

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXIV, No. 2

Dedicated to Historic Canal Research, Preservation, and Parks

Spring 2005

Historic Replica Canal Boat Rides--Summer 2005

By Carroll Gantz
Canal Boat Committee (CBC)
American Canal Society

The season for canal boat rides is here! We are fortunate to have many opportunities to ride replica canal boats re-creating a sense of travel and life in the canal era. The following operations are particularly effective in doing so, and we urge you to plan to enjoy such an experience this summer!

INDIANA

Metamora: This is a historic canal village with lots of shops and exhibits located along a watered section of the Whitewater Canal in the Whitewater Canal State Historic Site. Included is a restored lock with a waterwheel used to power a grist mill, the only intact covered, wooden aqueduct in the US,



Sam Patch, Pittsford, New York

Photo from the author's collection.



Ben Franklin III, Metamora, Indiana

Photo from the author's collection.

and the replica canal boat *Ben Franklin III* (photo at left), drawn by two Belgian draft horses through the aqueduct and a covered bridge. The boat is 75' long, 12' wide, and holds 80 passengers, with its design based on a typical line boat of the canal era. Season: May 1-Oct. 31, Tue.-Sun., 12:00 noon to 4:00 PM, boats leaving every hour. Closed Mon. except holidays. The one-mile ride takes 25 minutes, with a docent lecture of canal history. Rates: adults, \$2.50, students/seniors, \$2.00, children under three or over 90, free; school groups \$1.50. Phone (765) 647-6512, website <http://www.metamora.com/>

NEW YORK

Pittsford: Corn Hill Navigation operates a 19th century replica of an Erie Canal packet boat *Sam Patch* (photo above) on the historic Erie

(Continued on page 3)

American Canals

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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 August 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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(Continued from page 1)

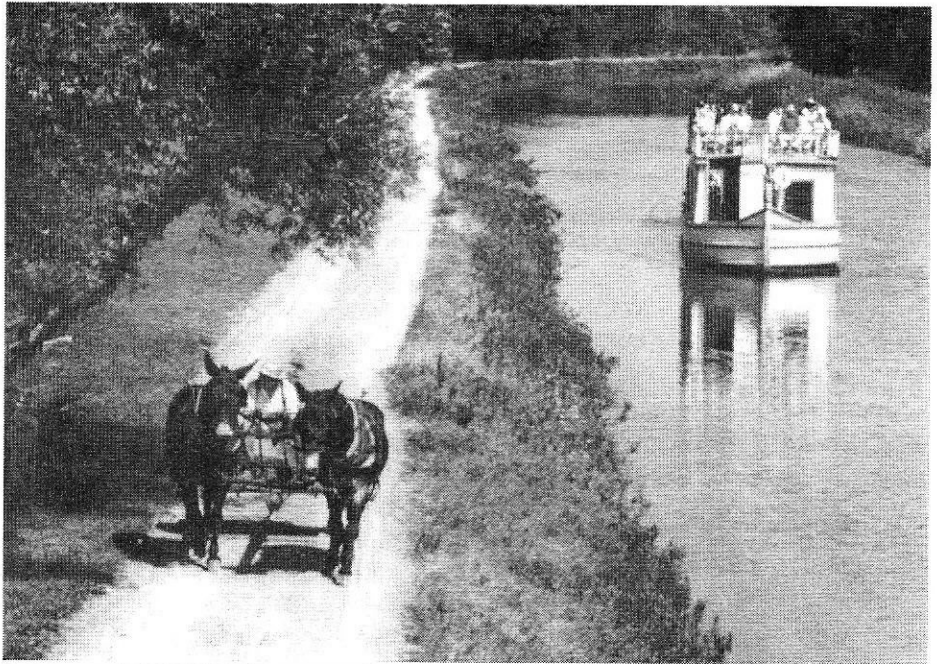
Canal from Schoen Place in Pittsford, NY. Season: May 1-Nov. 15 daily. One-hour cruises through a lock at 2:00 PM, 3:30 PM and 5:00 PM, Rates: adults \$10, seniors, \$8, children under 12, \$5. Also noon cruise with lunch, rates: adults \$19, seniors \$17, children under 12, \$13. Phone (585) 262-5661, website <http://www.sampatch.org/>

Rome: West of Rome is the historic Erie Canal Village with many exhibits of early American life and buildings. Included is a watered section of the enlarged Erie Canal with the horse drawn replica of a typical Erie Canal packet boat, *The Chief Engineer* (photo top right), named after the first boat on the original Erie Canal. It is 70 feet long, mule-drawn, carries 125 passengers on two decks and has an on-board docent. Cruise is one mile and 40 minutes. Season: Memorial Day through Labor Day, Wed.-Sat., 10:00-5:00 PM, Sun., noon to 5:00 PM. September, weekends only, noon to 5:00 PM. General admission to the Village: adults, \$15, students \$12, children 5-12, \$10, children under 5 free. Boat ride only: \$6 ages 5 and up. Phone (888) 374-3226 or (315) 337-3999, website <http://www.eriecanalvillage.net/>

OHIO

Roscoe Village: This is a restored canal village with hotel, restaurants, and gift shops. North of the village, the packet-style replica Ohio canal boat *Monticello III* (photo bottom right) cruises the Ohio & Erie Canal daily in summer months. Drawn by two horses, it is 74' long by 14' wide and carries 100 passengers along a 1 1/2-mile, 45-minute ride. Season: Memorial Day to Labor Day, the boat runs Tues.-Sunday on the hour, 1:00 PM-5:00 PM, and on weekends only, until mid-Oct. Rates are \$6 for adults, ages 5-12, \$3, and children under 4, free. (Rides are free as part of a tour ticket for all attractions in the village). The earlier, wooden replica canal boat *Monticello II* is also on display on land. Phone (800) 877-1830 or (740) 622-7528, website <http://www.roscoevillage.com/>

Canal Fulton: The horse-drawn, Ohio freight style replica canal boat, *St. Helena III* (photo on page 4), is operated by the Canal Fulton Heritage Society on a 1 1/4 mile stretch of the



The Chief Engineer, Erie Canal Village, Rome, New York

Photo from the author's collection.

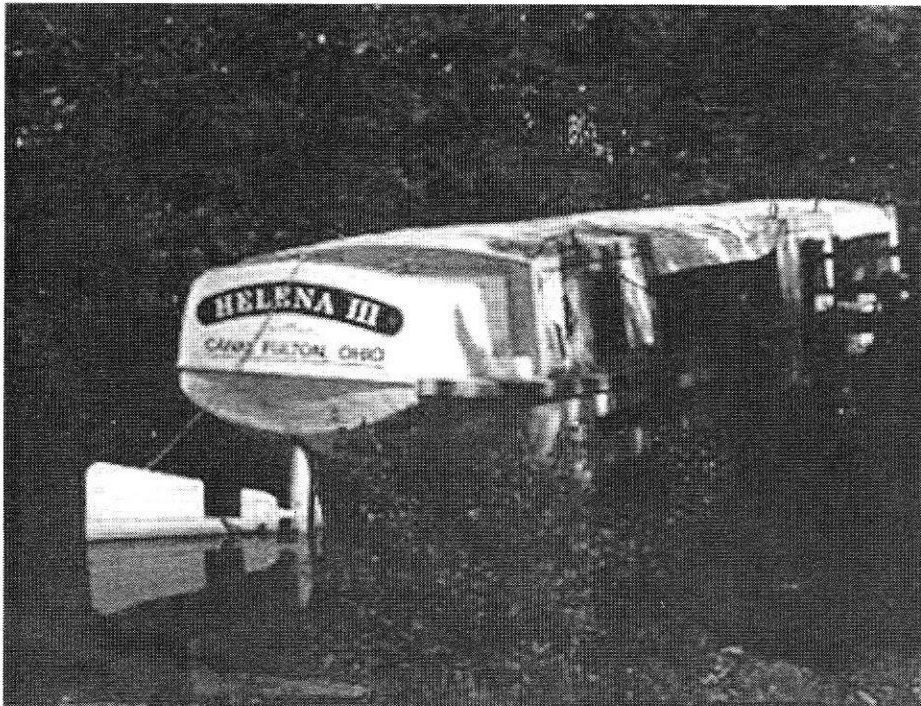
Ohio & Erie Canal daily June through August, and weekends only in May, Sept, and Oct. It is 60 feet long and carries about 50 passengers. Ride is about 45 minutes, with a turn-around at restored Lock #4. Historical information is presented during ride. Season: May and September, weekends only at 1:00, 2:00 and 3:00 PM; June, July, August, every day except Monday at 1:00, 2:00 and 3:00 PM.

Tickets: \$6.60 adults, \$5.50 seniors, and \$4.50, children. Charters and dinner cruises at other times including evenings may also be arranged. Also on display on land is the restored wooden replica boat *St. Helena II* near a small canal museum (free with boat ride) and gift shop. Phone: (800) HELENA3, website, <http://www.discovercanalfulton.com/about.html>



Monticello III, Roscoe Village, Ohio

Photo from the author's collection.



St. Helena III, Canal Fulton, Ohio

Photo from the author's collection.

Piqua: Just north of town, is the historic John Johnson Farm and a museum telling the story of the Eastern Woodland Indians of Ohio in the Piqua Historical Site. A mule-drawn historic replica in the style of a typical 1840 Ohio freight boat, the **General Harrison of Piqua**, (*photo bottom right*), is in operation. It is 70' long and 13 1/2' wide, and can carry 75 passengers on a 40-minute, one-mile ride on a section of the Miami & Erie Canal. Season: Memorial Day to Labor Day, Wed. through Sun., rides at 12:30 PM, 2:30 PM and 4:00 PM, and also Sat.-Sun. in Sept. and Oct. Rates are \$7 for adults, \$3 for students. Ages five and under are free. Phone (800) 752-2619, website, <http://www.ohiohistory.org/places/piqua/canalboat.html>

Grand Rapids: A mule drawn, replica of an Ohio freight canal boat, **The Volunteer** (*photo on page 5*), is operated as part of Providence Metropark along the Miami & Erie Canal from a parking area, south through a working Lock #44 next to the restored and working Ludwig Grist Mill. The boat is 60' long, carries 75, and follows the style of an Ohio freight boat. Trips are 45 minutes, with a ten-minute stop to travel through a working lock. Season: Memorial Day to Labor

Day and Labor Day through Oct, noon to 4 PM weekends and holidays; 10 AM to 2 PM. Wednesday-Friday. Boat tickets: adults, \$5, seniors \$4, children 3-12, \$3, children under two, free. Mill tours are free. Phone (419) 407-9700, website <http://www.metroparkstoledo.com/metroparks/providence/>



General Harrison of Piqua, Piqua, Ohio

Photo from the author's collection.

PENNSYLVANIA

New Hope: The New Hope Canal Boat Company operates two steel, mule drawn craft along the Delaware Canal from New Hope northward. They are the **Priscilla Jean Pitcher** (*photo on page 5*) and the **Myfanwy Davis Jenkins**. They carry 30-80 passengers each, and each trip takes 1 1/4 hours, with a historical interpreter/folk singer. Season: May 1-Oct. 31, Daily, 12:00, 1:30, 3:00 and 4:30. Operates April on Fri., Sat., Sun., 12:30 and 3:00 PM. Boat tickets, \$7.95 adults, \$6.25, children over 6, and under 6, free. Boats also available for private parties or special events.

Phone 215-862-0758. Website -- <http://www.canalboats.com/index.html>

Easton: The mule drawn replica of a canal freight barge, **Josiah White II** (*photo on page 6*), operates along section eight of the Lehigh Canal as part of the Hugh Moore Historical Park and Museums in conjunction with the National Canal Museum in downtown Easton. Boat is 50 feet long and carries 120 passengers on two decks for a 1 1/2-mile ride. Season: Opens May 7, rides Sat. & Sun. 1:30, 2:20. 3.10 and 4:00 PM. From Memorial Day to Labor day, operates 7 days a week. Mon.-Sat., 11:00 AM, 12:00 noon, 1:15, 2:15, 3:30, and 4:30 PM; Sun., 1:15, 2:15, 3:30 and 4:30 PM.



The Volunteer, Providence Metropark, Grand Rapids, Ohio

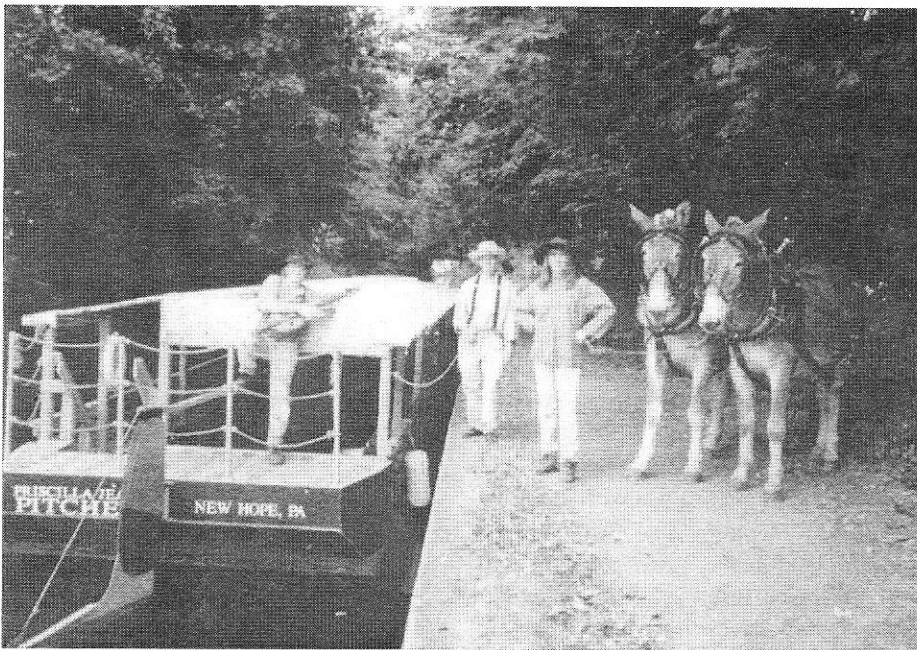
Photo from the author's collection.

Tickets: \$6 adults, \$5.50 seniors over 65, children, \$4. Boat may be chartered for special events and groups. Phone (610) 515-8000, Website-- <http://www.canals.org/>

WASHINGTON, D.C.

Georgetown: The National Park Service operates a mule drawn, replica of a C&O canal freight boat, the *Georgetown* (photo on page 6), along a

section of the Chesapeake & Ohio Canal from Georgetown west along the Potomac River and through an operating lock. Boat is 87 feet long and ride takes one hour. Season: Apr. 20-Oct. 23 Wed.-Fri. 11:00 AM, and 3:00 PM; Sat.-Sun., 11:00 AM, 1:30 and 3:00 PM. Tickets: \$8 adults, \$6 seniors, \$5 children. Note: The other NPS operated boat at Great Falls Tavern, MD, the *Canal Clipper*, will



Priscilla Jean Pitcher, New Hope, Pennsylvania

Photo from the author's collection.

not be operational in 2005 due to structural damage.
Phone: (202) 653-5190, web site---
<http://www.nps.gov/choh/BoatRides/EducationalBoatRides.html>

IN MEMORIAM

**Margaret "Peg" Zimmerman
1926-2005**

"Peg" was among the most beloved of America's canal buffs. The wife of Professor Albright Zimmerman, a noted canal historian and founder of the Pennsylvania Canal Society, she lived with her husband in a beautiful house that was located between the Delaware Canal and the Delaware River in Bucks County PA.

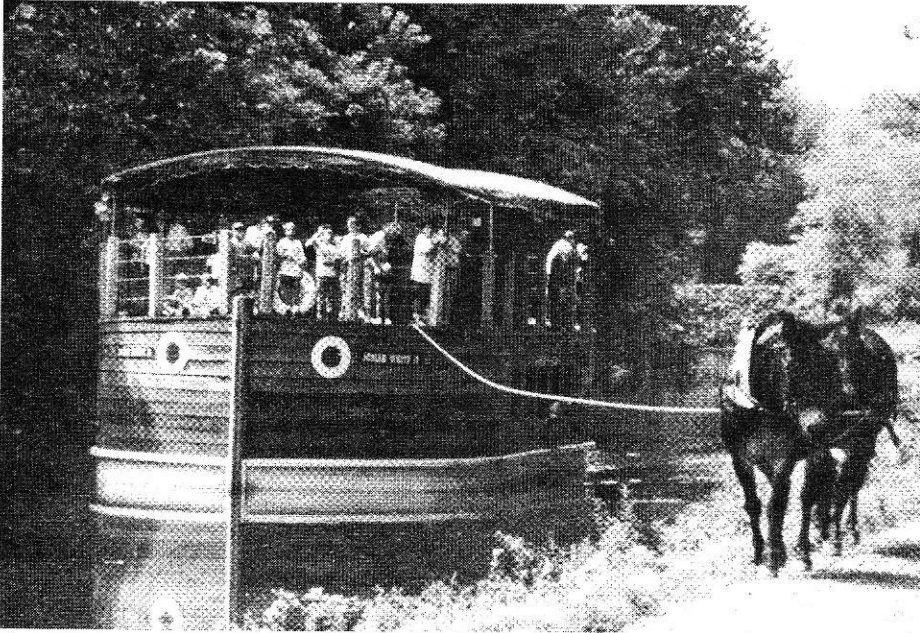
A nationally honored CPA, Peg did the accounting work for the National Canal Museum and many other canal related organizations. With her yellow jacket covered with canal patches, Peg was an integral part of many canal trips in both North America and Europe.

On a personal level, she was an extraordinarily kind and caring person whose hospitality was legendary. Many people will miss her bright and cheery presence. She is particularly mourned by the members of the Pennsylvania Canal Society, the Canal Society of New Jersey, and the staff of the National Canal Museum.

*Lance Metz
Historian
National Canal Museum/Hugh
Moore Historical Park*

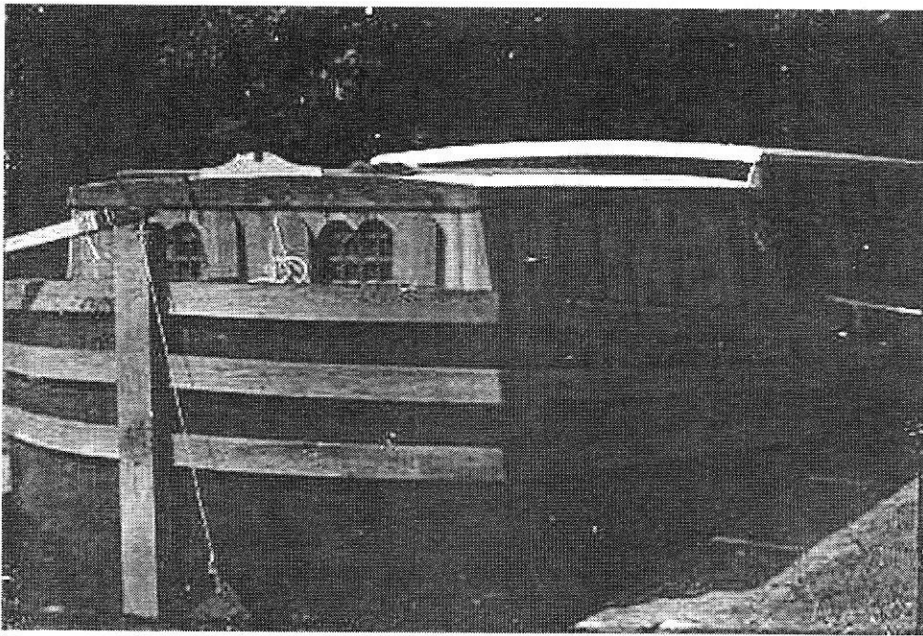
Fall 2005 Directors' Meeting

The fall 2005 ACS Directors' meeting will be held on Friday, September 30th at 3 PM at the Quality Inn in Heath, OH in conjunction with the Fall field trip of the Canal Society of Ohio.



Josiah White II, Hugh Moore Historical Park and Museums
Easton, Pennsylvania

Photo from the author's collection.



Georgetown, National Park Service, Washington, D.C.

Photo from the author's collection.

From the President

By David G. Barber

Cruising rings are a big topic on British canals. The interconnection of waterways allow a boater to depart from a marina or hire base, cruise for an extended period and return from the opposite direction without backtracking.

In North America, we also have rings, but we don't talk about them that way. The biggest ring is the eastern United States for which there is a web site. For those with lots of time, the route includes the Atlantic Intracoastal Waterway, the Hudson River, the Erie Canal, Lakes Erie and Michigan, the Illinois Waterway, the Mississippi River, usually the Tennessee River, the

Tenn-Tom Waterway, the Gulf Intracoastal Waterway, and Lake Okeechobee.

You can also circumnavigate the Adirondack Mountains of New York, New England, two rings in eastern Ontario, south Florida, Mississippi & eastern Louisiana, and western Louisiana.

It gets more interesting to think about what could be with a few restorations. If the lower and upper Fox River and Portage Canal in Wisconsin were restored, there'd be a ring around southern Wisconsin and northwestern Illinois. Restoration of the Hennepin Canal would create a ring in western Illinois. Reconnecting the part of the Ohio and Erie Canal from Cleveland to Dresden, Ohio would create a mid-west ring. These individual rings can be combined to create larger rings. What would cruising of these rings do for the economy of the towns along the way?

We need to think more about the economic benefit of canals and navigations. A recent article in *BoatUS Magazine*, talking about the difficulty of justifying dredging of the Atlantic Intracoastal Waterway, said "Recreational vessel traffic and boater spending is not counted ... Neither is the commercial fishing, tour boat operation, ferry traffic, charter fishing or cruise ship activity ..." In other words, one of the nation's largest industries, tourism, is ignored in considering the justification for waterways. I believe the same is true for inland waterways.

That strikes me as like trying to justify interstate highways while considering only trucks and ignoring passenger cars and buses. The road lobby is smarter than that. Why isn't the waterway industry?

Monocacy Aqueduct Restoration Celebrated

By David Johnson

The Monocacy Aqueduct is the largest of the eleven stone aqueducts in the Chesapeake and Ohio Canal National Historical Park. The 516-foot long, seven arch structure is considered the crown jewel of the park, as well as one of the most significant surviving structures of all American towpath canals. For the last thirty years, it was encased in a wood and steel harness that obscured its beauty. On May 21st 2005, ten years after the C&O Canal Association initiated its campaign to "Uphold the Monocacy Aqueduct," more than 300 people turned out on a bright, clear Saturday morning for the gala rededication celebrating the completion of the stabilization and restoration of the historic structure.

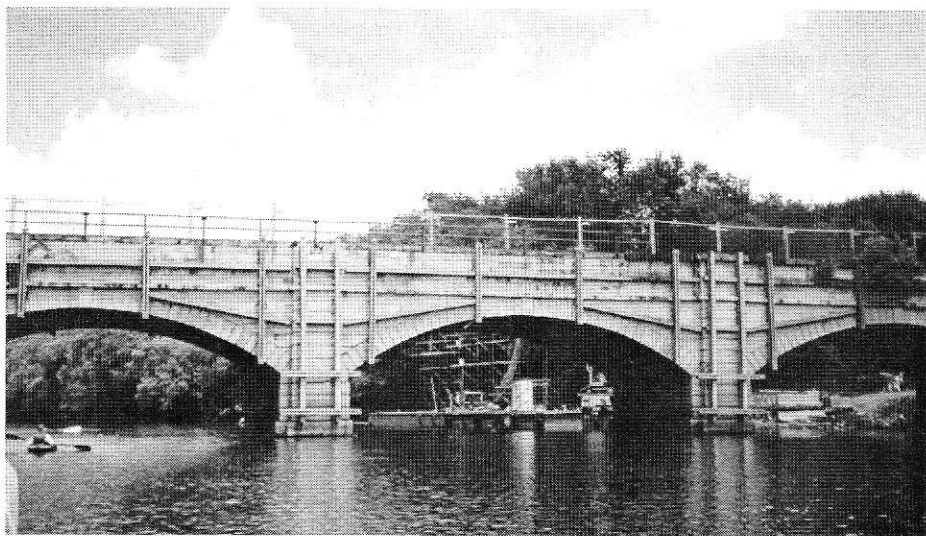
As the large crowd gathered under a marquee overlooking the aqueduct, the Monocacy Elementary School chorus entertained with a selection of canal and other songs, ending with *America the Beautiful*. Kevin Brandt, superintendent of the C&O Canal National Historical Park, welcomed the audience and introduced the keynote speaker, U.S. Senator Paul Sarbanes. Senator Sarbanes talked about the importance of preserving national treasures such as the canal, and gave a glowing tribute to the late park superintendent, Douglas Faris, who

spearheaded the project throughout his entire time in the park. The senator was followed by Joseph M. Lawler, director of the National Capital Region of the National Park Service, who spoke of the importance to the national parks of the kind of public-private partnership that brought about this achievement. Bernard Dennis, representing the American Society of Civil Engineers, and Grant DeHart, representing the National Trust for Historic Preservation, followed on the podium. Barbara Sheridan, vice-president of the C&O Canal Association, introduced Carl Linden, chairman of the Monocacy Aqueduct Committee, who was the final speaker. Carl spoke of the two mottoes of the C&O Canal Company, "Perseverance" and "Perpetuity", and added "Preservation" to make a trio of goals. Long-time preservationist Minny Pohlmann then unveiled a plaque commemorating the completion of the project. After a ceremonial ribbon cutting, the crowd was treated to a picnic lunch and tours of the aqueduct.

Following the Hurricane Agnes flood in 1972, the National Park Service became very concerned about the vulnerability of the historic structures on the canal. Less than a year before Agnes, a flash flood took out one arch of the Seneca Creek Aqueduct and a local flood in 1973 knocked down the weakened Catocin Aqueduct. Therefore, in 1975 an unsightly steel

and wood banding support system was installed to stabilize the Monocacy Aqueduct and prevent its collapse. While it cannot be denied that the harness probably contributed to the aqueduct's survival during the floods of 1985 and 1996, it was an ugly piece of work and greatly diminished the structure's classic appearance. As the years passed without further repairs, fears increased that the next great flood might bring it down. The National Park Service was well aware of the potential for disaster, but funds were not available to address the problem.

Writing in the June 1994 issue of the C&O Canal Association's newsletter, *Along the Towpath*, Carl Linden, at the time president of the Association, noted that "the loss of any aqueduct constitutes a breach of park continuity; the loss of the Monocacy would be the most serious. The Monocacy after two decades is still held together by an erector set of external rods designed only as a stopgap prior to major restoration. Destruction through erosion and flood of this irreplaceable structure, officially counted in Maryland as one its 'seven wonders,' would be something like the Statue of Liberty losing her uplifted arm and torch." The C&O Canal Association established the Monocacy Aqueduct Fund early in 1995. In August of that year, the Association's board of directors accepted the request of the C&O Canal Advisory Commission to serve as the focal organization for creating public awareness and fund-raising, and undertook the leadership of the preservation drive. The key task of the campaign was to generate strong public support for the restoration, demonstrating to elected officials at the federal, state and local levels that a broad constituency for the aqueduct existed. The board established the Association's Monocacy Aqueduct Committee. Carl Linden continued as chairman of the committee after his term as president ended. Former-congressman Gilbert Gude, who had been key to the passage of the bill that created the C&O Canal National Historical Park in 1971, chaired the honorary advisory committee and was active throughout the campaign, making presentations to potential supporters and providing media interviews. The committee met



The downstream (towpath) side of the Monocacy Aqueduct, clearly showing the steel harness placed on the aqueduct in 1975 to prevent its deterioration and collapse. Photo taken in the summer of 2003.

Photo by Carl Linden.



Upstream side of the Monocacy Aqueduct in the summer of 2003. The contractor is fully staged for restoration work. Note the array of equipment deployed for the task: barges, excavator, tugboat, etc.

Photo by Carl Linden.

regularly and frequently during the next decade to plan fund-raising and public relations activities.

Disaster struck the Potomac Valley and the C&O Canal in January 1996. Early in the month a blizzard dumped more than two feet of snow across the region. This was followed a week or two later by a sudden thaw and heavy rainstorm. The melted snow and rain could not be absorbed into the still-frozen ground and a massive flood roared down the valley, damaging 70 to 80 percent of the park. Severe erosion scoured the towpath, locks, lockhouses and many other park features. The flooding approximated the 1972 Agnes levels along the lower sections of the park. The Monocacy Aqueduct was completely submerged, and when the waters receded, tons of debris were left on and behind the structure.

The Park Service immediately undertook a comprehensive assessment of the damage to all park resources and began to plan for repairs. Then, in September came Hurricane Fran and it happened all over again. Two hundred-year floods in nine months sent the repair estimates soaring. Again hundreds of volunteers turned out to clear the flood debris from the towpath and canal. The inspection teams began to reevaluate the damage to structures and property, most of which had not been repaired from the January flood. Once more the Monocacy Aqueduct was buried in debris.

National Park Service maintenance crews removed the piles of flood debris from the top of the aqueduct. In May 1997, the Army Corps of Engineers used a floating crane to reach the tangled mass of logs, trees, limbs, old tires and other material that was lodged against the upstream side of the aqueduct. Remarkably, the great old bridge had once again withstood everything that nature could throw against it.

Very early in the campaign, the National Capital Section of the American Society of Civil Engineers became interested in the aqueduct project and over the years provided valuable technical support, including the installation of instrumentation to monitor the stability of the structure and evaluate the effectiveness of the harness.

In June 1998, the National Trust for Historic Preservation placed the aqueduct on its list of the country's eleven "most endangered historic places." The first lady, Hillary Rodham Clinton, joined Senators Sarbanes and Barbara Mikulski, Congressman Roscoe Bartlett, the Hon. Gilbert Gude, and association and park service officials at the aqueduct as Richard Moe, president of the National Trust, announced the national list of most endangered sites for 1999. The following year the Trust designated the aqueduct as an official project of the Save America's Treasures Program.

This recognition greatly enhanced the visibility of the project.

An engineering study team was assembled in 1997. Robert J. Kapsch, at the time a special assistant to the director of the National Park Service, was appointed to manage the project and serve as the government's technical representative. The Park Service enlisted several contractors to undertake the engineering study: Architrave p.c. architects (overall supervision and architectural analysis); McMullan and Associates (structural engineers); Robinson & Associates; and Bregman & Company (environmental concerns). Abba Lichtenstein, a prominent specialist in historic bridges, also served as a consulting structural engineer.

Denis McMullan and Abba Lichtenstein conducted the primary structural analysis. Bernie Dennis and his ASCE colleagues provided expert advice. The aqueduct was leaking water down through the masonry, which was of concern because of the resulting leaching action and freeze/thaw damage. There were a substantial number of voids in the rubble fill. Numerous cracks were observed in the masonry, including a longitudinal crack running the length of the underside of the berm wall which indicated separation of the wall from the main structure. Many stones were partially displaced and there was a very

noticeable bulge in the aqueduct's upstream wall.

A team of Bureau of Reclamation divers came from Idaho to study the condition of the underwater piers. The divers found significant undercutting of the piers where they rest in bedrock, as much as two feet deep into four of the piers, and that all grouting between structural stones of the piers had washed away.

The final report of the consulting engineers was submitted in the spring of 1999. The preferred alternative proposed the removal of the steel and wood harness and its replacement with a reinforced concrete slab incorporated into the structure. The pier foundations would be repaired, cracks and voids filled, mortar joints repointed, damaged stonework, walls and abutments repaired, parapets anchored and missing coping stones reset. The entire structure would be sealed with a water-proof membrane. Finally, the historic railing destroyed by the Agnes flood would be replaced. Now, all that was needed was money.

By the end of 2001 the Monocacy Fund had grown to approximately \$165,000. Some of this had come from substantial grants from a few major donors, but most of the funds raised came in numerous generous contributions in the \$25 to \$200 range from the public. Other organizations, including the Friends of Historic Great Falls Tavern

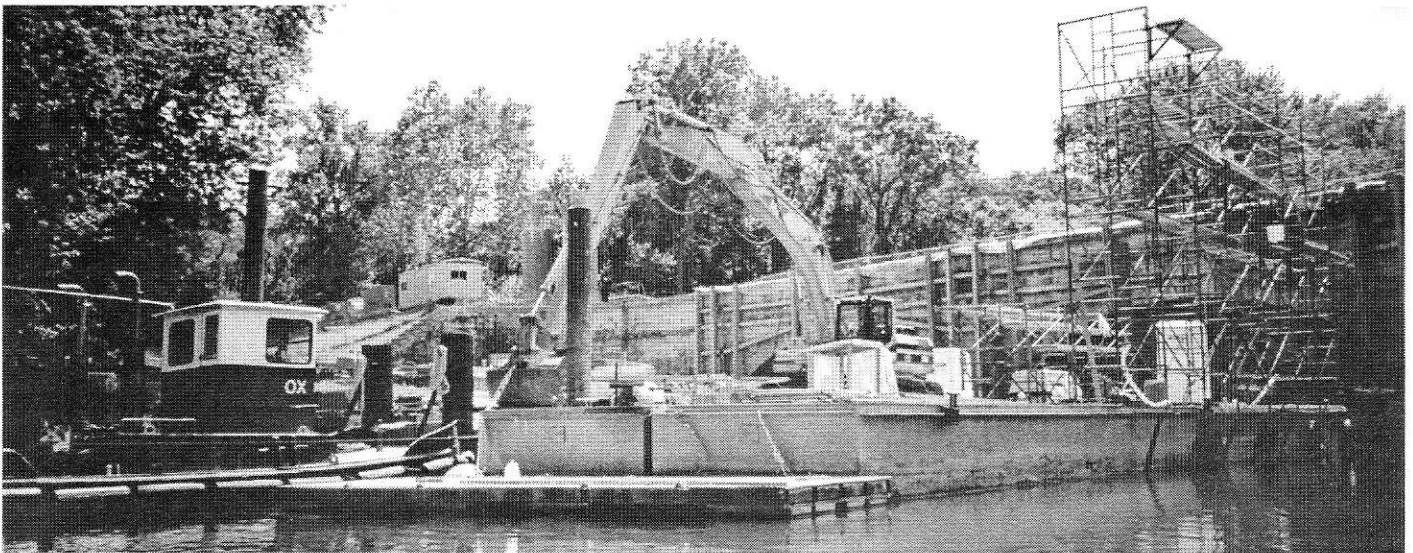
and the Maryland Volksmarch Association, also collected contributions for the fund. This broad-based demonstration of public support paid off when Congress included \$6.4 million for the aqueduct in the fiscal year 2002 National Park Service appropriation. The support of Maryland's congressional delegation, particularly Representatives Bartlett and Connie Morella, and Senators Sarbanes and Mikulski, was critical to that authorization.

With full funding in hand, the restoration contract was awarded to Cormac Construction Company and work began in the fall of 2002. The contractor brought in an impressive array of major equipment. This included a powerful tug boat to move floating work platforms in the river, and a large tower structure where grout could be prepared for pressure injection into the voids in the interior of the aqueduct. Initial grouting was not as effective as hoped for, but the contractor developed an improved process which was successfully implemented. Progress was slowed by high water events over the last year, but by the summer of 2004 the 1975 harness was coming off. Work was completed in the spring of 2005. The aqueduct has been restored to its 1833 appearance. Most importantly, the stabilization of the structure will ensure its preservation.

In addition to the restoration of the aqueduct itself, the parkland surrounding it has been refurbished. The parking area has been moved back behind the entrance road, and the former parking lot landscaped so that the initial view visitors have of the entire scene of canal, aqueduct and river is unobstructed by automobiles.

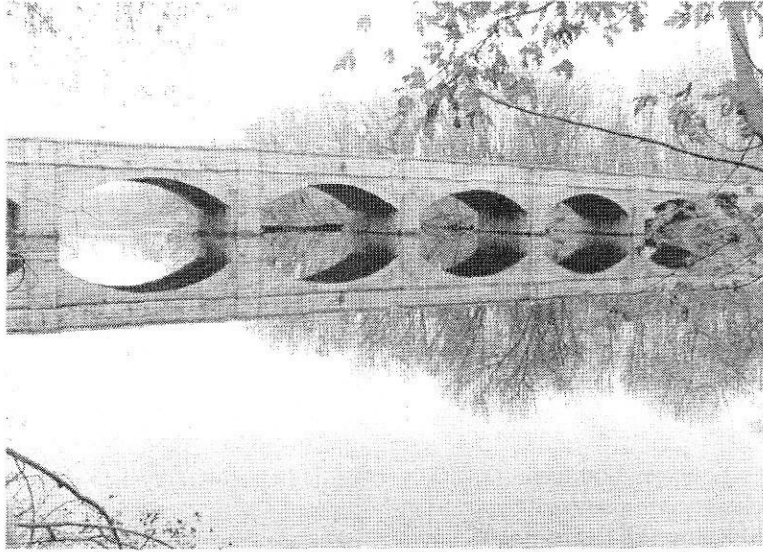
The work of the park staff, including management, rangers and maintenance, was essential to success.

Unquestionably, the person who deserves the greatest credit for the restoration of the Monocacy Aqueduct is our former superintendent, Doug Faris, who passed away in 2004. The need to stabilize the aqueduct was among the first issues he faced upon his arrival in the park in 1995, and he immediately undertook steps to put it into action. It remained near the top of his priorities even during the flood crises of 1996 and the many other urgent matters that arose during his tenure. With his hardworking staff, he organized special events and worked steadily within the National Park Service and with the politicians to promote the project. Upon his retirement in 2003, the C&O Canal Association presented the William O. Douglas Award to Superintendent Faris. The citation included the following regarding his leadership for the aqueduct project: "Your achievements on the canal have been



Another view of the upstream side of the aqueduct in the summer of 2003 as restoration work, started in the fall of 2002, moves into high gear.

Photo by Carl Linden



Monocacy Aqueduct - 2005

The aqueduct after the completion of restoration. Photo is from a souvenir card issued on the occasion of the rededication ceremony on May 21st of this year.
Photo by National Park Service.

many but the full restoration of the Monocacy Aqueduct now in progress truly stands out. You have saved the crown jewel of the C&O Canal and it is now being restored to its original glory and with added luster! ... We in the Association have been honored to have joined with you in partnership in the seven year long campaign which has ended in victory! Your work has

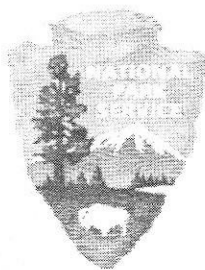
become part of the C&O Canal's heritage."

The Monocacy Aqueduct carries the C&O Canal across the mouth of the Monocacy River where it joins the Potomac, on the boundary of Montgomery and Frederick Counties in Maryland. It was built between the years of 1829 and 1833. The first contract was awarded to Hovey and

Legg in August 1828. Judge Benjamin Wright, the chief engineer for the C&O Canal Company, prepared ground plans and elevations for both the Seneca and Monocacy Aqueducts in October. Work at the Monocacy began early in 1829 when Hovey opened Nelson's quarry at Sugarloaf Mountain, built cofferdams and constructed the first three piers. However, Wright soon discovered that Nelson's stone was too soft and was already showing signs of decay. He ordered the piers torn down and rebuilt with a harder stone. In December, he ordered that stone from Joseph Johnson's quarry be used for all structural purposes. Hovey defaulted and the contract was awarded to Asher Osbourn. By the end of 1830, Osbourn had been replaced by Byrne and Lebaron. In June 1831, the board of directors reported:

"The aqueduct ... across the Monocacy has been three times let, the contract for its construction having been once abandoned, and once transferred by assignment. It is now in the hands of an efficient contractor, who by the terms of his engagement, is allowed 'til November next for its construction. The ... stone first chosen ... having proven defective, it is required to be built of a white granite; for the transportation of which, the contractor has found it necessary to construct a railway exceeding two miles in length. This stone is quarried with facility, but it is so hard as to require great labor to cut it, and the contractor has experienced delays, for various accidents ... and the frequent freshets of both the Potomac and the Monocacy ... The foundation of the piers are laid and secured to the rocks on which they stand; the abutments and several of the piers are ready for the centers, one of which is up, and the arch now turning upon it. A doubt notwithstanding exists, that unless the ensuing Autumn shall prove more healthy than the last, this work will not be ready for the admission of water through it before the end of next spring. That it will be then finished is confidently expected."

An additional year was needed before the aqueduct was finished in April 1833. However, because the protracted litigation between the canal company and the Baltimore & Ohio Railroad had delayed completion of the canal to Dam #3 above Harper's Ferry, the aqueduct was ready when water was finally admitted into the section down to Seneca in November 1833. The hardness of the stone and the quality of the workmanship was proven during



National Park Service
U. S. Department of the Interior

Chesapeake & Ohio Canal
National Historical Park

***Rededication of the
 Monocacy Aqueduct***

Reverse side of the souvenir rededication ceremony card.
Image by National Park Service

the Antietam campaign in 1862, when two attempts by the Confederate army to destroy it failed.

A boat basin, 500' long by 100' wide, was appended to the canal near the downstream end of the aqueduct and a small community grew around the site. A flour mill and granary were built and the village became a busy canal port for the local farmers. In addition to the miller and grain dealer, there was a doctor and post office. The 1910 population was twenty-three, and a stagecoach still ran to the B&O Railroad station at Dickerson, 2½ miles away. After the canal closed in 1924, the village faded away and today only the masonry foundation of the granary remains. The rest of the village has reverted to forest.

The grand old Monocacy Aqueduct has stood for 172 years, surviving floods, war and winter ice. With grateful thanks to all of the organizations, volunteers, civil servants, elected officials, contractors, and individual donors who contributed to its repair and stabilization, we confidently anticipate that it will now stand for at least another 172 years as a lasting monument to the pioneers of American civil engineering and an icon of the canal era, carrying hikers and cyclists over the Monocacy River as they experience the pleasures of the unbroken towpath. The Monocacy Aqueduct has been upheld!

HOW TO GET TO THE MONOCACY AQUEDUCT

From Washington:

From I-270 at Rockville, exit 6. Take MD Route 28 west to Dickerson, MD. Just past the town of Dickerson, after the railroad underpass, make a left on Mouth of Monocacy Road. Cross tracks and bear left at Y to parking lot. CAUTION: The tracks are in use. Cross with care.

From Frederick:

From I-270, take MD Route 85 to MD Route 28, bear left, make a right on Mouth of Monocacy Road, and proceed as above.

The Canal Comes to Cleveland¹

By Terry K. Woods

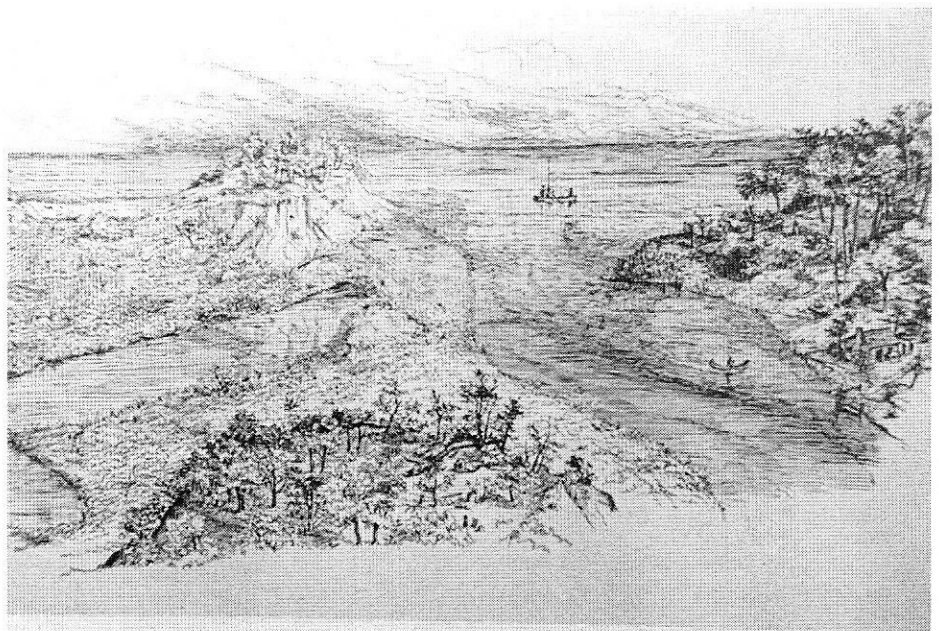
Ohio's Legislature passed "A legislative act" on February 4, 1825 authorizing an artificial waterway, a canal, to be constructed from some, then as yet unidentified, point on Lake Erie, through a number the state's population centers and down to the Ohio River. That same "act" authorized the construction of a canal from the Ohio River at Cincinnati to Dayton, to be continued on to Lake Erie at a future date. When the "act" was made an official law the State's canal commissioners had not yet decided upon the exact point the canal would intersect with the Lake. It could have gone up the valley of the Cuyahoga River to its summit, crossed to an upper branch of the Muskingum, the Tuscarawas, and followed the valley of that river south to the Forks of the Muskingum near the modern day city of Coshocton. The other possible route was to follow the valley of the Black River from Lake Erie to its summit, cross to another branch of the Muskingum, the Killbuck and follow that valley down to the Walhonding to its junction with the Tuscarawas near present day Coshocton.²

David Bates, an engineer 'borrowed'

from New York's Erie Canal, ran extensive examinations of the two proposed canal summits and determined that the extensive swamps lying at the headwaters of the Cuyahoga and Tuscarawas valleys could be augmented and impounded to supply the proposed canal with water. Thus, the decision to run the fledgling Ohio & Erie Canal up the Cuyahoga River from Lake Erie was made by the Ohio Canal Commissioners no later than their February, 1825 meeting. Still, that decision wasn't made public for another three months, to "allow residents of the Cuyahoga Valley to offer 'donations' to the canal fund."³

Fourteen miles of the canal north of the Summit Pond (Summit Lake in present day Akron) were let for contract on June 10, 1825. Seven more miles of canal were let on July 9 and all except one mile of the remainder of the Cuyahoga Valley route as proposed in 1824 was let on July 29, 1825. That stretch of canal was 33 miles, 6 chains and 80 links long. It was to contain 40 locks, each constructed of stone.⁴

This "proposed Terminus of 1824" would have left the head of navigation some five to six miles north of Cleveland. There was a town there, Newburgh. It had been there since 1804. Newburgh was more populous



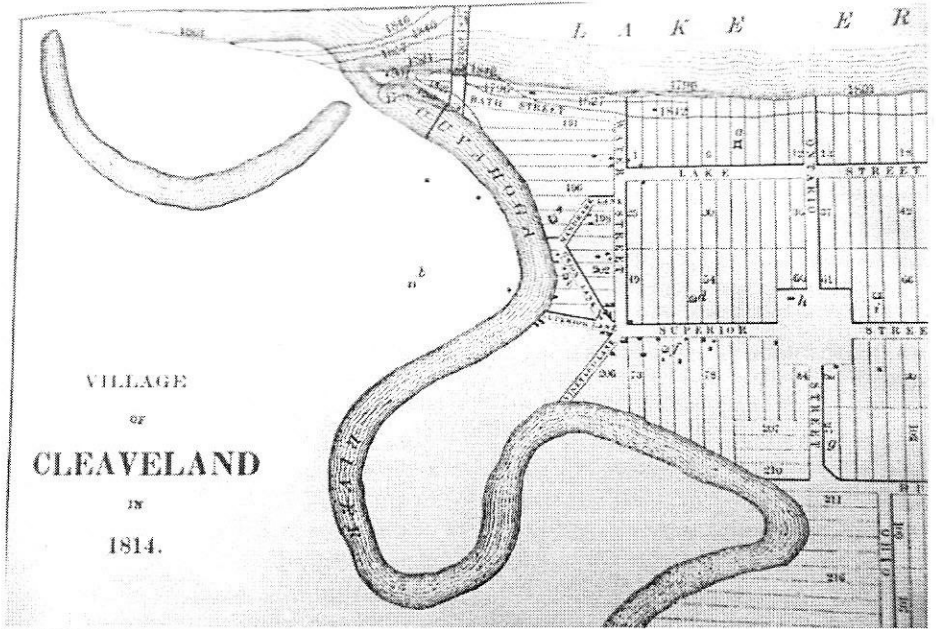
The mouth of the Cuyahoga River in 1800. Note the cabin on the east bank of the river (right side of picture) which is representative of the Cleveland settlement at this time.

Photo from the author's collection.

and on a healthy, high site (Cleaveland was 'mired' in a low, disease-ridden swamp). A tense struggle between the two towns to see which would gain the County Seat position wasn't settled until 1809, in Cleaveland's favor. As late as 1826 the two towns were vying again, this time to obtain the new court house and jail. Cleavland was the victor, but, even then, for many people in the area, Cleaveland was described as being "six miles from Newburgh."⁵

All through the year 1825, rumors abounded over the final terminus of the canal. One 'story' declared that the canal would terminate at Newburgh (the Cuyahoga had been declared navigable that far inland though the intersection of the Lake and River would have to be improved no matter which town gained the canal terminus). A second 'story' stated that the canal would be extended down the Cuyahoga Valley, but cross the river some four miles south of Cleaveland above a dam or upon an aqueduct and run to the Lake along the west side of the river.

The citizens of Cleaveland were positive that their community had the inside track. After all, Alfred Kelly was the "Acting Canal Commissioner" in charge of the new Canal and he had been a Cleaveland resident and its first Village President back in 1815. Still,



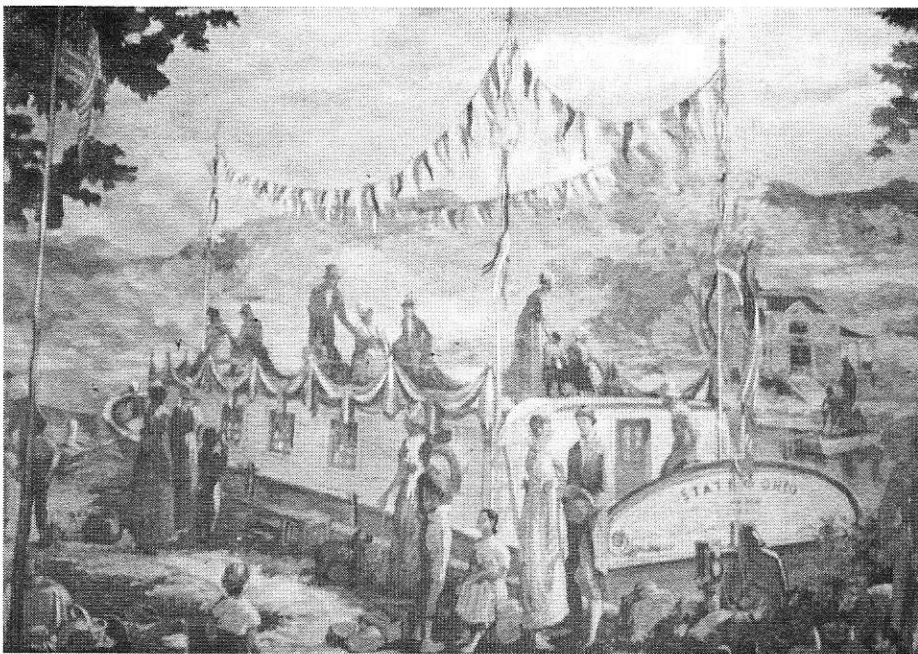
Village of Cleaveland in 1814, before the coming of the canal.

Photo from the author's collection.

there was some reason for worry, being fair and honest to a fault. He had abstained from the unanimous vote of the Canal Commissioners that authorized the Tuscarawas-Cuyahoga Route.⁶ Canal Commissioner's Reports emphasized the fact that the canal would cost \$6,000 less to route it down the west side of the Cuyahoga rather than the east and it would result in a higher route, less subject to flooding and washouts. Finally, the residents of

Cleaveland made a donation of \$5,000 to the Canal Fund.⁷ The decision was announced in February of 1826 to 'extend' the canal down the east bank of the Cuyahoga River to the village of Cleaveland.⁸ The Federal Government had begun a \$5,000 project in 1825 to construct a pier near the mouth of the Cuyahoga River, extending 600 feet out into Lake Erie. Two years later, a larger project was instituted to clear a channel through the sand bars that were clogging the river's mouth. Though this effort had to be repeated many times in the future, Cleaveland now had the canal terminus and an improved Lake Port.⁹ Whether these projects came about because of the impending selection of this point as the canal terminus, or if the terminus was selected because of the impending improved harbor, is problematical. The two projects go together like an acorn and an oak.

The contracts for the canal's 'extension' into Cleaveland were let on March 17, 1826. Two locks of stone (Five Mile and Four Mile Locks) were to be constructed in Sections #110 and #111. A wooden outlet lock into the river was to be constructed in section #116. Later, the decision was made to construct more elaborate terminal facilities and two stone "sloop locks" into the Lake, but the contract for this section, #117 was not awarded until May of 1826.¹⁰



An "artist's concept" of the canal boat *State of Ohio*. This painting hung in an Akron bar during the 1930s.

Photo from the author's collection.

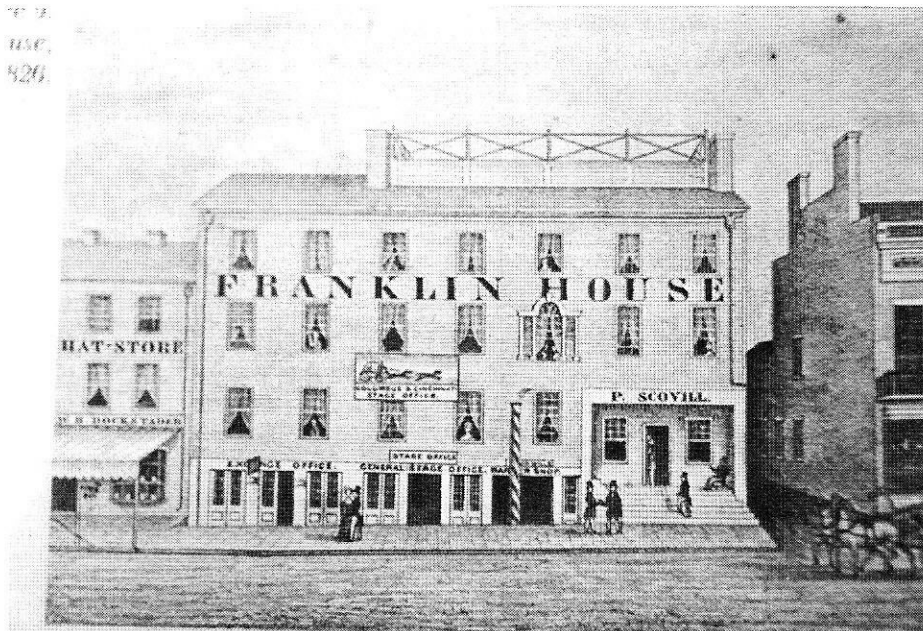
Loans to build the initial stages of the Ohio & Erie Canal had been obtained relatively easily in New York during 1825. An economic depression in 1826, however, slowed canal bond sales that next year. Also, a few absconding canal contractors and the inevitable disease among workmen slowed work on the canal.

Construction had been underway for the better part of two years and no portion had yet been completed. Those responsible for selling Ohio's future canal bonds needed something to show their prospective customers. They needed the sight and telling of canal boats traversing at least a portion of the Ohio Canal, transporting the riches of the state's interior to the newly improved port of Cleveland.

Therefore the decision was made to officially open the section of canal from the Portage Summit to Cleveland, some 37 miles, on the nation's birthday, July 4th, 1827, even though several of the major canal structures were yet unfinished.¹¹

Grandiose plans were made for the great day. The Cleveland firm of Merwins & Giddings had a boat built prior to the opening of the canal at the present town of Peninsula. It was christened the *Pioneer*. They also purchased a boat from the Erie Canal and had it transported to Cleveland where it was christened the *Allen Trimble*.¹² The Wheeler Brothers built a boat in the basin below the first lock near the Portage Summit of the new canal and christened it the *State of Ohio*. Other boats were being constructed along the line of the canal, freight was piling up and transportation lines were being developed to handle the tonnage, but it was the *State of Ohio* that left its basin below Lock No. 1, on July 3rd, 1827, met the *Pioneer* that night in Boston and joined with the *Allen Trimble* some six miles above Cleveland after the latter craft had been drug overland and launched into the canal. It was these three boats, then, that were the inaugural flotilla into Cleveland.¹³

People lined the canal's banks for much of the last six miles of that journey, but it was at the temporary termination (the vast terminal basin and outlet locks into the River and Lake weren't as yet completed) below the



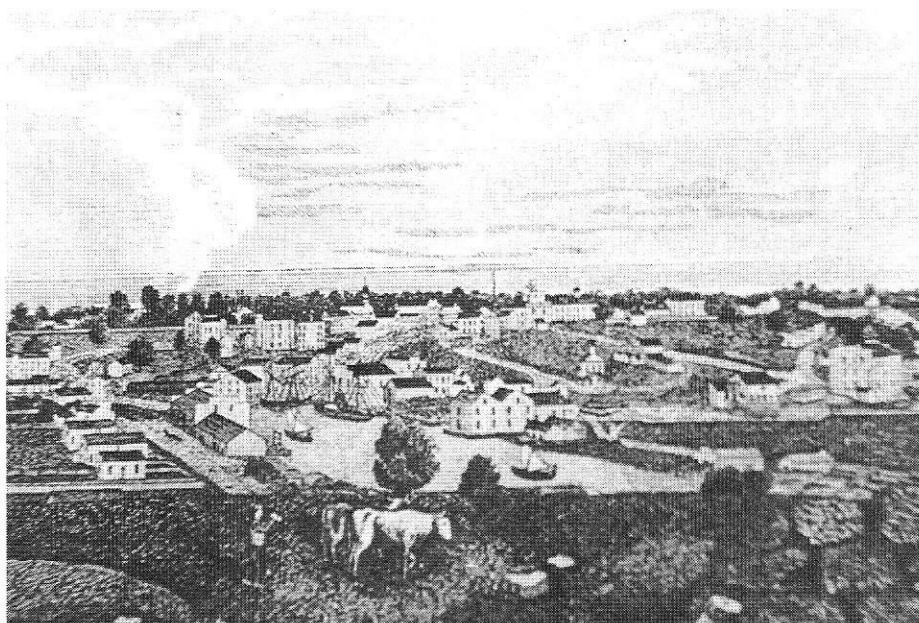
The Franklin House, where the "farmers and merchants" celebrated the official opening of the canal between Cleveland and the Portage Summit on July 4, 1827.

Photo from the author's collection.

bluffs that held Cleveland's main buildings that the real celebration began. It ended many hours later and a few blocks east and north at Beldon's Tavern and the Franklin House where numerous toasts were raised and drunk to the wonderful accomplishment for which everyone on hand felt a personal satisfaction.¹⁴

But it was the freight boat *Enterprise*, Captain Guy aboard, of the freight line

of Merwin and Giddings, from Akron with a cargo of flour and whiskey assigned to W.H. Price of Franklin Mills that arrived, as soon as all the well wishers and politicians had departed for their food and drink, that really should have been celebrated. For it was this craft, the first freight boat to enter the "Port of Cleveland," that initiated what was to be decades of expansion and prosperity that few town in America had experienced.



Cleveland in the 1830s. The canal is entering the picture from the right.

Photo from the author's collection.



Map of Cleveland in the 1830s showing Lake Erie at the top, the Cuyahoga River flowing into the lake, and the Ohio & Erie Canal on the east side of the river.

Photo from the author's collection.

All wasn't clear sailing, of course (excuse the pun). The canal suffered many breaks and stoppages during its lifetime. Less than a week after through navigation had been initiated, the canal experienced severe breaks in its banks near the summit that took "three or four days to correct".¹⁵ The decision to run the canal along the east river bank did not prove to be a sound engineering decision. The banks from Four Mile Lock (No. 42) to the terminus locks were raised in an effort to reduce flooding. Finally, sometime after 1838, the Four Mile Lock was removed entirely and the lift of the Five Mile Lock reduced to four feet. The canal was then raised to the new level of the Five Mile Lock and this seemed to solve that particular problem.¹⁶

Typhus and Malaria took their toll within the next couple of years. Then, in 1837, and again in 1842, the country experienced economic "panics" that severely slowed growth for nearly a decade. But the canal and companion lake traffic stimulated Cleveland's growth and money base sufficiently to finance and 'cash in' on Ohio's railroad boom during the 1850's and 1860's and continue the stupendous growth and expansion.¹⁷

NOTES:

¹ Moses Cleaveland gave his name, and spelling, to this Ohio Community in 1791. The first 'a' was slowly dropped by the local newspapers

sometime during the early 1830s.

² OHIO CANAL ERA, Harry N. Scheiber, The Ohio University Press, 1969, Athens Ohio. Pg. 25.

³ Ibid. Pgs. 40 & 56.

⁴ Canal Commissioner's Report for 1825, Kilbourne, Public Documents pertaining to the Ohio Canal, Columbus, Ohio 1833. Pgs. 180 & 181.

⁵ HISTORY OF CLEVELAND, Samuel P. Orth. New York, 1910. page 227. The story is told that one of the three county commissioners died and his replacement voted Cleveland as the recipient of the new court house and jail over Newburgh.

⁶ THE CUYAHOGA, William D. Ellis, Holt, Rinehart & Winston, New York, 1966 Pages 73 & 74 tells of Kelly's early Cleveland involvement; The Cleveland Herald, May 13, 1825 states that Kelly abstained from the vote.

⁷ Cleveland Herald, February 2, 1827. A 'subscriber' questioned if that 'donation' were not a bribe. The paper's answer made it sound as if Clevelanders certainly thought so.

⁸ Canal Commissioner's Report for 1826, Kilbourne, page 236. states that the canal was to be extended down the Cuyahoga and that to do so would cost some \$15,000 more than the Clevelanders had donated, but that "much increased in business is anticipated". THE ENCYCLOPEDIA OF CLEVELAND HISTORY, David D. Van Tassel, First Edition, 1987, Indiana University Press. Page xxii says the State Engineers had determined that their canal would be less costly to construct if it were to cross the Cuyahoga four miles above the Lake upon a wooden troughed aqueduct, then run down the west side of the river. There were a lot of forces in motion between the various factions of the area then, that we can only guess at, however.

⁹ VanTassel, First Edition. Page xxi.

¹⁰ Cleveland Herald; January 13, 1826, February 10, 1826, February 25, 1826.

¹¹ Report of Canal Commiaaioners for 1827, Kilbourne Pages 275 – 276 details the slowness of the work and tells that none of the feeder dams on this section were yet finished, nor was the final connection of the canal to the river near its terminus with the Lake.

¹² Cleaveland Herald, July 13, 1827.

¹³ HISTORY OF CLEVELAND, Samuel P. Orth, New York, 1910. One of the big controversies of Cleveland's Canal History has to do with which boat was built in Peninsula and which was brought from New York. It has gotten so bad that the reference cited says it one way on page 695 (a newspaper quote) and the other way on page 698. We have seen sufficient documentation to believe the newspaper account was wrong and the way we have it is correct. BUT, you are bound to get an argument on it in North Eastern Ohio no matter which side you pick.

¹⁴ Ibid, page 696 – "A procession was formed at the foot of Superior street and it proceeded to an arbor erected on the square. Here, the Declaration of Independence was read by John M. Sterling, esq., and Reubin Wood delivered the oration. A 'sumptuous dinner' at Belden's tavern was served to the elite. -- Fifteen regular toasts and many volunteer toasts' were drunk! In the meantime the 'Mechanics and Farmers' met in the Franklin House, had their dinner and also drank many toasts."

¹⁵ Cleaveland Herald, July 13, 1827.

¹⁶ Board of Public Works Report for 1838: details the "raising" of the Four Mile Level; Undated report by H. Howe giving the lifts and distances between locks from Cleveland to Dresden. Original report copied by historian Ted Kasper from the original at the Ohio Historical Society tells of the removal of Four Mile Lock and the resulting lift at Five Mile Lock.

¹⁷ VanTassel. First Edition, page xxii.

Towpath Tidbits Spring 2005

By Linda Barth

More Flooding – In the Winter 2005 issue, we told you of the severe flooding of the Delaware Canal, due to the torrential rains of Hurricane Ivan last September. Sadly, the April 2-3 storm this spring and subsequent flooding of the Delaware River was even worse, affecting the Pennsylvania and the New Jersey sides of the river. Already damaged sections of the Delaware Canal were worsened by the latest floods, and new areas were added to the damage inventory. The canal park remains closed from Easton to Washington Crossing. If you can help financially, please contact the Friends of the Delaware Canal 145 South Main Street, New Hope, PA 18938; ffdc@erols.com; (215) 862-2021.

Schuylkill Lock 60 Restored –

On May 1st, the Schuylkill Canal Association celebrated the re-opening of Lock 60! Construction began on the historically restored lock in March 2004. Bank president Dick Kunsch served as the official locktender as prominent guests lock through in the SCA's new rowboat, *Penny*.

Replica Sailing Canal Schooner on Tour -

The Canal Society of New Jersey will hold its September meeting at Liberty State Park so that members can get a personal, guided tour of the *Lois McClure*, a replica of a Lake Champlain Sailing Canal Schooner. Launched in Burlington, Vermont, in July 2004, the *Lois McClure* cruised the ports around Lake Champlain last summer. In 2005 she will make her way down the Hudson River, stopping at many cities and towns along the way, and ending her tour at the South Street Seaport.

The *Lois McClure* is a full-size replica of an 1862-class canal schooner modeled after two historic shipwrecks located within ½ of a mile of its construction site in Burlington. The schooner is named in honor of Lois McClure, who, along with her husband Mac, has been a major contributor to this and many other worthy community projects in the greater Burlington area.

The National Park Service has completed the \$6 million-dollar **Monocacy Aqueduct Restoration Project**. On May 21st, Sen. Paul Sarbanes, Rep. Roscoe Bartlett, NPS Regional Director Joe Lawler, C&O Superintendent Kevin Brandt, and Carl Linden of the C&O Canal Association led a press tour of the 516-foot long historic structure that carries the C&O Canal over the Monocacy River. The Monocacy Aqueduct sustained considerable damage following two major floods in 1996, enough for the National Trust for Historic Preservation to identify the Monocacy Aqueduct as one of 11 most endangered historic places in the United States. The C&O Canal Association helped raise \$150,000 for the restoration project, with restoration work beginning in September 2002.

The **Canal Society of Ohio** is now online, thanks to trustee Skip Brausch. Check out the society's website at www.CanalSocietyOhio.org and view

the map of Ohio canals. Just click on a number and see photos of that particular area. The website will be expanded over time. In addition, you can see Jack Gieck's pictorial tour of Akron's Cascade Locks by visiting http://www2.uakron.edu/nojh/issues/summer_2004/cascade_01.htm. Included are photographs of the locks and associated mills along the waterway.

An **1844 Canal Rules Book** is now available on the Ohio State University Libraries website: <http://library.ohio-state.edu/search>. Search by using the book's Library of Congress call number: HE395.033 1844a. This rare book includes the Ohio laws for the protection of the state's canals (example: Do not slam the lock gates!), for the regulation of navigation, and for the collection of tolls. Also included are tables showing rates of tolls on various items, and distances on the Ohio, Hocking, Walhonding, Miami, Miami Extension, Wabash and Erie, and the Muskingum Improvement.

Canal Anniversary - The year 2005 marks the 200th anniversary of the opening of the Dismal Swamp Canal in Virginia. The canal was opened to navigation for flatboats in 1805. It has been enlarged three times and remains in use as an alternate route of the Atlantic Intracoastal Waterway. Although earlier US canals were built, none remain in service. It is thus the oldest, active canal in the US. Ceremonies are planned during the year.

Land Donation – The D&H Canal Society has received a donation of canal land from Charles Opitz, a resident of Eddyville, NY. Mr. Opitz has long been interested in the canal and currently resides next to Lock #1 and the Weigh Lock. In December he generously donated 1.02 acres of land that lies between the Tidewater Lock (#1) and the Guard Lock.

Panama Canal documents – The National Canal Museum in Easton, PA, recently received a donation of rare Panama Canal documents and printed material. Donated by Lee R. Maddex, of Morgantown, WV, these government documents and reports, dating from the early 19th century, relate to the design, construction, and

administration of the canal.

Maintenance Barges – Thanks to funding from the federal Transportation Enhancement Program, Hugh Moore Park, in Easton, PA, has received two eight-foot barges. They will be used to maintain the canal banks, for transporting equipment, and for repairing locks, sinkholes, etc.

New Executive Director – Rebecca Fitzgerald is the new Executive Director of the Susquehanna Museum of Havre de Grace. Formerly the newsletter editor, Becky replaces Bob Magee, who retired last year.

The museum has received a \$45,000 loan from the Maryland Historic Trust to continue the restoration of the lock.

New Canal Book – *Cabell's Canal: The Story of the James River and Kanawha*, by Langhorne Gibson, Jr., has recently been published. According to ACS past president Bill Trout, the book is "a good read, a compelling narrative of ninety-five years of canal history along the James River." The book, with 306 pages and 22 photos and illustrations, can be ordered from Commodore Press
1318 Loch Lomond Lane
Richmond, VA 23221
(804) 353-7059
lgibsonjr@aol.com
\$25 + \$2.25 s&h. (Virginia residents please add 5%).

Wabash & Erie Canal Short News Stories

By Dan McCain

"Boat Project" Sailing Right Along!
Although they are not exactly what we had in mind when we said we wanted to have a canal boat at Canal Park to give our visitors the experience of canal transportation in the 1850s, we DO have three boats now!

An appeal went out last fall for a pontoon boat to help in clearing algae and duck weed from the canal's surface. The response was very gratifying and the result was acquisition of three donated boats! One of them will be reserved as a "work boat" for cleaning the canal. The other two have promise as passenger boats, especially if they can be refurbished to look something like a

passenger "packet" that might have been used by canal travelers of the 1800s.

Work now is being done to refurbish the boats, and quieter electric trolling motors have replaced the old gasoline engines. Canal volunteers are working on recreating the boats and they will be available during festivals and weekends on the canal.

The ultimate plan remains: Acquiring funds – in the form of grants and donations – to build an authentic replica of a canal boat that will re-create for our visitors the experience of travel on the Wabash & Erie Canal. For that purpose a Canal Boat Fund has been set up and donations can be sent to

Wabash & Erie Canal Treasurer
12252 West State Road 18
Delphi, IN 46923.

Be sure to mark your check "Canal Boat Fund."

Progress Made on Monon Railbed Trail Completion of brush-clearing work and the laying of fine crushed limestone completed a significant section of this walking and biking trail on the abandoned Monon track right-of-way to the High Bridge over Deer Creek. The result is an additional two miles added to the eight miles of the Delphi Historic Trail system, much of which is along the Wabash & Erie Canal towpath which is also a section of the WABASH HERITAGE CORRIDOR TRAIL.

Right-of-way was recently donated to the Canal Association by the Richard Mears and Sherry Mears families. This allowed the trail development to go east from the present end of existing public access. Final work included finely crushed limestone screenings spread on top of the coarse railbed stone. The trail provides easy walking and biking for the two miles from Delphi City Park to the end of the property owned by the Canal Association. At that point there is a parking lot near the brick 1850s house of Sherry and Lois Mears. This house is within the Deer Creek Valley Rural Historic District. The District is on the National Register of Historic Places.

2005 Canal Calendar

By Linda Barth

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.

August 12-14 – **Sandy & Beaver Canal Days**. Food, crafts, entertainment, parade, and hayrides. Magnolia Village Park, Route 183, Magnolia, Ohio; (330) 866-9043.

September 10 – **Cavorting on the Canal, Zoar, Ohio**. Dinner and auction at the tavern in historic Zoar Village. Proceeds benefit the Ohio & Erie Canal Towpath Trail; (330) 434-5657; www.ohioericanal.org.

September 16 - The Canal Society of New Jersey meeting at Liberty State Park aboard the **Lois McClure, a replica of a Lake Champlain Sailing Canal Schooner**; call (908) 722-9556 for details. See also "Towpath Tidbits" elsewhere in this issue.

September 21-23 – **CANCELLED** - Canal Society of Indiana Erie Canal cruise. **NEW TOUR: Hennepin Canal, September 16-18**. Call (260) 432-0279, CSI headquarters, or email (indcanal@aol.com) for complete information.

September 30-October 1 – This is the new date for the Canal Society of Ohio **fall tour of the Ohio & Erie Canal**. The tour will cover the area from south of Newark to Buckeye Lake and beyond. For more information, contact President Mike Morthorst at (513) 791-6481 or at gongoozler@fuse.net.

October 22 - The Pennsylvania Canal Society's Fall trip will explore the **Susquehanna and Tidewater Canal** from the exit lock at Havre de Grace, MD, upstream. There will be an evening orientation session on the Friday evening before and on optional "shortie event" on Sunday morning. For more information, contact Larry Wolle by email larrywolle@juno.com or by phone (410) 885-5824.