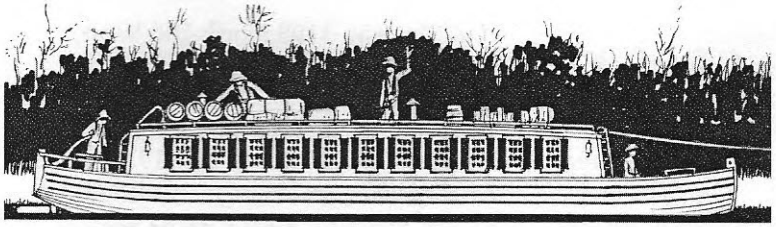


AmericanCanals

Bulletin of the American Canal Society

www.AmericanCanals.org

Vol. XLIV No. 2 Dedicated to Historic Canal Research, Preservation and Parks Spring 2015

From the President

By David G. Barber

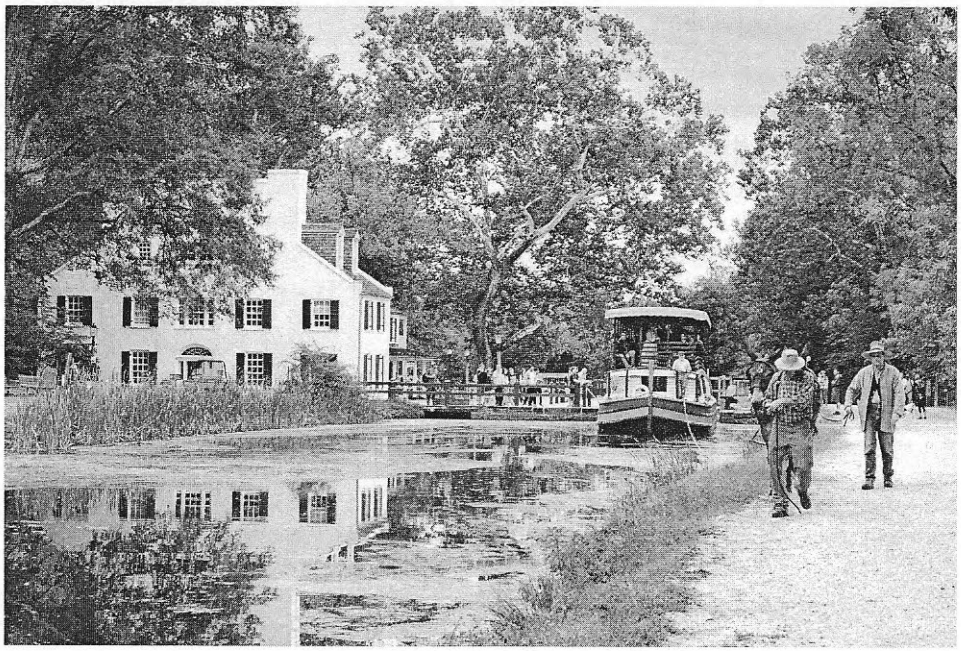
I want to update you on several matters. First, the Internal Revenue Service has now granted the society 501c3 tax exempt status effective December 11, 2014. That means that dues and contributions to the American Canal Society can be deducted effective that date if you itemize. It also means that ACS will be considered a charity by foundations and other donors.

In the last issue of *American Canals*, I talked about the proposed fee increases in the Chesapeake and Ohio National Historical Park. This proposal raised such an uproar in the Potomac Valley that the proposal has been scaled back. However, it remains true that all the national park system needs more funding. Pressure on Congress is needed plus ideas on workable fees tailored to specific sites. My personal concern with the original proposal was the manageability in a park that is 184.5 miles long with an almost infinite number of access points. See a separate article on page 5 of this issue for more on this matter.

Also in this issue, you will find an article on a proposal for another canal between the Caribbean and the Pacific. Not only is the Panama Canal being enlarged and a Nicaragua Canal being started, but other ideas are emerging. Most interesting. In a world of air travel and high speed trains, there is still a need to improve navigation.

In my area, folks point out that the Blackstone Canal only lasted twenty years and didn't make money for its investors. But, when you look closer you realize that many didn't invest in the canal to make money there, but to move the raw materials and finished goods to and from their mills which were located at sites where waterpower was available. When railroads developed, the same men shifted their investing to the newer mode for the same reason. Today, those tracks have since disappeared in favor of highways and trucks. Many companies own trucks to serve their plants, not as the primary source of profits. In the same way, around 1900, there was great investment in electric street car lines. They were considered a great improvement. Those also disappeared in about 24 or so years when automobiles were developed and did a more convenient job.

Now we know that our transportation corridors of the past can still serve our modern need for recreation.



Under the revised fee proposal plan for the C&O Canal National Historical Park the Great Falls area will remain one of the few sites to charge fees, though the fees will be increased. Photo by Steve Dean

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American Canals

BULLETIN OF THE AMERICAN CANAL SOCIETY

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For CANAL CALENDAR items and news of local, state, and regional canal societies: c/o Steve Dean, PO Box 132, Saint Leonard MD 20685; 301-7904-9068; 184.5_miles@comcast.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 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. Printed in the United States of America. ISSN 0740-588X.

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DEADLINE: Material for our next issue must be on the editor's desk no later than June 15, 2015. Send to Steve Dean, PO Box 132, Saint Leonard MD 20685, Editor, American Canals; 301-904-9068; 184.5_miles@comcast.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.

Sea Level Interoceanic Canal Of Colombia

By Jaime Gomez MD

In the sixteenth century Vasco Nuñez de Balboa discovered the South Sea. Five hundred years later, the idea of connecting the two oceans by a canal is still relevant. In 1524, Charles V suggested digging a canal to shorten travel to Ecuador and Peru. A draft was held in 1529 but the technology of the time made it impossible.

The first canal built in the Nueva Granada by the Governor of Cartagena Pedro Zapata de Mendoza was the "Canal del Dique" in the mid-seventeenth century. In the eighteenth century the pastor of Nóvita Father Gabriel Arrachategui built the "Canal del Cura" to join the Atrato and San Juan rivers. This was the first interoceanic canal of America.

In the nineteenth century New York banker Frederick M. Kelley sponsored seven expeditions to find the route of the Interoceanic Canal at sea level. In the fifth expedition in 1854, Captain William Kennish found the Atrato-Truandó route. Kelly presented the project to President Buchanan and Congress appropriated $25,000 dollars to patronize an expedition to confirm the findings of Kennish. In 1861 Lieutenant N. Michler, commander of the expedition confirmed the route and agreed with the proposal to build two tunnels three miles long to cross the Serranía de Baudo (Baudó Range).

In the nineteenth century, the Panama Canal was initiated by the French who were defeated by yellow fever, lack of a project and the use of an earth-moving narrow gauge wagon. Americans, took over the unfinished project, fumigated the mosquitoes that transmit yellow fever, designed the locks, used the railroad to remove soil from the excavation, promoted the independence of Panama, and the Canal began to operate in 1914.

In the twentieth century Colombia enacted laws in 1964, 1984, and a decree in 1996 to build the Interoceanic Canal at sea level. The provisions expired and the project was not started. In 1970 the Commission of the USA for the Interoceanic Canal researched 30 sites. It was concluded that the only suitable place for a sea level canal was route # 25 on the Atrato-Truandó Rivers. An alternative was route #25A from Humboldt Bay to Colombia Bay.

In the twenty-first century Daniel Ortega, President of Nicaragua issued Law 800 to build the Nicaraguan Canal. Mr. Ortega contracted the Royal Dutch Company to elaborate the draft. To finance the project, a company from Hong Kong financed $ 10,000 million dollars. The Assembly passed another law giving the Canal Zone to the Chinese company for 99 years. In July 2014 the route selected was # 4 and dictated that the canal would cost $50,000 million dollars. The work started on December 2014, however, the geological risks have not been reported. The Nicaragua canal will be built on two tectonic faults that previously destroyed Managua in 1931 and 1976. Finally, given that Lake Nicaragua is planned to be the main supply for the 28 pairs of locks, there is the possibility of losing the Lake as a source of water supply for the country, which is currently the main source. In the second decade of this millennium, as we approach the anniver-

Proposed Route of Sea Level Interoceanic Canal

sary of the inauguration of the Panama Canal, we are aware that even after the expansion that is being done at the present time, it does not have the capacity to allow the mega ships of the future.

The Route # 25 selected by the Commission of the USA for the Interoceanic Canal, goes through Chocó, Colombia a department which is currently suffering from a humanitarian crisis. The following are some of the problematic situations in this department:

1. The maternal mortality rate is 358:100,000, the Infant mortality 100:1000 (DANE).
2. Children 5 to 10 years commit suicide by starvation (RCN, 2012).
3. Malnutrition and anemia in children is 73% (ICBF).
4. Unemployment is 28.5% (DANE, but according to the Bishops of Chocó is 60%).
5. There is minimum infrastructure.
6. The Index of Poverty Index is 67% (DANE).
7. Twelve Hospitals have no water, no electricity and no paid staff.
8. ICFES school exams showed that Choco is on the last place in Colombia and Colombia is in the last place in the world.

It is necessary to do something for the richest Department of Colombia, which produces more than one million ounces of gold per year, and many more of platinum. Unfortunately, there is not even a refinery in Colombia to process these metals, and it is taken to other countries by multinational companies, leaving the carbon print, the pollution of rivers and lands, and the spread of indigence in this area.

Dr. Gomez recommends:

1. That the Congress of Colombia issue a new law establishing the Zone of the Canal to be Tax free for ten years during construction and new industries. To give highest priority to the project and give the state guarantee for loans needed to do the work.
2. Select Route # 25A between Curiche, Humboldt Bay (Choco), and Bahía Colombia (Antioquia).
3. The development of this infrastructure is believed to end the humanitarian crisis in Chocó, with new metal mechanic companies, cement factories (using Napipi and Cape Tiburon limestone deposits) and a shipyard.
4. A Public Private Association or Private Association (Colombian Law 1508 /2012 needs to be set up, including the number of landowners, ethnic communities and individuals, Colombian Law 70/1963).

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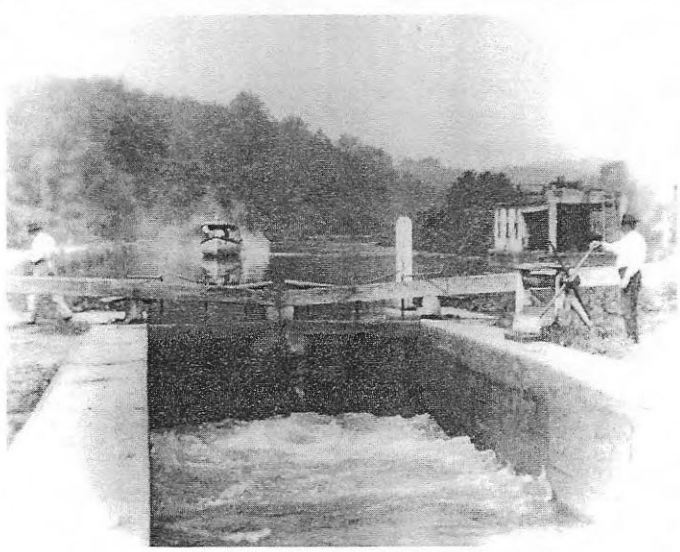
Please note:

The opinions and recommendations expressed in this article are those of the author and do not necessarily reflect those of the members, officers or directors of the American Canal Society.



Please Help Identify This Picture

Karen Gray, of the C&O Canal National Historical Park, would like your help identifying the canal in this photo. It does not appear to be a C&O Canal photo. It does show the mechanism that would allow one person at the winch on the right to open both miter gates. Karen believes that the miter gates that were opened and closed with a winch-and-cable system like this were short gates on the breast wall (thus always at the upstream end). Note the huge barge on the right. If anyone can identify the canal or provide any other information about the photo, please contact Karen at karen_gray@partner.nps.gov.

C&O Canal National Historical Park Proposed User Fee Increases

By Rod Mackler

The C&O Canal National Historical Park (NHP) is proposing to increase fees for the three areas where it currently charges fees: Great Falls, the Carderock pavilion, and for drive-in camping. In addition, the common admission fee for Great Falls in Virginia and in Maryland would be eliminated.

This revised proposal is scaled back from an earlier proposal, which would have imposed fees for hiker-biker campgrounds and, most controversially, initiated an admission fee for anyone entering the park at any point. The first proposal was floated in a press release on January 5, 2015. Superintendent Kevin Brandt hosted six public meetings – in Brunswick, Hagerstown, Cumberland, Bethesda, Hancock, and Shepherdstown – to discuss the proposal and solicit public comments.

Some, including the C&O Canal Association, were generally supportive of the proposed increases. Others, however, were adamantly opposed to entrance fees at points other than Great Falls, as Superintendent Brandt noted at the meeting in Bethesda. The opposition was particularly strong in western areas. The Hancock town council unanimously passed a resolution strongly opposing entrance fees. Congressman John Delaney wrote a letter to Jon Jervis, Director of the National Park Service, and to Superintendent Brandt requesting that park-wide fees not be imposed.

The proposed $20 per night camping fee at hiker-biker sites was dropped in January, and the park-wide entrance fee was eliminated in a revised proposal released by the park on February 6. A proposed parking fee at Fletcher's Cove is on hold. Fees would be waived for school groups – the Association funds buses for such groups. Another concern for Association members – fees for volunteers – was also addressed, with assurances that volunteers would not be charged to perform their work. There is no charge for boat launches at park ramps.

The proposal to increase fees in the C&O Canal NHP is part of a broader effort to increase and standardize fees charged by elements of the National Park system. In a memo last September, the NPS Director Jervis authorized superintendents to begin drafting proposals for increased fees and to solicit public feedback. Parks that charge fees were grouped into categories. The aim is for all parks in the same category to have comparable fee structures. Antietam National Battlefield has proposed increased entrance and camping fees, for instance, and the George Washington Memorial Parkway is considering a fee increase at Great Falls, Virginia, and a new charge at Fort Marcy.

None of the proposed increases will take place before May 1, 2015, and likely much later, perhaps summer 2016.

The C&O Canal NHP has suffered cutbacks in federal funding which led to staff reduction to the point where it can no longer provide a level of services necessary to maintain structures, ensure safety, and provide a desirable quality of service to park patrons. One wonders, however, whether the revised fee proposal will provide sufficient revenue to maintain, much less improve, "the visitor experience."

Proposed C&O Canal User Fee Increases (As of February 6, 2015)

Fee	Current	Proposed
Park Annual Pass (Great Falls Only)	$20	$30
Per Vehicle Pass (Great Falls Only)	$5 per vehicle valid for 3 days	$15 per vehicle valid for 7 days
Per Person Pass (Great Falls Only)	$3 per person valid for 3 days	$7 per person valid for 7 days
Motorcycle Pass (Great Falls Only)	$5 per motorcycle valid for 3 days	$10 per motorcycle valid for 7 days
Drive-In Campground – Single	$10 per night	$20 per night
Drive-In Campground – Group	$20 per night	$40 per night
Hiker-Biker Camping	No charge	No charge
Carderock Pavilion Mon - Thu	$150 per day	$250 per day
Carderock Pavilion Fri - Sun, holidays	$250 per day	$350 per day
Entrance fees are not charged to persons under 16 years of age or to holders of America the Beautiful Annual Passes, Senior Passes, Access Passes, Volunteer Passes, or Military Passes.		

Morris Canal Greenway Update

Canal Society of New Jersey

State-Wide Greenway

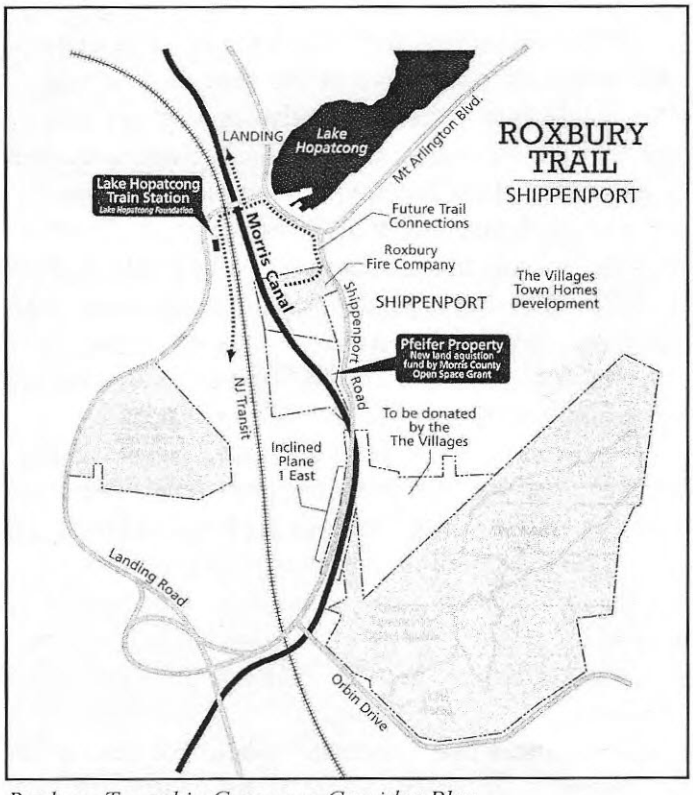
In areas across the state, interest in the Morris Canal Greenway continues to grow, and preservation projects continue to move forward. Passaic and Warren counties and Jersey City have adopted Greenway plans, with professional planners at work on Greenway projects.

In Morris County, the Canal Society of New Jersey (CSNJ) is working on the community level to support existing projects in the towns of Boonton, Rockaway Borough, Wharton, Montville, Roxbury, and Mt. Olive, as well as helping finance new projects. We also continue in our leadership role as members of the executive committee of the North Jersey Transportation and Planning Authority's Morris Canal Greenway Working Group. A Working Group meeting in December brought out Greenway stakeholders from across the state.

Roxbury Township

The past year ended with good news when we learned that the Morris County Preservation Trust awarded the Canal Society a grant to acquire an important piece of Morris Canal Greenway property at Shippenport. When the sale is completed, the property will be donated to Roxbury Township, and together with adjacent properties, become part of the township's trail system and the Morris Canal Greenway. This project involves parcels already owned by Roxbury, land that will be donated by a developer and plans to build a trail across the new property to connect with the township's new recreation facility on the Landing Road and the Lake Hopatcong Foundation's newly acquired historic train station headquarters and visitor center. The map on this page shows how the pieces will come together.

For CSNJ, the important feature of this project will be the preservation of the historic canal features at Shippenport where Inclined Plane 1 East raised and lowered canal boats, and provided water power to operate both a sawmill and bloomery forge. Parts of the plane, towpath, and the waterpower system are still extant. The task will be to combine preservation, future road widening, and private ownership issues to secure the integrity of this site for future generations. Additional projects include a Roxbury Township grant application to establish a Greenway corridor from Plane 3 East through Canal Park in Ledgewood that will include archaeology, landscaping improvement, and signage at Plane 2 East. Also, as mitigation in a bridge replacement project, a multi-panel kiosk will be installed along Main Street.



Roxbury Township Greenway Corridor Plan

Rockaway Borough

CSNJ also plans to partner with Rockaway Borough to preserve a second Greenway location. Last fall Rockaway was awarded a Morris County Preservation Trust grant to acquire a property that will

allow the Greenway to make a through connection around a privately owned parcel. Since the grant covers only the cost of the land, CSNJ will help out by covering the soft cost associated with closing the deal.

Lock 2 East – Wharton

Over the summer, the Lock 2 East restoration project has continued to move forward with the reinstallation of the capstones that line the tops of the lock walls. In late fall the new miter gates arrived. These massive structures were built by a firm in Pennsylvania, transported to the site, and carefully lifted into place at the lower end of the lock. The new gates are as historically correct as possible and built to be operational. Plans for the next phase of restoration will include the fabrication of additional lock hardware including the machinery to open and close the miter gates as well as the upper drop gate and operating equipment.

Passaic County

In Passaic County, construction on the Greenway trail from Paterson to Clifton remains stalled. With engineering work complete, the project is awaiting the release of federal funds to start work on the ground.

Meanwhile, CSNJ will work with the county's Department of Planning & Economic Development to develop an interpretive area at the Pompton Feeder Lock. Although the property is already owned by the county, it will need improved access, signage, and parking. It may be possible to expose and stabilize the remains of the lock as part of the interpretation.

American Canal Society Sales

If you haven't visited 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
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 (12 pages)	published 1992	$2
Canal Terminology (100 pages) Hahn & Kemp	published 1998	$15
Picture-Journey Along the Penn. Main Line Canal	published 1993	$10
ACS Burgee (blue on white cloth)		$15
ACS cloth sew on patch (2" x 3" 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 o**rders to:** Peter Walker, 43 Brunswick Road, Montclair, N. J. 07042; 973-744-2380; ptgwalker@gmail.com. Please call or email with questions.

Our Historic Canals
Restore? – Preserve? – Remember?

By Terry K. Woods

Back in the late 60's, when I first really became active in this Canal-Era History thing, the obvious goal of most of us was to remember that time, that era, and to help others to also remember it. Then, we worked almost exclusively to preserve the memory, lore, and history of the Canal Era in our local regions. We tried to prevent the useless destruction and obliteration of the remaining canal artifacts where ever possible, of course, but for the most part, our efforts were focused on presenting the fascinating story of an era, a way of life, of the canal boatmen (and women) of our locality.

Probably sometime during the 1970s, the prospect of converting canal right-of-ways and lands into recreational areas became popular. It wasn't a new idea, as I've recounted the project in the late 30s that converted a ten mile section of the Ohio Canal in Stark County into a (short-lived) State Park. But this new effort seemed to minimize the history and stories of the people of the canal era and concentrate on using the actual canal lands in a different context.

Biking and hiking trails were built along the routes of many of the old canals. Sometimes they were built on the actual canal towpaths, sometimes they were not. Occasionally a canal artifact was preserved or even reconstructed. Often they were ignored, bypassed, or in the case of many of the water-control structures, destroyed during the construction of these trails.

Many avid canal enthusiasts, nationwide, yearn to see more of the country's 19th Century transportation canals restored to perform as actual working waterways.[1] Two U.S. examples of those immediately spring to mind. There are the 500+ miles of New York's renamed Erie Barge Canal. And there is also the 157 mile long canalized Muskingum River, complete with working 19th Century Locks, in Ohio. There are undoubtedly others, if you know of any, I hope you can inform me of them, with some details.

Most of the 'Directors' of the Recreational lands our canals, though, are now quite leery of overseeing rewatered canal sections. Just as active play-ground areas have nearly disappeared from many 'Park Lands' due to the fear of law suits from possible injured parties, watered canal channels seem to fall in this same 'fear zone'.

I still advocate water in canals wherever feasible. But when feasibility plays second to the 'fear zone', what is left? There is still the Remember part – not just by us 'buffs', but by the general populous. Many of the State Canal Societies have speaker's available to 'tell the story' of their local Canal Era at the slightest provocation. The large majority of these Societies also publish Newsletters and historical publications from which a great deal of knowledge about the history of your local Canal Era can be derived. And nearly all of these Societies provide two or more yearly tours and/or symposiums. The names and contacts of these organizations may be found in the American Canal Society's excellent website www.americancanals.org.

A World Canals Conference is held yearly on some canal in the world. This is a three to five day event filled with conferences, tours, exhibitions, etc. The next one to be held in the Continental United States will be held in Rochester, New York during September, 2017 and celebrate the 200th anniversary of the beginning of the Erie Canal.

There are also a number of fine canal museums within the various canal-area locals. I hope to have a column describing some of those in the near future. Remembering is good, and with me still a prime part of this hobby.

Next we come to the area of preservation or restoration. Restorations of entire canal artifacts, be they locks, aqueducts, water-control structures, or even stretches of canal channel. These are excellent tools for remembering and installing a sense of what the boatmen knew and experienced during our Canal Era. But restorations are expensive, usually require special knowledge and craftsmanship to plan and complete, and they require an organization to oversee and maintain the restored artifact once it is finished.

Also in this area, there has to be something said about historical accuracy. When a canal artifact is restored, is it enough to make it sort of resemble what it did in canal days, or is a resemblance not good enough? The City of Akron, as an example, has 'restored' several lock structures with its city limits, the City of Newark has one, also. The Cuyahoga Valley National Park has rebuilt an operating aqueduct using a 'modern' design. There are probably many more. In many cases (not all) they resemble cartoons – caricatures – of the real thing. Do they help or hinder us in the "Remember" part of promoting the history of Ohio's Canal Era? Also, I'm not sure if the cost of building these cartoons is any less than it would be for an historically accurate structure.

Preservation is akin to Restoration in that it takes a commitment of time and money to procure an artifact and ensure it's "safety" and continued existence. It also requires an organization to oversee and maintain the structure through time. Though the initial cost may be less than a restored artifact, after-cost and commitment will probably be about the same. I want to reiterate that we mustn't limit our thinking for restoring or preserving canal artifacts to those constructed only of stone or concrete. A canal's channel and towpath are artifacts, too, and a canal channel, wet or dry, should be considered for preservation or restoration.

Each time the State of Ohio Canal Lands Advisory Committee is asked to rule on the transfer of a section of the rapidly dwindling canal lands from the State to a private or community entity, I see reason's advanced for approving or disapproving the transfer solely on if a biking or hiking trail can be built on it. After reading and digesting the above, I hope we may also think in terms of how that parcel could fit into our goals of Remembering, Preserving, or Restoring.

I hope that this column will give you all something to think about. I'd like to hear your thoughts on the subject of Remembering, Preserving, Restoring when it comes to the history of the State's and Nation's Canal Era.

Endnotes:

1. ***Restoration or Preservation*** by Robert F. Schmidt, president of the Canal Society of Indiana, is the title of a paper in a 2013 issue of his Society's excellent, monthly publication. I've used his excellent work as a starting point for some thoughts of my own. (T.K.W.)

I Remember The 1913 Flood

By James Dillow Robinson[1]
As Related to Terry K. Woods

That was the first year I worked as a member of the crew of the State Boat. A State Boat always kept one man through the winter to help with chores and one thing and another. Since it was my first year, I was the one picked to work with the Captain throughout the winter of 1912 – 1913.

Well, it was in late March, and it had been raining for two or three days; the Captain and I walked up to the feeder gate and looked at the water. It was coming up so fast that he said, "well, lets go back and get the boat out of the lock chamber." We usually wintered the boat in Fourteen Mile Lock (No. 37). Then the Captain said, "I'll harness the team, you get the towline out, and we'll bring the boat up here to the bridge. It'll be safer than down in the lock."

Well, before we got the team harnessed, a man that lived over at Brecksville Station, a Huey Burns, came down the towpath and he said, "Do you boys want any help?" And we assured him that we did so he harnessed the other horse. Then the Captain came up to me and said, "Huey Burns is going to drive the team; I'll steer and you take care of the bow. When we get to the bridge, you take the bowline and tie it to the bridge's framework."

So we towed the State Boat up to the bridge and when we arrived, I put the bowline around the framework. Huey Burns and the Captain unhitched the team and tied the towline to a tree on the towpath side of the canal and secured another line to a tree on the heelpath side. Then they ran still another line from the stern to a tree further down the towpath.

We next tried to push the boat down into the canal so we could get the bowstem under the iron framework,

(Continued on page 10)

but the water was too high by then and no matter how hard we tried, we couldn't accomplish it.

The water was coming up awfully fast by then so we moved off the boat to the near-by Brady Napp house. A little while later, a retired Policeman or Fireman from Cleveland came into the house. He was living in a boat that was beached down the canal a piece. He was called Long Jack Geiger.

Then there was another man, living in a boat, went by the name of Peg-Leg John. He mended umbrellas and kitchen utensils and used an old canal boat not too far from us as his home and his place of business. Two of our party waded out to his boat, got him on the back of one of them, and carried him up to the Brady Knapp house.

We were all in that house for a couple of days. Nobody slept much. What sleep we did get was in a chair. I don't remember if we ate much, or at all. Everybody kept jumping up from time to time, running outside, and trying to see just how high the water was.

Irv Murphy, the Feeder Tender, who had joined our group when the water forced him out of his hut, went out once and, while he stood at the approach to the bridge, it suddenly raised up under the pressure of the swirling water, took a quarter of a turn, and sank into the canal. When we heard of this, the Captain and I hurried out to see what had happened to the State Boat.

Somebody must have been looking out for us. As the bridge lifted and made that quarter turn, it had sheared the bowline and left the boat riding on the choppy water, still secured to the trees. Our big worry then was, where was the bridge? If it was underneath our boat, we would have the devil's own time getting the boat off when the waters receded.

After two days and nights at the Brady Napp house, the rising waters forced us to higher ground and we all moved up the hill to the home of a farmer named Carter. We stayed there four or five more days. I suppose we got something to eat from someplace during all that time, but I don't remember it.

After a time, the water began to recede and we went down to the canal to look at things. Our fears that the boat had come to rest on the carcass of that sunken iron bridge when the water went down were unfounded. The flood waters rushing over the wooden floor of the bridge had gouged a deep hole into the bed of the canal below. Then, when the bridge was torn from its abutments, it dropped into this hole and left our boat floating unharmed above it.

So we got back on board, loosened the other lines, and let the boat drift down-stream toward Fourteen Mile Lock. And that's where we ended up after all that time and flooding – just about where we started from.

There were a couple of big breaks in the towpath of that section, but no harm had come to the Pinery Feeder Dam, so when the flood pretty well dried up, we brought the team down from the Carter farm back to the winter barn in Brecksville and we set about fixing up the damage that the flood had done to our section of the canal

Since there was nothing wrong with the feeder dam, once we had completed our repairs to the banks, that section had a good head of water.

There wasn't any commercial traffic after that, but there had been very little traffic after 1906 or 07 when they rebuilt the locks out of concrete and dredged the canal.

As an aside to Dillow's factual account, I'd like to include a short piece from an article in the March 26, 1913 issue of the Cleveland Plain Dealer:

"Charles Stebbins and his wife, and son Dillow 14, who live on a canal boat at Brecksville Station, had a narrow escape when the flood caught them. Their boat was moored by a long rope to a tree to which the boat was made fast, toppled over, and the boat swung clear. The current from the river started the boat racing downstream, whirling and plunging in the eddies. Carl Gleason, who lives near by, went to the rescue in a rowboat, caught a rope thrown him from the canal boat and brought the boat to a stop by snubbing the rope around a tree, ..."

It seems, even then, news people had a bit of exaggeration in their make-up. (T.K.W.)

Endnotes:

1. Dillow Robinson told me this story years ago. I typed it using his words and used it in a 1971 CANAL COMMENTS and a 1973 issue of TOWPATHS, the quarterly publication of the Canal Society of Ohio, during the time I was its editor.

The Mystery of the Knoxville, MD Iron Furnace

By Marc Howell

Iron-producing furnaces were an important element in the economy of the region served by the C&O Canal in the nineteenth century. For a researcher interested in these furnaces, there is no better resource than *The Iron Ores of Maryland with an Account of the Iron Industry* by Joseph T. Singewald, Jr. (June 1909). The book lists and briefly describes historical furnaces by county, including one built in 1848 in Knoxville, a small Frederick County community near the C&O Canal, upriver from Brunswick. Singewald calls this "Lonacoming Furnace," which is clearly an error. Lonaconing Furnace, which introduced new technology to the United States' iron smelting industry, is a well-documented historical site in Allegany County. In a subsequent section, Singewald also states that local iron ore was delivered to the "Long a Coming" furnace near Knoxville. The naming confusion aside, he offers enough detail to dispel any doubt that an iron furnace existed near that town. But, unlike those ghostly stone stacks that dot parts of Pennsylvania and Maryland, the site seems to have vanished.

I wanted to locate this furnace more precisely. The clue to this was in Singewald: the furnace was built by Barker and Co. from Baltimore. Reasoning that if Barker built the furnace, Barker might have bought the land on which to build, I searched for his name in Frederick County land records. The description of two lots sold to Barker and his business partner, both iron entrepreneurs from the Baltimore area, was listed in 1849. One lot was squeezed between the C&O Canal and the south side of an east-west B&O Railroad track. The start point for the survey of this larger lot was the key stone of the arch at the north end [berm side] of the C&O Canal Culvert 91, which crosses Pain's Branch, a stream that joins the Potomac River on the east side of Knoxville. The first survey direction was north to the B&O Railroad line. The measures continued in a counterclockwise fashion, running east to near Culvert 90 over Johnson's Branch, east of Knoxville, and then returning to the Pain's Branch culvert. This sliver-shaped lot contained a little more than 14 acres. The bounds of the second lot survey started north of the rail line near Johnson's Branch and described a nearly rectangular box back to Johnson's Branch that contained 6 acres. The small size of the lots reveals a great deal about operation of the furnace. No large tracts of treed land, from which the owners could supply charcoal fuel to the furnace, were included. Fuel for this furnace was evidently planned to be coal or coke, both readily available in the 1850s from the dock at Cumberland or by railroad.

C&O Canal Culvert 91 towpath arch. Photo by Steve Dean

Besides defining the boundaries of the properties, the sale document granted the purchasers to "pass and repass" the Pain's Branch culvert using "horses, carts, wagons and carriages" to procure sand from the river and to deposit cinders at the river. There was no mention of a furnace, but the sand and cinders are very descriptive of iron smelting. The land purchasers gained access to an unusually large culvert. Its twelve-foot span and six-foot rise were twice as great as the dimensions of nearby culverts intended for stream passage only.[1] Perhaps the canal builders adopted this generous design to accommodate existing traffic that crossed the Potomac at Pain's Ferry. Unfortunately, silting of the Pain's Branch culvert currently obscures the structure's actual size, making it difficult to imagine that horses and wagons were once able to pass thought it.

The land purchase documents also gave access to spring water that was pure enough for the seller's farm hands to drink, to be delivered in sufficient amount by specified diameter pipe to the purchasers. Along with the health concerns for workers, it is highly likely that the purchasers' requirement for pure water was linked to operation of a steam boiler. The continued efficiency of a boiler is very dependent on the purity of the water used in it. The sale document paints a picture of a then-modern steam powered, coal/coke fired iron furnace, tightly aligned to both the canal and railroad transportation modes.

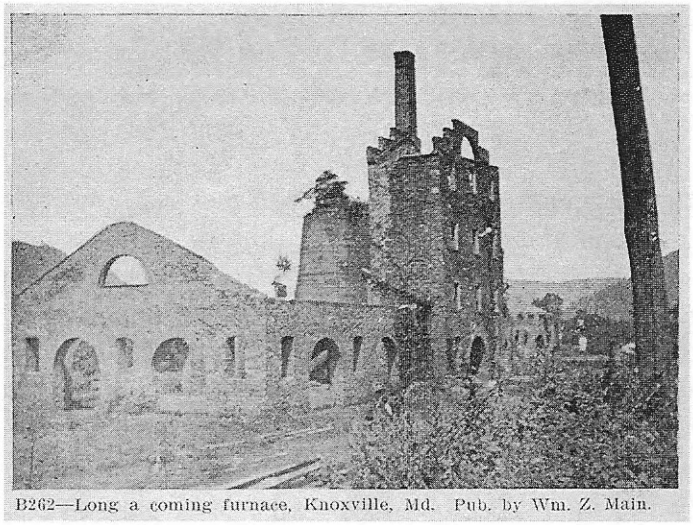
Upon further search, I found a second land record, dated to 1854. The record described a lease arrangement for an iron furnace between a pair of entrepreneurs and an estate trustee on behalf of the deceased partners and owners, Barker et al, of the iron furnace. This record refers to the properties as the Blue Ridge Furnace Property, not the Long a Coming furnace.

The bounds of the land sale documents were described in the archaic distance measurement known as "perches." Level Walker Jim Tomlin, an expert on Global Positioning System mapping, created land boundary outlines on maps. He had to rationalize missing and erroneous distances and degrees that were omitted in the copy filed in the courthouse, but he created two very plausible outlines of the plots of land. That these lots straddled a rail line in 1849 is almost no help in locating them on a current map. Track configurations in that area changed radically after the 1890 B&O Railroad's move to Brunswick, and there have been extensive rail bed constructions and renovations between Knoxville and the C&O Canal through the years.

I began to search for maps that would place a furnace within the outline of the pair of properties. Two historical maps of the area show a building marker on the east side of Knoxville described as a furnace. An inset map of Knoxville and Weverton printed on an 1858 map of Frederick County is the earlier of the two. The "Old Blue Ridge Furnace" was denoted by a building marker on the east side of, and very near to, Pain's Branch. Pain's Branch takes an almost unnatural looping course to end up at the C&O Canal culvert on this map. A second map of Frederick County dated 1873 had a building marker next to which "C.S. Maltby furnace" was printed. This was a new name, possibly related to the ownership change after the Civil War. Again, the building marker was on the east side of Pain's Branch. The building markers seem too far north to have been in the bounds given in the land sale document; however, these early maps are in low resolution and based on the cartographer's positional sense rather than on surveys.

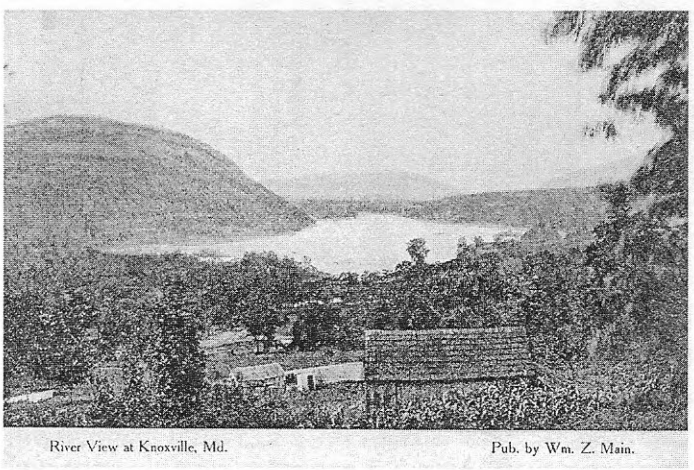
The U.S. Geological Survey maps for the area began to appear in 1884, but the earliest ones showing adequate detail and buildings were drawn after the turn of the century. The 1907 USGS map of the Middletown Quadrangle with a contour interval of 20 feet was a great improvement over previous maps and showed some buildings around Knoxville. I hoped that a building marker would appear close to the suspected property lines, but none was annotated. By careful examination of this map at magnification, I noted that a small open area appeared among the railroad tracks near Pain's Branch where I thought a building marker denoting a furnace should have been. This gap might be significant because the area was otherwise tightly filled with railroad tracks. The open area was to the west of a water course that should have been Pain's Branch. The markers on the older historical maps were definitely on the east side of Pain's Branch. The looping course of Pain's Branch seemed to flow further to the east than on the old maps. Off-trail exploration revealed a long cement culvert carrying the stream under the railroad yard throat at Knoxville. This structure, together with the awkward angles of the current Pain's Branch water course, suggest displacement of the stream to the east to align the flow with the railroad culvert. Perhaps the stream shown on the west side of the furnace on the old maps now flows under the railroad on the east side of the furnace site.

A few years after discovering the land sale records, I was browsing collections at the Brunswick Museum when I found a photo with a caption: "Blue Ridge Furnace, Knoxville, Maryland on the C&O Canal, torn down about 1906." The photo was of a large brick ruin that appeared to include a steam engine house with chimney, a furnace stack behind it, and two work wings. This configuration is likely to have been that



Wm. Z Main postcard of Longacoming Furnace. Image courtesy of Research Center of Historical Society of Frederick County, MD

of a furnace that was part of a foundry or rolling mill. In such a plant, a central steam engine was flanked by powered rollers that were used to shape hot iron. In another bit of serendipity, I found a postcard by Wm. Z. Main with photo captioned "B262 Longacoming furnace, Knoxville, Md.," at the Historical Society of Frederick County. The two photos were identical. This seemed to confirm that an iron furnace located near Knoxville was either the Blue Ridge Furnace or the Long a Coming Furnace, or maybe both names were used. Then I realized that a building would not be noted on the 1907 USGS map because its demolition around 1906 was just prior to the land survey for the USGS map.



Wm. Z Main postcard of river view at Knoxville, Md. Image courtesy of Research Center of Historical Society of Frederick County, MD

If the surrounding area around the building ruins could be identified, perhaps the site of the furnace could be approximated. Unfortunately, the building ruins nearly fill the photo. A further search for Wm. Z. Main postcards at the Historical Society of Frederick County turned up several: "B264 Canal at Knoxville, Md;" "B265 River near Knoxville, Md;" and an un-numbered "River View at Knoxville, Md." These photos were taken looking west, up the Potomac River toward the Blue Ridge gap, with Short Hill on the left. They appeared to show the general area of the furnace photo, but did not allow me to identify a specific site. Other Main photos might be of great help in settling on the location of the furnace, but none have been found.

Mystery surrounding precise location(s) of the furnace at Knoxville remains. Hypothesizing a general location south of the current north rail track and west of the current Pain's Branch water course might be "as good as it gets." While current rail tracks do not cover the entire area, it is likely that roadbed and tracks filled the area at one time or another, causing serious disruption of an iron furnace site. Railroad records might help to determine the last furnace location before that occurred. My guess is that iron furnaces of different types were resident on the same or adjacent sites. As to the names – Blue Ridge Furnace, Long a Coming Furnace, C.S. Maltby furnace, and Knoxville Furnace – these may or may not refer to the photographed ruin, or perhaps to more than one building.

1. William E. Davies' *The Geology and Engineering Structures of the Chesapeake and Ohio Canal: An Engineering Geologist's Descriptions and Drawings.*

Marc Howell's decades' long avocational interest in 1750~1850 iron production regionally, nationally and internationally has led to preparation of a book tentatively titled: "Harpers Ferry, Virginia: Almost an Iron City". This iron furnace-C&O Canal vignette is one of those completely unforeseen connections that emerged from his search for iron history. Howell writes from Frederick, Maryland. Mhowell1944@msn.com

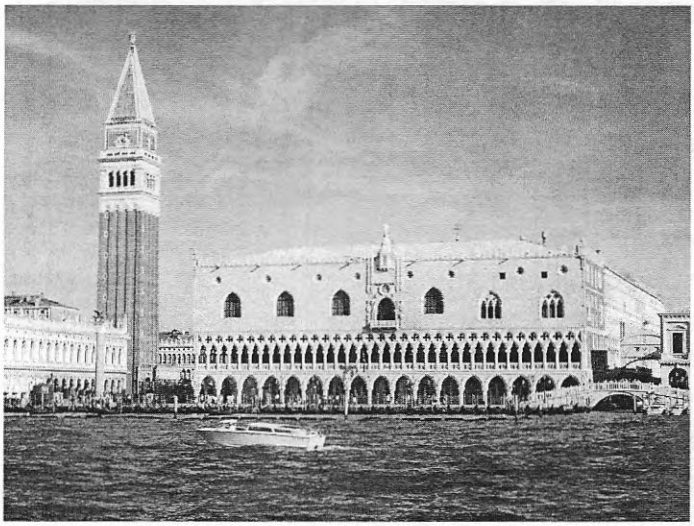
2014 World Canals Conference - Milan

By Rod Mackler

Leonardo da Vinci was a master of many trades, including improving canals for the Duke of Milan. Leonardo served as the *leitmotif* for this year's World Canals Conference in Milan, which is also home to Leonardo's painting, *The Last Supper*. Seven members of the C&O Canal Association attended the conference, September 1–4, and took the pre-conference tour, which started in Venice, another city known for its canals.

During the canal conferences, the best time is spent on the water. This year was no exception. We spent two days exploring the Venice lagoon on a charter boat, visiting a number of the more obscure islands few people get to see. We stopped at Torcello, where Venetians sought refuge from Attila the Hun in 452 AD. There we toured the cathedral, founded in 639, and climbed the bell tower for a view over the lagoon.

We got a tour of a Franciscan monastery from one of the five remaining monks, on San Francesco del Deserto, an island visited by Saint Francis himself in 1220. Getting back on board, we went for lunch on a farm on one of the few rural islands, Lio Piccolo. We sailed to Mazzorbo and crossed a wooden pedestrian bridge from that island to Burano, known for its brightly colored houses. Our boat passed by San Giorgio Maggiore (with its church and monastery visible from San Marco), San Michele (known for its cemetery), Lido (beaches), and Murano (glass). Finally, we had an outdoor dinner on the island Giudecca, across the shipping channel from the Piazza San Marco. Like Venice proper, most of these islands in the lagoon have their own networks of canals.



St Mark's Square, Venice, seen from the water. The bell tower is at left, the Doge's Palace is at center and right, and the small, second-story bridge at the far right is the Bridge of Sighs. Photos by Rod Mackler

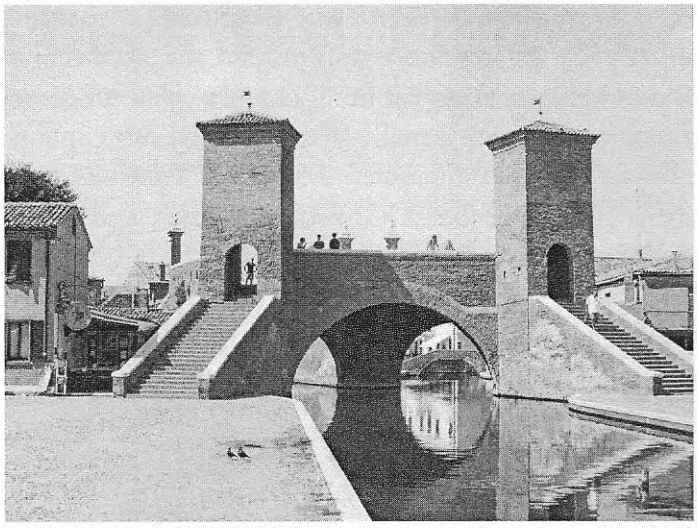
We left Venice by boat as well, spending a beautiful day traveling up the Brenta Canal to Padua. Cruising on a replica of the "burchielli" barges that carried 16th century Venetian nobles to their country villas, we passed through five locks and nine swing bridges. We stopped to tour two of the most prominent villas and passed dozens more. Anchoring on the outskirts of Padua, we bussed in to our hotel, across the street from the basilica where Saint Anthony of Padua is buried. The following day, we traveled by bus to Mantua, where we toured the castle of the Gonzaga family.

Painted canal-side houses on the island of Burano, in the Venice lagoon.

During the conference itself, we enjoyed the good food and high fashion of Milan. We heard lectures in the morning, then headed out to the systems of canals around Milan. Looking at the map today, Milan seems well inland, but it sits in the Po Valley. A thousand years ago, well before Leonardo, canals connected Milan to the Po to the south and east, and to Lakes Maggiore and Como to the north. The stones for the Milan Cathedral moved by canal down from Lake

Maggiore. We explored the canals along the Ticino River to the west and the Adda to the east, as well as the canal system in the city itself. (All the participants in the conference received Metro passes to get around the city.) Finally, we took a half-day trip to Lake Como, where we toured the local art museum (in a lake-side palace, of course), cruised the lake on a hundred-year-old steamer (real steam), and had a delicious dinner at the opera house.

The conference ended with presentations by the host for next year's World Canals Conference, Ghent, Belgium, and the host for 2016, Inverness, in the Scottish Highlands. The selection for 2017 was announced -- Syracuse, New York. We are already looking forward to those trips.



Trepponti (triple bridge), dating from 1634, with five staircases, in the Po Delta town of Comacchio.

The Middle Third

By John Wilkins

The middle third is the mid-section of the Rideau Canal which extends from Ottawa to Kingston, ON. Last year we rode from Merrickville to Ottawa, the northern third with the Phraners. This year we decided to ride the middle third from Westport to Merrickville. King Tours of Merrickville operates these tours on Monday and Tuesday, north to Ottawa on Monday and return on Tuesday, and on Wednesday and Thursday, south to Westport on Wednesday and return on Thursday. The *Rideau King* seats about 24 at tables on the boat deck and at least as many on the upper deck. The captain's position is on a platform on the boat deck making it easy to see forward.

We were headed for the Cove Country Inn which had been recommended. We had no trouble finding it and arrived at 2100. We could simply have followed the noise. Their bar had live music with a very young audience. Finding a room clerk was difficult but we persevered. We signed in and were informed that our room was in a separate building, oh joy, no noise. Our exuberance was short lived when we found that the place was dark and our room, number 13 (could you pick a better number), was on the second floor (we had asked for a ground floor room). We fumbled up the stairs looking for a light switch. After an unexpected down step we found the light switch (it was turned on, of course, and left on in case of any necessary emergency departure). The room had a jacuzzi but it was next to the bathroom and no partition was provided. The bed was high (no oxygen needed) and no step stool was available. Assent was made one cheek at a time. The room was hot but the undersized air conditioner was able to cool our accommodations by morning.

We were told that the boat was across the street from the Inn. Due to our night time arrival, I could not determine where the canal was located much less the boat. In the morning I peeked out of the blinds and there it was, only a short walk away. We went back to the Inn for our breakfast which is normally served after 0900. Since we were departing at 0900, the availability of food was limited to cereals, toast, muffins, bagels, and a variety of drinks, both hot and cold. It was enough to get us started. I moved the car from its spot in front of the Inn and parked next to the ships gangway. We actually arrived before the crew which showed up from Merricksville at about 0845. They had previously prepared for today's trip so all we had to do was pick up our boarding passes. There were only four couples so the trip was not crowded.

The canal poses, for me any way, an interesting question. The Rideau was opened in 1832 by creat-

ing pools on the Rideau River to provide a navigable depth. Prisms were dug around the pool dams to provide a location for the locks. In other words it was not a towpath canal. When I asked our captain how the canal was operated the answer I got was that teams pulled the boats through the prism and locks and steam was used for travel through the pools. The Erie Canal, built just a few years previously, was entirely a towpath canal since steam was not available and engineers did not know how to canalize rivers, or so I thought. Answers??

The reason for the canal was to provide a protected military route. This would make it harder for the hostile neighbor to the south to prevent military goods and services from reaching western Canada, then a British colony. The War of 1812 had shown the vulnerability of Canada's trade routes to the west. The canal was built to accommodate a draft of 5 feet with locks sized to allow the transiting of 90 foot long and 26 foot wide vessels. Originally there were about 49 locks. At one time steps were taken to modernize the canal by installing power operated steel miter gates and valves. It was soon realized that the historic nature of the canal should be preserved and the modernization program was halted. Today most all lockings are accomplished manually using a combination of full time and summer only employees. The locks are generally manned from 0900 to 1800 during the peak months of June through August. The hours of operation shrink during the shoulder months. The total length is about 120 miles, of which only 12 miles are man-made prisms.

The landing for the *Rideau King* was at the west end of the Upper Rideau, lake or pond. Actually we were about three miles from the normal navigation channel. West of the landing was a pool dam. The Upper Rideau is also the Summit Level of the canal. Southwest of this lake the canal is in the River Styx and numerous ponds and lakes. At the east end of Upper Rideau we went through Lock 35 the Narrows. The canal now drops down to the Big Rideau and then Rideau Ferry and Lower Rideau. At Lower Rideau a branch canal provides access to Perth via the Tay River and Beaveridges Locks 33 and 34. The branch canal has more restrictive dimensions. The *Rideau King* is too large for this canal.

Much of the navigable channel is delineated using buoys, in this case right red and left green. The captain stays in the channel by staying between the red and green buoys. The channel has a lot of twists and turns that indicate where the river was located before the pool dams were constructed. A slight deviation off course would ground the boat. Leaving Lower Rideau we encounter a number of locks. The first is Poonamalie Lock 32. This lock is located at the beginning of the longest dug prism that we will encounter. The second is Detached Lock 31. Shortly after transiting this lock we catch a glimpse of a railway bridge "saluting the clouds." The line, former CN I think, has been abandoned but a remaining portion houses a rather nice railway museum. Reason for another visit. The bridge heralds our arrival at Smith Falls Combined Lock 29a. Originally there were three locks at this location (30, 29 and 28). The present lock has a lift of about 26 feet, the highest on the canal.

Leaving Smith Falls we pass under VIA's Ottawa – Brockville line and guess what, we are blessed with a train of three cars (a sign of the ever shrinking VIA). We immediately pass through Old Slys Locks 26 and 27 followed by Edmonds Lock 25. A few miles further we pass through Kilmarnock Lock 24 and about 40 minutes later we enter Merrickville. Normally we would have also transited Merrickville Locks 21, 22 and 23 but the captain was planning an onboard end of season party (beer blast would be a better description). Had the boat transited the locks it would have been stuck after operating hours between Locks 20 and 21 with hardly enough water to have a really good party.

We were met at the Merrickville dock by two vans and were quickly taken back to Westport. One of the drivers was the captain we had the previous year. We left Westport on route 42 and continued towards Kingston on Route 15. Along the way stops were made at all the locks from Jones Fall Locks 39 – 42 to Kinston Mills Locks 46 – 49. Several of the locks had quaint inns and pubs. We concluded that this was a very interesting section of the canal and will try to determine a way to ride the Southern Third next year.

For information about the Cove Country Inn visit www.coveinn.com. ***Rideau King*** *tour and booking information is available at www.rideaukingtours.com.*

Delaware and Hudson Lock 31W Festival

By David Phraner

On August 23, 2014 we made a long but enjoyable multi-purpose pleasure motor trip. We started from Division Pond to Middletown, NY for an organ concert and then drove to the Honesdale, PA vicinity for an event at historic Lock 31W between Hawley and White Mills.

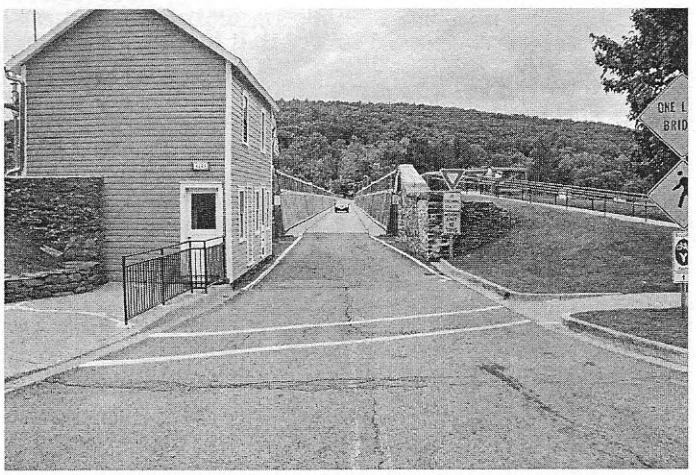
After the concert we headed west from Middletown on I-84. Construction backed up traffic, so we diverted to parallel Route 6 to Port Jervis and then back on I-84 to near Hawley and then via 402 and 6 past the commercial hubbub of Lake Wallenpaupack (built in the same year as Lake Lanier in Georgia - 1947). The lake was a hydroelectric project with lake access at various state landings, but it has become a magnet for vacationers. The dam area was packed with cars and people. I recall when there was nothing there. A large 12'-15' diameter sluice pipe runs from the dam face under Route 6 to the generating plant 3 miles distant.

Similar to the lakefront, Hawley's downtown has undergone a transformation and gentrification. The tracks of the Lackawaxen and Stourbridge RR, are weed-filled and unused. Seems a shame, with the investment made by the state and local organizations in the track and bridges and the disused NY & Greenwood Lake Ry. engines and passenger cars idle in Port Jervis, that some kind of freight and passenger service could not be promoted and operated. The authentic (but many elements replaced) gravity railroad passenger car is still on display under its protective shelter in Hawley. That is an incredible artifact considering that the two gravity railroads (Pennsylvania Coal Co. to Hawley and D&H to Honesdale were abandoned over a hundred years ago.

Continuing past Hawley on U.S. Rt. 6, Lock 31W and the restored Daniel Farmhouse soon appeared on the left. This was our major destination and on the summer's bucket list. The restoration of the historic 1800's farmhouse, and stabilization of the Lock 31W, canal prism and towpath trail on site are elements in the project of the Wayne County Historical Society (and museum), a very active and talented group. The former Museum Executive Director Sally Talaga was manning one of the greeting tables. I was amazed at the large crowds, particularly in view of the cloudy and intermittent sprinkles. All the parking facilities were stuffed and required five or more staff volunteers to direct traffic on the highway and within the parking areas. All was very well managed.

One of the displays was the live steam 7" gauge replica of the Stourbridge Lion. Inside the farmhouse, there were various interpretive displays and two shops of items that the society sells. I bought a book that mentioned my great, great, great grandfather Cornelius Coryell, the first settler and saw mill owner at White Mills, the next village upstream on the canal. His grandson (my great granddad) was a lock tender at Lock 34W (Lonesome Lock) on the D&H, hence the name of our camp on the pond, "Lonesome Loch." No time was available on this trip to inspect the ruins at Lonesome Lock. We headed back on local roads and over the Roebling Aqueduct at Lackawaxen.

Above - Daniel Farmhouse at Lock 31W.
Below - Delaware & Hudson Roebling Aqueduct Prism
Photos by David Phraner

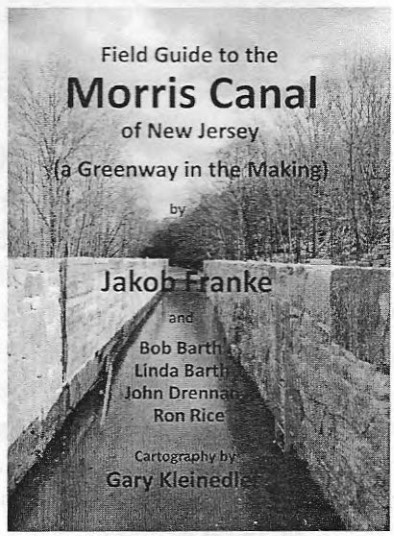


CANAL BOOKSHELF

Field Guide to the Morris Canal of New Jersey (A Greenway in the Making)

By Jakob Franke, with assistance from Bob Barth, Linda Barth, John Drennan, and Ron Rice. Cartography by Gary Kleinedler

Reviewed by David Barber, President of the American Canal Society



This is probably the largest format, highest quality field guide to any North American towpath canal yet produced. The author begins with a history of the Morris Canal and of the recent efforts to produce a guide to it. He then goes on to describe the 102-mile main canal and the feeders in detail in twenty-three sections, including very detailed color maps. Each section describes how to drive the route, where to park, what sections you can hike, and what you will see or not see. The guide also includes a table of significant features, a glossary of terms, and a bibliography.

The canal included 23 inclined planes and 34 locks to overcome the 760 feet of elevation between the Delaware River at Phillipsburg, NJ, the summit at Lake Hopatcong, and the 914 feet down to tidewater at the Hudson River opposite New York City. After 87 years of service, the canal was intentionally dismantled by the State of New Jersey and many parts built over. But, not all were. While the opportunity to create a greenway across the state was surrendered in the 1920s, it is being slowly won back in the twenty-first century. Having hiked almost all of the Morris Canal myself, I find this an excellent guide and resource.

The guide is 8½ inches by 11 inches in size and contains 160 pages. The back cover is a key map to all of the individual maps included. It is wire-bound for easy reading. Copies are available from the author, Jakob Franke, 424 Tappen Road, Northvale, NJ 07647-1418, 201-768-3612 jf31@columbia.edu for $25.00 plus $5.00 s/h. You can read more at www.morriscanalguide.com.

The C&O Canal Companion: A Journey through Potomac History

By Mike High

Reviewed by Karen Gray

It is not an overstatement to say that this new edition of Mike High's *C&O Canal Companion* inaugurates a new era in up-to-date, state of the art resources for the C&O Canal student and towpath user. Available in both paperback and Kindle versions, it corrects the erroneous material that plagued the standard popular sources upon which generations of canal lovers relied in the past.

A new subtitle: *A Journey through Potomac History*, speaks to the expanded historical sketch section and to the invaluable trail guide. With mile-by-mile easy-to-find identification of structures and points of interest, the guide contains even more history and relevant information than in the first edition. The book ends with a section on the canal engineering and industry that truly makes the work the most important general source on the canal available today.

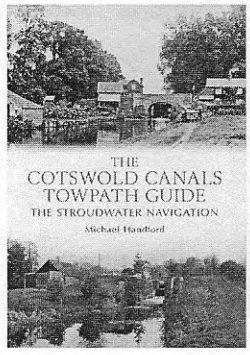
Available in bookstores and from Amazon.com. Johns Hopkins University Press, 2015, 280 pp.

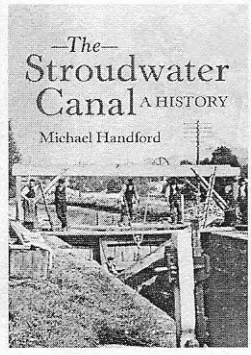
Three Books on the Stroudwater Navigation

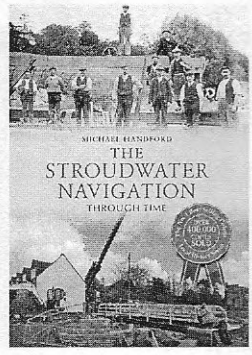
Description of three books by Michael Handford. All three books are available at www.amberley-books.com. The first is ***The Cotswold Canals Towpath Guide - The Stroudwater Navigation*** The Stroudwater Navigation was a canal linking Stroud to the Severn Estuary near Gloucester. At Wallbridge near Stroud it connected to the Thames and Severn Canal to form a link between the River Thames and River Severn. It passed through a total of thirteen locks and was eight miles in length. The canal was opened in 1777 and operated until it was formally abandoned in 1954. In 2001 the Cotswold Canals Partnership was formed to restore the Stroudwater Navigation from Stonehouse to Stroud. Mike Handford's history of the Stroudwater was first published in the 1970s, this completely revised new edition has been published to reflect the restoration work that has taken place since then. Complete with 100 black and white illustrations many of which are published for the first time this book will bring the restoration story up to date.

The Stroudwater Canal - A History Michael Handford tells the story of the Stroudwater in this new edition of his classic work on the canal. Much has happened on the canal since the book was written and it is now being restored to its former glory, when it will yet again break records as a unique survivor of the canal age.

The Stroudwater Navigation Through Time Built between 1775 and 1779, was finally abandoned in 1954. Rescued from dereliction the landscape of the canal is constantly changing, with new bridges, repaired locks and many sections now containing water. The Cotswold Canal Trust intends to restore the canal so that vessels may once again proceed as far as Brimscombe. Michael Handford presents a fascinating snapshot of the on-going restoration work, contrasting the old images of the canal with many new photographs.







The Comedy of Crystal Lake

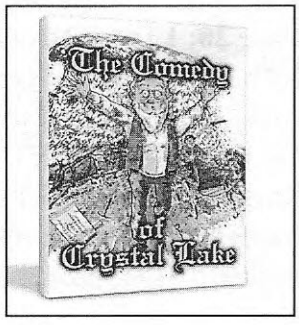
By Dr. Stacy L. Daniels

Description: The "Tragedy" / "Comedy" is a well-known story of the lowering of Crystal Lake, in Benzie Co., MI. Archibald Jones founded the Benzie County River Improvement Co. in 1873, intending to improve waterlots on Crystal Lake, remove obstructions and construct slack-water canals between Crystal Lake and Lake Michigan, and build a steamboat to facilitate shipping of settlers and goods to and from the interior of the County to the near-by port of Frankfort. Ensuing events were unique among large inland lakes of NW Lower Michigan. The dramatic lowering of a very large inland lake by 20 feet and the creation of a 21-mile perimeter of sandy beach insured the future of Crystal Lake as a prime recreational area.

The role of Archibald Jones, "the man who (allegedly) pulled the plug at Crystal Lake", involved travels of a typical American family in the 1800's, searching for opportunities, experiencing adventures, and facing vicissitudes posed by the opening of the American Midwest. A "Tragedy" depicts a protagonist overcome by superior force or circumstance; a "Comedy" depicts a laughable person involved in a blunder without pain or disaster. The lowering of Crystal Lake has elements of both - a serious beginning with a happy ending with perceived foibles of human nature and realized unintended consequences of bold venture.

It is this author's intent neither to disparage the "Tragedy" nor to exalt the "Comedy". The "Tragedy" occurred during 1873 and its "tragic" aspects were felt well into the early 1900's. The transition into the "Comedy", with its "comedic" aspects, is of more recent interpretation and still continues. The former remains forever indelibly inscribed in our collective memories; the latter only embellishes upon its virtues.

The "Comedy" of Crystal Lake, is a continuation of the "Tragedy" of Crystal Lake. It is published by Flushed With Pride Press, PO Box 281; Frankfort, MI 49635; 989-750-2653; flushedwithpridepress@gmail.com



CANALENDER

April 24–26: Pennsylvania and Ohio Canal Societies tour of the Beaver Division of the Pennsylvania Canal. Daylong tour will run along the Beaver and Shenango rivers between Rochester and Sharpsville, PA. HQ: Hermitage Quality Inn, 3200 S. Hermitage Road, West Middlesex, PA 16159; 724-982-4600. Steve Fritz of the U.S. Army Corps of Engineers will speak on Friday evening about planning navigation improvements on the upper Ohio and lower Monongahela rivers. Saturday speaker, John Kokoski of the Greenville Canal Museum. Contact: Dave Wright, wereallwright@gmail.com

The annual meeting of the American Canal Society will be held in conjunction with this tour on 4/24 at 3 p.m. For more information contact Dave Wright. Register through pacanalsociety.org

May 2; 10:00 a.m: Hike 4.5 miles on **NJ's D&R Canal** with the D&R Canal Watch from Whitehead Road to Ellarslie, the Trenton City Museum in Cadwalader Park (the meeting place) or choose the 2.5-mile walk to the Trenton Battle Monument. Questions? Contact Bob Barth at 201-401-3121 or bbarth@att.net.

June 5 & 6: Spring Field Tour: Pre-Seaway Canals, St. Lawrence, Cornwall, Ontario. 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.

June 14; 10:00 a.m: Hike 5.8 miles on **NJ's D&R Canal** with the D&R Canal Watch from the Trenton (NJ) Battle Monument to Port Mercer (the meeting place) or choose the 2.9-mile walk to Carnegie Road. Questions? Contact Bob Barth at 201-401-3121 or bbarth@att.net.

June 20; 10 a.m: History Bike Tour on the towpath of **NJ's D&R Canal** from Kingston to Griggstown and back, 10 miles round trip. Explore the structures along the D&R Canal with Canal Watch trustee Bob Barth. Meet at the locktender's home in Kingston. Bring water; helmet required. Questions? Contact Bob Barth: 201-401-3121; bbarth@att.net.

July 24–25: 2015: Parks Canada Celebration of the 100th Anniversary of the opening of Lock 45, Port Severn. Details to be posted as they become available to www.canadiancanalsociety.org/events.html.

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: Pennsylvania Canal Society tour of the Northern Schuylkill Navigation.
www.pacanalsociety.org

Fall 2015 (date TBA Mid-October): Genesee Valley Canal (section to be defined). Canal Society of NY State; newyorkcanals.org.

Spring 2016 (date TBA) Buffalo, Tonawandas, & Lockport. Canal Society of NY State;
www.newyorkcanals.org.

September 18–21, 2016: World Canals Conference 2016, Inverness, Scotland.
inlandwaterwaysinternational.org/world-canals-conference/

September 24–28, 2017: World Canals Conference 2017, Syracuse, New York. 2017 will mark the 200th Anniversary of the start of construction on the Erie Canal. inlandwaterwaysinternational.org/world-canals-conference/