

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXIV, No. 4

Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2005

THE VOYAGE OF THE DAY PECKINPAUGH

By Paul Bartczak

In the Summer 2005 issue (Vol. XXXIV, No. 3) of this publication, Tom Grasso and I described the Canal Society of New York State's plan to acquire the motorship *Day Peckinpaugh* and tow it from Erie, PA to a location in New York State, where the New York State Canal Corporation would take over and tow the vessel to a drydock in Waterford for conversion to a floating museum and classroom. The following text gives the chronology of the "*Peck's*" voyage, and the photographs afford a few glimpses of her journey.

On July 10, 2005, a brief ceremony was held in Erie, at which Oglebay Norton Company transferred title to the Society in return for our check. On July 11, the *Day Peckinpaugh* was taken under tow by the tugboat *Ben Elliot*,

captained by Rob Goldman of Troy Town Dock & Marina. By evening, the "*Peck*" had arrived in Buffalo where she spent the night. On July 12 the vessel was towed to

Lockport where she was tied up at the old terminal wall above Lock 35 at around 10 PM. En route, a minor mishap occurred while passing under the Webster Street Bridge in the Tonawandas. The ship reportedly sustained some damage to navigation lights and stacks, and additional water had to be added as ballast to lower the ship in the water to permit her to pass under the bridge.

The "*Peck*" remained tied up in Lockport for the remainder of the summer and into the fall. During this time, several crews of volunteers scraped and painted the vessel to prevent further rust and improve her overall appearance. Some other maintenance work was also performed at this time.

On October 11, the vessel left Lockport, escorted by the Canal Corporation tug *Pittsford*, enroute to Waterford. A number of stops were

planned along the route, and the trip was anticipated to take two weeks.

After stops at Medina, Adams Basin, Scottsville, Pittsford, and Newark, the "*Peck*" arrived at Baldwinsville on October 25, a week late. The journey had been delayed by rainy weather during the week of October 17.

After tying up near Lock 24, the journey resumed on October 26. Additional stops were planned for Brewerton, Sylvan Beach, Rome, and Little Falls.

On November 1, the "*Peck*" reached Amsterdam, tying up at Lock 11. Finally, on November 4, the journey ended at Waterford. Here, at the Canal Corporation drydock, *Day Peckinpaugh* will undergo extensive repair and rehabilitation, and be reborn as a traveling classroom and exhibit gallery, visiting all points on the canal system. Eventually, the vessel may visit locations outside of New York

State such as some of the Great Lakes cities. There is a long way to go before the "*Peck*" makes such journeys, but at least a hugely successful first step has been taken.

Additional photographs continue on page 3.



Day Peckinpaugh heading east from Tonawanda toward Lockport. The tug pushing from the stern is the Canal Corporation's *Lockport*. At the bow is the commercial tug *Ben Elliot*.

Photo by Tom Grasso

American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

Editor: Paul J. Bartczak
Associate Editor: Linda J. Barth
Contributing Editors: David G. Barber
Dan McCain

www.americancanals.org

For memberships, subscriptions, change of address, and other business matters:
c/o Charles W. Derr, 117 Main Street,
Freemansburg, PA 18017.

For CANAL CALENDAR items and for news of local, state, and regional canal societies:

c/o Linda J. Barth, 214 North Bridge St.
Somerville, NJ 08876
(908) 722-7428
bobandlindabarth@att.net

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.

An annual subscription to *American Canals* is automatic with ACS membership. Annual dues: \$20. Single copies, \$3. Four issues per year.

Copyright © 2006 by the American Canal Society. All rights reserved. Printed in the United States of America. ISSN 0740-588X.

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 February 28, 2006. 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:

PJBartczak@earthlink.net
Paul Bartczak
9954 New Oregon Road
Eden, New York 14057

Officers, Directors, and Committee Assignments (as of January 2006)

David G. Barber, 16 Ballou Road, Hopedale, MA 01747-1833 – **President, Director**, Chairman American Canal Survey Committee, (508) 478-4918; davidaudreybarber@compuserve.com
Paul J. Bartczak, 9954 New Oregon Road, Eden, NY 14057-9711 – **Editor** American Canals, **Director** PJBartczak@earthlink.net
Robert H. Barth, 214 N. Bridge Street, Somerville, NJ 08876-1637 – **Director**, (908) 722-7428;
bobandlindabarth@att.net
Linda Barth, 214 N. Bridge Street, Somerville, NJ 08876-1637 – **Associate Editor** American Canals, **Director**, (908) 722-7428;
bobandlindabarth@att.net
Charles Derr, 117 Main Street, Freemansburg, PA 18017 – **Secretary/Treasurer, Director**, Member Canal Engineering, Operations & Maintenance Committee, (610) 691-0956; deruls@aol.com
William Gerber, 16 Princess Ave., N. Chelmsford, MA 01863 – **Vice President, Director**, (978) 251-4971; (h) bill_gerber@bostonbbs.org
Thomas F. Hahn, 3751 Schefflera Drive, Fort Myers, FL 33917-2040 – **Director**, (239) 731-2987;
swiftwaterhahn@hotmail.com
David M. Johnson, 9211 Wadsworth Drive, Bethesda, MD 20817 – **Director**, Member Canal Liaison Committee, (301) 530-7473
Keith W. Kroon, 2240 Ridgeway Ave., Rochester, NY 14626 – **Director**, Chairman ACS Sales Committee, (585) 225-0688; crowns2@aol.com
John M. Lamb, 1109 Garfield Street, Lockport, IL 60441 – **Director**, Chairman Canal Engineering, Maintenance & Operations Committee, (815) 536-7316
Dan McCain, Rt 1 Box 1, Delphi, IN 46923 – **Director**, (765) 564-6297; mccain@carlnet.org
Lance Metz, National Canal Museum, 30 Center Square, Easton, PA 18042 – **Director**, (610) 250-6774 or (610) 559-6626; archives@canals.org
Michael E. Morthorst, 6914 Ohio Ave., Cincinnati, OH, 45236-3506 – **Vice President, Director**, (513) 791-6481; gongoozler@fuse.net

Mark Newell, Ph.D, 826 Georgia Ave., North Augusta, SC 29841 – **Director**, Chairman, Canal Archeology Committee, Chairman Internet Committee, (803) 279-8216; mmnewell@yahoo.com
Robert Schmidt, 5205 Wapiti Drive, Fort Wayne, IN 46804-4949 – **Director**, Chairman Nominating Committee, Member Canal Engineering, Maintenance & Operations Committee, (260) 436-8311; indcanal@aol.com
Bob Sears, 248 Tower Drive, Toronto, ON M1R 3R1, Canada – **Director**, (416) 285-7254;
dawnofdestiny@sympatico.ca
Roger Squires, 46 Elephant Lane, Rotherhithe, London SE16 4JD England – **Director for U.K.**, roger.squires@waterways.org.uk
Roberta Styran, 35 Towering Heights Blvd., #509, St. Catharines, Ont. L2T 3GB, Canada – **Director**, (905) 684-4882; rstyran@becon.org
Nancy Trout, 35 Towana Road, Richmond VA 23226 – **Director**, (804) 288-1334;
wetrout@mindspring.com
William Trout III, 35 Towana Road, Richmond VA 23226 – **Director**, (804) 288-1334;
wetrout@mindspring.com
Terry K. Woods, 6939 Eastham Circle, Canton OH 44708 – **Director**, Chairman Publications, Publicity Committee, Parks Committee, Member Canal Archeology Committee, Canal Boat Committee, Canal Engineering, Maintenance & Operations Committee, (330) 832-4621; woodscanalone@aol.com
A.G. (Zip) Zimmerman, 1361 N. River Road #1, Yardley, PA 19067-1327 – **Director**, Member Canal Engineering, Maintenance & Operations Committee (215) 321-0193; froggiepeg@comcast.net

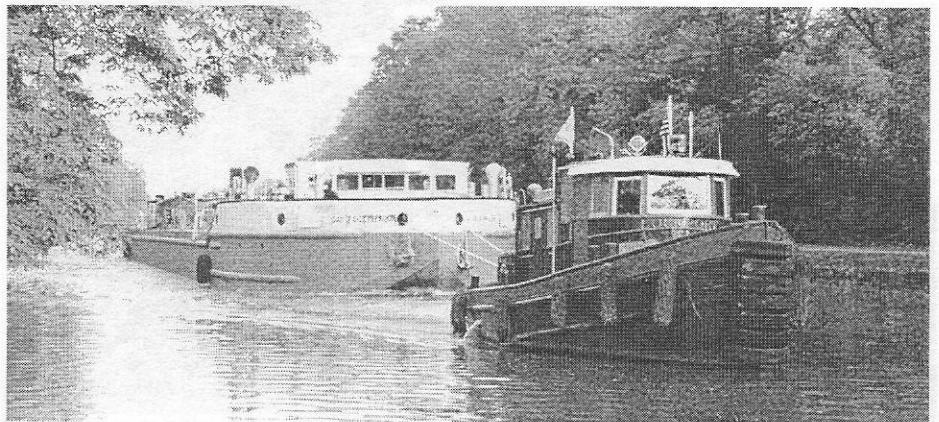
Directors Emeritus

T. Gibson Hobbs Jr., 3204 Landon Street, Lynchburg, VA 24503 - Member Canal Engineering, Maintenance & Operations Committee, (804) 384-8512
William J. McKelvey, Jr., 103 Dogwood Lane, Berkeley Heights, NJ 07922, (908) 464-9335
William H. Shank, Rest Haven, Room A9, 1050 South George Street, York, PA 17403
Arthur W. Sweeton III, P.O. Box 158, 6 Humphrey Road, Canton Center, CT 06020-0158
Denver Walton, 968 Chapel Road, Monaca, PA 15061, (724) 774-8129



Day Peckinpaugh tied up at Pittsford; October 22, 2005.

Photo by George Treier



Day Peckinpaugh under tow by the Canal Corporation tug Lockport, east of Pittsford; October 22, 2005.

Photo by George Treier



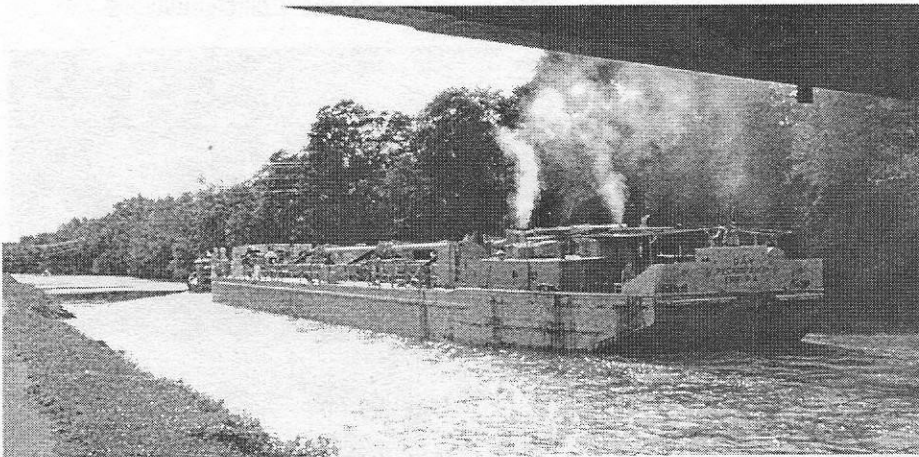
Day Peckinpaugh, heading east, under tow; October 22, 2005

Photo by George Treier



Canal Corporation tug *Pittsford*; October 22, 2005

Photo by George Treier



The "*Peck*", heading east, under tow, with an assist from her own engines;
October 22, 2005.

Photo by George Treier



Day Peckinpaugh tied up at Baldwinsville; October 25, 2005.

Photo by Richard Palmer

From the President

By David G. Barber

Part of the appeal of canals is the discovery of new waterways, either in use or historic, or unknown structures on already-known waterways. The latter is particularly true of structures that “everyone” knew were destroyed, but in fact still exist. Canal veterans all have their stories.

In recent months, through the internet and magazine articles, I have discovered two in-use navigations that were not listed in ACS reports. They are now included in our index sheet listings. One is on the Fox River in Illinois. As outlined on the index page, the state of Illinois maintains a lock on the Fox River (a tributary of the Illinois) at McHenry, Illinois. Apparently, this is the second lock at this site, built in 1934 to replace one built in 1907. This provides navigation from Algonquin Dam north to, and beyond, the Wisconsin border. Currently, what I know about this lock is what I get from the internet. But, it appears to be in active use for recreation.

Switching north to Wisconsin, a recent article in **Boat US Magazine** focused my attention on the state capital of Madison. Madison lies between Lakes Mendota & Monona. These are connected by a piece of the Yahara River which includes Tenney Lock, which appears to be in active use. Downstream, and to the southeast, are Lake Waubesa and Lake Kegonsa. The connection between Lake Monona and Lake Waubesa appears to have no significant drop. The connection between Lake Waubesa and Lake Kegonsa includes Babcock Lock, and the outlet of Lake Kegonsa includes LaFollette Lock. All three of these locks are visible on USGS aerial photos. I have not been able to learn the operational status of Babcock and LaFollette Locks.

In October, the ACS directors journeyed to Heath, Ohio for our annual meeting and the fall field trip of the Canal Society of Ohio. There I learned that the Ohio & Erie Canal had two additional, unnumbered lift locks that were created when the level of Buckeye Lake (the Licking Summit reservoir) was raised to increase its

capacity. These two locks have now been removed by the state. But what was very interesting is that the canal is still watered north from Buckeye Lake to Lake Run to supply the Hebron Fish Hatchery, and is still watered and navigated to the south of the lake into the village of Millersport. Buckeye Lake is an active state park. Apparently watered, but interrupted by silt dams and privately owned, intact canal extends south from Millersport through the Deep Cut to the site of Pugh Lock. Towpath canal in current use for privately owned pleasure boating is very rare. If you want to see public boating on a towpath canal, Millersport is just off of I-70. You can even rent canoes there.

Another unknown is the Trimcane Canal in Mississippi. William Price recently sent in an index sheet of this canal which he reports as part of a series of canals in Mississippi that were the end-game of a group of canal builders that worked their way west, through the South, from Georgia. Apparently, these builders then transitioned to other work (railroads?). Maps of the area show the Trimcane Canal as Trim Cane Creek. But, it's rather straight as compared to other creeks in the area. That is unless you look at the connected Self Creek, which is also very lengthy and a series of straights. Reading between the lines, there appear to be several interesting, untold stories here. I hope that Mr. Price will research and share them with us.

The main point of this discussion is that there are still many historic canals and navigations out there that have not been documented. Some of these are even in public use. We need to continue to look around, investigate, and document our canal heritage. I look forward to learning of your findings.

The Elbe-Seiten-Kanal in Germany possesses an impressive double elevator, described as the world's largest elevator for ships. This elevator, and its surroundings, can be viewed in a series of 17 photographs at the following German-language Web site:
www.hurcks.de/gerpics/fluesse/elbe-seiten-kanal/

This article appeared in the August 26, 2005 edition of the (Sterling, IL) Daily Gazette. © 2005 Sauk Valley Newspapers All rights reserved. Reprinted with permission.

Rock River Volunteers Awarded

**Rock Falls chapter members get
DNR Outstanding Volunteers of the
Year award for canal trail upkeep**

By David Holsted
SVN News Reporter

ROCK FALLS – As the four men stood and chatted on the Hennepin Feeder Canal trail near the Dixon Avenue bridge Thursday afternoon, many legs were putting their legacy to good use.

A man walking his two dogs, two small girls riding their bikes, a jogger with a Walkman and a man with a cane slowly strolling by all owed the convenience and pleasantness of the trail to the men they passed.

“There’s one of our users,” Kent McGonigle called out heartily to the man with the cane. “How are you?”

McGonigle, Art Deem, and Bob Schwab are members, and Dick Stinson is president, of the Rock Falls Chapter of the Rock River Development Authority. The chapter’s 65 members are responsible for maintaining a 3.5-mile stretch of the trail from the locks on the Rock River to Buell Road.

Their efforts have not gone unnoticed: The group was presented with the Illinois Department of Natural Resources Outstanding Volunteer of the Year award Aug. 13 at the Illinois State Fair.

In addition to its usual activities, like picking up trash along the trail and painting over graffiti on the bridge, the RRDA spent \$4,700 this summer to re-oil and re-chip damaged portions of the trail.

It was money spent to help a loved one get better: It was the RRDA that, 20 years ago, cleared the banks of the canal and built the stretch that begins the 91-mile Hennepin Canal trail network.

“This side was even worse than over there,” McGonigle said, pointing to the opposite bank where thick brush and undergrowth went all the way to the water’s edge.

It took them more than three years to clear the way for the trail, working weekends, chainsaws in hand, McGonigle said.

In the winter, logs would be put onto a truck hood and set afire. The hood would be pulled along the ice for warmth and cooking, he said.

According to Stinson, at one time, there were 12 RRDA's between here and Byron, all organized under the sponsorship of the Blackhawk Hills Resource Conservation and Development. The Rock Falls chapter is the only one left, he said.

Ever mindful of the RRDA's responsibilities, Schwab helped Hennepin Canal site superintendent Steve Moser empty a nearby trash can.

Moser had high praise for the efforts of the RRDA, noting that since 1985, they have logged more than 12,500 volunteer hours. Not only did they help maintain the trail, Moser said, but last year they bought 12 can buoys for the Sinnissippi channel in the Rock River.

Benches and picnic tables are other visible manifestations of the RRDA's work.

All work is done with volunteer labor and donations. Several large monetary donations have come from local people and businesses, Stinson said.

It's been a 20-year labor of love. "I've achieved octogenarian status, same as Art," Stinson said with a smile, motioning toward Deem.

Still, Stinson has a lot he and the RRDA plan to do, including building a kiosk on state Route 40 that would contain tourist information.

The canal trail has the potential to be a very valuable asset to the area.

"We could have one of the most attractive tourist packages in northwest Illinois," Stinson said.

The Rock Falls Chapter of the Rock River Development Authority is seeking active and supporting, or inactive, members.

Yearly family memberships are \$5 and patron memberships are \$25, \$50 and \$100.

Donations are also accepted to help maintain the Hennepin Feeder Canal trail.

For more information, call President Richard Stinson at 625-8806.

The RRDA now has about 65 members, 15 of which are active, Stinson said.

This article was submitted by ACS member John McPherson.

The Last Girl Baby Born on the the Ohio Canal

By Terry K. Woods

As the State of Ohio entered the 20th Century, it was apparent to all but a few hundred of her residents that 'boating' as a profession was not a good future career choice. To those "hundred families", though, 'boating' - 'canal boating' - was more than a profession. It was a way of life, and probably had been to their fathers and grandfathers as well. To turn their backs on the canal, to become 'Town Jakes', was unthinkable. So they plodded along, literally, on the Ohio & Erie Canal, from the shallow shaft mines in Tuscarawas County to the paper mills at Massillon or Akron, the Wire Mill at Cleveland or, dread of all dreads, the Lake Steamers out on the Cuyahoga River. They would pick up what south bound cargos they could or, running 'light', return to the mines to begin the whole process over again.

The Ohio Canal had opened its first short stretch within the state in 1827 and the entire 309 mile length of it, from Cleveland to Portsmouth, was opened in late 1832. There was a period when over 300 boats navigated the canal. Three or four generations of men and women grew up on and along it. As the years went by and the main stream of life seemed to bypass the boatmen, they became more and more a group onto themselves. A distinct dialect, almost a language, developed among them. Boatmen met, wooed and married daughters of boatmen, or at least daughters of men who lived along the canal. Eventually, everyone on the canal knew everybody else on the canal. Actually, by the early 20th Century, nearly everyone on the canal was related, at least distantly, to everyone else on the canal.

Most people in the state may have been aware that it was only a matter of time before the canal was closed forever, but those last hundred families stayed on, hoping. Then in 1906, it appeared that those boatmen may have been right after all. The state legislature authorized a rebuilding program of the old waterway. The stone structures were to be repaired and rebuilt of concrete. The old channel would be dredged to a minimum depth of five

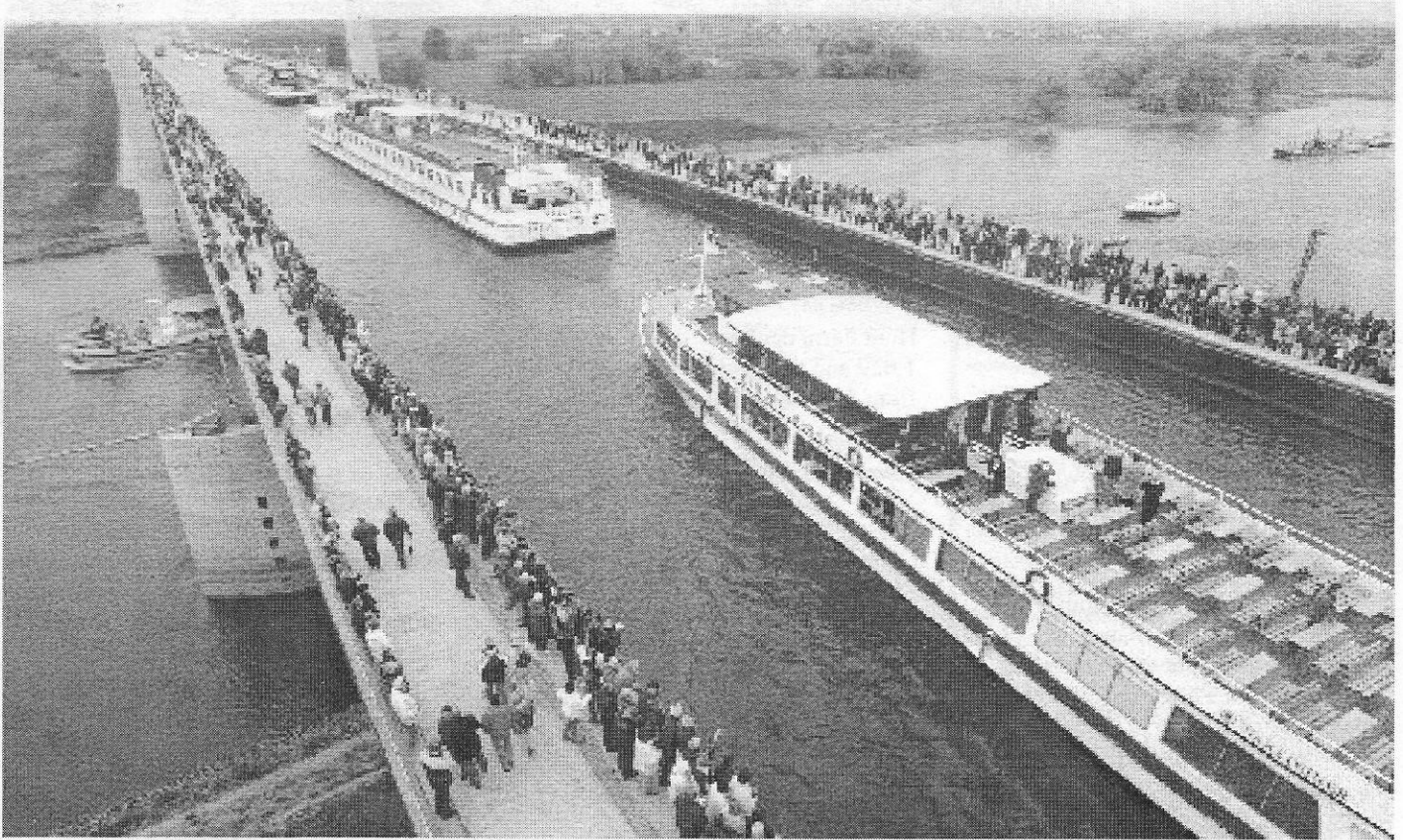
feet. Of course this necessitated the shutting down of boating "for the Duration". Many a boatman sunk his boat in one of the two basins in Akron and got a job on shore to 'wait things out'. Many others converted their crafts into homes that lined the embankments of these basins until boating could be resumed. So it was for the LILLIE, a three-cabin freighter on the old canal, owned by D.B. Williams and operated by him, his wife, and family. D.B. got a job in the near-by Goodrich Rubber Works and the older kids went to Perkins School. The canal refurbishing project was yet unfinished by 1909. When Mrs. Williams gave birth to her daughter, Hazel, that year, the family was still living in their 'temporary' home on the canal near Lock No. One and Exchange Street.

The year 1909 saw the end of the attempted rebuild of the canal and, though it would be another ten years before the Ohio & Erie Canal was officially abandoned by the state, Hazel's birth and the canal's death somewhat coincided and it came about that Hazel Williams gained some minor fame for a number of years as "the last girl child born on the canal".

It isn't known just how long the Williams family lived in their converted canal boat adjacent to Lock One. Established life-styles change slowly and boatmen found it particularly difficult to become "Town Jakes". By 1929, the first time the local papers saw fit to cast fame upon Hazel Williams, she was a single girl of 20, "attractive and of an athletic temperament" living away from the canal, working in the shoe and boot department of the Goodrich Factory and zooming about the streets of Akron on her motorcycle. Even then, though, Hazel was reported as sorely missing the passing of the canal and a life that she must have known only through the stories of her relatives.

The second time her story saw print, in 1937, she was Mrs. Supina, a 28 year old "matron", still working at the Goodrich Factory, whose main claim to the fame thrust upon her was that she was a "Niece" of P. R. Nye (the self-styled "Poet of the Ohio Canal") and, of course, the last girl child born on the Ohio Canal.

This photograph and the accompanying text (in the box below) were circulating on the Internet in September 2005. We present them here for your information and entertainment.



Water Bridge - Something to help you to think out of the box.

Six years, 500 million euros, 918 meters long.....now this is engineering!

This is a channel-bridge over the river Elbe and joins the former East and West Germany, as part of the unification project. It is located in the city of Magdeburg, near Berlin. The photo was taken on the day of inauguration.

To those who appreciate engineering projects....

This article appeared in the September 3, 2005 edition of the Akron (Ohio) Beacon Journal. © 2005 All rights reserved. Reprinted with permission.

Weekday Use of Park System Up

Weekend warriors rule Cuyahoga Valley, but summer finds plenty of daily visitors

By Bob Downing
Beacon Journal staff writer

The Cuyahoga Valley is no longer a weekends-only park.

"On summer weekdays, we're busy, not Saturday- and Sunday-busy, but busier than we've been in the past," said Jennie Vasarhelyi, chief of interpretation, education and visitor services at the Cuyahoga Valley National Park.

"But there are summer days when we're almost weekend busy," she added.

The weekday use is most apparent along the always busy Ohio & Erie Canal Towpath Trail in Peninsula, at the Beaver Marsh in Cuyahoga Falls, at the Station Road Bridge Trailhead in Brecksville and at the Canal Visitor Center in Valley View.

Overall, the 33,000-acre park between Akron and Cleveland recorded 3.3 million visitors in 2004. That ranks it third in the country among national parks behind the Great Smoky Mountains and the Grand Canyon.

The weekend growth over the last five years or so appears to be "a steady trend that in our mind reflects increased summer vacation and family trips to the park," Vasarhelyi said. The park also

is attracting more visitors from outside Northeast Ohio, she said.

The increased weekday use is helping businesses in the Cuyahoga Valley.

The Cuyahoga Valley Scenic Railroad is getting more Wednesday, Thursday and Friday riders than in the past, although the tourist railroad "doesn't have real good numbers," said spokesman Bill Mamas.

Still, he said, weekday rider-ship isn't as high as the weekend's.

Some mornings every rental at Peninsula's Century Cycle – there are about 40 bikes – are out by 9 a.m., said mechanic Brent Forrer.

"It's not as busy as weekends, but we've had a steady stream of weekday business all summer," he said.

Both the Winking Lizard and Fisher's Café and Pub in the heart of Peninsula

are increasingly busy on summer weekdays.

The increased traffic also has benefited Szalay's Sweet Corn Farm at Bolanz and Riverview roads in Cuyahoga Falls.

The farm has had "a very good summer...and one of our best-ever corn seasons for taste," said Paula Szalay.

Retirees Bill and Cathy Evans of Stow frequently bicycle on weekdays on the park's Ohio & Erie Canal Towpath Trail.

"It's more fun when it's not so crowded," she said. "We'll avoid it on weekends and let others use it then."

Evan Bauer, 5, of Jackson Township recently had a week-day excursion with his grandfather, John Bauer, 60, of Jackson Township.

They were riding the train from Peninsula to Rockside Station in Independence. There they unloaded their bikes from a baggage car and pedaled 13 miles back to Peninsula. Evan was thrilled "to go all the way."

Tom Noel, 55, of Uniontown works weekends and bikes in the park on weekdays. The weekday runners and cyclists tend to be more hard-core than the families that fill the Towpath Trail on weekends, he said.

The park records monthly visitation to trailheads but those totals are not broken down by weekdays and weekends, Vasarhelyi said. She said the park's only data that includes breakdowns by weekdays and weekends is visitor center use.

A Beacon Journal review of park data shows that weekday visitation to the park's centers is today a larger percentage of the total park center visitation than it was eight years ago.

From June 1997 to June 2005, weekday visitation has grown from 41 percent to 52 percent at the Canal Visitor Center, from 43 percent to 58 percent at the Happy Days Visitor Center, from 27 percent to 37 percent at the Hunt Farm Visitor Information Center in Cuyahoga Falls and from 37 percent to 56 percent at the Boston Store in Boston Township.

Overall, visits to the visitor centers are declining and that appears to be because guests increasingly are using

the Internet to get information provided at the centers, Vasarhelyi said.

Also, people might stop at a visitor center to get information on a first visit but won't stop on subsequent trips, she said.

From June 1997 to June 2005, the number of monthly visits to the Canal Visitor Center dropped from 4,980 to 3,183 and Happy Days shrank from 2,784 to 2,213, according to park records.

Hunt Farm declined from 1,887 to 1,629 and the Boston Store dropped from 5,452 to 1,970, records show.

This article was submitted by ACS member Larry Turner

This past summer, the Lois McClure, a replica wooden sailing canal schooner built by the Lake Champlain Maritime Museum, traveled from her home port in Burlington, VT, through the Champlain Canal and Hudson River, to New York harbor, making numerous stops along the way. The New York harbor visit included a stop in Jersey City, NJ. The following item is that portion of the ship's log which describes the visit to Jersey City.

Lois McClure: Ship's Log

Jersey City, New Jersey
Art Cohn

The Waterford Tugboat Roundup was such a great event it left our crew with a desire to return with the C.L. Churchill next year. After Waterford we turned our vessels south and headed back to Jersey City. Our hosts here have been the New Jersey Canal Society, the Liberty Landing Marina, and Liberty State Park.

Our return to Jersey City was also a return to the canal world of Captain Theodore Bartley. Captain Bartley, you will remember, was the writer of 29-years of daily journals written from a canal boat.* Captain Bartley's Journals begin in the year 1861 with the purchase of a new sailing canal boat, Mary Eva. The Bartley Journals have become a centerpiece of our interpretation of what life was like for these canal boatman and their families. At the end of Bartley's first working season he records on December 9th,

"Towed over to Jersey City to lay up for the winter." and for most of his career, this venue, directly across the Hudson from the tip of Manhattan, would be his winter boatyard. Many of his entries could have been written from our slip in the "Big Basin" directly across from the entrance to the Morris Canal.

To be docked in this location is to be surrounded by history. The City of New York with its now altered skyline is just to the west [sic!]. The Liberty State Park is the embarkation point for visits to Ellis Island and the Statue of Liberty. The brick Central Rail Road of New Jersey train and ferry complex has been restored to its former glory. Dozens of tracks leading to points all over New Jersey sit idle, overgrown with weeds, a testament to the passage of time and changing transportation technologies. The New Jersey Canal Society is an organization dedicated to preserving the record of New Jersey canals, the Morris (1831) and the Delaware and Raritan (1834) both constructed primarily to bring coal from Pennsylvania to the Hudson River.

A special experience for me was to be taken by former NJCS President Bob Barth on a whirlwind tour of key surviving elements of the Morris Canal including its original lock entrance just off the Hudson River. The highlight of the trip was a visit to Waterloo Village in the Jersey Highlands. Here in the middle of historic iron country is a collection of buildings preserved in time and located on a preserved stretch of the Morris Canal. Standing in one spot one can see an inclined plane (the engineering achievement that made the Morris Canal possible) a stone lock, and a preserved portion of the canal. Plans are being discussed to restore these canal elements and return an authentic replica Morris Canal boat to the system. The Morris boats were different from most canal boats in that they were actually two water-tight sections hinged in the middle to prevent their breaking when coming off the top of the inclined plane.

Our visitors to the schooner in Jersey City, like all the other stops we have made, loved making a connection with this faded world of 19th century canal history. Most were unaware that New

Jersey had canals or that the entrance to the Morris Canal was directly across the harbor from where we were docked. It made for some very interesting discussions. Jersey City is undergoing a building boom all around the harbor and many visitors reflected on how just a few short years ago the harbor was a backwater of old working craft and abandoned boats. With luxury apartments mushrooming up all around this historic harbor it's fair to say the [sic] Captain Bartley would probably not have recognized the place that he and his family spent so many winters.

Our sincere thanks to the New Jersey Canal Society and Liberty Landing Marina and the Liberty State Park for making us feel so welcome. With the extraordinary good weather still holding we embarked from Liberty Landing to our next venue, Port Washington.



The Lois McClure tied up at Jersey City, NJ.
Photo by Lake Champlain Maritime Museum

*These Journals were transcribed by Captain Bartley's great-granddaughter-in-law, Barbara, edited by Russ Bellico and published in an abridged form by Purple Mountain Press and the Lake Champlain Maritime Museum. They are available through the Museum by calling (802) 475-2022.

Art Cohn is the Executive Director of the Lake Champlain Maritime Museum. He is a professional diver and has coordinated and participated in Lake Champlain's archaeological projects for the past twenty years. Cohn is an Adjunct Assistant Professor in Maritime History and Nautical Archaeology at both the University of Vermont and Texas A&M University. He serves aboard Lois McClure as a tugboat operator and able-bodied crew member.

This item was submitted by ACS members Bob and Linda Barth.

IN MEMORIAM

THOMAS GIBSON HOBBS JR.

Thomas Gibson Hobbs Jr. died peacefully at home Wednesday, Oct. 26, 2005.

He was born in Lynchburg on Dec. 25, 1917, to Thomas Gibson Hobbs and Melville Bolling Hobbs.

Gibson served in the U.S. Navy in World War II aboard the USS Enterprise. He remained in the Naval Reserves for 20 years and retired as lieutenant commander. He was devoted to Lynchburg College and served on their Board of Directors for 39 years, 25 of those years as secretary to the board and was an honorary life trustee. He was awarded the Thomas Gibson Hobbs Memorial Award as well as an honorary degree. He was a member of the Board of Directors of the Engineering School at the University of Virginia, was president of the Virginia Engineering Foundation and was financial advisor to his fraternity Sigma Alpha Epsilon.

Gibson loved the study of genealogy and assisted many people in gathering information about people, places and things. After a heart attack more than 30 years ago, he began clearing land that was once family property at Mt. Athos and along the riverfront in downtown Lynchburg. In his retirement, he spent untold hours clearing land and researching the James River and Kanawha Canal and wrote about them for many publications, including articles for Lynch's Ferry Magazine and the Iron Worker. He was a member of the Virginia Canal Society and was director emeritus of the American Canal Society as well as serving on their boards where he was recognized for his diligent collection of documents regarding historic properties. He also wrote about and researched old railroads and mills. Many of his documents and papers have been donated to Jones Memorial Library where he was a member of their Board of Directors. He was a former member of the City Planning Commission.

He professed to hate history in high school and yet became one of the city's foremost historians. He was a member of Lynchburg Historical Foundation, the Amherst County Historical Society, the Campbell County Historical Society and the Jamestowne Society as well as the Lynchburg Civil War Round Table. He was also a longtime member of the SPHEX Club. He is survived by his wife of 64 years, Eunice (Peggy) Martin Hobbs; and his children; his brother, Stewart Bolling Hobbs and sister, Melville Minge Hobbs. He is also survived by his grandchildren and a great-grandchild.

Services will be held at First Christian Church at 11 a.m. Saturday, Oct. 29, 2005, with a reception to follow at the church for friends and family. After the reception, a private family burial will take place in Spring Hill Cemetery. For those wishing to make memorials, please consider Lynchburg College, First Christian Church or any of Gibson's many interests.

This item was submitted by ACS members Bob and Linda Barth.

The Canal's Rehabilitated "Weed Whacker"

By Dan McCain

Today, October 24th, we launched the "Clean Mary II" on the Delphi's watered mile-long section of the old Wabash & Erie Canal. Last summer the Canal Association bought a damaged, 20-year old commercial aquatic weed harvester from a lake association in Wisconsin for the "as is" price of \$3,000. New, this unit would sell for about \$45,000.

Critical to the rehabilitation of this mechanical wonder was the replacement of the rusting steel pontoon "barge" under the unit with different shaped (round) aluminum pontoons from one of the canal's pontoon boats donated last fall. This tricky replacement project was carried out in half-day increments over a two-month period by a crafty crew of volunteers from the Canal Association and involved blacksmithing and welding skills of Roy Patrick and other tool and mechanical skills of Ron Dust, Ed Gruber and Bill Draper. Together these active senior minds went to work to create a marvelous aquatic rig. Their efforts resulted in a perfectly functioning craft at a \$20,000 saving over the factory replacement "barge" offered by the manufacturer. Total cost of reconstruction -- about \$1,000 (and lots of fun that the volunteers had including coffee breaks).

Dan McCain, who had first seen the damaged unit in Wisconsin in late July, had a chance to operate a similar but new rig. He found it quite easy to operate as it removed floating and submerged aquatic vegetation on this northern Wisconsin lake.

The restored harvester promises to make the management of algae and other aquatic plants much easier, and will result in a much better visual appearance of the canal. This is just another preliminary phase in the process of adding the Replica Canal Boat to the Wabash & Erie Canal in Delphi. This unique experience with historic water transportation will bring charm to Canal Park in Delphi.

Additional photos on the following page.



The christening of the "Clean Mary II" while still on its trailer.

Photo by Dan McCain



"Clean Mary II" with the cutter head in the down/operating position as she passes under the 1901 historic stone arch bridge.

Photo by Dan McCain.



A good side view of "Queen Mary II" with the cutter head in its mid-point position.

Photo by Dan McCain



The harvester dumping its accumulated load of aquatic vegetation on the bank of the canal.

Photo by Dan McCain



"Clean Mary II" passing under the restored 1873 iron bridge.

Photo by Dan McCain

IN MEMORIAM
**Harry Valley, inventor,
accountant, worked to
preserve Ohio's canals**

Richard M. Peery
Plain Dealer Reporter

LAKEWOOD – Harry R. Valley, 93, an inventor and accountant who volunteered for more than four decades to preserve the state's 1,000-mile network of canals, died Oct. 15 at St. John West Shore Hospital.

Valley was instrumental in the restoration of the Towpath Trail along the old Ohio & Erie Canal in the Cuyahoga Valley National Park. Valley became interested in the historic canals that were important commercial routes in the early 19th century, and he set out to protect them from destruction by developers. He walked along overgrown towpaths next to the canals to map out ways to reach them and enlisted nearby residents into the cause.

He was a founding member of the Canal Society of Ohio in 1961 and of the American Canal Society 10 years later.

Valley was born in Cleveland. He graduated from East Technical High School and Fenn College, now Cleveland State University. He was employed by Gulf Oil as a route manager when he was awarded two patents for devices to measure gasoline as it was poured into tank trucks.

He later worked for Ernst & Ernst while he earned CPA certification, then established his own firm, Valley & Co. His sons, the late Gaylord and Terry, also became accountants and practiced with the firm.

A Lakewood resident for 63 years, he was a member of the Lakewood Republican Club and the Cleveland Grays.

Valley's wife, the former Elizabeth M. Chandler, died in 1967.

At Valley's request, his body was donated to the Case Western Reserve University Medical School.

Valley is survived by a daughter, Bonnie Stanaitis of New Port Richey, Fla.; five grandchildren; 11 great-grandchildren; and a brother.

A memorial service will be at 2:30 p.m. today at West Shore Unitarian Universalist Church, 20401 Hilliard Blvd., Rocky River.

Donations may be made to;

- o Lakewood Library Foundation, 15425 Detroit Avenue, Lakewood 44107;
- o Canal Society of Ohio, P.O. Box 770394, Lakewood 44107

This obituary appeared in the November 5, 2005 edition of the (Cleveland, OH) Plain Dealer. © 2005 All rights reserved. Reprinted with permission.

**An Open Letter
Regarding Bill Shank**

My family and I would like to pass along to you the latest news on our father. Dad moved to a nursing home in early October. The sudden change aggravated his confusion. As a result he needed to spend some time in the hospital, getting his medicine adjusted. He has his ups and downs but still manages to find pleasure on his good days. A few weeks ago, I had begun to send out change of address notices and am just now completing the task. He very much appreciated receiving a nice

response from Terry Woods and remembers all of his old associates and friends when I mention their names. He also enjoys sharing his books with the nursing home staff and visitors. Our family and the nursing home staff are optimistic that he will eventually adjust to his new home and do well there. His new address is:

Rest Haven, Room A9
1050 South George Street
York, PA 17403

Our best to the entire ACS Family from the Shank Family,
Mary Ann (Shank) Moore



**William H. Shank, Director Emeritus, ACS Cofounder and
Canal Buffs Hall of Fame Inductee, turns Ninety**

Bill Shank celebrated his 90th birthday with family and friends in May 2005. Bill's goal is to have Willard Scott display his picture on the Today Show when he turns one-hundred!

Photo by the Shank Family

Chesapeake & Ohio Canal National Historical Park Wins Award for Top Volunteer Program in Federal Government

From a Press Release dated
September 30, 2005

Washington, D.C. – Interior Secretary Gale A. Norton today presented volunteers and employees of the Chesapeake & Ohio Canal National Historical Park with “Take Pride in America’s” Federal Volunteer Program award, the highest designation for a federal agency volunteer program.

On-Line Shopping Site Benefits Charitable Organizations

Those Society members who like to shop via the internet can now benefit the Society if they direct their shopping activity to the Shop for Charity web site:

<http://ShopForCharityDay.com>. This site is a gateway or portal for more than a thousand merchants who offer on-line shopping. There are hundreds of charitable organizations registered with this site, including the American Canal Society. A percentage of the price of a purchase made from a merchant reached through this site will be donated to which ever charitable organization has been specified by the shopper. Percentages vary by merchant. Let’s say you were planning to shop on-line at Brookstone. You could go directly to Brookstone’s web site (www.brookstone.com) and shop, or you could shop at Brookstone through the Shop for Charity web site. If you do the latter, Brookstone will donate 2.80% of the price of your purchase to ACS.

Please take a look at this web site. It is easy to use and there is a section on Frequently Asked Questions to help you out. This is a painless way to make additional contributions to your Society (or any other charities you support). Please give it a try!

Information on this site was submitted by Michele Beilman, Executive Director of the Canal Society of New York State

The Canal’s award is for its Volunteers-in-Parks (VIP) Program.

“Take Pride in America” is a national partnership program that engages, supports and recognizes volunteers who work to improve the nation’s public lands.

“You have touched others with the gifts of your time and talent,” said Norton. “Your efforts at stewardship on behalf of public lands in this country are a testament to the value that volunteers provide to all Americans.”

Showing a significant increase in the number of volunteers and hours contributed, over the last year the Canal’s VIP program grew from 1,847 volunteers to 2,396 volunteers, who contributed an estimated value of \$840,041 to the park. One staff person directs the Canal’s VIP program with the help of an intern who works with the Canal’s five visitor centers. The Canal’s VIP program has been designed to run virtually independently in order to allow park staff to concentrate on other necessary duties.

With partnerships across multiple organizations, the VIP program’s efforts focused on recruiting and retaining students and senior citizens in 2005.

The Canal’s VIP program engages youth, students and seniors in volunteering for the bike patrol program, administrative work in the visitor centers, as campground hosts or as a living history interpreters, as docents at lock houses, as trail maintenance volunteers, campground hosts, resource management assistants, volunteers who conduct annual winter bird surveys to level walkers who walk the towpath and update park staff on conditions. The bike patrol program alone has over 160 members who contributed over 5,700 hours to the Canal in 2004.

Park volunteers removed tons of trash during clean up projects, both along the Canal and the banks of the Potomac River. VIP program members pruned 20 miles of towpath, repaired five miles of trails and engaged youth in various programs, often providing the first experience in a national park.

In 2004, the Canal’s VIP program began a “western-end initiative” designed to increase volunteers in the

western end of the park, located in mostly rural areas of Washington and Allegany Counties, Maryland. Focusing on community service requirements of schools, over 18 service projects were started with over 580 volunteers who donated 2,273 hours.

In Montgomery County, in partnership with the Potomac Appalachian Trail Club (PATC), volunteers donated time to maintain the network of trails in the Great Falls area, helping to keep popular trails open and safe. The PATC volunteers led a group to implement the Canal’s “Leave No Trace” program in order to reduce visitor impact on Bear Island, home to the popular Billy Goat Trail. Through a conservation grant from REI Outfitters, the PATC joined the Nature Conservancy and the Canal’s VIP program to provide “Leave No Trace” training to 10 trail stewards who provided education to hikers on how to minimize impacts on the Billy Goat Trail.

C&O Canal Temporarily Closes Georgetown Visitor Center for Renovations

From a Press Release
dated October 27, 2005

Hagerstown, Md. -- Chesapeake & Ohio Canal National Historical Park will temporarily close the Georgetown Visitor Center located at 1057 Thomas Jefferson Street, N.W., until about April 2006 due to renovations. When completed, the visitor center will include exhibit space on the ground and first floors, a handicapped accessible bathroom, and more sustainable utilities. A chair lift will provide mobility-impaired visitors access to the first floor from the ground floor. Park staff is working with contractors to design new exhibits for the facility. “We regret that the visitor center will be closed until spring, but we look forward to offering our visitors a new, more sustainable, more accessible facility,” said C&O Canal Superintendent Kevin Brandt.

Christmas Comes Early at Delphi's Canal

By Dan McCain

Imagine the excitement of boarding a canal boat and being pulled by mules at the end of a long tow rope as you glide along the Wabash & Erie Canal in Delphi. Because of a recent grant from NCHS in Lafayette, such a scene won't be left to imagine much longer. NCHS is a non profit medical services corporation that makes capital grants in an eight county region that promotes health and healthy communities.

"Christmas has come early to the Canal," Wabash & Erie Canal Association president Dan McCain said upon receiving news this week of a \$220,000 grant from NCHS. "This grant provides the funds our non-profit organization needed to fulfill our commitment to match the Indiana Department of Transportation and Indiana Rural Development Council grants received earlier this year."

A total of more than \$800,000 has been committed to the planning and building of an authentic replica of a canal boat, warehouse, dock and interpretive sites on the mile-long stretch of watered canal through Delphi. After many conceptual planning sessions by the Canal board, the project was made possible by a combination of Indiana Rural Development money released in May, an INDOT Transportation Enhancement award in July and the newest grant from Lafayette's NCHS. In all now it looks like a giant Christmas present.

The long-held dream of a canal boat to give visitors of all ages a true canal experience is now assured. From conceptual drawing to reality will take two to three years, McCain explains. Preliminary engineering planning is starting soon. Historical and conceptual designs must be taken into consideration to truly represent the 1850s canal period. And then construction makes it operational. "Whenever we can, we have used volunteer labor for the majority of our projects," McCain said, "but unfortunately construction of the boat project cannot be done by volunteers because INDOT will require one contractor to bid the entire job of

building the complex boat, warehouse and dock. McCain added that the Interpretive Center's existing galleries were built mostly with volunteer efforts but that was a Wabash Heritage Corridor (DNR) grant source that allowed crediting volunteer's time.

In addition to the boat itself, an authentic clapboard-sided structure will be built in Canal Park Annex. It will resemble the former Speece Brothers warehouse at Carrollton and will be designed to store the 50- to 60-foot boat when it is not in operation. In the winter, the boat will be hoisted to the second story height, safely out of the ice and water.

Many recreational uses will be made of the boat. "Imagine the thrill of school children touring the historic sites along the mile of canal or a senior citizens' tour group boarding the boat at the dock," McCain said. Weekend cruises will be available regularly, and the boat will be available for special occasions, such as weddings or reunions, as well. Delphi officials view this addition to canal-related opportunities as a major asset for the City of Delphi and Carroll County.

Although construction funding is now assured, the Canal association still has work to do. "We still must turn our attention to raising a permanent endowment and prepare for staffing this enterprise and contributions are always welcome," McCain said.

C&O Canal Lowers Canal Water Levels in Georgetown Area

From a Press Release dated January 4, 2006

Hagerstown, MD – Chesapeake & Ohio Canal National Historical Park has lowered the water levels in Lock 1 (mile 0.38) to Lock 5 (mile 5) in the Georgetown area to facilitate repairs on the masonry walls. "This is Phase II of the masonry work we started last winter to ensure the structural stability and longevity of these historic walls," said Superintendent Kevin Brandt. It is anticipated that the work will be completed in time for the April interpretive canal boat rides.

For additional information, visit the C&O Canal website at www.nps.gov/choh.

2006 Canal Calendar

By Linda Barth

April 7-9 – The Canal Society of Ohio spring trip will explore the **Ohio & Erie** in the area north of Newark.

For more information, contact Mike Morthorst
6914 Ohio Avenue
Cincinnati, OH 45236-3506;
(513) 791-6481
gongoozler@fuse.net

May 4-6 – The spring tour of the Canal Society of Indiana will feature the Gateway to the East: (Miami) Wabash & Erie Canal – **Toledo to Grand Rapids, Ohio**. The event will be headquartered at the Red Roof Inn, Maumee, Ohio.

For more information, please contact Bob and Carolyn Schmidt
5205 Wapiti Drive
Fort Wayne, IN 46804-4949
(260) 432-0279
indcanal@aol.com.

May 5-9 - Join with the Canal Society of New Jersey as they visit **six New York State canals**: the historic and modern Erie, Champlain, Black River, Oswego, Chenango, and Delaware & Hudson. Includes two boat rides. Approx. \$600 per person. This is a rare opportunity to see many of our sister canals in the Empire State.

To sign up, please send your deposit of \$100, payable to the Canal Society of New Jersey, to

Jakob Franke
Canal Society of New Jersey
424 Tappan Road
Northvale, NJ 07647
(201) 768-3612
jf31@columbia.edu

May 5-7 – Join with the Virginia Canals & Navigations Society in **Halifax, NC** for a weekend along the **Roanoke Canal Trail**. Visit historic Halifax to experience colonial life; tour **Weldon** and its old canal during the May Daze Festival; Sunday morning forum about partnerships created for the Roanoke Canal Museum and trail projects.

For information, contact Bill and Nancy Trout
(804) 288-1334 or
wetrout@mindspring.com.

Canal Symposium at Lafayette College

Presentations on Transportation and Industrial History

One-Day Event Includes Copy of Printed Proceedings

EASTON, Pa., December 20, 2005 – The 25th annual Canal History and Technology Symposium will be held at the William E. Simon Center for Economics and Business Administration at Lafayette College on Saturday, March 18, 2006. Sponsored by the National Canal Museum and Lafayette College, this event features the presentation of research papers on topics of transportation and industrial history.

Among the topics to be presented:

“The History and Technology of the Tennessee-Tombigbee Canal,” by Professor Emory Kemp, Director of the Institute for the History of Technology and Industrial Archaeology, West Virginia University.

“The History of Technology of the Principio Furnace, Maryland,” by Lee R. Maddex, Historian.

“Mapping Underground Drifton: The Evolution of Anthracite Mine Maps,” by Eric Nystrom.

“The Scholarship of the Canal History and Technology Proceedings: A Twenty-five Year Retrospective,” by Robert Kapsch, Canal Historian.

“American Contractors and Excavators of de Lessep’s Isthmian Canal, 1881-1889,” by John Thompson, The University of Illinois.

“New Insights into the Avondale Mine Disaster,” by Robert Wolensky.

“Voting for a Strike: The Shamokin Convention and the 1902 Anthracite Strike,” by Michael Knies.

The complete text of the selected papers is published in the *Canal History and Technology Proceedings*, which is part of the registration package. Registration for the symposium, which includes continental breakfast, buffet lunch, reception at the National Canal Museum and a copy of the *Proceedings*, is \$60 (\$54 for members of Hugh Moore Historical Park and Museums). All registrations received after March 3rd will incur a \$5 late fee. Registrations will be accepted

until March 10th. Individual copies of the *Proceedings* can be purchased after the Symposium for \$19.50 (plus tax and shipping).

If you would like to receive a registration form, please contact the National Canal Museum at (610) 559-6616 or e-mail at membership@canals.org.

SAVE THE DATE FOR THE CANAL SOCIETY OF NEW JERSEY’S TOUR OF THE CANALS OF NEW YORK STATE

In the spring of 2006, visit six canals of New York State with Jakob Franke. Held from Friday, May 5, through Tuesday, May 9, the tour will cost approximately \$600 per person. This is a rare opportunity to see many of our sister canals in the Empire State.

Tentative itinerary:

Friday - lunch in Kingston, near the outlet of the D&H Canal, and arrival at the Champlain Canal.

Saturday - visiting various sites along the new and old Champlain Canal, including a boat trip.

Sunday/Monday - Erie Canal, Black River Canal, Oswego Canal, with a boat trip somewhere along the way.

Tuesday - Chenango Canal, D&H Canal, back home.

To sign up for this trip, please send your deposit of \$100, payable to the Canal Society of New Jersey, to:

*Jakob Franke
424 Tappan Road
Northvale, NJ 07647*

Questions?

Call Jakob at (201) 768-3612

Middlesex Canal Association Proposed schedule for 2006

Board meetings (Wednesdays 3:30-5:30 pm at the Museum):

- February 1, 2006
- March 1, 2006
- April 5, 2006
- May 3, 2006
- June 7, 2006

Spring walk: Sunday, April 23 or 30, 2006

Annual meeting: Sunday, May 7, 2006

MCA and Other Canal Events:

May 4 to 6, 2006 - Canal Society of Indiana - Tour of the (Miami) Wabash and Erie Canal, Toledo to Grand Rapids, OH; POC-TBD

May 5 to 9, 2006 - Canal Society of New Jersey, Tour of the Canals (6) of New York State. Info: Jacob Franke, Tel: (201) 768-3612

Sept. 11, 2006 - American Canal Society Annual Meeting (with World Canals Conference in PA).

Info: Dave Barber, (508) 478-4918, davidaudreybarber@compuserve.com; or Mike Morthorst gongoozler@fuse.net

Sept. 12 to 14, 2006 - World Canals Conference, Bethlehem, Pennsylvania. Info: Delaware & Lehigh National Heritage Corridor, (610) 923-3548, web site: www.delawareandlehigh.org

Towpath Tidbits

By Linda Barth

Upcoming events, Canal Society of Ohio – Larry Turner, long-time chair of the tour committee, reports that anticipated tours in the future include the Cascade Locks and the Portage Lakes in the Arkron area (tentatively scheduled for fall 2006); the eastern division of the Sandy & Beaver Canal; and the Ohio & Erie Canal from Millport to Chillicothe in the Scioto Valley. To offer your help or suggestions, please contact Larry at (330) 658-8344 or TowpathTurner@aol.com.

Internet sites – More and more canal museums, parks and trails can be researched on the internet. Linda Barth has created a list of canal-related websites for the American Canal Society. If your organization has recently added a website, please send the URL to Linda Barth at barths@att.net and she will add it to the list.

Southern Canal Park Contacts

By Bill Trout

On our 2005 Christmas trip from Virginia to Florida we renewed our acquaintance with some of the Southern canals and canal parks. To encourage co-operative interactions, here's a short list which we hope will help. We could not find an e-mail address for the parks at Landsford, Columbia, and Augusta, and the S-O Canal Society, so please feel free to pass on this article to them.

General overview of Southern canals: *The American Canal Guide, Part 2, North Carolina to Florida*, by W. E. Trout, III, published by the American Canal Society in 1975, and now accessible on-line on the ACS web site, www.AmericanCanals.org. Virginia canals are covered in Part 5. This guide is an attempt to list all of the historic canals so they will not be forgotten as historic sites and as material for the generation of parks and open space. ACS is the national canal society, "Dedicated to historic canal research, preservation, restoration and parks." Please send canal articles (including requests for information and updates to the Canal Guide) to Paul Bartczak, the editor of *American Canals*, PJBartczak@earthlink.net.

Most of the Southern canal parks, with directions, hours, and facilities, are in *A Driving Guide to Canal Sites Along Interstate 95*, by Bob and Linda Barth, 2000. Copies are available on demand from bobandlindabarth@att.net, (908) 722-7428.

The National Canal Museum, with a national perspective and an impressive national archive, is in Easton, PA, <http://canals.org>.

The World Canals Conference is an annual meeting for both professionals and amateurs involved with canal history, preservation, restoration, and parks. Send anyone who needs to make decisions about canal parks and preservation to these meetings to learn how important historical canal resources are all over the world, and what's being done with them. Info: www.worldcanalsconference.org. The 2006 meeting will be at the National Canal Museum in September.

Southern Canal Contacts:

VIRGINIA:

The Virginia Canals & Navigations Society, www.batteau.org. VC&NS has a strong interest in historic canals, as well as whitewater navigation by batteaux (Petersburg Boats) which were the common upland river craft in the South. The society's annual James River Batteau Festival is a week-long voyage by batteau replicas. Until there is a Southern Canal Society, VC&NS is the best place for articles and queries about Southern canals. We encourage those interested in Southern canals and parks to use the VC&NS web forum for announcements and queries, batteau@yahoo.com. Send articles to Edith Fisher, editor of *The Tiller*, fisherserv@juno.com. Detailed historic atlases on canals and rivers in and around Virginia are available from VC&NS; see www.batteau.org or <http://organizations.rockbridge.net/canal/>

NORTH CAROLINA:

Roanoke Canal Museum and Trail, Roanoke Rapids, www.visithalifax.com. An excellent towpath trail with a new museum beside a stone batteau lock, which opened in 2005. Reference: *The Roanoke/Staunton River Atlas*, VC&NS, in press, 2006.

Dan River Basin Association, www.DRBA.org, with a batteau program, develops canoe trails through historic batteau sluices. Reference: *The Dan River Atlas*, VC&NS, 2003.

The Dismal Swamp Canal Welcome Center serves visitors by canal and on US 17 near the VA line and is active in promoting the continued operation of this historic canal as well as the Intra-coastal Waterway. Contact: www.dismalswamp.com, (919) 771-8333. Reference: *The Great Dismal Atlas*, VC&NS, 1998.

The Cape Fear River Trail, a new 4-mile paved trail in Fayetteville, runs beside part of an unfinished batteau canal built in the 1820s. Contact: Bruce Daws, Fayetteville Planning Department, bdaws@ci.fay.nc.us. A VC&NS *Cape Fear River Atlas* is in preparation.

SOUTH CAROLINA:

Old Santee Canal Park, created and operated by Santee-Cooper,

www.oldsanteecanalpark.org, in Moncks Corner. A very impressive museum featuring the country's first summit canal.

Landsford Canal State Park, excellent park with stone batteau locks and a museum.

www.southcarolinaparks.com, (803) 789-5800.

Columbia Canal, Columbia SC, has a lock and canal trail.

www.columbiasouthcarolina.com/parks-city (803) 733-8331.

GEORGIA:

Augusta Canal, Augusta, a batteau and power canal developed into an excellent historical park, complete with a replica Petersburg Boat and an interpretive center.

www.augustacanal.com, (706) 823-0440.

The Savannah-Ogeechee Canal Museum and Nature Center features brick locks on this historic canal.

Contact: S-O Canal Society, (912) 748-8068.

FLORIDA:

The Cross-Florida Barge Canal, never finished, is now the **Marjorie Harris Carr Cross Florida Greenway** with a good visitor center at Buckman Lock near Palatka - an ideal use for a canal corridor. Contact: Adele Mills, www.FloridaGreenwaysAndTrails.com (877) 822-5208.

See *The American Canal Guide, Part 2* for more of the canals and locks in Florida, many still in operation. Please let ACS know of new findings and updates.

From Nancy and Bill Trout
35 Towana Road
Richmond, VA 23226,
(804) 288-1334,
wetrout@mindspring.com.

417 Phillips Street
Edenton, NC 27932,
(252) 482-5946,
wetrout@mindspring.com.

Virginia Canals & Navigations Society,
www.batteau.org.
VC&NS web forum,
batteau@yahoo.com.

Overview of Southern canals: *The American Canal Guide, Parts 2 and 5*, on-line at www.americancanals.org.