

# AMERICAN CANALS

BULLETIN OF  
THE AMERICAN CANAL SOCIETY

Vol. XXXIII, No. 3

Dedicated to Historic Canal Research, Preservation, and Parks

Summer 2004

## WORLD CANALS CONFERENCE 2004

by David G. Barber

The 2004 World Canals Conference began for me with a trip to St. Catharines, Ontario on the Sunday before. We arrived at the campus of Brock University in the late afternoon to find several familiar folks in the lobby of the Lonenberger Residence. The residence hall, the newest on campus, had been completed late in the prior fall and had landscaping that looked like late volcano. The building itself was quite stark and reminded folks of prison architecture. After checking in, we soon adjourned to the nearby Sheraton Inn for dinner. There, our group of four got a table for eight and the extra chairs soon filled with new arrivals.

On Monday, we arose with some confusion about breakfast, which was soon resolved. We then boarded a bus for Port Colborne and the pre-conference, all day cruise down the modern Welland Canal. While the day was rainy, the *Dalhousie Princess* had ample enclosed spaces and we were all comfortable while occasionally braving the rain. We began with a passage of the Lock 8, the guard lock, followed by a continental breakfast. The cruise continued along the long summit level passing through the Welland Bypass, past Port Robinson and through the Deep Cut. Along the way, we got to see the features of earlier versions of the canals that are not easily viewed from shore.

We then arrived at Lock 7 where we had to wait for several commercial ships. Here, everyone got a good canal view of the well known Inn at Lock 7 where many of us have stayed, some the night before.

Once traffic cleared, we passed through

Lock 7 and then descended the flight: locks 6, 5, and 4. Here we observed traffic traveling in the opposite direction, including large commercial ships and one very upscale, French cruise ship. While in Lock 4, we even had a freight train cross the bascule lift bridge at the lower end. Continuing on, we passed through the remaining locks 3, 2, and 1. We exited the canal at Port Weller just as we were being served a grilled supper and had to hold on tight as we were hit by waves as we entered Lake Ontario. A short journey on Lake Ontario brought us to Port Dalhousie, the port for the first three Welland Canals, where our bus met us for the return to Brock University.

For me, Tuesday was occupied with several pre-conference meetings. This began with the ACS Directors meeting, reported on elsewhere in this newsletter. Immediately after, was the conference steering committee meeting where Liverpool, England was confirmed as the site of the 2007 meeting and various aspects of the conferences were discussed. The afternoon began with the Inland Waterways International directors' meeting followed by the IWI annual general meeting. Following these, several of us made a trip into St. Catharines to have dinner at an Irish pub. We then returned for a wine and cheese reception and the premier showing of a new movie, "Conquering Niagara".

Wednesday began with the official conference welcome and two lecture sessions. We then boarded buses to the Welland Club in Welland for a picnic lunch on the lawn. After a tour of canal sites in Welland, we traveled to Port Colborne and viewed the sites there. The visit to Port Colborne included a reception in the city hall. Dinner that night was at Brock.

Thursday morning was again occupied

by talks followed by lunch in the courtyard at Brock. We then divided into tours of the sites in the St. Catharines - Thorold area including locks of the second and fourth Welland Canals, the museum at Lock 3, and local restorations. Dinner was at the Sheraton.

Friday morning had the closing presentations of the conference followed by lunch and the afternoon in Port Dalhousie. We then returned to Brock before busing to a local winery for dinner and closing remarks.

The next World Canals Conference will be August 22 - 24, 2005 in Trollhattan, Sweden. The 2005 conference will be followed by a three day tour of six Swedish canals. Information is available on the conference web site.

## PREMIER OF ONTARIO HONORS WCC WITH SURPRISE PROCLAMATION

by Bill Trout and George Hume

The Premier of Ontario, Dalton McGuinty, read a proclamation at the final dinner of the World Canals Conference 2004. This proclamation was memorialized on a plaque which has been retained by the Canadian Canal Society. Attendees at the WCC were completely surprised by the presentation. Neither the Premier's office nor the office of the local member of Parliament (who is Minister of Tourism for the Province of Ontario) had contacted Conference organizers in advance, and the organizers had no input into the content. However, all agreed that the sentiments expressed by the Premier could not have been improved upon.

(Continued on page 3)

# 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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**DEADLINE:** Material for our next issue must be on the editor's desk no later than October 15, 2004. Send to Paul Bartczak, 9954 New Oregon Road, Eden, New York 14057; [PJBartczak@earthlink.net](mailto:PJBartczak@earthlink.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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(Continued from page 1)

The text of the proclamation follows:

2004 World Canals Conference  
175th Anniversary of the Opening of  
the First Welland Canal  
June 2 – 4, 2004

On behalf of the Government of Ontario, I am delighted to extend warm greetings to everyone attending the 2004 World Canals Conference and celebrating the 175th anniversary of the opening of the first Welland Canal.

St. Catharines and the surrounding areas owe much of their prosperous growth to the Welland canals and the people who conceived and built them. Since the first canal was opened, three more canals have been constructed. Today, the Welland Canal remains the focus of significant commercial activity, forming a vital link for shipping between the Great Lakes and the Atlantic.

The World Canals Conference brings together canal enthusiasts, professionals and scholars from around the world to learn about a variety of topics related to canals. These include the protection of historic canals, the revitalization of canal systems, and the use of canals to promote tourism and spur economic development and urban renewal. I am confident that this year's conference will provide a forum for fresh, innovative ideas and energize participation in meaningful and insightful dialogue.

Please accept my sincere best wishes for a successful and highly productive conference.

Dalton McGuinty  
Premier

## DIRECTORS' MEETING JUNE, 2004

By David G. Barber

Your directors held their latest meeting in St. Catharines, Ontario, on June 1st as a prelude to the 2004 World Canals Conference. Fifteen directors and four society members were able to attend.

The meeting began with the Nominating Committee Chair, Robert Schmidt, presenting the slate of officers for the coming year. These are President, Dave Barber; Vice Presidents, William Gerber and

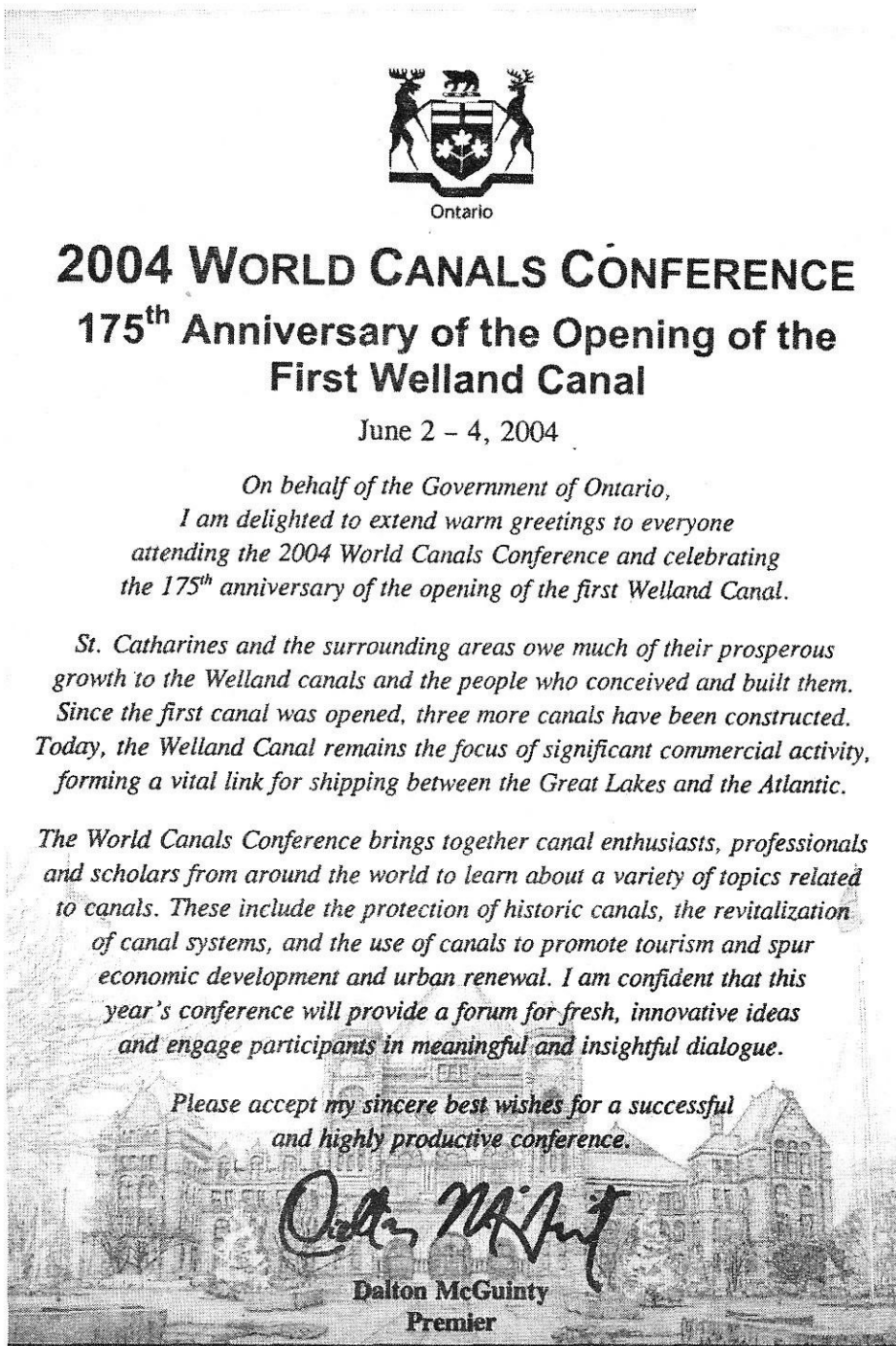


Photo of the plaque which was presented at the 2004 World Canals Conference.  
Photo by George Hume

Michael Morthorst; Treasurer, Charles Derr; Recording Secretary, Nancy Trout. Motion was made and approved to accept the slate of officers as presented.

The minutes of the previous meeting were then approved.

Dave Barber then gave a President's Report on things happening on canals. The report is discussed elsewhere in American Canals.

Treasurer, Charlie Derr, reported that we have assets on hand of \$22,941.20. Since the October, 2003 Directors' Meeting, income has been \$7,611.26 verses expenses of \$4,942.66. Charlie also reported that we have 730 members, but that all members need to interest new people in becoming members of the Society. There was a further discussion of the issue of attracting new members.



Dave Barber reported that papers for incorporation of ACS in Pennsylvania have been submitted. Furthermore, when the incorporation process is completed, we will apply to the Internal Revenue service for 501(c)3 status.

Charlie Derr reported that the National Canal Museum web site has received about 800,000 hits per year. Our grant of \$2,000.00 to match grants of other canal societies in support of the NCM web site has so far been used to the \$850.00 level.

Keith Kroon reported that he has an inventory of about 35 ACS burgees and about 10 ACS patches.

Information from our editor, Paul Bartczak, is that the next issue of American Canals should be out in late June. He hopes to gain ground on the following issue.

Our ACS web site is now up and running and using about 90% of the purchased space. Dave Barber is open to any and all suggestions on how to improve and add to the site.

Charlie Derr reported that we are almost out of ACS bumper stickers. A motion was made and approved to print 2,000 new stickers. The new stickers will have the new web address and blue lettering. The new stickers will read "RESTORE YOUR LOCAL CANAL".

A motion was made and approved to elect Bill McKelvey as Director Emeritus for his long service to the society.

It was reported that Robert Rudd, formerly director of the Shaker Museum, will be the new Director of the National Canal Museum.

The next ACS Directors' Meeting will be held in October, 2005, in conjunction with a canal tour in eastern Ohio.

## FROM THE PRESIDENT

by David G. Barber

At the Directors' Meeting in June, I reported on the progress being made on many of our closed canals. I think it important that we be aware of progress as well as possibilities. So, I'm going to share that report with you at this time with some added items.

The Pennsylvania Turnpike has a project to rebuild its Delaware River

bridge and construct a second bridge alongside it. The existing and new bridges span both Route US 13 and the route of the Delaware Canal, which crosses diagonally through the crossing of the two highways. A meeting of interested parties was held in April and many ideas were exchanged. When the first bridge was built in the 1950s, the canal was filled in under the bridge up to towpath level, but the bridge and its piers are not actually on or in the canal. The turnpike has been asked to remove this fill and add no more. While the bridge construction is ten years in the future, there was interest at the meeting to remove the fill at an earlier date.

Further north, the Levittown shopping center was built in the 1950s with its parking lot destroying a piece of the canal. The shopping center has now been demolished and the site is being redeveloped. But, the project is going slowly with the developer being fined for not removing demolition debris promptly. There is much interest in reestablishing the canal through the site. The canal route is still owned by the state.

In all, there are 26 impediments in the southern ten miles of the Delaware Canal. The fill and culvert at the US Route 1 Bridge in Morrisville will be removed starting in July.

Further north at New Hope, the canal from Lock 11, the upper of the four New Hope locks, to the aqueduct in New Hope, was dredged this past spring. Even more interesting, Lock 11 is being rebuilt to operating condition and will be available for locking through canal boats as a daily demonstration.

Last fall on the Delaware & Hudson Canal at Cuddebackville, NY, the Nature Conservancy was involved in the removal of a dam on the Neversink River. The Conservancy claimed that the dam had blocked the river since the original construction of the canal. However, at the site, the river has two channels. The plan was to remove the concrete dam in the right-hand channel. This dam had been built in the early twentieth century by a power company. The canal company dam only blocked the left hand channel.

The project includes building a "temporary" roadway from Lock 51 to access the site. But, the roadway will

remain for park access purposes after the demolition work. This is an interesting definition of "temporary".

The power company dam in the left-hand channel that replaced the earlier canal company's wood crib dam will remain despite its undermined condition. Failure of this dam will send habitat damaging silt downstream.

This project is an interesting example of how important it is for us to keep on top of these things. The conservancy folks put out much inaccurate historical information and are taking credit for a project that only partly addresses the needs of the site. It is also an example of the effort of some groups to remove historic canal dams as a "righteous cause".

There is a long range project to open the Ohio and Erie Canal towpath from Lake Erie at Cleveland to New Philadelphia. Many segments are already open. Last fall, a long section of the Ohio and Erie Canal towpath trail was opened between Bolivar and Navarre. At Harvard Avenue in Cleveland, a trail is being planned on the west side of the river to continue the "towpath trail" north; it will not follow the actual towpath which is on the east side of the river due to a railroad yard and a steel mill occupying the original route. Planning is also underway to open other segments. There was a very interesting talk at the Canal Society of Ohio spring field trip about plans for the canal at Bolivar including a bridge at the site of the Tuscarawas Aqueduct west of town and another across Interstate 77 to the south.

I had a visit from a commercial developer, who is involved in building outlet malls in the Netherlands and England. He and his sponsors are interested in doing the same thing in the U.S. with a tie-in to canals and canal restoration. This idea is in the very preliminary stages.

The State of Wisconsin is working on a plan to restore navigation on the Lower Fox River between Green Bay and Lake Winnebago. The idea is to restore all of the locks along the river except one, which will be replaced by a boat lift like that at Big Chute in Ontario. The boat lift is needed to stop the upward migration of invasive marine life.



Indiana has a problem with the silting of the canal & dam at Metamora. The river also has silt caused by the carelessness of development companies. Letting topsoil leave your property is a legal no-no. Government units can be pressured to ignore it but we have the right to stand up and complain. The public needs to insist that landowners develop settling ponds on their property and stop allowing silt to enter the waterways. If we don't stand up for what is right, who will? Public complaints to the state environmental people must be investigated.

New Jersey has been working to improve the towpath along the Delaware and Raritan Canal and its feeder. They have improved several problem areas along the way and plan to bring the trail along the main canal into Trenton. This past spring, the state completed a new pedestrian bridge over US Route 1 northeast of Trenton to link two sections together across the busy, four lane highway.

South of Trenton along the Delaware River, the last two miles of the canal to Lock 1 at Bordentown, which are tidal, silted in, and a hard bushwhack on the towpath, can now be easily viewed while riding the new light rail "River Line".

Finally, David Edwards-May of Euromapping is developing a new North American Canals map showing both historic and operating canals and river navigations. Copies can be ordered at the Inland Waterways International web site.

These successes and questions are now listed on our web site under "progress". I would welcome learning of more to include.

## BOOK CORNER

*The Delaware and Raritan Canal at Work*, an Arcadia "Images of America" book, by Linda J. Barth, features nearly 200 historic photographs and postcards of this waterway, one of the most successful towpath canals in the United States.

Following on the footsteps of the successful first edition of the *Delaware and Raritan Canal*, this newly published follow-up book visits many of the businesses that operated along the canal, including farms, food packing companies, rubber reclaiming plants, coal yards, quarries, Johnson & Johnson, and Atlantic Terra Cotta.

Volume II, *The Delaware and Raritan Canal at Work*, also details the "nuts and bolts" of how the canal operated and the vessels that used the waterway. The unusual machinery of the canal – locks, swing bridges, aqueducts, spill gates – is depicted in detail. These and other chapters bring to the reader many

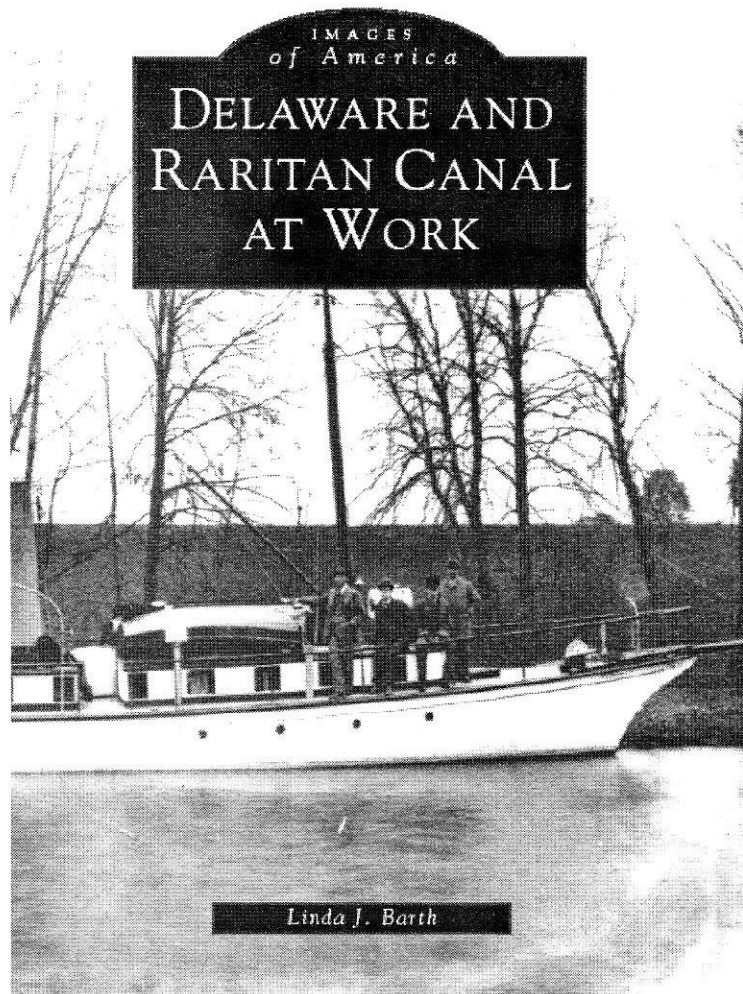
new views of this famous waterway, one of the most successful towpath canals in the United States.

Linda Barth grew up in the canal town of South Bound Brook. For nearly two decades she has served on the board of the Canal Society of New Jersey and has been the curator of the Mule Tenders Barracks Museum in Griggstown. A retired teacher, Linda Barth is the author of Arcadia's *The Delaware and Raritan Canal*, the children's book, *Bridgetender's Boy*, and many canal and travel articles. She and her husband lead tours on canals throughout the Northeast.

To order your copy of *The Delaware and Raritan Canal at Work*, send your check, payable to the author, for \$19.95 plus \$3.05 tax and shipping, to

Linda J. Barth  
214 North Bridge Street  
Somerville, NJ 08876

For further information, please call (908) 722-7428.



## THE CHANGE BRIDGE

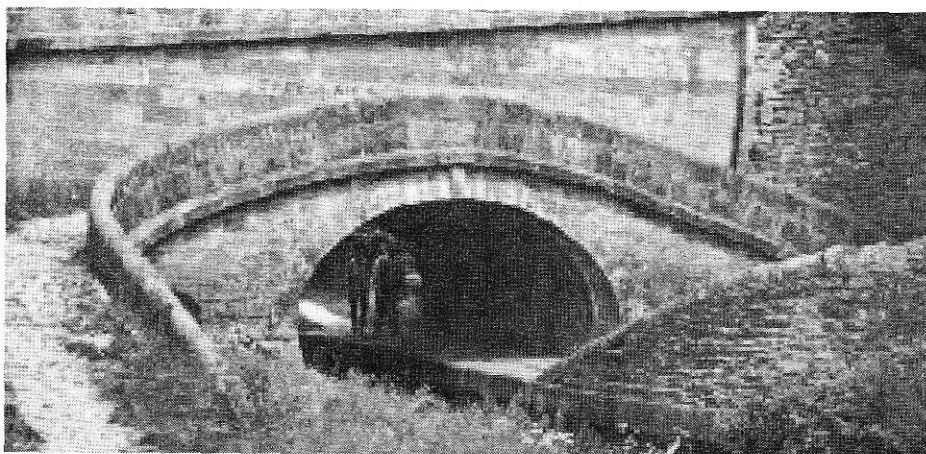
by Dr. William Hullfish

The towpath on most canals did not always stay on the same side. Draft animals and their drivers changed from one side of the canal to the other as was necessary due to natural or manmade obstructions. When the towpath changed sides, special bridges, called change bridges or crossover bridges, were necessary. These change bridges allowed the draft animals to cross the canal without being unhitched. Since few change bridges remain today, many people have never seen one and those who have are often unaware of their original function.

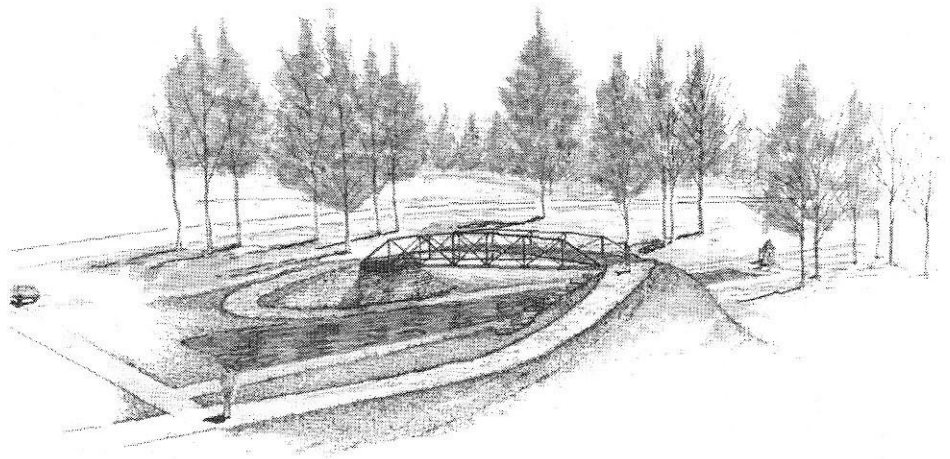
### Change Bridges in England

Change bridges on the American canals were patterned after those in use in Europe, particularly England. Many change bridges in England were constructed of stone and are still standing. Change bridges were different from conventional bridges. They had to have two important features in order to pass the towrope from one side of the canal to the other. The change bridges had a low rail with smooth curves to avoid snagging the towrope (photo 1). On one side of the canal was a circular, cloverleaf style ramp (right side, photo 1) and on the other side of the canal, a straight ramp (left side, photo 1).

The ramps both come off the bridge going in the same direction (toward the viewer). These features were necessary to change sides of the canal while passing the towrope *under* the bridge.



Photograph 1: Stone Change Bridge in Great Britain



1858 Whipple Aldrich Change Bridge, Palmyra, NY

Illustration 1: The Change Bridge

### How did the change bridge work?

Look at Illustration 1 and imagine a team of mules pulling a boat away from the viewer (right-hand side of the canal). The mules would go up the ramp and cross the bridge from right to left. As the mules cross the bridge, the towrope goes slack and slides along on the low, smooth railing (closest to the viewer). After crossing the bridge, the mules turn to the left (the same direction from which they originally came), and they continue down and around the circular ramp and under the bridge. In a matter of minutes, they have changed sides of the canal and are on their way without unhitching the mules or untying the towrope.

The route can be retraced from the left towpath (coming toward the viewer)

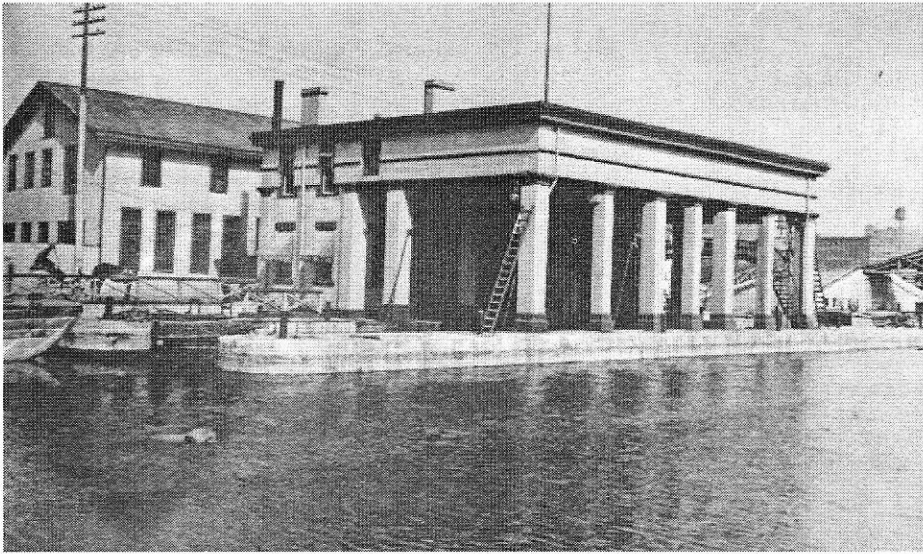
and the process works as well. The mules go under the bridge (left-hand side of Illustration 1), turn right up the circular ramp, and cross the bridge from left to right. The towrope slides over the rail closest to the viewer. The mules descend the straight ramp and continue on the towpath on the right-hand side of Illustration 1.

### The Aldrich Change Bridge (Erie Canal)

The last remaining change bridge in the United States can be seen in Palmyra-Macedon, New York. The bridge was originally erected in 1858 to change towpath sides at the Rochester weighlock. Photograph 2 shows the Rochester Weighlock with part of the change bridge visible in the far right corner. In 1879, the change bridge was removed and stored until it was installed at Palmyra-Macedon after the collapse of its wooden change bridge. The change bridge near the Palmyra-Macedon town line was made necessary because the widening of the canal brought the canal right up to the backs of the buildings in the town of Palmyra and the towpath had to be switched to the north bank.

The Aldrich Change Bridge stood on its stone abutments (photo 3) from about 1880 until 1915 when the Erie Canal was again widened and the canal moved to the north. Since the change bridge was no longer needed it was sold to a local farmer who moved it to his farm to span Ganargua (locally called Mud Creek) Creek (photo 4).





Photograph 2: Rochester Weighlock with Change Bridge



Aldrich Change Bridge in 1905

Photograph 3: Aldrich Change Bridge in 1905

Eventually, the bridge fell into disuse and, in 1996, collapsed into the creek during an extremely destructive ice storm in Western New York. In 1997, a group of local volunteers, with the help of equipment and crew from Sessler Excavating and Wrecking Co., rescued the remains of the bridge from the creek (photo 5).

The Town of Macedon stored the bridge in the highway barn while volunteers cleaned and sorted the bridge parts. After grants were obtained to fund the project, they were able to repair, replicate and restore the parts of the bridge and it was reassembled (photo 6). The rail on the left is the one the towrope would slide over. Even the bolts and nuts used to

assemble the bridge were on the inside of the railing (see bottom left, photo 6) to avoid snagging the towrope

#### Design of Bridges for the Erie Canal

The Dean of American bridge builders, Squire Whipple (1804 -1888), began his bridge building career in 1840 by designing an iron truss bridge.

Whipple also designed and built the first model for weighing canal-boats. He subsequently built the first weighlock scale on the Erie Canal.

Squire Whipple wrote a *Treatise on Bridge Building* in 1847. Whipple devised a scientific system of mathematical equations that could accurately predict the thickness and shape of the metal components for a bridge in order to support a given weight. This system reduced costs, increased reliability and allowed iron to replace wood as the principal load-bearing material for bridges.

Whipple also designed the iron arches of the bridge so they could be free standing and did not need cross supports. Notice the arches are wide at the bottom and narrow at the top (photo 7).

The Aldrich Change Bridge is, according to the Historic Bridge Foundation, "Whipple's oldest known surviving structure (1858) and one of the oldest iron truss bridges surviving in the country." The Aldrich Change Bridge at Palmyra-Macedon was manufactured at the Waterford (NY) Iron Works of George W. Eddy and erected in 1858 by John Hutchinson of Troy,

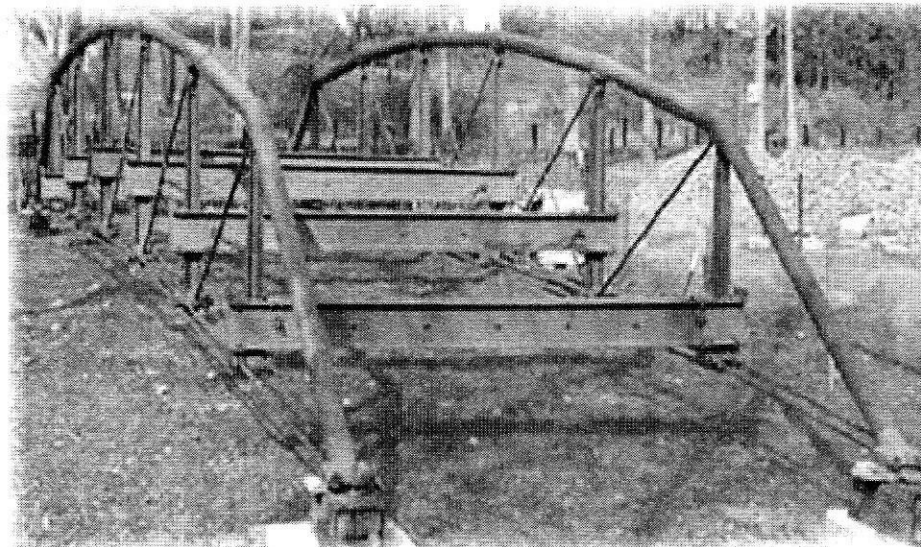


Photograph 4: Aldrich Change Bridge over Ganargua Creek





Photograph 5: Remains of Change Bridge in Ganargua Creek



Photograph 6: Aldrich Change Bridge Reconstruction

New York. The bridge design allowed it to be manufactured off-site and quickly erected wherever it was needed. The history of the Aldrich Change Bridge will attest to this. It was first built in Waterford, NY, erected in Rochester, disassembled and stored, erected again in Palmyra-Macedon, NY, disassembled and reassembled over Ganargua Creek, and finally reassembled yet again near its original spot in Aqueduct Park, Palmyra, NY.

After more than seven years of hard work by a dedicated group of volunteers, the Aldrich Change Bridge stands once again along the Erie Canal.

It is now a part of the New York State Heritage Trail System. Eric DeLony, chief of Historic American Engineering Record, said the effort is “one of the most important bridge restoration projects in the country today.”

One personal story associated with this bridge might serve to demonstrate its importance as a teaching tool. While I was visiting the site, a group of tourists

read the description of the bridge and stood staring at it. Finally, one man said, “I still don’t see how it worked.” I volunteered to demonstrate by walking up the towpath pretending to pull the towrope. Walking under the bridge and up the circular ramp, I crossed the bridge and descended to the towpath on the other side. “Yes, I can see now,” he said, “but does it work going the other way?” I obliged with a demonstration from the opposite direction. Now every hiker and biker on the New York Heritage Trail (and every visitor to the bridge) can actually experience for themselves how the change bridge works.

The State of New York adopted Squire Whipple’s bridge design for use over the Erie Canal. Hundreds of bridges using Whipple’s design were built; however, only a few still exist. A third Whipple bridge (photo 9) in New York State is located in Boonville (north of Utica, NY). Squire Whipple and the change bridge both have another thing in common. They remain little known but important parts of canal history.

For more information and photographs, visit the following site:

[www.palmyrany.com/Projects/ACBridge.htm](http://www.palmyrany.com/Projects/ACBridge.htm)

Dr. William Hullfish is a life member of the American Canal Society and performed at a fundraiser for the bridge in Palmyra, NY with the Golden Eagle String Band. He is author of two books of canal songs: *The Canaller's Songbook* and *Songs of the Horse-Ocean Sailor*. He has written articles previously for *American Canals* and two of these have been reprinted in *The Best of American Canals*.

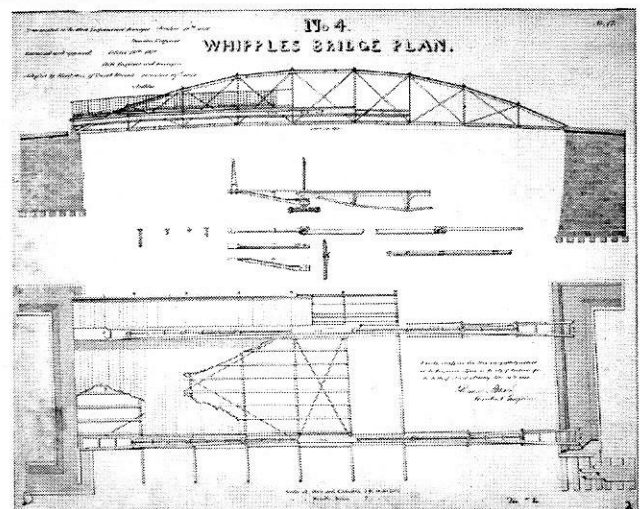
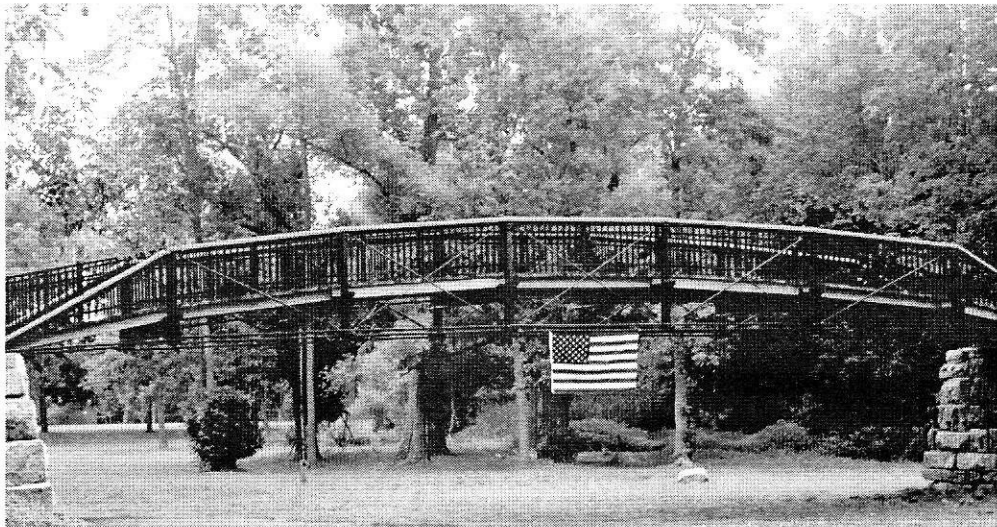


Illustration 2: Whipple’s Design for the Iron Truss Bridge



Photograph 7: Whipple Bridge on Union College Campus, Schenectady, NY



Photograph 8: Aldrich Change Bridge in July, 2004



Photograph 9: Boonville, NY Whipple Iron Truss Bridge



## TOWPATH TIDBITS

by Linda Barth

Two Elderhostel programs will be conducted at the **Chittenango Landing Canal Boat Museum** this fall.

"American Heritage: The Erie Canal from Clinton's Ditch to Waterway of Glory" will be presented on September 4-11 and again on September 18-25, 2004. From October 8-13, the museum will sponsor "Lifestyles of the 1800s – Side by Side" at the White Eagle Conference Center in Hamilton, New York. For further details, contact Elderhostel, Inc. at 1 (877) 426-8056 or on the web at [www.elderhostel.org](http://www.elderhostel.org).

At the **Susquehanna Museum of Havre de Grace**, the Lock Gate Project continues at a steady pace. The lock has been drained and coordinators Dale Woomert and Bob Goodenow look forward to the installation of the gate by summer's end. Additionally, the re-decking of the pivot bridge will be funded by a grant from the National Trails Act.

Donations from the **Canal Society of Indiana** have funded the installation of eight signs along the Whitewater Canal; thanks to the crew of the Whitewater Valley Railroad for erecting this interpretive signage.

The **Miami & Erie Canal Corridor Association** and the **Ohio Department of Natural Resources** recently published *Travel Back in Time*, a 28-page illustrated guide to canal locks, museums, parks, and hiking trails along the historic and scenic Miami & Erie Canal corridor in western Ohio. The guide is available free at the website of ODNR: [www.ohiodnr.com/water/canals/M&E\\_TourGuide.htm](http://www.ohiodnr.com/water/canals/M&E_TourGuide.htm).

**D&H Canal** - Interested in the D&H Canal, but don't know where to start? A new source of information about the Delaware and Hudson (D&H) Canal Heritage Corridor has been released by the D&H Heritage Council. The card lists web addresses, telephone numbers, museums and villages where one can "stroll, run, or bike along history" and learn about both historic sites and recreational trails along the bi-state canal's 108-mile route.

The 108-mile long Delaware and Hudson Canal and Gravity Railroad

connected the coal fields of Pennsylvania with "the rest of the world". Beginning at Carbondale, Pennsylvania, with the Gravity Railroad and ending at the Hudson River near Kingston, New York, it was built in just three years during the 1820s. This amazing achievement also included 108 locks and four cable-suspension aqueducts designed by John Roebling of Brooklyn Bridge fame. There are now several wonderful museums that chronicle D&H history located along its route; and many sections of D&H towpath trail, where mules once tread pulling canal boats, have been transformed into public recreational trails. Visitors now stroll or bike along trails rich with wildflowers, wildlife and a sense of history.

The D&H Transportation Heritage Council consists of the various public, private and non-profit organizations committed to promoting the appreciation and preservation of the historic resources of the Delaware and Hudson Canal and Gravity Railroad. Explore history while enjoying the great outdoors! Visit the site nearest you, pick up a copy of the new brochure, and plan future D&H outings...or visit the D&H Transportation Heritage Council's web-page at [www.dhthc.com](http://www.dhthc.com).

## THE PAWTUCKET CANAL AT LOWELL

by Bill Gerber

In 1980, on contract to the National Park Service, Ms. Anne Booth completed a superb compilation and interpretation of the historical documents available for the Pawtucket (aka Patucket) Canal. The following is a very short summary of the early history of the Pawtucket Canal as described in her voluminous report.

With its 30+ foot drop over a succession of rapids, Pawtucket Falls on the Merrimack was a major obstruction to the successful delivery of Merrimack Valley forest products to the seacoast. Timber had to be collected here and hauled around the falls on wagons. In 1792, the legislature of Massachusetts incorporated Newburyport merchants and ship builders Dudley Atkins Tyng,

Esq., William Coombs, Joseph Tyler, Nicholas Johnson, Joshua Carter, and others, as the Proprietors of Locks and Canals on the Merrimack River (PLC/M). The company was charged to make the river navigable by boats, rafts and masts, from the New Hampshire line to the tidal waters of the river.

The PLC/M began construction of the Pawtucket Canal in 1794, generally following the course of Speen's Brook. This effort encountered significant difficulties, such that the cost rose to double the initial estimate and the scheduled opening had to be delayed several months. The eventual opening, in October 1796, was accompanied by a nearly disastrous event; a side of the first lock (apparently at the location of the present day Swamp Locks) gave way and many of the onlookers were swept into the canal and downstream. The Directors observed: "A disagreeable incident on the day assigned for opening that canal prevented the passage for fourteen days. Due attention was immediately paid to the subject, and the lock which gave way was rebuilt in a manner which in the opinion of the Directors may quiet any apprehensions of a repetition of a like failure. The canal was thus completely ready for the passage of rafts early in November but the low water of the river prevented any custom, and the early setting in of the cold forbade us to expect the receipt of tolls until the next spring".

Wilkes Allen, a Chelmsford historian, provided a much more colorful description of the day's events. He writes: "The occasion had called together a great concourse from the vicinity. When a novel and very distressing spectacle was exhibited - some hundreds of men, women and children were collected, and stood around and upon the locks to witness the passing of a boat, in which were the Directors and other Gentlemen, invited by them to take a trip through the locks. Scarcely had they entered the first lock, when the sides suddenly gave way. The water, bursting upon the spectators with great violence, carried many down the stream. Infants were separated from their mothers, children from their parents, wives from their husbands, young ladies from their gallants, and



men, women, timber and broken boards and planks were seen promiscuously floating in the water. Some had their clothes partially torn off, others entirely. Mothers were shrieking for their lost children, husbands swimming in search of their wives and daughters; paleness sat on the countenance and anxiety filled the hearts of those on shore, for the safety of their friends in the water. All, at length, came safely to land without any material injury. Thus ended the amusement of that memorable day.”

Between the next opening, the following year (six years earlier than the opening of the Middlesex Canal), and the summer of 1798, the banks of the canal were shored up and a guard lock was added at the current location of “Francis Gate” (though it was not known by that name until several decades later) to prevent flooding.

The canal was rebuilt and modified several times during the first two decades of its operation. In 1798, the major structures apparently consisted of a guard lock at the “Francis Gate” site, a single lift lock at Swamp Locks, and a two-lock staircase at Warren Locks (aka Lower Locks and Concord Locks). Early documents are difficult to interpret, but a second lock may have been added at the present day Swamp Locks site in about 1800. Minx Lock, a single chamber lock, was probably added in about 1801 to overcome a passage problem under low water conditions. Warren Locks were apparently rebuilt in 1802 to incorporate three lock chambers. In 1803, three (unspecified) locks were rebuilt and the need to deepen the canal was recognized. This deepening, which may have included cutting through ledge to a depth of another 18 inches, was probably completed by 1806. Documents describing any additional work are sparse but there are references to expenditures in 1816 to clear the canal, and in 1818 for the rebuilding of a lock.

A map from 1821 suggests that the canal, in that year, consisted of a single lock chamber at each of the Guard Lock, Minx Lock and Swamp Lock sites, and three lock chambers (probably a staircase) at the Warren Locks site. This was the likely configuration when, in 1821, the

“Boston Associates” (William Appleton, Ebenezer Appleton, Patrick Jackson and Kirk Boott) bought controlling interest in the company - The Proprietors of Locks and Canals on the Merrimack - and by this means acquired this canal with all attendant rights and obligations.

(Claims have been made by some that the Pawtucket Canal was almost derelict and the company almost bankrupt by the time that the Boston Associates became involved. Such claims deserve further scrutiny. The minutes of the meetings of the PLC/M indicate that the company paid a dividend to the investors of \$3 in 1821; \$4 in 1820 and \$3 in 1819. It may also have done so in prior years as well. This doesn't sound like a company about to fail.)

The new Proprietors quickly made plans to enlarge the Pawtucket Canal to serve both water power and transportation interests. The work was performed between 1822 and 1824, during which time the canal was enlarged to 60' width and 8' depth above Swamp Locks; and the 30 foot drop of the Merrimack was divided into an upper level of 13' and a lower level of 17'. To maintain these levels and the water flow needed to power the mills, dams and water control buildings were built at the Guard Lock, Swamp Locks and Warren Locks sites; and all of the locks were rebuilt in stone, each to a chamber dimension of 25' by 110'. When completed, a single lock chamber remained at the Guard Lock, Minx Lock had been removed, a two lock staircase had been built at Swamp Locks to accommodate the 13' change of level and another two lock staircase had been built at the Warren Locks site to accommodate the 17' change of level. This is the configuration that remains today.

## CANAL GATE EXHIBIT IMPROVED

by Dan McCain

The recent addition of a partial second full scale gate has improved the function of a working canal lock gate at the Wabash & Erie Canal Interpretive Center museum in Delphi, Indiana.

This improvement to the lock exhibit will help visitors understand the

construction of a real lock and its importance in making travel on a canal possible. The nearly completed museum at 1030 North Washington Street tells the story of the Wabash & Erie Canal, its people, its successes and failures.

The original portion of the lock exhibit was a full-scale gate that was installed in the gallery exhibit a year ago. The first gate could not display the full length of the upper beam, called a balance beam, since the gallery wall was in the way. This useful member atop lock gates was a massive wooden lever used to pivot the gate open or closed by the lockkeeper working at the towpath level. Often the gates were opened by the strength of several men just pushing against the angled beam or one strong man might place his back against it and push with his legs.

The additional work on the lock display began three weeks ago when a team of volunteers began working with lumber from a large dead elm tree from the Ed Gruber farm near Delphi. Two 16-foot logs were turned into timbers and planks by sawyer Rollin Graybill to make the parts for the second gate. Other volunteers cut mortise joints and sized the timbers to fit the 1850s hand-hewn “quoin” hinge that had been donated two years ago by the Forks of the Wabash History Center near Huntington.

Dan McCain, President of the Canal Association, has announced that Richard L. Funkhouser, of West Lafayette, has selected the lock gate as the exhibit he wishes to sponsor. Funkhouser has contributed several times to the creation of the Interpretive Center but last week decided to increase his pledge to fund this major display.

Volunteers working on the exhibit included Dick Walters, Roy Patrick, Bill Draper, Ron Dust and Ed Gruber. “This talented group of volunteers has worked together so well that we now have a total museum exhibit value of \$600,000 with a cost of less than \$250,000,” McCain said. If we had contracted everything to outsiders, we would only be about 40 percent finished. With donated materials and labor we are now practically done.”

The Canal Interpretive Center is open to the public from 10:00 A.M. to 4:00

P.M. Saturdays, and 1:00 to 4:00 P.M. Sundays. Beginning June 4, it will also be open from 1:00 to 4:00 on Fridays.

Anyone wishing to know more about sponsoring an exhibit, large or small, or volunteering at the Canal Center, may get in touch with a Canal Board member by calling the Canal Center at (765) 564-2870 or McCain at (765) 564-6297.

See accompanying photo at right.

## CELTIC CROSS HONOURS CANAL BUILDERS

*This news item was broadcast by CBC Ottawa on June 28, 2004. Copyright © 2004 CBC All rights reserved. Reprinted with permission.*

OTTAWA - A crowd gathered by the Rideau Canal on Sunday to witness the unveiling of a monument to honour those who lost their lives building the waterway.

The monument is a Celtic cross, facing the first lock of the canal.

During the canal's construction between 1826 and 1832, about 1,000 people died in work camps, many from malaria, some from blasting. A good number of them lie in unmarked graves along the canal.

Most were workers and family members who came to Canada to escape famine and hunger in Ireland.

When they arrived, they were desperate for work, and contractors on the Rideau Canal had no trouble signing them on, although the work was difficult and dangerous.

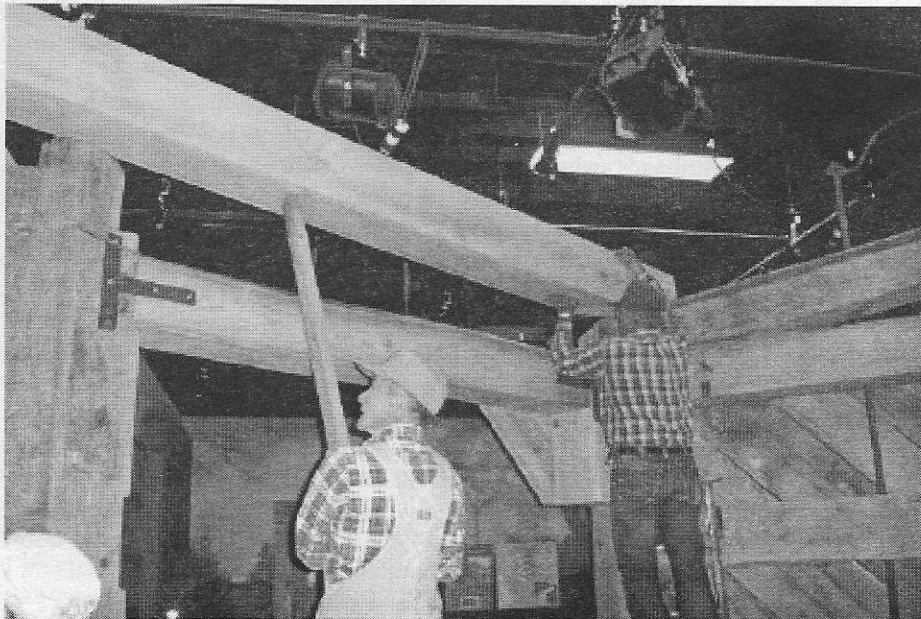
"The death rate was high as those workers succumbed to illnesses such as malaria and cholera," said Irish Ambassador Martin Burke.

"We should not forget the deaths of those labourers who toiled in appalling conditions to provide Ottawa with this lovely water way."

Mayor Bob Chiarelli was also on hand, reminding those gathered about "the urgent compelling military defence needs of the canal."

The canal was built with the use of small tools, and labourers made 63 cents for up to 16 hours of work.

Mike McBane's great, great grandfather was one of those workers.



Ed Gruber helping to position the 16 foot long new balance beam for the second gate above the wooden (1840 artifact) hinge as Dick Walters lowers the far end.

*Photo by Dan McCain*

"You realize that this is the fruit of human labour and of great human sacrifice. It's not just a piece of transportation, it's a piece of living memory," he said.

At the other end of the canal, in Kingston, another monument was erected two years ago.

*The following newspaper article appeared in the Sunday June 27, 2004 edition of "The (Hagerstown, MD) Herald-Mail". © 2004 All rights reserved. Reprinted with permission.*

### CANAL A LANDMARK IN CRISIS

by LAURA ERNDE

WASHINGTON COUNTY - On any given day, visitors to the C&O Canal might find a blocked section of tow-path, a crumbling lock house or a closed visitor's center.

It's all evidence of a budget crisis that gets worse every year, according to a recent report by the National Parks Conservation Association.

According to the report, the canal's \$8 million budget should be more than doubled to \$21 million to keep the tow-path in good working order and adequately explain the parks cultural and historical significance to visitors.

"You can only stretch a budget so far," said Joy Oakes, the association's mid-Atlantic regional director.

The association is lobbying Congress to boost funding for all national parks, including the C&O Canal, which runs 184.5 miles along the Potomac River. Nearly 80 miles of the park are in Washington County.

The association wants Congress to give the National Park Service an extra \$190 million for operations at all 387 parks. An undetermined amount of that would go to the C&O Canal.

The House of Representatives has approved a \$55 million increase for fiscal 2005, according to the House Appropriations Committee. The \$1 billion budget now is being reviewed in the Senate.

Maryland senators Paul Sarbanes and Barbara Mikulski, both Democrats, signed a letter supporting a large increase in funding.

The Park Service has received \$515 million in operational increases over the last decade, according to the House Appropriations Committee.

But Oakes said that hasn't kept pace with increasing demands on the parks.

Much of last years budget increase, for example, was swallowed up by 4.1 percent pay raises for employees, she said.



The House Appropriations Committee also found that Park Service employee travel was costing more than \$50 million, so that has been restricted.

Also, the committee placed a temporary moratorium on major construction partnership projects because those on the books already carry a potential total price tag of \$300 million.

"If only a portion of these projects were funded, it would have a devastating impact on both major backlog maintenance projects and on the operating budget for the parks" because it would take money away from those, according to the committee's budget summary.

Oakes said the Conservation Association helped managers methodically analyze the needs at the C&O Canal and other parks.

Graduate students from some of the top business schools spent two or three months in the park doing research.

"Even though these numbers look kind of wild, it's based on rigorous analysis," Oakes said.

The analysis of the C&O Canal is outlined in the association's 24-page report.

According to the report, the C&O "protects thousands of years of human history, from pre-colonial American Indian sites to Civilian Conservation Corps campgrounds."

The park began life as a canal, which was used to ship cargo between Washington, D.C., and Cumberland, Md., from 1850 to 1924.

There are 1,365 historic structures in the park, which are subject to frequent flooding because most of the park lies in the 100-year flood plain of the Potomac River.

Flooding and lack of maintenance also have closed sections of the towpath.

At Big Slackwater near Dam No. 4 in Washington County, hikers and bikers have to travel five miles on paved county roads to bypass the two-mile closed section.

"Those roads weren't designed to have that kind of traffic," said Christine Cerniglia of Rockville, Md., president of the C&O Canal Association. The association is a group of people involved in protecting, preserving and promoting the canal.

The park has nearly 140,000 museum and archive collection items, such as tools and equipment used in the construction, operation and maintenance of the canal, the report said.

Aside from a few items exhibited in park visitors' centers, the vast majority of the items are in storage in Landover, Md.

Some visitor centers have only one full-time ranger. If that person calls in sick, the visitor center doesn't open, the report said.

In addition to the historical and cultural resources, the park also is home to more than 200 federal and state rare, threatened and endangered species.

The association's report can be found at <http://www.npca.org>

*The following newspaper article appeared in the Monday June 28, 2004 edition of "The (Hagerstown, MD) Herald-Mail". © 2004 All rights reserved. Reprinted with permission.*

## **SHE LED A RICH, FULL LIFE**

by MARLO BARNHART

Editor's note: Each Sunday, The Herald-Mail will run "A Life Remembered." The story will take a look back at a member of the community who died in the past week through the eyes of family, friends, co-workers and others. Today's "A Life Remembered" is about Marguerite Stotler, who died June 19 at the age of 99. Her obituary appeared in the June 21 editions of The Morning Herald and The Daily Mail.

Debbie Dhayer was just 11 when her grandmother, Marguerite Stotler, took her to Washington, D.C., to watch the inauguration of President John F. Kennedy in 1961.

"I think we sat on the steps of the U.S. Post Office building because my grandmother was then working at the Hancock Post Office," Dhayer said. "We rode the train down - it was a memory I'll never forget."

Stotler, who died June 19 at Homewood at Williamsport just three months shy of her 100th birthday, led a rich, full life that centered around her hometown of Hancock and the C&O Canal when it still was a commercial enterprise, long before it became a national historical park.

"The family was always very close," Dhayer said. "My grandmother's two sisters and one brother, Clifford, are still alive."

Those sisters, Louella Little, 101, and Leola Ott, 96, now live together at Loyaltown in Hagerstown. They remember growing up at one of the locks along the C&O Canal.

"The canal boats came by our house all the time," Louella said. "Our father, Thomas Shives, was the supervisor, so we kids did the lock turning during the day."

Stotler, who was the middle sister, went away to college and taught school for several years in Clear Spring and Pearre, a small community along the Allegany County line. She later went to the post office, staying until she retired.

According to official postal records, Stotler was acting postmaster of Hancock in 1964-65 and then postmaster until her retirement in 1971. Fred Vantz, who took over as postmaster and served through the 1980s, said Stotler was working at the post office long before he started there in 1946.

"I believe she had been working there since the late 1930s," Vantz said. "I know she was there during World War II."

Dhayer said one of the reasons there are so few pictures of her grandmother's family is because most were lost during the flood of 1936 when the Potomac River swept through the family home.

But as the Rev. Allan Weatherholt pointed out as he remembered Stotler and her family, they instead had rich stories to tell of the days gone by along the C&O Canal.



*The following newspaper article appeared in the Sunday July 4, 2004 edition of the "Pocono Record".*

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## **PENNSYLVANIA CANAL CRAZE**

Pennsylvania is in a slots craze. A network of 14 slots parlors will generate several billions of dollars annually to pay for property tax rebates, finance a host of public works projects and set off a statewide construction boom, supporters of expanded gambling maintain.

Back in 1826, Pennsylvania was swept up in a canal craze. Every town of any size wanted to be located along a canal. The canals provided for the smooth transportation of goods and people, a much better alternative than trying to navigate the hazards of boulders, rapids and shallow water along the rivers, and a more dependable alternative than the primitive roads running across the state. By the time the canal craze had run its course in 1850, a network of some 1,250 miles of canals — some in use and some abandoned — criss-crossed Pennsylvania.

There are some things about the canal craze that will sound familiar to those who have been following the current slots debate during the past 18 months. There are some differences too.

The canal craze in Pennsylvania was triggered by an outside event — the opening in 1825 of the Erie Canal in New York state. The Erie Canal provided a new commercial trade route to the west and it cut deeply into Pennsylvania's own trade with the west. After all, Pennsylvania businesses faced a difficult and costly job hauling goods over the Allegheny Mountains. The loss of trade set off a demand for a Pennsylvania canal route to the west.

Throughout the slots debate, the argument has been made that Pennsylvania needs to respond to outside catalysts and capture the slots dollars being spent by the state's residents at gambling facilities in other states. Proponents cite the loss of gambling revenues from Pennsylvanians going to Atlantic City, the difficulty Pennsylvania horse race-tracks have in competing with racinos

in Delaware and West Virginia and the threat that Indian gambling in New York poses to the state's resort areas.

Because some earlier commercial canal ventures had failed, the Pennsylvania Legislature in 1826 decided to give the state the key role in building a Pennsylvania Main Line canal between Columbia on the Susquehanna River and Pittsburgh. The Legislature authorized the project as a railroad from Philadelphia to Columbia, canal along the Susquehanna and Juniata rivers to Hollidaysburg, portage railroad over the Allegheny Mountains and canal west of the mountains to Pittsburgh. A State Board of Canal Commissioners was created to survey various routes, hire engineers and let contracts for construction work. The members of the canal board were very powerful.

The prospect facing Pennsylvanians today is that a very powerful state board — the Pennsylvania Gaming Control Board — will have oversight over creating an entire new industry generating \$3 billion in revenues annually. Make no mistake, the slots parlors will be private commercial enterprises even though the actual license will be state property.

But the state will have a vested interest in seeing that the slots parlors thrive, since it wants to use slots revenues to pay for everything from property tax relief to an expansion of the Philadelphia Convention Center and a \$25 million grant program for volunteer fire companies.

'Our goal is to make sure we give the licenses the amount of money they need to survive,' said Philadelphia Sen. Vincent Fumo, D-1, one of the authors of the slots legislation. 'This is a public-private partnership.'

When Pennsylvania was in the grip of the canal craze, proponents made the case that future canal toll revenues would pay for the cost of construction of the Main Line Canal. In fact, some optimists suggested that canal profits would eliminate the need for taxation and pay for the education of every child to boot.

The state financed the construction of the Main Line Canal largely by borrowing, but it turned out that construction costs were often above

estimate. The canal board incurred additional expenses building branch routes to appease local interests.

The work on the Main Line canal continued through the 1830s and 1840s, the toll revenue was disappointing and the public debt mounted. By the 1850s, railroads emerged as a tough competitor to canals. The majority of voters in a statewide referendum in 1854 opted in favor of selling the canal, and three years later, the Pennsylvania Railroad bought it.

The Main Line Canal certainly spurred the growth of Pennsylvania during the first half of the 19th century and one can make a strong case that the canal was worth the public investment, regardless of the debt incurred.

We are years away from knowing if a network of slots parlors will meet the financial expectations and be the milk cow that our elected officials envision. We don't know if the slots parlors will outlast the short 25-year lifespan of the Main Line Canal, but we can say that just like in 1826, Pennsylvania is at a turning point.

## **CARROLLTON LOCK #31 YIELDS A SURPRISE**

by Dan McCain

Recent underground investigation of Lock #31 on the old Wabash & Erie Canal north of Delphi has led to discovery of unusual artifacts. Dr. Wayne Bischoff, Archaeologist, unearthed remains of wooden material that may be part of a canal boat left in the lock when the canal ceased operations in 1874. This find also confirms the exact location of the lock previously not accurately located on the State DNR's records.

Among local canal buffs it has been known where the lock was located by its telltale "back berm and tumble" on the surface. The story goes that as a young boy Dan McCain's grandfather Luther played on the deck of a beached canal boat "up around the curve above Carrollton Bridge" 5 miles north of Delphi. Luther was born the same year the canal quit operating and his father's farm was south of the Carrollton Bridge. Perhaps he was enjoying the big toy he found beached in the lock chamber.

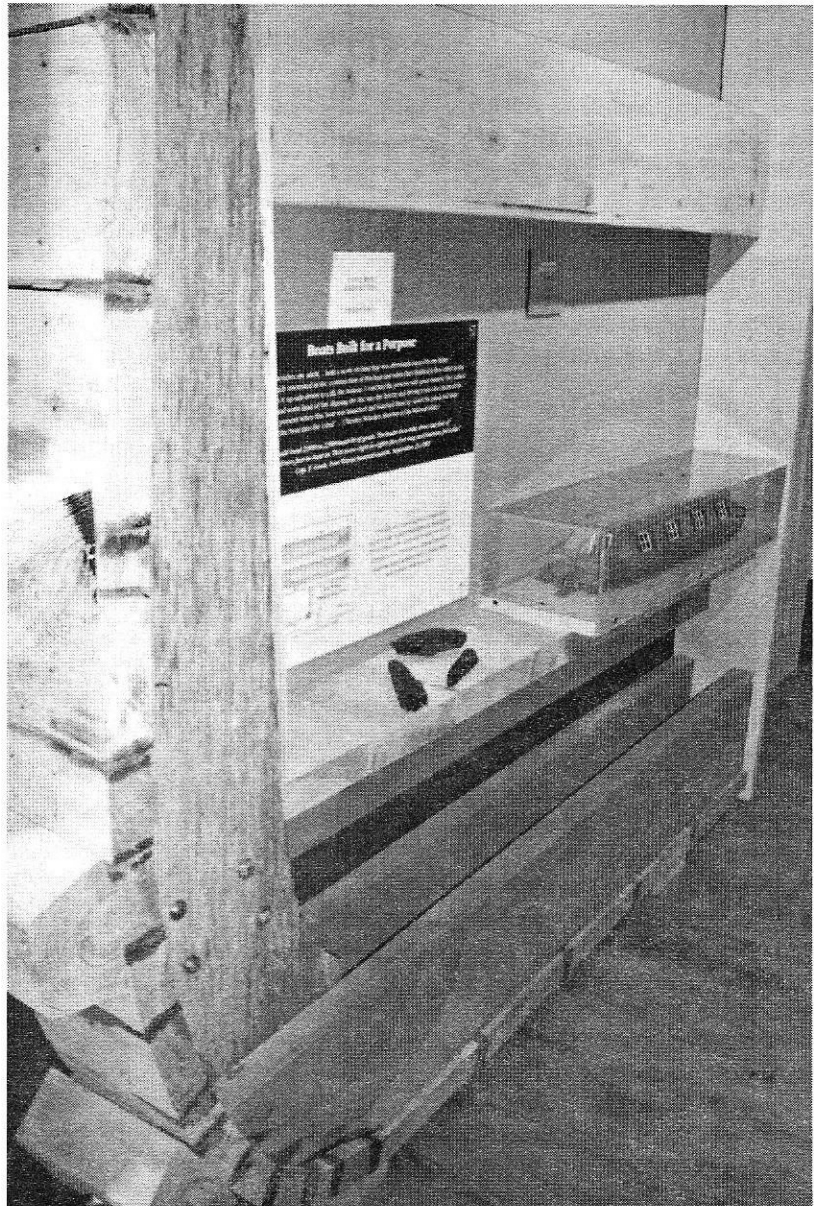
It became necessary to know the actual location of the lock when a new bridge was being planned to replace historic Carrollton Bridge. The north approach to the new bridge, as currently planned, would impact the historic lock chamber. Now that artifacts have been confirmed there is a desire by the Wabash & Erie Canal Association to mark and interpret this lock and Lock #32 at the river's edge as well as the only section of the main line of the canal ever to cross the Wabash River. This canal, at 468 miles in length, was the longest canal in the northern hemisphere and second longest in the world.

Dr. Bischoff is working for the Carroll County Commissioners and BLN bridge engineering firm in the details of this find. In the past decade Bischoff has worked many times along the canal nearer Delphi and has found many of the important artifacts and sites that make up the three local canal sites on the National Register of Historic Places. These viewable sites and their unusual artifacts are a special feature in the new Canal Interpretive Center at Delphi's Canal Park. Even a grave with two buried mules was found near the "cook shack" hearth in the Construction Camp. An interpretive sign now marks the site along the VanScoy Towpath Trail near Deer Creek.

Wooden material and nails excavated are being compared to canal boat construction by Bischoff at his Michigan office. If McCain's grandfather was right in saying there was a barge deck he played on in the 1880s this deck and even roof, hull and paraphernalia decayed and sank into the watery tomb (lock chamber) long before his grandson was born. Boats were commonly 80 feet long and 14 feet wide and could carry enormous loads for that time. Who knows if any cargo or other durable metal items remain in this historic grave.

Details of the canal boat structural design and of massive wooden locks themselves can be studied in life-size detail in Delphi's Canal Interpretive Center. Open hours are Friday 1-4 PM, Saturday 10-4 PM and Sunday 1-4 PM. For further information on Canal and Trail events call the CANAL HOTLINE at (765) 564-6572 or check the website [www.wabashanderiecanal.org](http://www.wabashanderiecanal.org)

*See accompanying photo at right.*



Life-size exhibit at Delphi Canal Interpretive Center shows details of canal boat structural design in cross-sectional view.

*Photo by Dan McCain*

*The following newspaper article appeared in the Friday July 9, 2004 edition of "The Toronto Star". © 2004 All rights reserved. Reprinted with permission.*

## LIFT LOCK IS STILL MONUMENTAL

**100-year-old marvel of Italian craftsmen works in Trent canal. Peterborough party this weekend pays tribute to builders**

KATE HARRIES  
ONTARIO REPORTER  
PETERBOROUGH—When Phil

Basciano steps up to the podium at the foot of this city's celebrated lift lock, his grandfather will be foremost in his thoughts.

Basciano, manager of the Peterborough and Kawartha Lakes tourism office, will speak at today's centennial ceremony on behalf of the descendants of the people who built the Trent-Severn Waterway's most monumental undertaking.

Eusebio Basciano was just 12 years old when he came here in 1902, with Phil's great-grandfather Giovanni, in response to a call for Italians experienced in concrete to work on what is still the

world's tallest hydraulic lift lock.

"For me it's coming full circle, my grandfather there to build and me there, as a second-generation Italian," he says, conscious of irony in the fact that the main attraction he promotes is the place where his forebears laboured under the most arduous conditions.

After the lock was finished in 1904, Giovanni returned to his Abruzzi village but Eusebio chose to stay.

Basciano shakes his head at how difficult that decision must have been for the young Italian boy.

"The courage of a 14-year-old who stayed, when his father left, is the reason I'm here," he said, thinking of his own boy who's 14. "It was a tough life back then ... there were no safety nets."

A century ago, the young Eusebio almost certainly would have been among the thousands at the official opening July 9, 1904 — who got drenched by a torrential downpour.

"We'd prefer that not to happen again because we've designed this as an outdoor event," says Dave MacDougall of Parks Canada, a centennial organizer.

Some 2,500 people are expected for the 3 p.m. ceremony at the lift lock. Altogether this weekend, Basciano estimates 70,000 to 100,000 people will descend on Peterborough for the centennial and associated events, including a concert headlined by Natalie MacMaster tomorrow night, an antique and classic boat show and a jazz festival in nearby Lakefield. At the lift lock site, enjoy music, food concessions and free boat rides, plus fireworks tonight.

Visitors include freelance investor Thomas Thurman from St. Augustine, Fla. He's a member of the American Great Loop Cruiser Association, which selected Peterborough in Lift Lock Week for their annual rendezvous.

Thurman, with his wife Shirley and dog Minnie, have spent three months completing the first half of the loop, up the Atlantic Intracoastal Waterway, the Hudson River, the Erie Canal, Lake Ontario and the Trent-Severn. Next week, they embark on the second half — through Lakes Huron and Michigan, down the Illinois and Mississippi rivers and home through the Gulf of Mexico

"This one has all the toys you can get," Thurman says of his \$400,000 trawler Tropic Lightning, barring "a hot tub." Peterborough's lift lock is still widely celebrated as a mechanical marvel. Its two perfectly balanced tubs raise and lower boats, allowing water traffic to move in both directions at once.

Engineer R. B. Rogers, hired in 1884 to get the canal completed, chose the system because it addressed a major drop in elevation between Nassau and Peterborough that would have required at least five conventional locks.

The lift lock took eight years to build, twice as long as planned. Started in 1833, the canal wasn't completed until 1918. By then, rail had replaced water as the prime means of moving goods and economic reasons for linking lakes Ontario and Huron no longer applied.

But the 19th-century ingenuity and skill of those who built the waterway continue to fascinate.

"Sometimes you don't stop and think about how impressive it is," says lock operator Greg Stencell. "Then you just stop and take a look and it really hits you."

In the dank pit of the lift lock, with a cast iron tub on a piston up 20 metres overhead holding some 1,520 tonnes of water, plus a few boats, Stencell is unconcerned. "It's quite safe," he assured visitors, acutely conscious of the fact that it takes just 90 seconds for the tub to come down.

"The guys who worked on this, they worked 10 hours a day, six days a week, for a dollar a day."

Admiring the soaring lines of the centre tower, the lift lock operator said, "You really can't help but just love this place, eh? It's just amazing."

**CANADA CELEBRATES  
THE 100TH ANNIVERSARY  
OF THE PETERBOROUGH  
LIFT LOCK, A NATIONAL  
HISTORIC SITE  
OF CANADA**

*(An Official Press Release)*

PETERBOROUGH, Ontario, July 9  
/CNW Telbec/

On behalf of the Honourable David  
Anderson, Minister of the  
Environment, Mr. Peter Adams,

Member of Parliament for  
Peterborough, celebrated today the  
100th anniversary of the Peterborough  
Lift Lock, a national historic site of  
Canada. The event took place on the  
same day and at the same time to the  
minute that the Lift Lock was  
originally opened one hundred years  
ago, and launched a weekend-long  
celebration organized by Parks Canada,  
the Friends of the Trent-Severn  
Waterway and the Peterborough and  
surrounding area community.

"As we celebrate the Centennial of one  
of Canada's great engineering  
treasures, we celebrate Canadian  
innovation, Canadian excellence and,  
indeed, Canadian dreams, said Mr.  
Adams. Parks Canada is proud to be  
the steward of the Peterborough Lift  
Lock and looks forward to welcoming  
visitors and boaters to this site on  
behalf of all Canadians for the next  
hundred years and beyond."

When it opened, the Peterborough Lift  
Lock was the highest hydraulic lift lock  
in the world, and continues to hold that  
honour to this day. The lock is the  
twenty-first in the Trent-Severn Water-  
way system, also a national historic site  
of Canada. Demand for a waterway to  
link Lake Ontario to the upper Great  
Lakes grew during the early part of the  
nineteenth century, and a series of  
locks were needed to connect the  
waterway. Richard B. Rogers, then  
superintending engineer for the Trent  
Canal, believed in the hydraulic lift  
lock concept, and that it would be time-  
efficient, generate local employment,  
and ease concerns over the canal's  
water supply. After eight years of  
construction, and with great fanfare, the  
lock officially opened on July 9th,  
1904. Today, the lock operates with  
the same concrete works and hydraulic  
systems built one hundred years ago  
and continues to help vessels of up to  
almost 43 metres long (140 feet) long  
overcome a 19.8 metre (65 feet) change  
in elevation.

"The Friends of the Trent-Severn  
Waterway are delighted to be a part of  
today's celebration and wish to thank  
the many partners involved in making  
this day possible. We look forward to  
continuing to work with Parks Canada  
in maintaining the Peterborough Lift  
Lock as a world-class attraction," said  
Mr. Jim Kelleher, President of the  
Friends of the Trent-Severn Waterway.



Designated as a national historic site in 1979, the Peterborough Lift Lock attracts thousands of visitors each year, including recreational boaters and tourists from all over the world. Parks Canada continues to invest in the infrastructure of this historic icon, and recent repairs include painting, refurbishing of the surrounding grounds and concrete work. With these repairs, a unique part of Canada's heritage will be protected for the benefit of generations to come. As a national historic site of Canada, the Peterborough Lift Lock fosters understanding and enjoyment of our history, strengthening in Canadians a sense of ownership of this site and an appreciation of its story.

*The following newspaper article appeared in the Tuesday July 13, 2004 edition of "The (Allentown, PA) Morning Call". © 2004 All rights reserved. Reprinted with permission.*

## **\$1.25 MILLION GIFT ALLOWS CANAL CENTER**

**Widow's donation to national museum in Easton means work can begin in fall on technology building in Hugh Moore Park.**

By Tracy Jordan  
of The Morning Call

A Bethlehem Township farmer's widow who became a multimillionaire selling her land for development has pledged \$1.25 million to the National Canal Museum's technology center in Easton's Hugh Moore Park.

As a result of Elaine Emrick's donation, the center will be named The Elaine and Peter Emrick Technology Center, museum Executive Director Robert M. Rudd announced Monday.

The gift means construction can start in October on the two-story brick building, estimated to cost \$2.6 million. It is expected to open to tours in spring 2006.

Since 1998, nearly \$1.7 million has been raised from individuals, businesses, foundations and government sources. In addition, the state has pledged \$1.3 million expected to be released this year for the exhibits. "That will give us enough to do all the exhibits and everything the way we

want," said James Deutsch, chairman of the board of the nonprofit organization that operates the museum and Hugh Moore Park for the city. "We've been blessed with a few really good sponsors, and we have a very nice membership."

Elaine Emrick, who has shunned interviews over the sale of her farmland, could not be reached for comment Monday.

She and her husband, Peter Emrick, who died in 1997, owned an 800-acre farm that became prime real estate after the state extended Route 33 to Interstate 78 in 2001.

Her husband fought state and county officials for years to try to divert Route 33 around his farm. After it sliced through their property, Elaine Emrick said she wanted to continue farming but was being pressured by developers.

The Emricks also fought Bethlehem and Palmer townships after a bike trail was built in 1979 through a 1.5-acre strip on their property. The townships paid the Emricks nearly \$129,000 to settle the dispute over the former railroad property.

St. Luke's Hospital last year agreed to pay Elaine Emrick \$11.3 million for 165 acres. Parts of her property also have been eyed for an upscale mall and houses and are part of Lehigh Valley Industrial Park VI.

Hugh Moore Historical Park and Museum Inc., the nonprofit that has overseen the city-owned Hugh Moore Park since 1990, has been raising money toward the technology center for about four years.

Steve Humphrey, who resigned as executive director in January, reached out to Emrick for her donation, according to board members.

Humphrey unveiled the original plans for the center in 2000. Then it was expected to be called the Center for Canal History and Technology and would cost \$2.21 million.

The center is expected to attract many of the estimated 370,000 annual visitors to Two Rivers Landing visitor center on Centre Square in Easton. Although most visitors bypass the National Canal Museum inside the visitor center in favor of the Crayola Factory, the technology center is

expected to lure those visitors to Hugh Moore Park.

The 14,000-square-foot center will include a library, archives, a research facility, technology exhibits and the William G. McLean Reading Room, a component of the center's archives.

Donations from 35 people were received to honor McLean, who served on the Hugh Moore Park Commission 1968-94. The F.M. Kirby Foundation made the first gift, a \$250,000 donation in 1998. It then added a \$100,000 challenge grant. More than 290 donors contributed \$254,000 to match the grant.

Other major gifts came from Louis J.G. Buehler, Georgia-Pacific, Northampton County and the state's Heritage Park program through the Delaware and Lehigh National Heritage Corridor.

*This news item was broadcast by WCAX-TV, Burlington, VT on August 11, 2004. Copyright © 2004 All rights reserved. Reprinted with permission.*

## **1862 CANAL BOAT FLOATING AGAIN ON LAKE CHAMPLAIN**

BURLINGTON, Vt. -- The hold of the 88-foot canal schooner Lois McClure still has the smell of new wood, but the design comes straight from the 19th century when such vessels were the cargo carriers of their day.

The McClure's "shin-knocker" steering mechanism is identical to that on a similar boat that sank in 1895 in 60 feet of water about a half mile off the Burlington waterfront.

The brass windlass, or anchor winch, at the bow was custom made after copying the design of another sunken canal schooner just outside the Burlington breakwater.

"If you come on this boat blindfolded and then uncover your eyes it would be just like the 1860s," said Art Cohn, the director of the Lake Champlain Maritime Museum, "which is of course the goal from the start."

The McClure was launched last month after being built under a shed not far from where it now is tied to Perkins Pier.

It is as exact a replica as could be made given the modern requirements of sanitation and safety placed on new vessels. Cohn and the maritime builders used as their models details from the two sunken boats as well as the blueprints for an earlier design of the same type of vessel.

Maritime Museum guides are now giving visitors the history of the McClure and the era it represents, the age when Lake Champlain was one of the major commercial arteries in North America.

It took three years to build the boat, with construction only done during warmer months so people could watch.

Later this month the McClure will begin traveling around the lake, a floating ambassador of the history of Lake Champlain. Next year it will sail through the Lake Champlain Barge Canal and down the Hudson River to New York City.

"This is designed to be a vehicle for engaging the public in 150 years of the region's history," Cohn said.

Cohn and other museum officials have been working with school districts in Vermont and New York and have plans to bring thousands of Vermont and New York students aboard. Getting to stand in the boat will prompt students to think about the history of the lake, said Cohn.

"We think we've created the perfect classroom to study history and archeology," he said.

Deirdre O'Regan, the editor of *Sea History Magazine*, said that there was a growing trend within the maritime history to build replica vessels.

"What makes (the Lake Champlain Maritime Museum) special in the field of maritime heritage and history is they seem to be able to drum up local community support and they keep it going," O'Regan said.

"Look at the Lois McClure. It's not an exciting looking vessel. It's a barge with masts on it," O'Regan said. "Your everyday working craft hasn't had much attention. It's just what people did every single day."

In the late 19th century hundreds of similar freighters worked the lake, traveling as far south as New York City. "They were the day-to-day trucks of the era," Cohn said.

They would carry raw materials like timber and marble out of the Champlain Valley while bringing back things like coal and manufactured goods. Families lived on board, with children scampering over the cargo piled in the hold or playing on deck. The living quarters were heated with a wood stove.

The canal schooners were so common that no one noticed or cared as they rotted away or were abandoned, replaced, first by trains and then by trucks.

For the last two decades Cohn, who co-founded the Lake Champlain Maritime Museum in 1986, has worked to bring to the public the maritime history of the lake.

The McClure is the third replica built by the museum. The first was a colonial-era bateau; the second was the Revolutionary War gunboat Philadelphia.

The design of the McClure was copied from the two vessels that were built in 1862. They are both easily accessible to scuba divers.

The General Butler smashed against Burlington's breakwater and sank during a 100-year storm in December 1876. The O.J. Walker sank in 1895 when it was caught in a gale after its crew had loaded its cargo of bricks, destined for Shelburne Farms, on deck rather than in the hold, causing it to capsize in the heavy waves.

The boats were built on opposite sides of Lake Champlain to a common design that enabled them to move by sail power on the lake. They were narrow enough to fit into the lake's barge canal to the Hudson. Their retractable center boards could be lowered into the water of the lake, making it possible to sail them and still pass through the shallow waters of the canal.

The vessels would hold 60 to 80 tons of cargo in the hold. A similar amount could be piled on deck.

"These guys were hard-working freight deliverers," Cohn said.

Canal boats first appeared on Lake Champlain in 1823 after the opening of the canal to the Hudson River.

For the first quarter century or so there was no standard design for the lake

boats. But in the 1840s Burlington businessman Orson Spear came up with the design used in the Butler and the Walker.

Spear made himself rich by producing several hundred of the craft, which cost \$1,500 to make at the time, Cohn said.

Scuba divers spent hours on the wrecks of the Butler and the Walker measuring and sketching on underwater writing boards. The windlass, copied from the Butler, was originally cast iron; now it's brass. The steering mechanism, which uses a system of ropes and pulleys, is still visible on the submerged Walker.

Three of the boat builders had to become scuba divers to be able to see the boats they were working to reproduce, Cohn said.

The McClure is as precise a replica as possible. The hold is even braced by the diagonal "hogging truss" that kept the keel from sagging under a full load.

The Lois McClure has a minimum of modern amenities, just enough to enable people to live aboard, such as modern marine plumbing and a radio.

The McClure cost the Maritime Museum about \$1 million, a bargain made possible by hundreds of hours of volunteer labor and donated services, Cohn said.

The McClure is named after Lois McClure, the wife of the late Vermont philanthropist J. Warren McClure. The couple have helped fund many of the Maritime Museum's projects, including construction of the vessel.

Most of the wood that makes up the McClure was handpicked from standing white oak, pine and spruce taken from the forests of Vermont and New York.

Cohn said that when possible he will sail the McClure on its historical journeys, but he will have a vintage tugboat, donated by the Shelburne Shipyard, available to move it against the wind.

And he plans to fill the hold with cargo. Cohn says when the McClure heads south to New York they'll load it up with Vermont products, like Cabot cheese, one of the sponsors of the project.

Only half jokingly he says that if the McClure is economical enough to run



he'll start carrying commercial cargo again.

On The Net:

Lake Champlain Maritime Museum - [www.lcmm.org](http://www.lcmm.org)

*The following newspaper article appeared in the Thursday August 12, 2004 edition of the "Mount Olive (NJ) Chronicle". © 2004 All rights reserved. Reprinted with permission.*

## CONSERVANCY SEEKS TO PRESERVE MORRIS CANAL IN TOWNSHIP

AUDREY DAVIE, Editor

MOUNT OLIVE TWP Before planes and trains and automobiles were in wide use in this area, raw materials and goods were transported back and forth from eastern Pennsylvania, passing through Mount Olive and other communities, on their way to New York via the Morris Canal.

Representatives of the Morris Land Conservancy told the Boonton Township Committee that efforts are under way to try and make a record of that historic path and sought the committee's support for it.

Mike Brennan and Barbara Davis of the Morris Land Conservancy said they have partnered with the New Jersey Canal Society to develop the Morris Canal Greenway Project. The goal of the project is to identify the part of the 102-mile path of the canal, which traverses this part of the state and to work to preserve important elements of the canal which still exist, possibly by land acquisitions in partnership with the municipalities and counties where the canal ran.

The conservancy has obtained grant funds from the Morris County Heritage Commission to develop a strategic plan for maintaining parcels that are relevant to the canal history. Right now, Davis said, the greenway project workers are engaged in mapping out the path of the greenway. She said they plan also to identify down to the lot and block, all the property owners who have the canal running through their land and to share that information with the municipalities where the lands lie.

Twelve Morris County municipalities have the canal running through their

borders, according to Brennan. In addition to Boonton Township, they are; Boonton, Montville Township, Lincoln Park, Denville Township, Rockaway Township, Rockaway Borough, Dover, Netcong, Wharton, Roxbury and Mount Olive.

Davis said education is one of the primary goals of the project, letting property owners know the canal ran through their yards and offering them guidance and support on stewardship of any artifacts or physical remains of the canal. She said it is possible trails to allow people to look at the remains of the canal could be developed.

"We went through this once before with bike trails," said Committeeman Karl Klingener. "It wasn't well-received. It wasn't acceptable to a lot of people (to have trails running through their land)."

Davis said she understood that and emphasized the greenway team was not going interested in taking land from people.

"We are working on one land acquisition in Roxbury," Davis said, noting the property has an important and relatively rare part of the canal still present on it. It is a negotiation for a voluntary sale of a vacant piece of land. "It has part of the lock on it and I see it as having a strong educational component," Davis said.

Davis said the canal society changed its by-laws to become a land trust so it could be part of efforts to preserve important parts of the canal through acquisition if it was possible and feasible. It has obtained \$400,000 in state Green Acres money for that purpose.

Partnering with other agencies is a key goal of the greenway project team, according to Davis, who said the team has contacted the Boonton Township Historical Society and the historical societies in other municipalities involved, as well as county planners and state planners and foresters who have been brought in to assist and to be informed about the project.

While the canal itself may not be visible to the uneducated eye, its presence is still strong in the area, with street names such as Towpath Road in the township and Changebridge Road in Montville Township just two

examples of streets named after components of the canal that once ran there.

Brennan briefly outlined the strong ties between the history of the township and the path of the canal through it.

"The canal entered the township on the southeast corner from Boonton, traveled up North Main Street and linked to the undeveloped section of Griffith Park," said Brennan, who added a small piece of the canal still exists there.

He said it then continued north passing the Powerville Hotel, which was where canalmen stopped to take on stores and to socialize and take refreshment. It then went underneath Main Street, it passed through the developed part of Griffith Park where a canal guardlock existed.

"The guardlock was kind of a safety valve so that when the level of the Rockaway River rose and fell, the level of the canal was not affected," Brennan explained.

The canal ran past the William Scott Forge, which opened in 1794, Brennan said. When the canal came through 37 years later, business at the forge grew to the point where Scott was able to buy the land across the road which is the place where Ultra Punch and Dye now sits, according to Brennan. The prosperity enabled Scott to build his mansion, which is now the Sarah Frances Nursing Home. The nursing home is owned by the family of Deputy Mayor Timothy Doyle.

The canal then crossed slackwater pond and went onto Changebridge Road where locks did the job of raising barges to the next portion of the canal, and on into Montville.

Davis said Boonton Township Historical Society members had been enthusiastic about the greenway project when the team met with them and she said she looks forward to working with them as they had substantial knowledge to share.

Davis showed township officials two maps; one a greenway map tracing the path of the canal through Boonton Township, and the other an open space map showing the current use/ownership of land throughout the township.

*(Continued on page 20)*

## FALL 2004 CANAL CALENDAR

by Linda Barth

**Tuesday, September 14** - Friends of the Delaware Canal; general meeting - Lance Metz, historian of the National Canal Museum, will present a program about the Bel-Del and New Hope and Ivyland Railroads; 7:30 P.M. at the David Library of the American Revolution, 1201 River Road, Washington Crossing, PA.

**Saturday, September 18** - Guided Nature and Historical Walk at North Park Trail, 10 A.M.; Susquehanna Museum of Havre de Grace. 1 (866) 939-5780; susqmuseum@erols.com.

**Sunday, September 19** - Locktender's Open House, 1 to 4 P.M. - Schuylkill Canal Association presents Board member, author, and educator Stacy Hall Martellucci, who will read her new children's book, *The Legend of Katama*. The book, an adaptation of a story of the Wampanoag Indians who populated the eastern seacoast in the early days of our nation's history, has a strong message of peace and harmony and how important it is for all of us to learn to live with people of different cultures. Be sure to bring your young ones who will enjoy the story. (610) 917-0021 or www.schuylkillcanal.com.

**October 1-3** - Canal Society of Ohio and Indiana Canal Society Fall Tour: the Falls of the Ohio; Mike Morthorst, (513) 791-6481.

**Saturdays October 2, 9, 16, 23, 30** - Walk the Delaware Canal - beginning each day at 9 A.M. Discover the Delaware Canal by joining a guided walking tour of its entire 60-mile length. Sections are from 11 to 13 miles long. This year's walk begins in Bristol. For more information about these and other Friends' activities, call (215) 862-2021, visit www.fodc.org, or email fodc@erols.com.

**Saturday, October 16** - Grand Re-opening of Schuylkill Canal Lock 60 - 10 A.M. to 5 P.M. (rain date 10/17/04). Join SCA for our grand celebration on the completion of the Lock 60 Restoration. This will be a day to celebrate the Schuylkill Navigation and the community that has

brought it back to life. A full day of history, community, pomp and circumstance, a pig roast with all the trimmings, music, and recreation will be the program for the day. The ceremony will begin at 10 A.M.; the lock will be officially opened at 11:30 A.M. with a complete kayak package, donated by French Creek Outfitters, raffled off at 12 Noon along with many more prizes. The kayak package is on display at French Creek Outfitters in the Valley Forge Mall in Phoenixville. Raffle tickets can be purchased by contacting SCA at (610) 917-0021 or via email at info@schuylkillcanal.com. A music festival, including poetry readings and videos on the Schuylkill Navigation, will begin at 12 Noon. Many family fun activities are planned. There is a \$5 cover charge for the music and \$10 for the all-you-can-eat pig roast feast (age 12 or above). (610) 917-0021 or www.schuylkillcanal.com.

**October 17** - Canal Festival at Walnutport, PA, on the Lehigh Canal; (610) 767-5817.

**October 30** - "Life and Death on the C&O Canal" - Great Falls Tavern, Noon; call Pat White at (301) 977-5628.

**2005 - September 21-23** - Eric Canal cruise, Syracuse to Albany, sponsored by the Canal Society of Indiana; indcanal@aol.com.

*(Continued from page 19)*

She said after a couple of corrections as a result of meetings with township people, the maps would be given to the township to use as a resource.

Davis pointed out a piece of land in the corner of the township as an example of how being able to visibly see with ease the status of properties can help in future preservation efforts for both the purposes of the township and for the canal greenway project.

Boonton Township Mayor William Ford said it looked as if Hamilton Farms held a big portion of the canal and he suggested the greenway project representatives speak with them. Davis said this was a good idea and she said it would be to let them know about the canal and to offer help in possible preservation of its components.

Davis also asked for input from officials on the how the greenway project could be effective in Boonton Township. She asked for the names of anyone the group could speak with about the proposal and any ideas for how the team could work with township officials on canal education and preservation.

Boonton Township Administrator Barbara Shepard said the township has a quarterly newsletter. "If you submit something to us, we would be happy to run it in the newsletter," she said.

Committeeman Michael Barnes asked if the project could send letters to the property owners where the canal passes.

Davis said that could be done and she said the team would clear the letter with township officials and that it would take an informational and educational tone.

"The Morris County Land Conservancy is very good about sending out letters inviting discussion," Shepard said.

Anyone interested in the project may contact the land conservancy in Boonton for more details.