In the past issue of *American Canals*, we announced a joint field trip/conference with the Canal Society of New York State and the Canadian Canal Society in Hamilton, Ontario for June 22-24. Recently, it has become apparent that the costs for the planned event have risen so high that few would attend. So all involved have reluctantly decided to cancel further planning. I want to thank Bob Sears for all the hard work he has done in trying to put this together.

We had planned to hold the annual ACS Directors’ meeting as part of this weekend. Instead, it will be held after dinner on April 14th at the Canal Society of Indiana spring tour.

This is the second time in the last few years that we have tried to put together an event on the ACS level that would bring together canal enthusiasts from an area larger than one state to network and discuss canals. Many have felt the need to have something smaller, more local, and more affordable than the World Canals Conference. But, we have not come up with a workable format.

In light of this, I urge you to attend the events of your state canal society, those of a neighboring state society, and those more local. ACS will continue to publish items and ideas on a larger geographic range and our website will continue to work to be the best source of canal information on the internet. I continue to solicit any other ideas you may have.

###

Image of a Middlesex Canal boat by Allan Evans Herrick, as envisioned for an article written for the early Lowell Historical Society. The boat is being poled upstream, as most were when they traveled on the Merrimack or any of the other rivers. Drawing courtesy of Bill Gerber. See story, p. 13.

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American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

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

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DEADLINE: Material for our next issue
must be on the editor’s desk no later than
June 15, 2012. 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.
If you will be traveling around the eastern half of North America, you might want to visit one of the many canal boat concessions. Here is a partial list:

**OHIO**

The Canal Fulton Heritage Society operates the *St. Helena III* canal boat rides May, weekends; June-Aug, Tue–Sun; late Aug-mid-Oct., weekends, 1 & 2:30 pm, weather permitting. School & group charters also available. Adults, seniors, $6, children 5-12, $5; 4 & under, free w/ paid adult. Heritage House & Old Canal Days Museum, Sat, Sun, 12-4 during boating season. For more information: 330-854-6835; Canalway@cityofcanalfulton-oh.gov. 125 Tuscarawas St, Canal Fulton, Ohio 44614.

A relaxing cruise on the canal boat *Monticello III* makes a visit to Roscoe Village complete. This 1½-mile, 45-minute, horse-drawn ride allows passengers to experience this early mode of transportation. The captain provides insight into life on the canal during its 1800s heyday. Group rates and charters available. 23253 State Route 83, Coshocton, OH 43812-9601; 740-622-7528; 740-622-3415 or 800-877-1830. www.coshoctonlakepark.com

Ride the *General Harrison of Piqua* at the Piqua Historical Area, 9845 Hardin Rd, Piqua, Ohio 45356. April through October, Thurs-Sun. rides with crew in period clothing; 12:30, 2:30 & 4. $8, adults, $4, students, 5 and under free. 800-752-2619. www.ohiohistory.org/places/piqua

**INDIANA AND ILLINOIS**

▲ Step aboard the *Delphi* for a trip down the Wabash & Erie Canal in Delphi, Indiana. Sat, 11 and 2; Sun, 2, mid-May-mid-Oct; charter on all weekdays, $100 per hour and $50 for an additional hour. Adults, $7; seniors and school-aged kids, $4; preschool kids, free. Buy tickets at the interpretive center. Boat and onboard restroom are wheelchair accessible. 1030 West Washington St., Delphi, IN; 765-564-2870. www.wabashanderiecanal.org


CONTINUED ON NEXT PAGE
INDIANA AND ILLINOIS

Come to Metamora, Indiana and take a half-hour excursion on the Ben Franklin III. The boat is 75’ long, 12’ wide, holds 80 passengers; design based on a typical line boat of the canal era. May 1-Oct 31, Wed-Sun, noon to 4, on the hour. Closed Monday except holidays. One-mile ride with lecture on canal history. Adults, $4; seniors, $3.50; children 3-12, $2; under 3 or over 90, free; School groups $1.00 per activity. 765-647-6512. www.metamoraindiana.com/Attractions.htm.

NEW YORK STATE

1½-hour Erie Canal Cruises on Lil’ Diamond II, Herkimer, NY. Fully-narrated historical cruise through a lock. A must for the history buff. Discounted rates for private groups. Public cruises mid-May through mid-October. Twice daily, 1 and 3 p.m. Adults, $18; children 3-10, $12. www.eriecanalcruises.com; 315-717-0350.

Champlain Canal Tours is open May through October, 30-minute waterfall tour or 30-minute Champlain Canal tour with locking at Lock 5. M/V Sadie and M/V Caldwell Belle. Day trips and overnight excursions. See rivers, canals, and waterfalls on the Hudson River and Champlain Canal. Canal House, PO Box 9, Schuylerville, NY 12871; 518-695-5609; 518-695-5496, office (in season). info@champlaincanaltours.com; www.champlaincanaltours.com/index.php.

Erie-Champlain Canal Boat Co. offers lock tours of the Champlain or Erie canals, family-oriented, departing from the Waterford Harbor Visitor Center at Waterford, NY. 1½-2-hour lock tours. Self-captained boats also available for hire by the day or week (May-Oct). For more information, please call 518-432-6094 or visit our website at www.eccboating.com.

Mid-Lakes Navigation offers one-week or half-week charters on its Lockmaster. You pilot your narrowboat along the Erie Canal. Or take the Emita II and let someone else do the driving. Contact: 11 Jordan St., PO Box 61, Skaneateles, NY 13152; 315-685-8500; 800-545-4318; info@midlakesnav.com; www.midlakesnav.com.

The Emita II, our double-decked tour boat, offers cruises from June-early Oct. With departures only minutes from downtown Syracuse at Dutchman's Landing, you can discover the legendary Erie Canal.

Mid-Lakes offers cruises each day from mid-May-through Sept on beautiful Skaneateles Lake, about 40 minutes from downtown Syracuse. From a one-hour sightseeing cruise in July and August to our US Mailboat to our Champagne Dinner cruise, there's something for everyone!

Below, Judge Ben Wiles

CONTINUED ON NEXT PAGE
NEW YORK STATE

Experience Lockport’s unique 2-hour cruise which includes "locking through" and being raised the 49 ft. elevation of the Niagara Escarpment in the only double set of locks on the Erie Canal. Pass under bridges that raise straight up, see water cascade over Lockport’s famous "Flight of Five" 1840s locks, and travel through the solid walls of the "rock cut." You can cruise one of the regularly scheduled cruise times available daily from May 5 to October 14, or arrange special private charter times for your groups of 25 or more. Charter cruises can travel east for a relaxing canal cruise or choose our regular cruise route which includes locking through. Call us to schedule a cruise! $16 adult; $8.50 ages 4-10. 1-800-378-0352; 716-433-6155. www.lockportlocks.com.

At Camillus Erie Canal Park, from May to October, board our turn-of-the-century excursion boat, Ontario, or the pontoon boat Camillus Erie, for a 2-mile, 45-minute trip across the newly-restored Nine Mile Creek Aqueduct. Dinner cruises leave from Devoe Road aboard the spacious Otisco. 5750 Devoe Road, Camillus, NY 13031; 315-488-3409; www.eriecanalcamillus.com; dwbeebe@verizon.net.

The Colonial Belle has been providing Erie Canal boat cruises from mid-May through October for 20+ years. Come aboard in Fairport, NY, just 20 minutes from Rochester. Erie Canal Boat Tour, 400 Packett’s Landing, Fairport, NY 14450. For more information, call 585-223-9470. 3 tours daily, Tues-Sat.; 2 tours on Sun. www.colonialbelle.com.

The Rose Lummis dinner and tour boat will cruise daily from the Wooden Duck by the Gazebo at the Port of Spencerport. See the beauty of the Erie Canal from the dinner boat as you hear the amazing history of this waterway. Bon Voyage Adventures, 558 Gillette Road, Spencerport, NY 14559; 716-830-7555; www.roselummis.com.


At Rome Erie Canal Village, board the Chief Engineer of Rome for 40-minute cruise on the Enlarged Erie Canal. Late May through Labor Day. 5789 Rome-New London Road (Routes 46 & 49), Rome, NY 13440; www.eriecanalvillage.net; 315-337-3999; mandm2000@twcny.rr.com.

CONTINUED ON NEXT PAGE
PENNSYLVANIA


▲ Ride the National Park Service’s mule-drawn excursion boat Charles F. Mercer, Chesapeake and Ohio Canal NHP, 11710 MacArthur Blvd, Potomac MD 20854, near Great Falls. Apr: Thu-Sat and May-Oct: Wed-Sun. Ranger-led, 1-hour rides @ 11, 1:30 & 3. $5 for everyone aged 4 and over. To reserve space for 10 or more, call 301-767-3714. www.nps.gov/choh

▲ Ride the NPS’s mule-drawn freighter Georgetown on the Chesapeake & Ohio Canal NHP, 1057 Thomas Jefferson St. NW, Washington, DC 20007. Apr: Wed & Sun; May-Oct: Wed-Sun. Ranger-led, 1-hour rides @ 11, 1:30 & 3. $5 for everyone aged 4 and over. Reserve space for 10 or more @ 301-767-3714 or (after April 1) 202-653-5190. www.nps.gov/choh


WASHINGTON, D.C., MARYLAND, VIRGINIA (next column)

Boat rides on the Union Canal ▲ and through the tunnel are available the 2nd and 4th Sundays, June-October, from 12:30 to 4:30 pm at Lebanon, PA. On full moon nights, rides are offered from 8 to 10 pm. $6, adults, $3, students 6-14; under 6, free. For reservations: 717-272-6949 or 717-273-4115. Union Canal Days, a two-day celebration on May 19-20, 2012, features music, food, crafts, performers, and boat rides. The tunnel, a National Historic Landmark, was completed in 1827. Walk on the towpath, picnic at the mouth of the tunnel, or climb the marked trails through the wooded hill adjacent to the canal. The park is open from dawn to dusk.

▲ Enjoy a guided tour on a Petersburg replica canal cargo boat along the Augusta Canal. One-hour tours several times daily ($12); three-hour sunset cruises ($20). Daily, April-Nov; Tues-Sat, Dec-March. Contact Augusta Canal Boat Tours, 1450 Greene Street, Augusta, Georgia 30901; 706-823-0440; www.augustacanal.com. ▼

ONTARIO, CANADA

Cruise the Trent-Severn Waterway and experience the Peterborough Lift Lock on Lift Lock Cruises. ▲ Mid-May to mid-October. Please check the website for times. Adult, $19.50 +HST; Seniors/Youth, $17.50 + HST; Children (4-13), $10.00 + HST; 3 and under, free. 2-hour narrated sightseeing cruise. Dinner and cocktail cruises available. 1-888-535-4670; info@liftlockcruises.com; www.liftlockcruises.com
**DRAGONFLY Completes its 2011 Tour of the Great Loop**

April 27—One of the challenges of this trip is taking our boat where canal boats were never supposed to go. Like 50 miles down Delaware Bay. We had a grueling day yesterday: left early, spent long hours in the fog; arrived in Cape May late, after long hours bouncing over the big rollers coming in from the Atlantic. Woke up bone tired, as if we'd run a marathon.

April 28—We're anchored in Ocean City, New Jersey today, after a wild and windy ride north up the New Jersey Intracoastal Waterway from Cape May. Early Monday we were coasting down Delaware Bay with blue skies overhead but deep fog all around. And our tour of eastern nuclear plants continued! The cloud of steam from the Salem Nuclear Plant bulged above the rim of fog. The Salem complex includes two nuclear reactors. Another reactor is being considered. About 5.5 million people live within 50 miles of this facility. (Did you notice that some experts are recommending evacuation within a 50-mile radius of the Japanese plants?) These reactors were shut down for a while in the 1990s because of maintenance problems. And they were shut down twice this past week, for the same problem: bits of plant matter, floating in the Delaware River, clogged the cooling water intakes. (Officials call the problem "grassing.")

April 30—First, our whereabouts: We're headed north to Manasquan. If all goes well, we'll go "outside" (into the open Atlantic!) on Sunday and cross to New York Harbor. Then Monday, we'll cruise up the Hudson to dock at the 79th St. Boat Basin. But weather can change—and so can this plan! Earlier this week we spent two days windbound in Atlantic City. Stuck our nose out Friday and bounced north up Barnegat Bay to dock in Forked River, NJ (say "FORK-ed," two syllables, or they'll know you're from away). One aid to navigation: The more-than-300-foot-tall venting stack of the Oyster Creek nuclear plant.

May 1—Yesterday, SlowBoat made it safely through what our guidebooks call (I am quoting exactly) **THE MOST DANGEROUS SPOT ON THE INTRACOASTAL WATERWAY!!!** The precise spot: A blind right-angle turn—in strong currents and high boat traffic—under a low railroad bridge in Manasquan, NJ. Piece o' proverbial cake. Today: The biggest challenge yet for a canal boat like ours. We're "goin' outside." Away from the protected waters of the Intracoastal and out into the open ocean. There's no other way to get to New York and the Hudson River. As we were leaving Manasquan inlet, four guys on a sportfishing boat passed us, close and fast. "I admire your green-ness!" one guy yelled. "Hey, at least YOU qualify for the carpool lane!" Cap replied. Feeling queasy at the thought of our passage? Experts recommend you take Dramamine at least half an hour before embarking on an ocean voyage.

Today is May 1st. May Day. May-day. That's a phrase we hope to avoid saying! We're humming "Born to Run" as our canal boat cruises past Asbury Park, headed for Sandy Hook, NJ, and then . . . New York Harbor. Sportfishing boats are zipping past us. Offshore we can see tankers and cargo barges on a parallel course. Jumbo jets lumber overhead. A helicopter hovers near the Atlantic Highlands. And the radio is crackling, as the Coast Guard announces, "All stations, all stations, motor vessel Blackberry Blackout has deployed an EPIRB (emergency transponder), be on the lookout, and be prepared to offer assistance."

But Dragonfly is taking the swells like a champ. It's like bouncing on a trampoline in super slo-mo till you can see distant fishing boats, from their waterlines all the way up to the tips of their radio antennas. Then, Doowwwwwwwn . . . and the curve of the earth hides the boat hulls, and all you can see are the spiky conning towers and bristly racks of fishing rods.

May 2—If you've been following this blog for a while, you know that each day, reaching safe harbor, Cap and crew exchange high fives and say, with gusto, "We didn't sink the boat today!" And we didn't sink the boat today (though it WAS startling, at one point on our open ocean crossing, to climb the stairs from the boat's interior up to the stern deck. From this vantage you usually see blue skies, but the swells were so large, that view was blocked by a wall of
Now SlowBoat is safely anchored near the New Jersey shore with a stellar view of Lady Liberty's backside. Can you believe it? Me neither. Tomorrow we'll let the rising tide waft us up to the 79th Street Boat Basin, where we look forward to greeting some college classmates and a representative of the American Canal Society. We're approaching the Statue of Liberty. If you've been following along on our trip this afternoon, please join us in celebrating!

May 2—Last night we dined in style. Not at an elegant New York City restaurant. Nope, we dropped anchor right by the Statue of Liberty. Our windows framed an elegant view of Lady Liberty's backside. (Yes, you are allowed to anchor a boat near The Statue, and no, it's not because they finally got Bin Laden . . . it's because we're a free society and that's how we roll.)

So figure this! New York is a city of 8 million people, yet we were the ONLY boat at the anchorage.

May 9—SlowBoat is creeping slowly north up the Hudson River. There's no rush because, once we pass Albany, we leave the river to head west on the Erie Canal . . . and the Erie Canal is still closed due to flooding. We stayed Thursday in Newburgh, NY. We're in Catskill, NY, today and figuring out our next move. Check back later for details about "Penguins in Bondage."

May 11—Sunday, waiting for flooding on the Erie Canal to subside before moving farther north. We celebrated Mother's Day with a visit from the crew's parents, Jay and Kitty Berger. It was a fitting bookend to this trip. Exactly one year ago on Mother's Day weekend, Jay and Kitty climbed aboard the Dragonfly for her shake-down cruise on the Erie Canal.

This past year, while we've been touring under solar power, Dad has been working on energy conservation, too. In the small Massachusetts town where they live, he's a politically active guy, and a couple years ago he launched "Go Green Agawam," encouraging residents AND town government to adopt energy conservation strategies. The goal was to reduce energy use by a full 20 percent. In Massachusetts, towns that have an effective plan to meet this goal can receive "Green" designation from the state, becoming eligible for grants to move their plans forward.

Agawam later created an Energy Commission to keep the ball rolling--and Dad was appointed a commissioner. We call him "The Commissioner." This kind of small-town initiative is more common than you might think. Here in the Hudson Valley, a group called "Sustainable Hudson Valley" has put forward the "10 Percent Challenge," inviting communities and individuals to cut energy consumption 10 percent.

May 16—Cap and crew were in State College this weekend to attend Penn State graduation. (We're now back on the boat, in Catskill, NY) As you know, we never miss a canal! So on our way to Central PA we visited the old Lehigh Canal in Easton, PA. (We also visited the National Canal Museum! Did you know that America has one?) By the way, you know we are eager to see canal boating go mainstream in America. Here's evidence of progress: A whole series of romance novels that use the Lehigh Canal as the setting. (Paris? Forget Paris. Nothing says romance like a couple of mules and a barge.)

May 18—We've spent a year giving our canal boat an adventure, taking her places canal boats never go. Out of sight of land in the Gulf of Mexico. Racing down the fast currents of the Mississippi. Bucking the waves in Albemarle Sound. Through all that, she's enjoyed celebrity status. In every port, she's the cutest boat on the dock--or at least, the most unusual. But the party's over. Today, after touching in Albany, NY (to put our guest boater Ally Berger, who's been cruising with us from Catskill, on a train home), we locked through in Troy, NY . . . and Dragonfly re-entered her home waters, the Erie Canal. Where canal boats are, um, practically common. There's one sharing our dock here in Waterford.

May 20—SlowBoat climbed the flight of five locks at Waterford yesterday, gaining 170 feet in elevation and entering the Mohawk River. In mid-lockage, we picked up a guest: local public radio reporter Marie Cusick, who covers the innovation-and-technology beat for WMHT in Troy, New York.
It took a bit of strategizing to get Marie on board, because (in the interests of safety) the canal system rule is: Once your boat enters the flight of locks, it must keep on going. But everything worked out. Marie was mainly interested in our cool technology. But she also asked this question: "Looking back on your trip, were you ever scared?" It really made us think. About that lock on the Trent-Severn where we exited into a fast current that pushed our boat toward a hydro dam. "I honestly don't think a boat that slow can make it," said the locktender. (Obviously, we did.)

Then there was the sudden lightning storm on Lake Huron. (Thinking quickly, Cap lashed the boat hook to the tiller to make it longer, so he could step down inside the boat and steer under cover.) How about the time in South Carolina when we wrapped the anchor line around the prop shaft? (Cap stripped to his skivvies and went over the side with a knife in his teeth. The crew did some really expert worrying.) Thrilling stories all. But bottom line, this trip has been exceptionally placid. Scary moments were few and far between. We think a big reason is our extreme caution. We don't take chances. We talk about how to handle problems before we encounter them. And we adhere to the boater's motto: "We have a plan, and we're NOT sticking to it." If the forecast looks bad, if the water is high, if we're running short of daylight, well, we don't take chances. So even though we began this adventure with just one week's worth of boating experience, we've made it through a year on the water without major mishaps. (Don't let me jinx it!) Yesterday, as the crew teetered on the boat's narrow side walkway, Cap reflected, "Hey, a whole year, and neither one of us has fallen in."

But if we HAD fallen in, we would have been good. Because we wear our life jackets consistently. We may be crazy, but we're not stupid. Tomorrow, May 21, marks the start of National Safe Boating Week. And if the National Safe Boating Council could give you just one message, it would be this: Wear your life jacket. 80 percent of fatal boating accidents are drownings. In 90 percent of those cases, the victim was jacketless. OK, end of lecture. But seriously, wear the darn thing. And if you wrap a line around your prop, please, call a tow service!

**June 1—SlowBoat is tied to the lock wall in Baldwinsville, NY, waiting for the lock to open so she can complete her trip.** Here's a word from the Captain: How does Dragonfly, a homebrew hybrid electric vehicle, stack up against the competition? We've been eagerly watching for hybrid electric boats on this trip, and the pickings have been slim. Boating magazines are full of articles about "green" boats, sporting rooftop solar panels, auxiliary electric propulsion motors, etc., but they appear to be mostly: 1) as-yet unbuilt concept vessels, 2) small boats with limited ranges, or 3) fantastically expensive "green" yachts with gimmicks that don't begin to compensate for the enormous fuel-burning engines that drive the vessels most of the time. (Note: We have encountered a few noteworthy exceptions.) Commercially viable hybrid electric boats are on their way, but in the meantime, let's compare Dragonfly with a popular hybrid road vehicle, the Toyota Prius. Check out the table below.

**July 3—SlowBoat fans want to know, "What's the end of the story?"** In my last post, back in early June, the intrepid Dragonfly was holed up in Brewerton, NY. The Erie Canal was flooded by spring rains, and the locks were closed. Who knew when the canal authority would reopen them? On June 1 the crew went home to State College, PA, to reenter the "real world" and go back to work. But Cap stayed with his ship. (That's what captains do!) And when the canal finally opened, intrepid nephew John Thomas came aboard as deckhand, to help move the boat the final 80 miles to her home port at the Mid-Lakes marina in Macedon. So now we have come full circle: A 6,000-mile circumnavigation around eastern North America.

We did it! It feels good! So what happens next? Well, yep, we are keeping the boat. An adventure-travel book is in the works. We're thinking about downsizing to a home that runs on sustainable technologies. I don't want to miss the chance to thank you for riding along with us! It can be lonely out there on the big water. It was good to know you were there! If you're ever in upstate, let us know, and if we're up at the boat, we'll take you for a SlowBoat cruise.

**www.slowboatcruise.com**

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<thead>
<tr>
<th>Factor</th>
<th>Dragonfly</th>
<th>Prius</th>
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<td>Model year</td>
<td>1990</td>
<td>2010</td>
</tr>
<tr>
<td>Weight (lbs)</td>
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<td>3,000</td>
</tr>
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<td>Seats (driver and passengers)</td>
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<td>5</td>
</tr>
<tr>
<td>Sleeps</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Engine (hp)</td>
<td>63</td>
<td>98</td>
</tr>
<tr>
<td>Motor (hp)</td>
<td>12</td>
<td>36</td>
</tr>
<tr>
<td>Fuel consumption, engine only (mpg)</td>
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</tr>
<tr>
<td>Fuel, consumption, engine only (gph)</td>
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<td>N.A.</td>
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<tr>
<td>Fuel consumption, engine-motor actual use (mpg)</td>
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<td>50 mpg</td>
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<tr>
<td>Fuel consumption, engine-motor actual use (gph)</td>
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<td>Fuel storage</td>
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<tr>
<td>Range, engine-motor actual use</td>
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<td>Bathrooms</td>
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<td>0</td>
</tr>
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</table>
The Hiester Canal Center (owned and operated by Berks County) the models will be displayed in the tandem format originally used on the Main Line Canal east of the Allegheny Portage Railroad and also on the Schuylkill Navigation System. The models, pictured at their new location, were made in 1889 by John Sheets. They were frequently used by the Boatmans Association, of which Howard Hiester was a member for many years. It seems appropriate that the models have come back to join hundreds of other 19th-century canal artifacts on public display.

The Main Line models are the largest items owned by PCS, covering twenty-one feet in length when displayed as the “double header” combination utilized in the real application. Probably because of space limitations, these models have not been shown as a tandem pair for many years. One section had been displayed in a side room at the gift shop at Two Rivers, but the other section was stored in the basement for at least fifteen years. The smaller items at Two Rivers have been moved to the Emrick Center by the canal, which is now the new address for PCS (mailing address: 2nd Floor, Emrick Technology Center, 2750 Hugh Moore Park Rd, Easton, PA 18042). There was really no room at the Emrick Center for these large models.

Under a loan agreement with the Hiester Canal Center (owned and operated by Berks County) the models will be displayed in the tandem format originally used on the Main Line Canal east of the Allegheny Portage Railroad and also on the Schuylkill Navigation System. The models, pictured at their new location, were made in 1889 by John Sheets. They were frequently used by the Boatmans Association, of which Howard Hiester was a member for many years. It seems appropriate that the models have come back to join hundreds of other 19th-century canal artifacts on public display.

PCS owns approximately 70 artifacts that were on display or in storage at the Center Square building, now totally leased by Crayola. On short notice, PCS had to find a home for those artifacts and arrange for the move.

Thanks to the efforts of Pennsylvania Canal Society directors Bill Lampert and Bob Barth and the cooperation of the National Canal Museum, the two large Main Line boat models have been moved from their previous location at Two Rivers Landing to a safe harbor in the Howard Hiester Canal Center in Reading. This move was deemed the best solution to the problem arising from the loss of leased premises in downtown Easton.

PCS owns approximately 70 artifacts that were on display or in storage at the Center Square building, now totally leased by Crayola. On short notice, PCS had to find a home for those artifacts and arrange for the move.
New York State Canal Conference—Save the Date
Sunday September 30-Tuesday, October 2, 2012, Oswego, NY

The Canal Society of New York State looks forward to seeing you in Oswego this fall for the New York State Canal Conference. Here are some updates from the Planning Committee.

Theme: "Where the Water Never Ends."

Keynote Speaker: James M. Clifton, Enterprise Manager, British Waterways. Mr. Clifton will discuss the economic impact of canalside development and historic canal restoration.

Breakout Session Topics:
TOURISM: Heritage Tourism, Social Media, This Place Matters!
HISTORY and EDUCATION: Connecting the New York State Canalway System to the World
WHAT'S NEW ALONG THE CANAL?: Commercial Shipping, Redevelopment Projects, "Good Night Irene" - a look at the New York State Canal System after Hurricane Irene.

General Program Schedule:
Sunday afternoon and evening

Plan to arrive in the early afternoon to join in the "Oktoberfest-themed" community event along the shores of the beautiful and bustling Oswego Harbor. Enjoy the band, the beer, and the boats!

Participate in, or watch from shore, the flotilla of public and private vessels and, of course, the New York State Navy.

Also taking place in Oswego this same weekend is the Pumpkin Fest and 150-year Civil War commemoration at Fort Ontario.

Monday's Opening Session will include presentations from the Port of Oswego, New York State Canal Corporation, and the Erie Canalway National Heritage Corridor.

The Governor's Luncheon and most meetings will be held at the new Conference Center due to open this spring.

The afternoon features Mobile Workshops throughout the Oswego area.

Participants will join together again at Bayshore's for a sunset Reception and Dinner on the lake shore.

The Canal Society of New York State will present its Spirit of the Canal Award this evening.

Tuesday includes more breakout sessions at the Conference Center and a luncheon at the newly-restored Fort Ontario, (within easy cannon fire of the hotels) just up the hill from the harbor.

The Canal Corporation will present its Trail Tender Award at this luncheon.

Headquarters hotels are the Econo Lodge Inn & Suites Riverfront (315-343-1600), which is constructing its connected Conference Center, and the Best Western Hotel (800-780-7234). All facilities are on the Oswego River adjacent to Port of Oswego.

This is a most accessible, accommodating and attractive location for our conference. Confirmed conference sponsors and exhibitors include: New York State Canal Corporation; Port of Oswego; Brookfield Power; Erie Canalway National Heritage Corridor; Greater Oswego-Fulton Chamber of Commerce; Barton & Logudice; Bergman Associates; Canal New York; Mid-Lakes Navigation Co., Ltd.

2012 Local Host Planning Committee: Host Committee: Jonathan Daniels. Chair, Host Committee, Port of Oswego; Mary-Ellen Barbeau, Oswego County Tourism; George Broadwell, Broadwell Companies; Beth Hilton, Greater Oswego Chamber of Commerce; Mercedes Niess; H. Lee White, Marine Museum; Dave Turner, Oswego County Community Development, Tourism & Planning.

Conference Committee-Organizers/Sponsors: Kal Wysokowski; Conference Chair, NYS Canal Society, Western Erie Canal Alliance; John Callaghan, NY State Canal Corporation; Tom Grasso, President, Canal Society of New York State; Sharon Leighton, NY State Canal Corporation; Bill Miles, Bergmann Associates; Dave Kinyon, Canal Society, Spirit of the Canal Award, Rick Rivers, The Rivers Organization; Lori Solomon-Duell, Erie Canalway National Heritage Corridor; Monika Salvage, Fairport Office of Community + Economic Development.

We gratefully acknowledge the consultation and support of Duncan Hay, National Park Service.

Dear Readers,

If you know of any canal boat rides that we have omitted (p.3-6), please contact me with the information: 214 North Bridge Street, Somerville, NJ 08876; barths@att.net; 908-722-7428. Thanks so much.

On another topic, we are looking for verification as to the first canal lock. Many sources say that it was built in China, but what do our members say?

If you have news of any canal anywhere for publication in American Canals, please send it to me. Thanks so much.

Sincerely,

Linda J. Barth
CANAL BOAT ANNIE
by Terry K. Woods

Ohio’s canal era was dominated by hardworking, hard living men and women. One of the most colorful of the female canal characters has to be Canal Boat Annie.

She was the daughter of a wealthy Massillon, Ohio grain merchant and quite a hellion in her youth — good-looking and with an eye for the men. She was always hanging around the canal, flirting with the boatmen; she finally ran off with one. After that the folks in Massillon only saw her now and then as she passed through town on first one, then another canal boat. Not much is known about her life on the canal, but it must have been fascinating.

Time passed. Neither Annie nor the canal were young anymore, so she decided to retire and come back home to Massillon to live out her life. There wasn’t much traffic on the canal by that time, so it wasn’t too difficult for her to acquire an old three-cabin freighter and fix it up into a houseboat.

A giant willow tree stood on the bank of Wetmoore Creek above where it emptied into the Ohio & Erie Canal south of Massillon. Annie anchored the boat under this tree and there she spent the rest of her days.

Most eyewitness accounts of Canal Boat Annie come from the 1907-13 period. She was in her late 60s by then, a big woman whose figure was once described: “like a balloon with a string tied around the middle.” With this physique, it’s not too hard to understand why Annie’s habit of running around her houseboat in the nude made a lasting impression on a young newsboy who, for the rest of his life, delighted in telling of his one meeting with Canal Boat Annie.

Of course, Annie wasn’t too highly thought of by a particular class of people in town, and local gossips were always starting rumors about how she earned her living. Considering her age and dimensions, it is not surprising to learn that she made what little money she needed by selling fishnets and flowers.

Every nice day found Annie in her rocker on the canal bank, weaving nets or out in back of the boat, tending her tiny garden of really magnificent petunias, pansies, and marigolds. People were continually amazed at the beauty and size of her flowers. Her garden was right in the double gloom cast by the great willow tree and an iron bridge carrying the Pittsburgh, Ft. Wayne, and Chicago Railroad across the canal and river. Still, the flowers flourished.

Accounts of Annie’s disposition vary. There are some who say that she was so badly teased and tormented by the local children that she took to hurling rocks and obscenities at all who came uninvited to her property. Others insist that she was a kindly woman, loved and adored by all the children in the neighborhood, and a “must” stop for a cookie and a cup of cider on that long walk home from school.

Whatever the true case, all accounts agree that when riled, her vocabulary could “tear the hide off a mule.”

Annie is gone now, of course. Passed away quietly we imagine just before the 1913 flood. Her houseboat survived but a short while longer. The flood saw to that. There wasn’t much left in the Tuscarawas River. One boat that had been tied north of Cherry Street was swept away by the rising waters and caught and crushed by the Main Street bridge. Annie’s boat was never seen and may be free yet, somewhere.

Annie would have liked that.

You couldn’t catch or crush her, either. A woman who wouldn’t fit into the accepted mold, she chose her life. And when that didn’t turn out to be all she might have hoped for, she accepted it without blaming others, a true “character” of the Ohio & Erie Canal.

CHICAGO SANITARY AND SHIP CANAL NAMED TO NATIONAL REGISTER OF HISTORIC PLACES

In January, the Chicago Sanitary and Ship Canal, which connects the Great Lakes to the Mississippi River and made it possible to reverse the flow of the Chicago River, was named to the National Register of Historic Places.

The newly defined historic district wends through portions of Cook, DuPage, and Will counties and includes dams, locks, control stations, and spillways, according to David Blanchette, spokesman for the Illinois Historic Preservation Agency. "It was a trend-setting construction project," Blanchette said. "But it was also a very forward-thinking project that combined ship access and sanitation."

On January 20 the National Park Service approved the state's recommendation to place the canal in the register. The measure buttresses protections in place from the Illinois Historic Preservation Agency, which already had deemed the canal a historic resource. Significant changes to the system have to be reviewed by that agency under state law.

Completed in the first decade of the 1900s, the canal was the largest public works project ever undertaken at the time and various equipment and techniques used in its construction were later used in other large projects, such as the Panama Canal.

But it was not without controversy. Waste that had previously gone into Lake Michigan instead flowed down the Des Plaines, Illinois and Mississippi rivers past other towns and cities. By digging a 28-mile canal between the Chicago and Des Plaines rivers, engineers also breached the natural barrier between the Atlantic Ocean and the Gulf of Mexico, creating an avenue for invasive species to move between different watersheds.
In recent years, a group of Great Lakes states has been trying to have Chicago-area shipping locks closed to stop Asian carp from entering Lake Michigan. A report last month by a coalition of Great Lakes states and cities also explored strategies for installing permanent barriers in the Chicago waterway system that would re-reverse the flow of the Chicago River.

Chicago Tribune
February 17, 2012

IN THE BEGINNING
by Stephen Skye

The following article was authored by Stephen Skye, president and historian of the Neversink Valley Museum of History and Innovation. It is extracted from his forthcoming book on the D&H Canal and the financial and commercial world of 19th century America. It first appeared in his museum’s newsletter, Towpath.

The Erie Canal and its privately built brethren, the anthracite canals, did not simply spring fully formed from the American engineering mind. Rather, they had a long pedigree in the canals of Europe. In fact, the Erie Canal brought over engineers from Great Britain to help design and build the great New York canal. Two significant canals, the Santee-Cooper Canal in South Carolina and the Middlesex Canal in Massachusetts, completed early in the 19th century before the great canal boom swept America, were also predecessors to the Erie and the anthracite canals. At the time these two were the largest canal projects undertaken in the young country. We know that engineers for the Erie Canal even visited the Middlesex Canal when the New York project got underway.

The Santee-Cooper Canal (or more simply, the Santee Canal) was a privately built work constructed between 1793 and 1800. It has been called “the grandest work of internal improvement that had been attempted in all America.” Hundreds of slaves from nearby plantations toiled at hard labor for seven years with picks, shovels and wheelbarrows to bring the waterway into being. At the end of 1793 a workforce of roughly 1,000 slaves was engaged in the undertaking. It had been difficult gathering the necessary workers since the planters were busy shifting their crops to cotton from indigo and were reluctant to send their slaves to work on the canal. Since the subsidy paid by the British government for the growing of indigo had disappeared with American independence, the planters of the Santee basin were forced to switch to a more profitable crop. Eli Whitney’s newly patented cotton gin arrived on the scene just in time to save these farmers’ plantations. White laborers avoided the work since they did not want to work in the hot, disease ridden swamps in the summer. By 1796 the number of workers had declined to 700. In 1793 two-thirds of the laborers were women. Later, in 1800 the “hirers” were insisting that half the laborers be women. Many of these people were a type of corvée worker, laborers whose work was taken instead of taxes, since their labor represented a tax on their owners who would benefit from the canal. For other planters, the wages their slaves earned for them from the canal company helped them through hard times. After the canal was completed in 1800, the canal company was authorized to have 300 slaves on hand to clean out the canal every summer and put it in good order for the next boating season which started in October.

The canal cost just over $650,000 to build and was capitalized, it seems, somewhat higher. Much of the money to build the canal came from the sale of shares in the canal company as well as repeated assessments against these shares. Some slave holders even met their assessments by hiring their slaves out to the canal company. The state legislature also authorized a canal company lottery in 1796 to help raise funds for the work. The finished waterway was 22 miles long, had 10 locks and is reputed to be the country’s first summit canal. In this regard the Santee Canal (as well as the Middlesex) helped blaze a trail that the anthracite canals followed. The canal linked the Cooper and Santee rivers and shortened the time it took to carry produce from the Santee basin to the port of Charleston. It also
helped connect the new state capital at Columbia on the Santee River system with Charleston on the Cooper. Columbia had been created by the state legislature in March, 1786, the same time that the Santee Canal Company was chartered, and was one of America’s first planned cities. The new capital along with the Santee Canal helped open up central South Carolina and stands as an early example of the American method of development. The canal also was a boon to Charleston’s commerce since it reduced the cost of shipping agricultural products from the interiors of North and South Carolina through the port. The city was a major American center of commerce and the Santee Canal helped keep the cost of the goods shipped from Charleston competitive. It also helped bring prosperity to the “upcountry” and became a great unifier of the state.

At the same time that the Santee Canal was being built in the South, the Middlesex Canal was under construction in New England. The Middlesex Canal was built between 1793 and 1803 by workers drawn from many small villages in the interior of Massachusetts and New Hampshire though some workers were obtained from a growing pool of Irish immigrants. The canal had a capitalization of $444,000 and, when fully complete in 1803, had a cost $536,000. The difference between the capital raised through stock sales and the cost to build the canal was made up with such devices as lotteries. The canal, like the Santee, was a summit canal and has been called “at the time the most considerable canal in the United States.” It initially ran for 27 miles and had 20 locks. Its purpose was to connect the Merrimack River to Boston harbor. The canal ran from Charlestown on Boston harbor to Chelmsford, bordering present day Lowell, Massachusetts, on the Merrimack River. The result was to open central New Hampshire to trade with Boston and to give the area where present day Lowell is situated a direct connection to Boston harbor. Since the completion saw the shipment of Merrimack Valley products through the port of Boston, the canal had a significant impact on the prosperity enjoyed by Boston and the surrounding region. Of all of the state’s canals, it alone had the singular distinction of advancing Boston’s interests.

Like the city of Columbia on the Santee, Lowell was a planned city with a charter from the state. The city has been called America’s “first planned industrial town”. The industrial energy for this great center was supplied by the powerful flow of the Merrimack River. With the opening of the Middlesex Canal, an easy route to Boston harbor was created. In the 1820’s the area that would become the city of Lowell developed into the leading cotton-textile manufacturing center of the country. In fact, very quickly the entire Merrimack Valley sprouted mill cities along the river’s length. The reduction in transportation costs brought on by the completion of the Middlesex Canal encouraged the rise in manufacturing along the Merrimack.

Whilst the Middlesex Canal helped foster New England’s industrial revolution, the Santee Canal supported the newly emergent cotton industry of the Santee basin. Two archetypical 19th century American industries were fostered by our country’s first two major canals. The story of these waterways very quickly became the story of early 19th century America. It is interesting to note that the very same cotton that brought good fortune to the Santee planters could also be found on the wharves and in the textile mills of Lowell. The same bale of cotton that had passed through the Santee Canal may have also been carried over the Middlesex. The Santee and Merrimack basins, along with their signature canals, were tightly connected in a web of commerce.

A canal boat sailing down the Merrimack River, sketch by A. E. Herrick, from Old Residents’ Historical Association Publications, III, 1886.
founded on cotton.

Compare, for a moment, the Northern workforce of individual farmers who built the Middlesex Canal to the enslaved Southern crews who worked on the Santee. Though both canals were similar in size, entirely different arrangements were employed in fielding work teams. This is reflective of a very broad distinction between Northern and Southern societies. Southern agrarian society was hierarchical, dominated by a planter class. Slaves did almost all the work on the canal, and the canal company even owned 60 slaves who possessed valuable skills, such as bricklaying, which was useful for the canal locks. On the other hand, workers for the Middlesex canal were drawn from the class of yeomen farmers who inhabited the region. Though “native laborers” preferred agricultural work, the higher wages offered by canal work enticed many workers into seasonal canal work. Especially when confronted by economic misfortune, canal work supplemented work on the farm and helped pay off the farm and taxes. These independent workers, farm owners and common laborers alike, had a choice of where to work and labored for the Middlesex Canal only when it suited their needs. In contrast the enslaved workers of the Santee Canal had no choice and would have preferred any other work than toiling in the fever ridden swamps of the Santee basin in the summer.

The Santee and Middlesex canals were relatively short and of rather moderate cost. They were both built by workers from the area, and both were intended to open up commerce with the interior of their regions by extend-
was the lifeline of the northern Netherlands. Initially, this infrastructure was built for the reclamation of land from the sea and subsequently for transportation. It was particularly related to the large-scale peat extraction that had taken place since the Middle Ages. As the peat bogs were exhausted, the underlying land was converted to agriculture. With the evolution of road traffic, bridges and the increasing bulk of vessels made many of those canals obsolete. However, beginning in the 1970s, recreational boating became a significant economic factor in revitalizing old waterways. In addition, the canals remain essential to draining excess water from the low-lying lands known as polders.

At the opening plenary session on Monday morning, Professor Frans Schouten, conference chairman, and Dave Ballinger, president of Inland Waterways International, welcomed the delegates. Additional welcoming remarks were made by the mayor of Groningen, the director of the Dutch Cultural Heritage Agency, and the chairman of the Dutch Recreational Waterways Foundation.

The title of this year’s conference was Waterways—Ways of Value. The Tuesday, Wednesday, and Thursday sessions offered panel presentations on many subjects. These were organized by tracks: economy and tourism; ecology, water management, and conservation; heritage protection and redevelopment; planning and revitalization; and technology, infrastructure, and water quality. About fifty speakers were on the program. Because the tracks ran concurrently, delegates sometimes had to make difficult choices of which presentations to attend.

The closing plenary session on Thursday morning was the occasion for the promulgation by Prof. Schouten and IWI President Ballinger of the Groningen Declaration. The document was written by the boards of WCC2011 and Inland Waterways International. The purpose is to broaden the interest in canals worldwide by establishing guidelines of integrated care for canals that have ceased to provide economically viable transportation but still have potential value. These may be controlled by custodians whose interest may be limited to a single use, e.g., water storage, transport, quality, management, or recreation. The objective of the declaration is to stimulate those with such fragmented interests to coordinate their efforts to integrated development of inland waterways.

For most delegates, the high-

The 1952 Princess Beatrix Locks on the Lek Canal.
lights of the annual conferences are the field trips to visit historic or working canal sites in the region. On Monday afternoon, delegates traveled by coach to the province of Drenthe, where canals originally built for peat transportation have been redeveloped for recreational use. Visits included the village of Ter Apel and the Stads Compascuum Canal. At Bargercompascuum, the delegates traveled by boat to the Veenpark (Fen Park), a 160-hectare outdoor museum featuring an historical village and peat moor. The tour continued to a new canal under construction that will connect the Veenpark to the Bladderswijk, which is expected to be opened in 2013. The visit included construction sites for a double-staircase lock with a five-meter lift and a new lock with water-saving basins.

On Wednesday the delegates were divided into three groups for tours in the province of Friesland. One group visited the Polderhoofd canal; the second went to the new Galamadammen aqueduct and Stavoren locks; and the third to see the aqueducts in Sneek. (Dutch aqueducts usually carry the waterway over highways, not rivers.) All three groups came together in the town of Grou for dinner, which was served on a boat cruising the Friesian lakes.

Following the closing plenary session on Thursday morning and luncheon at the conference center, the delegates were again divided for visits to sites in the province of Groningen. Among the sites visited by one of the groups was the Nieuwe Statenzijl sluices, built in 1991, located at the northeastern tip of the Netherlands, on the border with Germany. The drainage sluice discharges excess water from large parts of the provinces of Groningen and Drenthe into the Dollard (a bay between northern Netherlands and Germany). Drainage can only take place at low tide. Approximately nine million cubic meters of water can be discharged daily. Operation of the process is completely automated; the computer calculates how much water is to be discharged and regulates the opening and closure of four sluice boxes. The complex also includes a lock to pass ships up to 8.5 meters wide by 70 meters long.

A two-day post-conference tour was held on Friday and Saturday. About fifty delegates traveled by coach along the Drentseooofdaart and Apeldoorn canals. After luncheon hosted by the Apeldoorn Canal Foundation and city council, the tour continued to the province of Utrecht. The afternoon highlight was the visit to the Princess Beatrixsluizen...
locks at Vreeswijk, on the Lekkanaal, the shipping route between the Amsterdam-Rijnkanaal and the River Lek. These locks, with vertical lift gates, were built in 1952. The day’s tour ended with a visit to the office of Rijkswaterstaat for a talk on management of the main waterways network for commercial navigation and a reception beside the canal.

On Saturday, the tour visited the historic steam-driven De Cruquius pumping engine, built in 1849 to drain the Haarlemmermeer. It remained in operation until 1932, when the boilers were removed. The building was preserved as a museum. The pumps were reactivated this year, but, alas, are now electrically powered. At Zaandam, the group boarded a waterbus to enjoy lunch while cruising along the Zaan River, past historic windmills and industrial sites to the Zaanse Schans Museum (see photo above). The tour ended at Schiphol Airport, where some of the tourists took flights for home, and others the train to Amsterdam, where further adventures awaited.

Over 160 people attended the conference. While approximately half of them were Dutch, there were delegates from sixteen other countries including Belgium, Canada, China, Croatia, France, Germany, Ireland, Italy, New Zealand, Norway, Russia, Serbia & Montenegro, South Africa, Sri Lanka, and the United Kingdom. About twenty-six delegates represented the United States.

The World Canals Conference provides an opportunity for volunteers and members of historical societies to meet and network with their counterparts in similar organizations and with professional park and waterway managers. It has grown from a small symposium for U. S. and Canadian historic canal park managers into a forum for advocates, historians, and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education, and increased public awareness of their value. This was the twenty-fourth annual event in the series, which began in 1988. This September, the World Canals Conference will be in Asia for the first time, when it will be held in Yangzhou, China. The 2013 conference is scheduled for Toulouse, France.

The WCC Steering Committee, composed of chairmen of past conferences, was formally organized in 1997 to select hosts and sites for future WCCs. In 2008, oversight of the conference was assumed by Inland Waterways International. IWI was founded in 1996 and has grown to
A quick look at a map shows that the Chesapeake and Ohio Canal was right in the middle of the Civil War and was the most impacted of any canal. But, very little has been written about this piece of canal history. Not only did the canal company have to absorb and recover from the attentions of both armies, including the destruction and confiscation of its assets, but it had to endure the floods of the Potomac Valley and the politics of Maryland and the federal government. Despite these, the canal served to carry union military supplies to and from the front and grain and coal from Cumberland and southern Maryland to Washington to supply the capital and the navy.

The author presents a thorough discussion of the war years and events. He begins with a short history of the canal to set the scene and then follows with a much more detailed discussion of the events during the war years. He also points out that the canal company was never paid for the use of the canal or damages caused by union and southern forces despite the fact that the competing and parallel Baltimore and Ohio Railroad was. At the conclusion is a brief summary of the canal’s history since the war. I found it a very interesting read of how the company and the boatmen carried on in very dangerous times. The book is available through Amazon.

**THE ILLINOIS AND MICHIGAN CANAL**

Take a tour of this historic canal through the words and camera of photographer Joseph P. Balynas. In *The Illinois and Michigan Canal: A Photographic Journey* each color photograph is accompanied by a short but informative caption, detailing interesting facts about the canal and the areas through which it passes.

The I&M Canal was completed in 1848 and was partly responsible for the growth of Chicago, Illinois. Closed and abandoned in 1933, it’s locks (with the exception of Lock 5) are still visible today.

Joseph P. Balynas has been a photo enthusiast for over thirty years. His work ranges from nature to city photography. An avid cyclist, Joe has raced for five years. He is married and has one son.

The book may be purchased from [www.blurb.com/bookstore/detail/2984749](http://www.blurb.com/bookstore/detail/2984749)
Over the years, many details about the construction of the Windsor Locks Canal have been lost, forgotten, or misplaced. Besides the local lore and stories passed down from one generation to the next, there are surprisingly few facts about the canal's construction and some sizable gaps, among them who really engineered the canal, supervised its construction, and built it.

So Christopher Kervick, a local attorney and history buff, was delighted when he stumbled across a large cache of the papers of chief engineer Canvass White during a trip to the Cornell University library.

“Every document I turned over was a ‘holy cow!’ moment for me,” said Kervick, who gave a presentation on his discoveries at the Windsor Locks library on February 29.

White was a well-known engineer who learned his trade on the Erie Canal and would later go on to be chief engineer of the Delaware Canal and the Lehigh Canal and one of the engineers of the Union Canal — the latter two finished during roughly the same period as the Windsor Locks Canal.

Although many of the papers related to White's other projects, a sizable stack documented details about the Windsor Locks canal, one of the famed engineer's smaller projects. (White also created a specialized hydraulic cement that was adopted by many engineers and contractors, although few paid for the pleasure and the patent went largely unenforced).

Although White's name has long been attached to the Windsor Locks Canal, it was unknown whether the design came from White or an underling. His papers leave no doubt — the canal was White's doing. Among the documents Kervick unearthed was
a Connecticut River Co. contract awarding White $2,000 for his services, followed by subsequent correspondence outlining possible plans for the canal and their costs.

Built between 1827 and 1829 as a private business venture, the canal allowed boats to bypass the Enfield rapids, a tricky section (on the Connecticut River) that before its construction had been avoided by way of an overland route or by pushing flatboats up the rapids. Cargo was unloaded at Warehouse Point in East Windsor, a spot that took its name from its role in the early trade route.

The canal was one of a handful in the state and extended freight routes for farmers. It found new life after the railroad made it obsolete for transport, providing hydropower for factories and mills that sprang up alongside it.

Kervick found that engineers including White drew up five different plans—involving proposals for both the east and west sides of the river—before the company adopted White's final plan. A key aspect of the final design and one reason for the canal's longevity was White's decision to use stone locks rather than wood and to line the sides of the canal in stone.

The decision to use stone was likely spurred by the fact that steamboats would traverse the canal, rather than boats pulled by more gentle mules, Kervick said. But the result was a long-lasting remnant of the town's industrial past, whereas many other mud-walled canals have since collapsed.

Also included in the papers were sketches, measurements, lists, and letters that show the progression of work, counts of laborers, and names of the patchwork of contractors, including many locals, who provided the labor. As in modern times, not all were reliable—the documents include letters about a string of Suffield contractors who were fired for failing to complete their work.

There was even a love story. Edwin Douglass, the canal's onsite engineer and White's protégée, met and married local woman Harriet Clark Dexter during construction. Douglass later founded, with his brother-in-law, a local paper mill that would go on to become Ahlstrom before returning to engineering and designing the famous switchback gravity railroad in Pennsylvania.

Kervick, who is working on a book about the canal, said that his real love is researching the Irish laborers who worked on the canal. But while information on the men can be scarce, White's historical stature meant there was quite a bit of material.

Kervick stumbled on information about the Cornell archive while doing online research and took some time off to visit the library. He said the documents gave him “hundreds of more leads to follow,” so he doesn't expect to finish his research anytime soon. Not that he minds.

“It was a treasure trove of information,” said Kervick. “I can't say it was never known, but it hasn't been known for many years, so it was pretty cool to find.”

http://www.courant.com/community/windsor-locks/hc-windsor-locks-canal-discoveries-0... 04-Mar-12

Thanks to ACS Director Bob Sears for sending this article.

Ed. note: Canvass White was the chief engineer for the Delaware and Raritan Canal in New Jersey. He passed away in 1834, just as the canal opened and was succeeded by Ashbel Welch of Lambertville, New Jersey.

**CANALENDER**

April 13–May 24—LaSalle, Illinois-
*The Way We Worked*, a Smithsonian exhibition and 4 local exhibits open in April throughout LaSalle County. Exhibit explores how work became such a central element in American culture and traces the many changes that affected the workforce and work environments. The exhibition draws from the National Archives’ rich photographic collections to illustrate how work has shaped our modern society and built communities. Ottawa Historical and Scouting Heritage Museum. Admission: $3 for adults and $2 for youth. The four concurrent additional exhibits in LaSalle County include:

“Waterways that Work,” at Lock 16 Center, 754 First Street, LaSalle, IL explores the coming of the I&M Canal, the Cal-Sag Channel, the Chicago Sanitary and Ship Canal, and how the Illinois Waterway helped define work in LaSalle County.

“The Way LaSalle County Worked” exhibit at the LaSalle County Historical Society, 202 E. Canal Street, Utica, IL. Take a self-guided tour of work in LaSalle County at the LaSalle County Historical Society. Featuring 10 exhibits about LaSalle County industries.

“The Way Peru Worked” exhibit at the Peru Public Library, 1409 11th Street, Peru, IL. Take advantage of this opportunity to explore a portion of the Peru Library’s local history collection.

“The Way We Worked Locally” at the Ottawa Historical and Scouting
VINGAGE MIAMI AND ERIE CANAL PROFILE MAP ON SALE

The Miami and Erie Canal Corridor Association (MECCA) has restored and reproduced a Profile and Map of the Miami and Erie Canal (above and on next page) and the publication is available for sale.

The 9” x 38” map on white stock paper indicates lock number elevations, lakes, and the water supply system and distances on the canal.

The map is available for $10 at the MECCA office and the Lockkeeper’s House in New Bremen, Ohio. The map can be mailed to you for an additional $3. Just send a check to MECCA, P.O. Box 246, New Bremen, Ohio 45869. For additional information, contact meccadirector@nktelco.net.

Heritage Museum, 1100 Canal Street, Ottawa explores the way Ottawa worked.


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, off Route 38, just south of Route 128 (I-95) at Exit 35. The first segment will proceed south along the watered canal from the parking lot to Winn Street and return. The second will proceed north from the parking lot behind the Baldwin Mansion, now a Chinese restaurant. (For more information please contact Roger Hagopian (781-861-7868) or Robert Winters (robert@middlesexcanal.org).

April 19 — The National Canal Museum Spring Lecture Series in cooperation with the Pennsylvania Canal Society. Prof. Henry Schmidt will show railroads and the Bethlehem Plant of the Bethlehem Steel Corporation. He was part of a team that worked for the Canal Museum to record the Bethlehem Plant. His show represents the best of almost a decade of efforts. Emrick Technology Center, 2750 Hugh Moore Park Road, Easton, Pa. Admission, $5, members; $7, non-members. 7:30 PM. For more information, call the museum at 610-991-0503.

April 20-22—The Pennsylvania Canal Society’s spring field trip will explore the Delaware and Hudson Canal. Contact: Bill Lampert, indnbll@yahoo.com.

April 21—C&O Canal’s Annual Douglas Memorial Hike, featuring the Seneca to White’s Ferry area. Contact Dorothea Malsbary at programs@candocanal.org.

April 28—Schuylkill Canal Association and its partners, the Phoenixville Green Team, the Phoenix Iron Canal & Trail Association and the Chester County Parks Department presents the Schuylkill River Shad Festival 2012, 11 to 5 at Lock 60 on the Schuylkill Canal, Mont Clare, PA. SCA will present a program related to the history & heritage of the Schuylkill Navigation. www.schuylkillcanal.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.

May 5—Bus tour along the D&R Canal in Somerset County, NJ, run by the Heritage Trail Association. $10 per person. Register at the Heritage Trail, 732-356-8856 or visit www.heritagetrail.org. Canal enthusiasts Bob and Linda Barth will lead the tour, with stops at Griggstown and Kingston.

June 24—6th Annual Hennepin Hustle 5K Run/Fun Walk along the Hennepin Canal Parkway in Colona, IL, 8 am. To register online, visit www.friends-hennepin-canal.org and click on Events. $22 until June 18th After June 18th and race day, $25.


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 or 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. Bob & Carolyn Schmidt, indcanal@aol.com.


September 30-Oct 2—New York State Canal Conference, Oswego, New York. For updates, check www.newyorkcanals.org and see the article on page 11.
A group of New Hope residents is hoping that water will again flow in the Delaware Canal.

Spurred by the recent purchase of the Bucks County Playhouse, the New Hope for Our Canal group formed in January with the aim of aiding the borough's revitalization by returning water to the historic canal.

“Whether you’re a merchant, a resident or a tourist — whatever reason brings you to New Hope — we can all get behind bringing water back (to the canal),” said Kim Espat, co-chairwoman of New Hope for Our Canal.

“The last few years, economically, have been rough on parts of this country, and New Hope has not been spared,” said Espat. The project “just seems like it's meant to be. We just all feel like it's time.”

The group is working to raise $50,000. The funds would pay for electricity needed to run the water pump in the spring, summer, and fall to keep the water flowing through the borough's section of the canal.

The electricity would cost approximately $1,200 to $1,500 monthly. Extra funds are also needed for contractors to clear out overgrown vegetation in the canal.

New Hope for Our Canal is hoping donors will step forward to raise the funds needed to get the project started and maintain it for a few years until more established resources are in place.

The water would be pumped from the Center Bridge section of Solebury through Lock 10 in New Hope. Except for rainwater, the canal has sat dry for six years, said Delaware Canal State Park manager Rick Dalton. The park owns the canal and the pump that would again be installed at Center Bridge. A concessionaire once led mule-pulled barges* were used to shuttle goods from upriver communities into Philadelphia. In 2006, the tourist operation closed.

In recent years, floods have ravaged the 60-mile canal, which stretches from Bristol to Easton, and millions have been spent to restore the historic, inland waterway.

If funds are raised, the pump could be installed and water could be flowing again by August at the earliest, said Dalton, noting that it must wait until the Ferry Street bridge project is completed in late July.

New Hope for Our Canal has partnered with The Friends of the Delaware Canal. The nonprofit organization is accepting donations on behalf of the newly formed group so donors' financial gifts will be tax deductible. Anyone interested in donating can call 215-821-6850 or visit www.newhopeforourcanal.

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C.R Meyer started work at the Eureka lock on Tuesday November 1, 2011. Photo: Dave Peck

Eureka Lock is the first lock on the Upper Fox River in Wisconsin above Lake Winnebago. Dave Barber wrote about this lock in the spring 2011 and in the winter 2012 issues. Thanks to Dave for securing this follow-up photograph.