

AMERICAN CANALS

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THE AMERICAN CANAL SOCIETY

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Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2004

First Lady Presents a Grant to Preserve Indiana's Oldest Bridge

From a Press Release from the Indiana Department of Transportation dated October 4, 2004.

Carroll County – A \$500,000 grant from the Indiana Department of Transportation will be used to extend the life of the Burnett's Creek Arch, the oldest bridge still in use in Indiana. First Lady Maggie Kernan presented the grant to Carroll County Residents in a ceremony held at the bridge, located 10 miles northeast of Delphi.

"This is a wonderful example of how a transportation enhancement grant can rehabilitate a historic structure," said First Lady Maggie Kernan. "Burnett's Creek Arch is an important part of Carroll County's past and with the coming improvements it will be an important part of its future as well."

The Burnett's Creek Arch was built around 1838 as part of the Wabash & Erie Canal. It was originally used by mules treading along a towpath, pulling boats loaded with goods. In the early 1900s, years after the canal failed, the bridge became a public highway. Today it carries about 300 vehicles a day over the creek. In recent years, local historic preservationists succeeded in having the Burnett's Creek Arch placed on the National Register of Historic Places.

Carroll County Commissioner Bill Brown said "We could either preserve this bridge or perhaps eventually be forced to replace it. We didn't want to lose this landmark. The Burnett's Creek Arch is an important part of our past. This grant ensures that the bridge will be around for future generations to enjoy."

Plans call for the rehabilitation of the bridge, the creation of a trail from which the public can view the limestone arch, and construction of a parking area for those visiting the site. In addition, the flow of Burnett's Creek will be partially diverted to relieve some of the stress the bridge endures during periods of heavy rainfall. The grant covers 80 percent of the cost. Local funds will pay for the remainder of the project.

The rehabilitation of the Burnett's Creek Arch is part of a larger effort underway in 19 counties along the Wabash River. Since 1992, citizens

and elected officials have been planning and developing a trail system that follows the river and showcases the natural and historical beauty of Indiana.

Last month, Governor Joe Kernan announced a total of \$18.3 million in transportation enhancement grants for 35 different projects across Indiana. The money can be used for a variety of projects, including historic preservation, streetscapes, beautification efforts, and the creation of bike and pedestrian trails.

This news item was submitted by Dan McCain.



Dignitaries on hand at the presentation of the grant include Indiana First lady Maggie Kernan, third from the right, holding the outsized replica of the check as it is presented to Carroll County officials.

Photo by Dan McCain

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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Other Publications: *The Best from American Canals; American Canal Guides*, William E. Trout III, editor and publisher

DEADLINE: Material for our next issue must be on the editor's desk no later than March 15, 2005. Send to Paul Bartczak, 9954 New Oregon Road, Eden, New York 14057; 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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From the President

By David G. Barber

One of the things that the internet and our new web site allow us to do is to widely disseminate information such as our collection of index and structure sheets. These had been prepared during the 1960s and 1970s on many of the canals of North (and South) America, but not widely distributed. Now, you will find all of the sheets on our web site, available for printing by whomever needs them. Even if you do not have internet access, the sheets are available through any computer such as those at your local library.

This brings us to the next phase, that of increasing the coverage of the sheets and improving the accuracy and completeness of the information. In this, I can use everyone's help.

If you go to the web site and look at the index of Canada, for example, you will see that we have greatly expanded the listing of Canadian canals beyond our library of index sheets courtesy of Bob Sears. He is also gradually providing new index sheets for the missing canals. In various states, I have been taking information I have received from various members and creating other new sheets and revising some others. The latter increases the readability and accuracy. On some canals, I have been adding supplemental sheets of tables showing all the structures.

All of us have much information on the various canals we have studied that is not easily available to others. We need to organize this information and then get it out to the world.

So, I am asking the following. Please look at the state indexes and tell me what canals are missing. Then look at the actual index and structure sheets and inform me what is incorrect or missing from them. You can send me an email or print out the sheet and mark it up and forward it by mail. Whatever! Then start filling out more index and structure sheets.

This latter step can be done several ways. If you have Adobe Acrobat on your computer, download the blank forms from our web site, fill them out, and email them to me. If you don't have the program, just download the

form using the free reader, fill it out by hand, and mail it to me. Or, you can just look at the form and email or mail me the information. I'll get it in the correct place.

Also, if you have a spreadsheet of the structures (locks, aqueducts, dams, etc.) of a particular canal or can prepare one, email or mail it to me and I'll add it to the listing. If you have a map of a particular canal that you may have prepared for a tour or other event and that you would like to share with ACS, I'd like to get that also. I will give credit to the authors. The more information that we can get in the public's hands, the better we can protect the canals for the future.

Index to American Canals

Back in 1982 and 1992, ACS published 10 and 20 year indexes to American Canals prepared by William Dzombak. We have now put the 20 year index on the web site in pdf format for your use. Bill has kept the index updated through issue 121 in 2002. This update and a further update to include the latest issues will be substituted on the web site as soon as available. (Probably by the time you read this.)

Bill also compiled author and illustration indexes. Updates to current versions of these will be added to the web site as soon as available.

Anyone desiring an electronic version of the indexes in MS Word or ASCII format should contact Dave Barber by mail or email.

David Barber

Election of Directors

In a letter dated November 16, 2004, President Dave Barber communicated the results of the recent election of directors to the Board of ACS.

According to Bob Schmidt, 60 ballots were cast and the following persons were elected to be ACS Directors for the next three-year term (2005-2007): Paul Bartczak, Charlie Derr, Bill Gerber, Tom Hahn, Dave Johnson, John Lamb, Mike Morthorst, and "Zip" Zimmerman.

Towpath Tidbits

By Linda Barth

In September, the torrential rains of Hurricane Ivan severely damaged the **Delaware Canal** in Pennsylvania. Due to three major breaks in the towpath, the state park is closed from Easton to Washington Crossing. Volunteers and park rangers have worked hard to clean up the debris, but much more needs to be done. If you can help physically or financially, please contact the **Friends of the Delaware Canal**, 145 South Main Street, New Hope, PA 18938; fcdc@erols.com; (215) 862-2021.

The Delaware and Lehigh Heritage Corridor has published *Stone Coal Way*, a 152-page guide to the trails, towns, and culture of these historic valleys. To order your copy, call the Corridor office at (610) 923-3548.

The Lock 60 Grand Reopening is scheduled for Saturday, April 30, 2005 in Mont Clare, Pennsylvania. The **Schuylkill Canal Association** has announced that the actual lock restoration will be completed by Thanksgiving, but as that will be too late in the season to hold an outdoor event, the spring date was chosen, with a rain date of May 1st.

A raffle, with a grand prize kayak package, donated by French Creek Outfitters, Phoenixville, will be held on April 30th. For information on purchasing raffle tickets, please contact Betsy Daley, Executive Director, Schuylkill Canal Association, (610) 917-0021, edaley@schuylkillcanal.com.

Please visit the lock during the winter, as SCA will be testing the restored lock and learning how to operate it. By the time the weather breaks in the spring, they will be expert lock tenders and ready for that grand celebration. Stay tuned! For more information or directions, contact SCA at (610) 917-0021 or visit us on the web at www.schuylkillcanal.com.

19th century ledgers from the **Wabash & Erie Canal** have been donated to the **Miami (Ohio) County Museum**. Included in the book's 60 perfectly preserved pages are boat horse rentals, labor and material for repairs to the dam and for repairing leaks.

After serving for eight years, Bob Magee will step down as executive director of the **Susquehanna Museum of Havre de Grace**. While he will still be an active volunteer, Bob notes that, "it is time to relinquish my official role."

And speaking of the **Susquehanna Museum**, Dale Woomert reports on the project to restore the gates and lock. The biggest problem has been sealing the lock to prevent leakage during the dredging. He says, "We always expected leakage, but expected it to come through the walls. But, we did not think the floor would leak to the extent that it did."

The contractor did unearth a surprising find – four gates from the mysterious four center pockets of the lock. This good news also had its downside – the gates were directly over the miter sill where the new working gates are to be installed. Moving the old, fragile gates took unplanned time and effort. Finally, a new, larger crib area was completed and all gates are now preserved there.

Joan DiChristina, President of the **Chittenango Landing Canal Boat Museum**, reports that the boat building committee is gathering materials to begin exhibits next to the drydocks. These exhibits will detail various techniques used in the building of "laker" canal boats, the 96-foot-long cargo boats of the Erie. Exhibits will detail the use of mortise and tenon, board steaming, caulking, etc. All will be accessible to the visitor and used in our education programs. Following this, the actual construction of the laker will begin in the shallow bay of the historic drydocks.

The old stone arch culvert that once carried boats over Burnett's Creek on the **Wabash & Erie Canal** in Carroll County, has received a \$500,000 grant from the State of Indiana to have concrete injected into its base. This will help to preserve the culvert, which was originally built of stone laid without mortar in 1838 by canal laborers. The stones are held in place by the keystone and the shape of the structure. After the canal era ended, Towpath Road was built atop the culvert. It is still in use as a black-topped county road.

In Richmond, Virginia, visitors can take a 35-minute canal boat ride along the Canal Walk. Provided by **Richmond Canal Cruises**, the narrated tour is open April through November. The boat dock is located on the **James River & Kanawha Canal** at 14th Street.

In August 2004, Tropical Storm Gaston hit this area, dumping 14 inches of rain in less than eight hours. Carolyn and Bob Schmidt, of the Canal Society of Indiana, reported that streets collapsed, walls of some historic buildings deteriorated, and the area between 14th and 18th streets and from Canal to Broad looked like a war zone.

Nancy and Bill Trout now report that the damage is no longer a problem for visitors and some businesses are open again. The Great Ship Lock seems to be fine, too. The hurricane waters uncovered a stone wall near the lock which the Virginia society didn't know about, and the Parks Department is landscaping around it so it will be visible to visitors; however, the City Council is thinking about selling Great Ship Lock Park and the waterfront upriver (also part of James River Park) to a developer.

The **National Canal Museum** has announced the gift of \$1,250,000 for the construction of the new technology center. The center will be named, in honor of the donors, the Elaine and Peter Emrick Technology Center. According to Executive Director Robert M. Rudd, the new "15,000-square-foot facility will expand the visitor experience for school kids and families, and help the museum preserve the heritage of innovation in the Lehigh Valley."

You can find a beautiful photo essay entitled, **The Ohio & Erie Canal**, on the web at www.photojournalistas.com/Jan_2000/Ohio&Erie_Canal/O&E_canal_index.html.

J. Mack Gamble's wonderful 1971 book, **Steamboats on the Muskingum**, has been reprinted with all of the photographs and a new index. To purchase this "must have" book on the **Muskingum River navigation**, just send \$12 (including postage) to the **Steamship Historical Society of America**, P.O. Box 2194, Providence, Rhode Island 02906-2394. (401) 274-0805; www.sshsa.net.

Book Corner

The Driver's Guide to the Welland Canal (Rev. Ed.)

The Driver's Guide to the Historic Welland Canals

By Colin K. Duquemin

Reviewed by David G. Barber

For those wishing to tour the four Welland Canals, Colin K. Duquemin has prepared two driver's guides to show the way. Each begins with detailed directions on how to get to the start from a variety of important origins such as the Inn at Lock Seven in Thorold. This is followed by detailed directions to all stops along the way as well as useful maps and information on what can be seen at each stop. Also included is some brief history of the canals. At the end, he tells you how to get home.

The first guide covers the current (fourth) canal including the Welland Bypass and is the second edition of the guide. The second guide covers the first three canals and is new this year in honor of June's World Canals Conference, held at St. Catharines. Both guides are very complete and thorough.

My only disappointment is with the second guide for the historic canals. In the St. Catharines area, the guide takes one to a couple of second canal locks without providing the lock numbers. Also in St. Catharines, we are directed along Gale Crescent and Oakdale Avenue. While the guide mentions that the canal went through the valley on the right (Canal Valley on some maps), it doesn't provide a stop or mention that there are several intact second canal locks there. These locks are visible from Rte. 406. A map of these locks like the one for Neptune's Staircase (Locks 14 - 21) would also be useful.

A further lack is that no mention is made of the sites of second canal Locks 22-24 in Thorold or the summit lock and control dam of the Third Canal. A map of the Third Canal's mountain locks would also be useful. It may be that some of these sites are off limits, but a mention of that, if applicable, would be helpful. The guide does provide information on how to access a few sites that I haven't been to on previous visits to the canals.

In summary though, these are two very useful guides.

Copies are available from

Colin K. Duquemin
56 Highland Avenue
St. Catharines, Ontario L2R 4J1
Canada

at \$ 12.00 (US) each inclusive,
ISBN 0-9698994-6-7 and
0-9698994-5-9 respectively.

***The Welland Canals Corridor
Then and Now***

By Roberta M. Styran
& Robert R. Taylor

Reviewed by David G. Barber

One of the benefits of attending this year's World Canals Conference was to receive a copy of Roberta Styran's and Robert Taylor's third book on the Welland Canals as part of the registration materials.

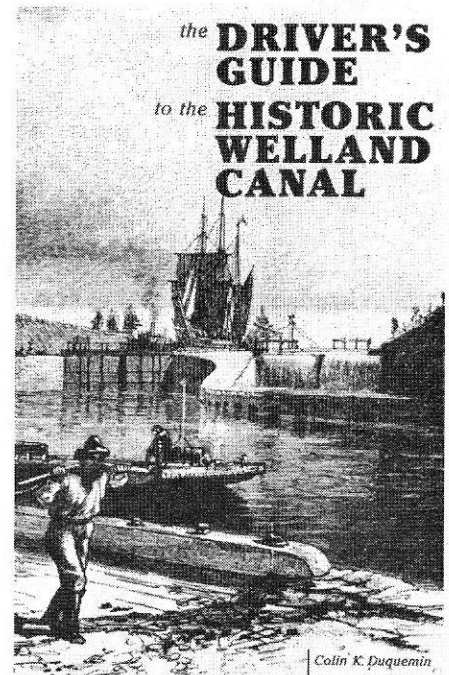
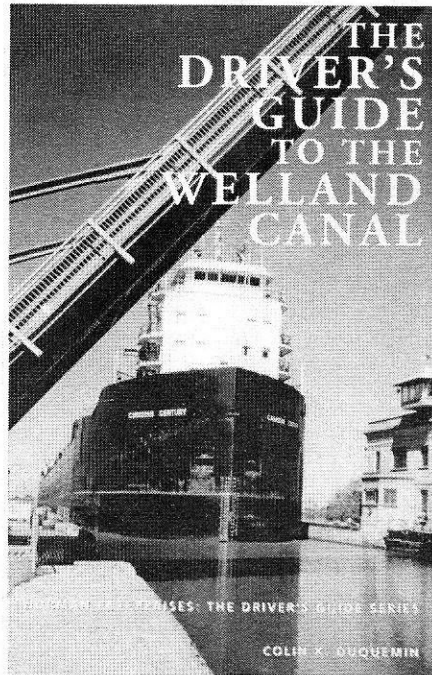
The cover of the book is a striking color view of the paired flight locks with both large modern ships and several tall ships on the move.

Throughout the book are both color and black and white views of the four canals at various periods in time. It is a striking portrayal of the canals and very well done.

Copies are available from

Looking Back Press
P.O. Box 2131
St. Catharines, ON L2R 7S2
Canada

(905) 937-3100 ext. 835
www.lookingbackpress.com
ISBN 1-55068-932-0



***River of Dreams
The Saga of the Shubenacadie Canal***

By Donna Barnett

Reviewed by David G. Barber

One of the lesser known, but well-preserved, North American Canals is the Shubenacadie Canal in Nova Scotia. The canal connected Halifax Harbor at Dartmouth Cove with the Shubenacadie River leading to the very tidal Bay of Fundy. The route used several natural lakes and some man-made or enlarged ones connected by short sections of canal. The intention was to improve westward communication from Halifax.

After the usual period of proposal with little action, construction was begun in 1826 to a high European standard, only to stop in 1831 when the money ran

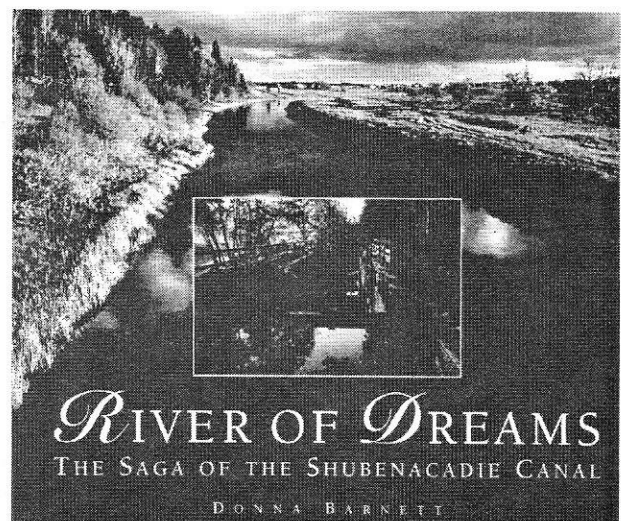
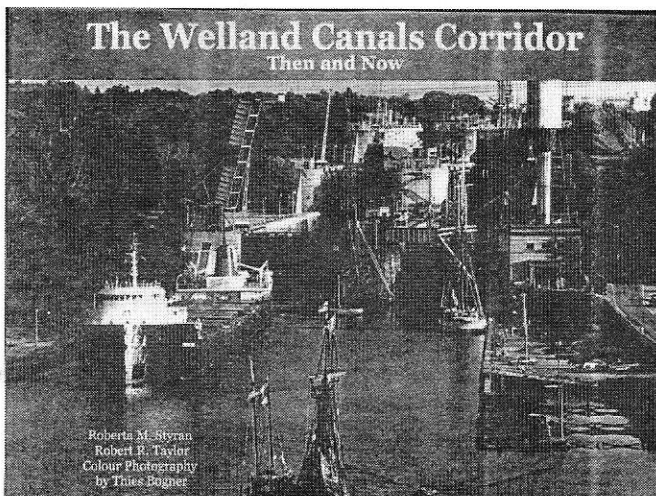
out. In 1854, construction resumed to a rougher "American" standard including the substitution of two inclined planes (patterned on New Jersey's Morris Canal) for several of the formerly planned locks. The canal opened in 1854 and lasted until 1870.

This very nice book tells the canal's history in depth including recent and current restoration efforts. Many very nice color and historic black and white photographs are also included showing the canal and the surrounding area.

Copies are available from

Nimbus Publishing Limited
P.O. Box 9166, Halifax, NS
Canada

902-455-4286
www.nimbus.ns.ca
ISBN 1-55109-407-X \$ 22.95 (CDN)



A Guide to the Delaware & Hudson Canal

By David G. Barber

Reviewed by Linda J. Barth

In the summer of 2004, the National Canal Museum published David Barber's *A Guide to the Delaware & Hudson Canal*, a comprehensive exploration of the 108.75 miles of that historic waterway. Between 1985 and 1997, Dave walked every inch of the canal, using a measuring wheel, and his detailed notes are a great boon to canal enthusiasts. As he states in the preface, the book is not meant to serve as an in-depth history, but rather "to show what remains and to encourage its preservation and the use of the right-of-ways for recreation and the study of our industrial history."

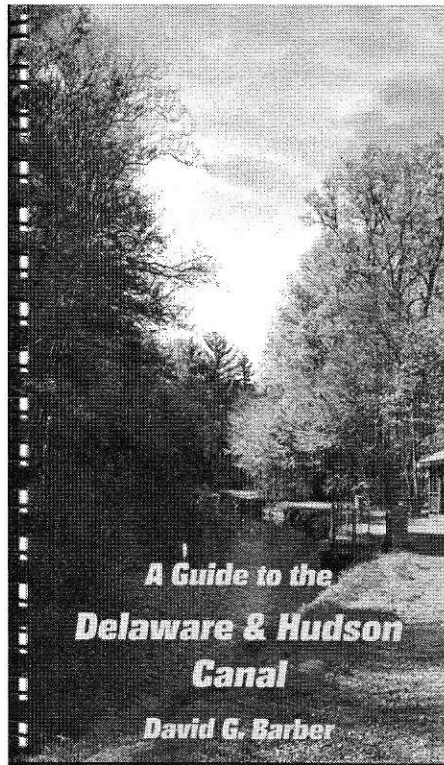
As you literally walk the canal with him, you can "see" where the prism is grassed or wet or overgrown; where the lock is "half full of junk"; where the towpath is eroded, clear, filled-in, or breached. In the latter two instances, Dave provides directions on how to continue your walk around the obstacle. At each lock, he describes its lift and the current state of its structure. A good mix of historic and current photographs provides visual description. I was glad that the pictures were inserted immediately after the descriptive text; in other books this is not the case, and one must do some searching.

Dave has included several handy reference guides, including an alphabetical list of place names, D&H Canal organizations, and a bibliography.

Audrey Barber's wonderful maps are beautifully drawn to scale and replete with everything the explorer needs to know: dams, locks, roads, railroads, and how and where the canal intersects with adjacent rivers and creeks.

Canal fans, hikers, and history buffs can purchase this "must have" volume from the

National Canal Museum
30 Centre Square
Easton, Pennsylvania 18042;
610-559-6613;
ncm@canals.org; www.canals.org.



Canals

By Robert J. Kapsch

Published by W.W. Norton

This book, and the compact disk that accompanies it, contain 624 graphics: photographs and drawings of canal structures and scenes; architectural drawings of aqueducts, locks, canal buildings. The images are drawn from the Library of Congress and HABS-HAER files—the Historic American Building Survey and the Historic American Engineering Record. Each page of the book carries several pictures, each with accompanying text that identifies and explains the image. Each image is numbered; that number identifies the corresponding file on the compact disk. The book, in other words, is really an index and guide to the compact disk. On that disk there is a browser program that can be run from the Windows Start menu. That browser displays all of the images on-screen; to view an image in full-screen size, simply double-click on the image displayed by the browser. Users may prefer to copy the files from the CD into a directory on a hard disk drive and run the browser from there. Alternately, the image can be viewed by using Windows Explorer to access and display the files. The image files (TIF format) can, of course, be printed

or read into a graphics program for editing procedures, such as cropping, for example.

The images on the CD are grouped into five sets: (1) Introduction [64 images], (2) Across America [120], (3) Structures [142], (4) Morris Canal [156], and (5) C&O Canal [154 images]. Picture quality is uniformly good, throughout.

New Books on Canal History and Lore Available

(This column appeared in the Fall 2004 issue of "Currents" the newsletter of Carroll Co. Wabash & Erie Canal Inc.)

Two brand new books have been published by Wabash & Erie Canal, Inc., and are now on sale at the Canal Center. They can be purchased separately for \$8 each or as companion pieces, since they complement one another, for \$12.

Faces Behind the Facades by Susan Yoder, of Indianapolis, is a 24-page soft cover book that describes the building fronts of 1850s Delphi that were used to design the façade of the new Canal Center. The new construction echoes the architecture of the original Courthouse Square buildings as closely as possible to give the Center an authentic historic appearance. Biographical sketches of the men who built those buildings in the 1800s and the businesses they established in them fill this colorful book. Charles Gerard and Mark Smith provided research for the book.

The companion book by Tom Castaldi, a canal historian from Ft. Wayne, is titled *Wabash & Erie Canal Journey*. It describes the Canal Center's interpretive museum, its interactive displays and the historical significance of the Wabash & Erie Canal. The scope of the museum is covered from "Why a Canal?" to "Canal Towns and Shops." Tom supplied much of the historic information for the Interpretive Center exhibits, and he presents a wealth of canal history in this book.

Other books are also available at the Canal Center. History and canal buff will find Dora Thomas Mayhill's book, *Old Wabash & Erie Canal in Carroll County and Pre-Canal History of the*

Wabash River of great interest. These are limited reprints; it was first published in 1953. Also available is a book by George Peirce Clark, of Louisville, KY, titled *Into the Old Northwest – A Journey with Charles Titus*. It is based on an old diary of a canal trip. Another canal-related book by Tom Castaldi is titled *Vermillia House*. Darrel Bakken's book, *Now That Time Has Had Its Say*, is the history of Indiana's Central Canal. Also on our shelves are copies of *Trails West* by Homer Overley, which touches on Carroll County sites.

Campaign to Finish Cong Canal After 155-Year Delay

This news item appeared on the web site of Western People News, Ballina, Republic of Ireland. (www.westernpeople.ie) on September 1, 2004 © 2004 by The Western People All rights reserved. Reprinted with permission.

A Mayo man is campaigning for the belated completion of the canal between Loughs Corrib and Mask. Construction work began on the Cong Canal in 1848. Now, over 155 years later, the people of Cong are still waiting for the finished product.

Mr. Niall O'Carroll from Ballinrobe penned a letter to the editor of the Irish Times some weeks ago, pleading with our present 'aspirant taoisigh' to take an interest in the canal.

The original purpose of the canal was to drain the Lough Mask basin and provide a navigation channel for commercial traffic. Construction work lasted from 1848-58.

In today's world, where tourism has become a major industry and where environmental importance of reducing dependence on fossil fuels for power generation, the belated completion of this canal is surely justified, according to Mr. O'Carroll.

The prevailing impression is that the original planners and builders were so ignorant to the nature of the local limestone that they abandoned the project when it was found that water escaped through the porous rock, he said.

Mr. O'Carroll went on to refer to a report in 1846 which mentioned the 'staunch' canal, and the estimated cost included an item for 'puddling'.

In April, 1854, the Board of Works issued instructions that all navigation work was to be suspended and that only drainage work would continue.

However, a report in 1855 pointed to the spread of railways at the time, indicating that canals would soon be redundant. This was coupled with the increasing cost of labour and it was recommended that work should be suspended until there was a prospect of sufficient traffic to induce local interests to complete it.

Mr. O'Carroll pointed out in his letter that in 1859 a local submission asserted that the canal had not been completed 'through lack of funds'.

In 1956, an engineer reported that the canal could be made watertight and used for navigation purposes. The engineer also pointed out that there would be a possibility of using the difference in levels between Loughs Mask and Corrib to generate electricity.

Mr. O'Carroll, in his letter, spoke of the tourists that are currently visiting Cong; "A visitor to Cong today need walk only a short distance to see a complete but dry and gateless cut stone lock chamber."

He went on to question whether or not there may be EU funds available to the Government for such projects and implored to all involved to do something now to rectify the situation.

Cllr. Damien Ryan spoke to the Western People and again raised the issue that the rocks in the canal are reportedly porous. However, Mr. Ryan agreed that the canal could perhaps attract large tourist numbers to the area and said that he would feel very strongly on this issue.

The Cong councillor stated that he would extend his full support to any group of people who wish to formulate a committee and work on the possibility of restoring the canal.

"By all means I would be in support of having a consultant's report commissioned and if a group was formed I would certainly be happy to

meet with the Minister and discuss the planning process," he said.

Cllr. Ryan said that if a costing report was carried out and the project looked feasible, he would work with the community, as ultimately the restoration of the canal would benefit the entire area.

This news item was submitted to the editor by David Minor

Hennepin Canal Never Met Desired Expectations

By Paul Gale
SVN News Reporter

This article appeared in an edition of the Sauk Valley Sunday newspaper, a regional edition of the Daily Gazette and Telegraph, Sterling, IL. ©2004 All rights reserved. Reprinted with permission.

It was regarded as a white elephant from the day it was completed in 1907.

When it opened, boats with smoke roaring out of tall smokestacks used the Hennepin feeder canal.

The new Hennepin Canal reduced the distance from Chicago to Rock Island by 419 miles, but never met desired expectations. It was closed to navigation in 1951.

When the original Illinois and Michigan Canal opened, commerce was able to travel past Chicago into the nation's interior.

The S.S. Marion was the first boat to travel the full 75 miles of the main line of the canal. She left the Illinois River on Nov. 8, 1907, and arrived at the Mississippi River on Nov. 15, 1907. Illinois Gov. Charles S. Dennen and a large crowd waited just west of the Rock Island bridge to welcome it.

Moving freight on the canal never proved to be a profitable enterprise. In its early years, more money was taken in by selling permits for the cutting and storing of ice in the pre-refrigerator days, than from barge tolls.

For many years, the only traffic on the canal consisted of barges that maintained it and repaired damage caused by ice and muskrats.

The canal builders had hoped coal would be a major commodity for the canal, but when it opened, most of the surrounding coal fields were abandoned.

Grain accounted for 55 percent of freight during the early years. Some of the grain was shipped to distilleries in Peoria.

The canal could only accommodate boats with a maximum of 108 feet and a 17-foot beam drawing a maximum of 4.5 feet. The limited size partially doomed the canal from the start.

Hopes by canal supporters were dashed by the Great Depression which put the final nail in its coffin.

In 1894, work began on the I&M Canal and by the time it was completed, Chicago's Ship and Sanitary Canal opened and with its 25-foot depth, it could handle much bigger barges than the I&M ever could.

Also, Chicago's Sanitary District built locks on the Illinois at Henry and Coopers Creek to help make the Illinois River navigable more of the time.

Both I&M Canals (Illinois and Michigan and Illinois and Mississippi) saw a brief resurgence in the early 1920s when Morton Salt decided to use the old canals and a few older barges to transport its materials. Morton argued that we didn't need a deepwater channel to the interior and that the smaller barges were fine.

The Hennepin Canal Parkway is now a 104.5-mile linear park which spans five counties (Rock Island, Bureau, Henry, Lee and Whiteside) with a visitor center near Sheffield.

It offers hiking along an old tow path, originally intended but never used by animals for towing boats along the canal's main line and feeder routes, provides 155 miles of one-foot-after-the-other fun. View the canal, its locks and aqueducts, not to mention the animal life.

If you're up to something more challenging, try the 4.5-mile trek in the main complex which is moderately difficult and gives you a broad taste of landscape from tall timber to grasslands to marsh.

This article was submitted by John McPherson

C&O Canal Names Georgeann Smale Volunteer of the Year

This news item is from a C&O National Historical Park News Release dated October 8, 2004.

Hagerstown, Md. – Georgeann Smale was recently presented with the 2004 Volunteer of the Year Award by Chesapeake and Ohio Canal National Historical Park Superintendent Kevin Brandt. She has volunteered 1,247 hours for fiscal year 2004.

Smale has been volunteering for the C&O Canal since 1999 as a bike patroller at the Great Falls Tavern Visitor Center. In 2004, she became the Section A Billy Goat Trail volunteer trail overseer for the Potomac Appalachian Trail Club (PATC).

Smale has first-hand knowledge of the many resource issues of the Billy Goat Trail. On behalf of the C&O Canal, Smale took the initiative to apply for a conservation grant through Recreation Equipment Incorporated (REI) to support a trail stewardship program for the Billy Goat Trail. PATC was awarded \$2,000 to fund training of 10 interns in Leave No Trace (LNT) education on the Billy Goat Trail. Recognizing Smale's accomplishments, Superintendent Brandt said, "Georgeann's creativity, knowledge, and dedication to build this program are invaluable to the park."

Canal Society of New Jersey Announces 2005 Llangollen Canal Tour in Wales and the Great Little Railways of Wales

The 45-mile-long Llangollen Canal leaves the Shropshire Union Canal just north of Nantwich in rural Cheshire, England, and climbs through deserted Shropshire farmlands to cross the border into Wales near Chirk. It then cuts through increasingly hilly countryside to finish alongside the River Dee tumbling out of Snowdonia, just above Llangollen.

Probably the most beautiful canal in Britain, the Llangollen is certainly the most popular. The scenery varies from isolated sheep pastures to ancient peat

mosses, from tree-lined lakes to the foothills of Snowdonia. Towns along the way include medieval Whitchurch, with its half timbered buildings, the interesting market town of Ellesmere set in its own "Lake District," the fortified border town of Chirk, and Llangollen itself, sitting astride the River Dee, an ancient gateway to Wales beneath the ruins of Castle Dinas Bran.

The city is home to the Llangollen Railway and is the site of the Llangollen International Musical Eisteddfod, an annual gathering of dancers and musicians from around the world, held every year since 1947.

British Waterways, the public corporation responsible for a canal and river network of over 2000 miles throughout the UK, plans to develop the waterfront in Llangollen. A 32-berth marina and 48-hour visitor mooring will be built. The plan is expected to bring in 163,000 extra visitors a year.

The Llangollen Canal has three major engineering feats, two old, one modern. The aqueducts at Chirk and Pontcysyllte, built by the engineers Thomas Telford and William Jessup, were among the first to use cast iron troughs to contain the canal. At Chirk the trough is supported by conventional masonry arches but at Pontcysyllte the trough is exposed and sits atop 120-foot high slender masonry piers. When you cross it by boat there is an exhilarating sheer drop on the non-towpath side! (To this day, the joints are effectively sealed using a mixture of flannel and lead dipped in liquid sugar, though some say it is ox blood.) People said it wouldn't last, but the Pontcysyllte Aqueduct has been carrying vessels over the River Dee for 198 years! We will be there for the aqueduct's bicentennial.

When the aqueduct was first opened in 1805, a cannon fired a royal salute, and 8,000 people witnessed the first boat cross. The aqueduct successfully linked Llangollen with the rest of the Shropshire Union Canal system – and continues to work today. The aqueduct originally carried coal from local mines, but it also supplied water, taken from the Dee at Horseshoe Falls (also built by Telford) and fed into the rest of the Shropshire Union Canal. Today the

structure continues to carry over 50 million liters of water every day to supply the water needs of southern Cheshire. The aqueduct remains virtually unchanged since its opening in 1805.

In August 2005, Bill McKelvey will lead a narrowboat cruise on the Llangollen Canal. He also plans to include stops at as many narrow gauge railways as possible, including the Ffestiniog Railway (the oldest independent railway company in the world), Snowdon Mountain, Talylyn, Llanberis Lake, Brecon Mountain, Bala Lake, Llangollen, Welsh Highland, and the Welshpool & Llanfair railways. The group will also visit the Welsh Slate Museum and Edison Mission Energy's Electric Mountain Visitor Center. Bill will try to keep the cost under \$3000.

Sign up now to save your place on our 14th overseas tour! Send your deposit of \$2000 to

*Bill McKelvey
103 Dogwood Lane
Berkeley Heights, New Jersey 07922*

Bill will be happy to answer your questions; just give him a call at (908) 464-9335.

ACS Director Roger Squires informs us that he is on the organizing committee for World Canals Conference 2007 which will be held in Liverpool, UK from June 13 to June 15. Roger asks all ACS members to put these dates in their advance calendar, and he assures us that WCC attendees will receive a warm welcome in Liverpool.

Canal Society of Ohio Announces Tour Schedule for 2005

Spring Tour: April 16, 2005
Feeder lakes of the Miami and Erie Canal - Indian Lake, Grand Lake St. Mary's, and Lake Loramie
Tour Leader - Dave Bohla

For details, contact the Tour Leader by phone at (937) 842-6095 or in writing at 11009 Newland Road, Sassafras Point, Lakeview, OH 43331

Fall Tour: October 8, 2005

Buckeye Lake - The southern feeder for the south end of the Ohio & Erie Canal

Tour Leader - Andy Hite

For details, contact the Tour Leader by telephone at (937) 778-6277. Andy is Piqua Site Manager for ODNR and can also be reached at (800) 752-2691 at 9845 Hardin Road, Piqua, OH 45356.

*Larry Turner
Tour Committee Chairman*

North American Waterway Map on Sale

Cartographer David Edwards-May has produced a spectacular map of North American waterways, both active and historic. A brand new publication from *Euromapping*, this color map covers the USA and Canada from Sioux City on the Missouri in the west to Maine and Quebec in the east. It's ideal for Grand Circle cruise planning and exploring the routes and vestiges of the historic canals. With minute details, including locks, dams, and inclined planes, the map features enlarged insets of many sections, including, for example, the New York-New Jersey-Connecticut tri-state area. Scale 1:3.5 million.

Prepublication special offer, folded or rolled, \$25. This price includes a 48-page, detailed index of every waterway on the map. You can order your copy by contacting Bob Barth at (908) 722-7428 or at barths@att.net.

Delphi Historic Trails and Canal Sites Welcome Bicycles

By Dan McCain

When you come to Delphi in northwest central Indiana you can come with your bicycles and even your pets. The Delphi Historic Trails system now has over 7.5 miles of groomed trails. They are crushed limestone, packed, wide and they lead to some of the most interesting things. Trails have been constructed over a twelve-year period primarily by volunteers using local

products like the fine "screenings" for all the trails provided by the stone quarry and lots of scenery thanks to Mother Nature and the Wabash River.

Places to start are located conveniently at Trailhead Park along Deer Creek one mile southwest of Delphi on Indiana 25. Another good place to begin a scenic ride is at Canal Park, 11 blocks north of the Court House stoplight on Washington Street. Parking and walking or bicycling along the historic towpath of the mid 19th century Wabash & Erie Canal is both relaxing and interesting. There are three National Register Sites to visit nearby - the Canal Construction Camp site, Lock #33 and adjacent lockkeeper's home site' and the 1857 Harley and Hubbard Lime Kiln site.

The northern half of the 2.5-mile section of the Canal looks much like the man-made waterway appeared in its heyday of the 1850s. Groundwater from the limestone quarry nearby is diverted into the canal to keep it full. Three million gallons of clear water daily comes to the "tumble" at Founders Point. Flow through the full length finally releases the surplus water back into Deer Creek at majestic Sunset Point.

The newest section for biking is Campbell Ridge Trail with its entrance off of Indiana 25 two tenths of a mile south of Trailhead Park. A parking lot is available to leave your car but this trail is bicycle accessible. The payoff for the visitor is to look at the old canal-era dam site from high atop a bluff. This structure set at the mouth of Deer Creek where it joins the Wabash River.

Legend has it that the last boat to use this section of the canal in 1874 destroyed the dam. As the mules were pulling the boat up to the spillway bridge, they fell through the rotting footboards. Since they lost their forward momentum, the captain could not steer the craft away from the current and crashed into the spillway. The boat, cargo, mules and all were dashed into the Wabash and drowned - thus the end of the canal!

When you come to Delphi you must allow time to visit the new Canal Interpretive Center in Canal Park, a dozen blocks north of the Court House

traffic light. This interactive transportation museum is a marvel with a dozen galleries and set in an old 1850s building built in 2003. Open hours are Saturday 10-4 pm and Sunday 1-4 pm. Nearby are the canal village, towpath and connections to all the trails. For a trails map and much more information look us up at www.wabashanderiecanal.org

2005 Canal Calendar

By Linda Barth

February 13 - Friends of the Delaware Canal sponsor a two-canal walk. Begin in Lambertville, NJ, and explore the outlet lock of the Delaware & Raritan Canal; cross the river to New Hope, PA, and stroll along the Delaware Canal. 2 pm (215) 862-2021.

March 19 - 24th annual Canal History and Technology Symposium at Lafayette College, Easton, PA. Topics will include the Wiconisco Canal, Bethlehem Steel, Ironmaking on the Chesapeake Bay, and the Santee Canal: America's first summit level canal.

April 8-10 - The Canal Society of Indiana will tour the Central Canal in Indianapolis. See the beautiful concrete walkways and revitalization along the downtown section of the canal. Tour the new Indiana State Museum with the large exhibit of the Gronauer Lock #2 of the Wabash & Erie Canal. Walk the towpath of the original canal that currently supplies 70% of the water used in Indianapolis. Headquarters - Comfort Inn off of I-465 near Zionsville. Evening meals will be in Zionsville, which has brick-lined streets and interesting upscale shops.

April 22-24 - Pennsylvania Canal Society field trip to the Union Canal; trip will include a boat ride through the canal tunnel at Lebanon. Info: Glenn Wenrich, (610) 926-5314; gwenrich@localnet.com.

April 22-24 - The Canal Society of New York State will explore the Champlain Canal. Info: Tom Grasso, (585) 387-0099; tgrassol@rochester.rr.com.

May 7-8 - Re-enactment of the attack on Havre de Grace during the War of 1812. The public is invited to the

Susquehanna Museum Lock House where the attack will take place. Also featured: military encampment, musket-firing, marching, candlelight tour, military hospital. Call (410) 939-5780 for further information.

May 13-15 - Annual Meeting of the Virginia Canals & Navigation Society, Chesapeake, Virginia; (757) 483-2523.

August 4-21 - The Canal Society of New Jersey will cruise the Llangollen Canal in Wales and visit some of the famous narrow-gauge railroads. Info: Bill McKelvey, (908) 464-9335.

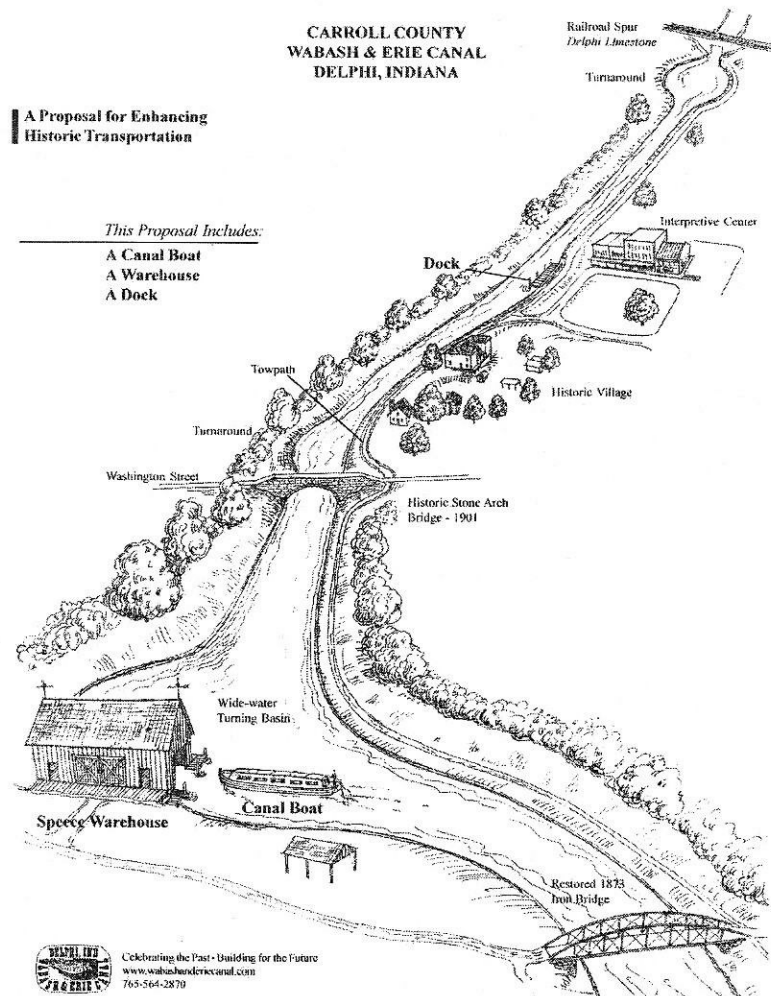
September 21-23 - Canal Society of Indiana will cruise the Erie Canal from Syracuse to Albany aboard the *Emita II*. Members of other societies are welcome to attend. Call (260) 432-0279, CSI headquarters, or email (indcanal@aol.com) for complete information.

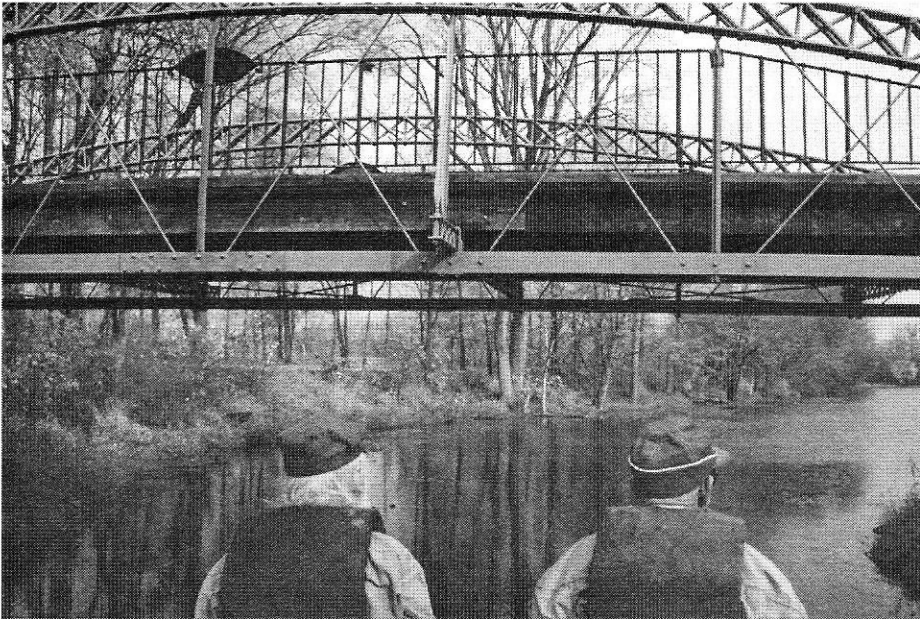
Next Year Look for a Boat on the Canal

By Dan McCain

The Wabash & Erie Canal Association has been blessed recently with the donations of three aging but promising pontoon boats. Each vessel had something special to offer or else the organization would not have accepted this many boats. The quest for water craft was to focus on the beautiful rewatered canal in Delphi, Indiana. In due time there will be an authentic replica of mid-nineteenth century canal boat design. The Canal Association is hoping for grants and public donations of cash to complete this endeavor.

Likely two of the pontoon boats will be refitted with seating and refurbished to look something like a passenger "packet" that might have been used by canal travelers of a bygone era. It may even be possible to hitch 'ole Sal (a





Test cruise demonstrated that clearance beneath the restored 1873 iron bridge is no problem.

Photo by Dan McCain

Coming in the Winter issue:
Romania's Danube-Black Sea Canal
 by George B. Johnston, Jr.
Collection of Tolls on the Ohio & Erie Canal
 by Terry K. Woods

mule) to the rope and tow the craft as they would have in 1850. The Canal volunteers also intend to retrofit the third pontoon to operate as an "Algae Scow" for collecting (pushing/herding) floating aquatic vegetation to a place for removal.

The results of a trial launching of the first boat resulted in great excitement for the crew. Canal Park and the towpath look different from the water level. For the mile long route of reconstructed waterway, the two historic bridges posed no problems for cruising beneath their structure. As for water to float a boat, there is adequate water supplied by the nearby quarry all year. Delphi Limestone Company discharges three million gallons of fresh water daily at the north end. Algae and duck weed does accumulate, however, and plans are to control this sometimes floating mass next year.

As winter approaches, plans are developing for the repairs needed to make ready for public use at least two of these donated craft. Volunteers will work on each pontoon and prepare it for its best adapted use. Likely the old gasoline burning engines will be replaced with much quieter electric trolling motors. The pace should be slow as a canal boat would have been.

If anyone has such trolling gear or spare heavy duty batteries not being needed, consider donating them to the Canal group. Call (765) 564-6297.



As was the case with the iron bridge, cruising clearance beneath the 1901 historic stone arch bridge will not be a problem.

Photo by Dan McCain.