ohio Canal." More than 100,000 of those guides have been sold, attesting to their popularity.

About that time, Tom be-

came acquainted with Bill Shank, a well-known Pennsylvania transportation history expert. Both men had realized the problem in finding a publisher willing to take on limited-interest, historically oriented books. In 1972, Tom had formed a small company, the American Canal Center, to do just that. Tom and Bill saw the advantage in pooling their efforts and The American Canal and Transportation Center (because Bill had books on other than canal history) was born.

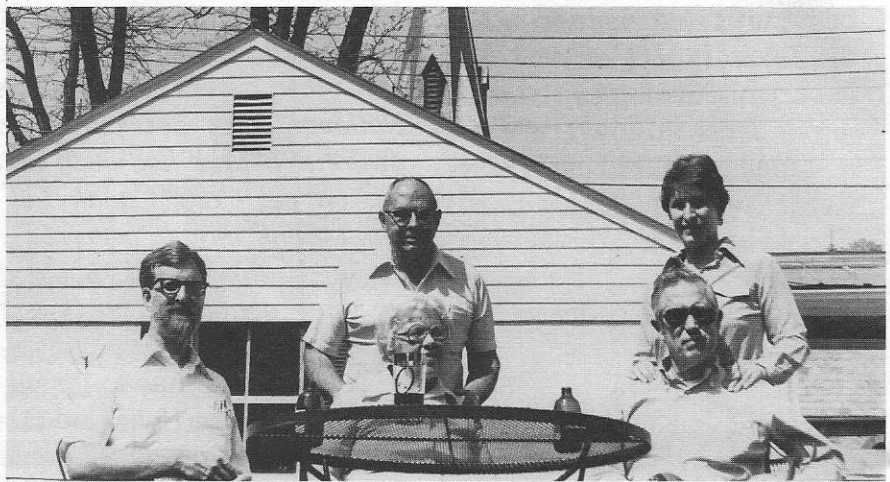
About that same time, Tom became acquainted with Virginia canal and river expert, Bill Trout. The two Bills and Tom began corresponding from the late 1960s on. This exchange culminated with Tom's suggestion that they discuss forming a worldwide canal organization, mainly because none existed and the three men felt there was a need for one.

As a result, they met at Tom's home, "Captain's Quarters," at 3535 Will Street at Fort Meade, and laid the groundwork for the American Canal Society. Tom was the Founding President and Editor of an, as yet, unnamed newsletter, Bill Shank

was Founding Vice President and Production Editor of the newsletter, and Bill Trout was the Founding Secretary/Treasurer and Contributing Editor. Thus the American Canal Society was officially formed early in January, 1972. The same three men founded the International Canal Society (at the same time with the same three officers), but they became so engrossed in the ACS that they put the International Canal Society on the 'back burner' for others to pursue in the future.

Tom has always been a canal enthusiast. He says he became a canal *professional* when he retired from the Navy in 1972 and became associated with the National Park Service. The 'new' career began with the George Washington Memorial Parkway as the Canal Assistant for the Parkway, then as Supervisory Ranger of the Chesapeake and Ohio Canal, then as a contract industrial archaeologist for the Denver Service Center on the C&O Canal Research Team.

Tom and Nathalie moved to Shepherdstown, West Virginia, in 1976 and he went on to obtain a second BA (in history), an MA in social studies in educa-



Bill Trout, Bill and Ruth Shank, and Tom and Nat Hahn at an ACS meeting in Shepherdstown, West Virginia, in the 1970s. (Photo by William Shank)

tion, and an MA in industrial archaeology. Tom also obtained a doctorate in interdisciplinary studies and took on a variety of canal restoration projects — all this while remaining active in the American Canal Society.

Tom Hahn continues to be active in the American Canal Society, in publishing canal books and 'collecting' degrees from well-known universities. He also served as an active chief of an Indian nation. He stepped down from the ACS presidency in 1978, but remains an active director and advisor. Tom, in 2002, relinquished his office as the Chairman of the Kansas Delaware Council and is currently the ceremonial chief of that tribe.

My first, personal contact with Captain Hahn was, I believe, in 1983, when, as co-chairman of the Tours Committee of the Canal Society of Ohio, I contracted with Tom to be the main speaker at a canal symposium the CSO held in Roscoe Village, Coshocton, Ohio. I don't believe, though, I knew what a truly brilliant and dedicated canal enthusiast/professional we were getting until I began doing the research for this biography. Captain Tom - I am impressed!

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 canallers 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). So, head on north to the Erie Canal with friends and family and hire a narrowboat for a delightful week of cruising on this historic waterway.

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

that came 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 park headquarters, 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, MA, in August 2002.

The **Delaware & Raritan Canal Watch** (NJ) has been hard at work on a soon-to-be-completed wayside sign project. Thanks to a grant from the Recreational Trails Program, the Watch and the **D&R Canal State Park** will soon install signs explaining the function of the locks and spillways.

The University of Toronto Press has published *The Great Swivel Link: Canada's Welland Canal*, by Roberta Styran and Robert R. Taylor. Copies can be ordered from Merritt's Mercantile, P.O. Box 3012, St. Catharines, Ontario, L2R 7C2, Canada.



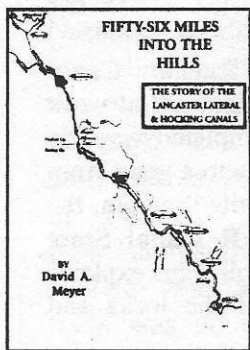
A FULL HAND, by Tom Yezerski

Author Tom Yezerski has appeared at several events recently to read his new children's picture book, *A Full Hand*. He visited the Delaware & Hudson Canal Historical Society Museum and the Canal Book Extravaganza of the Canal Society of New Jersey.

The book tells the story of Asa, a boy who takes a trip with his father on New Jersey's Morris Canal. The canal adventure, beautifully illustrated by the author, is available through Amazon as well as through the chain bookstores. Mr. Yezerski has also written *Together in Pinecone Patch* and *Queen of the World*.

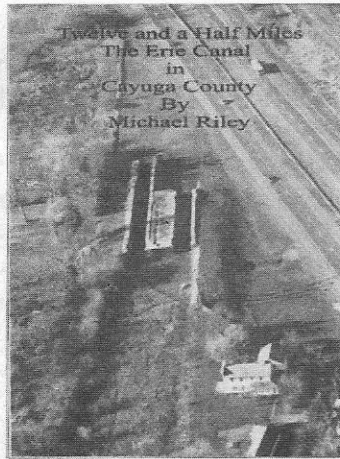
FIFTY-SIX MILES INTO THE HILLS, by David Meyer

David Meyer, author of *Life Along the Ohio Canal*, has just completed a new book, *Fifty-six*



Miles into the Hills, detailing the Lancaster Lateral and Hocking canals. The Lancaster Lateral Canal was completed in 1834 from Carroll to Lancaster,

Ohio. Later, the Hocking Canal was completed from Lancaster to Athens, a total of 56 miles. The new book contains many historic maps and photographs. It can be ordered by sending \$22.95 to the Fairfield Heritage Association, 105 East Wheeling Street, Lancaster, Ohio 43130.



TWELVE AND A HALF MILES: THE ERIE CANAL IN CAYUGA COUNTY

by R. Michael Riley

Reviewed by Terry K. Woods

Those of us who attended the 2000 World Canals Conference in Rochester, New York, may remember Mike Riley as the bearded gentleman who ferried us up and down that watered section of the enlarged Erie. Now, Mike has written a book on the section of the Erie (twelve and a half miles, actually) that traversed Cayuga County, New York.

By Mike's own account, his "goal was to get non-canal types out on the trails." But he also "wanted to get enough in there for canal people to learn something new." He accomplished his goal with me. I consider myself a "canal person," but I am certainly no expert on the Erie. By taking this short section of one canal and "wringing it out" through all its enlargements, improvements and attempted improvements, Mike Riley has taught me more about the Erie Canal(s) than I thought I could learn.

He describes the first Erie, Clinton's Ditch, its meandering

route from drumlin to drumlin, and the structures and the small villages that grew up along it. He describes the industries and life in the villages and what the changes in the route of the 'improved' and enlarged Erie did to the villages and industries. He explains how the Erie didn't just rise continuously in elevation from the Hudson to Lake Erie, but went up and down a bit (I never knew that). Finally, Mike explains how the last improvement, the Barge Canal, was the death knell of the many villages that Clinton's Ditch had birthed.

And Mike gives detailed directions on how to get to the many trails that allow exploration of the many existing Erie Canal structures and villages.

Since the main goal of this book is to appeal to the novice canal person, some of the terminology is more for the layman than I would prefer, but I believe that the simpler terminology will make the workings of the structures more understandable to the novice canawler. And it didn't detract from my joy of reading the book at all. I think that novice and seasoned canawler, alike, will enjoy the many maps and illustrations.

I heartily recommend this book to all and sundry, novice or seasoned canawler, student of the Erie or, like me, a person who wants to become more familiar with the famous Erie, in all its guises.

To order your copy, write to Mike at P.O. Box 302, Port Byron, NY 13140. The costs are:

- \$11.00 per copy
- \$2.00 postage & handling (media rate)
- \$4.00 postage & handling (first class)
- (109 pages – 8 ½ x 11, paperbound)

MINI LOCKS: AN IDEA WHOSE TIME HAS COME?

By Mark Beech

I should like to propose an idea for small, automatic locks in order to find out (1) if this has already been done, or if not, (2) if anyone besides me would be interested.

Size first. When I say small, I mean very small. I envision effective lock chamber dimensions in the neighborhood of 4'x18', just enough to handle a canoe or small boat. With something this small, single gates would be workable as well as desirable for simplicity.

The lock would be made of steel as one unit, so it could be fabricated in a shop and installed quickly on site by anchoring it to pilings. An optional design feature is that the upstream gate be built as deep as the downstream, possibly in top and bottom sections, so that all gates could be opened to restore original flows and levels in a

watercourse part of the time.

To make a mini lock more convenient (and more fun) than simply portaging, it must operate automatically and reliably. I am currently working on the details of a totally mechanical system driven by the water head at the lock. To allow boaters to activate the mechanism, a light rod runs along the top of one lock wall, extending out over the water in both directions on posts. When you slide the rod a few inches toward upstream, the mechanism shifts the lock to high pool; when you slide the rod toward downstream, the lock goes to low pool.

I see mini-locks as useful in at least two basic applications:

- (1) Creating or expanding canoe trails by placing low, unobtrusive dams on creeks, backwaters, and wherever just a little more depth will make an area feasible for canoeing. This might be workable in many parks and game preserves.
- (2) Getting some kind of boat,

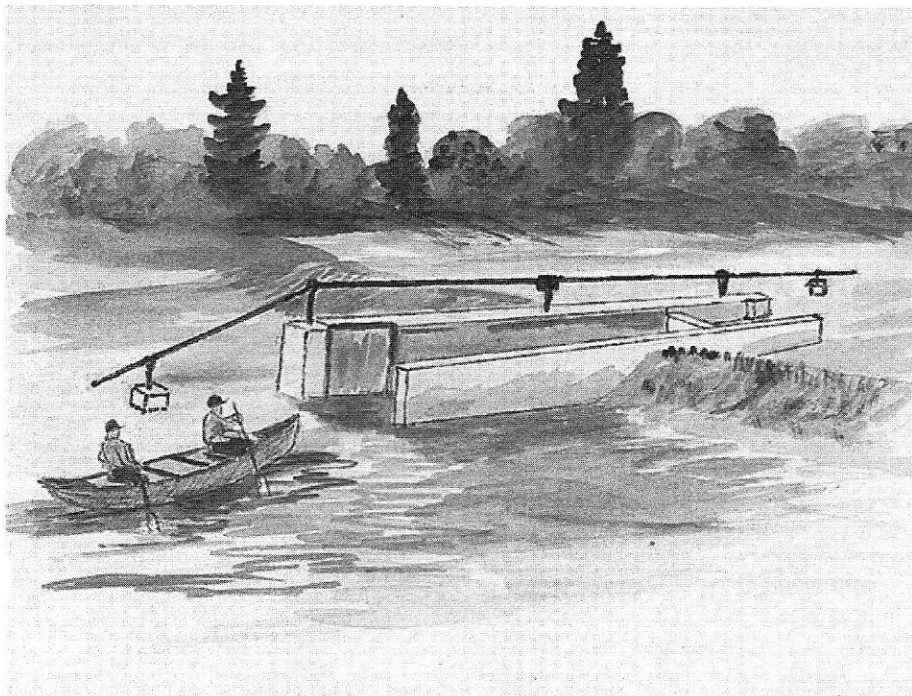
no matter how small, back on historic canals. The expense of fully watering old canals and rebuilding original locks is prohibitive for many canal groups. Mini locks could be installed in the old lock chambers. Water levels would not have to be maintained at original depth for smaller craft, unless it were deemed more esthetic or convenient to do so. In these situations mini locks could also serve as an intermediate step toward full-scale restoration, by helping to get people interested and involved.

Of course with modern equipment, completely new recreational canals can easily be built. Mini locks could play a part in making this type of project more economical and attractive. Housing developments often include lakes, and these areas are often near rivers or other lakes. I know of several such places here in northeast Nebraska. It has always seemed obvious to me, as a canal aficionado, that these people need a canal that goes somewhere. I will enjoy hearing from anyone who has feedback on this idea. Thanks.

Mark Beech, 409 East Ruppert Street, Battle Creek, NE 68715
silverscreen@huntel.net

EDWARD KUTSCH

Edward Kutsch, of Douglassville, PA, died in January. Mr. Kutsch, a founding member of the Pennsylvania Canal Society, was a major donor of documents, books and artifacts to the PCS collection. Among his donations are tracings of the maintenance drawings for the entire length of the Schuylkill Navigation. He also helped to organize PCS field trips that focused on this waterway.



Drawing by Joyce Gray

President's Letter

(continued from page one)

passed by still actively watered canals. At Lawrence, MA, the first drop going upstream, the Northern Canal still is watered. At its western end is a guard lock which still has miter gates at its lower end. The chamber is full of junk and the upper gates have been replaced by a concrete masonry wall that could easily be removed. The east end of the canal was connected to the river by a flight of three locks that were filled-in, reportedly in 1961. But the site is not built on and the area doesn't appear to be actively used. Filled-in is not the equivalent of destroyed. There is a nice photo of the three lower locks in the Arcadia book on Lawrence, MA (Volume I). The mile-long canal itself does not appear to be currently used for power production.

The other drop is at Lowell, MA, where the upper guard lock is actively in use by National Park Service boats. The Lower Locks (2) have been restored, and only the two Swamp Locks are unrestored, but intact. I recently learned that the National Park Service plans to restore the two Swamp Locks in 2003; however, the thought of allowing private craft passage creates all sorts of inertia and "reasons" against that don't hold water.

These cities are considered to be depressed areas, but both have heritage parks and both are just off I-495. Wouldn't through recreational navigation help their economies? Doesn't restoration itself provide jobs? Wouldn't recreational navigation help the economy elsewhere? How many similar situations are there?

Let me know! Let's expand our inventory of canals that can again be made navigable.

2003 CANAL CALENDAR

February 9—Winter stroll along the D&R Canal (Lambertville, NJ) and Delaware Canal (New Hope, PA); 215-862-2021.

February 23—Fred Brown Memorial Hike along the Delaware & Raritan Canal (NJ); 908-722-7428.

March 1—Annual meeting of the C&O Canal Association; 301-469-9180.

March 8—Canal Society of New York State winter meeting in Rochester; 585-387-0099.

March 11 - Talk on New Jersey's D&R Canal, Old Library, 46 W. Afton Ave, Yardley, PA; 215-862-2021.

March 21—Canal Society of New Jersey meeting: Glass slides of tri-state canals; 908-722-9556.

March 30—Bike the Delaware & Raritan Canal (NJ) towpath; 732-873-3050.

April 4-6 - Canal Society of Indiana tour, Wabash & Erie Canal; 574-583-6333.

April 5 - Delaware Canal Clean-Up Day, 9 am; call 215-862-2021 to volunteer.

April 18-20—Annual meeting, Virginia Canals and Navigation Society, Danville, VA; 804-288-1334.

April 25-27—Canal Society of New Jersey tour of canal sites in Maryland and Dela-

ware; 908-722-9556.

April 25-27—Spring field trip, Pennsylvania Canal Society—Lower Lehigh Navigation; John Miller, 610-865-2289.

May 16—Canal Society of NJ meeting: the Society's first English canal tour; 908-722-9556.

May 17 - Canoe the Canal, Old Santee Canal Park; see ospreys, alligators and other surprises; 843-899-5200.

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

June 14 - 8th Annual Waterloo Canal Day; Canal Society of NJ; 908-722-9556.

June 21—Joint meeting of the Canal Society of New York State and the Canadian Canal Society, on the Rideau Canal; 585-387-0099.

July 18-August 3 — Canal tour in Germany and Poland (canal with inclined planes), Canal Society of NJ; 973-376-4763.

September 24-26—World Canals Conference, Edinburgh, Scotland.

October 7-9 - Canal Society of Indiana cruise on the Erie Canal; 260-432-0279.

October 10-12 — ACS meeting in Lowell, MA. See story on page two for details.

October 11—Canal Society of New York State fall meeting: Reservoirs of the Adirondacks; 585-387-0099.