

AMERICAN CANALS

BULLETIN OF
THE AMERICAN CANAL SOCIETY

Vol. XXXVI, No. 3

Dedicated to Historic Canal Research, Preservation, and Parks

Summer 2007

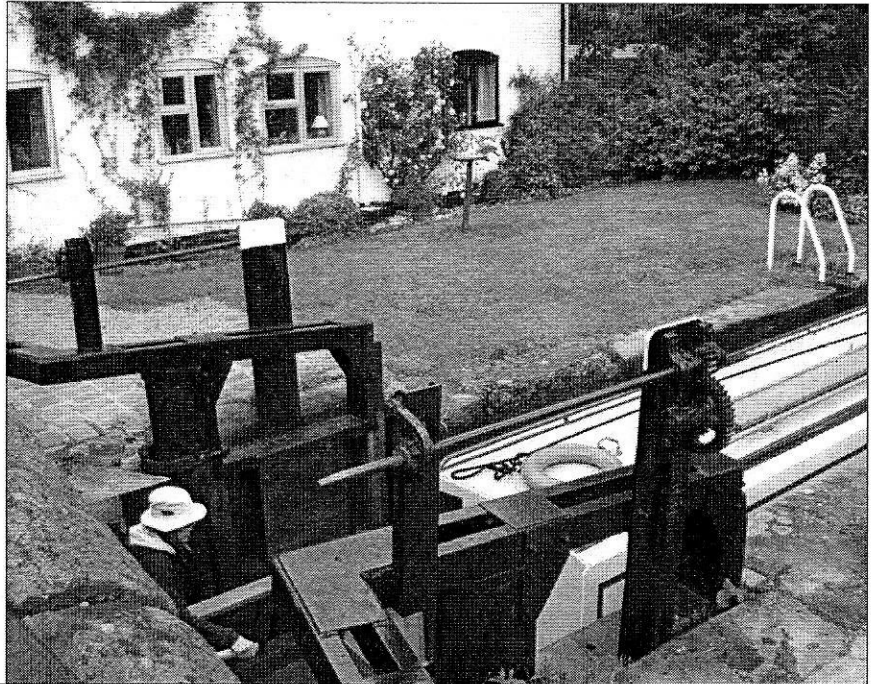
From the President

By David G. Barber

I've just returned from two and a half weeks in England "on holiday," as they say there. During much of that time, we made a two week cruise around the Four Counties Ring, which will be recorded elsewhere. As one side trip on that cruise, we boated the Caldon Canal and its Leek Arm.

In many ways, the Caldon Canal reminded me of the Black River Canal in New York State. Both rise from the summit level of a major canal and bring water to that summit level (the Trent & Mersey in England and the Rome Summit of the Erie Canal in New York). Both have staircase (or combined) locks (Locks 1 & 2 on the Caldon and three three-lock stairs, a four-lock stair and a five-lock stair on the Black River. Both reach a summit level and then descend to a river outlet as you travel away from the main canal. Both have level navigable feeders that connect to the distant end of the summit level and supply water from the same river that the far end joins to. And both were closed to navigation and abandoned. Both run through rural countryside though they begin in urban areas.

The difference, however, is that the Caldon was restored from the Trent & Mersey junction to Froghall through the efforts of local government and others and today carries a steady stream of holiday boaters. It is considered one



Audrey Barber guides the *Asmund* into a lock on the Four Counties Ring. Photo by Robert H. Barth

of the most scenic canals in England. A couple of years ago, the lock and basin at Froghall were restored with much voluntary effort. While the canal from there on to Uttoxeter was replaced by a now dismantled railroad, all the mile posts on the canal show the distance to Uttoxeter, and there is an active society working for restoration.

At two other points in our journey, Norbury Junction and Hatherton Junction, the side canal that made the site a "junction" was abandoned. But each has an active society plotting the reopening in the foreseeable future. I would not want to get in their way.

Why can't we be doing likewise?

FOUR COUNTIES RING MAKES FOR A DELIGHTFUL CRUISE

By David G. Barber

Except for the canals of New York State, one has to travel abroad to cruise for days on historic canals. Late June found my wife and me flying to London, England to cruise the Four Counties Ring of the English canal system. Flying from Boston to London Heathrow takes about 6½ hours overnight. So, with the time difference, you arrive in England in the early morning with no real sleep. This was followed by 70 minutes in line at Passport

(continued on page four)

American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

Senior Editor: Linda J. Barth
Contributing Editors: David G. Barber,
Paul Bartzak, Dan McCain, Bruce J.
Russell

www.americancanals.org

For memberships, subscriptions, change
of address, and other business matters:
c/o Charles W. Derr, 117 Main Street,
Freemansburg, Pennsylvania 18017;
deruls@aol.com.

For CANAL CALENDAR items and
for news of local, state, and regional
canal societies: c/o Linda J. Barth, 214
North Bridge Street, Somerville, NJ
08876; 908-722-7428; barths@att.net

The objectives of the American Canal
Society are to encourage the preserva-
tion, 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 member-
ship. Annual dues: \$20. Single copies,
\$3. Four issues per year. Copyright
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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
October 15, 2007. Send to Linda Barth,
214 N. Bridge St., Somerville, NJ 08876

Material submitted to *AMERICAN
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Officers

President: David G. Barber, 16
Ballou Road, Hopedale, MA 01747;
508-478-4918; Director, Chair,
American Canal Survey Commit-
tee, dgbarber@cs.com

Vice President: William Gerber,
16 Princess Ave., N. Chelmsford,
MA 01863; 978-251-4971(h) Direc-
tor; bill_gerber@bostonbbs.org

Vice President: Michael E.
Morthorst, 6914 Ohio Ave.,
Cincinnati, OH, 45236; 513-791-
6481 Director; [gon-
goozler@fuse.net](mailto:gon-
goozler@fuse.net)

Secretary: David M. Johnson,
9211 Wadsworth Drive, Bethesda,
MD 20817; 301-530-7473; Direc-
tor; Member Canal Liaison Com-
mittee

Treasurer: Charles Derr, 117 Main
Street, Freemansburg, PA 18017;
Director; Member Canal Egr,
Operations & Maintenance Comm,
610-691-0956; deruls@aol.com

Directors:

Paul Bartzak, 9954 New Oregon
Rd, Eden, NY 14057; 716-992-
9069; pjBartzak@earthlink.net
Linda J. Barth, 214 N. Bridge St.,
Somerville, NJ 08876; 908-722-
7428; Editor, *American Canals*;
barths@att.net

Robert H. Barth, 214 N. Bridge St.,
Somerville, NJ 08876; 908-722-
7428; Chairman ACS Sales Com-
mittee; barths@att.net

Carroll Gantz, 817 Treeloft Trace,
Seabrook Island, SC 29455-6116;
843-768-3780; Chairman, Canal
Boat Committee;
carrgantz@att.com

Keith W. Kroon, 2240 Ridgeway
Ave., Rochester, NY 14626; 716-
225-0688; crowns2@aol.com

John M. Lamb, 1109 Garfield
Street, Lockport, IL 60441; 815-
536-7316; Canal Engineering,
Maintenance & Operations Com-
mittee.

Dan McCain, 3198 North, 700
West, Delphi, IN 46923; 765-564-
6297; mccain@carlnet.org

Lance Metz, National Canal
Museum, 30 Center Square, Easton,
PA 18042; 610-250-6774 or 610-
559-6626; archives@canals.org

Robert Schmidt, 5909 Chase Creek
Court, Fort Wayne, IN 46804; 260-
432-0279; Chairman Nominating
Committee, Member Canal Engineer-
ing, Maintenance & Operations Com-
mittee; indcanal@aol.com

Robert Sears, 248 Tower Drive,
Toronto, ON M1R 3R1, Canada;
Canada; 416-285-7254; [dawnofdes-
tiny@sympatico.ca](mailto:dawnofdes-
tiny@sympatico.ca)

Roger Squires, 46 Elephant Lane,
Rotherhithe, London SE16 4JD Eng-
land; 020 7232 0987;

rogersquires@btinternet.com
Roberta Styran, P.O. Box 304,
Thorold, Ontario, L2V 3Z3 Canada;
Canada; rstyran@becon.org

Nancy Trout, 35 Towana Road,
Richmond VA 23226; 804-288-1334;
wetroutr@mindspring.com

William Trout III, 35 Towana Road,
Richmond, VA 23226; 804-288-
1334; wetroutr@mindspring.com

Terry K. Woods, 6939 Eastham
Circle, Canton OH 44708; 330-832-
4621; Chair, Publications, Publicity
Committee, Parks Committee, Mem-
ber Canal Archaeology Committee,

Acting Chairman, Canal Boat Com-
mittee, Canal Engineering, Mainte-
nance & Operations Committee;
woodscanalone@aol.com

A.G. (Zip) Zimmerman, 1361 N.
River Road #1, Yardley, PA 19067;
215-321-0193; Member Canal Engi-
neering, Maintenance & Operations
Comm.; thecanalman@verizon.net

Directors Emeritus

Denver Walton, 968 Chapel Road,
Monaca, PA 15061; 724-774-8129.

Committees:

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Bruce Russell's narrative, "By Canal
Boat, Cable Tram, and Steam Train
Through England and Northern
Wales," will continue in the fall issue.

**FIRST ACS BOAT
CERTIFICATE OF
AUTHENTICITY
PRESENTED TO LOIS
MCCLURE**

On Sunday, June 18, President David G. Barber presented the first Canalboat Replica Certificate to Lois McClure and Art Cohn, of



Lois McClure, for whom the vessel was named, holds the plaque presented by Dave Barber. Photo by Art Cohn.

the Lake Champlain Maritime Museum in Vergennes, Vermont.

The plaque was proudly displayed on the canal schooner, *Lois McClure*, as she began her "Grand Canal Journey" on the historic Erie Canal

"I am profoundly grateful to the American Canal Society for the honor of having the *Lois McClure* be the first certified canal boat replica in your new recognition program," said Executive Director Art Cohn during the bon voyage event.

The Lois McClure continues its Grand Canal Journey on the Erie Canal:

- August 21-22—Oswego
- August 26-27—Rome
- August 29—Utica
- August 30—Herkimer
- August 31, Sept. 1—Little Falls
- September 2—Canajoharie
- September 4—Amsterdam
- September 7-9—Waterford
- Tugboat Roundup

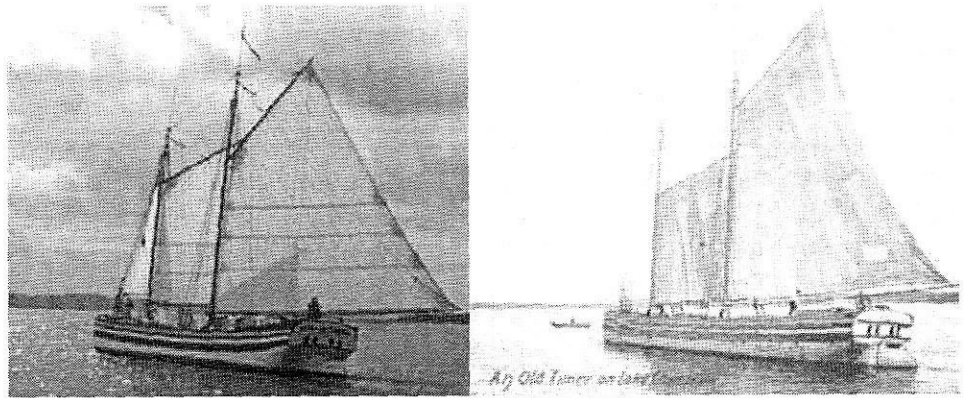


Photo and illustration courtesy of the Lake Champlain Maritime Museum.

- September 11-12—Albany
- September 13—Mechanicville
- September 15-16—Schuylerville
- September 18-19—Fort Edward
- September 21-22—Whitehall
- September 24-October 14
- Basin Harbor, Vermont

Today the Lake Champlain Maritime Museum fleet consists of two full-sized replica vessels that visitors may board, several restored boats for viewing, and numerous small craft, some on display and some used in the rowing programs.

Canalboat Replica Certification

Replica canalboats can now be certified for authenticity by the American Canal Society and receive a handsome certification plaque to be mounted on the boat.

Applications are available in the Winter/Spring issue of *American Canals*, or by contacting Carroll Gantz, Chair of the ACS Canalboat Committee, at 843-768-3780 or carrgantz@bellsouth.net.

Certification of Authenticity



The American Canal Society certifies that this canal boat

Lois McClure

has met our design criteria as a reasonably authentic historic replica of a canal boat or type of canal boat that operated in this vicinity in the nineteenth century.

2007

www.americancanals.org

THOMAS FREDERICK SWIFTWATER HAHN

Capt. Thomas F. Hahn, U.S.N. Retired, age 80, died on May 23, 2007, after a long illness. He is survived by Nathalie White Hahn, his wife of thirty-nine years; son, Christopher, of Glen Burnie, Maryland; daughter, Elizabeth, and her partner, Lisa Sasser, of Amherst, New Hampshire; son, Duane Torrey and wife Linda, of Londonderry, New Hampshire; daughter, Diane Torrey, of Tallahassee, Florida; and granddaughter, Beverly Hahn, of Cockeysville, Maryland.

After retiring from a 28-year career in the United States Navy, Tom pursued an education at Shepherd College and West Virginia University, earning a master's degree in history and a Ph.D. in industrial archaeology, specializing in the study of canals. He was a co-founder of the American Canal Society and served as its founding president from 1972-1979. He was also a member of the Chesapeake & Ohio Canal Society.

Tom was an adjunct professor at West Virginia University and the author of several books, including Towpath Guide to the Chesapeake & Ohio Canal.

After living in Shepherdstown,



West Virginia, for 25 years, with summers in Maine, Tom and Nathalie moved to Fort Myers, Florida, year-round in 1999.

Tom was closely connected with his Native American heritage and was a former chief of the Kansas Delawares Nation. He was a founding member of All Faiths Unitarian Congregation of Fort Myers.

A memorial service was held on May 30 at the home of Amanda Evans, followed by a Life Celebration Reception at Sabal Springs Country Club. In lieu of flowers, the family asked that donations be made to the All Faiths Unitarian Congregation, 1901 Park Meadows Drive, Fort Myers, Florida 33907, or to Hope Hospice, 9470 HealthPark Circle, Fort Myers, Florida, 33908.

FOUR COUNTIES RING

(continued from page one)

Control, a confusing search for luggage that was on the carousel long before we got there, then an express train ride to Paddington station, a taxi ride to Euston station, a two hour train ride to Stafford in the Midlands, and another taxi ride to the boatyard.

Fortunately, we were making this cruise with Bob and Linda Barth, who had spent the prior week in Scotland and had the boatyard situation well in hand when we arrived. The boat we rented from Viking Afloat at their Gailey base was a Medway Class narrowboat named *Asmund*. The boat had a forward sleeping cabin with double bed adjacent to the full bath with shower. Amidships was the common area with dining table, kitchen, and TV. Aft of this was

a second sleeping cabin with double bed and adjacent half bath. There was also plenty of storage. I think that this was ideal for two couples.

Upon arrival at the yard, we went through the turnover briefings and paperwork, gathered some supplies for the next morning's breakfast, and then departed north on the Staffordshire and Worcestershire Canal through six locks to Penkridge.

We tied up at Penkridge for the night and then walked into town looking for supper. That proved to be a bit of a problem, as it was Sunday and many pubs didn't serve that late on Sunday. But, we did find a Chinese restaurant on the main road that served a great dinner. Just as we were leaving the restaurant, the sky opened up with heavy rain and we elected to run across the street to a pub for a further pint of beer. The rain let up, and we returned to the boat with little problem.

Unfortunately for us, this cruise began during the wettest June in 150 years. So we boated through off and on rain, sometimes heavy, every day except the first and last. But, we had a great time.

The following day was Monday, so we elected to visit the Coop Supermarket and chemist for further supplies and then left town traveling north to Haywood Junction. This is the end of the Staff & Worcs Canal and where it joins the Trent and Mersey Canal. While the Four Counties Ring turns left here, we elected to turn right to journey to Fradley Junction. I elected to make this detour for several reasons. First we had the time. Second, at Fradley Junction is the well known Swan Inn, which is where



The Swan Inn at Fradley Junction
Photo by Linda J. Barth

we had supper that night. Third, on our last cruise (of the Leicester Ring) we had come up the Trent & Mersey to the junction and then turned on to the Coventry Canal. This detour thus united the two trips. We spent the night above Lock 19 and had an excellent meal at the pub.

Tuesday began with a drop through two locks to the junction, a turn around at the junction, and then a repeat of the two locks, now going north. While we started not too late, by the time we completed the turn around, others had woken up and we had to queue for the locks. We did make acceptable time and passed through Haywood Junction again in early afternoon. We finally stopped for the day at Weston-on-Trent where a fine pub was adjacent to the canal. All day, we noted extensive flooding of pasture lands where the River Trent was over its banks.

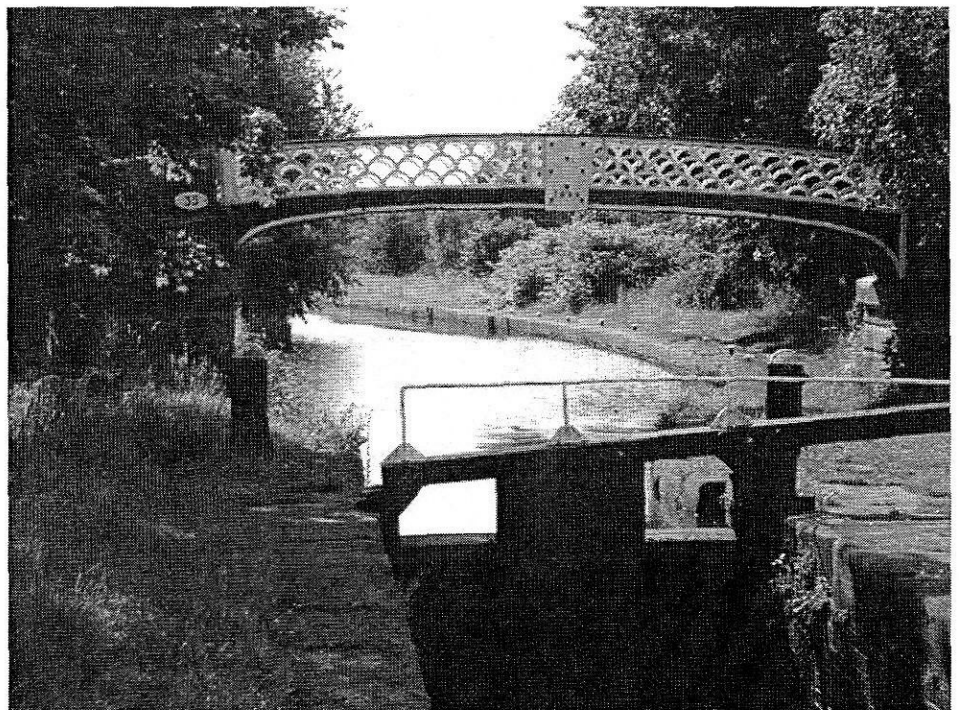
Wednesday was a little different, as we first cruised on to Bridge 104 in Barlaston and tied up to visit the Wedgwood factory for lunch and a museum and plant tour. We ended the day by

continuing a short distance further to Bridge 106 in Hem Heath where a good restaurant was close to the canal.

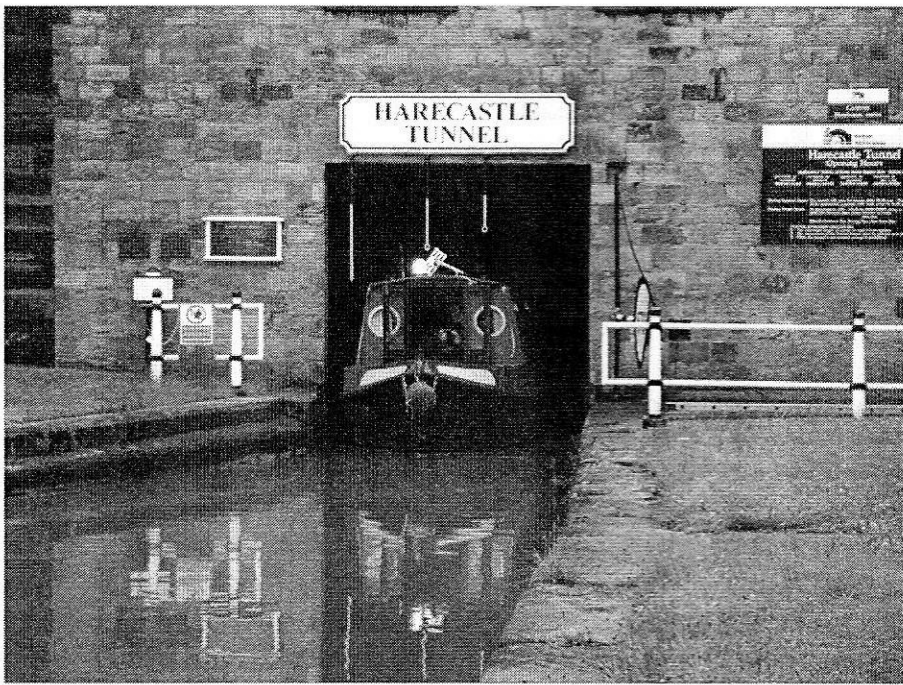
Thursday, we continued on to Etruria Junction, where we turned on to the Caldon Canal, and tied up to walk into the city, visit the Potteries Museum, and resupply at a local supermarket. Linda then left us to fly home for family reasons and the rest of us locked through staircase Locks 1 and 2. My original plan had been to stop at Bridge 8 on this canal, but we found the area too industrial for the night. So we continued on through an electric lift bridge and two manual lift bridges to Milton. There are two pubs in Milton, but one only served pizza and the other no food at all. So, we again continued on to the bottom of the Stockton Brook Locks, where we found a restaurant with excellent sausage and mashed potatoes (that's bangers & mash, in England).

Friday began with a climb up

the five Stockton Brook Locks putting us on the summit level. Just before Bridge 27, there is a circular pier in the middle of the canal, the remains of a former railway swing bridge. Navigating beside this pier and then through the narrow bridge beyond is interesting. There is also a junction to a side arm and curve to the right just beyond. At Park Lane Wharf, we paused to rewater the boat, something that you do every day, and then dropped down through the three Hazelhurst Locks to pass under the aqueduct of the Leek Arm. This junction is interesting in that the first course of the canal is to the left of the present one. Then when the Leek Arm was first built, a staircase of three locks dropped the mainline to the lower level at the near end of the aqueduct. But, that proved a bottleneck, so three separated locks and the current aqueduct were built. Still being morning, we continued on to Bridge 44, where we tied up for lunch at The Boat.



One of the lovely bridges along the way. Photo by Robert H. Barth



The first narrowboat in a convoy exits the portal of the 2,926-yard Harecastle Tunnel.
Photo by Robert H. Barth

Our original plan had been to continue to the basin before the Froghall Tunnel (which has very tight clearances) and walk into Froghall. But, when we reached Oakmeadow Ford Lock, where the canal joins with the river for about a mile, the river gauge was in the red and rising, due to all the rain. That meant that the river was too dangerous to navigate. So, we turned around and returned to Hazelhurst Junction where we spent the night just past the first bridge of the Leek Arm. This allowed us to walk to the aqueduct, descend stairs to the towpath of the main canal, and walk a short distance further to a very nice pub for supper.

Saturday, we began with a wet cruise to Leek, including a transit of the Leek Tunnel, a turn around of the boat at the large winding hole, and a backup move to an open spot along the towpath. Originally the canal continued across an aqueduct and close to the town center. But, now it ends just short of the filled-in aqueduct, and the rest of the route is

occupied by a drab pathway past an industrial area. We elected a wet walk through the industrial area to visit the supermarket. Returning from shopping, we decided to return the length of the Caldon Canal and spend the night near Etruria Junction.

When we had first traveled the canal on Thursday, we saw no boats between Etruria and Milton. But on the way back this Saturday, we met four boats starting their holiday from the Black Prince base at Etruria as we neared Hanley. At Lock 3, Bob found a Black Prince mug one of the boat crews had left behind on a snubbing post. He elected to keep it. At Etruria, we tied up for the night below Lock 1 and walked to the restaurant at the Festival Park Marina.

Sunday was the beginning of our second week. We began by cruising along the summit level of the Trent and Mersey to the portal of Harecastle Tunnel, and then waiting with four other boats for the OK to go through. This is one of the longest canal

tunnels in England (2926 yards long) and only wide enough for one-way traffic. British Waterways thus controls the flow and limits convoys to six boats. After a wait, boats coming the other way exited and our group was allowed entry. While waiting, I had asked the waterways person if the tunnel had any rub rails. He told me no, but it soon was evident that one went the whole length along the port wall. It soon became apparent that having the stern light on as well as the front tunnel light was important so the following boat had a reference point. This is a "wet" tunnel with water falling occasionally at air shafts. I drove half way through and then Bob drove the second half.

Exiting the tunnel, we were soon faced with the top locks of Heartbreak Hill, a series of twenty-one locks, some with parallel chambers, over several miles. As I was walking the towpath between two locks in the open country, I had just passed under a bridge when there was a bright flash of lightning, followed quickly by thunder. I quickly turned around and stayed under the bridge. When the boat caught up to me, we all stayed under the bridge until the storm passed. After a few locks, we started looking for a lunch stop; however, we were out in the country and had to wait past several locks until we reached a nice pub at Bridge 139, Thurlwood.

After lunch, we continued on for a couple of miles and a few more locks to tie up for the night at Hassall Green. This site, just before the M6 motorway, had a small store with gift shop and ice cream and adjacent pub. It was also a nice afternoon to enjoy the view. At this point we were a day

ahead of plan.

On Monday, we continued on through showers to Middlewich and stopped at the Kings Lock Pub for lunch. Now being a day and a half ahead of plan, we elected to leave the ring and continue on the Trent and Mersey through four added locks and a long stretch of level canal to Anderton. While we arrived too late to visit the lift (and left the next day too early) we did get to view the lift from above on our way to and from the Stanley Arms for supper. We used the basin above the lift to turn the boat around.

Tuesday's weather wasn't any better than other days, but we needed to return to the ring at Middlewich. On approaching town, we encountered a delay at the Big Lock (which is twice the normal width) where British waterways had the lock drained to replace an upper ground paddle. After being delayed in dry weather for about an hour or so, we tied up below the next locks for a quick expedition for the post office, bank, and supplies. We ate our lunch on board, then worked up through the three locks, and stopped at a canal shop for gifts and ice cream (which we ate under a boatyard canopy in a rain storm). Moving again, we made the turn on to the Middlewich Branch of the Shropshire Union Canal and cruised to the other end through a wet afternoon. At one point that afternoon, we had hail mixed with the rain and at another; we just waited under a railroad bridge for the rain to taper off. We stopped for the night near Barbridge Junction, just shy of Bridge 2, and walked to the Jolly Far at the junction for supper. We were now about a half day ahead

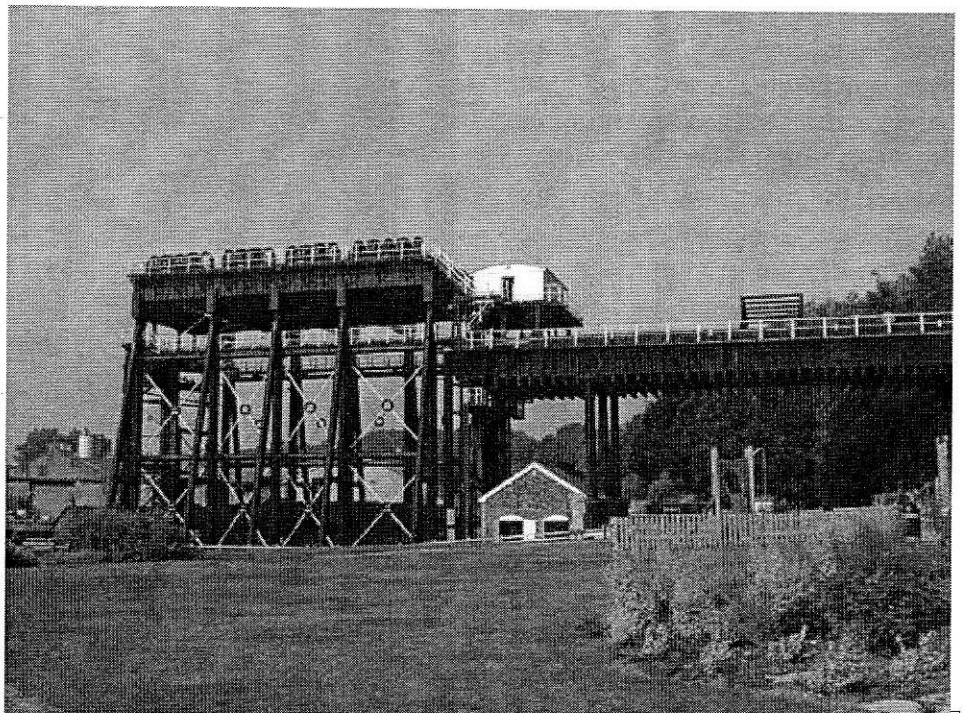
of plan, a situation that remained for the rest of our journey.

Wednesday, we passed through the junction, and turned on to the Shropshire Union Mainline. We immediately made a water stop and then continued on through Hurleston Junction. This junction is where the Llangollen Canal branches off towards Wales. We had to wait for a few other boats to sort themselves out before we could proceed straight ahead. Once that cleared, we continued to the base of the Audlem flight of fifteen locks, where we tied up and walked on to have lunch at the Shoppie Fly, a pub with great canal links and décor at Lock 13. The bar of this pub is shaped like a narrow boat. After lunch, we visited the gift shop next door and the nearby convenience store in the village before returning to the boat and tackling the fifteen locks for the afternoon. There was some down traffic which helped. Plus many of the locks had a gate paddle on the upper gate in addition to the

two ground paddles which made for faster filling. Nevertheless, after the top lock, we were quite happy to moor along the towpath and have supper aboard.

Thursday began with the five Adderly Locks and then a level run to Market Drayton. There, we tied up for a walk into and about the village. Returning to the boat, we had lunch at the canalside Ted's Pub. Leaving Market Drayton, we soon came to the Tyrley Locks. Here, both of our guidebooks indicated five locks, but we all counted six and six was what the numbers on the balance beams showed. (Never trust guidebooks 100%).

Beyond, we continued in wet weather through open farm land intermixed with the high embankments and deep cuttings for which this canal is noted. We tried to stop at the very old Wharf Inn, but it wasn't open. So we continued on to Norbury Junction where we were lucky to be able to tie up just before Bridge 38 with the Junction Inn and supper immediately on the other side of



The Anderton Lift

Photo by Linda J. Barth

the road. At Norbury Junction is a winding hole with an Anglo Welsh hire base and the start of the Newport Branch Canal. The canal is only in use to the first lock, which is used as a dry dock, but large pieces of the canal beyond as well as the connecting Shrewsbury Canal are intact, and restoration of the entire branch system is being worked on actively by a dedicated society.

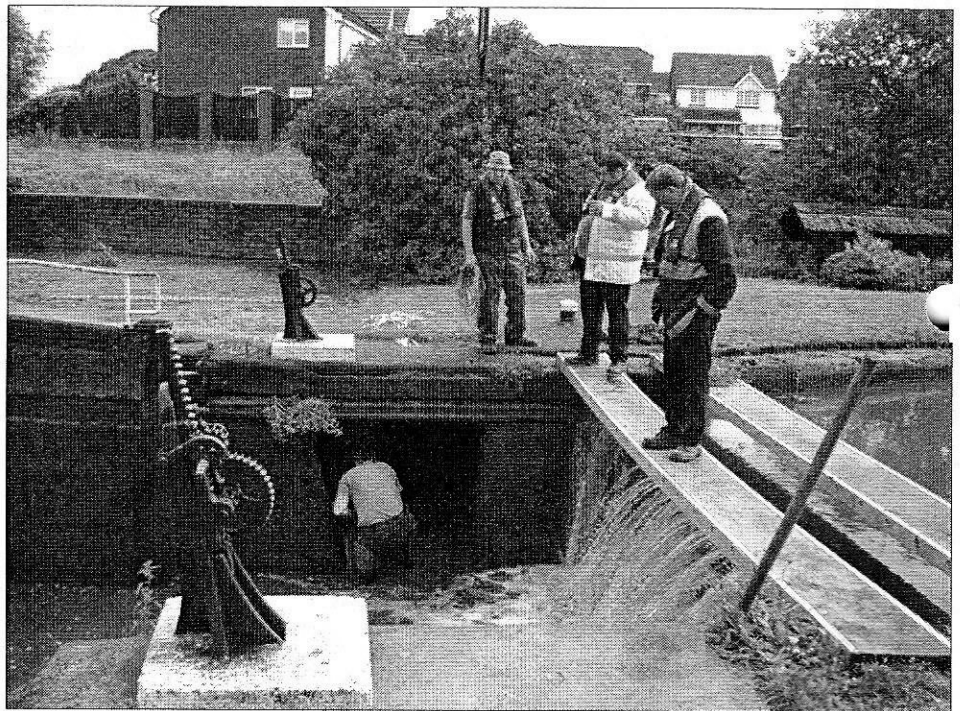
Friday, we delayed until the canal shop at Norbury Junction opened and then cruised on to an early stop at Brewood. There we made a visit to the local shops before returning to the boat for a lazy late afternoon and supper at the Bridge Inn.

Saturday was our final cruising day, which turned out to be the only one with no rain. We began with a cruise to Atherley Junction. Just before the junction are a stop lock, a hire base, and a water point. We almost missed the water point, as it is well camouflaged and blends into its background. While passing through the stop lock, I was asked by another boater to leave the upper gate open for him. But as I was proceeding into the junction, a bystander began questioning our leaving the gate open as he could not see the other boat approaching on the curve behind the towpath bridge. I simply pointed to the approaching boat and left.

As we had plenty of time, we first cruised for a half-mile south on the Staffs & Worcs Canal to Aldersley Junction and photographed the junction and the lowest lock of the Wolverhampton flight of the Birmingham Canal Navigations. We then wended and proceeded north on the Staffs & Worcs past the junction we had just left and then along the tightly curving contour canal. At one

section of about a half-mile in length, the canal is only one boat wide in a rock cutting. But, we didn't meet anyone until we got to the far end. By lunch time, we had reached Hatherton Junction, where the now closed Hatherton Branch once connected to the Birmingham Canals. There are two marinas at this junction, with one of them accessed through the first lock of the closed canal. This canal is under active restoration and we spent some time looking the scene over. We also had lunch at the restaurant there and were the only customers.

We continued on to an early afternoon tie up along the towpath just before Gailey. Audrey and I then visited the Gailey Round House gift shop for souvenirs and ice cream, while Bob took a taxi to Stafford railroad station for a train to Manchester, as he was flying home the next morning. We then walked to the Gailey roundabout for supper at the Spreading Eagle restaurant there. On Sunday, we moved the boat the short distance to the hire base, turned it in, and took a taxi to Stafford and a train to London for the remainder of our vacation.



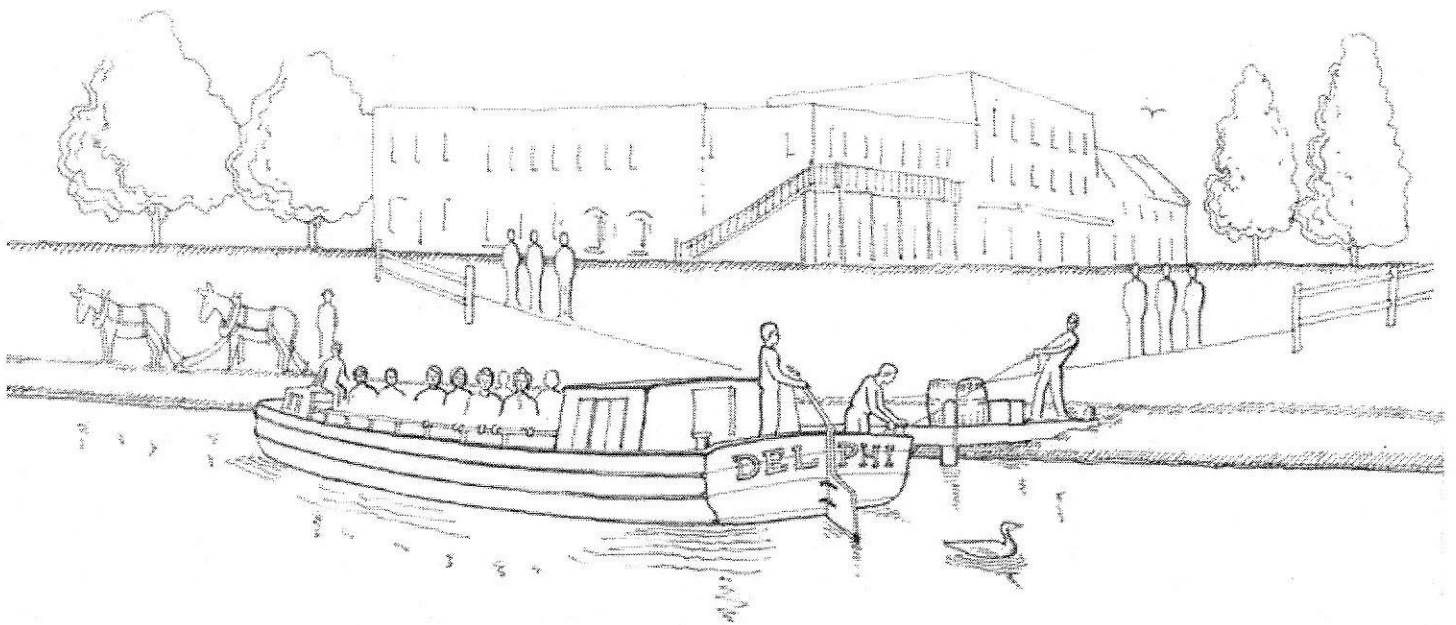
The supervisor is looking down from the center of the plank above a temporary dam that has been placed upstream of the lock. He is watching the workmen replace the ground paddle in the lock wall.

Photo by Robert H. Barth

CANAL MUSEUMS HONORED WITH AASLH AWARDS

The Augusta (Georgia) Canal Authority received the American Association for State and Local History (AASLH) Award of Merit for its Augusta Canal Interpretive Center. The authority was the only winner in Georgia.

The Wabash & Erie Canal Association received the AASLH award for excellence in the collection, preservation, and interpretation of state and local history. This award is only given to all-volunteer organizations.



WABASH & ERIE BOAT BACK IN THE CANAL

A similar notice in mid-1800s newspapers of the arrival of the first canal boats in the spring was a long-awaited event. A “canal town” such as Delphi would suddenly begin to buzz with activity in preparation for the appearance of those first boats. Anticipation of news and gossip from the eastern United States and Europe was probably as exciting as the anticipation of a large selection of new eastern goods.

Why weren't goods shipped East or South during the winter? Usually the four-foot deep canal waters were frozen pretty solid by the end of November or mid-December. Boat captains without our modern weather forecasting capabilities, might find his boat stranded far from its destination. Canal superintendents agreed upon closing and opening dates each year, depending on the weather.

In the canal era, farmers and crafts people had worked all fall and winter to prepare grains, linen, produce, meats and items such as ginseng and hides. Paper, linen, lumber, wooden and iron products and other manufactured items were readied for shipment as soon as the canal opened. By the spring thaw warehouses were full of produce and other goods, some having been hauled from farms, mills or factories on sleighs or wagon beds fitted with sled runners for use on the frozen canal.

Canal boats had been pulled back into sideslips or wide areas that would allow easy access to the canal at the earliest possible date in the spring. If the captains and their families lived on the boats, they would often create a small community – gossiping and cooperating in their daily lives to make it the best they could throughout the winter. The children often went to the town school for three or four months. These captains probably were the first to know the opening date so their boats would be loaded and ready to go.

By the 1850s, newspapers carried the winter schedules for stagecoach transportation through the same areas the canals serviced as well as over previously established routes away from the canals. However, only passengers and the lightest of cargo, legal documents, the mail, banking business and a few packages were carried by coach.

But coach travel had its hazards as well. It lacked the comfort of riding canal boats. Roads in much of Indiana were barely paths, muddy and rutted. However, thanks to the Improvement Act, some of the roads offered a smoother ride. The worst of the mucky stretches had layers of tree trunks laid cross-wise to create a “corduroy road.” Plank roads were constructed of two to three layers of sawed three-inch thick timber, but exposed to the elements they lasted only a few years. Extreme cold and snow were problems for those traveling by coach. Heated bricks or soapstones might keep passengers' feet warm for the first hour, but most travelers were more than happy to stop at a way station or inn for a hot meal and an opportunity to warm by the fire.

Michael Deren—The Past in Person

Journey into the past through the music, songs, and words of the common people, whose labor built America. Michael Deren presents a multi-faceted, audience-centered program, portraying any number of characters: lumberjack/shanty boy, canal boat captain, Civil War musician, railroad engineer, schooner captain, or iron worker.

Michael has done educational outreach for the National Canal Museum, and has performed for schools and historical societies in the Easton, PA area. You can contact Michael at:

Michael Deren, 2640 Powell, Ann Arbor, MI 48104; Mike.Deren@PastInPerson.com; 734-663-9634; or visit him on the web at:

http://www.michiganhumanities.org/touring/2006_2009/storyteller/historical/michaelder.htm



Volunteers of the C&O Canal National Historical Park Honored for Outstanding Service

Volunteers of the Chesapeake & Ohio Canal National Historical Park were recently honored for outstanding service with two George B. Hartzog, Jr. awards, presented by the National Park Service. The awards are named for former NPS Director George B. Hartzog, Jr., who established the NPS Volunteer-In-Parks Program. The awards, established in 2002, recognize the commitment of the park service's most outstanding volunteers. In celebration of National Volunteer Week, Interior Secretary Dirk Kempthorne awarded a park volunteer with the President's Volunteer Service Award.

Donald Harrison, of Potomac, Maryland, received the 2006 regional George B. Hartzog, Jr. Award for Outstanding Individual Volunteer Service from NPS Regional Director Joe Lawler.

Harrison, as president of the Friends of Historic Great Falls Tavern, organized the public and private fundraising effort that raised \$530,840 for the design, construction, and delivery of a new packet boat, the *Charles F. Mercer*. This effort was a continuation of the one started by students of Seven Locks Elementary School. Harrison's leadership and vision led to the return of an important interpretive program at the Great Falls Tavern Visitor Center, the mule-drawn canal boat ride.

The Riley's Lockhouse Docent Program was presented with the 2006 regional George B. Hartzog, Jr. Award for Outstanding Volunteer Group Service. Operating in the restored lockhouse at Lock 24 near Seneca Creek, this program has conducted interpretive programs since 1976. Volunteer docents train Girl Scout troops to serve as costumed interpreters, portraying the life of an 1870s lockkeeper family. In 2006,

sixteen docents and 295 Girl Scouts donated 1,420 hours to the program. The lockhouse would remain closed to the public without the support of this volunteer program. Joan Paull, of Silver Spring, Maryland, is Docent Coordinator and accepted the award from Director Lawler.

Secretary of the Interior Dirk Kempthorne presented **park volunteer and ACS Director Dave Johnson**, of Bethesda, MD, with the **President's Volunteer Service Award**, the highest award for volunteerism granted to Americans who exhibit outstanding commitment and inspire others to participate in volunteer service. "I am honored to present this well-deserved award to Dave Johnson, who has contributed so much to maintain the legacy of the C&O Canal National Historical Park," the secretary said. "He has touched nearly every part of the park and serves as a vivid example of how each person can make a difference. He has inspired many other volunteers to lend a helping hand." Johnson has logged 5,500 hours as a park volunteer and has served in various leadership positions in the C&O Canal Association, a citizens group dedicated to the conservation of the C&O Canal and the Potomac River Basin.

C&O Canal NHP volunteers contribute to the park as visitor center assistants, bike patrol members, living history interpreters, docents at lockhouses, trail stewards, level walkers, campground hosts, weed warriors, headquarters receptionists, maintenance volunteers, library assistants, and Civil War re-enactors. In 2006,

(continued on next page)

2,461 volunteers donated 53,228 hours of service to the park, with an estimated value of \$960,233. The park and its visitors benefit from the assortment of services performed by these talented, dedicated volunteers.

To view a complete listing of the park's volunteer opportunities, contact the park's volunteer coordinator at david_tune@nps.gov or at 301-714-2233, or visit the park website www.nps.gov/choh.

2007 Fall Canal Museum Lecture Schedule

The National Canal Museum will host free autumn public lectures on topics of transportation and industrial history. All lectures will begin at 7:30 p.m. in the auditorium of Two Rivers Landing, 30 Centre Square, Easton, Pennsylvania. For more information please call the National Canal Museum at 610-559-6613.

On Thursday, September 20, Jane Mork Gibson will present an illustrated lecture on "Early Water Powered Mills along the Wissahickon Creek." This program will focus on the many water-powered mills in one of Pennsylvania's earliest industrial corridors. Ms. Gibson is a past president of the Oliver Evans Chapter of the Society for Industrial Archaeology and the author or co-author of many books on Philadelphia's industrial and transportation development. She has played a major role in documenting and interpreting the restoration and redevelopment of the famed Fairmont Waterworks.

Lance E. Metz, the historian for the National Canal Museum, will show films from the museum's Bethlehem Steel Corporation Collection on

Thursday, October 18. Although specific titles have yet to be selected, topics such as steel-making, bridge building, ship repair, and labor conflicts will be included.

On Thursday, November 15, Henry Schmidt, the noted musician and industrial photographer, will present an exhibit and illustrated lecture on transportation and industrial sites in the Middle Atlantic States. A retired professor of music from Muhlenberg College, Allentown, Pennsylvania, he is well known for his railroad images. He also has worked for the Historic American Engineering Record of the National Park Service.

All public lectures at Two Rivers Landing are co-sponsored by the National Canal Museum and the Pennsylvania Canal Society. Entry to Two Rivers Landing is through the Pine Street entrance.

NARROW DOG

While canaling in the UK, Nancy and Bill Trout discovered the book, *Narrow Dog to Carcassonne*, which describes a voyage through France.

The authors, Terry and Monica Darlington, are working on a second book, *Narrow Dog to Indian River*. It tells how Terry, Monica, and Jim the whippet set out to sail their traditional English narrowboat *Phyllis May* 1100 miles from Portsmouth, Virginia, down the US Intracoastal Waterway to Florida, and then across Lake Okeechobee and into the Gulf of Mexico.

Visit their whimsical website, www.narrowdog.com, and learn more about the Darlings and

Jim. Terry writes books about their journeys, Monica acts as his manager, and Jim acts as their dog. *Narrow Dog to Carcassonne* was published in the UK and other markets outside the US in 2005 and has sold more than 130,000 copies. It will be published in the US in the spring of 2008. The book has been translated into German for publication in 2007 and will appear in Polish. *Narrow Dog to Indian River* will be published in the UK in the spring of 2008 and in the US a year later.

Terry Darlington was brought up in Pembroke Dock between an oil terminal and a Coastal Command seaplane base—a poor choice of location during the Second World War. He survived and went to Oxford, where he passed unnoticed. In Stone, Staffordshire, he founded Research Associates, the international research firm, and Stone Master Marathoners, the running club. Like many Welshmen, Terry is talkative and confiding, ill at ease with practical matters, and liable to linger in public houses. He likes boating but knows nothing about it.

Monica Darlington's father was a gardener and her mother a housemaid, or perhaps it was the other way round. She was Beauty Queen of Radnorshire, has a first class degree in French, ran a marathon in three and a half hours when she was fifty, and leaps tall buildings with a single bound. She is a lady without blemish, except she can be a bit bossy. She quite likes boating but knows nothing about it.

Brynula Great Expectations (Jim) is sprung from a long line of dogs with ridiculous names. Jim can run at forty miles an hour. He is cowardly, thieving, and disrespectful, and hates boating.

FROM THE BOOKSHELF

Triumph at the Falls: The Louisville and Portland Canal, by Leland R. Johnson and Charles E. Parrish, Louisville District, U.S. Army Corps of Engineers, 340 pp., ill., 2007.

This is the latest opus by Dr. Leland Johnson, written with Chuck Parrish, the recently retired historian of the Louisville District. Dr. Johnson's books, including this one, are all well-written and thoroughly documented (great for river research) and include the fascinating technical details and illustrations so dear to canallers - we're all would-be engineering types. Johnson's earlier books include the histories of the Corps' Louisville, Pittsburgh, Huntington, and Nashville districts, the Davis Island Lock and Dam, and (with Mr. Parrish) the Kentucky River Navigation.

Triumph at the Falls covers everything from navigation before the canal to the latest lock started in 2002, and lots about the deadly Indian Chute through the falls that bypassed the locks into recent times, and was finally cleared of obstructions and made pretty safe, just before it was abandoned for navigation. Among the interesting details is "crabbing" (p.70): loaded sternwheelers that scraped the bottom of the canal got through by going backwards, pulled through the canal by their stern wheel. On page 47 the authors discuss an interesting point about the original three-lock staircase, completed in 1830. Its sluice gates, or wickets, were not in the lock gates, but in the lock walls - in England they are called ground paddles. They wonder if this was the first lock in America to use ground paddles. Does

anybody know?

We were pleased to see that the authors even quote from *American Canals*, from Bill Dzombak's article on the canal in issue # 68 (February 1989), reprinted in *The Best from American Canals No. 5*. For a map and capsule history of the canal (up to 1988), see *The American Canal Guide No.4*, pp.20-21, now available on our great web site, www.americancanals.org. Add to that map the new lock begun with a ceremonial explosion in 1999, the same size as McAlpine Lock and on its south side, scheduled for completion in 2008. A rendering is on p.266.

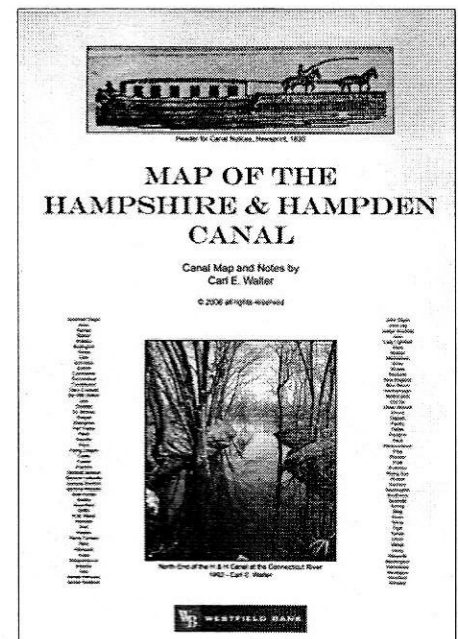
The book is available by writing to the U.S. Army Corps of Engineers, Louisville District, Public Affairs Office, P.O. Box 59, Louisville, KY 40201, or by calling 502-315-6770. Act soon, because only a limited number were printed. We learned about it in the WATERWAYS JOURNAL.

Bill Trout

New Map of the Hampshire and Hampton Canal

The New Haven and Northampton Canal was the longest canal in New England. The Connecticut and Massachusetts sections of the canal were known as the Farmington Canal and the Hampshire & Hampton Canal respectively. Fire is said to have destroyed the only 'as built' map of the this waterway in 1835. The current map is not a replacement of the lost engineering map, but is an attempt to show

the line of the canal and the locations of its major engineering features. The map was constructed by digitizing the original surveyor's description of land to be seized for canal construction and transposing this data onto the earliest available large scale topographical maps. The data transposition and the locations of engineering features were confirmed by field observation of the entire canal. The map measures 2 by 3 feet and is printed in color on folded glossy paper. The lines of the canal, its feeders and descriptive notes are superimposed on conjoined topographical maps extending from the Massachusetts/Connecticut state line to the Connecticut River in Northampton. The line is blue where there is evidence of the canal and gray where they have been obliterated. A profile of the canal extends along one side of the map. The back of the map presents a brief history of the canal and its operations as well as thirty-two illustrations. Copies of this map and a similar map of the Farmington Canal are available at \$10 each from Carl Walter at cwalter415@sbcglobal.net.



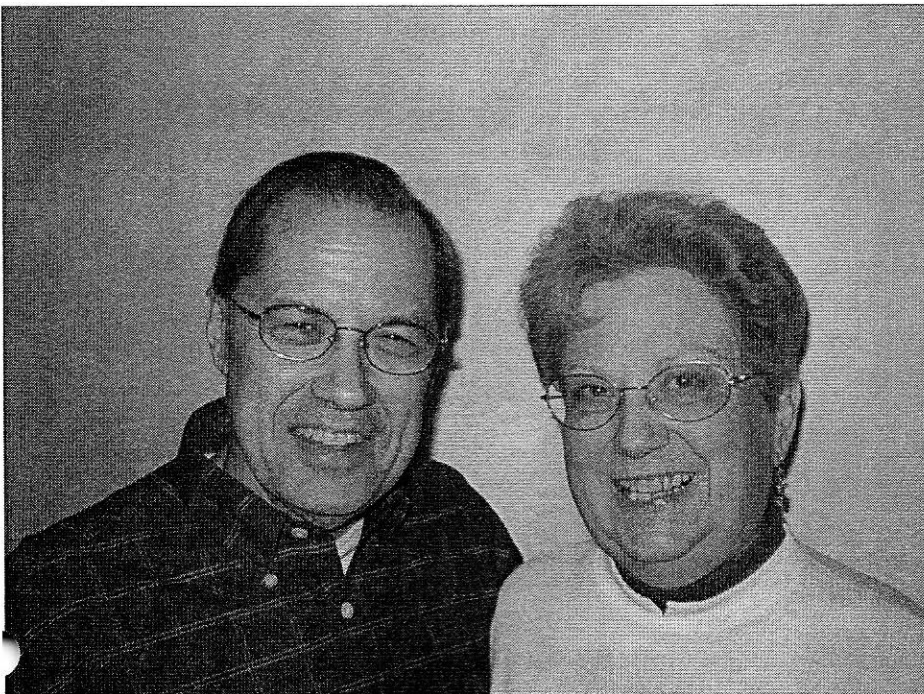
CANAL SOCIETY OF INDIANA LEADERS RECEIVE STATE RECOGNITION

Robert and Carolyn Schmidt received the Distinguished Hoosier award during the Canal Society of Indiana's 25th Anniversary meeting, held in Delphi, Ind. on May 5, 2007, as an acknowledgment for their individual contributions to interpret Indiana's early transportation history. The Distinguished Hoosier Award is one of the highest awards bestowed by the State of Indiana to its citizens and reserved for those who have shown unusual courage in the face of daunting challenges.

The Schmidts, a husband and wife team who met while growing up in Evansville, and now reside in Fort Wayne, were chosen for the recognition by Governor Mitch Daniels. Robert Schmidt has served as Canal Society of Indiana president for sixteen years, and Carolyn has been a board member and *Hoosier Packet* editor and writer. Both have contributed countless hours educating students and interpreting Indiana's canal heritage to adults. Together at their own expense, they organize meaningful field excursions and make oral and written history available to organizations across the state. Presenting the awards, Indiana Representative Rich McClain, on behalf of Governor Daniels, said, "Robert Schmidt reinvented the Canal Society of Indiana, raising it to one of the most relevant of historical organizations in the state and a premier society among the many that serve states throughout the country. He continues to distinguish himself among historians serving as a director and committee head on the American Canal Society's board. Carolyn Schmidt stood next to Robert in the successful rise of the Canal Society and has for many years, providing historical research to countless interested persons who correspond with her from around the nation. In doing so, she reflects sound Hoosier values that citizens of Indiana hold dear. She is active as a director on the Maumee Valley Heritage Corridor board that seeks to improve the quality of life while encouraging tourism along the river corridor that extends through Indiana's Wabash River valley. As an experienced classroom teacher, she is well acquainted with the skills necessary to interpret Indiana's rich history."

McClain continued, "Today the volunteer leadership of the Canal Society of Indiana provided by these two outstanding Hoosiers is greatly appreciated by members whose addresses are found across Indiana, in surrounding states as well as those that extend to distant locations including Georgia and Arizona."

Organized on May 22, 1982, as a not-for-profit corporation, the Canal Society of Indiana was established to bring together those who share a common interest in Indiana's historic canals. The Society helps focus attention on these early interstate waterways through a variety of programs. Its aim is to provide interpretation of the era, to preserve canal bed and structural remains, and to support restoration of historic canal related sites. Additional information is available on the organization's website, www.indcanal.org.



SHUBENACADIE PLANE PRESERVED

Plans are nearing completion for a new Canal Greenway Park at the site of the Dartmouth Inclined Plane in Nova Scotia.

Sponsored by the Shubenacadie Canal Society, the park will feature a life-sized model of a cradle on a section of track. Originally, the cradle carried the boats up and down the plane. A simulated wheelhouse will be constructed over the turbine chamber.

The canal right-of-way, including the Dartmouth inclined plane, will be part of the Trans Canada Trail.

from the newsletter of Inland Waterways International

CANALENDER

September 8 & 9—Canal Days at the Abraham Staats House.

Learn about the D&R Canal era while strolling the grounds and touring the historic Abraham Staats House, c1740. Canal slide presentations, living history Civil War reenactors. Quilt making exhibits; Civil War era artifacts. President Abraham Lincoln will address visitors on Saturday. Entry to house tour/exhibits: \$2; parking and grounds free. 10-4. For more information: www.staatshouse.com.

Sept. 11-26—CSNYS tour of sites in Germany. Call 315-730-4495 or for details.

September 16—Hike the West Penn Trail, Blairville, PA. Canal history by bicycle. Allegheny Portage Railroad; 814-886-6150.

September 16—Locktender's Open House and Music Festival; 1-5; Lock 60, Schuylkill Canal.

September 30—Downhill hike along inclines 6-10. Allegheny Portage Railroad; 814-886-6150.

October 5-8—Tour of Eastern New York State Canals

On Columbus Day weekend, the Canal Society of New Jersey will sponsor a four-day bus tour to the canals in eastern New York State.

This is a rare opportunity to see many of our sister canals in the Empire State, enhanced by the fall colors. Visit the D&H outlet lock on the Rondout Creek; take a boat ride (with locking) and visit a lock powerhouse on the Champlain Canal; tour the Glens Falls Feeder; and stop at Rome, with a possible boat ride. In addition there will be stops along the Black River Canal, the Chenango Canal, Waterford, and High Falls.

The total cost of the trip will be approximately \$600, based on double occupancy. An initial deposit of \$100 per person, payable to CSNJ, can be sent to tour leader Jakob Franke at 424 Tappan Road, Northvale, NJ 07647. Questions? Contact Jakob at 201-768-3612 (home), 212-342-0178 (work), or jf31@columbia.edu.

Participation requires membership in the CSNJ (\$25/yr). You may send your membership check to Marilyn Craine, Membership Chairman, 464 Prospect Street, Nutley, NJ 07110.

Jakob has posted photos of sites to be visited on www.CanalSocietyNJ.org; click on "Future CSNJ Canal Trips."

October 12-14—The Canal Society of Ohio's 2007 Fall Tour will feature a newly-opened trail. See Indiana's historic Whitewater Canal. A new trail recently opened allows access to many interesting sites previously inaccessible.

Friday, October 12: Registration and preview slide presentation at the headquarters hotel in Batesville, Indiana.

Saturday, October 13: Bus tour of the Whitewater Canal between Harrison (Ohio) and Metamora (Indiana). Saturday night: banquet with speaker on local history. Sunday, hike (TBD). Contact Tour Committee Chairman, Mike Morthorst, at 513-791-6481 or gongoozler@fuse.net.

October 19-21—Bob Keintz will lead the Pennsylvania Canal Society tour of the lower end of the North Branch Canal

to Northumberland and the West Branch Canal beyond Williamsport. For more details, call 570-538-3206.

October 20—C&O Canal Association Continuing Series Hike, Billy Goat Trail Loops B and C near the C&O Canal National Historical Park access point at Carderock, Maryland. Starts at noon, followed by an optional potluck dinner at 4 p.m. Contact Pat White for information and reservations: 301-977-5628.

October 20—Life and Death on the C&O Canal, Great Falls; 301-767-3714

November 3—C&O Canal Association Heritage Hike, a major annual hike on the C&O Canal towpath to be held this year near Shepherdstown, WV, with a dinner program to follow. Please check www.candocanal.org for details.

November 10—Geology Walk sponsored by the C&O Canal Association. Starts at the C&O Canal NHP parking area off Rte. 56 near Paw Paw, WV. For information and reservations, contact Marlow Madeoy at 703-723-6884.

November 18—C&O Canal Association Continuing Series Hike, starts at the C&O Canal National Historical Park's Visitor Center at Hancock, Md. For information and reservations, contact Pat White at 301-977-5628.

September 15 - 17, 2008—World Canals Conference, Rideau Canal, Kingston, Ontario, Canada. (See page sixteen for details.)

TOWPATH TIDBITS

A top priority for the C&O Canal National Historical Park and the C&O Canal Association (www.candocanal.org) is the restoration of the eroded towpath in the Big Slackwater section above Dam # 4. The Association has pledged \$15,000 as part of a matching grant contribution toward a new engineering study of the undertaking. This spring, the Big Slackwater project received a boost by its selection as a "signature project" in the National Park Service's Centennial Challenge Initiative, a program aimed at nationwide park improvements over the next ten years. Another important project is the drive to restore the Catoctin Aqueduct near Lander, Maryland.

The C&O Canal Association is one of the partners in this campaign, which is being conducted by the Catoctin Aqueduct Restoration Fund (www.catoctinaqueduct.org). As of early July 2007, fundraising for the aqueduct was nearing completion, but another \$320,000 was required.

SOJOURN 2006 COMES TO LOCK 60 ON THE SCHUYLKILL CANAL

On the eighth annual Schuylkill River Sojourn, 100 canoeists and kayakers took part in a 113-mile, seven-day journey from Schuylkill County to Philadelphia.

The Sojourn invites paddlers to explore and celebrate the river. Many Sojourners make the entire journey, while some spend only a day or two on the water.

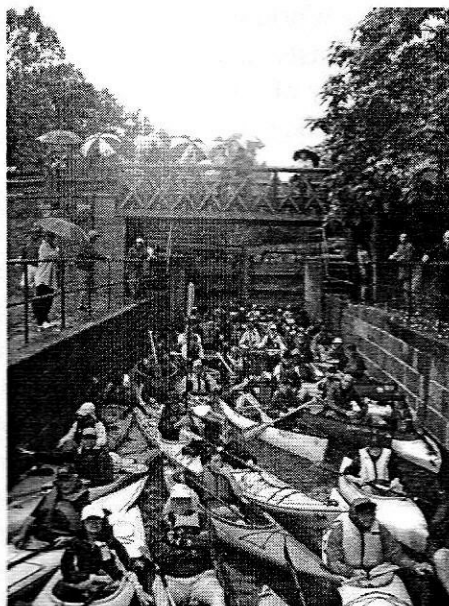
Each night, when the Sojourn stops at towns and parks, participants are greeted with entertaining and educational programs.



Classic rock music, stories of coal miners and canals, and Pennsylvania German music and dance are among the events to which the public is also invited to learn about the river and discover the region's heritage.

"The purpose of this event is to get more people to use the river, and to show people that they can paddle the Schuylkill," said Susan Fordyce, director of communications for the Schuylkill River Heritage Area. "We have communities and organizations all working together to bring people to the area."

The event is sponsored by the



Photos courtesy of Betsy Daley

Schuylkill River Heritage Area, an organization devoted to promoting the river as a natural, recreational, and cultural resource.

On Wednesday, June 7 and 8, Sojourners headed to Mont Clare, where they "locked through" the restored Lock 60 chamber of the former Schuylkill Canal system. The entertainment that evening included the Songs and Stories of Old Canal Days at the restored lock structure.

Betsy Daley, of the Schuylkill Canal Association, shared her great photos from the Sojourn. The top image shows fifty boats lining up in the forebay, right at the lock walls. In the lower view, all of those vessels are jammed into the lock chamber.

For more information, visit www.schuylkillriver.org and www.schuylkillcanal.com.

ILLINOIS PEDESTRIAN BRIDGE

A new bridge across the Rock River joining Rock Falls with Sterling, has a canal connection. At the end of the span, an asphalt path and a crosswalk lead from the bridge to the bike path along the Hennepin Canal on the Rock Falls side.

Thanks to John McPherson for this tidbit.

ELECTION TIME

Included with this issue you will find the ballot for the election of directors for a three-year term.



Please mark your choices and return the sheet to Robert Schmidt, 5909 Chase Creek Court, Fort Wayne, IN 46804.

SUCCESSFUL WORLD CANALS CONFERENCE

(from *Waterways*, the National Journal of the Inland Waterways Association)

Over 170 delegates, guests, and volunteers attended the 2007 World Canals Conference, hosted by IWA on 13-15 June in Liverpool. The conference, located on the waterfront adjacent to the Liver Building, allowed delegates to view progress on the Liverpool Link — an integral part of the multi-billion pound waterfront regeneration of the city — being constructed some 25 meters away from the venue.

Welcoming everyone to the conference and to Liverpool, the Right Worshipful Lord Mayor of Liverpool Councillor Paul Clark stated the city's intentions to develop a waterfront to rival Shanghai or New York, working over a 30-year timeframe.

Formally opening the conference, IWA national chairman John Fletcher underlined the significance of the venue in Liverpool as a reminder of the commercial importance of sustainable waterfront regeneration and waterborne transportation of freight. He thanked the sponsors Peel Holdings, who are major contributors to the city's regeneration through their activities as developers and managers of its dockscape.

The conference covered a broad range of topics, but focused on the value of partnerships — involving volunteers and the community sector alongside professionals — when designing and delivering a waterfront regeneration of any type and scale.

There was a succession of informative speakers. Adrian Jarvis, a fellow at the University of Liverpool, spoke on the history of the Liverpool docklands as a port. Her was ably complemented by Dr. Anthony Streeten, Director of English Heritage, who explained how change within historic waterfronts could be effectively and sensitively managed.

The international context of

waterways was covered in a series of informative presentations of canal regeneration in France and Belgium, also in a round Europe tour of innovative schemes, including Sweden and Germany, where the tourism and leisure use of waterways are finally being recognized. Glenn Millar, of British Waterways, explained how European Union funds were managed and used to develop waterways, both in continental Europe and in the UK.

BW's project team explained stakeholder management issues of large-scale projects, and demonstrated their formidable ability and resilience in formulating and executing plans to enable new waterways as part of the planning gain of commercial site developments, such as the Liverpool Link. They also explained the many engineering challenges that had to be overcome in creating the Link.

The final day of the conference

showcased the work of the volunteer section. Mike Palmer set the scene in a presentation on the role of the volunteer in Waterway Recovery Group. It culminated in an overview of the socially inclusively work led by Bob Watson of Goole's Sobriety Project.

The gala dinner, sponsored by Morrison Construction, was attended by Her Majesty's Lord Lieutenant of Merseyside Dame Lorna Muirhead DBE and the High Sheriff of Merseyside, Professor Philip Love CBE DL, together with the conservative MEP for the Northwest and former Waterways Minister, the Rt. Hon. Sir Robert Atkins.

The association is very grateful to all who supported the event and especially to a wide variety of volunteers who helped in hosting guests from all over the world.

Presentations at the World Canals Conference and useful web addresses are available on the website, www.wcc2007.co.uk.

MARK YOUR CALENDAR!

World Canals Conference 2008 — September 15 – 17, 2008
Rideau Canal National Historic Site of Canada
Kingston, Ontario, Canada

We invite you to attend the World Canals Conference 2008 to be held in Kingston, Ontario, Canada from September 15 – 17, 2008.

The World Canals Conference brings together canal professionals, enthusiasts, and scholars from around the world to study and discuss a variety of topics related to canals. The focus of the World Canals Conference 2008 will be "Managing Canal Corridors in the 21st Century."

The 2008 conference will feature Canada's Rideau Canal, highlighting canal management, stewardship and heritage presentation issues. The Rideau Canal and its Kingston Fortifications are unique national historic sites built for strategic military purposes at a time when Great Britain and the United States of America vied for control of the North American continent. The Rideau Canal was constructed from 1826-1832. It is the most outstanding surviving example of a slackwater canal system in the world and one of the first designed for steam-powered vessels. The Rideau is celebrating its 175th anniversary of continuous operation, with many special events throughout 2007.

It has been designated a World Heritage Site by UNESCO.

www.canals2008.com