



AmericanCanals

Bulletin of the American Canal Society

www.AmericanCanals.org

Vol. XLI No. 3

Dedicated to Historic Canal Research, Preservation, and Parks

Summer 2012

From the President

By David G. Barber

One of the things I think we should do more of is celebrate the progress that is being made in preserving and using our historic canals. In Newark, OH, The Works, a technology museum, has completed a three-year project to excavate and restore Lock 9 North. In the process, the museum removed a building that had been built over the lock and dug down about four courses of stone. They have since refilled it so only the top course is visible for safety reasons. They have also installed gates at the southern gate pockets, built a viewing platform, and landscaped the area. One problem was that the northern end of the lock, in the area of the northern gate pockets and north, had been removed. So, on the wall of a building now at that location, they painted a mural of that end of the lock and the view north. A very interesting site (photo above).

Elsewhere in Ohio, the Miami Erie Canal Corridor Association is making great progress in opening the canal towpath as a trail from the Johnson Farm site, north of Piqua, to Defiance and northward.

On the Delaware and Hudson Canal, northeast of Port Jervis, NY, Cliff Robinson has for several years been leading volunteer work days to clean the towpath between Huguenot and Westbrookville. At Huguenot, they have built a twelve-car parking lot. Northeast of there, they have cleared the towpath to the Neversink Aqueduct. From the opposite abutment of the aqueduct,



Ohio & Erie Canal, Lock 9 north, Newark, OH, 4/12/12 showing the restored lock, mural, and lock house. Photo by David Barber.

the towpath is county-maintained through Cuddebackville to the end of Lakeside Ave. From Lakeside Avenue, the group has cleared the towpath to the main street of Westbrookville, except for two bridges at washouts, which they hope to bridge this year. Beyond the missing Pine Kill Aqueduct in Westbrookville, the towpath has been cleared by others to Phillipsport, except for the short section where it passes through backyards on the northwest of US Route 209. There is also a section of trail on the towpath northeast of Kerhonkson.

In my local area, we have made progress clearing the towpath and parallel trails in the northern end of the Blackstone River and Canal Heritage State

INSIDE

- The Groningen Declaration, p. 3-4**
- Canalboat prints, plans, CDs, p.5**
- Sales, p. 5, 6**
- Canal Boat Mystery, p. 7-8**
- In Memoriam: Nancy Trout, p. 9**
- C&O Canal, p. 9-10**
- Picturesque Muskingum, p. 10-12**
- The Great Embankment, p. 13**
- C&O Canal boat, p. 14**
- Russian lock, p. 15**
- News & Notes, p. 15, 16, 20**
- Keintz Pavilion, p. 17**
- Book Review, p. 18-19**
- Canalendar, p. 20**

Park. We've also done some clearance of overgrowth in the actual prism. The big problem is a
(continued on page four)

American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

Managing Editor: Linda J. Barth
Contributing Editors: David G. Barber,
William Gerber

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; 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

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

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

Officers

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

Vice President: Michael E. Morthorst, 6914 Ohio Ave., Cincinnati, OH, 45236; 513-791-6481; Director; 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

Directors:

Paul Bartczak, 9954 New Oregon Rd, Eden, NY 14057; 716-992-9069; pjBartczak@earthlink.net
Linda J. Barth, 214 N. Bridge St., Somerville, NJ 08876; 908-722-7428; Editor, *American Canals*; barths@att.net
Robert H. Barth, 214 N. Bridge St., Somerville, NJ 08876; 908-722-7428; Chairman ACS Sales Committee; barths@att.net
Carroll Gantz, 817 Treeloft Trace, Seabrook Island, SC 29455-6116; 843-768-3780; Chairman, Canal Boat Committee; carrgantz@bellsouth.net
George Hume, #513 – 39 Parliament Street, Toronto, Ontario, Canada M5A 4R2; 416-214-9331; george.hume@rogers.com
Keith W. Kroon, 2240 Ridgeway Ave., Rochester, NY 14626; 585-225-0688; crowns2@aol.com
John M. Lamb, 1109 Garfield Street, Lockport, IL 60441; 815-838-7316; Chair, Canal Engineering, Maintenance & 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; Member Canal Engineering, Design, & Maintenance

Committee

Dan McCain, 3198 North, 700 West, Delphi, IN 46923; 765-564-6297; 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
Robert Sears, 248 Tower Drive, Toronto, ON M1R 3R1, Canada; 416-285-7254; dawnofdestiny@sympatico.ca
Roger Squires, 46 Elephant Lane, Rotherhithe, London SE16 4JD England; 020 7232 0987; rogersquires@btinternet.com
Roberta Styran, #509 - 35 Towering Heights Boulevard, St Catharines, Ontario L2T 3G8 Canada; 905-684-4882; rstyran@becon.org
William Trout III, 417 Phillips Street, Edenton NC 27932; 252-482-5946; Bill@vacanals.org
Larry Turner, 15091 Portage Street, Lot # 34, Doylestown, Oh 44230; 330-658-8344; 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

Director Emeritus

William J. McKelvey, 103 Dogwood Drive, Berkeley Heights, NJ 07922; 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 Institute, 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

THE GRONINGEN DECLARATION

a product of the 2012 World Canals Conference in Groningen, Netherlands

Ambitions of the Groningen Declaration

The Groningen Declaration seeks to establish a set of guidelines of integrated care for canals that have lost their prime function as an economically viable means of transportation of goods and people. The care for these canals has often been transferred to new custodians whose interest is confined to a limited perspective, such as recreational use, water storage and water transport, water quality, or water management. A wide variety of actors is involved in and around canals, who all invest time, effort and money. The Groningen Declaration aims to stimulate parties within these fragmented interests to coordinate their efforts towards the integrated development of canals and inland waterways. The ambition is to protect and reinforce the spatial quality of waterways, to fight neglect and deterioration, and to enhance their qualities:

1. The quality of the resources deals with the actual canal and its associated facilities, its use, maintenance and preservation.
2. The quality of the experience encompasses the way in which visitors and users experience the canal, both from the water and from ashore.
3. The quality of use addresses the issue of canals being conserved in such a way that their usefulness for their original purpose is maintained.
4. The quality of life aspect is the sustainable and economically viable development of communities alongside the canal.

Recommendations of the Groningen Declaration

The quality of the resources is concerned with the integrity of inland waterways and the preservation of values, in terms of associated structures, skills and objects of historic, cultural and spatial significance.

We recommend:

1. New developments concerning canals should be in harmony with historic values and should not lead to fragmentation of banks and towing paths or disturb significant sightlines related to canals and connected infrastructure.
2. A heritage impact assessment should be required for new developments that may have an impact on the significance of canals and their setting.
3. Historically relevant objects related to canals or other infrastructure connected to the function and use of waterways should be preserved.
4. Ongoing monitoring should be set up to prevent decay, loss of significance or trivialization of canals and to ensure improvement in preservation, management, and interpretation practices. The versatility and diversity of the entire natural and cultural landscape associated with waterways should be safeguarded.
5. Historical waterways should be reconnected with each other where possible in order to increase the scale of the recreational use of the water network, which will provide better incentives for its maintenance.
6. Historical qualities of canals should be treated with more care in the spatial planning process, because they can be a source of inspiration for future spatial development.

(continued on page four)

The quality of the experience deals with the way in which visitors and users experience the canal, both from the water and from ashore. It focuses on the various ways in which we can satisfy the needs and exceed the expectations of the users and visitors of canals and continuously improve our services to enhance these.

7. Panoramic views from waterways and on waterways should receive a protected status. Visibility of the water-related infrastructure has a positive impact on the visitor experience and helps to raise public awareness of the historic values of waterways and their environment. Canal management has to guarantee open vistas from waterways onto the land and vice versa.

8. The banks of historic waterways should be retained in the public domain, so that they are freely accessible to the public.

9. Special attention should be paid to the landscaping alongside canals, preferably in harmony with the cultural and natural setting of the canal.

10. Custodians of canals should provide information on the canals at easily accessible locations and also make information on historic waterways available digitally through their websites.

The quality of use is the way in which canals are maintained in order to preserve their heritage values and usefulness.

11. Rehabilitation of canals should be executed within a wider social and economic perspective. Rehabilitation is not only the conservation of what has been, but also the creation of an asset that can be used.

12. The original design draft should be provided wherever possible to preserve the possibility of use for commercial carrying or moving urban waste or materials to recycling plants.

13. An integrated approach for the rehabilitation of canals. Only by combining knowledge, resources and efforts will it be possible to revitalize canals as a vital aspect of society, sustained by a community.

The quality of life deals with the local community.

14. Any initiative aimed at the revitalization of inland waterways should consider the local community as a major stakeholder.

15. An assessment should be made of the long-term economic viability of any project, and the social impact of the intended development.

16. The local population should be able to gain economic benefit from the development in terms of jobs and spending capacity.

17. Interdisciplinary involvement should be standard practice in conservation and management settings.

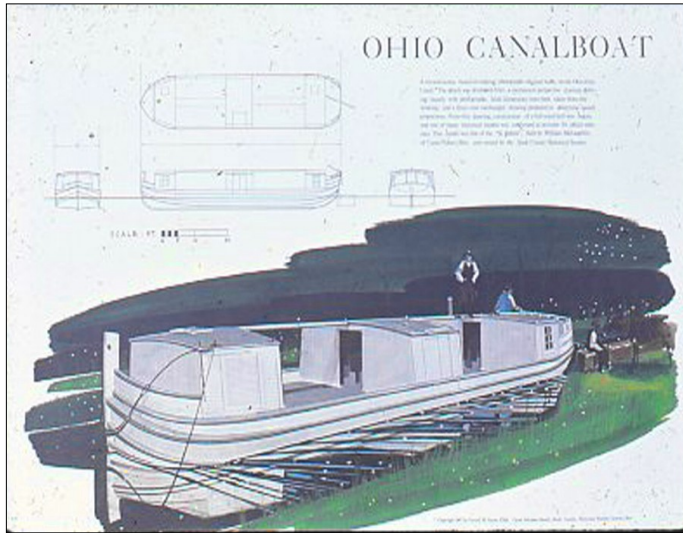
18. Professional training, interpretation, community education, and public awareness should be encouraged to support the sharing of knowledge, as well as to promote conservation goals and improve the efficiency of the protection tools, the management plans, and other instruments.

PRESIDENT'S LETTER (from page one):

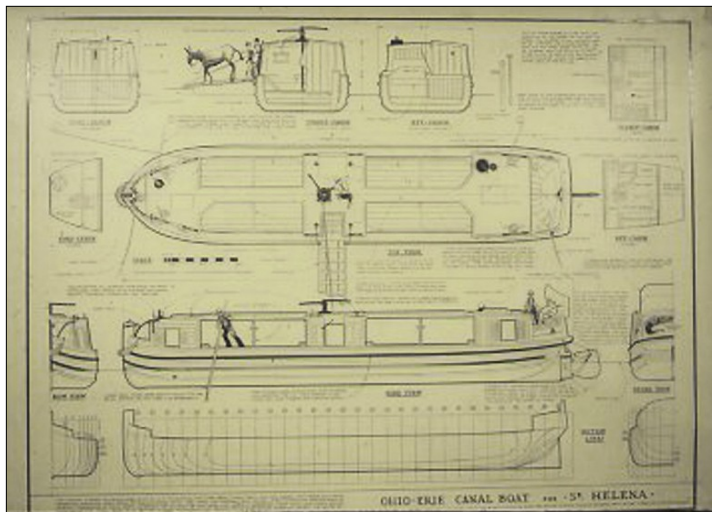
breach in the towpath where the river floods into the canal and then follows it south for half a mile before spilling out through another breach. It then circles around and washes the outside of the towpath. Because the canal route is more direct than the serpentine river, the water flows rapidly causing bank erosion. It's now undermining and bringing down large trees causing an excellent floating trash trap. My efforts to get a dike built to stop the flow only produce nervous responses. So, the fight goes on. Congratulations to all who are campaigning and achieving progress.

Canalboat Prints, Plans & CDs

Ideal for retail sales at canal museums, visitor centers, souvenir shops, and canal boat rides.



17" x 23" printed on heavy water color paper
Suitable for framing. © 1967 Carroll M. Gantz



17" x 23" printed on heavy antique paper
Suitable for framing. © 1970 C.M. Gantz

(Also available in full 1/2" scale, 36" x 48" black and white print for display or model building... \$50 plus S&H)

Also available: Book: *Building the St. Helena II* by Carroll Gantz \$29.95 (see book review section for description, p. 18-19).

www.KentStateUniversityPress.com

By Carroll Gantz, designer of St. Helena II replica canalboat of Canal Fulton, Ohio.

Full color print of original **watercolor** used in construction of St. Helena II in 1970; the first authentic replica of a 19th century canal boat in the U.S.

◀ **Prices, watercolor prints (plus S&H):**

Single print (retail)	\$10 ea.
10 prints and over	\$ 5 ea.

Also available: Complete actual construction plans used for St. Helena II. Set of four sheets 36" x 48." Scale 1/2" to the foot on general construction and planking; 1" to the foot on critical details and accessories: \$300 plus S&H.

Also available: CD slide show with 469 color images of St. Helena II design, construction, and operations, 1967-1970 ©2008....\$10 plus S&H.

These **scale plans** are taken from an accurate 1933 model of the original St. Helena freight boat (operated circa 1890-1910 on Ohio & Erie Canal). It provided dimensional details for the actual construction plans of the *St. Helena II* replica. Plans are scaled 1/4" to the foot and may be used for model construction, as well.

◀ **Prices, scale plans (plus S&H):**

Single print (retail)	\$15 ea.
10 prints and over	\$10 ea.

All print and plan orders will be shipped in mailing tube to prevent damage.

Send orders to:

Carroll Gantz Design

817 Treeloft Trace

Johns Island, SC 29455

carrgantz@bellsouth.net

Phone: 843-768-3780

Reduced pricing as of March, 2012.

ACS Sales

If you haven't checked the ACS website lately, you might not know that the society has the following items for sale:

Best from American Canals #2	published 1984	\$4
Best from American Canals #5	published 1991	\$4
Best from American Canals #6	published 1993	\$5
Best from American Canals #7	published 1996	\$5
Best from American Canals #8	published 1998	\$6
American Canal Guide #1: West Coast	published 1974	\$1
American Canal Guide #2: South, NC to FL	published 1975	\$2
American Canal Guide #3: Lower MS & Gulf	published 1979	\$3
American Canal Guide #4: WV, KY, Ohio River	published 1988	\$3 (Copies Only)
American Canal Guide #5: DE, MD, VA	published 1992	\$3 (Copies Only)
20 year American Canals Index 1972-1992	published 1992	\$2
Canal Boat Construction Index (12 pages)	published 1992	\$2
Canal Terminology (100 pages) Hahn & Kemp	published 1998	\$15
A Picture-Journey Along the Penn. Main Line Canal	published 1993	\$10
ACS Burgee (blue on white cloth)		\$15
ACS cloth sew on patch (2"x3" red, white & blue)		\$ 3
"Save Your Local Canal" bumper sticker		\$ 1

Shipping and handling: first two items \$4; each additional item \$1. Checks payable to: American Canal Society. Send orders to: Robert H. Barth, 214 N. Bridge Street, Somerville, NJ 08876-1637; 908-722-7428; barths@att.net. Please call or email with questions.



NORTH AMERICAN WATERWAY MAP AND INDEX: A FEW COPIES REMAIN — GET YOURS BEFORE IT'S TOO LATE

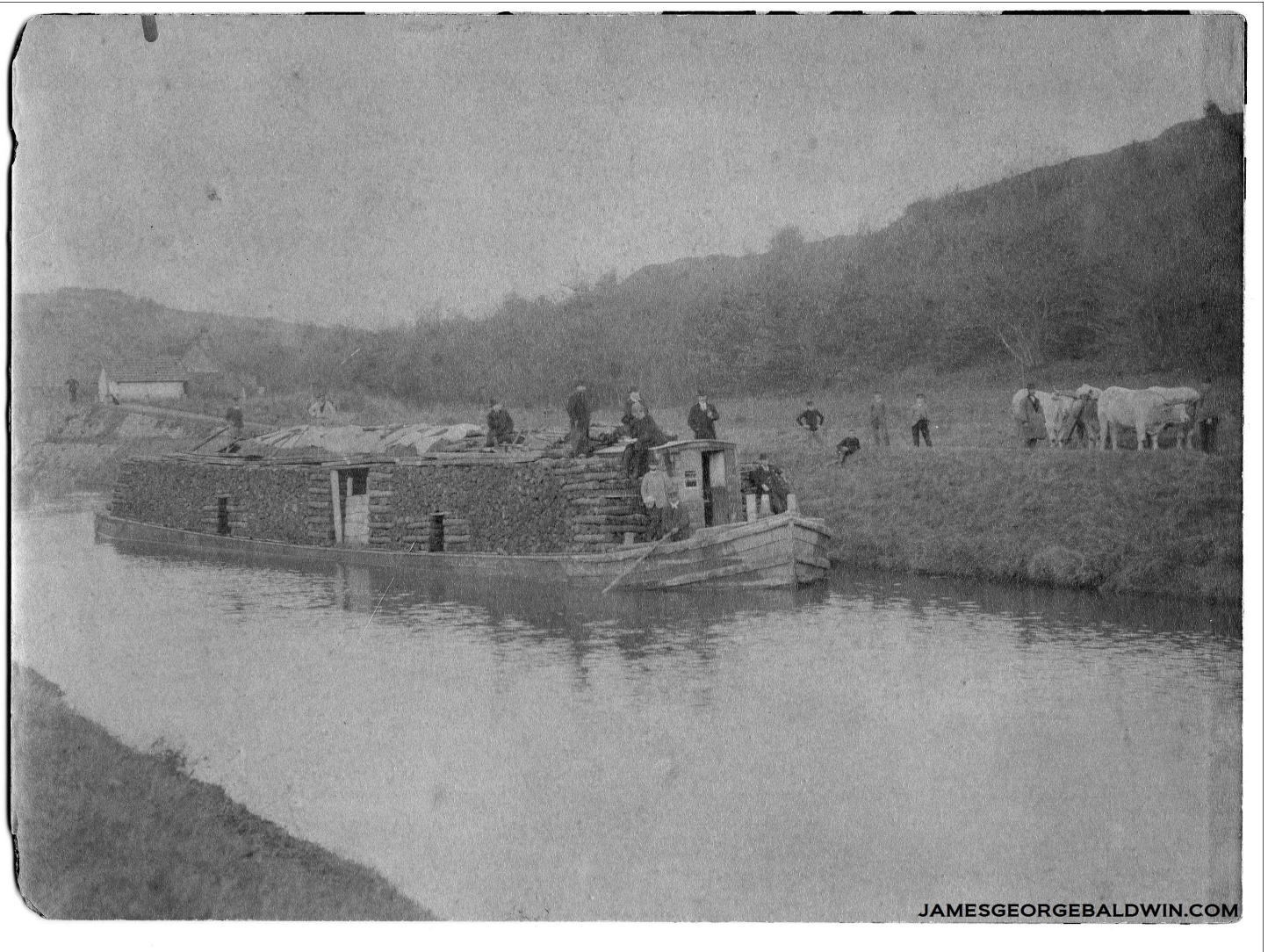
Cartographer David Edwards-May has produced a spectacular map of North American waterways, both active and historic. A 2007 publication from Euro-mapping, this color map covers the USA and Canada from Sioux City on the Missouri in the west to Maine and Quebec in the east. It's ideal for Grand Circle cruise planning and exploring the routes and vestiges of the historic canals. With minute details, including locks, dams, and inclined planes, the map features enlarged insets of many sections, such as the example shown of the Mid-Atlantic region. Scale 1:3.5 million.

Buy your copy for \$26 + \$5 shipping (plus 7% sales tax for NJ residents). This price includes a 48-page, detailed index of every waterway on the map. Order from Robert Barth at 908-722-7428 or barths@att.net.

CANAL BOAT MYSTERY

by Bill Gerber wegerber@gmail.com

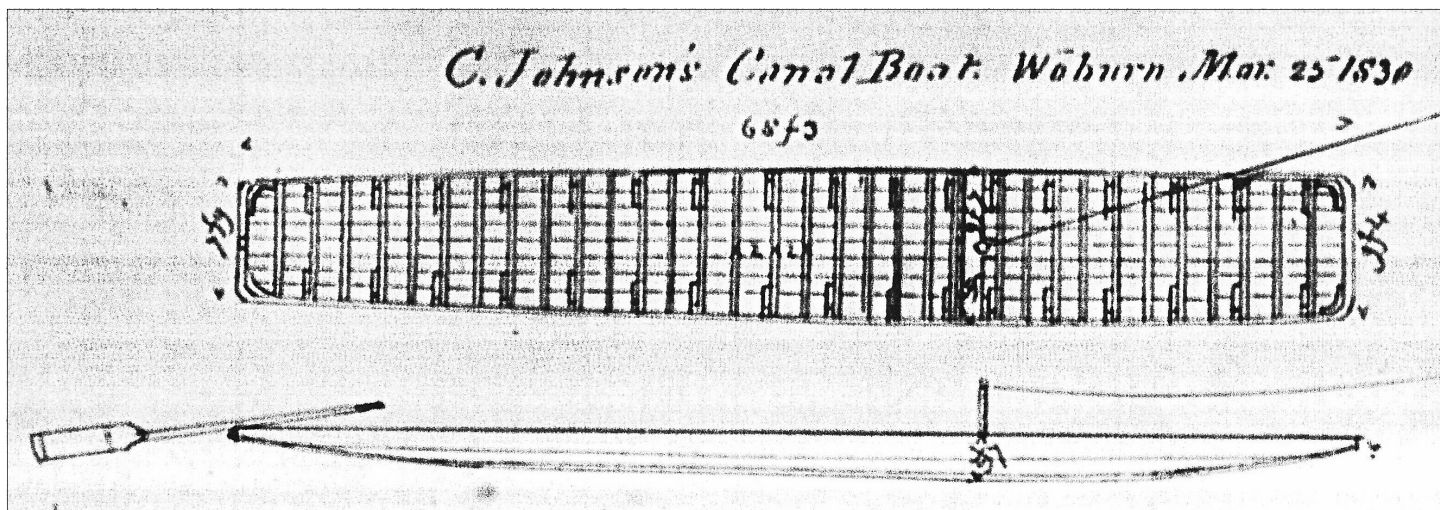
Recently, James G. Baldwin, a descendant of Colonel Loammi Baldwin (who was the chief engineer for the construction of the Middlesex Canal), purchased a photo of a boat that was said to have been taken along the Middlesex Canal. An enhanced scan of the photo is shown below. However, several Middlesex Canal board members, including the author, seriously doubt that the photo belongs to the Middlesex. This raises the question: If not the Middlesex, on what canal was the photo taken, when, and by whom?



James Baldwin states that: "... the original is in very rough shape and has nearly faded away completely. It is labeled "the old Middlesex canal" in pencil in a handwriting style that strikes me as early 20th century. I performed a contrast stretch on it to make it a little easier to see. I have no provenance for it nor any way to confirm that it was taken along the Middlesex Canal. I would like to compare the image to the route of the canal to try and see if I can match it up to a known location with a hill and cut as seen in the image. ... Perhaps you or another member may be able to offer some insight. If it can be confirmed, or at least shown to have some possibility of being the Middlesex Canal..."

If this truly is a photo of a Middlesex Canal boat, it is only the second that I've ever seen in 30+ years of researching the Middlesex, and the other was taken many years, probably decades, after the Middlesex closed. After considerable deliberation and discussion among board members, the consensus is that the photo is not of a Middlesex Canal boat.

Why not the Middlesex? To the best of my knowledge, though the Middlesex packets are known to have had rounded bows, most of our luggage boats (freighters) were of more primitive construction - i.e., iconic depictions of them have always been as double-ended scows, similar to the drawing of an actual Middlesex Canal boat (the only one I've ever seen) shown below. However, the boat in the photo is a freighter of more sophisticated construction. I am unaware that any such freight boats ever operated on the Middlesex.



Scale drawing of a Middlesex Canal luggage (freight) boat by George Rumford Baldwin, son of Loammi Baldwin. Courtesy of the Winterthur Library, Delaware; from the Joseph Downs Collection of Manuscripts and Ephemera, Col. 204

Tom Raphael (a lifelong engineer with patents to his credit and currently chairman of the Middlesex Canal Commission) assumed that, at the max, each stick of wood, part of the cord wood cargo on the boat in the photo, would have been cut to a length of about four feet (a cord, by definition, being 4' x 4' x 8', tightly stacked). This seems reasonable relative to the size of the people in the photo. Based on this assumption, Tom scaled the length, width, and depth of the boat and came up with the following:

Boat length: 120+ ft Boat beam: 12+ ft Boat height: 5 ft Boat draft: 3.5 ft
 Bow: pointed Towpath: 10 ft above waterline

If correct, and Tom thought that if he erred he did so on the small side, this boat would be much too large to fit through the locks of the Middlesex Canal, which would accommodate a maximum boat size of 75' in length and 9.5' in beam. Also, the design depth of the Middlesex Canal was only 3.5', so this boat would likely be scraping bottom. Furthermore, the design height of the towpath on the Middlesex was only 1' above the water line, whereas what appears to be the towpath in the photo is a good bit higher than that.

Reinforcing Tom's analysis, with 'our' boats being a maximum of 9.5' in width, continuing with the assumption that cord wood is typically cut in 4' lengths, it would be quite difficult to 'build-in' a shelter of any useful size in the middle of the stacked cord wood on a Middlesex Canal boat, as obviously was done in the middle of the load in the photo.

Another argument against this being a Middlesex Canal boat: the Middlesex Canal recorded its last toll in November, 1851, and the last known boat to pass through was in April of the following year. The site <http://photo.net/history/timeline> provides a timeline for the evolution of photography. Unless the original was a Daguerreotype, or maybe a Calotype, the photographer would have to have been at the cutting-edge of the development of photography. And if he were that up-to-date, would he have expended the effort on an 'ancient' canal boat? Though not impossible, photographic technology was definitely not well developed by that time, thus it seems very unlikely that this photo could have been taken before the Middlesex closed.

So, if not the Middlesex Canal, on what canal was the photo taken? Which of our other US canals used boats constructed as shown in the photo? If you have any thoughts, please contact me at the email address cited above.

IN MEMORIAM: NANCY DUNNAVANT TROUT

Nancy Roberts Scarborough Dunnavant Trout, 82, of Edenton, N.C., formerly of Chesterfield, passed away on April 12, 2012. She is survived by her husband, three children, four grandchildren, four stepgrandchildren, and three stepgreat-grandchildren.

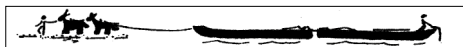
As a teenager she won a contest to name Pocahontas State Park. She was formerly employed by the Commonwealth of Virginia, Defense General Supply Center, and the Chesterfield County school system and helped set up the first computer system for the state. She was a founding member of the John Rolfe Players and was the organist for St. John's Church in Chester. Nancy was a proud member of the DAC, UDC, DAR, and the Madison Family Society, was active in the Virginia Canals & Navigations Society, the American Canal Society, and



the Archaeological Society of Virginia, helped publish books on river history, and did volunteer work with the Chesterfield Historical Society, the Historic Edenton Foundation, and the Newbold-White House in Hertford. A memorial service was held on April 16 at St. John's Episcopal Church in Chester. In lieu of flowers, contributions may be made to the Virginia Canals & Navigations Society, P.O. Box 62, Coveseville, Virginia 22931 or the Cupola House Association, P.O. Box 311, Edenton, NC 27932.

Published in Richmond Times-Dispatch on April 14, 2012.

Note from the editor of the Virginia Canals & Navigations Society's newsletter, *The Sweep*: The service for Nancy was really nice. Many members of the VC&NS Board attended.



Chesapeake & Ohio Canal National Historical Park Wayside Exhibits Installed to Support Canal Towns

Sharpsburg/Snyder's Landing, MD – On Tuesday, May 1, 2012, the Chesapeake and Ohio Canal National Historical Park, with representatives from neighboring communities, installed an interpretive wayside exhibit at Snyder's Landing supporting the Canal Towns Partnership along the C&O Canal Towpath.

Three years ago, nine communities along the C&O Canal formed the Canal Towns Partnership, an economic development initiative with the goal of cooperatively marketing and making improvements, such as the addition of bike lanes and bike racks, to attract visitors into the canal's gateway communities.

"The Canal Towns Partnership enhances the beneficial relationship that has always existed between the canal and the communities along its route," said C&O Canal Superintendent Kevin Brandt. Today park visitors can enrich their national park experience by learning about the historic canal towns as well as enjoying ready access to needed services to support their enjoyment on the towpath.

The wayside at Snyder's Landing invites visitors to bike a mile and a half on Snyder's Landing Road in Sharpsburg, MD, explore the town, use the services available there, and learn the town history. Similar waysides have been installed along the C&O Canal towpath directing park visitors to Point of Rocks, Brunswick, Shepherdstown, Williamsport, and Hancock. Later this year a seventh wayside will be installed near



Sharpsburg

Home to the Canawlers

Though located off the C&O Canal, Sharpsburg has strong connections to this transportation route. Many canawlers and their families resided in Sharpsburg and wintered their boats here at Snyder's Landing each year when the canal closed for the season.

This 1916 photograph shows a rare scene with both canal cargo boats and a motorized touring houseboat at Snyder's Landing. The canal boats, mules, and Snyder's Warehouse are all gone, but the town of Sharpsburg remains much as it was during the canalling years.



Visitors are welcome to travel on the historic streets and enjoy the town's hospitality—in just over a mile to the east. Less than a mile farther up the road is the American National Battlefield, scene of the bloodiest one-day battle during the Civil War.

Towns along the C&O Canal

Since 1828 and the beginnings of the C&O Canal, towns along this waterway have both benefited from the commerce on the canal and supported those who used the canal.

Expand your canal experience with a visit into Sharpsburg and take in the history and services available today in this classic canal town.



www.c2o1816.com



Canal boats and motorized touring houseboat at Snyder's Landing, 1916

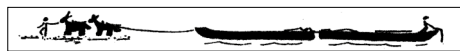


The opposite side of the river is a park and a historic site. www.nps.gov

Harpers Ferry.

Funding for the Sharpsburg, Williamsport, and Hancock waysides was provided by the Hagerstown-Washington County Convention and Visitors Bureau. “This is a great project for Washington County,” said Tom Riford, President and CEO of the Hagerstown-Washington County Convention and Visitors Bureau. “We are pleased to provide wayside markers in our county, helping tell the story of Canal Towns, and ultimately directing visitors from the towpath into Hancock, Williamsport, and Sharpsburg.” Riford pointed out that bicycle and hiking traffic has greatly increased on the C&O Canal towpath because of the number of through-riders utilizing the Great Allegheny Passage from Pittsburgh and the excitement surrounding the soon-to-be completed Big Slackwater repair project.

Additional funding for the Point of Rocks and Brunswick waysides was provided by the Federal Highway Administration (National Scenic Byways Program) and the Tourism Council of Frederick County, Inc. Funding for the Shepherdstown wayside came from the Shepherdstown Chamber of Commerce.



PICTURESQUE MUSKINGUM

One of Ohio's longest, oldest parks stretches 93 miles. It's home to 10 canal locks and plenty of boating

By Bob Downing, Beacon Journal staff writer, Akron. Published: March 9, 2009 Updated: June 18, 2011

Reprinted with permission of the Akron Beacon Journal and Ohio.com.

It is one of the longest and most historic state parks in Ohio. The Muskingum River Parkway, with its still-functioning ten hand-operated canal locks, stretches 93 miles through four counties in southeast Ohio. Its northern terminus is at Dresden in Coshocton County. The park runs through Coshocton, Muskingum, Morgan, and Washington counties to historic Marietta on the Ohio River.

Boating is the thing along the picturesque stream. Motorboats with no limits, pontoon boats, houseboats, canoes, kayaks, rowboats, and barges may be found on the Muskingum. Today the park is cruised by 7,000 recreational boaters a year, says the Ohio Department of Natural Resources.

The river is the central feature in what is officially called the Muskingum River Navigation Historic District. The district covers the navigation channel from bank to bank from Coshocton, where the Walhonding and Tuscarawas rivers meet to form the Muskingum, to Marietta, plus bridges, locks, and dams and the islands in the river and structures on them.

The 112-mile-long district was nominated by the Ohio Historical Society in 2006 and was added a year later to the prestigious National Register of Historic Places. It is the first slackwater navigation system in the United States added to the National Register. In 2006, the National Park Service designated the locks and dams as the country's first National Historic Navigation District. In addition, the 168-year-old navigation system was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers in 2001. The system features the ten remaining locks with wooden gates and sandstone walls. The gates and valves are cranked open and closed by lock technicians, much as they operated in the 1840s.

The Muskingum River, the longest river that lies entirely within the Ohio state borders, has a new honor, too. It has been designated the second water trail in Ohio. The state initiative is designed to improve access along the Muskingum for paddlers and boaters. The 2006 designation marks 112 miles. Partners in the project are the Ohio Department of Natural Resources, the Ohio Historical Society, the Muskingum Valley Park District, commercial marinas and campgrounds, local boating clubs, and the communities of Coshocton, Zanesville, McConnelsville, Malta and Marietta. A 27.9-mile section of the Kokosing River in Knox and Coshocton counties became Ohio's first water trail in 2005.



Courtesy of the Historical Marker Data Base



Lock 9 at Philo. Courtesy of Ohio Traveler

The Muskingum River has a rich history. Its name came from the Indian name “Moosekingung” or the “elk eye river,” for the herds of elk that once roamed its banks. The Wyandot and Delaware tribes established villages on the Upper Muskingum but there were no villages on the lower section of the river. Then 200 years ago, the river was a major pathway that carried settlers into frontier Ohio from Marietta. The first steamboat came to the Muskingum in 1824, joining the flatboats, keelboats and pirogues. The navigation system was designed by Army Major Samuel Curtis and was completed in 1841. It made the Muskingum into a navigable slackwater shipping route between the locks and dams, allowing steamboats and riverboats to move goods in the days before railroads were common. It helped move commerce from the Ohio & Erie Canal at Dresden to Marietta on the



Ohio River. Narrower sternwheelers were designed and built to handle the narrow shipping channel on the Muskingum. The river was used as a route for escaped slaves on the Underground Railroad as they headed north toward Canada.

The federal government took over the navigation system in 1886. The state of Ohio assumed control in 1958 and the state park was created in 1968. Today Ohio's Muskingum River Parkway's on-land acreage is not big: It covers about 120 acres on land for historic spots, picnic areas and a few campsites. I stopped at the dam and locks on the Muskingum River between Duncan Falls and Philo, about nine miles south of Zanesville. Traveling north from the Ohio River, the locks are located at Devola, Lowell, Beverly, Luke Chute, Stockport, McConnelsville, Rokeby, Philo, Zanesville and Ellis.

The locks are operated on weekends starting in mid-May and on Fridays through Mondays in the summer. The season shuts down in mid-September. Nine of the ten remaining locks are

operating. Only the Ellis Lock north of Zanesville is shut down. One of the most popular ways for visitors to get a look at the Muskingum River is to hop aboard the 75-passenger sternwheeler *Lorena* in Zanesville. It operates from June through October with one-hour excursions from Zane's Landing park in Zanesville. Tickets are \$8 for adults, \$7 for senior citizens, and \$4 for children 2-12. Also available are lunch excursions at noon on select dates from June to September. Tickets including a box lunch are \$15. Dinner cruises are offered from 6 to 8 p.m. from June to September for \$30. There are twilight cruises at 8:30 p.m. from June to September. The boat is 104 feet long and 17 feet wide and draws 2.5 feet of water. For reservations and additional information, call 800-743-2303 or 740-455-8282. You can also check out [/www.visitzanesville.com](http://www.visitzanesville.com).

The Muskingum and its tributaries are also known for their freshwater mussels that rely on the dissolved limestone found in the water. The watershed is also known for its rarer, small fish: sanddarters, northern madtoms, mooneyes, and channel darters. The river is popular with anglers in search of largemouth, smallmouth, and spotted bass, saugeye, sauger, walleye, and catfish. For state park and river trail information, contact the Muskingum River Parkway, c/o Dillon State Park, 5265 Dillon Hills Dr., Nashport, OH 43830, 740-453-4377, <http://www.dnr.state.oh.us>.

For local travel information, contact the Zanesville-Muskingum County Chamber of Commerce, 205 N. Fifth St. Zanesville, OH 43701, 800-743-2303, www.visitzanesville.com.



Courtesy of www.getoutzine.com. Photo by Attila Horvath

ERIE CANAL'S GREAT EMBANKMENT CELEBRATES CENTENNIAL

The centennial completion of one of the Erie Canal's unsung technological wonders – The Great Embankment between Pittsford and Bushnell's Basin – was the subject of two special Erie Canal cruises during Memorial Day weekend. The Canal Society of New York State and Corn Hill Navigation partnered to present the commemorative cruises onboard the *Sam Patch*, departing from Schoen Place in Pittsford, New York.

Both cruises featured stirring narrations presented by Canal Society of New York State President Thomas X. Grasso and Corn Hill Navigation President Victoria Schmitt while cruising over the Great Embankment.

When the Erie Canal opened in 1825, the Great Embankment through the Irondequoit Valley was heralded as one of the technological wonders of the Erie Canal – along with the aqueduct over the Genesee River, the canal section through Montezuma Swamp, and the Lockport flight of locks.

The original 19th-century Great Embankment utilized natural ridges of sand and gravel tied together with artificial embankments that curved through the Irondequoit Valley. Canal travelers marveled at the experience of “sailing above the treetops,” 70

feet above the floor of the valley.

View from the Great Embankment. Note the road far below, left of the canal.

Courtesy Tom Grasso

When innovative canal engineers and workers completed the modern Great Embankment on or about May 15, 1912, the structure took a straight course across the valley and therefore was a completely artificial construction. *Sam Patch* passengers received a commemorative booklet, saw striking photographs, and heard riveting stories of the construction of the Great Embankment – and the disaster that followed its completion only months later.

The mission of the Canal Society of New York State is to protect New York State's canal heritage and its future through research, preservation, education, advocacy, and, where appropriate, restoration. It interprets two centuries of Erie Canal history across New York State and actively promotes the renaissance of the modern canal. The society brought the World Canals Conference to Rochester an unprecedented two times, in 2000 and 2010. Current society initiatives include development of a national Erie Canal Heritage Park at Port Byron with direct access from the Thruway, and uniting today's Erie Canal with a restored downtown Rochester old Erie Canal, for full navigation, across the 1842 Broad Street Aqueduct. The Canal Society of New York State is a 501c3 tax exempt academic organization.

Corn Hill Navigation, the nonprofit operator of the *Mary Jemison* and *Sam Patch* boats, enters its third decade of service to the Monroe County community in 2012. The organization showcases the Erie Canal and its Genesee River Extension as living history, facilitating the 21st century reinvention of these historic waterways as international tourist destinations, educational resources, and stimuli for economic revitalization.

View crossing the Great Embankment. Courtesy Victoria Schmitt



CANAL LAUNCH BOAT INTERPRETIVE PROGRAM BEGINS IN WILLIAMSPORT, MARYLAND

For the first time since March 1924, when canal boat Captain Raleigh Bender made the last trip on the C&O Canal, canal launch boats will once again travel the C&O Canal in Western Maryland! On Saturday, May 26, 2012, the Chesapeake and Ohio Canal National Historical Park began offering canal launch boat interpretive tours from Cushwa Basin to Lock 44 in Williamsport, Maryland.

Weather permitting, canal launch boat tours in Williamsport will be offered through the summer on Saturdays and Sundays, at 10:30 a.m., 12:15 p.m., 1:30 p.m., and 3:00 p.m. The launch boats accommodate twelve passengers per trip. During the initial introductory year, no fee will be charged to park visitors. Seats are available on a first come, first served basis. Please stop in the visitor center to sign up for a scheduled program.

“The C&O Canal provides many unique opportunities for park visitors. However, it is only when traveling on the canal, on its waters, that one can truly relate to and appreciate the experience of the canawlers who once worked and lived on the canal,” stated C&O Canal Superintendent Kevin Brandt. “The start of the launch boat interpretive program at Williamsport is the first step toward future development of many canal features in this classic canal town.”

During the late 19th and early 20th century, 30-foot battery- and steam-powered launch boats traveled the canal for leisure and business. They contrasted with the 90-foot, mule-drawn canal cargo boats that were the dominant vessels on the C&O Canal.

Starting in mid-June 2012, park visitors can enjoy a second launch boat interpretive program available in Georgetown, Washington D.C. at the start of the canal. For more information, please contact the C&O Canal’s Williamsport Visitor Center at 301-582-0813.



Historical image of a canal launch boat on the C&O Canal in the early 1900s.
Courtesy C&O Canal National Historic Park.



A modern image of the new park canal launch boat operating in the canal at Williamsport



21 Rafts on the Peter the Great Canal. City of Shlisselburg, Russian Empire; 1909 Sergei Mikhailovich Prokudin-Gorskii Collection (Library of Congress).

Thanks to Bill Gerber for sharing this photo from the Library of Congress.

▲ At the beginning of the 20th century, the Russian photographer Sergei Mikhailovich Prokudin-Gorskii (1863–1944) used a special color photography process to create a visual record of the Russian Empire. Some of Prokudin-Gorskii's photographs date from about 1905, but the bulk of his work is from between 1909 and 1915, when, with the support of Tsar Nicholas II and the Ministry of Transportation, he undertook extended trips through many different parts of the empire.

Prokudin-Gorskii's photographic work survives primarily in two forms: 1,901 black-and-white, triple-frame, glass plate negatives, made with color separation filters,

which Prokudin-Gorskii used to make color prints and lantern slides; and 12 albums of sepia-tone prints, made from the glass negatives, which Prokudin-Gorskii compiled as a record of his travels and studies. The Library of Congress purchased the glass plate negatives and the albums from the Prokudin-Gorskii family in 1948.

In 2004, the Library of Congress had digital color composites made from all the surviving glass negatives using a software algorithm to automatically align the color components.

As with most historical photographs, title and subject identifications are corrected and enhanced through new research.

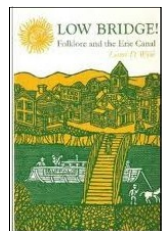
Current information on the collection can be found at <http://www.loc.gov/pictures/collection/prok/>.

For additional information, visit <http://www.loc.gov/pictures/item/prk2000000001/>.

BOOK FOR SALE:

ACS member Michael Handford has a copy of *Low Bridge: Folklore on the Erie Canal*, by Lionel Wyld, for sale.

If you are interested, you may contact Mr. Handford at mahandford@gmail.com.





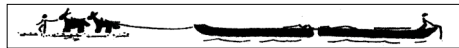
INLAND WATERWAYS INTERNATIONAL & THE 2012 WORLD CANALS CONFERENCE

We would like to bring your attention to this year's WORLD CANALS CONFERENCE taking place in Yangzhou, China from September 24th to 28th inclusive. Details on the conference, registration, sessions, accommodation, post conference tours, and pricing are available at <http://www.worldcanalsconference2012.cn/yh/>.

This will be the first time that the conference will be held in Asia. It will be headquartered in the city of Yangzhou on the Grand Canal, mother of all canals. China is presently working on a world heritage nomination bid for the canal.

There are three proposed post-conference tours, and a pre-conference tour being organized by Frame Voyages, for those who aren't able to stay after the conference. It also will allow you to visit a number of the highlights of China and still do one of the post-conference tours.

Come and join us in China for this special conference. Hope we see you there!



NEWS FROM THE AUSTRALIAN CANAL SOCIETY (ACS)

The sun shone, and the new ACS flag joined with the Union Jack in flying over our seven colourful narrow-boats, each proclaiming their ACS identity by displaying the burgee. The 9th Gathering of the Overseas Friends of the ACS was once more a time of reunion, meeting new friends, sharing stories, catching up on inland waterways news, and enjoying the environment of the Blue Lias pub on the Grand Union Canal in Warwickshire, UKI, between the villages of Stockton and Long Itchington..

Participants came by car for the day or stayed in nearby B&Bs or caravans. Fifty-two people sat down for a magnificent Sunday roast. I was impressed by the age range: from just a few months old to 92! We even set the date for the next Gathering: 14 July 2013.

Colin Edwards, member of the North and East London Branch of the IWA gave welcome insights into the preparation of the site for the London Olympics and the way the canals and rivers are being utilized for this event.

Jan Roden, President

The Australian folks have also sent this idea: *AN IDEA TO FLOAT: We are looking for expressions of interest in doing a cruise through the Panama Canal during its centenary year in 2014. Wouldn't it be fun for Aussie ACS members and friends to meet with ACS members and friends from the other side of the world? Talk to me if you are interested. Jan Roden (janroden@rodenprint.com.au)*

Panama Canal expansion



Ed. note: We are waiting to learn if the 2014 World Canals Conference will be held in Panama.

CANAL PAVILION PROJECT BREAKS GROUND

By ALYSSA MURPHY - amurphy@sungazette.com , Williamsport Sun-Gazette, October 9, 2011

WATSONTOWN, PA - A new project will honor both the rich history of the canal boats in the area and a man who dedicated himself to preserving them. When Ryn Agnew's husband, Bob Kientz, passed away, the Pennsylvania Canal Society, of which he served as president for many years, wanted to provide a memorial sign in thanks for his dedication.

Instead, with contributions of different groups, the Watsonstown Canal Boat Pavilion will be created for him near Canal Street, next to the borough parking lot. It is described as a 13 x 52-foot canal boat themed pavilion. A garden next to it will measure 13 x 40 feet.

Agnew, of Allenwood, posed with a shovel at the groundbreaking ceremony and helped accept a check for \$5,000 from the Central Pennsylvania Chamber of Commerce. "We're extremely grateful for the Chamber of Commerce," she said.

The project will cost \$15,000, but with the donation from the Chamber of Commerce, the project has raised \$12,000 so far. Michael "Captain Mick" McWilliams, of Northumberland, costumed himself in canal captaining gear for the event. "I'm a personal friend of Bob's," McWilliams said. "That's why I dressed like this today." McWilliams said the pavilion would have been something that Kientz would have appreciated.

The design for the pavilion was crafted by Ken Harmon to reflect a post-1851 canal. "It's a lifesize footprint," Agnew said. In April 2010, the project began when the Pennsylvania Canal Society pledged \$1,000 in cash and \$1,000 match for private money raised. When construction for the pavilion begins in spring 2012, all of the work will be done by volunteer labor, with mostly skilled volunteers. It will be built out of the flood plain.

Agnew said that once the pavilion is finished, the borough will accept ownership of it. The Warrior Run Community Corp. Pathways Committee took stewardship of the project, making the donations tax deductible. The additional \$3,000 needed will offset costs to build the garden, picnic tables, and signs.

Back in the times of canals, Agnew said, they served as "Walmarts," bringing supplies to people who could not travel. "It could bring people back and forth easily," she said. "They could travel in slow luxury."

The project is important to Agnew because her husband was interested in educating people about canal history. According to the Pennsylvania Canal Society website, throughout the state there were 1,356 miles of canals linking different cities, villages, factories, mines, and farms. Pennsylvania had more miles of canals than any other state. Agnew said an inquiring person who walked around the town could learn more about the area than by reading about it in books. "We're trying to bring the pride of the riverside to everyone," Agnew said. "We'll make it a more attractive recreation, a bigger part of the region."



To learn more information or make a donation, visit wrcweb.com.

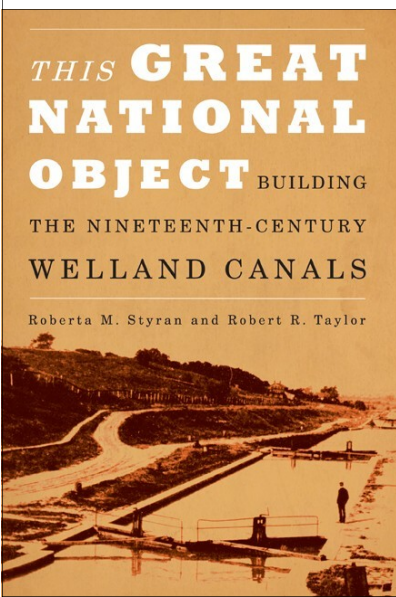
From left to right, Maria Culp, Ryn Agnew, and Michael "Captain Mick" McWilliams present a check to aid construction of a pavilion celebrating the history of canals.
ALYSSA MURPHY/Sun-Gazette.

This Great National Object: Building the Nineteenth-Century Welland Canals

by Roberta M. Styran and Robert R. Taylor

How "Mr. Merritt's Ditch" became a link in the chain of inland waterways between the Atlantic Ocean and North America's heartland.

In *This Great National Object*, Roberta Styran and Robert Taylor - the unparalleled experts on the subject - recount the story of the canals, with particular emphasis on the experiences of the engineers, contractors, and labourers who built the inland waterways between 1824 and 1889.



Making extensive use of the National Archives and the Archives of Ontario, Styran and Taylor unveil previously unpublished information about the construction of the canals, including technical plans and drawings from a wide variety of sources. They illustrate the technical and management intricacies of building a navigational trade and commerce lifeline, while also revealing the vivid characters - from businessman William Hamilton Merritt to engineer John Page, who inspired the project and drove it to completion.

The history of the Welland Canals is a gripping tale of epic proportions. Given the ongoing importance of the Great Lakes in the North American economy, interest in the St. Lawrence Seaway - of which the Welland is “the Great Swivel Link” - and the relevance of labour history, *This Great National Object* will be of interest to enthusiasts and historians alike.

Roberta M. Styran, retired assistant professor of history at Brock University and co-author of *The Great Swivel Link: Canada's Welland Canal*, is the 2009 recipient of the Canadian Society for Civil Engineering's W. Gordon Plewes Award. Robert R. Taylor is professor emeritus of history at Brock University and the author of several books on architecture, local history, and, with Roberta Styran, the Welland Canals. Cloth (0773538933) 9780773538931—CA \$44.95 | US \$44.95—6x9, 400pp, 74 b&w photos You may order the book through this link: <http://mqup.mcgill.ca/book.php?bookid=2729>

Reviewed by David G. Barber

This is the latest book by the authors on the Welland Canals. In contrast to the others, which used a great number of photographs as well as prose to tell their story, this volume is mostly prose with only a few illustrations. As such, it goes into great detail on the background, origins, and construction of the first three Welland Canals as well as the feeder canal from the Grand River. It also discusses the people involved on all levels, the politics, and the impact of the canals on the area. It is thoroughly researched and footnoted.

As the secondary title notes, this book concentrates on the nineteenth-century story. The authors state that they plan a further book on the twentieth-century canal story.

The book is available on the internet from McGill – Queens University Press (see link above) or from Barnes and Noble or Amazon.

***BUILDING THE ST. HELENA II:
Rebirth of a Nineteenth-Century Canal Boat***

How a community built a replica canal boat and pioneered a national movement.

Building the *St. Helena II* tells the story of the 1970 reconstruction of an authentic, operational, 1825 canal boat. The narrative unfolds in the small village of Canal Fulton, Ohio, along the surviving one-mile section of the 333-mile Ohio & Erie Canal, which in the 1820s connected the new nation’s western frontier to the thriving coastal states. Canal Fulton was at the leading edge of a national environmental movement to reclaim, restore, and reuse historic U.S. canals for education and recreation.

(continued on page nineteen)



Building The **ST. HELENA II**

Rebirth of a Nineteenth-Century
Canal Boat

CARROLL M. GANTZ



Author Carroll Gantz describes how canals penetrated the wilderness and became the nation's first interstate transportation system—transforming the Northeast and Midwest from an agrarian to an industrial society—and how the construction of the 4,700-mile network of manmade waterways attracted settlers inland. In Ohio, the canals transformed the state from a wild, western territory into a productive and prosperous business region. Canals were soon replaced by railroads, however, and by 1900 they had mostly been abandoned, built over, or destroyed by nature.

Inspired by the innovative actions of Canal Fulton to preserve its canal history, the rest of Ohio and then the country joined the environmental and historical preservation movement. Dozens of replica canal boats were built, and over a thousand miles of land were reclaimed for the education and recreation of millions of Americans, from Massachusetts to Illinois. As a result, part of the national heritage once on the verge of being lost was instead reborn.

Complemented by scores of photographs, the historical origin of *St. Helena II* as well as her design, construction, launch, and use over her 18

years of operation are discussed in detail. Her final restoration as a permanent exhibit is also described, with full-color illustrations. *St. Helena II's* tradition survives today in her worthy replacement, *St. Helena III*.

Canal buffs, historians, educators, engineers, sailors, and those interested in restoration will welcome this addition to canal literature. The book will be available from Kent State in late August or early September.

Carroll Gantz, FIDSA, is a graduate of Carnegie Mellon University. He headed the industrial design department at the Hoover Company from 1956 to 1972, was director of industrial design for Black & Decker from 1972 to 1986, and headed the design department at Carnegie Mellon from 1987 to 1992. He was president of the Industrial Designers Society from 1979 to 1980. His other books include *Design Chronicles* and *The Industrialization of Design*.

“This work fills in an important piece that has been missing in the body of works on canal history—that is, information about the boats themselves, specifically their design and construction, and documentation of the design and construction of the first authentic, operating canal boat replica. The appeal is lasting in that this is a piece of canal history that adds to our knowledge of both the historic canal era and the more contemporary canal revival, for all time.” Peg Bobel, coauthor of *Canal Fever: The Ohio and Erie Canal from Canalway to Waterway* (The Kent State University Press, 2009).

LET'S BUILD A BOAT TOGETHER AND GO FOR A SAIL IN EUROPE

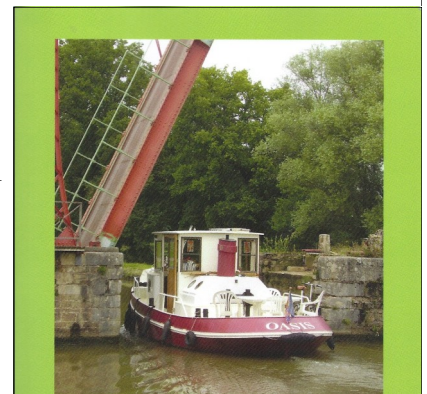
by Hal Stufft and Dorothy Young

Reviewed by Linda J. Barth

If you have ever gone narrow-boating in France, the UK, the Netherlands, Belgium, or even in the U.S., or if you have built your own boat, this book will intrigue you.

Retired fourth-grade teacher Hal Stufft and his wife Dorothy Young detail the building of five boats, sharing with the reader many details and the pros and cons of each vessel as well as their talent for interior and exterior design. Together they built a UK narrowboat, *Pennsylvania Yankee*; the motorsailer *K*I*S*S**; the Dutch barge *Allegheny*; the Dutch-style barge *Allegheny II*; and the tugboat *Oasis*.

Having cruised most of the European canals, Hal and Dorothy provide helpful information on marinas, restaurants, and shops. This fun, easy read has something for everyone and can be purchased at Amazon or from the publisher, www.outskirtspress.com/letsbuildaboattogether for \$12.95.



**LET'S BUILD A BOAT
TOGETHER**
AND GO FOR A SAIL IN EUROPE

HAL STUFFT AND DOROTHY YOUNG

CANALENDER

July 15 - National Canal Museum's heritage walk in Hugh Moore Park. "Lehigh Navigation," led by Charles Derr, free. 1½ hour. Meet at 1:30 at Canal Boat Store; 610-991-0503; canals.org.

August 5 - 10 am. Walk the D&R Canal from Landing Lane, New Brunswick to Lock 11, South Bound Brook (5.3 miles), NJ or a shorter walk (3.7). Meet at Lock 11, Canal Road, South Bound Brook, across from the post office. Questions? Contact Bob Barth at 201-401-3121 or barths@att.net.

August 10-12 - 7th Annual *Canal Splash!* showcases local events and programs designed to highlight the history, beauty, culture, and recreational appeal of the NY State Canal System and the Erie Canalway National Heritage Corridor. For more information, contact the Canal Corporation, 518-436-3034 or john_dimura@canals.ny.gov.

September 3 - 10 am. Walk the D&R Canal from East Millstone to South Bound Brook (5.3 miles) NJ or do a shorter walk, ending at Zarephath (2.7 miles). Meet at Lock 11, Canal Road, South Bound Brook, across from the post office. Questions? Contact Bob Barth at 201-401-3121, barths@att.net.

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 25-27—World Canals Conference, Yangzhou, China. www.worldcanalsconference.org; <http://yangzhou.jiangsu.net>.

September 30-Oct 2—New York State Canal Conference, Oswego, NY, held every other year to develop a statewide network of volunteers and professionals dedicated to the revitalization of canal communities; to promote the success stories and share strategies; and to recognize the outstanding contributions of individuals who have given significantly to the promotion and enhancement of

the New York State Canal System. For updates, check www.new-york-canals.org.

October 3-15—Tour of canals and waterways of Belgium. There is a waiting list for this tour. www.newyorkcanals.org

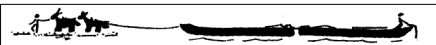
October 19-22—Pennsylvania Canal Society's tour of the Pine Grove extension of the Union Canal. Contact: Bill Lampert, indnbll@yahoo.com.

November 4 - Middlesex Canal Association celebrates its 50th anniversary with a van tour of the canal, including dinner in the Baldwin Mansion, home of the canal builder, and birthday cake at the museum. \$50. www.middlesexcanal.org.

April 5-7, 2013 - The Canal Society of Indiana spring tour of the Wabash & Erie Canal, Attica to Montezuma, Indiana. HQ: Sleep Inn, Danville, Illinois. See canal remains, murals, a covered bridge, a war memorial museum, a waterfall, and much more on this three-day adventure. More information to follow. 260-432-0279.

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

2014 - The location of the 2014 World Canals Conference is now under discussion. Among the possible choices: Italy and Panama. Stay tuned for updates.



NEW EXHIBITS AT HIESTER CENTER ARE WELL RECEIVED

In an earlier article I reported that the "double header" canal boat models owned by the Pennsylvania Canal Society had been placed on loan to the Hiester Canal Center near Reading, Pa. These models are a literal centerpiece in the museum and have

been the subject of many favorable remarks by the visitors. One of the common observations is the good condition of these models, having been made in 1889 and traveled around quite a bit since then.

Another new exhibit that is drawing many questions and comments is the full scale replica of an early Union Canal boat cabin. Over the winter, approximately 100 hours of volunteer labor resulted in a life-size demonstration of what it was like to get by with a very limited space for a crew or family that plied the waters of the Union Canal. The space is about 8'x 8', as the Union Canal boats were only eight feet, three inches wide. The early locks were only eight feet, six inches wide. The exhibit features six-foot bunks, storage drawers, and an authentic "boatman's choice" cook stove. The 1858 calendar on the wall is in German, the norm for crews on that canal. One of the other features is a simulated water line, both "light" and loaded. Most visitors are amazed to find the living quarters are well below the water when loaded. For some reason they seem to think everybody lived on the deck, or at least above the water line. The picture shows the interior of the cabin described.

These two exhibits are new for the 2012 season, which runs from May 1st to the last weekend in October. The museum is located off Route 183 just west of Reading. The collection is arguably the largest example of 19th-century canal artifacts around, and there are hundreds of pieces not displayed for lack of space. We are excited to believe that Jim Lee will be engaged to evaluate the collection in the very near future. Questions may be directed to 610-374-8839. Glenn Wenrich