

AmericanCanals

Bulletin of the American Canal Society

www.AmericanCanals.org

Vol. XLIII No. 4

Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2014

From the President

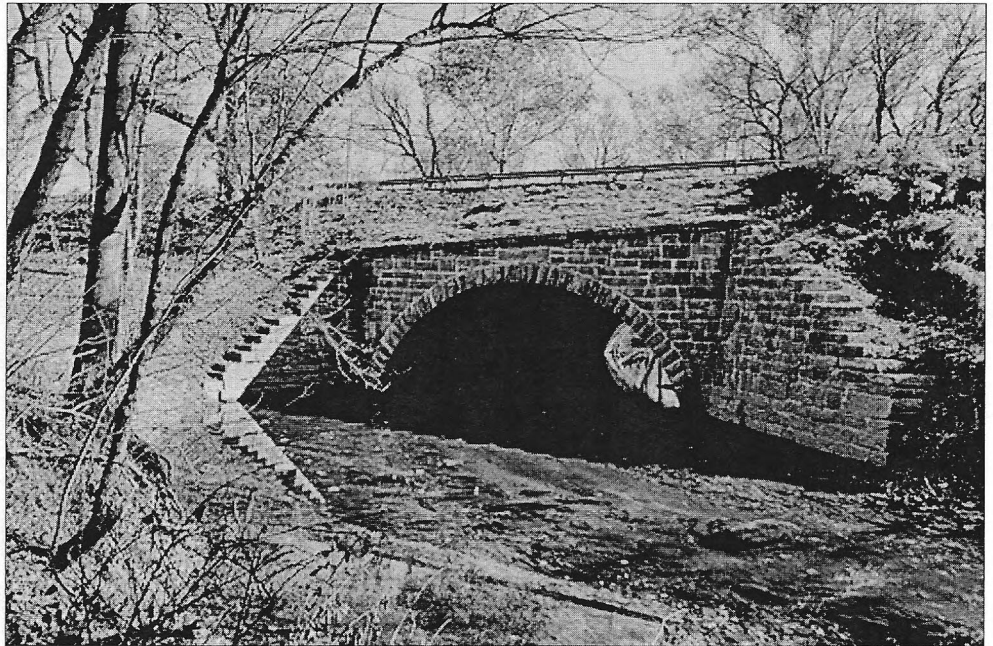
By David G. Barber

First, I want to note that in our annual election of directors, Lance Metz, Roberta Styran, and Keith Kroon have all chosen not to continue. A few months ago, Linda Barth decided to resign as a director while continuing as editor. I thank them all for their long service.

But, this means that we now have fewer directors and no female directors. I ask all of you to think about this and make any suggestions of candidates that you feel appropriate to Bob Schmidt. You should also talk to those you nominate.

Second, printing costs, postage, and other costs have continued to edge up resulting in deficits. So, at the April 25th Directors Meeting, it was decided to raise dues for individual members to \$25.00, dual members to \$35.00, and life members to \$500.00. Life membership is now twenty times the annual membership which is a typical ratio for similar organizations. Sustaining and patron memberships remain at \$35.00 and \$50.00 respectively. These increases are necessary to maintain our level of services.

In conjunction with the dues increase, we noted that current interest rates are almost zero. This combined with our high percentage of Life Members has created a cash flow problem. The costs of life members were supposed to be supported by the interest on their original payment. So all life members were contacted and asked to consider making a further contribution. I am happy to report that 34 life members have responded with contributions totaling \$5,800 so far



C&O Canal Culvert 182 carrying the canal over the Little Tonoloway Creek, Hancock, Maryland

and that a few more have indicated they will in the near future. I thank all of them. Any other contributions are very welcome.

In early July, the Internal Revenue Service changed the procedure for small non-profits such as ACS to apply for 501c3 status. Instead of the volumes of paper previously required, small organizations can now submit a simple three page form via the internet. So, we have done so. That process may take some time. We will let you know when it is completed.

Finally, I wish to note all of the hard work that groups and individuals are doing to preserve our canal remains

(continued on page six)

Your **BALLOT** is on
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American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

Managing Editor: Linda J. Barth
Contributing Editors: David G. Barber,
Rod Mackler, David Wright, and Terry
Woods

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.

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canal societies: c/o Linda J. Barth, 214
North Bridge Street, Somerville, NJ
08876; 908-722-7428;
barthlinda123@aol.com

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

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Canals* is automatic with ACS member-
ship. Regular Single Membership, \$25;
Dual Membership, \$35; Sustaining (no
change) \$35; Patron, \$50;
Life Membership \$500.00. Single copies,
\$3. Four issues per year. Copyright
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States of America. ISSN 0740-588X.

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

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Material submitted to *AMERICAN
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Officers:

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

Vice President: William Gerber, 16
Princess Ave., N. Chelmsford, MA
01863; 978-251-4971(h) Director;
wegerber@gmail.com

Vice President: Robert Sears, 248
Tower Drive, Toronto, ON M1R
3R1, Canada; Canada; 416-285-
7254; rwsears88@gmail.com

Secretary: Michael E. Morthorst,
6914 Ohio Ave., Cincinnati, OH,
45236; 513-791-6481; Director;
gongoozler@fuse.net

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

Robert H. Barth, 214 N. Bridge St.,
Somerville, NJ 08876; 908-722-
7428; Chairman ACS Sales
Committee; bbarth@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

David M. Johnson, 9211 Wadsworth
Drive, Bethesda, MD 20817; 301-530-
-7473; Director; Member, Canal Liai-
son Comm; dave9211@verizon.net

John M. Lamb, 1109 Garfield Street,
Lockport, IL 60441; 815-838-7316;
Chair, Canal Engineering, Mainte-
nance & Operations Committee.

Abba G. Lichtenstein, P.E., Dr. Eng.,
4201 Cathedral Ave NW, Apt 615 W,
Washington, DC 20016; 202-244-
5355; alich@aol.com; Member Canal
Engineering, Design, & Maintenance
Committee

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

Michael Riley, 38 Green Street, Port
Byron, NY 13140; 315-776-5116;
mriley20@twcny.rr.com

Robert Schmidt, 5908 Chase Creek
Court, Fort Wayne, IN 46804; 260-
432-0279; Chairman Nominating
Committee, Member Canal Engineer-
ing, Maintenance & Operations Com-
mittee; indcanal@aol.com

Roger Squires, 46 Elephant Lane,
Rotherhithe, London SE16 4JD Eng-
land; 020 7232 0987; roger-squires@btinternet.com

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 Cir-
cle, Canton OH 44708; 330-832-
4621; Chair, Publications, Publicity
Committee, Parks Committee, Mem-
ber Canal Archaeology Committee,
Canal Boat Committee, Canal Engi-
neering, 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

Committees:

ACS Sales, Robert Barth, chair
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chair, Georgia Archaeological Insti-
tute, PO Box 984, Augusta,
GA 30901

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CANAL CHARACTERS I HAVE KNOWN: Ohio's William H. Vodrey III

By Terry K. Woods

William Vodrey first contacted me during the late spring of 1971. He wanted publicity for one of his projects. I was writing the old *Canal Comments* column then, and when he called, I was at work and my wife had the first conversation with him. They didn't seem to understand each other's phone personas at all. When I arrived home that day, she mentioned that a fellow named Bill Vodrey had called and wanted me to go out to someplace in eastern Ohio to meet him. I knew William H. Vodrey Jr. (see end note) had co-authored *The Sandy & Beaver Canal*, and I was impressed. I had met the other author, Max Gard, when we lived in Salem in the late '60s. Max had an antique shop on Route 30 between Hanoverton and Lisbon, and I had visited there several times. I was very pleased that Mr. Vodrey wanted to talk with me.

Before I called back, my wife commented that she thought the guy was "screwy." I discovered later that Bill Vodrey III was a member of an extremely prestigious pottery family in East Liverpool, and that he and his two siblings were managing a land trust of more than 4,000 acres in eastern Ohio and western Pennsylvania. In addition to co-authoring the Sandy & Beaver book, Bill Vodrey was a respected attorney in East Liverpool. With those credentials, William H. Vodrey III might be considered 'eccentric,' but never 'screwy.'

I don't actually remember calling Mr. Vodrey back, but I apparently did as I met with him one afternoon in late June after I had spent the morning at the East Liverpool Historical Society interviewing the curator, H.B. Barth. Mr. Barth was 83 at the time and had hiked the entire route of the Sandy & Beaver Canal with three companions in the early part of the century. He had collected an enormous amount of information and documentation regarding that canal that he generously shared with me.

Bill Vodrey's maternal grandmother had grown up on a farm near Fredericktown, a small village at the confluence of the Main and North Forks of Big Beaver Creek. (see end note) Part of Bill's reputation for eccentricity was due to his affinity for collecting. He had collected a number of historic buildings from throughout Columbiana County. They were disassembled, moved to Fredricktown, and rebuilt as part of the town. Among Bill's building collection was a one-room schoolhouse, an octagonal post office, and a stone farmhouse originally constructed in 1837. The old stone house was Bill Vodrey's retreat and this was where I was to meet him.

It had been a beautiful, sunny morning, but as the afternoon wore on, heavy clouds moved up the valley from the southwest. It started to rain hard as I got out of the car and raced down a path to the door of the stone house. I was dressed for the day, I thought, jeans and a short-sleeved polo shirt, and I was getting wet. A small, gray-haired man opened the door and we exchanged greetings, though mine were a bit soggy. After those exchanges, Bill said he would "be right out"—and closed the door!

I stood there a fairly long time—long enough to get completely drenched. I finally got an attack of good sense and moved off to the left of the house where there was sort of a barn-like affair. I stood in the doorway of the barn where I was somewhat shielded from the wind and rain. Eventually, Bill came out of the house. He was encased in high boots, a full-length yellow slicker, and a rain hat. He came up and past me into the barn. I followed and he motioned me into a Jeep. He got the engine running and we started off. It was a military-style Jeep, with a soft top of sorts, but no side curtains. The rain had slackened off a bit, but my right side was still getting wet. We ran up to the main street of town. Bill stopped and honked the horn. Kids of various ages and sizes and both sexes seemed to materialize out of thin air and climbed into and onto the Jeep. They must have totaled a good half-dozen before they stopped climbing aboard.

Finally Bill started up and we drove slowly through and around the small village. I was forgotten for the moment as Bill and his 'crew' attended to business. Bill drove to an area and called out to someone by name, "this gate needs painted," or "the top hinge needs to be replaced," "this lane should be regraveled," "the schoolhouse steps have to be repaired." Each verbal note was coupled with a written one Bill scrawled on a small pad then handed to the child in charge. For each of the children was in charge of one of the buildings or



items in the village. It was their job to get in touch with the foreman of Bill's maintenance crew, tell him what needed to be done and where, and to make sure it got finished. Each child 'owned' one of the town's structures, and with that sense of ownership, came a real sense of pride. Yes, Bill Vodrey was certainly eccentric.

Finally Bill got to me. With the kids still in the Jeep, we headed to the main road east of town, crossed the Little Beaver, then turned left onto something that resembled an overgrown deer trail. The rain had nearly stopped by now, but the high brush and low trees that lined the trail kept slapping at me as we jolted along, depositing most of their accumulated load of water onto my person. Since I was already as wet as I thought I could get, I didn't really notice.

After a short half-mile, we got to what Bill wanted to show me, the site of an old lock on the Sandy & Beaver Canal. This was an outlet lock into a slackwater pool in the creek behind a dam downstream. The top two courses of finish stone had been removed many years ago to serve as abutments to the bridge we had just crossed. Frequent flooding over the years had buried most of the rest of the lock. Bill's maintenance crew had recently excavated it. The missing stonework had been replaced (reportedly from an old church in East Liverpool that was being demolished) and new gates built. Those gates had been hung in a decidedly non-authentic manner, and the new stone didn't quite match the old, but it was a magnificent effort and I was suitably impressed. Bill showed me all around the lock structure, explained what he and his people had done, then drove us back to the old stone house, and I was soon on my way home. I dutifully wrote a column on the preservation of Lost Lock, sent Bill a copy, and figured that was that.

Later that year I served as the Ohio representative on a committee that planned a tour of the Sandy & Beaver Canal for a joint meeting of the Pennsylvania Canal Society and the Canal Society of Ohio. Denver Walton of Monaca, Pa. was the tour master and he planned a great route. The committee decided to take full advantage of the fact that there were many fine examples of Sandy & Beaver Canal structures in the fairly new Beaver Creek State Park. Then, less than three weeks before the tour date, disaster struck. The Governor of Ohio (named Gilligan) and the State Legislature got into a fight, the famous "Gilligan War." I doubt if anybody now remembers exactly what it was about—something to do with budgets, or the lack of them, I suppose. But, one or the other of the fight's participants closed the state parks in retaliation for something the other party had done.

The other members of the tour committee burned up my phone line with demands that I "do something." After all, I was the Ohio representative, and it was Ohio's officials who were fighting. I had no idea what to do. Then I remembered that my state representative was a member of the Canal Society of Ohio. I had only met Ralph Regula a time or two at the Stark County Fair and then only when he had handed me his campaign literature. Still, I didn't know who else could help, so I called him. As I remember it, I actually got Mr. Regula on the phone. I explained the problem, and when I had finished, there was a long, long pause from the other end of the line. I could almost feel the man wringing his hands and looking sad. Finally he answered. There was nothing, he said, that he could do. He apologized. He sounded sincere, but the closing was official, he said, and could not be overturned without the governor's authorization.

I didn't know what to do next. Then I thought of Bill Vodrey. His Lost Lock might be a possible alternative to those stops we had planned in the closed Beaver Creek State Park. It would be a long hike back to the lock from the main road that only our younger people could attempt, but I figured it would be better than nothing. I called Bill and explained the situation. He didn't say much, just asked for the date and time we wanted to visit the lock. When I told him, he said it would be all right for us to visit and hung up.

Bill was waiting for us in his Jeep near the turn-off into the lane when our two large tour buses arrived on that October morning in 1971. I stopped the buses and started to get out, but Bill revved up the Jeep's engine and indicated he wanted us to follow him. We made the



turn behind Bill's Jeep and noticed two yellow bulldozers sitting in a field adjacent to what was now a straight and leveled, single lane road into the lock. We had asked Bill Vodrey if two busloads of canal buffs could visit his restored lock, and he had had a road built into it so we could. Yeah, Bill Vodrey was 'eccentric' all right.

After we had examined Bill's restored lock thoroughly and enthusiastically, he gathered us around and made a short speech. First he welcomed us all to Columbiana County. Then he said, "I met with the Director of the Beaver Creek State Park the other night. I reminded him that he hadn't had a vacation in a long, long time. He agreed and decided to take one now. He's gone, and I don't believe he locked the gate." With that, Bill Vodrey climbed back into his Jeep and drove away up his new road.

We soon followed suit, but continued on to Beaver Creek State Park. There really wasn't a gate at the park's entrance, but there were no obstacles to entering and no rangers or officials to tell us to get out. Some of the tour participants made jokes about holding our evening banquet at the state penitentiary, but that event was held at the Holiday Inn in Beaver Falls, Pa. as planned.

Our tour that Saturday included the three or four stops within the park as planned, courtesy, we were all sure, of William H. Vodrey III.

Bill and I occasionally crossed paths over the next few years. These crossings were always interesting and often quite informative. Bill died in 1979, but his legacy of a state forest of several thousand acres, the quaint village of Fredericktown, *The Sandy & Beaver Canal* book, a chapel in the woods of Columbiana County named after him, and many, many fond memories within the minds of the people who knew him live on. For Bill Vodrey was a man who often marched to a different drummer. Hell, sometimes he even polkaed, but he never failed to be just a great, great guy.

1—There is always some confusion with his name. William H. Vodrey III only took the title of "the third" after his father died in 1958. When he co-authored the book on the Sandy & Beaver Canal in 1952, he was known as William Vodrey, Jr.

2—In some sources it is called the Little Beaver River, not to be confused with the Beaver.

BALLOT FOR ACS ELECTION INCLUDED IN THIS ISSUE

Below please find the ballot for the ACS election. We will assume that you are voting in favor of all of the candidates **unless you respond with a contrary vote on this ballot by November 25, 2014.**

There is no need to return this ballot unless you are submitting the name of a write-in candidate or voting in the negative.

2015 Ballot - Board of Directors

The Board of Directors recommends the following persons for the 5 open board positions.

These persons are currently serving in these board positions.

A favorable vote for all of these candidates is assumed unless you respond to the contrary.

Years to Serve 2015 – 2017

___	Dave Barber	Hopedale, MA
___	Bob Barth	Somerville, NJ
___	Carroll Gantz	Seabrook Island, SC
___	Abba Lichtenstein	Washington, DC
___	Michael Riley	Byron, NY

Copy and return the form below if you wish to submit a **write-in nominations for future Board membership consideration:**

Name _____ Email _____
Address _____
City, State, Zip _____ Phone #: _____
Qualifications/Biography: _____

Send completed form to Robert F. Schmidt, 5908 Chase Creek Court, Fort Wayne, IN 46804-4299

NATIONAL PARK SERVICE RECOGNIZES DONATION BY CHESAPEAKE & OHIO CANAL ASSOCIATION

In a ceremony in October, the National Park Service recognized the C&O Canal Association's donation that enables every fourth-grader in Washington County to visit the historic Cushwa Basin and learn about the canal. Students from Bester Elementary School and park officials participated in a check hand-off event with



members from the association at the basin in Williamsport, MD.

The donation covers the cost of bus transportation to bring every fourth grader from Washington County Public Schools to the canal for an educational field trip during the 2014-15 school year. The \$4,000 donation is part of a larger 2013 pledge of \$30,000 on behalf of the association to assist schools seeking bus funding to visit the C&O Canal. This marks the second consecutive year of support from that pledge. The association has provided students

from Washington County and other school districts bus funding for several years.

"The association is pleased to provide bus transportation to the fourth-grade students of Washington County. They are our future. If the park is to survive, we must engage everyone, especially the younger generation," said association president Dward Moore.

Sixty-five Bester students spent their day learning in an outdoor classroom at their local national park. The students participated in a variety of hands-on, STEM (Science, Technology, Engineering and Math)-based lessons that were both engaging and fun. Education programs were developed in partnership with Washington County Public School teachers and are part of a growing education program in the park, Canal Classrooms.

"We are very grateful for the great partnership with the C&O Canal Association," said C&O Canal Superintendent Kevin Brandt. "Without their support it would be impossible for so many students to visit the park each year and participate in a curriculum education program."

For more information on the Canal Classrooms program, visit www.nps.gov/choh or email the park at cocanaleducation@nps.gov.

From the President, continued from page one:

and develop canal parks. While the professional park managers are of necessity restricted to the budgets they are given, non-profit groups and individuals can see various needs and gather outside support and funding to move forward. At the risk of overlooking many others, projects such as the restoration of the Monocacy Aqueduct and the Big Slackwater towpath on the C&O Canal in Maryland, the Port Byron project in New York, Eureka Lock in Wisconsin, and the several other canal parks are all the result of these volunteer efforts. Keep up the good work.

Environmental Report: Potomac River Tunnel Project

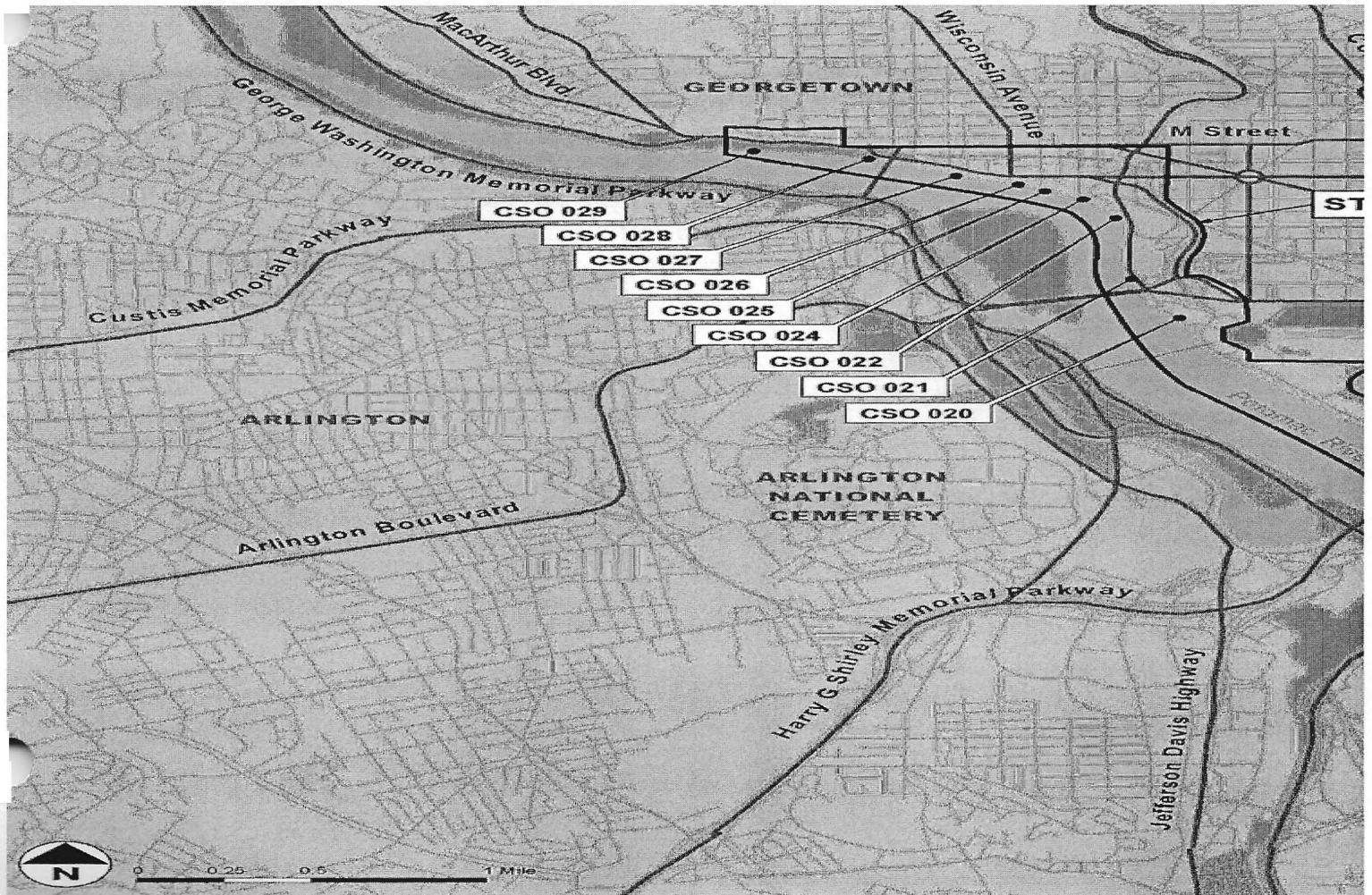
By Rod Mackler, Environmental Committee Chair, C&O Canal Association

This past spring, heavy rains led to the dumping of raw sewage into the Potomac River and into the C&O Canal. The Capital Crescent Trail, a heavily-used commuter and recreational rails-to-trails route from mile 1 to mile 3.7, was closed for almost ten days, and bicycle commuters were detoured onto the C&O Canal towpath from Fletcher's Boathouse to Georgetown. In addition, there was a rupture in the sewer across from Sycamore Island, with sewage gushing into the canal.

About a third of the District of Columbia, primarily the older core of the district, has a "combined" wastewater collection system. That means the sanitary and storm sewer systems are combined. As we saw last spring, when rains are heavy, the combined system is overwhelmed and raw sewage is dumped into the Potomac River at designated combined sewer overflow (CSO) points. There are permanent signs along the lower portions of the C&O National Historical Park (NHP)—overlooking Milepost 0 and just above the Alexandria Canal Aqueduct, for instance—warning that the waters are polluted when it rains heavily. Obviously, a long-term solution is necessary.

In 2005, D.C. Water entered into a federal consent decree with the district government, the U.S. Department of Justice (DOJ), and the Environmental Protection Agency (EPA) to build a large tunnel under the river, from above Key Bridge to a point between National Airport and Joint Base Anacostia-Bolling. The tunnel would be about a quarter-mile wide and five miles long, 100 feet under the river, and cost about \$3.5 billion. The purpose of the tunnel would be to hold the combined flow until the storm waters recede and the Blue Plains treatment plant in Anacostia could process the combined water.

The time line for construction was originally planned for 2015 to 2025. D.C. Water has proposed a modification to the consent decree to build "green infrastructure" above Key Bridge and in the Piney Branch watershed. The modification would have to be agreed upon by the parties to the original agreement: D.C. Water, the district, DOJ, and EPA. The infrastructure would be designed to lessen the amount of storm runoff through



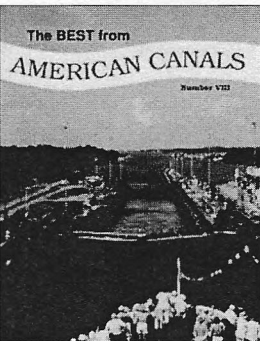
mechanisms such as green roofs, permeable pavements, rain barrels and cisterns, and landscaping. The upside of the green infrastructure would be that a reduction in storm runoff would require a smaller tunnel, one starting below the Key Bridge, rather than above it. Thus, the impact on the C&O National Historic Park would be considerably reduced, as the portion of the park along the river begins only at the Alexandria Aqueduct. The downside of the modification would be an extension of the timetable to the year 2032.

Three national parks—the C&O Canal National Historical Park, Rock Creek Park, and National Mall and Memorial Parks—are in the project’s “impact area.” The National Park Service is charged with drafting an Environmental Impact Statement (EIS).

A public scoping period was held from July 2 through August 31, 2014 to gather input from the public. This included a public scoping meeting on July 31, and in my role as the C&O Canal Association environmental committee chair I attended it. Association President Dward Moore sent a letter on August 15, commenting on the proposal and requesting that the C&O Canal Association be designated a consulting party for the Environmental Impact Statement. In his comment, Dward stated that the Association is concerned that construction could disrupt pedestrian and bicycle traffic along the Capital Crescent Trail in the park and that permanent effects could include installation of a tunnel access point and the operation of maintenance vehicles in the park. To minimize that disruption, therefore, the Association supports the green alternative because that would have less direct impact on the C&O Canal NHP.

Information about the EIS and other details of the project as they are updated are available at the NPS Planning, Environment & Public Comment web site. The link for the project home on the site is parkplanning.nps.gov/meetingNotices.cfm?projectID=50548.

Rod Mackler from September 2014 *Along the Towpath* Courtesy of C&O Canal Association
 Photo Caption: *Potomac River Tunnel Project Study Area Map -- Map courtesy of the National Park Service*

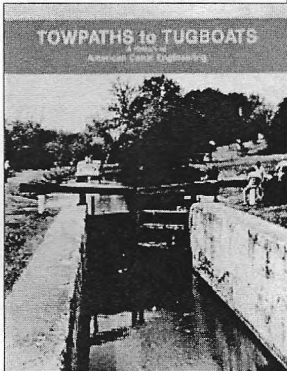


ACS Sales

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 #1	published 1980	\$4
Best from American Canals #2	published 1984	\$4
Best from American Canals #3	published 1986	\$4
Best from American Canals #4	published 1989	\$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

<i>Towpaths to Tugboats</i>	published 1995	\$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
American Canal Guide #5: DE, MD, VA	published 1992	\$3
20 year American Canals Index 1972-1992	published 1992	\$2
Canal Boat Construction Index (11 pages)	published 1993	\$2
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; bbarth@att.net. Please call or email with questions.

CSO and PCS “Complete the Trail”

Story and photos by Dave Wright

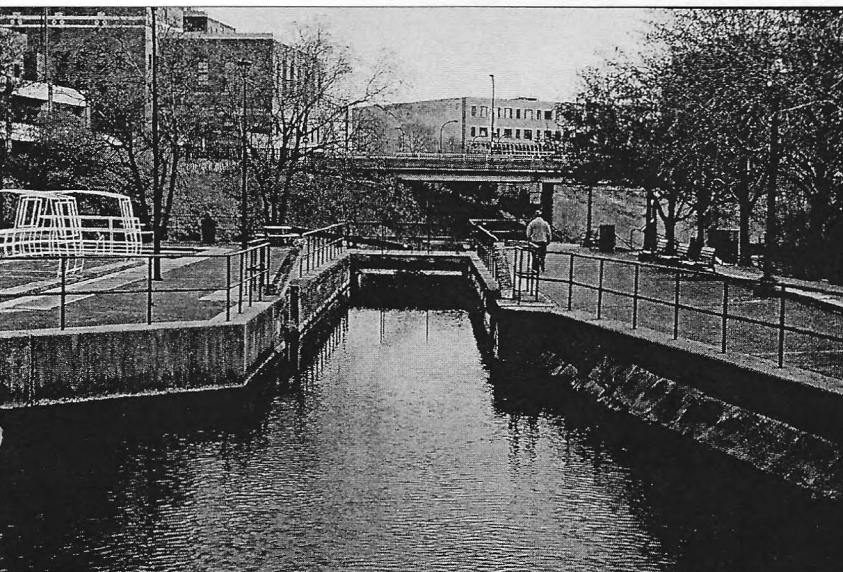
On Saturday April 26, 2014, the Canal Society of Ohio and the Pennsylvania Canal Society jointly filled a Lake Front Lines charter bus and toured the Ohio and Erie Canal through the Akron, OH area. Eight Pennsylvanians signed up for a group that came from seven states extending from Massachusetts to Indiana.

Larry Turner, tour chairman, presented historic canal scene photos the night before the tour. He told personal stories of his family’s role in the reconstruction of the canal 110 years ago. He also described his involvement with resurrecting the canal corridor for health and recreation. Eighty-one miles of the 101-mile Ohio and Erie Canal Towpath Trail, known as the Silver Ribbon, are completed from Cleveland to New Philadelphia. Over the last twelve years, Summit County, where Akron is located, completed 53 miles of trails.

Our first stop was the Richard Howe House. Richard was the resident engineer for the Northern Division of the canal. Built in 1836, it was the first brick house

built in Akron. Over the years, this Federal-style structure had fallen into a considerable state of disrepair. It served various uses and underwent several reconstructions, finally becoming a tattoo parlor. The local redevelopment authority needed the site for another purpose. The house was saved from demolition in 2008 by jacking it up and moving it two blocks along Exchange Street to its new site next to the canal towpath trail. The home now provides a restroom and changing space for trail users, and contains a canal history display, meeting room, and office space for the Ohio and Erie Canalway Coalition.

In the museum room, an actor depicts Richard Howe as a life-size person standing among the visitors in the room. His movie image is rear-projected on to a translucent panel cut to his shape. After about ten minutes of silently standing still and looking around the room, he explains to the visitors his involvement as the engineer supervising the project.



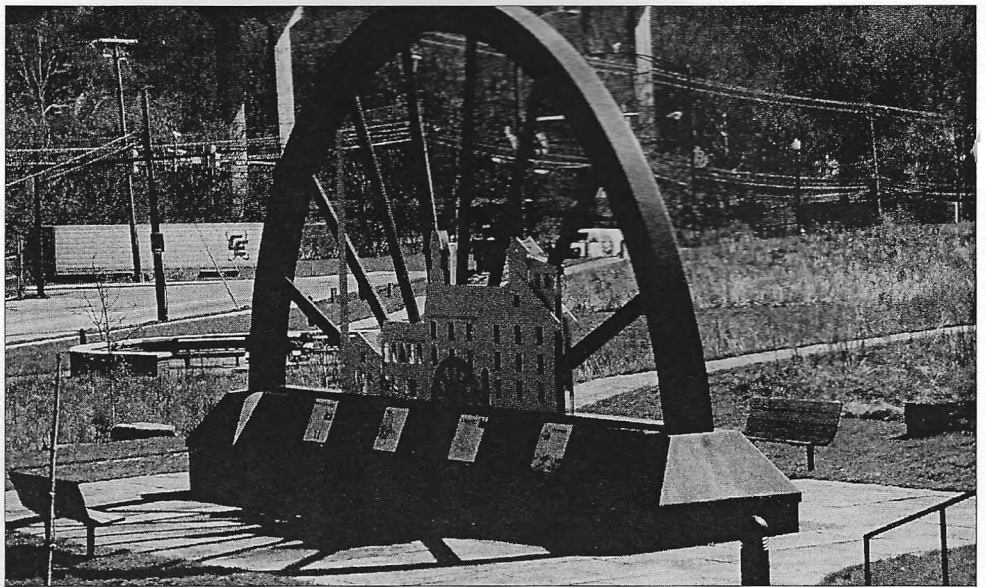
A newly opened trail now connects the Howe house with the trail and Lock 2 Park. Lock 2 was reconstructed with new gates. A steel skeletal sculpture (left and above) depicts a canal boat, to recognize Akron’s rich boat-building heritage. Along with the new stadium for the Akron Rubber Ducks baseball team, the canal area redevelopment, supported by Akron’s Mayor Don Plusquellic, has improved the economy of the downtown area.

We then bused north to the Mustill Store in the Cascade Locks Park, where canal boat operators once had time to buy groceries

(continued on page 10)

when locking through. Lock 15 is located right in front. The store today serves as a trailside museum with canal-related photos and displays. The remnant foundations of Cascade Mills are located across the nearby road intersection. A giant 35-foot waterwheel is depicted at the site (right). Ferdinand Schumacher rolled oatmeal flakes at the nearby German Mill for the Union Army during the Civil War.

We then bused north to the Yellow Creek Culvert, which now carries a road that occupies the canal bed northward from Akron.



35-ft, full size replica of Schumacher's water wheel at the Cascade Locks

After stopping at the culvert, we circled back and ate a delicious lunch at the Ancient Order of Hibernians Hall. After lunch, the bus took us to Waterloo Road and the floating towpath across a part of Summit Lake. The ground along the lake edge was not stable enough to support a towpath, so we walked across the reconstructed pontoon bridge, which was built in its place.

The last stop was at Snyder Avenue. Here the canal crossed over Wolf Creek and passed through property now owned by PPG Industries. The plant there manufactured soda ash, caustic soda, and chlorine—chemicals used to make rubber and glass. After ten years of negotiation, a settlement was reached to acquire a trail corridor around the site. We walked the newly completed trail to Vanderhoof Road where the bus met us for the return to the hotel.

After a delicious steak dinner—some said the best dinner ever on a canal tour—we saw Dan Rice receive the CSO's annual award. Dan serves as president and chief executive officer of the Ohio and Erie Canalway Coalition. For 25 years, this group has been partnering with the National Park Service, the State of Ohio, counties, cities and villages, nonprofit organizations, foundations, businesses, and individuals to generate interest and support for the canal corridor. They organize golf outings, fishing derbies, group bicycle rides, trail walks, and food-and-drink events, all to raise funds to develop and maintain the towpath corridor. These events are reported in *The Silver Ribbon*, a quarterly newsletter. For example, the Winter 2014 Silver Ribbon reported that the 2013 Captains Ball at the Fairlawn Country Club, since 1996, has raised over \$500,000 for the development of the Ohio and Erie Canal Towpath Trail. The coalition also sponsored a canal clean-up volunteer work event the day of our tour. Larry Turner explained the pioneering work he had provided the coalition, along with the late Bruce Norton, to develop the towpath trail.

On Sunday, Larry Turner took me on a three-mile walk on the towpath trail north of Akron. We viewed the results of recent flooding on the erosive riverbanks. The local electric power company had just installed sheet piling and rock lining to prevent a tall high voltage power transmission tower from falling into the river. The same alluvial deposits of gravel, sand, and silt were used to build the canal towpath embankment adjacent to the river. These soils are vulnerable to the erosive forces of the river and frequently get washed out. Larry reported that two weeks after the bus stopped at Yellow Creek culvert, the flood surge bypassed the culvert and cut a channel across Riverview Road.

Dan Schuster organized the bus route for the tour. Kay Sheldon collected registrations and paid the bills. John Miller researched, assembled, and printed a 67-page guidebook, "Completing the Trail," for the tour. Copies may be purchased by calling Kay at 440-327-3816.

Dave Wright wereallwright@gmail.com

C&O CANAL NATIONAL HISTORICAL PARK PLANS RESTORATION OF CANAL OPERATIONS AT HANCOCK, MARYLAND

Washington County, MD – The National Park Service, Chesapeake and Ohio Canal National Historical Park, conducted a public meeting on the *Restoration of Canal Operations at Hancock, Maryland, Environmental Assessment*. The public attended an Open House on September 24, 2014 at the Hancock Town Hall to review information about the project and ask questions of staff specialists.



The environmental assessment presents information on projected impacts to park resources from the proposed project and alternatives. The project area begins at tow-path mile 122.12 and ends at mile 124.59.

This area includes Locks 51 and 52 (photo below), the Bowles (Little) Farm, the Tonoloway Aqueduct, canal prism, canal boat basin, Little Tonoloway Picnic Area, and the Little Tonoloway Boat Ramp. The project proposes several preservation, restoration, and development alternatives within the Hancock area.

The National Park Service, Chesapeake and Ohio Canal National Historical Park (C&O Canal NHP), is proposing to enhance the visitor experience at Hancock, Maryland. This would enable the park to better interpret the canal through interpretive programs and historic preservation of original canal structures.

The National Park Service has initiated work on an Environmental Assessment/Assessment of Effects (EA/AOE) to evaluate potential impacts of the proposed project to the natural, cultural, and human environment, in accordance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA).

The Chesapeake and Ohio Canal NHP preserves the physical structures of the historic Chesapeake and Ohio Canal. The purpose of the project is to expand visitor opportunities for learning about the C&O Canal and its operations in the late 1800s near Hancock, Washington County, Maryland. Physical improvements to the canal's historic structures and development of more extensive interpretive/educational opportunities would help the visitor more fully understand, appreciate, and enjoy the canal and its heritage.

The need for this project is to address an area of the park that has had only basic preservation of historic



structures and limited interpretive/educational opportunities. Mile 122.12–Mile 124.59 contain significant canal structures including two locks and an aqueduct. Interpretive and educational services have, in the past, been located outside of the park.

Lock 52 photo courtesy of Steve Dean.

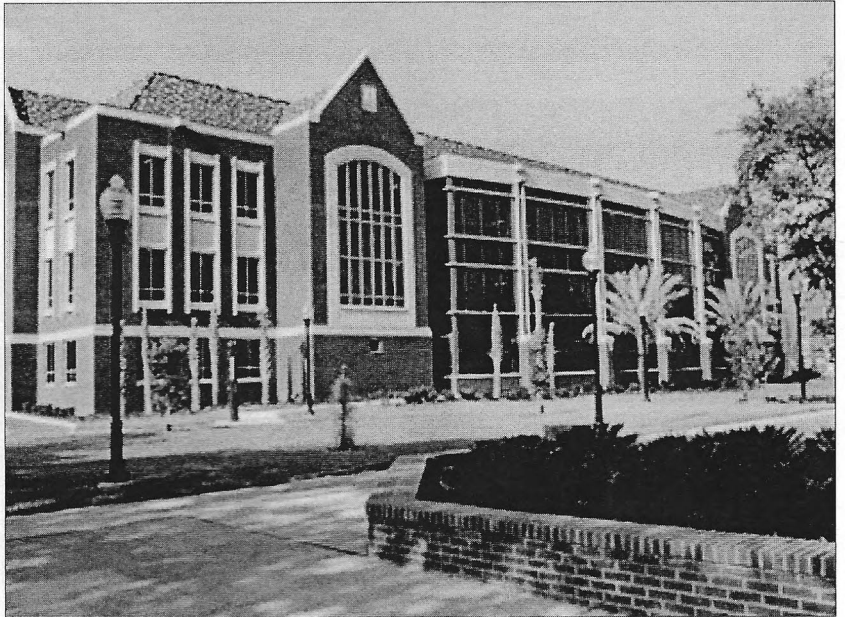
PANAMA CANAL MUSEUM

While you may visit the Panama Canal Museum in Panama City, Panama, you might not have expected to see one in Florida. It was in Seminole, Florida for more than ten years, until closing on July 31, 2012.

The Panama Canal Museum has transferred its collection to the George A. Smathers Libraries (photo below) at the University of Florida, in Gainesville, ensuring its mission to preserve the history of the United States in Panama will live long into the future.

The Panama Canal Museum, the only museum in the world founded solely to preserve the history of the American era of the Panama Canal (1904-1999), recognizes the contributions of the whole world in making this 20th-century engineering marvel, the moon shot of its day, available to individuals, companies, and nations across the globe. Focusing on the construction, operation, maintenance, and defense of the canal during its formative years, the museum shows how these efforts helped make Panama's unique geography and location truly a crossroads of the world.

As the American Era of the Panama Canal (1904-1999) was drawing to a close, three former residents of the Panama Canal Zone living in Florida decided that it was an appropriate time to begin to plan to preserve the history of this era. President Joseph J. Wood; Vice President Betty LeDoux-Morris; and Executive Vice President Charles W.



Hummer, Jr., published a museum planning document and initial marketing plan and, in March 1998, achieved incorporation of the Panama Canal Society Foundation, Inc., as a nonprofit 501(c)(3) organization. By the end of that year other board members had joined these leaders to govern the foundation, and volunteers in Panama had begun to collect for the museum objects, photographs, books, and archives relating to the American Era. Soon the organization began doing business as the Panama Canal Museum and had its name officially changed in 2002 to reflect better its function as a museum.

Focusing on the construction, operation, maintenance, and defense of the canal during its formative years, the Panama Canal Museum Collection shows how these efforts helped make Panama's unique geography and location truly a crossroads of the world.

**View the Panama Canal Museum Collection at the University of Florida online at:
<http://ufdc.ufl.edu/pcm>**

CANAL IN ACTON, MAINE NOMINATED FOR THE NATIONAL REGISTER

Photos courtesy of the Acton-Shapleigh Historical Society

A canal area that's part of the border between New Hampshire and Maine has been named to the National Register of Historic Places.

The Newichawannock Canal District forms the border between Wakefield, New Hampshire and Acton, Maine. The name is believed to have come from the Abenaki Indians, meaning "river with many falls," a reference to the Salmon Falls River.

From the mid-19th century through the mid-20th century, the canal increased the water supply system that powered Great Falls Manufacturing's textile mill complex 25 miles downstream in Somersworth, New Hampshire, providing a constant and controlled source of water power and contributing to the region's mill economy.

Coinciding with New Hampshire History Week, an event celebrating the listing on the National Register took place at the Wakefield Town Hall in Sanbornville on October 25.

The district has a lower canal that still conducts water from Great East Lake to Horn Pond, a stone arch bridge, and piles of stones that appear to have been amassed during the construction of the canal.

The canal and bridge are one of Acton's most famous historic sites. Construction began in 1850 but was delayed because of the Civil War and was finished in the 1860s. The canal was built by the Great Falls Manufacturing Company to ensure water power for the textile mills in Somersworth and Rochester, New Hampshire, just over the state border. It was built under the direction of Hiram Paul and was an important factor in the control of water flow for these mills.

The ashlar stone-arch bridge spans a stone-lined canal that was used for water flow management from Great East Lake into the Salmon Falls River.

An archaeological investigation of water-powered mill sites brought to light the importance of this area to the mill towns along the Salmon Falls River.



One of the most interesting features of this rock wall canal is that there is no cement or mortar used in either the canal or the archway that supports the road. The canal is three-quarters of a mile long, 13 feet wide and 16 feet deep. It is the boundary between Maine and New Hampshire.

The Maine Historic Preservation Commission hopes to develop a small park with interpretive signage.

PENNSYLVANIA AND OHIO SOCIETIES TO TOUR BEAVER DIVISION

You are cordially invited to join the Pennsylvania Canal Society and Canal Society of Ohio on an all-inclusive luxury motor coach tour of the Beaver Division of the Pennsylvania Canal on Saturday, April 25, 2015. The day long tour will run along the Beaver and Shenango Rivers between Rochester, PA and Sharpsville, PA.

We will explore the canal lock remnants at Rochester, at the Fallston Bridge in New Brighton and near the Shenango Reservoir dam at Sharpsville. We will also visit a rebuilt canal dam, serving as a hydroelectric power station in New Brighton and walk along an open canal channel at East Moravia, through state game land south of Pulaski, and along Broadway Road across the Wheatland/Hermitage border. The bus will follow the route of the canal through New Castle and through the former canal basin at Sharon. We will also stop at Western Reserve Harbor, where the state-built canal ended until a private company completed the Erie Extension Canal to Erie, PA.

The tour will meet at the Hermitage Quality Inn (3200 S. Hermitage Road, West Middlesex, PA 16159) where rooms have been reserved for the event (double room, \$68; \$5 for an extra person). Steve Fritz of the U.S. Army Corps of Engineers will speak on Friday evening, April 24th about planning navigation improvements on the upper Ohio and lower Monongahela rivers. A banquet at the Quality Inn will follow the bus tour. John Kokoski of the Greenville Canal Museum guaranteed that his talk after the banquet on the Erie Extension Canal will keep everyone awake.

On Sunday, we offer to add a morning walk along the Shenango Trail, which follows the canal towpath at New Hamburg above Shenango Reservoir. We will also offer a boat cruise on the reservoir. It will be a canal boat ride with deeper water. The canal museum at Greenville will also open on Sunday.

Register through pacanalsociety.org. This promises to be an exciting event. We look forward to seeing you there!

Dave Wright wereallwright@gmail.com

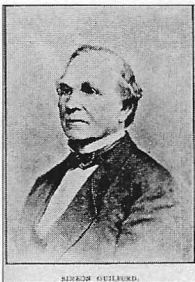
ENGINEER'S LEGACY STILL STANDS

Simeon Guilford's legacy still stands, 187 years after he built it.

Adapted from an article by Chris Sholly, Lebanon (PA) Daily News -- chrisholly@ldnews.com

One of the most famous landmarks in Lebanon County (PA) is the Union Canal Tunnel, which is located just off North 25th Street in North Lebanon. Equally as famous is the engineer on the project—Simeon Guilford.

Although Guilford was not a native of Lebanon County, he set down his roots here as a young man, becoming one of Lebanon's leading citizens, as well as a mentor to young men in his later years. Guilford Street on the north side of the city was named in his honor.



Construction of the Union Canal began in 1792, but wasn't completed until 1828 due to financial problems. The 600-foot tunnel, however, took only two years to build, from 1825 to 1827. Today, the tunnel is a National Historic Landmark, chiefly for its engineering work.

At age 18, Guilford entered the Corps of Engineers as a rodman, locating the Erie Canal in New York, working under the direction of chief engineer Canvass White. In 1824, White was appointed chief engineer on the Union Canal and asked Guilford to join him. Later, Guilford took over as chief engineer. While working on the project, Guilford discovered argillaceous limestone deposits near Stouchsburg. He used the material to create a new type of hydraulic cement that was then used in the construction of the locks along the canal. His discovery saved a significant amount of money for the company, which rewarded him for his efforts. He was granted three patents for his discoveries: water cement, a mode of preserving wooden locks in canals, and a waterproof mortar or cement.

On March 4, 1827, the *United States Gazette* lauded Guilford's work: "Mr. Guilford guided the course (of the tunnel) so accurately that he brought the ends to meet with a difference of less than an inch."

Guilford spent the last years of his life doing what he loved, studying geology, science and mineralogy. On February 16, 1895, Guilford died at the age of 94, surrounded by family and friends. He is buried in Mt. Lebanon Cemetery on Maple Street. He is remembered as the engineer of the Union Canal Tunnel. But in his day, he also was known as a kind man with a genial disposition, a mentor and an inspiration to others, and a citizen who took an interest in the education, social and public issues of this community.

On the 105th anniversary of the tunnel in 1932, his son, Dr. William Moore Guilford, 99, dedicated a monument to honor his father at what is today Union Canal Tunnel Park, site of the oldest transportation tunnel in the United States.

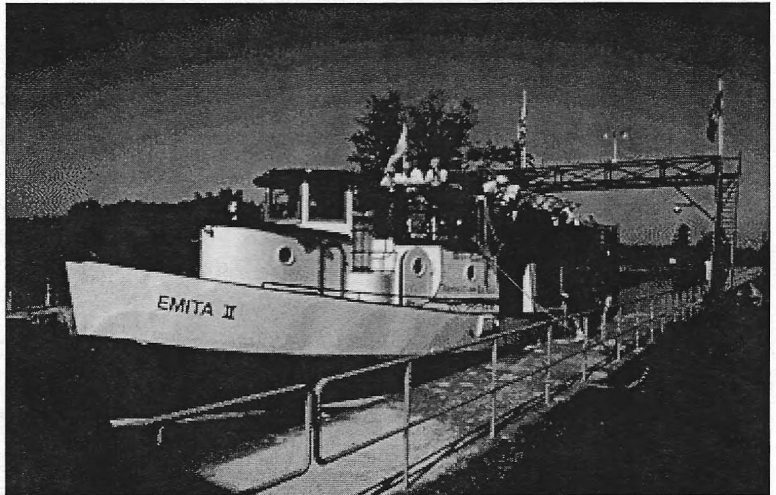
CAMARADERIE: CANAL SOCIETY OF INDIANA HOSTS ERIE CANAL CRUISE

By Carolyn Schmidt

Forty-one canal enthusiasts came from California, Indiana, Illinois, New Jersey, New York, Ohio, and Toronto, Canada for a three-day Erie Canal cruise on *Emita II* (pictured below), from Mid-Lakes Navigation. The trip, planned by Bob Schmidt, CSI president, was followed by a two-day tour of Niagara Falls, Niagara Power Vista, Old Fort Niagara, Buffalo Harbor and Silos, Buffalo History Museum, and Black Rock Lock, planned by Bob Sears, Canadian Canal Society president and editor. The *camaraderie* among the canawlers and new *discoveries* while plying the waters of the Erie Canal made for a wonderful canal *experience*.

Although the weather was hot and muggy on Monday, the boat created a breeze. At 8 mph it was easy to enjoy the passing scenery of small towns, apple orchards, vineyards, bike trails, and wildlife areas. We did have to duck when we came to a “low bridge,” just as in the song.

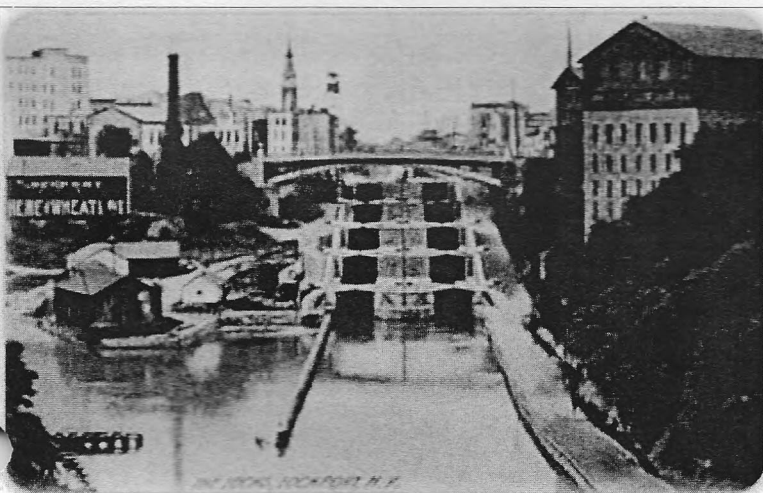
Dan Wiles, our captain, said that the third version of the Erie Canal (often called the Erie Barge Canal) was completed just before the first World War. It was made wider and deeper than the 1825 canal. This latest version never had a towpath because it was used by motorized barges, which carried cargo from the Great Lakes to New York City. It follows part of the old canal route and the Mohawk River Valley to the Hudson River. Many of the old locks are preserved.



After the St. Lawrence Seaway opened in 1959, the commercial use of the Erie Canal dropped to near zero. Lake steamers could go directly out through the Seaway without having to unload onto canal boats. But today the Erie Canal has dropped the “barge” designation and is being kept open for recreational boats. A bike path follows along a great deal of the route.

CSI canawlers arrived at the Best Western Plus in Lockport on Sunday evening where we received name tags and an informational packet. After dinner on our own, most retired early in anticipation of the upcoming trip.

The cruise began at the dock in Lockport, New York early on Monday morning. The *Emita II* crew collected our luggage to be transported by van to the next hotel. Then we boarded the boat and were treated to a continental breakfast, after which Captain Dan presented the rules and instructions for the cruise. After pointing out the life jackets, he said no one needed to worry since the canal was not that deep. He also pointed out the heads (restrooms) and explained how to use them. He cautioned us to duck at all low bridges and not touch them so our clothing or jewelry wouldn't get caught or we wouldn't touch pigeon dung. When approaching a low bridge, he told us, the canopy on top of the boat would be lowered just enough to barely slip under the bridge, and we should remember to duck when going under the canopy. We later saw why his instructions were important when we got so “close up and personal” with the bridges and saw every bolt and rivet. The canopy cleared the bridges with just inches to spare. This is where we short people had the advantage over the taller ones.



The Lockport, NY flight of five locks, built to overcome the Niagara Escarpment. Courtesy elockport.com

After hearing the captain's instructions, we

headed for the double lock at Lockport that replaced one of Lockport's staircase of five locks. Each of these new locks has a lift of 25 feet. The total of 50 feet was necessary to get the canal over the Niagara Escarpment, the massive rock ledge over which Niagara Falls rushes a few miles farther west. We rode through the locks, turned around and came back down while watching the crew handle the ropes and viewing the old flight-of-five, which is undergoing reconstruction. The stonework on these locks is magnificent.

We passed through several old canal towns, ate lunch, and crossed the Medina Aqueduct where Oak Orchard Creek passes beneath the canal as it continues on its way to empty into Lake Ontario. We had a spectacular view into a deep canyon with a waterfall. This area also has a lot of lift bridges. Cars stopped as the bridges raised for the *Emita II* to pass beneath.

We saw buildings constructed with sandstone from Medina when we passed Albion. A little farther on we crossed over a road and saw cars passing through a culvert way beneath the canal.

From the flight-of-five locks at Lockport there was about a 65-mile-long level before we reached the next lock near Pittsford. There were guillotine-style guard gates about every five miles on this level. On one side was the old Lake Ontario shoreline and on the other a built-up embankment. Around Rochester, the canal had been blasted out of solid rock in order to keep it level and avoid having to build more locks.

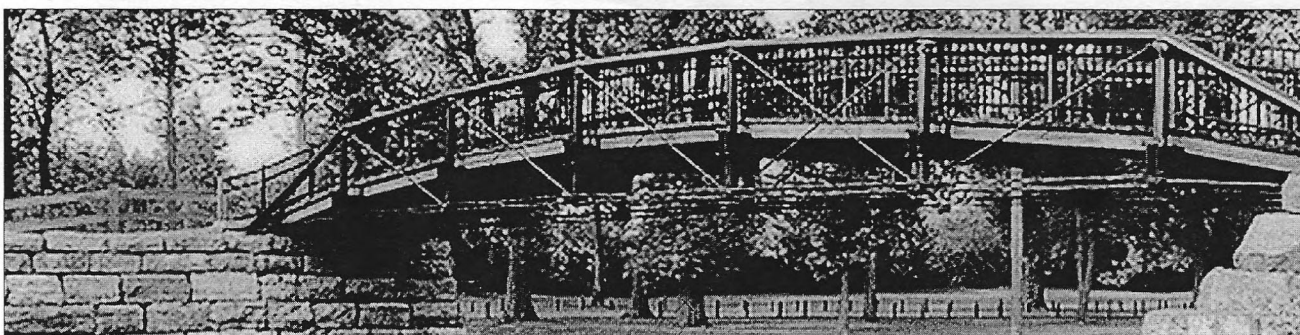
We crossed over the Genesee River, which was very muddy and silts up constantly. We saw a dredge tied up with other New York State canal equipment. The canal is supposed to be 12 feet deep, but now they can't maintain that depth except in the channel, which is marked by a green marker on the left and a red marker on the right.

While crossing the Grand Embankment, a long earthen levee with the canal running along the top, we learned that it would have been impractical to build a long wooden aqueduct across the wide Irondequoit valley, so the embankment was constructed. It was hard to imagine how the canawlers had transported the huge amount of dirt from both ends to build this embankment, using only shovels and wagons pulled by horses and mules. It was startling to see the farm fields much lower than the canal. Since a major flood would result if the canal bank were ever to rupture, we realized why so many flood gates were necessary to shut off sections of the canal to minimize the damage.

At Lock # 29 we disembarked and looked closely at the equipment that the locktender had opened for us. The cabinets were all painted the deep royal blue and chrome yellow of the Canal Commission. We saw the building that once housed a power plant that generated DC current using the energy from the water flowing through the old lock. Since Lock #30 was so close by, one power plant was able to serve both locks, even though it is difficult to send DC current over long distances. The concrete utility poles were still there between Lock #29 and #30. The DC current was used to operate the motorized lock gates. The lock itself was filled by gravity flow, using an underground tunnel instead of the wicket gates that most canawlers are familiar with from the Wabash & Erie Canal. The motors from 1917, built by General Electric, are still operating, but now they use power from the grid instead of from the hydroelectric plant. Captain Wiles credited the skill and dedication of the locktenders for keeping the huge GE motors going for these 97 years. Everything had just been painted and polished and it shone in the sunlight.

Old Erie Canal Lock #60 and the old Palmyra-Macedon Aqueduct of the earlier Erie is located near today's Lock #29. The stone arches that carried the towpath are beautiful. We could see the abutments upon which the wooden trough once rested. However, today the water tumbles into the creek below.

A short walk took us to a canal change bridge that the mules crossed to get to the towpath on the opposite side of the canal. This special bridge kept the mules from being caught up in the ropes.



Aldrich Change Bridge, Wayne County. Courtesy of the Canal Society of New York State.

A large sign nearby said:

The Aldrich Change Bridge located here in the Wayne County Aqueduct Park first crossed the Erie Canal in Rochester. The bridge's low railings and cloverleaf towpath allowed teams pulling canal boats to change from one side to the other.

In 1880, workers relocated this bridge to the canal near here. A local farmer bought and moved this bridge again in 1915. After an ice storm collapsed the bridge in 1996, volunteers saved and restored it as a lasting monument to the ingenuity that made the canal a success.

Squire Whipple, the man who designed the Aldrich Change Bridge in 1858, was correct. Writing about the benefits of using iron rather than wood in bridge construction, Whipple said that, "the iron bridge gives fair promise of enduring for years."

By applying his mathematical training, Whipple added science to the art of bridge building. The formulas that he developed and published carefully calculated the stress that iron could endure. The bow-string trusses that he patented and used in his bridges proved their strength as well as their beauty.

Dozens, if not hundreds, of these bow-string truss bridges once crossed the Erie Canal. The 74-foot by 14-foot cast and wrought iron bridge here in Aqueduct Park is Whipple's oldest known structure and one of the oldest iron truss bridges in the country.

On the third day we were in the river section of the canal that took us through the Montezuma National Wildlife Refuge. Everyone loved seeing deer, bald eagles, heron, ducks, and geese in the refuge. We also watched for water fowl inhabiting a tiny island just south of the channel as we passed through Cross Lake.

We saw another aqueduct from the earlier Erie Canal that crossed the Seneca River. Again the arches that supported the mule bridge and the abutments that supported the trough remained. However, some of the mule bridge arches had either been removed or had fallen into the river. Cameras clicked as canawlers took advantage of getting good pictures of the aqueduct stones from the boat.

We passed through Lock #25. The young crew did an excellent job of handling the ropes. They were new to the job, having only worked on a two-day cruise before our trip. They also helped prepare and serve the meals, which included prime rib, salmon, chicken Kiev, different pastas, hot dogs, hamburgers, cold cuts and cheese, various soups, fresh fruit, vegetables, breads, cookies, hors d'oeuvres, and beverages. They even helped us celebrate Bruce Sheldon's 89th birthday with birthday cake and champagne.

We finally arrived at Baldwinsville on Wednesday night and boarded a coach that took us back to Lockport, where we had left our cars. Our cruise had covered that portion of the Erie Canal from Lockport, through Middle Port, Medina, Albion, Holly, Spencerport, went below Rochester, then through Pittsford, Fairport, Palmyra, Newark, Clyde, the Montezuma National Wildlife Refuge near New York's finger Lakes, Cross Lake and ended in Baldwinsville.

During the cruise we had spent the first night in Brockport at Dollinger's Hotel. Before arriving, Bob Schmidt read the Mark Twain poem, "The Aged Pilot Man," which, with tongue in cheek, likens a storm on the Erie Canal to one at sea and relates how scared the passengers were. This poem is on the next page.

We spent our second night in Newark, New York where Captain Dan Wiles met with us in a conference room at the Quality Inn. He spoke about the three phases of the Erie Canal and the politics of the canal, which receives funds from the New York State Thruway's tolls. He hopes the Canal Commission will more aggressively promote the canal. It is partially drained during the winter months. He is hoping that the canal will once again be a transportation canal for local companies. He answered many

One of the Mid-Lakes Lockmaster narrowboats cruises past us.
Photo courtesy of Robert H. Barth



questions.

One of the stops on the cruise was at Mid-Lakes marina (Mid-lakes Erie Macedon Landing) for refueling. This family-run company has built many canal boats in the past, sold some and rented others. While there we toured the Lockmaster rental boats, which feature a diesel engine with single-lever control; an electric bow thruster to help in maneuvering; 12V DC for refrigerator, lights, and pumps; A HOV AC inverter that supplies outlets for shaver or radio; 110V AC power outlets from canal side; an enclosed bow with cushioned benches, screens and vinyl louvered windows; a galley with central heat, stainless steel gas range and oven, sink, electric refrigerator, cooking utensils, and table service; and a 100-gallon fresh water tank with a pressurized hot-water system. We saw *Dragonfly*, one of their boats that had been sold and refitted to be solar-powered.

The scenery was beautiful along the entire route except for a few deteriorating warehouses. It was interesting to see how the small towns had showcased the Erie Canal by lining the banks with restaurants, parks, and pavilions. Yachts and larger boats were seen along the docks at Pittsford and Fairport. People waved to us from the restaurants, passing boats, and the towpath where they were bicycling, jogging, or walking with strollers.

The Aged Pilot Man, by Mark Twain

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

A man came rushing from a house, saying, "Snub up your boat,
I pray,
Snub up your boat, snub up, alas, Snub up while yet you may."
Our captain cast one glance astern, then forward glanced he,
And said, "My wife and little ones, I never more shall see."

Said Dollinger the pilot man, in noble words, but few --
"Fear not, but lean on Dollinger, and he will fetch you through."
The boat drove on, the frightened mules, tore through the rain
and wind,
And bravely still, in danger's post, the whip-boy strode behind.

"Come 'board, come 'board," the captain cried, "Nor tempt so
wild a storm.
But still the raging mules advanced, and still the boy strode on.
Then said the captain to us all, "Alas, 'tis plain to me,
The greater danger is not there, but here upon the sea."

So let us strive, while life remains, to save all souls on board,
And then if die at last we must, Let...I cannot speak the word."
Said Dollinger the pilot man, tow'ring above the crew,
Fear not, but trust in Dollinger, and he will fetch you through."

"Low bridge! Low bridge!" all heads went down, the laboring
bark sped on,
A mill we passed, we passed a church, hamlets, and fields of
corn;
And all the world came out to see, and chased along the shore,
Crying, "Alas the gallant ship and crew, can nothing help them
more?"

"Ho! lighten ship! Ho! man the pump! Ho! hostler, heave the
lead!
And count ye all, both great and small, as numbered with dead!
For mariner for forty year, on Erie, boy and man,
I never yet saw such a storm, or one 't with it began!"

So overboard a keg of nails, and anvils three we threw,
Likewise four bales of gunny-sacks, two hundred pounds of
glue,
Two sacks of corn, four ditto wheat, a box of books, a cow,
A violin, Lord Byron's works, a rip-saw and a sow.

A quarter three, 'tis shoaling fast, three feet large, three feet,
Three feet scant, I cried in fright, Oh is there no retreat?
Said Dollinger, the pilot man, As on the vessel flew,
"Fear not, but trust in Dollinger, and he will fetch you
through.

A panic struck the bravest hearts, the boldest cheek turned
pale For plain to all, this shoaling said, a leak had burst the
ditch's bed.
"Sever the tow-line. Cripple the mules. Too late, there
comes a shock!
Another length, and the fated craft would have swum to the
saving lock.

Then gathered together the shipwrecked crew and took one
last embrace
While sorrowful tears from despairing eyes ran down each
hopeless face,
But of all the children of misery there on that poor sinking
frame,
But one spake words of hope and faith, and I worshipped as
they came.

Said Dollinger, the pilot man, O brave heart, strong and
true,
"Fear not, but trust in Dollinger, for he will fetch you
through!"
Lo! scarce the words had passed his lips, the dauntless
prophet say'th
When every soul about him seeth a wonder crown his faith.

For straight a farmer brought a plank, mysteriously in-
spired,
And laying it unto the ship, in silent awe retired,
And every sufferer stood amazed, the pilot man before,
A moment stood. Then wondering turned and speechless
walked ashore.

CANAL BOOKSHELF

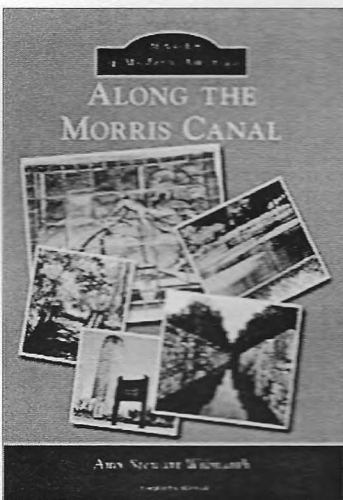
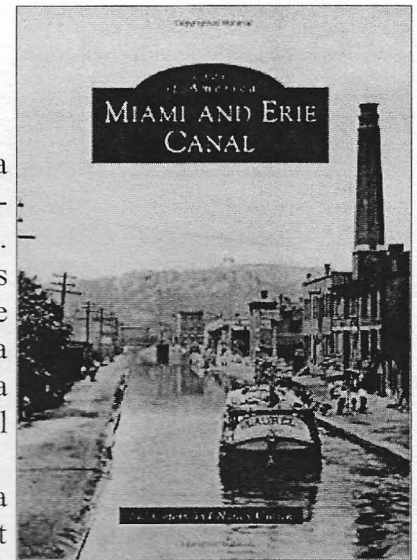
Miami and Erie Canal By Bill Oeters and Nancy Gulick Reviewed by David G. Barber

Another canal title in the Arcadia Publishing Company, Images of America series, the *Miami and Erie Canal* covers the 250-mile-long waterway in western Ohio that connected the Ohio River at Cincinnati to Lake Erie at Toledo. The book includes brief histories of the three sections of the canal as well its demise and post-navigation history. As an "images" book, it uses an extensive collection of well-captioned photographs of the canal and the surrounding area in its operating period and post-operating period to tell the story. It gives a good overview of the entire route. The authors are well-known Ohio canal historians.

Copies of the Miami and Erie Canal are available at \$ 21.99 at area retailers, on-line bookstores, or from Arcadia Publishing at www.arcadiapublishing.com or 888-313-2665.

Description: In the 1800s, the United States was a nation obsessed with finding a form of transportation that was the fastest, cheapest, and most reliable; at the time, canals were the answer. Canals broke through vast, open countryside, forested woodlands, and rolling hills to expose the heart of the nation to development. They took passengers and goods off of dusty or muddy roads and delivered them to their destinations faster and cheaper than by any other means. From Toledo to Cincinnati, the Miami and Erie Canal provided western Ohio with that sorely needed waterway and became part of the 1,000 miles of Ohio canals contributing to the national network of canals. Today, with the help of government, corporations, and citizens, many parts of the Ohio canal system have been preserved or restored and can be visited and experienced. Watered sections of canal quietly reflect a bygone era and lead an explorer down the towpaths of history.

Bill Oeters, assistant editor of *Towpaths*, the Canal Society of Ohio's quarterly journal, has traveled by foot on many miles of Ohio canals searching out remaining canal structures. Nancy Gulick worked canal boats on British canals, which fostered her interest in preserving and restoring the canals of Ohio. They are both trustees of the Canal Society of Ohio.



ALONG THE MORRIS CANAL By Amy Stewart-Wilmarth

Description: Dug by hardworking men in the late 1820s, the Morris Canal is considered to be an engineering marvel. Comprised of 34 locks and 23 inclined planes, it created a waterway from the Delaware River in Phillipsburg, across northern New Jersey, and into the Hudson River at Jersey City. It was drained in 1924, with its prisms mostly filled in. The 1960s brought a steadfast movement for the preservation of the largely buried Morris Canal, including the historic Silas Riggs Saltbox House being rescued from demolition and the opening of the restored Waterloo Village. These challenging years set in motion the formation of organizations and societies dedicated to protecting, restoring, and preserving the Morris Canal. Through the persistent efforts and dedication of historians, canal enthusiasts, and neighboring communities, the Morris Canal and its buried history are gradually being unearthed.

This book captures the Morris Canal's original pathway and its restoration and preservation accomplishments.

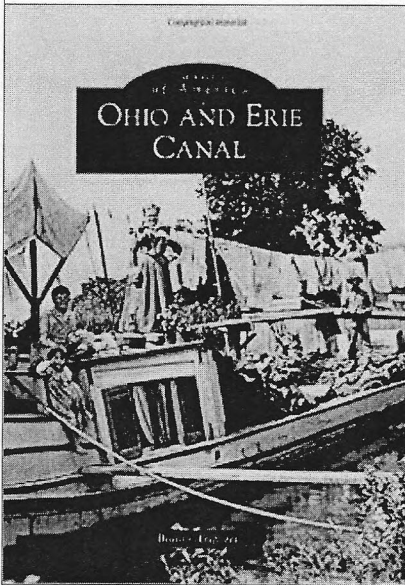
Author Bio: Amy Stewart-Wilmarth has been exploring and photographing the Morris Canal for years. She has collected images from community members and her personal collection for this title.

The book is available through Amazon, Barnes & Noble, or Arcadia Publishing (arcadiapublishing.com).

Ohio and Erie Canal

By Boone Triplett

Reviewed by David G. Barber



At about the same time as Arcadia Publishing Company, Images of America series published a book on the Miami and Erie Canal, the company also printed a similar book by Boone Triplett on the longer Ohio and Erie Canal. This 309-mile waterway in eastern Ohio connected the Ohio River at Portsmouth to Lake Erie at Cleveland. It opened eastern Ohio to development.

The book has several chapters with brief histories and descriptions of the several sections of the canal. The canal is also interesting in that it had several branches and connecting canals including two that ran into Pennsylvania. Since this is an "images" book, it tells the story with an extensive collection of well-captioned photographs. A good overview of the entire route is provided. The author is a well-known Ohio canal historian and canal explorer.

Copies of the Ohio and Erie Canal are available at \$ 21.99 at area retailers, on-line bookstores, or from Arcadia Publishing at www.arcadiapublishing.com or 888-313-2665.

Description: George Washington first proposed the idea of a canal connecting the Great Lakes to the Ohio-Mississippi River System in 1784. Inspired by the Erie Canal in New York, the State of Ohio began surveying routes in 1822 for its own grand internal improvement project. Completed a decade later, the 309-mile-long Ohio and Erie Canal connected Cleveland, Akron, Massillon, Dover, Roscoe, Newark, Columbus, Circleville, Chillicothe, Waverly, and Portsmouth. Success was immediate, as this vital transportation link provided access to Eastern markets. Within a span of 35 years, canals transformed Ohio from a rural frontier wilderness into the nation's leader in agricultural output and third most populous state by 1860. Railroads marked the end of the canal as an economic engine, but traffic continued to operate until the Great Flood of 1913 destroyed the system as a commercial enterprise. Today, the Ohio and Erie Canal is enjoying a rebirth as a recreational resource.

Boone Triplett is the editor of *Towpaths* and vice president of the Canal Society of Ohio (CSO). Images were selected from the CSO archives, academic institutions, historical foundations, libraries, museums, and private collections.

CANALENDER

November 21—Post-Morris Canal History of Inclined Plane 9W. Canal Society of NJ meeting, 300 Mendham Rd, Morristown, NJ. 7:30 p.m.

November 23, 2014—C&O Canal Association. 10:30 a.m., North Branch (mile 175.5) upstream. From Cumberland, MD 51 toward Oldtown, about 6 miles, right at C&O Canal signage (Pittsburgh Plate Glass Road). Go a half-mile and left turn to the temporary parking area for Lock 75. Contact Pat White (301-977-5628 or hike-master@candocanal.org).

December 13, 2014—Frostbite Hike: 10:30 a.m. Meet at Great Falls Tavern, Great Falls, Virginia and walk to five fine viewing points along the canal. Contact Bill Holdsworth (website@candocanal.org; 301-762-9376).

March 7, 2015—Winter Symposium, Rochester, NY. For details, visit www.newyorkcanals.org.

April 24-26, 2015—Pennsylvania Canal Society and

Canal Society of Ohio tour of Western Pennsylvania canals. See details on p. 14.

June 5-7, 2015—This New York and Canadian Canal Societies tour will examine the pre-Seaway canals along the St Lawrence River and will be based in Cornwall, Ontario.

September 7-10—World Canals Conference, Ghent, Belgium. Conference will include boat trips on Ghent's inland waterways and the Port of Ghent, and visits to the project of Waterways & Seacanal and Flanders Field. www.wccghent2015.com

October 16-18, 2015—Pennsylvania Canal Society tour of the Northern Schuylkill Navigation.

September 18-21, 2016—World Canals Conference, Inverness, Scotland

September 24-28, 2017—World Canals Conference 2017 will be based in Syracuse, New York. Twenty-seventeen will mark the 200th Anniversary of the start of construction on the Erie Canal.