

American Canals

Bulletin of the American Canal Society

Vol. XXXVI, No. 4

Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2007

From the President

by David G. Barber

Following up on the book review by Bill Trout on Johnson & Parrish's new book on the Louisville & Portland Canal in the last issue of *American Canals*, I've stumbled across the subject of ebooks. For those who are unfamiliar with the term, these are books that are entirely available on the internet. If you want a copy, all you have to do is download the file, which might take some time. But, the advantage is that no one has to make an investment (at least a new one) in printing. If you want a paper copy, you can use your printer after the download.

So far, I've learned of three navigation titles. The first two are about the Kentucky River and are available as pdf downloads at www.nandwphoto.com.

In the book, *The Falls City Engineers*, by Leland Johnson, a district history published by the Louisville District, U.S. Army Corps of Engineers, is a forty-page appendix called, "Up River to the Three Forks: Kentucky River Project Construction, 1836 - 1917."

In 1999, Leland Johnson and Charles Parrish had a longer history of the Kentucky River navigation, *Kentucky River Development: The Commonwealth's Waterway*, also published by the Louisville District, U.S. Army Corps of Engineers. This out-of-print book is also available as a pdf download at the same web site; however, the download is only 233 pages and at last check was missing thirteen pages in the middle. There should



Cross cut culvert 151, Terre Haute, Indiana

Photo by Jeff Koehler

be 246 pages in the file. Steps are being made to correct this problem.

On the web site of the Nashville District, U.S. Army Corps of Engineers is an 84-page pdf download of *Subduing the Cumberland: A History of the 'Old' Locks and Dams on the Cumberland River*. This is an unpublished work, but can be downloaded at www.lrn.usace.army.mil. Then click on History (at the top) and then The Old Locks (on the left).

I found that this site is not available outside of normal business hours.

I've added a page about these to the ACS web site. If anyone knows of others, please let me know and I'll add them to the list.

CULVERT 151 REMOVED

By Carolyn Schmidt

Foundation timbers of Culvert 151 on the Cross Cut portion (Terre Haute to Worthington/Point Commerce, Indiana) of the Wabash & Erie Canal were unearthed in September just two feet below the bed of Little Honey Creek. They were covered with silt and were in the path of a road bridge being built on McDaniel Road about a quarter of a mile north of Gross Drive in conjunction with the 641 bypass around Terre Haute, Indiana.

The culvert was constructed around 1837-39. The foundation timbers distributed the weight of the stone and balanced the stone arch of the culvert to keep it level. Although a

(continued on page seven)

American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

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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 preservation, restoration, interpretation, and use of the historical navigational canals of the Americas; to save threatened canals; and to provide an exchange of canal information. Manuscripts and other correspondence consistent with these objectives are welcome.

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

DEADLINE: Material for our next issue must be on the editor's desk no later than December 31, 2007. Send to Linda Barth, 214 N. Bridge St., Somerville, NJ 08876; barths@att.net.

Material submitted to *AMERICAN CANALS* for publication should be typed and double-spaced or sent by email in WORD format. You may send actual photographs (which will be scanned and returned), or digital versions may be emailed or sent on a CD.

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BY CANAL BOAT, CABLE TRAM, AND STEAM TRAIN THROUGH ENGLAND AND NORTHERN WALES

(Part 3 of a series)

by Bruce J. Russell

When our boat reached Hurleston Junction, we left the Llangollen Canal and entered the Shropshire Union, which would bring us to Chester. The actual junction was "T" shaped and boats could either proceed north to Chester or south towards Birmingham. The "Shroppie" featured fourteen-foot wide locks, so at various places our vessel and another locked through together. Occasionally we locked with one of the other three vessels of our flotilla, while at other times we were accompanied by strangers. Lock chambers offer a good place for canallers to meet one another, socialize, and describe their waterways experiences. I discovered that many of these folks were veterans of several previous voyages. Repeat business is certainly good for the hire boat companies.

The Shropshire Union Canal is so called because it represents an amalgamation of several previously independent, smaller waterways. As railroads consolidated and merged, so did canal companies. The Shropshire Union is actually a combination of the Llangollen, Shropshire, and Chester canals. It was subsequently bought out by the London and Northwestern Railway, a predecessor of British Railways, which sold it to the British Waterways Board in the early 1950s.

One of the quaint aspects of canalling is visiting the canalside stores and shops, usually situated

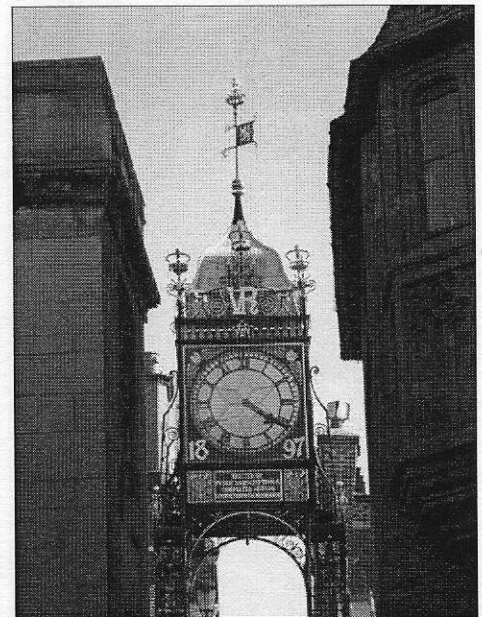
at lock chambers. These carry items ranging from food and beverages to soap, toilet paper, and souvenirs. Some stock books about canals, as well as maps and a host of other products. While on a narrow boat, it's not possible to drive to a supermarket to stock up on provisions, so the canal store serves a valuable purpose. On the canals of the United States, such establishments also existed, and a surviving example is at Waterloo Village on a watered stretch of the Morris Canal.

During our nine-day journey, we encountered several such stores and made purchases as needed, in spite of slightly higher costs. (Ironically, in the city of Huddersfield there is a Tesco supermarket situated adjacent to the Huddersfield Narrow Canal, which has recently been restored. Canallers can tie up their vessels and walk directly into the huge market, identical to those in the US. But this is an exception.)

Eventually we arrived in the city of Chester, famous for the medieval walls that entirely surround it. We tied up in the city's boat basin, an enlarged portion of the canal where many narrow boats can simultaneously moor. The final approach to Chester involved descending a four-chamber flight of locks that passes under a railway bridge over which trains passed continuously. I found opening and closing locks, and turning the handles to admit or release water, invigorating. Of course, the other crew members and I were doing it for pleasure. I wondered what it was like circa 1900 when people earned their living on canals and did this

operation hundreds of times over and over, probably working twelve hours a day, six or seven days a week for miserable wages. The captains and their families slept in tiny cabins at the rear of their vessels. Going to the toilet meant a visit to the nearby bushes. Perhaps once a week bathing was done in a public bath house in one of the towns through which the canal passed. On this trip I saw buildings (now converted to other uses) with stone lettering reading, "hot baths."

The Chester basin of the Shropshire Union Canal had space for many boats, and after tying up, several of us went to a pub for dinner. I found the food acceptable, but because of the dollar's low exchange rate, it was ridiculously expensive. For what I would have paid in a local Route 1 diner, about \$ 11, I wound up shelling out \$23. All I could do was grin and bear it. On the following night in Chester, I found a fish & chips joint run by Turkish immigrants and had my dinner there, being set back \$10,



This magnificent clock stands astride the medieval wall surrounding the city of Chester. Photo by Linda J. Barth



Our tour leader was Captain Bill McKelvey, a long time canal enthusiast and the author of several books. Here he is steering a narrowboat in the basin at Chester.

Photo by Bruce Russell

which was still high. I have always insisted that the best and most affordable food in the world is obtainable right in the good old USA. Overseas destinations offer a lot, but good, cheap food isn't one of the items. I prefer the American style "all you can eat" buffets where, if you leave hungry, it's your fault!

On the following day I explored Chester, and found it most worthwhile. At the boat basin was a former weigh lock, where canal boats were weighed as a means of determining the tariff for their cargo. There was likewise a structure that seemed to be some kind of terminal where several boats entered a covered port. I suspect that here they were loaded and unloaded. Inside was one that had sunk. This building was active well into the 1950s when commercial haulage was still occurring, albeit at a trickle. There was also what appeared to be a branch canal, leading from the basin to the River Dee, which flows through Chester. Using this

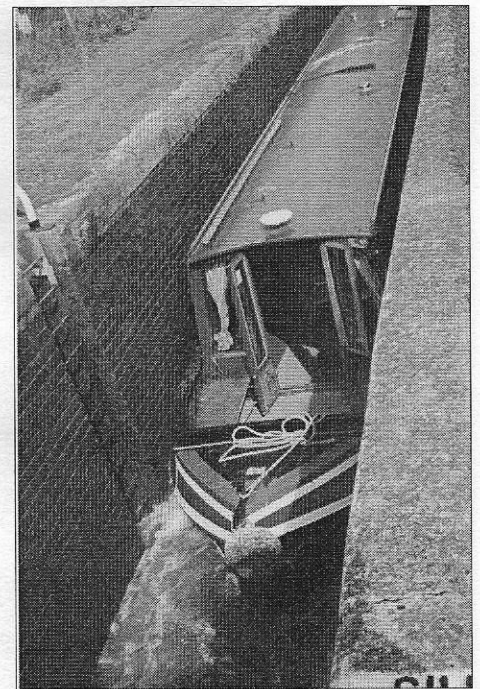
canal, with several sets of locks, a boat could reach the river and possibly continue along it. Nevertheless, it must be remembered that narrow boats have flat bottoms and are designed specifically for use on canals and not on rivers, especially those with swift flowing currents.

Chester has many ancient buildings, including a cathedral dating to the 1200s. I visited it, and was amazed at its good condition. Sadly, few of the people who visit it are there for worship. Most are tourists and are charged about five dollars to go inside. Throughout my trips to Britain and Europe during the past several decades, I have noticed the decline of religion as manifested by closed churches and churches converted to other uses. In one city I saw a church with a tall steeple, now being used as a Domino's Pizza Restaurant., while others were tourist offices, senior citizens' centers, and stores. In the industrial

Midlands there are actually former Christian churches remodeled into mosques. Chester's city hall was magnificent Victorian structure built in 1867 and fully restored with tall clock tower. I often think of the very long reign of Queen Victoria (1837-1901) and of how her rule represented the zenith of Britain's power and influence. Statues of her, often holding a scepter, can be seen everywhere.

From Chester, between 1250 and 1550, English armies ventured forth into Wales to begin the conquest of that wild and mountainous region. Often, the troops returned badly beaten in spite of superior arms. The Celtic tribes and their chieftains were formidable fighters. In one of Shakespeare's, plays mention is made of the violent Welsh warlord Owen Glendower. For years he held the English forces at bay.

TO BE CONTINUED



The locks were usually 7 feet wide, but a few were 14 feet wide and able to accommodate two vessels. Photo by Bruce Russell.

GROUND PADDLES

In the summer issue of *American Canals*, Bill Trout asked if the Louisville & Portland Canal was the first U.S. canal with filling tunnels and "ground paddles" when it opened in 1830.

Dave Barber has pointed out that the Ohio & Erie Canal (completed in 1832, but opened in parts before) has locks with the sill just inside the upper gates and filling tunnels behind the quoin post of the upper gates to direct the water into the chamber below the water line and at right angles to the lock axis. The flow of water into the tunnel is controlled by a "ground paddle." This allows the use of shorter upper gate, but safe filling of the lock. Dave thinks that the lower gates have gate paddles, but is not sure. So, this innovation may have been used in several places in the Midwest about the same time.

Bill Gerber sheds a little more light on the discussion with his knowledge of the New England canals. He says, "For the canals of eastern Massachusetts and south-central New Hampshire, I've seen nothing, yet, to indicate that either filling tunnels or ground paddles were used on any of the canals (summit towpath or bypass) in this area. So, no challenge from this end (yet!) for the "first use" title.

"I'll challenge for 'first use' of drop gates, used on the six river canals built by the Union Canal Company, and possibly also Cromwell's and Wicasee; all were up and operating by 1815, and some a bit earlier. (But, were drop gates used on the Cooper & Santee?) And I can challenge for 'first use' of "raft locks" (i.e., the guard locks at the Concord River, to which a second set of lower



gates were added, probably 600+ feet below the normal lower gates); these to accommodate bands of log rafts, so that the entire band could be locked up from the western canal branch, to the Concord River level, drawn across via the floating towpath, and then locked down into the eastern branch; all

without requiring disassembly of the band. But that's about as sophisticated as our canals seem to have gotten.

To add to the discussion, Dave Barber has found a photograph (above) of the intake and upper gate pocket for Ohio & Erie Lock #13 north in the Cascade Locks flight in Akron, Ohio.

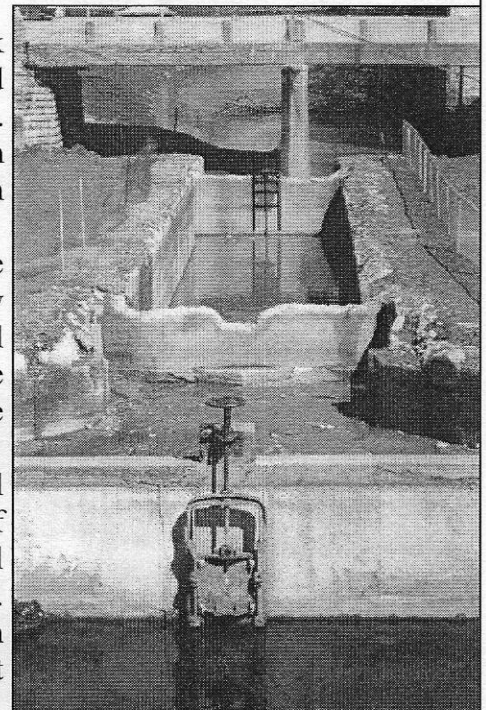
MIAMI & ERIE LOCK 13 UNCOVERED IN OHIO

Lock 13 on the Miami & Erie Canal has seen the light of day for the first time in many decades.

The dilapidated Glass Block building and portions of the old Cotton Mill were razed in St. Marys, Ohio, to reopen the portion of the canal that flowed through the town.

The area around the lock will be landscaped after the hole left by the demolition is filled. Special care is being taken so that the hydraulic requirements for the canal will not be affected.

The Miami & Erie Canal towpath trailhead is just north of High Street and a stationary canal boat is just south of Spring Street. Beautifying the area will add green space uptown and should attract new businesses.



(Story courtesy of Carolyn Schmidt, Canal Society of Indiana)

Photo by Bob Schmidt, Canal Society of Indiana

THE SAUK VALLEY'S OWN CANAL ZONE

Published in the *Sauk Valley
Sunday*, September 09, 2007

Kids reel in fun during centennial celebration

By Sam Smith, SVS Reporter
ssmith@svnmail.com.

The weight of Benny Anderson's pond-caught bluegill didn't quite take the prize for biggest fish, but the fourth-grader had plenty to be happy about at Saturday's fishing derby.

All the kids got a prize - some little shavers walking away with shiny new poles and tackle - and, hey, Benny caught a few fish with his buddies.

Though the fourth-grader pulling a bluegill from Centennial Park was a brief moment in Rock Falls' celebration of 100 years of the Hennepin Canal, it represents the essence of what the canal means to those who play along its man-made banks.

"Most of us who have a great love for the canal grew up along it," said Gary Wagle, a resident of Rock Island and president of Friends of the Hennepin Canal.

At the finish line of an early-morning 5K run-walk, some residents proudly relay the information that the Rock Falls branch is the only feeder branch to the Hennepin Canal, which technically runs east-and-west from Rock Island to Hennepin (near Spring Valley) and was built to shorten the shipping distance between Chicago and the Mississippi River.

After the race, many participants and their families pedaled away down the canal's bicycle path, which was initially designed as a tow road for beasts of burden to pull barges.

Starting at the mouth of the canal, where the Rock River flows toward the Hennepin, a guide for free canoe rides mentioned one of the main reasons he purchased his Rock Falls home was the easy access to the canal bicycle path and some of the more challenging back trails that run into the wooded hills.

Because the water that runs through Rock Falls is engineered to keep the main branch at a constant depth, operators of the hydro plant place their priorities on keeping

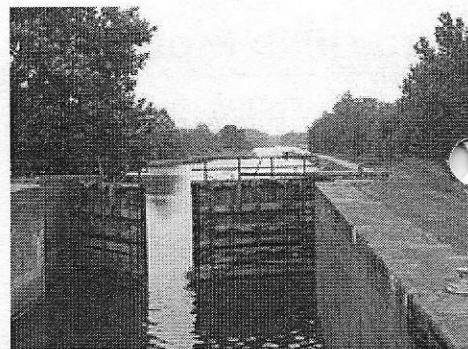


Photo credit, Brian Brarian

water flow constant, rather than generating electricity.

Commercially unsuccessful and financially impractical, it's what the Hennepin Canal stands for that people enjoy and what they came out to celebrate Saturday, rather than what it ever contributed to building the United States at the turn of the 20th century.

Ultimately, the canal was a spectacular commercial failure, Wagle says, but recreation was an unexpected offshoot. The canal's litany of impracticalities - including an aqueduct that snakes under the Green River, rather than permitting the two to intersect - only add to its charm.

People pitch in money and donate time to keep afloat a fun piece of history that couldn't otherwise sustain itself.

Though the canal is protected by being listed on the National Register of Historic Places, Wagle says that continued support is the only way to keep it viable for recreation. "There are hundreds of these old canals in the United States, and a lot of them are dried up or back filled because they became obsolete," Wagle said. "I've even had people proposition me with converting this into

Photo courtesy of Ronald Reagan Birthplace Museum, Tampico. The first boat passes through the Hennepin Canal near Hennepin about 100 years ago. It was about at this same spot that Ronald Reagan, a boy who would grow up to be president, first learned to swim.



farmland and using it that way."

Wagle's vision for the canal involves a reinvestment, of sorts, into the infrastructure. Reopen the locks, build docks, then invite tourists to take a leisurely cruise down the historic canal, Wagle proposes, similar to the canals of Europe, which have become major tourist destinations.

"But that's just my personal dream," Wagle concedes. In the mean time, it's more important to keep the canal clean and fun for those who live nearby, Wagle says. For others at Saturday's centennial celebration, it was just a nice chance to get out on a sunny weekend and enjoy a little piece of Sauk Valley history.

Scott Howard, who directed the fishing derby along with the Rock Falls Optimist Club, gave a few words of wisdom for parents who brought the little shavers along for a morning along the canal: "Keep your kids fishing. It keeps them out of trouble." With the slow-moving waters of the Hennepin Canal, there will be a quiet place for the youngsters to dip poles in the water for years to come.

Reach Sam Smith at (815) 625-3600, (815) 284-2222 or (800) 798-4085, ext. 525.

WABASH & ERIE STORY

(continued from page one)

portion of the foundation timbers had been removed for an earlier road bridge, about forty feet of them were found intact on one side of the earlier bridge and about ten feet on the other side. The timbers were cut from white oak trees that were over 300 years old at the time they were felled. They ranged in length from



What lies beneath: Walsh Construction company workers clear mud and silt from the timbers of Culvert 151 in September. The 170-plus year old timbers will be removed and made part of a historical exhibit. Jim Avelis, the Tribune-Star

twenty to thirty feet, most measuring fourteen inches across. Two of them were twenty-eight inches wide. They were hand-hewn on three sides with the tree bark remaining on the fourth side. Square headed



Hammer and chisel marks from the early 1800s can be seen on the stones that used to be part of Culvert 151 under the Wabash and Erie Canal. Jim Avelis, the Tribune-Star

nails were visible in the timbers. When removed the timbers weighed about 2000-4000 pounds each. Also found was planking on top of the timbers, pointed sheet piling with treenails, and hammer dressed sandstone from the culvert's arch.

In the Canal Engineers' Report of 1853, the culvert is described as: "Culvert No. 151, Little Honey Creek, cut stone arch 14 feet chord, timber foundation extending across the channel of creek and full length of culvert."

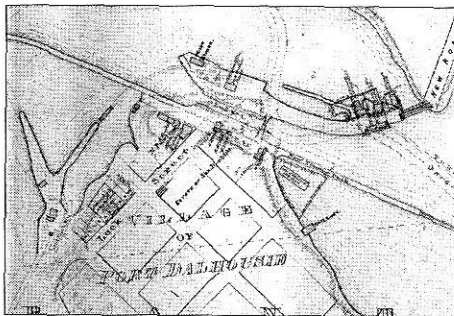
The timbers have been placed in a pond in Fowler Park in Terre Haute. They think they will be used in Riley Lock #47 Park that is being planned for development. In 2002 Vigo County received a \$400,000 state grant that had a \$80,000 match from the county to develop Riley Lock #47 Park. The archeological study of the site was completed this July. A contract to design the park is being signed and a bid for the project will probably be gotten in 2008.

(Story courtesy of Carolyn Schmidt, Canal Society of Indiana)

Welland Canal Survey Maps Online

by David Sharron, Head of the Special Collections and Archives at Brock University

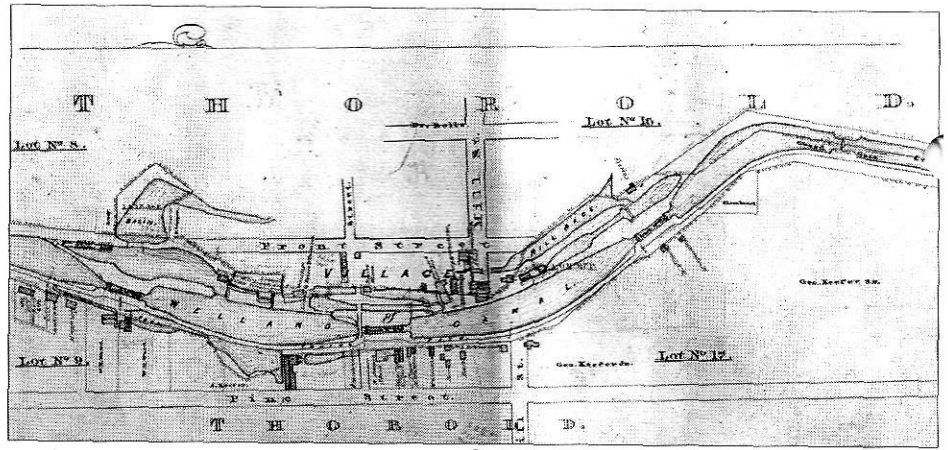
In the late 1980s, fifty-three survey maps detailing the second Welland Canal from Port Dalhousie to Port Colborne were destined to be pitched in the trash. Fortunately, the historical value of these maps was not lost on Dr. John N. Jackson who rescued these treasures and transferred them over to the Brock University Archives. These maps have been digitized and will be available for viewing in late June 2007. The website for digital images from the Brock University Archives is <http://images.ourontario.ca/brock>.



Port Dalhousie—First locks of the 1st and 2nd Welland canals

These maps were most likely created in the 1860s in an effort to keep track of the land and structures associated with the canal. The layout of the canal is recorded with incredible detail – even the surveyor’s notes and measurements in pencil and ink are visible. Remnants of the first Welland Canal are noted where appropriate. But the maps go much further to document some local businesses, homes, landmarks, property owners, and streets. These maps are not only a

St. Catharines and Locks 3 and 4

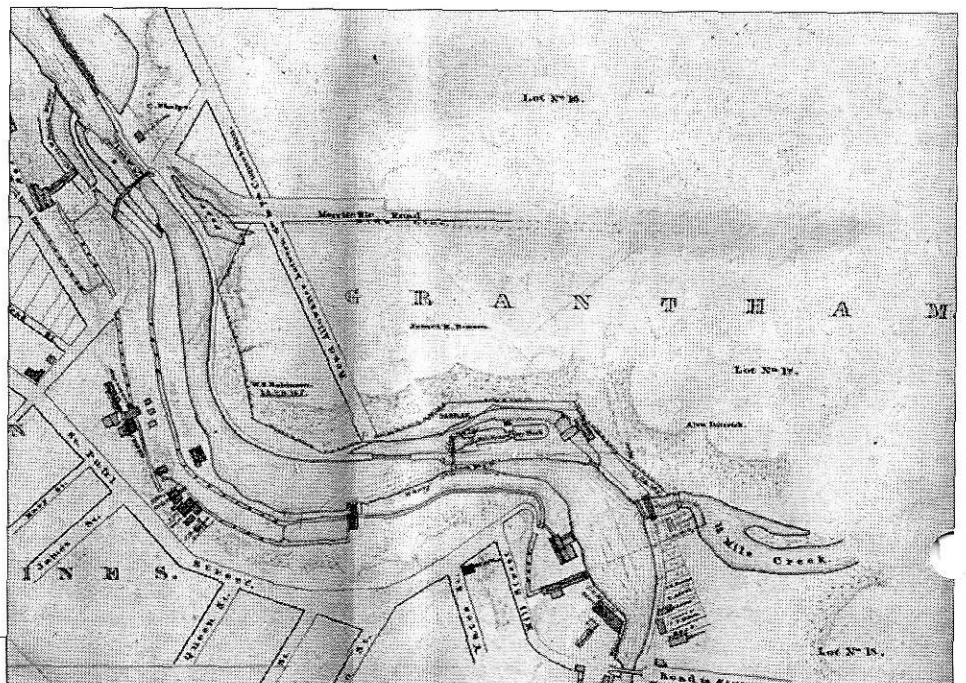


Thorold, Locks 23, 24, and 25

boon to canal enthusiasts but are a great resource for historians, genealogists, local governments, and students.

The Welland Canal maps have been mounted onto a digital cultural content portal called OurOntario.ca. [OurOntario](http://OurOntario.ca) is designed as a one stop site where digitized materials from all over Ontario can be viewed by researchers anytime. The [OurOntario](http://OurOntario.ca) website has a number of features to help visitors utilize the records. You can conduct simple and advanced text searches based on the data supplied about the historical records or you can browse images by subject matter. For image viewing, we took

advantage of a special zooming feature built into the website. By clicking on “Full Image,” you can magnify any part of the maps to see the finer details of the originals. The website also links to Google Maps which displays modern views of the maps either as a satellite image, road map or a hybrid of both. This Google Maps feature seems to work best with Firefox web browsing software rather than Internet Explorer. Both browsers, however, do work. If you know an individual who would be interested in any or all of the maps, you can make them aware of the website by sending



Playful Reproached Slaver

Bill and Nancy Trout report that they have been browsing through a little leather-bound book they found in a book shop. Entitled *The Robinson Telegraphic Cipher, Compiled for the Commission Trade*, by S. L. (Steven Lynn) Robinson, Chicago, 1886, the book lists hundreds of words in alphabetical order. Each word stands for some phrase, from ARMY, meaning "Choice Sweet Pickle Hams" to UNSEEN: "Dressed Hogs arriving are in good condition" and SHELTERED: "Have you executed our order?"

So if you ever receive a telegram like "PLAYFUL REPROACHED SLAVER," this book might have the translation. There's not much here about canals, but we pulled together the following likely exchange:

PLAYFUL REPROACHED SLAVER: "Market is cornered. Buy a large cargo. Ship by vessel that does not lighter through the Welland Canal."

ROUGHLY PLUNGE SPLINT: "We are trying to buy. Canadians buying largely causes the advance. Vessels are scarce and firmly held."

REPROACHING SLEEPING: "Buy when cheap lots offer. Ship before close of navigation."

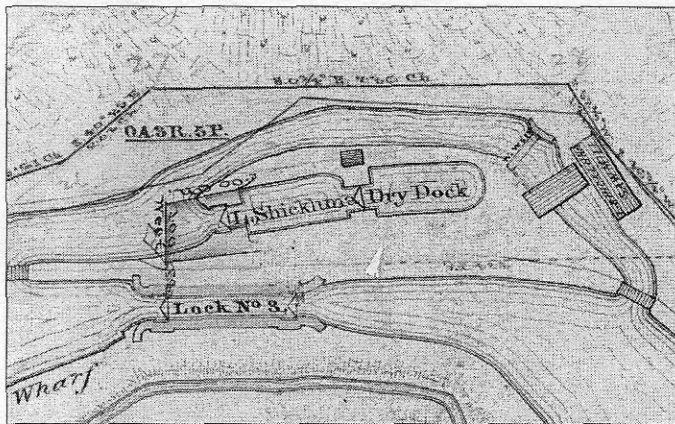
RIGGING SPASMODIC SPITEFUL SPLASHING: "Have bought for your account. Have been delayed in shipping by unfavorable weather. Cannot ship by vessel that does not lighter through the Welland Canal. The prospect for getting through promptly is unfavorable."

SHEARS SLUGGISH: "All previous orders are hereby countermanded. Hold for shipment on opening of navigation."

SHOWING: "It is not satisfactory."

SHINE: "Do the best you can."

When this edition was published in 1886, the third Welland Canal (1887-1931) was under construction, to make it possible for more vessels to go through without lightering (partially unloading). Jim Reeds' website on telegraphic ciphers (www.dtc.umn.edu/~reedsj/codebooks.html) explains that the code words in published books were not for secrecy, but to greatly reduce the number of words and therefore the cost at the telegraph office; and that such books go back to 1845. Did any early telegraphic code books have more details about canals, such as "Deliver 20 barrels of flour by canal to Albany?"



St. Catharines detail—Shickluna Dry Dock

them an electronic postcard featuring the maps.

OurOntario takes the user experience one step further. It allows you to be an active contributor to the presented history. If you have particular insights into a feature on a map, you can add a

comment for future users to read, learn from and explore further. You can even create and submit an essay (complete with photos) that can be linked to the map collection. To spark a historical dialogue, we have included one or more "Mystery Questions" to accompany each map. It would be great to have these questions answered and to see new questions posed. Whatever interests you about these maps is up for discussion.

We hope that making these maps accessible on the web

assists you in your historical research. Please let us know what you think about the website and feel free to comment on the maps as much as you wish. The more participation and feedback that we see, the more we will be inspired to add more digital content to this website. Our collection of records featuring various elements of the history of the Niagara Peninsula is vast. To the best of our abilities, we want to share this history with the greater community. Please contact me at dsharron@brock.ca with any questions or comments.

Enjoy the maps!

QUESTION OF THE DAY

For this column, we invite readers to submit questions in the hope that some of our distinguished readers will respond with answers to be shared in the next issue.

Also, please send in your answers to the Question of the Day.

Our first question (a two-parter) was submitted by Director Bill Gerber:

What were the reasons that canal builders switched their towpaths from one side of the canal to the other? Other than the use of a "bridge and cloverleaf," what other means did they use to accomplish this task?

I've found that the builders of the Middlesex Canal switched sides three times, and I am trying to figure why they did so. It appears that they did so on bridges, but none are shown in a canal survey I have. What other means, if any, might they have used? (I'm aware of the use of cantilevered bridges at some places in England, but feel these were beyond the means of this canal, both technologically and financially.) Are any of you aware of a simple diagram of the "bridge and cloverleaf" and/or any other means for switching the towpath, preferably available for use in an article for publication? If so, where can I obtain a copy of the diagram? All input is appreciated. Thanks. Bill Gerber

Please submit answers to:
American Canals, c/o Linda
Barth, 214 North Bridge Street,
Somerville, NJ 08876;
barths@att.net

EMAIL LIST BEING DEVELOPED

Often, announcements or questions come up between issues of *American Canals* and there is no effective way to share the information with our membership.

We would like to create a list of email addresses so that we can send occasional messages to those members who have access to email.

We would never share those addresses with outside groups, nor would we deluge our members with frequent messages.

If you would care to share your address for a membership list, please email Linda Barth, (barths@att.net) editor of *American Canals*, and she will add your address to the list.

Thanks.



CANAL TIDBITS

In August, the C&O Canal Association presented to the Community Foundation of Frederick County contributions in excess of \$38,000 to aid in the restoration of the Catocin Aqueduct near Lander, Maryland.

The donations honor the late Congressman Gilbert Gude, an outstanding leader in the preservation of the C&O Canal and the Potomac River.

Help update information about food, lodging, and services by visiting the C&O Canal section of James Menzies' most excellent website,

www.bikewashington.org. Use the email link there to correct or add to the data provided in his mile-by-mile guide and send a copy of your message to inquiries@candocanal.org.

The updated guide will help canal park visitors and may eventually serve as a data source for a new edition of C&OCA's former Food & Lodging Guide.

Members of the Australian Canal Society continued a tradition this summer in England. While aboard the canalboat *Florence Edith*, they became the 9th ACS-associated crew to moor in front of the Blue Lias pub in Stockton. The 7th Gathering of the Overseas Friends of the ACS occurred under sunny skies, with 51 people attending. If you wish to join in the fun, the next gathering will be held on July 12, 2009 at the Blue Lias.

Nearly thirty members of the Canal Society of New Jersey enjoyed four beautiful days of touring the canals of New York State.

Led by Jakob Franke, the group cruised on the Champlain and Erie canals. Other stops included the Glens Falls Feeder, D&H outlet lock on the Rondout Creek; a lock powerhouse on the Champlain Canal; the Black River Canal, the Chenango Canal, Waterford, and High Falls.

Congratulations to the Canadian Canal Society, which celebrated its 25th anniversary this past spring. The founding meeting was held at the Dalhousie House in Port Dalhousie on May 1, 1982.

You can visit the CCS's website at www.canadiancanalsociety.org.

MARK YOUR CALENDAR!

World Canals Conference 2008

September 15 – 17, 2008

Rideau Canal

World Heritage Site and National Historic Site of Canada

Kingston, Ontario, Canada

We invite you to attend the World Canals Conference 2008 being 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. It is celebrating its 175th anniversary of continuous operation with many special events throughout 2007. It has been designated a World Heritage Site by UNESCO.



Jones Falls on the Rideau Canal, Ontario, Canada

Simon Lunn, 2005, Parks Canada

CANALENDER

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.

December 1— C&O Canal Association Frostbite Hike in the District of Columbia, from Fletcher's Cove (mile 3.2) to Georgetown, starting at 10:30 a.m. Contact Carl Linden, 301-229-2398.

December 8-9—Wabash & Erie Canal Association's famous Old Fashioned Christmas in Canal Park in Delphi, Indiana. All the buildings in the Canal Park are

decorated for the season. HOT apple dumplings with ice cream, arts and crafts, and music. Last year was the best ever and we will do even better this year.

December 31— C&O Canal Association New Year's Eve Hike. Meet at 2 p.m. at White's Ferry, Maryland (mile 35.5). Contact Pat White 301-977-5628 or hikemaster@candocanal.org.

January 1, 2008— The C&O Canal Association has scheduled two New Year's Day hikes. One will start at 10:30 a.m. at White's Ferry, Maryland (mile 35.5): contact Pat White, (301-977-5628 or hikemaster@candocanal.org). The other will start at the NPS Visitor Center near the canal's western terminus in Cumberland, Maryland. Meet at 10:30 a.m. by the mule statue. Contact Mary Huebner, 301-777-0545.

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

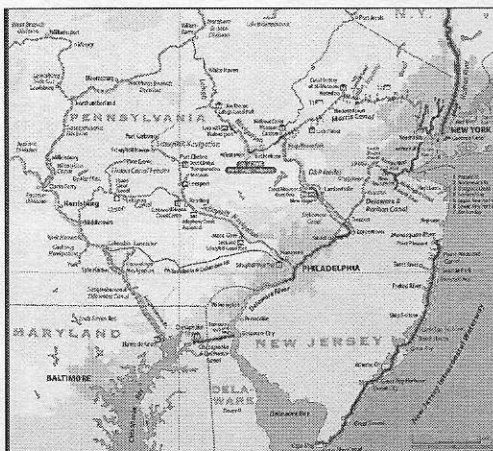
NORTH AMERICAN WATERWAYS MAP

Produced by David Edwards May, of Euromapping, this four-color map of North American waterways is a must for boaters and canal enthusiasts.

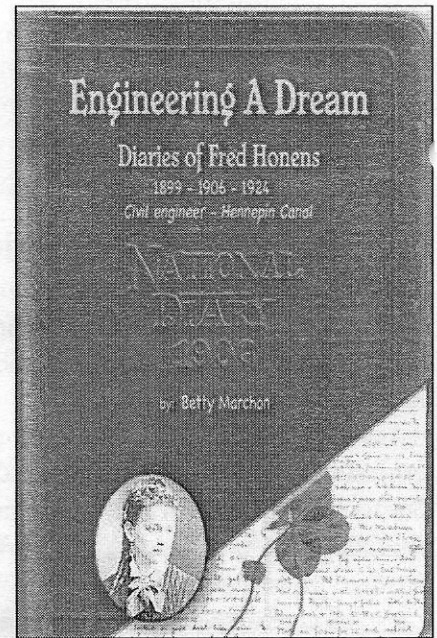
As this inset from the New York/New Jersey/Pennsylvania area illustrates, the map shows in great detail every canal, river, lock, and dam in North America.

A 48-page booklet, included with each map, provides historical and background information on every waterway.

Order your copy today for \$26



plus tax and shipping. Contact ACS Director Bob Barth at 908-722-7428 or barths@att.net.



ENGINEERING A DREAM: The Diaries of Fred Honens

by Betty Marchon

This biographical history provides a very personal glimpse into the life of a Hennepin Canal civil engineer. It will put a name and a story to a number of the pictures displayed at the Hennepin Canal State Park, as Fred took many of these shots.

Decide for yourself just how much your life differs from life 100 years ago. You will smile and chuckle many times and finish with a deep appreciation for the life and times of a very ordinary yet very special American.

The Hennepin Canal roughly follows Route I-80 from Hennepin, on the Illinois River, to Rock Island, on the Mississippi. The feeder provides all the water for the canal and runs from the Rock River at Sterling Rock Falls to the main canal at Sheffield.

Did you notice our new masthead? Thanks so much to Director Carroll Gantz for the refreshing new design.