



# AmericanCanals

Bulletin of the American Canal Society

[www.AmericanCanals.org](http://www.AmericanCanals.org)

Vol. XLI No. 1

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2012

## From the President

By David G. Barber

I have just returned from 2½ weeks in the United Kingdom during which my wife and I spent two weeks boating on the Llangollen Canal and the northern end of the Shropshire Union Canal in England and Wales. The Llangollen is considered the UK's most popular canal and the upstream end includes such features as the Chirk Aqueduct and Tunnel and the awesome Pontcysyllte Aqueduct. The final approach into Llangollen itself is a very narrow waterway cut high on a hillside. Very impressive original and recent engineering abounds.

The rest of the route between Ellesmere and Ellesmere Port is, however, quite different, passing through a generally flat terrain of farm fields and woods. While this area cannot be compared to the narrow valley of say the Delaware Division Canal in Pennsylvania, I could not help but think how it would resemble much of the Ohio and Erie and Miami and Erie Canals in Ohio if only they had water and were navigable. While the Llangollen Canal is a "narrow" canal with locks 70' x 7', the northern Shropshire Union Canal is a "wide" canal with locks 70' x 15'. Those compare very closely with Ohio's 90' x 15' locks.

We were in the UK in September, which is not the "high" season. Yet, the number of rental and private boats moving was very impressive. Equally impressive is the number and value of the private narrowboats moored in the several marinas we passed. The volume of



Remains of the concrete lock at Bucks Mill, Minnesota. See story, p. 5.

extra business in canalside pubs and shops must be significant.

Why can't this type of commerce be happening in St. Marys, Delphos, Defiance, Massillon, or Navarre, Ohio? Why not in Bristol, Reigelsville, or Freemansburg, PA? There is nothing really different between UK and US canals except that the former have been preserved and people are restoring and using them, and we aren't. While I enjoy visiting the UK, I really hate the expense and jet lag of a 6½-hour flight just so I can go canal boating. When we talk of stimulus grants and "shovel ready" projects, why can't we have a few canal items in the queue?

On a different subject, I want

(continued on page 23)

## INSIDE

**ACS-CCS Canals Conference, Hamilton, Ontario, p. 3**

**Further Adventures of the Dragonfly, 4-6.**

**National Canal Museum, p. 5  
Dunton Locks, p. 6-8**

**Tracing the Roots of Inland Waterway Songs, P. 9-17**

**Erie Canalway signage, p. 17**

**Paw Paw Tunnel, Catoctin Aqueduct events, p. 18**

**An Interesting Approach, p. 19**

**Riverbank Towpaths, p. 20**

**Book Review, p. 21**

**Canalendar, p. 22**

# American Canals

BULLETIN OF THE  
AMERICAN CANAL SOCIETY

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

[www.americancanals.org](http://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](mailto:deruls@aol.com); 610-691-0956.

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](mailto: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  
©2012 by the American Canal Society.  
All rights reserved. Printed in the United  
States of America. ISSN 0740-588X.

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

**DEADLINE:** Material for our next issue  
must be on the editor's desk no later than  
March 15, 2012. Send to Linda Barth,  
214 N. Bridge St., Somerville, NJ 08876;  
[barths@att.net](mailto: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.**

## Officers

**President:** David G. Barber, 16  
Ballou Road, Hopedale, MA 01747;  
508-478-4918; Director, Chair,  
American Canal Survey  
Committee, [dgarber@cs.com](mailto:dgarber@cs.com)  
**Vice President:** William Gerber, 16  
Princess Ave., N. Chelmsford, MA  
01863; 978-251-4971(h) Director;  
[wegerber@gmail.com](mailto:wegerber@gmail.com)

**Vice President:** Michael E.  
Morthorst, 6914 Ohio Ave.,  
Cincinnati, OH, 45236; 513-791-  
6481; Director; [gongoozler@fuse.net](mailto:gongoozler@fuse.net)  
**Secretary:** David M. Johnson, 9211  
Wadsworth Drive, Bethesda, MD  
20817; 301-530-7473; Director;  
Member Canal Liaison Committee  
**Membership Secretary/Treasurer:**  
Charles Derr, 117 Main Street,  
Freemansburg, PA 18017; Director;  
Member Canal Egr, Operations &  
Maintenance Comm, 610-691-0956;  
[deruls@aol.com](mailto:deruls@aol.com)

## Directors:

**Paul Bartzczak**, 9954 New Oregon Rd,  
Eden, NY 14057; 716-992-9069;  
[pjBartzczak@earthlink.net](mailto:pjBartzczak@earthlink.net)  
**Linda J. Barth**, 214 N. Bridge St.,  
Somerville, NJ 08876; 908-722-  
7428; Editor, *American Canals*;  
[barths@att.net](mailto:barths@att.net)  
**Robert H. Barth**, 214 N. Bridge St.,  
Somerville, NJ 08876; 908-722-  
7428; Chairman ACS Sales  
Committee; [barths@att.net](mailto:barths@att.net)  
**Carroll Gantz**, 817 Treeloft Trace,  
Seabrook Island, SC 29455-6116;  
843-768-3780; Chairman, Canal Boat  
Committee; [carrgantz@bellsouth.net](mailto:carrgantz@bellsouth.net)  
**George Hume**, #513 – 39 Parliament  
Street, Toronto, Ontario, Canada  
M5A 4R2; 416-214-9331;  
[george.hume@rogers.com](mailto:george.hume@rogers.com)  
**Keith W. Kroon**, 2240 Ridgeway  
Ave., Rochester, NY 14626; 585-225-  
-0688; [crowns2@aol.com](mailto:crowns2@aol.com)  
**John M. Lamb**, 1109 Garfield Street,  
Lockport, IL 60441; 815-838-7316;  
Chair, Canal Engineering, Mainte-  
nance & Operations Committee.  
**Abba G. Lichtenstein**, P.E., Dr. Eng.,  
4201 Cathedral Ave NW, Apt 615 W,  
Washington, DC 20016; 202-244-  
5355; [alich@aol.com](mailto:alich@aol.com); Member Canal  
Engineering, Design, & Maintenance

## Committee

**Dan McCain**, 3198 North, 700 West,  
Delphi, IN 46923; 765-564-6297;  
[mccain@carlnet.org](mailto:mccain@carlnet.org)  
**Lance Metz**, 37 West Street, Allentown,  
PA 18102; 610-434-8875  
**Robert Schmidt**, 5908 Chase Creek  
Court, Fort Wayne, IN 46804; 260-432-  
0279; Chairman Nominating  
Committee, Member Canal Engineering,  
Maintenance & Operations Committee;  
[indcanal@aol.com](mailto:indcanal@aol.com)  
**Robert Sears**, 248 Tower Drive, Toronto,  
ON M1R 3R1, Canada; Canada; 416-  
285-7254; [dawnofdestiny@sympatico.ca](mailto:dawnofdestiny@sympatico.ca)  
**Roger Squires**, 46 Elephant Lane, Roth-  
erithe, London SE16 4JD England; 020  
7232 0987; [rogersquires@btinternet.com](mailto:rogersquires@btinternet.com)  
**Roberta Styran**, #509 - 35 Towering  
Heights Boulevard, St Catharines,  
Ontario L2T 3G8 Canada; 905-684-  
4882; [rstyran@becon.org](mailto:rstyran@becon.org)  
**William Trout III**, 417 Phillips Street,  
Edenton NC 27932; 252-482-5946;  
[Bill@vacanals.org](mailto:Bill@vacanals.org)  
**Larry Turner**, 15091 Portage Street, Lot  
# 34, Doylestown, Oh 44230; 330-658-  
8344; [towpathturner@aol.com](mailto:towpathturner@aol.com);  
**Terry K. Woods**, 6939 Eastham Circle,  
Canton OH 44708; 330-832-4621; Chair,  
Publications, Publicity Committee, Parks  
Committee, Member Canal Archaeology  
Committee, Canal Boat Committee,  
Canal Engineering, Maintenance &  
Operations Committee;  
[woodscanalone@aol.com](mailto:woodscanalone@aol.com)

## Director Emeritus

**William J. McKelvey**, 103 Dogwood  
Drive, Berkeley Heights, NJ 07922;  
[wjmckelvey@hotmail.com](mailto:wjmckelvey@hotmail.com); 908-464-  
9335

**Arthur W. Sweeton III**, P.O. Box 158,  
6 Humphrey Road, Canton Center, CT  
06020-0158; 860-693-4027

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

## Committees:

**ACS Sales**, Robert Barth, chair  
**Canal Archaeology**, Mark Newell,  
chair, Georgia Archaeological Insti-  
tute, PO Box 984, Augusta, GA 30901  
**Canal Boat**, Carroll Gantz, chair,  
Canal Boat Committee  
**Canal Engineering, Maintenance, &  
Operations**, Terry Woods, chair  
**Canal Parks**, Terry K. Woods, chair  
**Historic American Canals Survey**,  
David G. Barber, chair

**CANADIAN AND AMERICAN CANALS AND WATERWAYS  
CONFERENCE—JUNE 24, 2012  
CANAL SOCIETY OF NEW YORK STATE FIELD TRIP—JUNE 23, 2012**



The conference, sponsored by the American Canal Society, will be held in Hamilton, Ontario, Canada. It will be based at Mohawk College and will be held on Sunday, June 24, 2012.

The program, which is still being developed, will look at the past, present, and future of the Canadian and American experience of canals and waterways.

On Saturday, June 23, the Canal Society of New York State will hold its Spring Field Trip, featuring a luncheon cruise to explore the Hamilton Harbour which celebrates its 100<sup>th</sup> anniversary. In addition, the tour will explore the Desjardins Canal, the Burlington Canal and Lighthouse, the Hamilton Museum of Steam and Technology, and Dundurn Castle. After the cruise, participants may tour the HMCS (Her Majesty's Canadian Ship) Haida, the only surviving Tribal Class Destroyer, from World War II, OR take a trolley trip to explore the site of the Desjardins Canal Cut and the train disaster that occurred there.

The Saturday evening speaker will be James Elliott, author of *Strange Fatality, the Battle of Stoney Creek, 1813*. His presentation, "The Yanks Weren't Playing Catch and Release," will discuss how the Americans' best chance of conquering Upper

Canada during the War of 1812 foundered at Stoney Creek. As 2012 marks the bicentennial of the war, this is a very timely topic. Mr. Elliott has won numerous awards for his book, which has been described by War of 1812 scholar John C Fredriksen as, "A ripping good yarn, engagingly written and well-researched." James will be available to lead a battlefield tour at Stoney Creek on Sunday.

American Civil War buffs are not to feel left out. On Sunday, Robin McKee will lead a cemetery tour of the Hamilton Cemetery and tell the story of some of the Canadians who served on both sides. Learn about William Winer Cooke, who served with George Armstrong Custer during the Civil War and died with him at the Battle of the Little Big Horn.

Extend your stay for a day or two and explore the Greater Hamilton Area and the Niagara Peninsula. There are numerous War of 1812 sites to visit. Hamilton is the world capital of waterfalls with over 100. The Royal Botanical Gardens are nearby and the Roses should be at their peak. Aviation enthusiasts should not miss a visit to the Canadian Warplane Heritage Museum. For more information about Hamilton, please visit [www.tourismhamilton.com](http://www.tourismhamilton.com).

Registration information for the conference and field trip can be found at the Canadian Canal Society website, [www.canadiancanalsociety.org](http://www.canadiancanalsociety.org), under "Events."

Come for the canals and networking, stay for the adventure.

Bob Sears  
Tour-Conference Co-ordinator  
Canal Society of New York State  
American Canal Society  
Canadian Canal Society  
[dawnofdestiny@sympatico.ca](mailto:dawnofdestiny@sympatico.ca)  
home/cell 416-285-7254



Light station, Burlington Canal



Eureka lift bridge 7/11/09 photo by Dave Barber

## Rebuilding Eureka Lock

By Dave Barber

As reported earlier, the Berlin Boat Club in Berlin, Wisconsin has been hard at work on the restoration of the Eureka Lock. This is the first lock on the upper Fox River above Lake Winnebago, and its restoration will restore navigation between the lake and dock facilities on the downstream side of Berlin. They claim that they are the only club in the United States which operates and maintains a lock system. After much organizing and fundraising, as well as enduring high water in the river, the boat club succeeded in dewatering the lock this fall to allow a contractor to clean the lock and replace the gates. The gates are like those on the lower Fox River, but

are unusual as they are vertical stacks of timbers held together by vertical rods and cross bracing. More typical gates elsewhere are of a frame construction with sheathing on the wetted side. In addition, the operating rods and gate capstans were rebuilt by the club. The contractor completed his work just before Christmas and the stop logs were removed on December 30th. The lock is now ready for operation when spring arrives. So in spring, the Berlin Boat Club plans a grand reopening celebration. They also plan to compile a DVD of photos and history of the project. Further



The rebuilt lower gates 12/20/11 photo by Ed Kirchhoff

history and photos are currently on the Berlin Boat Club web site, [berlinboatclub.com](http://berlinboatclub.com). The next challenge on the upper Fox River is the Eureka Lift Bridge, which is downstream of the lock. This is a rolling lift bridge which has been out of service while the lock has been non-operational. The government wants to replace the lift bridge with a fixed bridge, one foot higher in clearance than the lift bridge in



The rebuilt lock with the stop logs still in place 12/24/11 photo by Ed Kirchhoff

its closed position. But, that is about 2 feet 4 inches lower than the fixed bridge downstream at Omro, WI. That would make the new bridge the ruling clearance on the river up to Berlin. The boat club and the city of Berlin are contesting that restriction.



The rebuilt lock with the stop logs removed and Berlin Boat Club commodore Ed Kirchoff 12/30/11 photo by Dick Schramer

## NATIONAL CANAL MUSEUM TO LEAVE DOWNTOWN EASTON AFTER 15 YEARS

[www.lehighvalleylive.com](http://www.lehighvalleylive.com), January 1, 2012 - By **Joseph P. Owens** | **The Express-Times**

The National Canal Museum is vacating its home of 15 years at Two Rivers Landing in downtown Easton, leaving museum leaders unclear about the immediate future. The Centre Square location it has shared with what was originally known as The Crayola Factory will be the exclusive home of The Crayola Experience, officials said.

Museum Executive Director Tom Stoneback and board member Ken Vance said their organization was notified the lease agreement would be terminated. Exhibits and offices are moving this week. Two Rivers Landing was a partnership among Crayola, the museum, and the city in the building owned by the Easton Redevelopment Authority and leased by the Greater Easton Development Partnership. Stoneback said the museum will move its offices and exhibits to the Emrick Technology Center in the city's Hugh Moore Park. Two of five full-time employees will lose jobs, he said. "My job for the museum is to find a safe landing -- it's that simple," Stoneback said. Stoneback said the museum -- featuring galleries with hands-on educational exhibits -- typically is closed the first two weeks of the year. He said the soonest he would expect the museum to open at the Emrick building is near the end of April, when canal boat trips resume.

"We have to set up our office and figure out where we go from there," said Vance, a member of the board's executive committee. "We're in the process of moving." Mayor Sal Panto said Crayola has lost as much as \$7 million in its 15 years operating the attraction in Centre Square. Vicky Lozano, vice president of corporate strategy for Crayola, said "We'd like to invest in the location and make it a better destination," she said. "It is true we want to make it financially viable so we can continue to make an investment in the community."

Since its opening in 1996, Two Rivers Landing has been credited with bringing 300,000 visitors per year to Downtown Easton. "We think we can bring even more people," Lozano said. Stoneback said although the nonprofit museum has been in the black the last few years, it also has been affected by a down economy. The move from Two Rivers Landing creates a financial shortfall for the museum, which made money through ticket revenue. "We're regenerating the organization," Stoneback said. "We have to figure a new way to balance the books and run a sustainable business."

Stoneback said the canal museum has generated nearly \$2 million over the last 15 years because of its association with Crayola. "You've got to do the greatest good for the greatest number of people," he said. "Crayola wants to be solo and this community certainly needs Crayola." Panto said he hopes negotiations involving the city, Crayola and McDonald's are concluded this month. He also said the city wants to help the canal museum.

## THE FURTHER ADVENTURES OF *DRAGONFLY*

**March 6**—If you're a regular visitor to [www.slowboatcruise.com](http://www.slowboatcruise.com), you know *Dragonfly* is a canal boat, and her home port is the Erie Canal. We've gotten quite interested in canals. In fact, one of our mottos (right after "High Five! We didn't sink the boat today) is: "We never miss a canal." We're still in Charleston, and we took a side trip (by rental car) about 30 miles north of the city, to see a canal that's EVEN OLDER than the Erie Canal. It's called the Santee Canal, and though it no longer operates, a segment of the original "ditch" is protected in a charming park. We roamed the overgrown banks in the sunshine, imagining canal boats laden with cotton slipping past the alligators and spotted turtles.

Historians call the Santee "America's first summit canal." Oh, those historians. There's always a qualifier. Some canals merely take your boat on a detour around rapids or a dam. A true "summit canal" connects two rivers, which by definition are in different watersheds, which means the canal must take you up and over the summit that separates the watersheds. (The actual summit may consist of quite a small change in elevation).

The route for the Santee Canal was surveyed in 1773, before America was officially a nation! No less a personage than George Washington was a fan, saying, "it gives me great pleasure to find a spirit of inland navigation prevailing so generously."

The Santee opened in 1800, connecting the Santee and Cooper rivers, giving citizens in Columbia, SC, (the new state capital) a convenient water route to Charleston.

The Santee was just 22 miles long and had just 10 locks. It was built with slave labor, and though there was a towpath, usually slaves (not mules) propelled the canal boats, poling them along. This canal, alas, was abandoned after 1865, so we were unable to cruise it.

The canal park visitor center shows a lugubrious movie about the canal designer, Col. Christian Senf, a micromanager who racked up huge cost overruns. The canal company got permission to hold a lottery in 1795 to help fund construction (first prize, \$5,000, quite a sum at the time). But the stockholders never realized a return on their investment.

One thing the Cap'n particularly liked about the visitor center was the entranceway (see photo right) which is designed to look like the inside of a lock. (That's one of the lock gates Cap is perusing). As you know, once this trip is over, Cap plans to build his very own personal lock, in which to keep *Dragonfly*. So he took lots of construction notes.

**March 8**—We're still in Charleston. The new flex coupler has been installed and the propeller turns without a wobble! Thanks, Mid-Lakes!

Cap still needs to reinstall the electric motor. But we dragged him out of the engine room long enough to tour the aircraft carrier *Yorktown*. The experience just made Cap hideously jealous, since the *Yorktown* (which, like us, is a large, steel-hulled vessel) has its very own helicopter. On the other hand, Cap notes, he has more navigational capability in his iPhone than the *Yorktown* could muster during its entire tour of operations during World War II. So Cap wasn't completely crushed by the carrier's superior copter capacity.

**March 12**—*This is a guest blog from Cap'n Bill.* We had limited experience with anchors before we set out on this trip. OK, the rowboat at the family camp, up on the lake, had an anchor--specifically, a rock tied to a rope. You lowered it over the side in shallow water to keep the boat still so you could fish. A rock-on-a-rope is a simple system. You won't find any "how-to" books or boating websites or weekend classes that teach you how to use it.



Granted, a rock anchor is useless in a gale. But you probably don't want to fish from a rowboat in a gale.

Until two nights ago, I thought an anchor functioned to keep you in one place; I thought the only real consideration was where to drop it. That's how our rock-on-a-rope works. It's how a nail-in-a-wall works, or any number of other real-world "anchors."

Then we anchored Wednesday night in Minim Creek, a narrow tidal river. Minim Creek is a quiet spot, at least, it's quiet for a few minutes, four times a day. The rest of the time, millions of gallons of seawater flow one way or the other, pulled by the moon. Placing our anchors (we used two) for the night and retrieving them the next morning turned out to be an (ahem) educational adventure. We chose an anchorage on the lee side of a low, muddy island that supported a few scrawny trees; we figured they would protect us from the 20-30 mph winds forecast for later in the night. We tried to anchor fore-and-aft (one anchor at the bow of the boat, another at the stern, bow pointed into the wind) but the current was so strong, we couldn't get properly oriented. Finally we dropped two anchors off the bow, separated by about 100

feet. The current pushed the boat downstream from both anchors, and it settled at the point of the “vee,” at a comfortable angle. The boat felt as stable as if it were tied to a dock on a calm day. We knew that when the tide changed, the river would change direction, and our boat would move with the current. We went to bed feeling smug.

At 3:40 a.m., we felt an unexpected change in the movement of the boat. It was rocking from side to side—rocking hard! We put on our storm gear and headed outside to see what was going on. The boat had changed position. The wind was howling up from the south; the current was piling into the creek from the north, and our boat was lying crosswise, at a 90-degree angle to both wind and current, and rocking in the waves kicked up by the wind. We were in a protected spot, so the wind-driven waves weren’t a hazard. But they were big enough to make us uncomfortable. Fortunately, the dynamics were short-lived. Soon, the wind and the water calmed, and we were left to wonder what we could have done differently. We did take away one lesson: *An anchor doesn’t hold you in one place. When it’s working properly, an anchor lets the boat move.*

If we’d anchored properly, the boat would have moved into a position that was stable. In the morning, with scant hours of sleep under our belts, we started to weigh anchor. But we made an unpleasant discovery. To pull up an anchor, you drive the boat forward till you’re directly over it. With the tension on the line released, the anchor should come up easily. But our anchors were so far apart from each other that, with our boat in its new position, shortening one anchor line didn’t provide enough slack to move up over the other anchor. I set to work, busily engaged in directing Cynthia at the throttle to move the boat from side to side, while I did lots of pointless hauling on lines. I was turning red-faced with

the effort of trying make the 14-ton boat move against the current. Eventually, Cynthia suggested splicing an extra line onto one of the anchor lines. That allowed me to pay out enough line that the boat could ride up over one anchor, and we could pluck it from the bottom. We ran back and plucked up the second anchor. Well done, mate. The bottom line: Releasing an anchor—when there are two of them and the tide is running—is way more complicated than you might think. Lesson two: *When the tide is running, weighing anchor requires more brains than muscles.*

**March 27**—Today we travelled from Elizabeth City along the Pasquatank River till it became the Great Dismal Swamp Canal. We’ve been looking forward to this leg of the trip for a while. Heck, just saying the name is fun. Try it: “Great Dismal Swamp.” There, don’t you feel better as you contemplate those piles of snow?

The Great Dismal Swamp Canal predates the Erie Canal by a good bit. George Washington was strongly in favor of this one, which gave merchant boats a shortcut from North Carolina’s (dreaded) Albemarle Sound up to Norfolk and ports on the Chesapeake.

Construction started in 1793. Much of the work was done by

slaves, released from their plantation jobs in the off season. The first boat to float a portion of the canal, in 1805, was a “shingle flat” (which sounds exotic but is simply a flat-bottomed barge loaded with roofing shingles—a popular export product of the region, made from rot-resistant native cypress trees.) The 22-mile-long canal was completed in 1814, after the British coastal blockade during the War of 1812 made the gum-mint sit up and take notice how handy the shortcut would be. Interesting additional facts: The Great Dismal Swamp was a stop on the Underground Railroad. The poet Henry Wadsworth Longfellow wrote a poem about “the slave in the dismal swamp.” Abolitionist writer Harriet Beecher Stowe set her lesser-known novel, *Dred*, in the swamp. The Great Dismal Swamp has a visitor center, where happy boaters (like us) can tie up for free. The scenery is not exactly dismal: Today was sunny, the bald eagles were common as crows, and the shadblow was bursting into bloom and showering us with white petals like snow, only somewhat less cold.

There WAS a cold wind, and we wore three layers of fleece under our windbreakers (not to mention the infamous zebra-striped leggings). I know, I know, we can’t complain. We’re not shoveling snow.

As for WHY such a pretty place is



A gondola across the Intracoastal Waterway near Hilton Head, SC



called the Great Dismal, we got this answer from George Ramsey, a local authority on the swamp who greeted us personally at the lock at South Mills. Long ago, people referred to ALL swamps as "dismals." This one was particularly large, hence "Great Dismal." And after a time, as language changed, folks could no longer be counted on to know that "dismal" equals "swamp," so the Department of Redundancies Department made it "The Great Dismal Swamp."

As we floated today past bald-cypress trees pushing out their feathery, kelly-green leaves, we could hear the warblers singing in the tree-tops. We wanted to sing too.

**March 29**—We're safely docked in Portsmouth, VA, and we feel right at home--this city has electric buses!

Over the next two weeks, we'll be working our way north up the Chesapeake, with stops in Hampton, Annapolis, St. Michael's and other ports. Looking forward to greeting visitors.

Our final miles on the Great Dismal Swamp Canal were also our final miles on the Atlantic Intracoastal Waterway. The trip wrapped up with a literal blast: At the canal's Deep Creek Lock, we met the self-described "world's best conch player," Robert Peet (see photo left).

Some background here: Back in the 1800s, before airhorns or VHF radios were invented, canal boaters and locktenders used conch shells to communicate with one another. By blowing into a hole at the tip of the shell, you can make a sound as loud--and as musical--as any trumpet.

**April 25**—Wheee! This was the scene Wednesday on the Chesapeake and Delaware Canal. The tide was coming in and we zoomed along at a bracing 8 mph! Free ride!

You know we never miss a canal. And this is a VERY cool one! Nearly 200 years old, and still one of the busiest in the world. It connects the Chesapeake Bay to the Delaware Bay, via the Delaware River.

**HISTORY:** Waaay back in the mid-1600s, a mapmaker from Bohemia noticed that if you cut a canal across the fourteen miles from Delaware City to Chesapeake City, you'd cut 300 miles off the sailing distance between Philly and Baltimore.

But you know how slowly governments move. Construction on the canal didn't start till 1804. The original canal had four locks. Teams of mules and horses towed vessels, Erie Canal-style.

In the early 1900s the canal was made deeper, making a direct sea-level connection and getting rid of the need for locks. That's why we're flying along: High tide on the Chesapeake is pushing us through!

**Remember that you can read the blog at [www.slowboatcruise.com](http://www.slowboatcruise.com).**

**Conclusion in the spring issue.**

Passage from Muskrat Lake into dry dock ▶

## DUNTON LOCKS

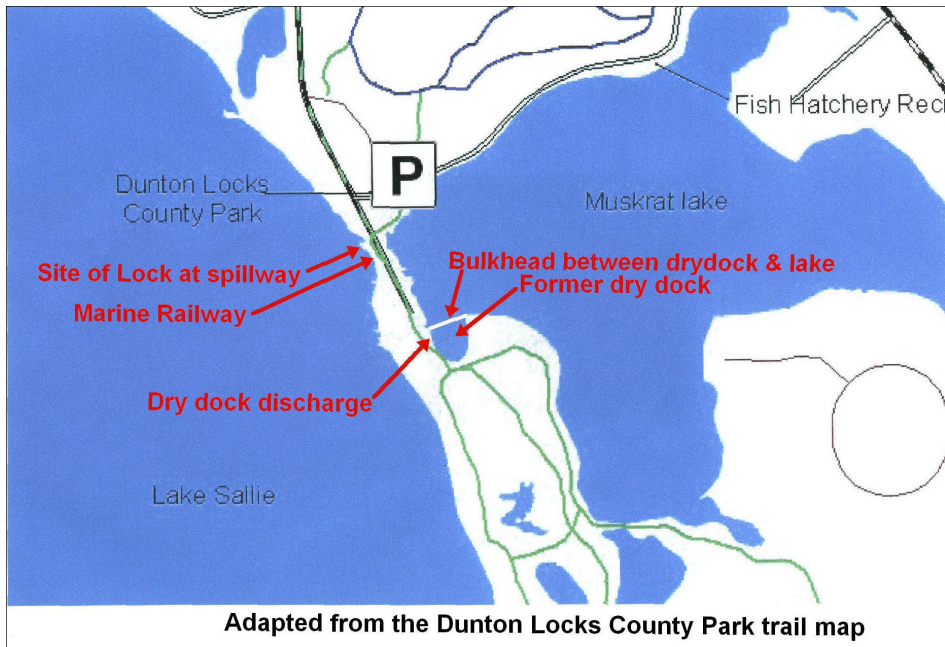
Story and photos by David G. Barber

The city of Detroit Lakes is in the northwest section of Minnesota. Originally a lumber center, it became a resort area in the Gilded Age of the late 19th and early 20th centuries. Located on the mainline of the Northern Pacific Railroad, now Burlington Northern Santa Fe, it is a station stop for Amtrak's Empire Builder and sees heavy freight traffic.

Detroit Lake is the upper lake in a series of lakes along the Pelican River. In 1881, the Detroit Lake and Pelican River Slack Water Navigation Company was incorporated to build a series of locks and dams downstream from Detroit Lake to Breckenridge on the Red River of the North. Nothing came of this company. In 1889, a more modest effort was made to connect Detroit Lake to Lake Sallie. The outlet of Detroit Lake was temporarily dammed and a channel was excavated in the dry to Muskrat Lake. On the far side of Muskrat Lake controlling works were installed along with a wooden lock with guillotine gates for the 5½-foot drop into Lake Sallie. This wooden lock was called Dunton Locks after its financier and allowed navigation from Detroit Lakes to Shoreham at the southern end of Lake Sallie.







head dams (which this never was), the collection of silt behind such dams (which would have been slight due to the settling action of Detroit Lake closely upstream), and the promotion of migration of aquatic species. The later is particularly interesting as about 100 feet away is a sign at the marine railway warning against the transfer of exotic aquatic life between water bodies. They don't mention that a rocky flume has lower maintenance than a spillway. There is plenty of space for both a rocky flume way and a lock. So, after 112 years, Dunton Locks Park no longer had a lock.

Mention is made on the interpretive signs that an arm of Muskrat Lake was used to store the steamboats of the navigation company in the dry during the winter. While not noted at its actual site, this dry dock, filled with water, lies a short distance beyond the marine railway. Here there is a dike between the main lake and the arm with an inlet and grooves for flash boards. The water itself is covered by lily pads making it less obvious. But the drain way to Lake Sallie also remains with flash boards and water flowing. Elsewhere on the

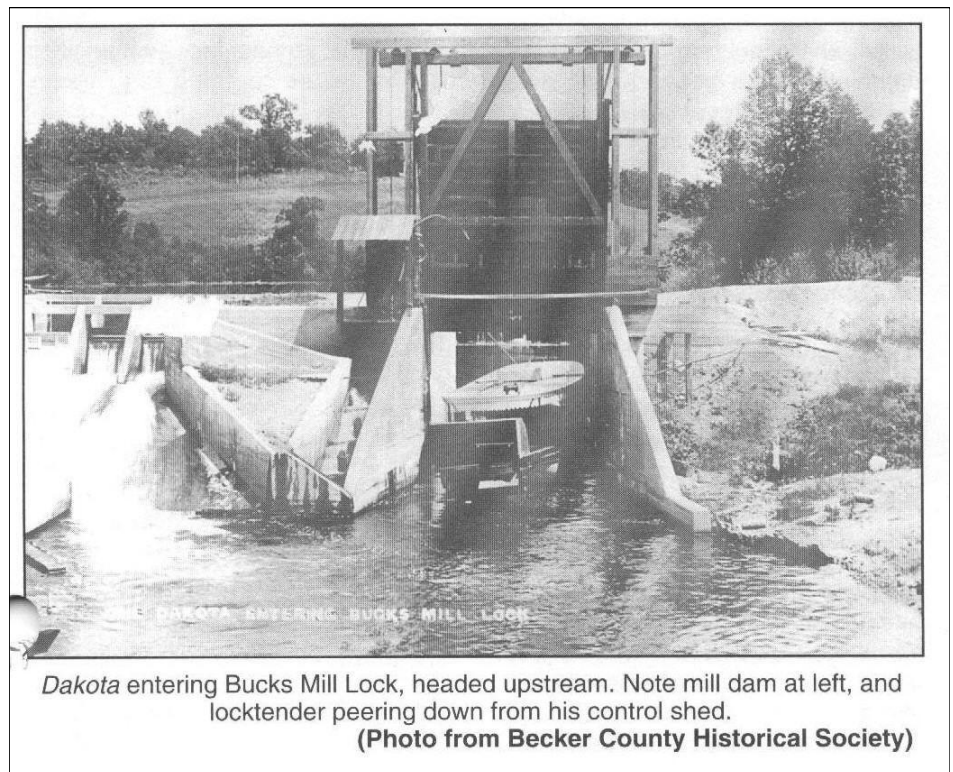
Later, the connecting channel between Lake Sallie and Lake Melissa was dredged which continued navigation on through that lake and Mill Pond to the dam at Bucks Mill. In 1908, a wood lock (Kingsbury Lock) with twelve-foot lift was installed at Bucks Mill, bringing navigation into Buck Lake and another in that lake's outlet (Johnson Lock) with three-foot lift continuing navigation into Little Pelican Lake and Pelican Lake. Both of these locks also had guillotine gates.

In the early 20th century, the coming of the automobile led to the decline and closing of the steamboat service before 1920. This led to the nonuse of the locks. In 1937, however, the WPA rebuilt both Dunton Lock and Kingsbury Lock and their associated dams in concrete. They were then turned over to the state for operation and maintenance, but were never operated. In 1947, the gates and other mechanisms were removed from Dunton Locks. In 1964, the lock was turned over to the city. When Bev Morant visited the site in 1974, only the concrete walls and the steel frames for the gates remained.

Around 1954, a local effort was organized to restore navigation, but this was unsuccessful. In 1988 a new effort began with the installation of a marine railway to parallel Dunton

Lock. The hope was to restore the lock and then move the railway to a site downstream as the next step; unfortunately, the lock was not restored, but the railway remains in use on summer weekends.

In 2001, after 64 years of government neglect, it was decided to "naturalize" the site. The historic lock and the parallel spillway were torn out and replaced by a boulder-filled flume way. The sign explaining this notes the danger of low





photos, but the bridge has been lowered and narrowed to a size only suitable for canoes. After the end of steam-boat navigation, a dam with a lock was apparently installed where the river flows into Lake Melissa. Evidence of this is unclear, but a dam is noted on the state fishing maps at this location and the Google Earth photo for 1991 shows what appears to be a lock. At Bucks Mill, the lower half of the concrete lock remains, but it has been disconnected from the dam, which now has a wider spillway. Johnson Lock was removed due to fear of flooding by area farmers. But, the culvert under the county road and the channel between Buck Lake and Little Pelican Lake appear to be used for boating.

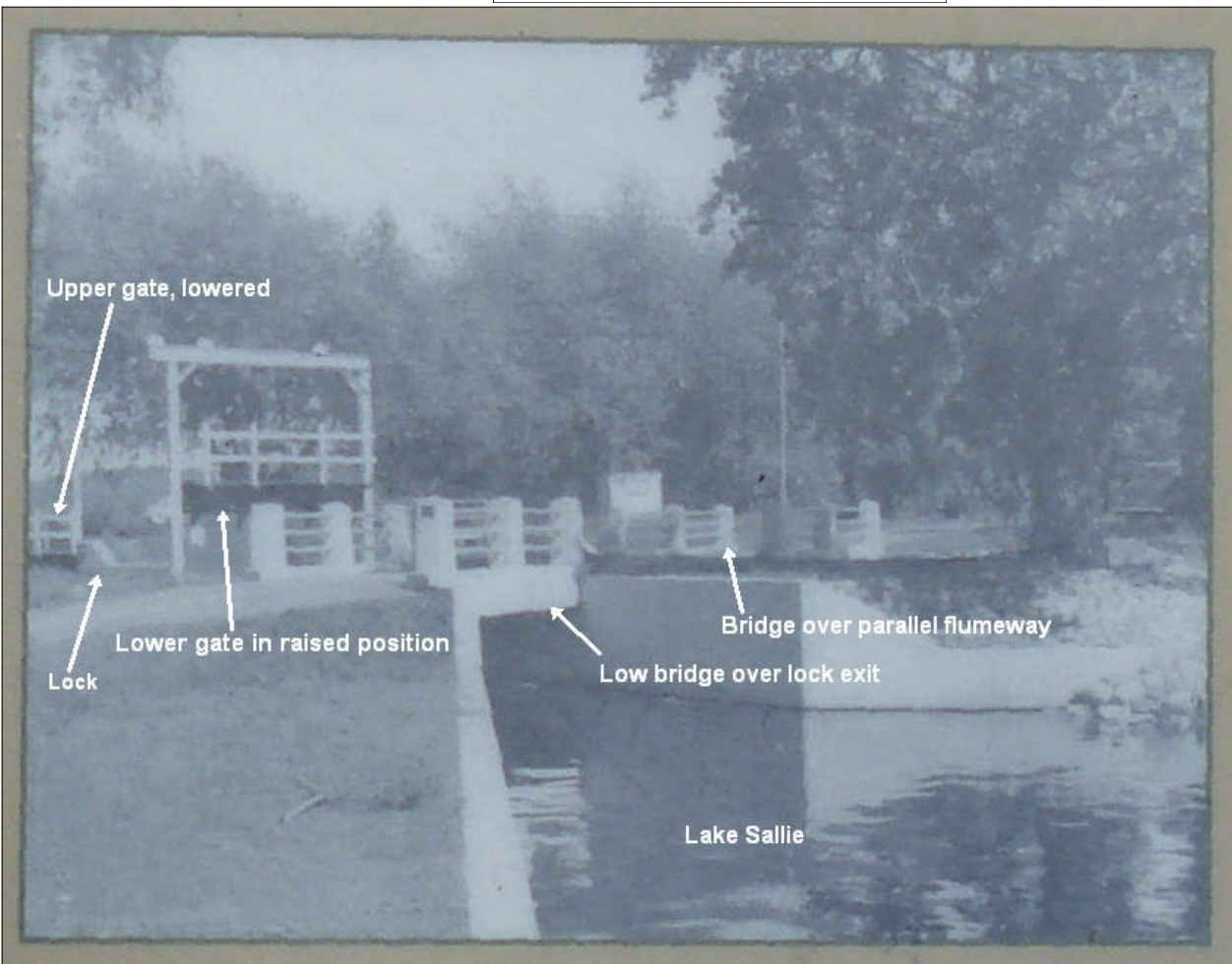
The experienced eye notes very little standing in the way of restoring through navigation between Detroit Lake and Pelican Lake to what it was a century ago. The major need is imagination.

Shoreham bridge today ▲

historic waterway, the channel between Detroit Lake and Muskrat Lake remains open for boating with navigable culverts under the two

cross roads and the Soo Line railroad. At Shoreham, the river today looks like it did in the historic

Photo of concrete lock on Dunton Locks Park ▼



# Tracing the Roots of Inland Waterway Songs in American Popular Music

Dr. William R Hullfish

As a musician and a resident of the Erie Canal town of Brockport, New York, I became interested in the music of the inland waterways about 35 years ago. I started looking in old songbooks, books about canals, books about New York State, and other secondary sources. I found some canal songs in Lionel Wyld's book, *Folklore and Folksongs of the Erie Canal*, Carl Sandberg's *American Songbag*, Herbert Haufrecht's *Folk Songs of the Catskills*, and Harold Thompson's *Body Boots and Britches*.

I also contacted folk song collectors who might have inland waterway songs in their collections. Frank Warner was kind enough to send me a tape of canal songs, George Ward led me to the Captain Pearl R. Nye collection in the Library of Congress, and James Lee gave me his family collection of songs from the Morris Canal.

I set about collecting on my own by traveling the canal and recording from as many informants as I could find in 1978 who still remembered a song or two. While traveling the Ohio & Erie Canal, I found more songs and information at the Ohio Historical Society, and Ohio State University proved to be treasure trove of recorded canal songs by Captain Nye. In 1981, under a grant from the National Endowment for the Arts, the Golden Eagle String Band toured the Erie Canal, and this brought out even more informants who knew canal songs.

Not knowing very much about the life of a canaller, I naively expected to find a repertoire rooted in sea song. What I soon discovered was a repertoire of inland waterway songs rooted in American popular music.

## Sea Songs and Inland Waterway Songs

There are certain geographic locations in Western New York and Ohio where songs related to sea songs and popular music are found together. In Buffalo and Oswego, New York, and Cleveland, Ohio, communities that were both canal towns and Great Lakes ports, I found songs based on sea songs and popular music. Here is an example from Buffalo.

*In Buffalo I met a maid as trim as any daisy.  
Haul on the bowline, the bowline, Haul!  
In Bonny's Bar in Buffalo I lost my mistress Mazie.  
Haul on the bowline, the bowline, Haul!*

*Oh, once I sailed the oceans wide to earn my rum and 'taties,  
Haul on the bowline, the bowline, Haul!  
But now I'm on a Great Lakes tub as fat as any lady.  
Haul on the bowline, the bowline, Haul! (Walton. 77)*

In Buffalo I also found:

*It's many miles to Buffalo, Oh, that low bridge.  
Bulky mule he travel slow, Oh, that low bridge.  
There's gravel on the towpath and hornets in the sand.  
Pity poor canallers so far away from land.*

*Then look out that low bridge, Look out that low bridge.  
Look out that low bridge, Look out that low bridge.  
The captain, cook and all the crew,  
Oh, duck your head way down,  
The fastest boat in all the fleet, Two Sisters,  
Come to town. (Hullfish 1, 22)*

Both songs use call and response. Everyone will recognize *Haul on the Bowline* as the source of the first song. But, alas, the call and response of the second song is not between the crew of a canal boat but between the end men and chorus of the Braham and Harrigan show, *The Grip*. (Finson)

Two other Buffalo songs, one a canal song, the other a Great Lakes song, have the same tune and similar lyrics.

From Buffalo to Troy

*I've traveled all around this world and Tonawanda, too.  
I've been cast on desert islands and beaten black and blue.  
I've fought and bled at Bull Run and wandered as a boy,  
But I'll never forget the trip I took from Buffalo to Troy.*

*Whoa back, Get up, and tighten up your lines,  
Watch the playful flies as on the mules they climb.  
Whoa back, duck your nut, forget it I never shall,  
when I drove a team of spavined mules on the E-ri-e Canal.  
(Hullfish 1, 16-17)*

The Trip of the Bigler

*My boys if you will listen, I will sing to you a song,  
So sit you down beside me and I won't detain you long.  
In Milwaukee last October I chanced to get a site,  
In the timber drogher Bigler belonging to Detroit.*

*Watch her! Catch her! Jump on a juba-ju.  
Give her sheet and let her boil, the boys'll put her through.  
You oughta seen her howling as the wind was blowing free,  
On her passage down to Buffalo from Milwaukee.  
(Walton.130-133)*

In Cleveland, the same scenario of canal and Great Lakes song can be found. In fact one song is almost the same between canal and lake. The same subject (bad cooks) is mentioned on both the canal and lake with the same expression, "stomach robber."

The Stomach Robber

*You may talk of your pleasure trips while roaming the Lakes.  
But the old steam barge Lucy Smith she surely takes the cake  
They eat of the swill 'til their faces turn blue,  
And the stuff as they chew turns into glue  
Haul in your towline and heave in your slack.  
Take a reef in your stomach and the kinks in your back.  
There is one thing you must not forget,  
Keep out of the galley while the cook's on the deck.  
(Walton, 88)*

A Trip on the Erie

*You may talk of your picnics and trips to the Lake,  
But a trip on the Erie you bet takes the cake.  
With the beef steak as tough as a fighting dog's neck.  
And the flies playing tag with the cook on the deck.  
Haul in your towline and take in your slack,  
Take a reef in your britches and straighten your back.  
Mind what I tell you and don't you forget,  
To tap the mules gently when the cook's on the deck.  
(Nye 1)*

Captain Pearl R. Nye from the Ohio-Erie Canal mentions, in his recorded conversations for the Library of Congress, that his brothers who also worked on the Erie Canal heard *A Trip on the Erie* sung on both canals. Nye also has a canal song about the "stomach robbers."

In Oswego, New York, on Lake Ontario and the Oswego Canal, which connects to the Erie Canal, I found *The George C. Finney*, a canal song that uses the same tune as *The Dreadnought* and the Great Lakes songs, *Red Iron Ore*, *The Schooner John Bentley*, and "*The Flash Packet Worts*. (Walton, 98-101) Another canal song, *Attend, All Ye Drivers*, from the Champlain Canal, also uses the same Irish *Derry Down* tune.

The Dreadnought

*There's a flash packet, a packet of fame,  
She hails from New York and Dreadnought's her name,  
She's bound to the westward where the strong winds blow,  
Bound away in the Dreadnought, to the westward we go.  
Derry down, down, down Derry down. (Walton, 97-98)*

The George C. Finney

*Come all ye old sailors who follow the lakes,  
And in a canal vessel your living do make.  
The Finney is lying at the salt dock,  
The boys and girls to her deck they do flock.  
Derry down, down, down Derry down.  
(Hullfish 2, 44-45)*

Red Iron Ore (The E.C. Roberts)

*Come all ye young fellows who follow the lakes.  
In iron-ore vessels your livings do make.  
I shipped in Chicago, bid adieu to the shore,  
Bound for Escanaba and red iron ore.  
Derry down, down, down Derry down. (Fowke (liner notes)*

Attend, All Ye Drivers

*Attend all ye drivers, I sing of my team.  
They're the fleetest and strongest that ever was seen,  
There's none that will toil with such speed down the creek,  
Or start at the word of the driver so quick.  
(Hullfish 1, 64-65)*

Ivan Walton wrote that once the *Dreadnought* established a new home on the inland seas, it “became a platform upon which sailors built other songs.” (Walton, 98)

In Oswego, collected from John Parsons in 1933, is a sea song turned Great Lakes song that may have come from the popular songwriter, Stephen Foster. Whether, Foster heard this song on the docks of New York City or, as suggested by Joanna Colcord in her book, *Roll and Go: Songs of American Sailormen*, Foster’s *Camptown Races* “was taken to sea and fitted with new words” is of course the old “which came first, the chicken or the egg?” question. Stephen Foster’s *Camptown Races* and the Great Lakes song *Banks of Sacramento* are too similar to ignore.

#### Banks of Sacramento

Oh, heave my lads, oh heave and sing,  
To me, hoo-dah! To me, hoo-dah.  
Oh, heave and make those oak sticks spring,  
To me, hoo-dah! To me, hoo-dah.  
Oh, it’s blow, me bully boys, blow, for Californio,  
There’s plenty of gold, so I’ve been told, on the banks of Sacramento!

Other canal songs were easily derived from sea songs, especially the recreational songs. *The Dark-eyed Canaller* took only a one word change to be transformed from *The Dark-eyed Sailor*.

#### The Dark-Eyed Canaller

*It was a comely young lady fair, was walking out to take the air.  
She met a sailor/canaller upon the way.  
So I paid attention, so I paid attention to hear what they did say.* (Nye 1)

Captain Pearl R. Nye’s, *The Clever Skipper*, changed only the location to transform it from *The Jolly Boatsman or The Boatsman and the Tailor*.

#### The Clever Skipper

*There was a clever skipper, in Akron he did dwell,  
Who had a lovely woman and tailor she loved well.  
Come a rally, tally dally.  
Come a rally, tally day. (Thomas,10-11) (Nye 2)*

### Inland Waterway Song and Minstrelsy

Having said all of this, the majority of the inland waterways songs for the canals do not find their roots in the sea songs but in the popular music of the day. The canal era overlapped the popularity of the minstrel show in American popular music: 1840-1890.

Daniel Decatur Emmett — *The Boatman’s Dance* and *Old Dan Tucker* were minstrel songs that found their way into the canal song repertoire. Both songs were written by Daniel Decatur Emmett (1815-1904), perhaps best known as the composer of *Dixie*. Dan Emmett, along with Billy Whitlock, Dick Pelham and Frank Brower, formed the first minstrel group, The Virginia Minstrels, in 1843. Emmett’s *The Boatman’s Dance* became the *Canal Boatman’s Dance*.

(Nathan)

The Boatman’s Dance  
*De boatman dance, de boatman sing,  
De boatman up to everything,  
An when de boatman get on shore,  
He spends his cash and works for more.  
Dance, boatman dance, Dance, boatman dance.  
O dance all night ‘til broad daylight.  
And go home wid de gals in de mornin’  
Hi ho de boatman row, floatin’ down de ribber on de O-hi-o.*

#### The Canal Boatman’s Dance

*Ol’ winter’s walked his chalk so nice.  
An’ Massa Sun’s unfriz de ice.  
Canal’s wide open wid de spring,  
Canal boat people laugh and sing.  
Wake up, canal boys wake, Wake up, canal boys wake,  
Pull off your coats and load de boats,  
Get ready to go in the mornin’.*

*Hi ho de boatman row, floatin' down de ribber on de O-hi-o.*

(Nathan)

Dan Emmett's *Old Dan Tucker*, written for The Virginia Minstrels in the 1840s, also became a canal song.

#### Old Dan Tucker

*Old Dan Tucker was a fine old man,  
He washed his face in a frying pan.  
Combed his hair with a wagon wheel,  
And died with a toothache in his heel. (Nathan)*

#### Canal Song

*In Nelsonville 'twas Big Sil Blan,  
He was more like a mule than he was like a man.  
But he was good natured, wore a golden smile,  
And he seemed to capture the whole canal. (Nye 2)*

Stephen Foster — Stephen Foster songs also found their way onto the canal. Stephen Foster (1826-1864) was one of America's most popular songwriters with such hits as *Oh! Susanna*; *Camptown Races* and *Old Folks at Home*. Foster's *Old Black Joe* was used for the melody of the *Ballad of the Erie Canal*.

#### Ballad of the Erie Canal

*Once I was a brakeman on the E-ri-e Canal,  
I fell in love with the cook, a cross-eyed gal named Sal.  
She shook me for the driver, a red-headed son-of-gun.  
And left me here as you may see, a poor old bum.  
I'm going, I'm going, For I know my time has come,  
And to the work house I must go, a poor old bum. (Hullfish 1, 47)*

Foster's *Oh! Susanna* and *Carry Me Back to Old Virginny* were both used for canal songs by Captain Pearl R. Nye (Nye 2) and the canal found its way into one of Stephen Foster's songs ("Song of All Songs"). Foster's *Song of All Songs* used popular song titles as the lyric and *The Raging Canal* was one of those titles.

James Bland — James Bland (1854-1911) was known in his day as "The World's Greatest Minstrel Man," "The greatest Ethiopian songwriter," and the "black Stephen Foster." He wrote over 700 songs and is generally acknowledged to be the first commercially successful black songwriter. (Hullfish 3, 1)

Bland is known for such tunes as, *In the Evening by the Moonlight*, *Golden Slippers*, and *Carry Me Back to Old Virginny*. All three of these tunes made their way into the canal song repertoire. Captain Pearl R. Nye's *Oilskin Slickers* uses the *Golden Slippers* tune:

#### Oilskin Slickers

*When I storm comes up we don our skins.  
To keep us dry and warm within,  
But when those sheets or torrents poured,  
In our oilskins we were safely moored.*

*Oh, those oilskin slickers, Oh, those oilskin slickers,  
Hat, coat, britches, rubber boots.  
We keep dry let the torrents shoot.  
The boat sure need a drenching,  
And this does the rinsing,  
As we gaily move along.  
Upon the old canal. (Nye 2)*

Braham and Harrigan — A team of songwriters. Braham and Harrigan, produced a number of songs used on the canal in their shows that spoofed African-Americans, as well as, the Irish, Germans and other immigrants.

David Braham (1838-1905) was born in England and came to New York City with his family at the age of 15. He first worked as a pit orchestra musician, playing violin for shows in various New York theaters. In 1873 he collaborated with Edward Harrigan (1844-1911) to write a number of popular songs. Along with the previ-

ously mentioned *Look Out That Low Bridge*, their music produced other canal songs. *Never Take the Hind Shoe from a Mule* that was a parody on their song, *Never Take the Horseshoe from the Door*. (Finson)

Never take the Horseshoe from the Door

*There's a story handed down in Irish history,  
Far, far beyond the days of King Borhue.  
That the best of luck is always waiting on you.  
If you pick up on the road a horse's shoe.*

*Then gather the family 'round me Sunday morning.  
Let the babies roll upon the floor.  
So one and all I give ye timely warning,  
Never take the horseshoe from the door.*

Captain Pearl R. Nye (Ohio-Erie Canal) also used a Braham and Harrigan tune (*Dad's Dinner Pail*) for one of his canal songs.

Dad's Dinner Pail

*Preserve the old kettle so blackened and worn,  
It belonged to my father before I was born.  
It hung in the corner beyond on the nail,  
"Twas the emblem of labor, 'Twas my Dad's dinner pail.  
(Finson)*

After the minstrel era the canal stayed on the New York stage in vaudeville performances. George M. Cohen even wrote a song about the Erie Canal, *Down By the Erie Canal*. This song is still being sung today on Broadway in the musical *George M!* The chorus goes like this:

Down By the Erie Canal

*Down by the Erie Canal,  
There waits my pal.  
Tho' the days are long and dreary,  
He declares he'll ne'er grow weary.  
Poor John O'Leary,  
I'm afraid you've lost your gal,  
For I've left you flat, my dearie,  
By the Erie Canal. (Cohen)*

Cohen didn't seem too happy about the fact that so many shows had songs about the Erie Canal because his verses contained lyrics such as the following:

*If you want to make good in a Broadway show,  
You must have a song that is sure to go.  
A catchy refrain. The sort of strain that gives you a pain.  
It's usually sung by the female star.  
The publisher gives her a motor car.  
And the chorus goes something like this:  
Down by the Erie Canal.....(Cohen)*

### A Local Popular Song Writer

Popular songs of the era were adapted quickly for the canal. Henry Russell (1812-1900) was born in England but lived in Rochester, New York, along the Erie Canal, from 1833-1841. Russell was organist at the 1<sup>st</sup>

Never Take the Hind Shoe from a Mule

*A story has come down from old Malthusian,  
I learned it when I was a boy in school.  
You'll make a big mistake and don't forget it,  
If you bother round the hind parts of a mule.*

*So never tickle a mule when he's reposing,  
If you disturb his slumber you're a fool,  
If you don't want to visit the undertaker,  
Never take the hind shoe from a mule. (Hullfish 1, 66-67)*

I Am An Old Boatman

*I am an old boatman and you what that means,  
For life there is sweet, full of fine pleasant dreams.  
Face the sun as you travel, you grin, laugh or smile.  
But if you don't know it, then get on the canal. (Nye 1)*

Presbyterian Church, but he was famous as a composer of popular songs. While in Rochester he wrote *Woodman Spare That Tree* (1837); *A life on the Ocean Wave* (1838); *The Old Arm Chair* (1840), and *I'm Afloat: I'm Afloat* (1841). (Lamb) Within a year (1842) a canal version of *I'm Afloat* appeared in a Utica newspaper giving credit to Henry Russell for the tune and Eliza Muggins, late cook for the words. The lyricist was, in fact, Eliza Cook. (Thompson, )

#### I'm Afloat on the Erie Canal

*I'm afloat! I'm afloat! On the Erie Canal,  
Its wave is my home and my scow beats them all.  
Off! Up, with your hats! Give three cheers, now three more.  
I'm afloat! I'm afloat! After four months on shore.  
(Hullfish 1, 26-27)*

#### I'm Afloat; I'm Afloat

*I'm afloat, I'm afloat, what matters it where.  
So the deep sea's below me, above me pure air.  
I have roved through the world, on thy bosom, brave sea,  
I hail thee my home, and the grave of the free. (Lamb)*

I received an audio tape of canal songs from a request I made to Frank Warner, and on it was a song he called *A Life on the Raging Canal*. Not long after that, I was doing research for the Rochester Sesquicentennial and came across Henry Russell's song, *A Life on the Ocean Wave* (1838), the model for the canal parody. Captain Nye also knew this song on the Ohio-Erie Canal.

#### A Life on the Raging Canal

*A life on the raging canal,  
A home in its muddy deep.  
Where through summer, spring and fall,  
The frogs their vigils keep.  
  
Like a fish on the hook I pine,  
On this dull, unchanging shore.  
Oh, give me the packet line,  
And the muddy canal's dull roar. (Hullfish, 20-21 )*

#### A Life on the Ocean Wave Henry Russell

*A life on the ocean wave,  
A home on the rolling deep!  
Where the scattered waters rave,  
And the winds their revels keep.  
Like an eagle caged I pine.  
On this dull unchanging shore,  
Oh, give me the flashing brine,  
The spray and the tempest's roar. (Lamb)*

*A Life on the Ocean Wave* was so popular that it was parodied dozens of times and well known to author Laura Ingalls Wilder, author of the *Little House on the Prairie* series. She quoted it in her book, *By the Shores of Silver Lake*. (Wilder, p.52. )

*A Life on the ocean wave.  
A home on the rolling deep.  
The pollywogs wag their tails,  
And the tears roll down their cheeks.*

During the Civil War, *A Life on the Ocean Wave* was arranged as a military quick step by Allen Dodworth and played by military bands. It was used in a parody of a battle that proved to be a turning point in the Civil War.

#### A Life on the Vicksburg Bluff

*A Life on the Vicksburg bluff, A home in its trenches deep,  
Where we dodge "Yank" shells enough, And our old "pea-bread" won't keep.*



*On "old Logan's beef" I pine, For there's no fat on his bones no more.*

*Oh! Give me some pork and brine, And truck from a sutlers store.*

### **Borrowed Tunes from Songs of the Day**

Both dedication songs for the opening of the Erie Canal used tunes borrowed from well-known songs of the day. The *Celebration Ode*, sung as the *Seneca Chief* with Dewitt Clinton aboard left Buffalo, New York in October, 1825, was sung to the tune of Philip Phile's *Hail, Columbia*.

### Celebration Ode

*Strike the lyre, with joyous note,  
Let the sound through azure float.  
The task is o'er, the work complete,  
And Erie's waves with ocean meet.  
Bearing afar their rich bequest.*

*While smiling commerce greets the west.  
(The Buffalo Emporium and Commercial Advertiser)*

### Hail, Columbia

*Hail, Columbia, happy land.  
Hail, ye heroes heav'n-born band.  
Who fought and bled in Freedom's cause,  
Who fought and bled in Freedom's cause,  
And when the storm of war was gone,  
Enjoyed the peace your valor won.  
(Golden Book of Favorite Songs, 9)*

### Meeting of the Waters of the Hudson and the Erie

*Let the day be forever remembered with pride,  
That beheld the proud Hudson to Erie allied.  
Oh, the last sand of time from his glass shall descend.  
E'er a union so fruitful of glory shall end.*

The dedication song for the celebration in New York Harbor (November 4, 1825) was sung to the well-known 19<sup>th</sup> century song by Thomas Moore, *The Meeting of the Waters*. Moore's song was about the meeting of the Avonbeg and Avonmore Rivers in County Wicklow, Ireland and its tune was derived from an old Irish air called, *Old Head of Dennis*. (Hullfish 1, 24)

### The Meeting of the Waters

*There is not in this wide world a valley so sweet  
As that vale in whose bosom the bright waters meet.  
Oh! The last rays of feeling and life must depart  
E'er the bloom of that valley shall fade from my heart.  
E'er the bloom of that valley shall fade from my heart*

### The Raging Canal

*Come listen to my story, Ye landmen one and all,  
I'll sing to you the dangers of that raging canal.  
For I am one of many who expects a watery grave,  
For I've been at the mercy of the wind and of the wave.*

(Hullfish 1. 28-29)

Captain Pearl R. Nye on the Ohio-Erie Canal borrowed constantly from the popular songs of the day:

*Oilskin Slickers* used *Golden Slippers* (a minstrel song written by James Bland); *Gay Old Packet Line* used *In the Good Old Summertime*; *The Old Canal* used *Little Old Log Cabin in the Lane*; *The Canal Dance* borrowed *Little Brown Jug*; *My Little Silver Ribbon* was based on *Little Annie Rooney*. Of the hundreds of songs collected from Captain Nye by John Lomax for the Library of Congress and by Ohio State University, most used popular songs of late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Nye borrowed *In the Evening by the Moonlight*, *Cowboy's Lament*, *Yankee Doodle*, *Carry Me Back to Old Virginny*, *The Man on the Flying Trapeze*, *Old Dan Tucker* and *My Sweetheart's the Man in the Moon*, to name just a few. (Nye 3)

Even the most popular canal song of the 19<sup>th</sup> century, *The Raging Canal*, borrowed its melody from *Caroline of Edinboro Town*.

### Caroline of Edinboro Town

*Come all young men and maidens, come listen to my rhyme.  
'Tis of a fair young damsel who's scarcely in her prime.  
She beats the blushing roses, admired to all around,*

*'Tis comely young Caroline of Edinboro Town.*

Another canal song that used the tune to "The Raging Canal" was *The Girl from Yewdall's Mill*.

*The Raging Canal* was so popular it was parodied dozens of times. It was well known by Mark Twain, who wrote a parody on it: *The Aged Pilot Man*. Stephen Foster mentioned it in his *Song of All Songs*.

The Aged Pilot Man  
By Mark Twain

*On the Erie Canal it was, all on a summer's day,  
I sailed forth with my parents, far away to Albany.  
From out the clouds at noon that day, there came a dreadful storm.  
That piled the billows high about and filled us with alarm.*

Mark Twain, in his book *Roughing It*, said that the idea for this poem was probably inspired by the old song, "The Raging Canal."

Song of All Songs—Stephen Foster

Chorus: *Old songs! New songs! Ev'ry kind of song.  
I noted them down as I read them along.  
There was "Abraham's Daughter" "Going out upon a spree."  
With "Old Uncle Snow" "In a cottage by the sea."  
'If your foot is pretty, show it' "At Lanigan's Ball"  
And "Why did she leave him" "On the Raging Canal?"*

### Why American Popular Music?

*The Erie Canal inspired more music per mile than any other link in the Great Lakes waterway. Small wonder: Traversing the canal was excruciatingly slow and monotonous in the extreme. Sailors had nothing to do but duck low bridges as they were pulled along by mules. With their imaginations whetted by boredom and the scorn that can naturally arise between different breeds of sailors, the sailor-composer reached his crowning achievement for creativity and sarcasm while bumping along the canal. (Walton, 167)*

The choice of song comes down to the musical form that fits the situation of the sailors involved. Deep sea sailors and Great Lakes sailors required a body of song with call and response form to coordinate work required on large sailing ships. They needed to raise masts, lower boats over the side, raise boats from the water, haul in large anchors, and do work that involved a number of sailors.

The canal sailors, or horse-ocean sailors as they were sometimes called, did not have the type of work that required coordinating a crew. The canal jobs consisted of walking behind the mules on the towpath, standing at the tiller, sometimes operating the locks, and hitching and unhitching animals – individual work. The ballad style of American popular music and folk songs they heard along the canal and in the towns and cities they visited on a regular basis fit their need for a long narrative song to accompany the slow pace and the individual nature of canal chores. The man at the tiller needed to make up lyrics to a long narrative ballad as he drifted along at four miles an hour within the forty or so feet between the towpath and the berm. Thus, we have Captain Pearl R. Nye's epic ballad of 76 verses, *The Old Canal*.

The Girl from Yewdall's Mill  
*It's of a girl from Fairmount, that I am going to sing,  
Her cruel, sad misfortune, tears to your eyes will bring.  
She loved a gallant boatman who always dressed to kill,  
She was a cotton-dolly who wrought in Yewdall's Mill.  
(Hullfish 1, 32)*

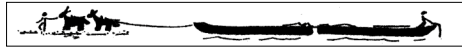
The Canal Boat That Never Returned  
*On a summer's day, when the waves were a-rippling,  
With a quiet and gentle air.  
The Emita set sail with people destined,  
For a port that was so fair.  
There were gay farewells, there were hands a-wavin',  
As Emita left Brockport town.  
But she disappeared along the long level,  
And no one saw her go down.  
  
Did she ever return? No she never returned,  
And her fate is still unlearned.  
And that last poor soul set off to the westward,  
On the canal boat that never returned. (Hullfish 2, 18-19)*

## An 1865 Popular Tune

Of course, the borrowing of tunes is not confined to the canal song. It has been common practice in American song for centuries. To summarize this study in tracing inland waterway song in American popular song, I'll give an example of a series of songs about a trip on the ocean, a trip on the canal, a trip on the railroad and a trip on a subway. All the songs borrow the same tune and even some of the lyrics from a popular song written by Henry Clay Work (composer of *Grandfather's Clock*) in 1865.

## The MTA

*Let me tell you the story of a man named Charlie,  
On a tragic and fateful day.  
He put ten cents in his pocket, Kissed his wife and family,  
Went to ride on the MTA.  
Charlie handed in his dime at the Kendall Square Station,  
And he changed for Jamaica Plain,  
When he got there the conductor told him, "One more nickel."  
He could not get off that train.*



## New Signs Link Historic Sites & Museums in Erie Canalway National Heritage Corridor

### Take a virtual tour in our special gallery

New signs that link historic sites and museums within the Erie Canalway National Heritage Corridor are now on display at nineteen sites from Albany to Buffalo. The large display signs encourage visitors to learn more about each site's connection to the canal. By using a consistent design, the signs enhance the visual sense that canal-related museums and cultural heritage sites are critical entry points to the Erie Canalway National Heritage Corridor.

Each site has something unique to offer, from aqueducts to architecture to fabulous collections. We want visitors to view each site as one of many "gems on the necklace" along the canal and become motivated to visit them all.

Take a virtual tour to see the signs and learn more about each site in our special gallery. Then plan your next weekend outing to visit a site near you and see firsthand all of the wonderful things it has to offer.

[www.eriecanalway.org/gallery\\_special-galleries.php](http://www.eriecanalway.org/gallery_special-galleries.php)

### ERIE CANALWAY SIGN LOCATIONS [listed east to west]

- Burden Iron Works Museum, Troy
- Eastern Gateway to the Canal System at Waterford Harbor, Waterford
- Schenectady Museum & Suits-Bueche Planetarium, Schenectady
- Schoharie Crossing State Historic Site, Fort Hunter
- Arkell Museum at Canajoharie, Canajoharie
- Fort Plain Free Library, Fort Plain
- Chittenango Landing Canal Boat Museum, Chittenango
- Erie Canal Museum, Syracuse
- Camillus Erie Canal Park, Camillus
- Seneca Falls Visitor Center and Seneca Museum, Seneca Falls
- Montezuma Heritage Park & Richmond Aqueduct, Montezuma
- Historic Palmyra Museums, Palmyra
- Rochester Museum & Science Center, Rochester
- Rochester Public Library, Rochester
- Spencerport Depot and Canal Museum, Spencerport
- Erie Canal Discovery Center, Lockport
- North Tonawanda History Museum, North Tonawanda
- Herschell Carrousel Factory Museum, North Tonawanda (photo right)



## **RIBBON-CUTTING CEREMONIES AT THE PAW PAW TUNNEL HILL TRAIL AND THE CATOCTIN AQUEDUCT ON THE C&O CANAL**

The C&O Canal National Historical Park recently installed a series of new wayside exhibits and directional signage along the two mile-long Paw Paw Tunnel Hill Trail. On October 21, a ribbon cutting and dedication ceremony was held at the trail followed by a ranger-led hike. Parks users will now be guided by ten informational and directional signs and two trailhead markers to learn about the history of tunnel construction and the park's natural features.

Funding for the project came from the C & O Canal Trust, donations through Scout Troop 799, Frederick, Maryland, and the park general donation fund. Eagle Scout candidate Michael Roth and members of Troop 799 assisted with installation of wayside and directional sign posts and park staff mounted the wayside exhibits on August 30.

Paw Paw Tunnel is the largest structure along the length of the C & O Canal. The tunnel is located in Allegany County, Maryland, 25 miles south of Cumberland, off MD Rt. 51. Hikers should be aware that it is a steep, strenuous hike and comfortable, sturdy footwear is recommended. Bikes are not permitted on Paw Paw Tunnel Hill Trail. Bring a flashlight to walk safely through the tunnel at the conclusion of the hike. For additional information, call the Cumberland Visitor Center at 301-722-8226.

On October 15, the C&O Canal National Historical Park hosted a ribbon-cutting ceremony to celebrate the completed restoration of the Catoctin Aqueduct. Guest speakers included United States Senator Benjamin L. Cardin; Julianna Albowicz representing United States Senator Barbara Mikulski; Chief of Staff Bud Otis representing United States Congressman Roscoe Bartlett; Eric Brenner, representative for Maryland Governor Martin O'Malley; Maryland Senator Ronald N. Young; Frederick County Commissioner David P. Gray; National Capital Regional Director Stephen E. Whitesell, National Park Service; Dr. George E. Lewis Jr., president of the Catoctin Aqueduct Restoration Fund; and Superintendent Kevin D. Brandt of Chesapeake & Ohio Canal National Historical Park.

The restoration was completed under contract by Corman Construction, based in Annapolis Junction, Maryland. The national park awarded the \$3.93-million contract under the American Recovery and Reinvestment Act (ARRA).

"This is an outstanding day for all those who support and love the C&O National Historical Park," said U.S. Senator Ben Cardin, a strong supporter of the restoration. "I was here for the groundbreaking of the project and I am here today because of the importance of this restoration to the region and because it provided jobs for Marylanders. "This restoration also will help stimulate tourism and development as more people come to view the site at which the C&O Canal and the Baltimore and Ohio Railroad first competed to cross Catoctin Creek, a major tributary of the Potomac."

The Catoctin Aqueduct Restoration (CAR) Fund, Inc. with funding from the Community Foundation's C&O Canal Current Initiatives/ Catoctin Aqueduct Restoration Fund led the effort to raise awareness of the significance of the Catoctin Aqueduct and substantial funds to undertake the project.



## An Interesting Approach

By Dave Barber

Canal enthusiast Dick Stokes has been actively working on clearing the area around Illinois & Michigan Canal Lock 11, west of Ottawa, IL, and other sites. While the state park personnel maintain the towpath, they do not have the resources to clear the wider area at the locks. So Dick has stepped in to clear around the lock and back upstream to a railroad crossing of the prism and towpath a little upstream. See the photos below.

Lock 11 is somewhat distant from the nearest road and parking area, however, so Dick has equipped his electric-powered bicycle to carry his weed trimmer with three attachments: a steel brush cutter blade that can go through one-inch stuff, a chainsaw, and the regular weed head. He says that it makes travel to and especially from the work site much easier. All photos by Dick Stokes.



## RIVERBANK TOWPATHS

In his classic 1953 book, *Tobacco Coast, A Maritime History of Chesapeake Bay in the Colonial Era*, p.100, Arthur Middleton says that in 1736 the Patuxent Iron Company was authorized by Maryland to construct a towpath along the Patuxent River up to its iron works. I asked Rick McGill about it, because he surveyed the historic sites in the Patuxent Wildlife Research Area's North Tract, which includes the iron works site. The site is three miles south of Laurel MD, just upriver of the Baltimore-Washington Parkway crossing, and across the river from Montpelier Mansion, now a house museum, built c.1783 by the Snowden family, which also built the iron works.

The plantation and its iron works were at the head of navigation on the Patuxent, twenty winding river miles above the river port of Queen Anne, now called Hardesty. The Snowdens were a powerful family. Despite loud complaints, they saw to it that no one was allowed to build any mill dams across the river, blocking navigation; the Patuxent then was also known as "Snowden's River." Was the towpath in fact constructed? How long was it? If it was a built-up bank, are there still traces of it? Has anyone looked? Most of the river is protected in an impressively long river park, so you will need a permit to canoe the river there - call Patuxent River Park at 301-627-6074. Let us know what you discover.

In the narrow upper reaches of flatwater rivers, such as the Patuxent, towpaths would have saved a lot of poling upstream. Where were other riverbank towpaths in America, other than along slackwater ponds formed by locks and dams, as along the James River & Kanawha Canal and the C&O Canal? I can only speak for those in Virginia, West Virginia or North Carolina, where we have been working. The only example we can be reasonably sure of is an informal one: about 1900, Mr. Brown's mules towed logs from the bank of the Willis's River in Virginia, for a mile down to some log cabins he was building.

Also, we were excited when archaeologist Lyle Browning discovered a plat bordering on the Pigg River in Virginia, with a boundary line to the river marked "crosses old tow paths." This was on a river section where we thought that batteaux or flats might have carried iron ore down to a furnace. But why "tow paths" - more than one - on the same riverbank? The probable answer was found in Clarkson's *Tumult in the Mountains*, a book on logging which defined "tow paths" as another name for "skid roads" for oxen dragging logs to a sawmill.

Were any towpaths built along wide or tidal rivers, for hauling flats, or sailing vessels when the wind wasn't favorable? The Cashie River, at the mouth of the Roanoke River in North Carolina, is flat but very winding up to the port of Windsor. In *Bertie Revisited*, Harry Thompson mentions that tow path embankments were made in places, especially along the outside of bends, to allow oxen to haul sailing ships along the river, and that remains of these embankments can still be seen. An archaeologist could probably determine with a few test holes, whether these were manmade and are not false banks built up by river floods. The James River below Richmond is also flat and winding,, and I have been told that a series of wooden wharves along one bank allowed mules or horses to walk along, towing boats up the winding stretches. Well, we haven't come across any proof of that, but we'll keep this "fact" in our "pending" file!

Of course, the most famous riverbank towpath in the world is through a gorge in China, cut by hand centuries ago into a sheer cliff along the Yangtze River. It's dramatized in John Hersey's 1956 novel, *A Single Pebble*. Did the Three Gorges Dam inundate it all in 2006? Simon Winchester, in *The River at the Center of the World*, says that tourists can still take a boat ride, hauled by men from the bank, along a branch of the Yangtze which has not yet been inundated. Back in the nineteenth century, engineers surveying the James River & Kanawha Canal proposed a similar towpath, cut out of the sheer cliffs through the New River Gorge in what is now West Virginia. But it never happened.

Bill Trout

## **A BOY AT THE FOUR CORNERS**

### **Looking into Small-town America at its Prime**

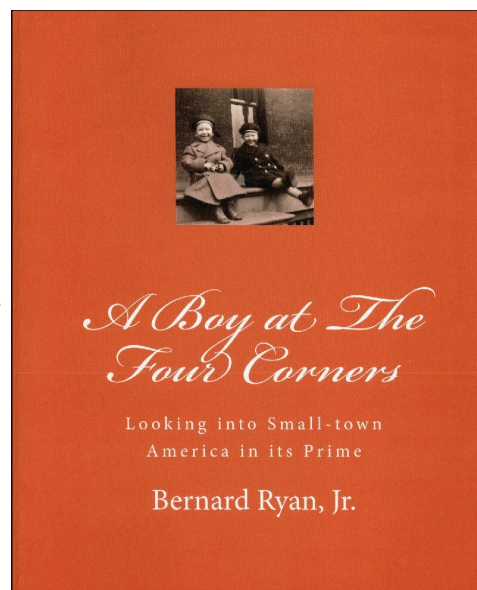
By Bernard Ryan, Jr.

Reviewed by David G. Barber

In the time of the Great Depression and at the start of World War II, small town America and particular to this book Albion, New York along the Erie Canal, was in its prime. People in these towns and their surrounding area shopped in town and travelled to distant locations usually by train.

The author explores the two-block by two-block main business area of his hometown of Albion by discussing each store in the business district, its business and history; he uses this to discuss the larger history of the town and the times. The author's father was a state court judge and involved with the Democratic Party of the times, and the family was well acquainted with Franklin and Eleanor Roosevelt. His brother later served as a congressman from Manhattan. This is an unusual and very interesting view of life along the Erie Canal.

The book is available from Barnes & Noble or on the internet at [www.bernardryanjr.com](http://www.bernardryanjr.com) or Amazon.com at \$ 11.95 plus tax and shipping.



### **MIDDLESEX CANAL BIKE RIDE**

**April 1—Spring Middlesex Canal Bicycle Ride.** Meet 9:30 AM at North Station (commuter rail); take bicycles on 10 AM train to Lowell. (Riders can also board at West Medford at 10:11 or meet the Train when it arrives in Lowell at 10:43.) Route visits the Pawtucket and other Lowell canals, the river walk, Francis Gate, and then Middlesex Canal remnants in Chelmsford. Lunch at Route 3A mini-mall in Billerica. Quick visit to Middlesex Canal Museum, then on to Boston. Long day, but sunset is late. Riders needing to leave early can get the train to Boston at 1:07 at North Billerica or at 3:14 at Wilmington. Participants are responsible for one-way train fare [\$6.75 from Boston to Lowell]. Complete Lowell line schedules can be downloaded at [www.mbc.net](http://www.mbc.net) if anyone wishes to plan a rail travel itinerary specific to their needs. For any changes or updates, see [middlesexcanal.org](http://middlesexcanal.org). Leaders Bill Kuttner (617-241-9383) & Dick Bauer (857-540-6293).

### **From the President (continued from page one)**

to point out restoration progress that is happening in 2011. In Wisconsin on September 11th, the Berlin Boat Club began the dewatering of the Eureka Lock for restoration. A contractor was then expected to spend the following 30 to 60 days rehabbing the lock to restore it to navigation. This will restore the connection along the Upper Fox River between Berlin, WI, and Lake Winnebago. In April and July, I observed a contractor for the Cuyahoga Valley National Park on the Ohio & Erie Canal actively replacing the Tinkers Creek Aqueduct. It looked like this project will be completed by fall.

On the Chesapeake and Ohio Canal, work is proceeding on several major projects. Included is the rebuilding of the Catoctin Creek Aqueduct, two-thirds of which was destroyed by flood waters in 1973. A ribbon cutting ceremony of the rebuilt and strengthened aqueduct was held on October 15<sup>th</sup> (see p. 17). This shows that the National Park Service, consulting engineers, and contractors can put Humpty Dumpty back together again. Elsewhere on the C&O Canal, contractors are rebuilding the towpath in the Big Slackwater section that has been closed by erosion for many years. Plans are also underway to restore Lock 44, the lift bridge, basin, and Conococheague Creek Aqueduct at Williamsport, MD. The aqueduct is noted for having its berm wall destroyed by a boat in 1920. We need more projects like these.

## CANALENDER

**March 3**—Canal Society of New York State Winter Meeting and Symposium, Rochester, NY. For details, visit [www.newyorkcanals.org](http://www.newyorkcanals.org).

**March 10**—10 am. Walk the D&R Canal from Upper Ferry Road to the Trenton Battle Monument (5.0 miles). Meet at the Trenton Battle Monument on Broad Street. Questions? Contact Bob Barth at 201-401-3121 or [barths@att.net](mailto:barths@att.net). We will see the improvements to the canal park in the capital city and pass the homes of bridgetenders and of the superintendent. The two aqueducts in the city pass over Parkside Road and Sullivan Way.

**March 30-April 1**—Canal Society of Ohio field trip: the P&O Canal—Gone But Not Forgotten. Akron area. Dan Schuster, 440-237-9005; [DanSchusterCSO@aol.com](mailto:DanSchusterCSO@aol.com).

**April 1—Spring Middlesex Canal Bicycle Ride.** See story on page 23.

**April 7**—10 am. Walk the D&R Canal from Upper Ferry Road to the northern end of Titusville (5.0 miles), at the junction of River Drive and Route 29. Meet at the intersection of River Drive and Route 29 (just south of Fiddler's Creek Road). Questions? Contact Bob Barth at 201-401-3121 or [barths@att.net](mailto:barths@att.net). Features of this walk include a turning basin, a bridgetender's house, several culverts and two spillways.

**April 13-15**—Canal Society of Indiana 30th Anniversary Tour, headquartered in Batesville, IN. Bus & Whitewater Valley Railroad tour of Whitewater Canal locks and dam (Connersville to Brookville). Visit Whitewater Canal headquarters, Gateway Park, Yellowbank Lock 21, railroad shops and yard. Meals at historic Laurel Hotel and Sherman House. Teddy Roosevelt re-enactor on NY and Panama canals. Bob & Carolyn Schmidt, [indcanal@aol.com](mailto:indcanal@aol.com).

**April 15—The Old Middlesex Canal Walk:** see two watered sections

of the canal in Woburn. Meet at 1:30 pm at the parking lot behind the Woburn Cinemas on Middlesex Canal Drive, off Route 38 just south of its intersection with Route 128 (I-95) at Exit 35. The walk will be conducted in two segments. The first will proceed south along the watered canal from the cinema parking lot to Winn Street and return. The second will proceed north from the parking lot behind the Baldwin Mansion, now a Chinese restaurant. (After returning to our cars, leave the cinema parking lot on Middlesex Canal Drive, take a left back onto Route 38 heading north. After passing under Route 128, take a right turn at the lights onto Alfred Street to the mansion, a few hundred feet on the left.) For more information please contact Roger Hagopian (781-861-7868) or Robert Winters ([robert@middlesexcanal.org](mailto:robert@middlesexcanal.org)).

**April 20-22**—The Pennsylvania Canal Society's spring field trip will explore the Delaware and Hudson Canal. Contact: Bill Lampert, [indnbll@yahoo.com](mailto:indnbll@yahoo.com).

**May 4-6**—Virginia Canals & Navigations Society Annual Canal Conference, Covington, VA. Come celebrate the bicentennial of Chief Justice John Marshall's 1812 survey over the Alleghany (sic) Mountains to connect navigation on the James River with the Ohio River via the Kanawha Canal. This route would ultimately become the C&O Railway. The Virginia Canal & Navigation Society (VC&NS) and the C&O (Railway) Historical Society & Archives are partners for this grand event. Phil de Vos, [phipfox@yahoo.com](mailto:phipfox@yahoo.com).

**May 5—Saturday, May 5**—Bus tour along the D&R Canal in Somerset County, NJ, run by the Heritage Trail Association. \$10 per person. Register online at the Heritage Trail, [www.heritagetrail.org](http://www.heritagetrail.org), or call at 732-356-8856. Canal enthusiasts Bob and Linda Barth will lead the

tour, with stops at Griggstown, Rocky Hill, and Kingston.

**June 23**—Canal Society of New York State spring field trip to Hamilton, Ontario, Canada. (See p. 3 for more details.)

**June 24**—The American Canal Society and Canadian Canal Society's Canals Conference, Hamilton, Ontario. See story on page three.

**June 30**—Canal Society of New Jersey, Waterloo Canal Day at Waterloo Village. Music, boat rides, games, displays, tours. 11-5. Free, but donations are welcomed. Also Canal Heritage Days will be held at Waterloo on the 2nd and 4th Saturdays in July, August, September and October. Brian Morrell, [bmorrell@citybloom.org](mailto:bmorrell@citybloom.org) or [www.canalsocietynj.org](http://www.canalsocietynj.org).

**September 14-16**—Tour of the Hennepin, America's first concrete canal; headquartered in Moline, Illinois; dinner cruise aboard the *Celebration Belle* on the Mississippi River; locks and lift bridges. Details, spring issue. Bob & Carolyn Schmidt, [indcanal@aol.com](mailto:indcanal@aol.com).

**September**—World Canals Conference, Yangzhou, China. [www.worldcanalsconference.org](http://www.worldcanalsconference.org) <http://yangzhou.jiangsu.net>.

**September 30-Oct 2**—New York State Canal Conference, Oswego, New York. For updates, please check [www.newyorkcanals.org](http://www.newyorkcanals.org).

**October 3-15**—Tour of canals and waterways of Belgium – [www.newyorkcanals.org](http://www.newyorkcanals.org)

**October 19-22**—Pennsylvania Canal Society's tour of the Union Canal. Contact: Bill Lampert, [indnbll@yahoo.com](mailto:indnbll@yahoo.com).

**September, 2013** - The World Canals Conference in Toulouse, France.