

From the President

By David G. Barber

I've recently returned from two weeks of canal boat travel in England. This was my sixth such trip. I go to England because, there, I can rent a boat for two weeks and cruise along the active canal system. Without daily unpacking, I can see the countryside at a leisurely pace with a different view every day. The beer, cider and pub food is good also. In the United States this can only be done on the New York canals. As

much as I enjoy travel in England, I do hate the cost and aggravation of air travel across the pond.

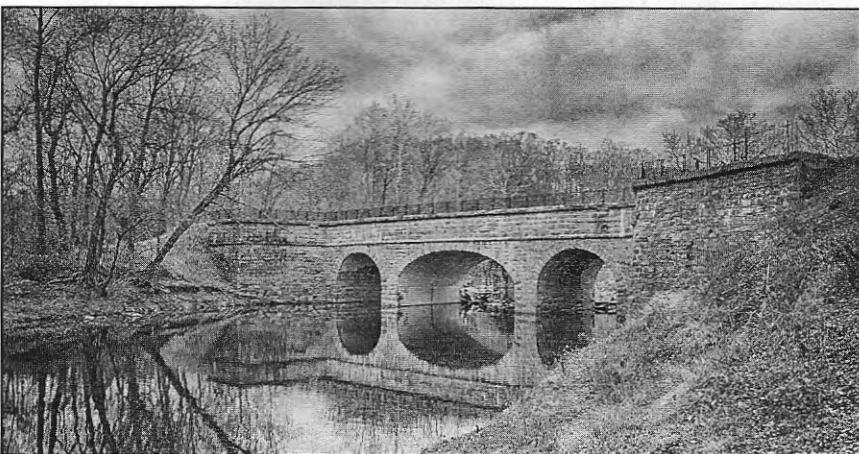
On our first boat trip, which included the Birmingham World Canals Conference, we saw a couple of locks on the Droitwich Barge Canal being restored. On our second trip we walked into Droitwich alongside of the three Hanbury locks on the Droitwich Junction Canal, which were then under restoration by the Waterways Recovery Group volunteers. On this year's trip we boated through all of those and spent a night

tied at the visitor moorings at Droitwich. I salute all those that made this and other canal reopenings possible.

In the United States, we also have our canal victories. But these are generally about preserving a dry waterway or reopening the towpath. In the twenty-first century on the Chesapeake & Ohio Canal, the aqueducts at Monocacy and Catoctin Creeks have been restored and rebuilt. Also, the towpath along the Big Slackwater has been restored. These are
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Projects like the Catoctin Aqueduct restoration, shown above pre-restoration and below post-restoration, are examples of canal victories. Photos by Steve Dean



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The 2016 American Canal Society Board of Directors ballot is enclosed in this issue. The ballot includes the Board of Directors recommendations for the board positions. A favorable vote for all of these candidates is assumed unless you respond with a contrary vote on this ballot by October 15, 2015. No return of the ballot is otherwise required.

American Canals

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

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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.

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Chesapeake and Delaware Canal

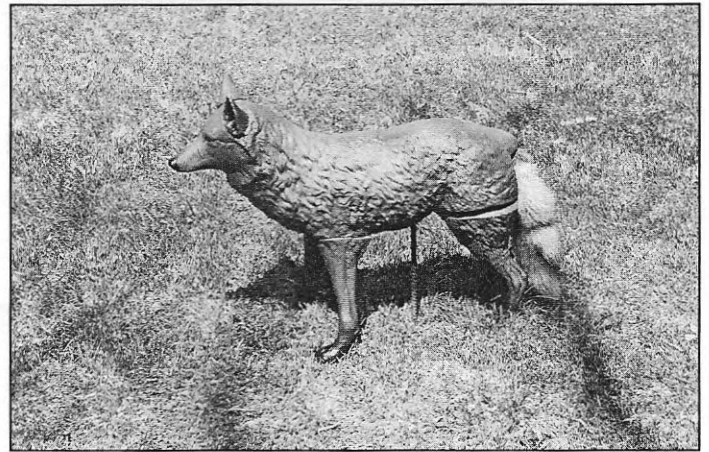
By Pat White

For the first half of my life, I crossed the Chesapeake and Delaware (C&D) Canal several times a year on the St. Georges Bridge and took the canal for granted as just a waypoint on the route to Grandma. I moved to the D.C. metro area, became involved in the C&O Canal, and rarely thought about the C&D, since I no longer traveled over it. Then, last October, I visited the Cape Cod Canal, which proudly proclaimed itself as the longest sea level canal in the United States. The C&D Canal returned to my thoughts because, although I vaguely remembered something about early locks, I thought the C&D later became a sea level waterway longer than the 8-mile-long Cape Cod Canal. The C&D wins, it's now sea level and 14 miles long! Therefore I blithely tossed out invitations for a field trip.

In mid-April, fellow Association members Jill Craig and Kerry Gruber accompanied me to explore the C&D. We began at the C&D Canal Museum in Chesapeake City, Maryland. The museum is actually the pump house for the nineteenth-century canal and still houses the steam engines that lifted water from Back Creek into the highest level of the original canal. The first thing I noticed on entering the main room was a painting showing a lock with a drop gate at the upstream end. Was this artistic license? No, the four locks on the first canal did have drop gates. A model with flowing water demonstrated lock operation although the model drop gate didn't drop completely, as it should have. After we digested all the main room had to offer, we explored the adjacent rooms with steam engines and paddle wheel. Wandering outside, we walked the grounds, wondered about a cast iron fox with a real tail, and got brave. We walked up to the C&D Canal Office next to the museum, knocked, introduced ourselves as canal nuts and asked to see the control room.

We received a warm welcome and a detailed explanation of the workings of the canal and its control systems. Multiple cameras on the bridges and approaches provide real-time views of the entire canal. An electronic map identified all vessels in the canal and in the nearby Delaware and Chesapeake Bays,

with travel and speed indications. We were told that traffic is down on the canal, with rail and highway traffic taking some of the cargoes previously shipped by barge. Incidentally, the fox is used to deter geese. It works for a week at a particular location, but then has to be moved.



Cast iron fox at C&D Canal Museum. Photo by Pat White.

After a waterside lunch in Chesapeake City we drove to a parking area under the St. Georges Bridge and walked along the canal on the Michael Castle Trail, a paved trail that will eventually run from bay to bay but is still under construction. We walked under the beautiful new State Route 1 Bridge, whose suspension cables sparkled in the sunlight. Traffic had picked up on the canal and several large barges and a law enforcement speed boat passed us. We didn't see any of the really huge vessels shown on the website.

Continuing east, we visited Delaware's Fort DuPont State Park along the Delaware River with its decaying coastal defenses that remain from World Wars I and II. Then, having figured out that there were access roads along both sides of the canal, we went exploring on a minor road alongside state Route 9 until we reached the canal. From there we walked all the way to end of Reedy Point, the eastern end of the modern C&D Canal.

The original nineteenth-century canal went through Delaware City a few miles north of the current terminus and small craft still use that route. In a riverside park in the city center we found the single

remaining lock of the nineteenth-century canal. Near the lock was a diving bell used to make underwater repairs to the lock.

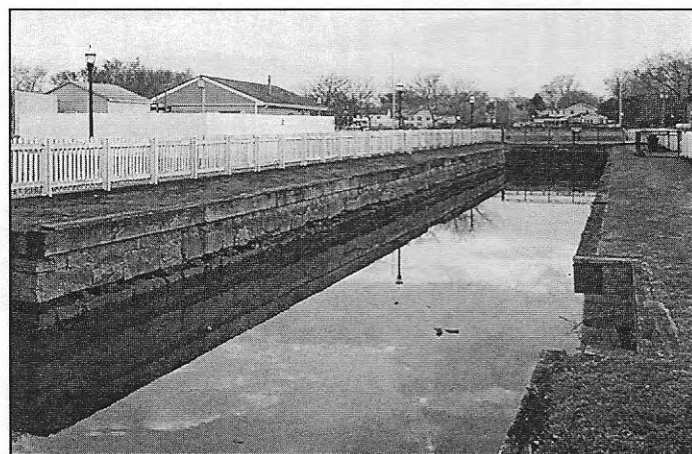
Background:

The C&D Canal was a contemporary of the C&O Canal. Like the C&O, it now belongs to the federal government. Unlike the C&O, it was a commercial success and is managed by the U.S. Army Corps of Engineers. The USACE website provides information on the canal, both historical and current: www.nap.usace.army.mil/Missions/CivilWorks/ChesapeakeDelawareCanal.aspx

Originally envisioned as early as the seventeenth century to reduce shipping distance between the east coast ports and Baltimore, the C&D was successfully completed in 1829 at a cost of \$2.5 million. The waterway was 14 miles long, 10 feet deep, and 66 feet wide at the waterline with four locks, and bypassed 300 miles of sea and bay travel. The canal was purchased by the federal government for \$2.5 million in 1919 and rebuilt by 1927 as a 12-foot deep, 90-foot wide sea level canal. It has been widened and deepened several times since then and is currently 35 feet deep and 450 feet wide. The C&D Canal carries 40 percent of the shipping traffic in and out of the Port of Baltimore.

The C&D Canal Museum is located at 815 Bethel Road, Chesapeake City, MD 21915 (410-885-5622) and is open on weekdays from 8:00 a.m. to 4:00 p.m. The Michael Castle Trail is a 9-mile route along the north shore of the C&D Canal. Visit www.traillink.com/trail/michael-castle-trail.aspx.

*Left: C&D Canal nineteenth-century lock.
Right: Tug boat and barge on modern C&D Canal.
Photos by Pat White.*



From the President (Continued from page 1)

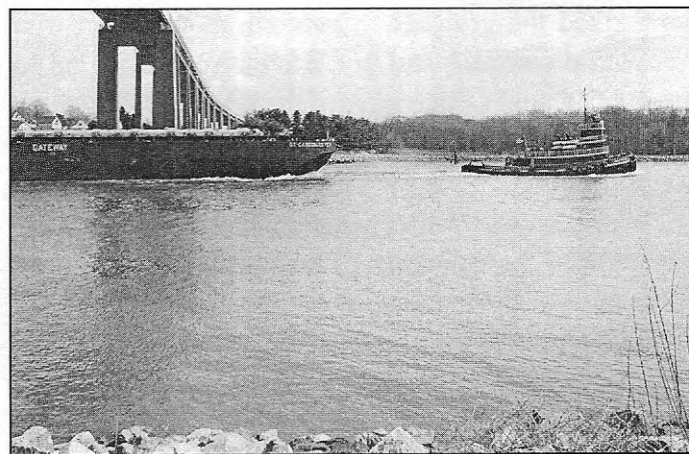
all projects that seemed impossible and outside the budget. Despite that, they are now done. If you visit Poughkeepsie, New York you can walk across the “Walkway Over the Hudson”—the rebuilt Highland–Poughkeepsie Railroad Bridge, now a state park. This once crackpot idea now is crammed with visitors, especially in a Sunday afternoon.

There are other sites that could stand improvement. On the Ohio & Erie Canal, between Lock 1 North in Akron and Lock 1 South in Barberton, is ten miles of water with some siltation shallows and no boats. There once was a lock connecting this with Long Lake. The lock was removed in a road widening project. But, space exists for a replacement. Why can't one be built and the long summit level dredged?

Further north, Lock 38 north is restored and Tinkers Creek Aqueduct has been replaced. But, there are no boats. Why can't Locks 39 and 37 north also be restored and boats put on the canal? The water is there. I believe it was in the original park plan.

The response is usually lack of money. That's the wrong answer. The C&O projects and the Poughkeepsie Bridge show that once the will is present, the money will appear.

There is often concern that societies such as ACS and the state societies have an aging membership. However, studies show that Generations X and Y are looking for meaningful ways to contribute, but they want to be in charge. Why don't we recruit some of them, put them in charge of such projects, and then get out of their way?



Bloomfield's Canal Greenway

By Rich Rockwell (Reprinted courtesy of Canal Society of New Jersey)

When the Morris Canal Came to town, Bloomfield was a farming and manufacturing town with mills along its two rivers. The Morris Canal contributed to the town's growth. It brought several coal and supply yards, mills and factories, and commercial areas. The canal and the town's position in the greater New York metropolitan area contributed to an increase in population from 3,000 in 1850 to 15,000 in 1910. When the Morris Canal was abandoned in the 1920s and the property was offered to local municipalities, Bloomfield purchased the five-mile canal property through town with the hopes of using it to build a rapid transit line. The transit line didn't happen and the property sat abandoned for 30 years. In the 1950s, the town's growing urban character that made the canal an important artery now made the vacant canal property valuable for highways. About two miles were used for the Garden State Parkway and another two miles were used to build Morris Canal Highway, which was renamed John F. Kennedy Drive in the 1960s. We still have a small section of canal that was filled and used as a recreational trail, and we have two small non-contiguous sections that are intact, but overgrown, still owned by the town.

A few years ago, I started collaborating with Carlos Pomares, who had previously worked at Waterloo Village, and Mimi Michalski on trying to save the Collins house. The house, still standing in its original location, was on the property where Inclined Plane 11 East was built. Two generations of Collins men were canal carpenters and helped build its planes, bridges, and aqueducts. When the Morris Canal Greenway Working Group formed, I was eager to attend and learn what we might do to get our piece of the Morris Canal designated as a Greenway.

In 2013, Carlos was elected Town Councilman. With a new Mayor and Council supportive of historic preservation efforts and with Councilman Pomares' initiative, we introduced a town ordinance to designate the path of the canal through Bloomfield as a Greenway and to form a Morris Canal Greenway Committee. The ordinance passed unanimously.

We created a committee including Bob Barth and Ron Rice as representatives of the Canal Society and canal supporters outside of Bloomfield, an architect,

a Collins descendant, and the head of the town Department of Public Works. The Collins house is now included as a centerpiece of the Greenway, and Mimi Michalski and Councilman Pomares are also serving on the committee continuing efforts to preserve the Collins house. The town recently committed funds for stabilization of the Collins house and that work has begun. We plan to include public meeting space and canal museum space in the restored house.

The committee is working with the town's grant writers to apply for grants and planning a number of projects including information kiosks, way finding signs, park areas with interpretive signage and improved walking trails. Although none of the canal is intact as a watered canal, we are fortunate to have a three-mile section that is easily walkable. We hope to increase access to and visibility of information. According to the deed the building was a "Scale House" and stood on the bank of the canal, west of the Smith Store. He plotted the deed courses and distances on the ground and found the remnants of the foundation. To help sort things out, we started looking through the CSNJ's collection of pictures and found several images showing such a building.

Rick then reviewed the 1847 deed in which John Smith transferred ownership of a narrow strip of land along the canal to the Trenton Iron Co. for \$1. Having recently acquired the Andover Mine, the company planned to build a tramway and needed a dock on the canal at Waterloo. Rick traced out the ore dock property on the ground and determined that the scale house was located within the ore dock lot. Although the Iron Company relocated its ore dock in the 1850's, historic photos show the scale house still standing in good condition many years later. The Smiths may have continued to use the scale as part of their store operation.

We also came across an 1852 map (provided by Ron Rice) that showed the planned extension of the Morris & Essex Railroad. The mapmaker had carefully drawn in the original iron Company's tramway connection with the Morris Canal at Waterloo and each of the buildings that stood along Waterloo Road at that time. This evidence seems to confirm that the tramway connected with the canal west of the stone worker's house.

From War to Peace: The C&O Canal in 1865 and its Postwar Recovery

By Timothy R. Snyder

The year 1865 was one of transition for the Chesapeake and Ohio Canal Company. Four years earlier the Civil War had arrived and brought canal navigation to a standstill that some thought would last for the duration of the war. Such predictions, however, did not come to pass. Despite frequent closures due to military incursions and other causes, the canal company was able to make repairs and resume navigation. The canal remained in operation throughout the conflict, aided by a Union government that needed Cumberland coal and the transportation services the canal provided. Although the Civil War ended in 1865, a host of problems confronted the canal company—many resulting from the armed struggle—as it faced a hopeful but uncertain future.

Unlike at the beginning of the war, when military activity impacted the canal very early in the conflict, military action had little impact on the canal in the last phase of the conflict. Small parties of Confederate raiders crossed the Potomac on a number of occasions in the early winter of 1865, but the object of the raids was usually plunder, not sabotage of the canal. In January the *Washington Evening Star* noted, “The guerrillas who infest the banks of the river have become very troublesome of late, and that hardly a night passes without their firing upon our pickets or making an attempt to cross the river at some point.” The destitute condition of the Confederacy was reflected by the type of raids that were conducted. An incursion in late January resulted in the robbery of a store at the foot of Sugar Loaf Mountain, while in February a small squad of Confederates attacked a Union soldiers’ camp and pilfered from a store at Edwards Ferry. On January 19 near Harpers Ferry, Mosby’s Rangers, a Confederate partisan ranger unit, hoped to duplicate their 1864 “Greenback Raid,” during which they had stopped a train and captured two Union paymasters with more than \$100,000 in cash. This time, however, the train they derailed near Harpers Ferry only contained delicacies intended for Union officers. Instead of cash, the Rangers carried away beer,

wine, cakes, candy, oysters and sacks of coffee beans. They named their latest exploit the “Coffee Raid.”¹

On February 21, McNeill’s Rangers, another Confederate partisan ranger outfit, crossed the Potomac at Brady’s Mill southwest of Cumberland near modern-day Cresaptown. Dressed in Union blue, the band advanced toward Cumberland and captured the first picket outpost that they encountered. The men forced their prisoners to give up the countersign and successfully proceeded past the remaining picket posts. McNeill’s men arrived at Cumberland after dark and quietly entered the hotels where Union generals George Crook and Benjamin Kelley slept. They made the generals their prisoners and left town by the canal towpath, crossing the river at Wiley’s Ford. Although the event had little military impact, it was an embarrassment to the Union government. General Crook purportedly told his captors that his capture, as well as that of Kelley, was one of the most daring exploits of the entire war. The generals were taken to Richmond, paroled and later exchanged and returned to duty.

As the canal company prepared to resume navigation in the early spring of 1865, a number of problems surfaced. In early March nearly one hundred feet of the berm side of the Conococheague Aqueduct at Williamsport fell into the creek. The superintendent explained, “There has been a crack in it for the last 6 or 8 years, and I suppose the blasting by the rebels, and the severe freezing weather this winter, caused it to give way.” In addition, high water in late February caused two breaks in the canal, one five miles above Georgetown, the other at Great Falls. The flooding also further undermined Dam 5, which was in poor condition at the start of the war and had continued to deteriorate. The superintendent recommended that the company resume work on replacing the existing crib dam with a masonry structure, “as all our experience proves that no reliance can be placed in cribs.”²

In April the American Civil War drew to a close. Confederate General Robert E. Lee surrendered to

Union General Ulysses S. Grant on April 9 at Appomattox Court House, Virginia, while on April 26 Confederate General Joseph E. Johnston surrendered to Union General William T. Sherman near Durham Station, North Carolina. As a result, a slump almost immediately developed in the coal market. Anticipating a profound economic decline as a result of the sudden termination of the war, the price of coal in the open market dropped sharply. On the date of the surrender in North Carolina, Alfred Spates, president of the canal company, wrote the company's board of directors, "About all the coal cos. have stopped shipping coale, on account of the high rates of freight, mining, tools, etc. The canal is doing nothing now... Everything must come down [in price] to enable the coal cos. to make further shipments of coal from here to compete with other coals now in the northern market."³

Canal navigation languished while the coal companies sought to reduce expenses. The companies asked coal miners to accept a forty percent reduction per ton, which the miners refused. On June 1 the *Cumberland Civilian and Telegraph* noted, "It is evident that the price of mining has come down, and we hope the operators and the miners may come to some agreement soon, and not mutually injure each other by remaining idle." An agreement was reached in early June, by which the miners agreed to return to work at a twenty-five percent reduction per ton.⁴

The coal companies next sought a reduction in tolls on coal from the canal company. In a joint letter, six companies asked for the canal company to lower tolls, explaining, "The coal trade is almost prostrate by the suspension of all industries, consequent upon the sudden transition from War to Peace." The coal companies acknowledged that tolls on the C&O Canal were lower than on other northern canals, but explained that Cumberland coal had to be shipped a much greater distance to reach markets in northern industrial cities. Additionally, the coal operators pointed out that canals in Pennsylvania and New Jersey had recently reduced their tolls from twenty-five to thirty-three percent. The canal company did not immediately reduce its tolls, however, likely because of the long list of repair and maintenance tasks that needed to be completed due to the war and spring flooding.⁵

President Spates summarized the condition of the canal at the end of the war in the company's annual report, which was issued on June 5, 1865: "The canal is now in good navigable condition, but to put it in thorough and permanent order, make it reliable for uninterrupted navigation, and afford proper facilities to the largely increasing trade upon it, considerable expenditures will still be required. It is proposed to do this during the present season as far as the revenues of the Company will admit consistent with other indispensable obligations."⁶

Once canal navigation resumed in earnest in July, trade was strong. In four of the last six months of the year the company collected over \$50,000 in tolls, including over \$56,000 in August, which was a record up to that time. For the year, the company shipped 80,000 more tons of coal than in 1864, over 57,000 more than in 1860. For the year, revenue exceeded expenses by almost \$154,000. Although the company still had significant debt on its books, it succeeded in paying over \$146,000 toward its floating debt, which it owed to merchants and contractors for supplies and repair work. Seeking new leadership, the stockholders of the canal company in July 1865 selected a new president, Jacob Snively of Hancock.

A long list of repair and maintenance work awaited the company's attention. During the war, many repairs had been neglected or only completed in a temporary fashion due to scant resources. At the end of the year the canal company's new engineer and general superintendent, Charles Manning, estimated that the company needed \$324,500 to complete maintenance and repair work, \$250,000 in 1866, the remainder in the following year. Manning wrote, "It is unnecessary for me to remind the Board that for several seasons previous to the last period of suspended navigation, no repairs beyond those of absolute necessity were either attempted or accomplished; nor that, consequently, the need of repairs during the past winter, and prospectively, for the current season of navigation has been and still is excessive." Among the most urgent tasks, Manning noted that Dam 5 needed repairs "without delay."⁷

Other effects of the war lingered into the post-war period. During the war the Quartermaster's Depart-

ment of the U.S. Army rented a one hundred-fifty foot lot along the Rock Creek basin for use as a coal yard. The canal company asked the army to begin paying rent on an additional twenty-foot lot of wharf property, but the army refused, stating that the space was reserved for the convenience of boats passing through the locks. The canal company objected, stating that the smaller lot was still occupied by the army. Although no resolution of the matter has been found, the army maintained possession of the wharf property along the Rock Creek basin until January 31, 1868.

The army also maintained possession of the Alexandria Aqueduct in the post-war period. The aqueduct spanned the Potomac above Georgetown and linked the C&O Canal with the Alexandria Canal. Alexandria had better port facilities than Georgetown and was heavily utilized by coal shippers before the war. Late in 1861 the U.S. Army had seized the aqueduct, seeing it as a potential route of invasion leading from Virginia to Washington, D.C. On September 5, 1866, the canal company resolved to ask President Andrew Johnson to secure the release of the aqueduct from the army. The following year the army released the aqueduct from its control, but much work was required to restore it after five years of neglect.

After the army had seized the Alexandria Aqueduct early in 1861, a Congressional appropriation was passed that granted the canal company \$13,000 to raise the bridges over the canal in Georgetown. When empty, the largest class of boats could not ascend the canal in Georgetown because the bridges across the canal were too low. Work to raise the bridges over the canal in Georgetown was completed in 1866, although at least one within the boundary of Washington needed to be raised as well.

During and after the war, the canal company had submitted a number of claims against the U.S. Army, hopeful of recouping some of its losses resulting from the war. The claims were for seizure and destruction of company property, unpaid tolls and the difference between tolls collected in the pre-war and post-war periods. The initial claims totaled over \$75,000 and encompassed the period from September 1861 through April 1862. On July 4, 1864, Congress had passed legislation that established a process by

which loyal citizens could seek reimbursement for goods that were provided to or seized by U.S. Army personnel. In accordance with the act, an attorney for the canal company submitted a much smaller claim to the army, for \$5,151.60, for unpaid tolls on supplies and subsistence shipped on the canal by military officials. Presumably, this figure comprised a portion of the original claim. Instead of reimbursing this amount, the army filed a “set-off” claim against the canal company that totaled nearly \$9,000 for repairs it had made to the canal in 1863 during the Gettysburg Campaign. In March 1865 the company submitted another claim for \$292,330, much of which, it argued, was the cost of company property that was seized by the army during the remainder of the war and, therefore, was reimbursable under the July 4, 1864 Act of Congress. The Quartermaster General of the U.S. Army, Montgomery C. Meigs, refused, explaining that the company only filed its latest claim after the army submitted its set-off claim against the company’s earlier submission. As late as 1871 the canal company sought to seek reimbursement for at least a portion of the claims, but Meigs, still the quartermaster general, continued to deny them. He only considered the company’s \$5,151.60 claim for unpaid tolls in 1861–62 as legitimate—even though it was only for an eight month period—and ignored those that were submitted before and after, and countered the company’s submittal with the army’s own set-off claim.

After a two year absence, in 1867 the stockholders of the C&O Canal Company returned Alfred Spates to the position of president. Knowing that the canal had deteriorated due to the war and the company’s limited resources, Spates and new board of directors made it a special objective to return the canal to pre-war condition. The financial condition of the canal suffered in the short term, but by 1869—Spates’ final year as president—he announced to the stockholders that the canal was fully recovered from the effects of the Civil War. Spates, writing for the board, noted that while indeed the expense of undertaking such work was heavy, “the condition of the canal was such after the close of the war, from the fact of its being continually damaged by the contending armies, as to make it absolutely necessary to employ a large force to enable the

Board to place its condition beyond any ordinary contingency. This the Board, with judgment and discretion, have done; and they now have the pleasure of reporting to the Stockholders the canal fully recovered from all damages growing out of the war. The whole line is now in thorough, complete, and safe condition.” Among Spates’ and the board’s accomplishments was finally completing a new masonry dam at Dam Number 5, a project that had been contemplated, begun, abandoned and delayed for at least fifteen years.⁸

Canal historian Walter S. Sanderlin has described the period from 1870–75 as the “Golden Age” of the canal, the most profitable, stable and successful period in its operating history. The restoration of the canal following the war was an important factor in enabling the company to grow and to handle a heavy volume of goods in the decade that followed. In 1875 the company shipped just shy of \$1 million worth of goods, almost three times what it had shipped in 1860. It never exceeded this volume in the remainder of its history.⁹

During the war, the C&O Canal played an important role on behalf of the Union. Its most significant service was that of a coal carrier, especially during times when the main stem of the B&O Railroad was in disrepair, such as from June 1861 to March 1862. It also delivered a significant quantity of flour to the government at Washington, especially during the first year of the war when the Union army was rapidly expanding. The canal also supplied various armies and commands in the field, such as General McClellan’s Army of the Potomac after the Battle of Antietam. Its most significant service in any single battle or campaign was in 1863 when it facilitated the Union army’s pursuit of the Confederates into Pennsylvania and, after the Battle of Gettysburg, aiding the army’s pursuit of the defeated foe. The canal also provided transportation services to soldiers and commands in the field, including the evacuation of the sick and wounded. Canal boats—both privately owned and company scows—were used as ferries and to support temporary bridges. Finally, the canal’s prism itself, drained of water, and its dam abutments were used as a breastworks during military engagements on several occasions.

With its location on the border between the North and South, the canal was fortunate to have survived the conflict. Having done so and then undergone restoration following the conflict, the C&O Canal was poised to grow in tandem with the industrial growth of the nation.

Tim Snyder has written a number of articles about Maryland's role in the Secession Crisis, the early Civil War period, and the impact of the Civil War on the C&O Canal. He is the author of Trembling in the Balance: The Chesapeake and Ohio Canal During the Civil War, which was published in 2011 by Blue Mustang Press.

Notes:

1. *Washington Evening Star* [n.d.], in *Frederick Examiner*, Jan. 11, 1865; John Scott, *Partisan Life with Col. John S. Mosby* (New York: Harper & Brothers, 1867), 444.
2. Masters to Ringgold, March 6, 1865, Letters Rcd., C&O Canal Papers, Record Group 79, Records of the National Park Service, National Archives and Records Administration, College Park, Md.; Masters to President & Dirs., April 3, 1865. Letters Rcd., C&O Canal Papers.
3. Spates to Ringgold, April 26, 1865, Letters Rcd., C&O Canal Papers.
4. *Cumberland Civilian and Telegraph*, June 1, 1865.
5. Detmold, Bramholt, Culter, Borden, Potts and Campbell to President & Dirs., June 12, 1865, Letters Rcd., C&O Canal Papers.
6. Spates quoted in Harlan Unrau, *Historic Resource Study: Chesapeake & Ohio Canal*, U.S. Department of the Interior, National Park Service, Chesapeake & Ohio Canal National Historical Park, Hagerstown, Md. (2007), 768–769.
7. Manning quoted in Unrau, *Historic Resource Study: Chesapeake & Ohio Canal*, 771; Thirty-Eighth Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, to the Stockholders, June 4, 1866 (Washington: R.A. Waters, 1866) 4–9.
8. Forty-First Annual Report of the President and Directors of the Chesapeake and Ohio Canal Company, to the Stockholders, June 7, 1869 (Georgetown: Courier Print, 1869), 4.
9. Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal*. Companies and Men: Business Enterprise in America. (1946. Reprint, n.p.: Arno Press, 1976), 226.

The Duncans on the Frontier

By Terry K. Woods

James Duncan was a New Hampshire man, born on May 2, 1789. His father died in 1799 and, as was the custom of the times, the children in the family were “apportioned” to various aunts and uncles. James went to an “over zealous religious aunt.” At the age of 12 he ran away from this aunt and went to sea aboard a merchant ship. Apparently he did well, working his way up to the position of First Mate by the time he was in his early twenties. He had several adventures¹, but the Second War with England and the aftermath soured prospects of further life at sea for him, and he decided to explore the western frontier of the new nation.

Eventually he traveled through Virginia and met new friends there or somewhere on his journeys, and traveled with them to the “wilds of Ohio.” Here, he stayed for a time at Kendall, a Quaker village, platted in 1812 astride Sippo Creek, a couple of miles northeast of the point where that creek emptied into the Tuscarawas River. While there, a local man, William Folger—also an ex-seafarer—convinced Duncan that the area held great potential for a young man not afraid to take a chance.

Duncan returned to Virginia, where he had met Eliza Tillinghast Vilette, “a young beauty and heiress.” Their courtship, their grandchildren later wrote, was characteristically brief, and they were married on July 21, 1816, on or just a few days past her 18th birthday. The couple spent the winter of 1816-17 in Canton, the seat of Stark County. Duncan later purchased a tract of land to the west and south of Kendall known locally as Estramadura Farm.² He also purchased mill sites along Sippo Creek

between Kendal and the river. He erected a sawmill at one of these sites in 1817 and a gristmill on another in 1819. He added carding machinery and, in 1822, added machinery to manufacture woolen fabric.

There were no good, dependable transportation routes to eastern markets at the time, other than slow and tortuous wagon trails over the mountains. Instead, most “westerners” followed the streams made passable, but swollen and dangerous by spring rains, south to the Muskingum, the Ohio, the Mississippi, and New Orleans. The Financial Panic of 1821-22 dropped the price of wheat to \$0.25 per bushel and flour to around \$1.75 per barrel. Duncan, in the spring of 1822, had a flat boat built, loaded it with flour, whiskey, and potatoes and set out south on the Tuscarawas. He managed to sell his cargo and the lumber of the boat for a tremendous profit in Cincinnati and returned home. He began the return trip by stage, but found the poor roads of the day made that form of travel too slow for his temperament, and he finished the trek on foot. From that time on, Duncan joined the voices of many Ohioans who were clamoring for improved transportation. The very first Ohio State Legislature (1803) had noted the need for improved transportation into and out of the new state and authorized that a private company be granted a charter to improve the Cuyahoga, Upper Muskingum (Tuscarawas), and lower Muskingum to

the Ohio River. The stupendous sum the firm promised to pay out as the lottery “prize” (\$64,000) was found impossible to raise.³



Above - James Duncan

Below - Eliza Vilette

Both images courtesy Massillon Museum



In 1816, the year James and Eliza moved to Ohio, The New York State Canal Commissioner appealed to Thomas Worthington, then Governor of Ohio, requesting financial aid to construct an artificial waterway—a canal—from Albany on the Hudson to some suitable point on Lake Erie. Ohio’s Legislature responded, not with money, but heartfelt encouragement. Still, Worthington and Ethan Allen Brown, the next Ohio Governor, counted DeWitt Clinton, the Canal Commissioner from New York, as a staunch and able partner from then on for their efforts to build an artificial waterway between Lake Erie and the Ohio River.

After a number of years of running surveys using borrowed New York engineers, Ohio passed an Act in February 1825 that, in effect, authorized the construction of two canals from Lake Erie to the Ohio River. Even after it was authorized, the exact route of the eastern canal, the Ohio Canal, was not finalized. The river valley that the canal would use to exit the lake was to be chosen between the Cuyahoga and Tuscarawas valleys and those of the Grand and Killbuck. Rumors persisted that the route had already been chosen, but the Ohio Canal Commissioners were willing to allow Ohio communities along each proposed route to donate to the Canal Fund in hopes of putting their town on the final route. James Duncan, with his vast holdings along the east bank of the Tuscarawas, offered 1/3 of the lots in a new town he proposed to found on the Tuscarawas banks should that route, south from the valley of the Cuyahoga, be picked. It was, and James Duncan was off and running. He platted his new town, Massillon⁴, in December of 1826 and eventually bought his donation of town lots back from the state for \$3,000.⁵

The partnership of James Duncan, George Wallace, James W. Wallace, and Peter Bowan acquired a number of contracts to construct six or seven sections of the Ohio Canal near the town of Massillon. Duncan’s company built the two miles above Massillon, through the stone quarry, and the last mile and a half of the then authorized canal stretch below the town, including Lock No. 5. Aaron Chapman built the section south of the Stone Quarry and Jessie Rhodes & Horace Spencer built the section through Massillon itself.⁶

Duncan was known as a dynamo of energy, but suffered frequent bouts of depression, experiencing

great highs and lows. There are stories told that he would stay awake all night but would be able to react to each new day with a bright and sunny disposition. Duncan never had an idea that he didn’t fully pursue. He had many ideas; some were successful, many were not. According to some, his coup in boating produce to Cincinnati in 1822 was his greatest profit-making idea. Duncan’s fervent belief was that the only use for money was what it could do. He never cared for the gathering of money for its own sake. He, apparently, went through his wife’s estate and that of his widowed sister, who lived with or near the Duncan’s after she was widowed, with great ease and rapidity. Shortly after Massillon was founded, the Duncan’s moved to a bigger home on what is now the site of the Lincoln theatre on Lincoln Way. He also operated a dry goods store there in part of the house. With their increased family they built a great two-story brick home on a hill east of Massillon on the north side of what is now Lincoln Way and moved in sometime around 1835.



Duncan Home c.1930 - Courtesy Massillon Museum

Duncan, early on, proposed building a dam in the Tuscarawas to supply water to the canal, power for his projects, and drinking water to the town. The Canal Commissioners opposed the idea, but there is at least one reference in canal reports to “Duncan’s Dam across the Tuscarawas” with a height five feet above low water. Intense research has failed to turn up any additional information as to where the dam was located, or if it even existed. Though the exact time line and sequences are a bit murky, it appears that sometime during the early 1830’s Duncan, with several local investors, formed the Massillon Iron Company and erected a furnace and foundry on the right bank of Sippo Creek just south of the present Lincoln Way

crossing. The Massillon Iron Company produced cast iron cooking stoves, teakettles and sugar kettles.⁷

In about 1834 the state chartered a company, the Massillon Rolling Mill Company. It appears to have been primarily a holding company that invested in numerous land development projects in and around Massillon. It isn't clear if the old Massillon Iron Company became a part of the Massillon Rolling Mill Company or they remained separate entities. With present research, it seems that they were two separate entities, with the Massillon Rolling Mill Company never really having a physical plant that produced anything. It was incorporated first for \$250,000, which soon was increased to \$400,000. James Duncan was its president. After the Panic of 1837 hit the country, W. S. Wetmore of New York, D. S. Fay of Salem, Mass., and Dr. Amos Binney of Boston purchased franchises, and some say then controlled the fortunes of the company.⁸ The company, at one time, owned about 13,000 acres of land adjacent to and in the vicinity of Massillon. The Massillon Rolling Mill Company constructed several famous landmarks in Massillon⁹ and were responsible for the establishment of the Stark County canal towns of Navarre (1834) and Fenlen (1836)¹⁰, and for constructing canal-powered mills in each. The company was also responsible for initiating development of the coal, iron, and mineral resources in the area.¹¹

When Duncan and his partners, in 1826-27, had constructed that original stretch of the Ohio Canal south of town to the lock (No. 5), the state engineers had specified that the canal line loop to the east and hug the hillside there, before returning back near the river where the lock was constructed. Duncan had argued long and loudly, to no avail, for the line of the canal to be run straight from the town limits to the lock, sensing that it would improve the town's business opportunities. In 1838, ten years after the canal reached Massillon, James Duncan and the Massillon Rolling Mill Company convinced the state to allow

him to straighten the canal line at his expense, while the state reduced the lift of Lock No. 5 from twelve feet to six feet. The state also agreed to construct a new lock of six feet lift just below the later crossing of the canal by Walnut Street,¹² thus the unusual numbering of Massillon's canal locks, No. 5 and No. 5A.¹³ Jesse Rhodes purchased the land adjacent to Lock No. 5 from the Massillon Rolling Mill Company in 1841 and constructed a Grist Mill using power from the fall at the lock.¹⁴

Duncan and the Massillon Iron Company were hit hard by the aftermath of the Economic Panic that swept the country in 1837. Duncan was forced to sell his Iron Works, including the patterns in the foundry, in 1839. The Massillon Iron Company may have been dissolved about this time. If there ever was a Duncan Dam across the Tuscarawas, it was not functioning in 1841, as the Massillon Rolling Mill Company fostered

a plan to build a dam across Sippo Creek, some five miles east of Massillon, flooding more than 1,000 acres that the company had purchased in 1836. They proposed to sell drinking water, industrial waterpower and canal feed water just as the river dam would have provided. The state engineers, however, were extremely skeptical of the merits of Sippo Creek as a canal feed water source. A resolution by the state legislature in 1842 ruled against the Sippo Creek dam project.¹⁵

Another financial panic hit the country in 1842. The Massillon Rolling Mill Company became over extended and found itself in severe financial crises by 1843. During the spring and summer of that year, the Massillon Gazette carried a number of advertisements in which the Massillon Rolling Mill Company offered for sale most, if not all, of its assets, including wheat lands, coal lands, mills, and the stone building on the corner of present Tremont and Erie. The stone building, in the spring of 1843, was in the stage of being completed, with a scheduled completion date of April 1, 1844.



*Photo by Abel Fletcher - Massillon looking east 1855 -
Courtesy Massillon Museum*

Early in 1844 Duncan and the Massillon Rolling Mill Company, in somewhat of a last gasp persuaded the Board of Public Works to accept feed water from a dammed Sippo Creek on Rolling Mill Company property, similar to his proposal of 1841. The word went out that Mr. Duncan's control of the Company was precarious and a decision was needed quickly. Whatever the reasoning by the Board of Public Works, a contract was signed on March 11, 1844 between The Massillon Rolling Mill Company's president James Duncan and Leander Ransom of the Board of Public Works, and the Sippo Dam and Reservoir project was begun. The dam was completed and the reservoir began filling sometime in 1846. Late in 1844, the assets of the Massillon Rolling Mill Company were divided into shares, with each of the eastern investors acquiring approximately 2,000 acres of vacant land, plus some lots in Massillon.¹⁶

The Ohio Legislature, however, was never happy with the Sippo Reservoir arrangement. In January 1847, the Board of Public Works was authorized to negate the contract between the State and Duncan and to dispose of the reservoir. By January of 1848, the Board of Public Works was still answering questions from the Legislature on whether the Sippo Reservoir was able to supply the required amount of water or was even the best method of supply that could be adopted. These questions were silenced on February 22, 1848, when the dam was breached (cut, most agreed, by disgruntled citizens) resulting in the Great Massillon Flood of 1848. The wall of water reaching Massillon from the collapse of the Sippo Dam resulted in great destruction to the canal, commerce and some local buildings. An estimate of the total damage was placed at \$30,000 to \$40,000, but there was no loss of life.¹⁷

The Massillon Rolling Mill Company went "belly up" later in 1848. Mr. Fay sold his interests to Kent Jarvis, Thomas McCullough, and James Duncan. Duncan bought Dr. Binney's share and Kent Jarvis obtained the Massillon portions of Wetmore's estate. Gradually, by 1853, Kent Jarvis acquired all the remaining property once belonging to the Massillon Rolling Mill Company, approximately 1,000 acres. Duncan and his wife left Massillon for the Great North West (above Chicago) sometime in the mid- to late-1840s, where he was active in the Upper Peninsula. One story tells of him

arranging for the construction of a log road, at little or no profit, to open up the northwest iron regions. Another tale has him staying "on the job so long" that he was forced to walk his way out on snowshoes. He undertook numerous other projects and reportedly was instrumental in opening up that area of the country, though he never was able to recoup his fortunes. Finally his great physical stamina failed him and he died on March 23 1863, less than two months before his 74th birthday in the home of one of his daughters in Chicago.



1st St. West and Main Street, Massillon - Courtesy Massillon Museum

In an obituary written by his son-in-law, we learn that "the world will consider he died poor, but he was exceedingly wealthy in the admiration, love and respect showered upon him by his vast circle of family and friends." Eliza died in 1882 at her daughter's in Manhattan a couple of weeks before her 84th birthday. The Duncans had seven children, five girls and two boys. Their first-born, a son, lived to nearly his early teens. A second son died in infancy. Four of the girls survived.

James Duncan himself, or as part of the Massillon Rolling Mill, founded three villages along the Ohio Canal in Stark County. The names of all were reportedly picked by Eliza. Each name seems to have come from some aspect of the court of French king Louis IV. Duncan's influence in Massillon caused significant ripples well into the 1850s. Duncan was one of the first in Massillon to support an 1831 Act by the state legislature authorizing the Pittsburgh and Massillon Railroad. The dinner celebrating the Pittsburgh and Chicago RR's entrance into Massillon in 1852, an outgrowth of that initial enterprise, included a toast or

(Continued on page 15)

Boat Building in Akron

By Terry K. Woods

Akron wasn't the most prolific canal boat-building site on the Ohio Canal. That distinction has to go to the Peninsula/Boston area, but the very first boat to travel on the canal was constructed in Akron, as well as the last.

Of the first three boats to formally navigate the Ohio Canal in July of 1827, one, the *Allen Trimble*, was purchased in New York and brought over from the Erie Canal. Another boat, the *Pioneer*, was constructed in Peninsula. The boat generally credited with making the first official journey on the canal, however, was the *State of Ohio*, which was constructed by the Wheeler brothers on the east bank of the lower basin of the canal, below Lock No. 1, in Akron Ohio. It was launched on June 27, 1827 and on July 3 began its journey north carrying the Governor of Ohio, several Canal Commissioners and other dignitaries who were attending the opening ceremonies of the new waterway in Cleveland.

Though a few boats may have been constructed in and around Akron during the years immediately following the opening of the Ohio Canal, the boat yards in Peninsula and Boston monopolized that trade for most of the northern portion of the canal. Then, in the spring of 1835, Seth Iredell—Akron's first mayor—purchased a bit of land at the head of Lock No. 3 from Joseph Perkins and had Ansel Miller construct a drydock there. Captain Richard Howe supplied the building materials.

John Waterman and John Langdon operated the drydock that first year, but the next season found a Mr. Stevenson using it to repair boats. In 1837, Harvey Allen leased the yard and built three or four new boats for Colonel Robert H. Backus, the proprietor of the Stone Mill at Lock No. 5. A young Samuel Lane, later sheriff, newspaperman, historian, among other things; along with his brother, took on the "painting, lettering, ornamenting, and so forth" of these craft as one of his first jobs in Akron.

Webster B. Storer and Jacob Barnhart purchased the drydock in 1838 and began vigorously turning out new boats. Ansel Miller returned to his creation in

1839 and the firm of Storer and Miller remained in the business of building canal boats for the next 18 years. Besides normal repairs, an average of six to eight new boats were turned out each year by this yard. A peak production of 12 boats was achieved in 1846. The cost of a new boat during these years ranged between \$1,200 and \$1,600. From 20 to 30 hands were regularly employed, with as many as 42 men being busy during peak business times. Miller either retired or died in 1857. Storer remained in the business for another year, then he also left the trade.

Apparently, the boatyard at Lock No. 3 remained without an official operator until 1864. Then the increased demand for shipping by canal brought on by the War Between the States, persuaded William H. Payne to take over and begin operations at the yard. Payne was an experienced boat builder, having been in the trade in Boston Township from 1845 until he acquired the yard in Akron. Payne operated that yard at Lock No.3 until 1870 or 1871. During this period his yard produced 42 new canal boats. Payne then sold the yard to Joseph W. Foster and built a new yard along the west bank of the canal just below Lock No. 2. He began operations at his new yard in 1873.

Both Akron boat yards continued to do a steady trade in boat repairs into the 1890s. They were, also both able to turn out three or four new craft per year. More and more, though, these new boats were pleasure steamers, and later, gasoline boats, that ran from Lock No. 1 in Akron to the various recreation areas that had sprung up south of Akron along the canal reservoir system - Summit Lake and the Portage Lakes.

William Payne, during his lifetime of building canal boats in the Boston area as well as at the Lock No. 3 and Lock No. 2 boatyards in Akron, assisted or built nearly 150 craft. That number of boats was approached, and probably exceeded, at the Akron boatyard at Lock No. 3.

It isn't clear just when the two yards in Akron ceased operation. The one at Lock No. 3 apparently did not survive into the early 1900s when the attempted refurbishment of the Ohio Canal from Cleveland to

Dresden was begun. The yard at Lock No. 2 appeared to be ready to go back into service as late as the 1940s, but was destroyed during the 1980s when the City of Akron constructed a park-like area in the vicinity.

In 1909, the last canal boat built in Akron, a state boat (maintenance craft) for the state's rebuild program, was built and launched very near the site of the building of the very first Ohio canal boat back in 1827.

A few years ago the city of Akron tore down the old O'Neil's parking deck and exposed Lock No. 3 to the view of the public. It had been hoped that the City

Fathers would incorporate a replica of Akron's most prolific boat yard within the Lock No. 3 area. That wasn't done, but perhaps future planners might rectify that error.

Partial Bibliography:

The State Of Ohio, T. K. Woods, American Canals, February, 1996, pp. 3-6.

50 Years and Over of Akron and Summit County, Samuel F. Lane, Akron Ohio, 1892, pp. 40 and 492-495.

Board of Public Works Report for the year 1909. pp. 22 and 45.

Akron Canal Plats from the Silliman Survey

The Duncans on the Frontier (Continued from page 13)

two for Duncan, though he had not been a resident of the town for some years.

In 1855, an injunction by the residents of Massillon to the state of Ohio brought back memories of James Duncan. When he, as president of the Massillon Rolling Mill Company, straightened the canal line between Locks 5 and 5-A in 1838, a new berm bank had not been constructed. Portions of the new canal channel just became a stagnant wide-water near the old bank at the eastern hillside, and the citizens of Massillon petitioned the State to alleviate the nuisance. Kent Jarvis related the history of the project and insisted the State had "gotten the better of the deal" and should do the work requested. A berm bank was eventually constructed along the canal south of Lock No. 5 to Lock 5A.¹⁸

Despite James Duncan's uneven ride across the pages of the early history of the Ohio Canal and Massillon, he appears to have been universally liked and respected. In everything this author has read about the man, he could find no negative statement. Even his business partners, who were often concerned about his penchant for "not watching the price of the market" seemed to have universally liked him and enjoyed doing business with him—not a bad epitaph for a man.

For more information about the Duncans or Massillon visit www.massillonmuseum.org.

Notes:

1. "Stories he told his grandchildren" included assisting a British naval man desert from his ship in Madrid and surviving a shipwreck, ending up on shore in Denmark with "nothing but his shirt and watch chain."

2. The name supposedly came from the breed of sheep that Thomas Rotch—the founder of Kendal—brought from Steubenville to begin his flock.

3. The company was authorized to hold a lottery to raise sufficient funds to improve navigation on the two streams. The lottery payoff was to be \$64,000. Though some tickets were sold, not enough was raised to continue the scheme and it was abandoned.

4. Eliza Duncan, according to research, named the town after a famous French Priest associated with the Court of Louis IV.

5. Other accounts put the price paid the State at \$6,000. Some question whether the State actually ever received full value for the lots from Duncan.

6. *The Ohio & Erie Canal In Stark County*, pp. 18 & 19, Terry K. Woods, The Massillon Museum, 2003.

7. *Wheat, Glass, Stone and Steel*. p. 39, Ruth Kane, 1976.

8. *A Scrap of History*, The Massillon Rolling Mill Company, from unknown author's notes in the Massillon Gazette Clipping File of the Massillon Museum.

9. The Tremont House, razed in the 1970s, and the Stone Block building, still standing on the northeast corner of Tremont and South Erie, are but two.

10. According to tradition, Eliza Duncan named Navarre after Henry IV (Duke of Navarre) and Fenlon after the Catholic Clergyman who was the tutor of Henry IV's second son.

11. *A Scrap of History*, (January 27, 1875), The Massillon Weekly American Vol. 6, N1, from a typed copy in the possession of the Massillon Museum.

12. Woods, p. 20.

13. Lock No. 5 was the new lock located below present Walnut Street.

14. Woods. p. 20

15. TOWPATHS, Trevor row, 1969.

16. *A Scrap of History*

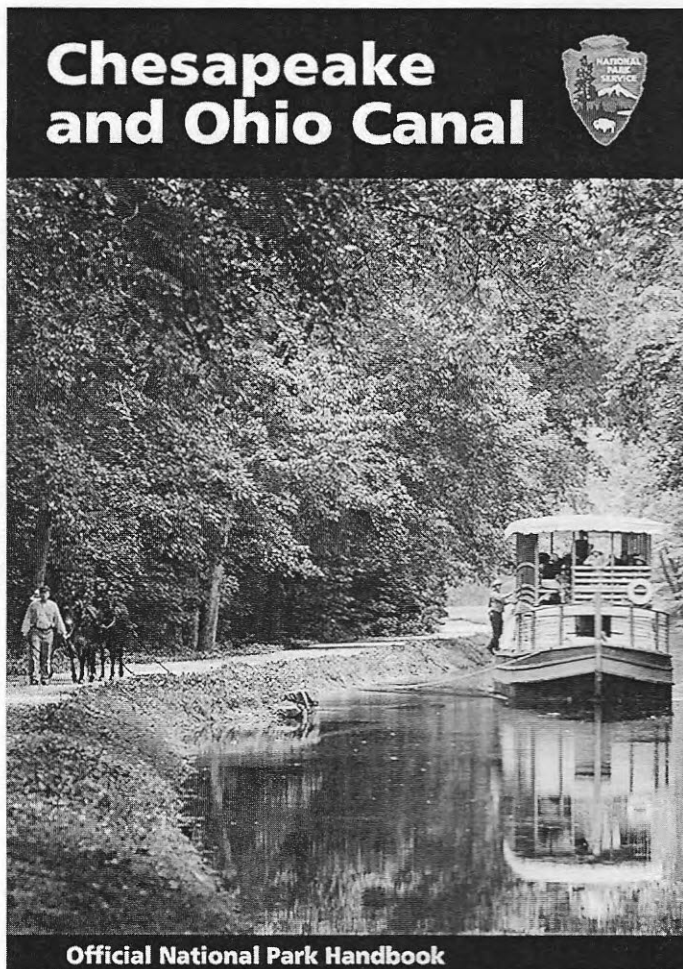
17. Woods, p. 22.

18. Board of Public Works Report for the year 1855.

CANAL BOOKSHELF

Chesapeake and Ohio Canal Official National Park Handbook Revised Edition

Official national park handbooks are a series of reasonably priced user guides that provide historical background, descriptive details, and visitor information. In 1991 the *Chesapeake and Ohio Canal Official National Park Handbook* was published by the National Park Service Division of Publications. Also known as *Handbook 142*, the book underwent moderate updates during several reprintings through the years. It is consistently the largest seller in the park's visitor centers.



Over time, the handbook started to show its age. The original handbook was maintained on film-based artwork and was not in a modern digital format. The text and images lagged behind some of the changes to the park's facilities and programs. The modern photos started to look dated, with park visitors in 1980's clothing, and canal features that had obviously changed. The text required updates to reflect up-to-date interpretation of the canal's history. It was clearly time for an update and a fresh look.

Park staff wanted to put the handbook in a modern digital format and update it to reflect all of the needed content changes. However, they were faced with a significant cost to modernize the book, and an equally high expense to incorporate all of the content updates that were desired. This high cost would have forced a significant increase in the cover price of the book. In early 2014 the park put the project on hold, with the possibility of never printing the book again.

The C&O Canal Association submitted a proposal in May 2014 to both modernize and update the book on a volunteer basis. The project goals were to recover all text and images, convert the book to a modern digital format, incorporate the necessary changes and deliver a final book file that could be updated as needed in the future. The park accepted this offer and on June 6, 2014 effort started to rebuild the book.

Adobe InDesign software, which is used to produce *AmericanCanals*, was selected to produce the book. A

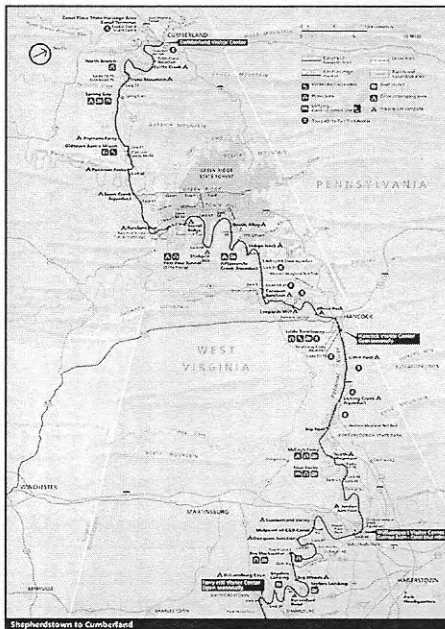
small team of Association members, led by Steve Dean and including Dward Moore and Dr. Karen Gray, performed the bulk of the effort. It was necessary to scan the old text, convert it to readable text, and incorporate the comments of park staff and Karen's updates. Once the changes were incorporated in the text, Karen conducted a thorough review and provided even more improvements. Karen's knowledge and remarkable insight were essential to the update. Dward researched all of the historical photographs and artist-drawn images in the book, obtained permissions, and located as many reproducible images as could be found for use in the book. Dward's tireless research and knowledge of the park's image collection provided a tremendous contribution to the revision of the book. In many cases original artwork was not available, and it was necessary to scan from the best possible images

available, retouch in Photoshop and convert to the required format for the book. Steve processed all of the content for the book and placed it in InDesign, progressively building the pieces into a book. The modern photographs inside the book were updated, and a cover photo by noted photographer Roy Sewall was provided for the book.

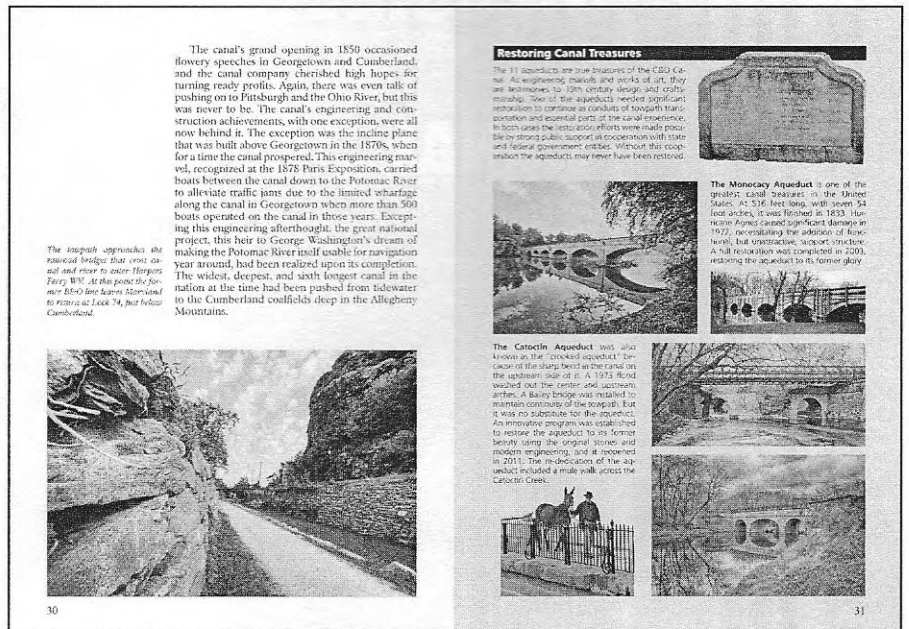
It also became apparent that the best approach to printing the book was for the Association to fund the book's printing. The book will be resold by the Association to Eastern National, which stocks the park's book stands in visitor centers, as well as to distributors. This approach will help place the publication in visitor centers earlier, protect the rights to the content, and ensure that a reasonable price can be maintained.

Production of this book has enjoyed excellent support from the park. NPS Partnerships Coordinator Dan Filer took the lead on this project and has incredible enthusiasm for the project. The net result of all of this effort is a modernized handbook that remains faithful to the old handbook, provides meaningful updates, and adds new material. The revised handbook increased in size by 20 pages. With all of these improvements, it will still be priced at \$10.95. Look for it in park visitor centers, from the Association's on-line bookstore www.candocanal.org/store.html, and other vendors.

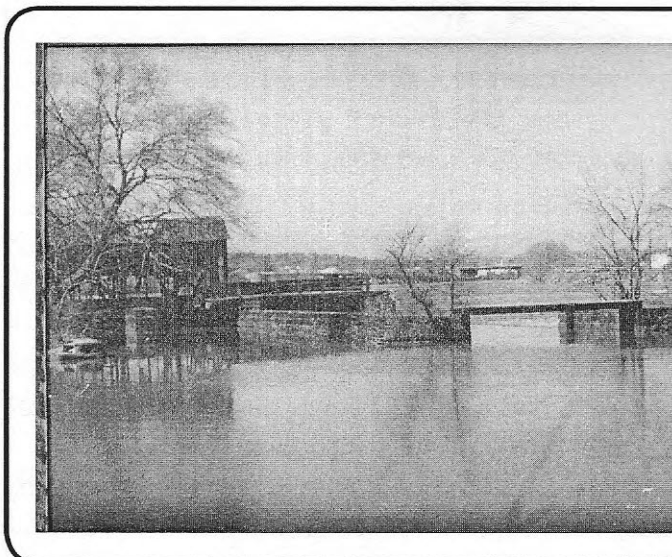
—Steve Dean



Full-color park maps and other images were updated to reflect park improvements.



The revised handbook features the original content along with new material.



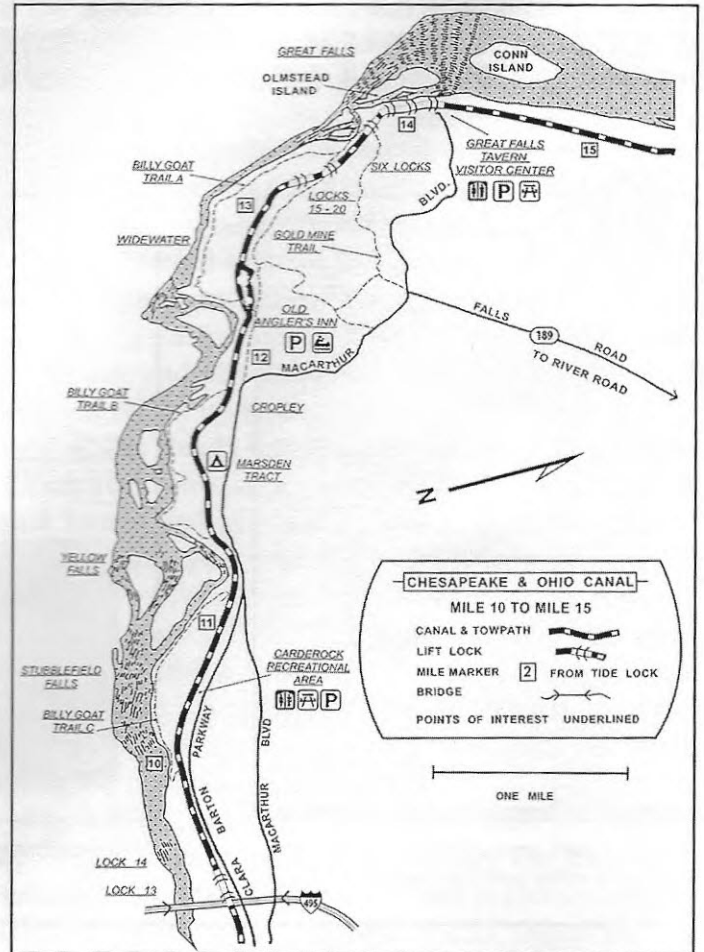
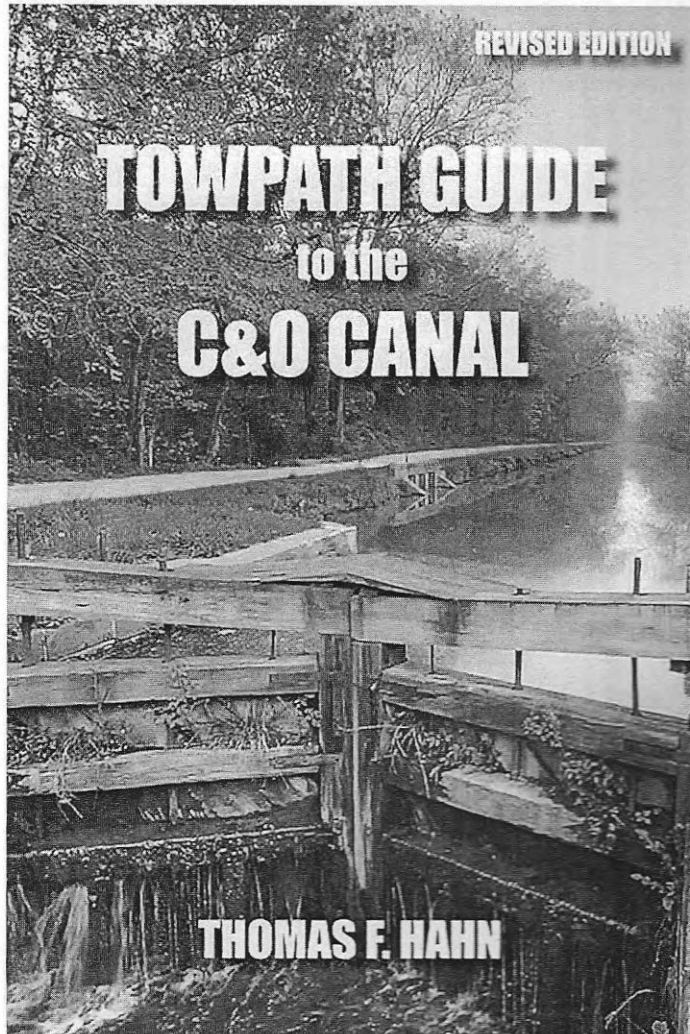
Please Help Identify This Picture

Dr. Karen Gray, of the C&O Canal National Historical Park, would like your help identifying if this is a photo of a canal, and if so, which one it is. The submitter thought it was a photo of Cumberland MD, does not appear to be a C&O Canal photo. If anyone can identify the canal or provide any other information about the photo, please contact Karen at karen_gray@partner.nps.gov.

Towpath Guide to the C&O Canal

Thomas F. Hahn

Many C&O Canal enthusiasts have fond memories of first exploring the canal with the classic *Towpath Guide to the C&O Canal* at their side. Some even remember personally participating in canal-related activities with the book's author, Thomas Hahn. The original *Towpath Guide* went out of print in 2006, and a common topic of discussion during C&O Canal hikes was when the book would be reprinted.



The revised maps are one of the highlights of the new Towpath Guide.

Thomas Hahn discovered the canal during U.S. Navy service in Washington, D.C. Over time he became a devotee of the canal and later a canal expert. He collected C&O Canal related printed material and, as an active member of the C&O Canal Association, served as the editor of *Along the Towpath* and the Level Walker chair. Hahn compiled his data with information and measurements taken by Orville Crowder, and published the first towpath guide in 1971. The first guide only covered Georgetown to Seneca, and ultimately there were four guides, each covering part of the canal. The four guides were combined into one volume in 1982, and that guide went through 15 revisions and sold over 100,000 copies. Hahn was also a co-founder, along with Bill Shank and Bill Trout, of the American Canal Society in 1972. He was the founding president of the Society. Captain Hahn died in 2007.

With the book out of print, *Towpath Guide* users faithfully held on to their old copies. Many copies of the guide were in pieces and held together with tape, but still in use. Used copies could be found at various book re-

sellers. There was always hope that a new edition of the guide was around the corner. In 2012 the Harpers Ferry Historical Association (HFHA) decided to revise the book. HFHA owns the rights to the book, and it was the most requested out-of-print book in their bookstore.

Cathy Baldau, the publications specialist for the HFHA, led the project to revise the book. She initially worked with Dr. Karen Gray, an expert on the C&O Canal, for text revisions and corrections to reflect updated historical aspects of the canal. Dr. Gray referred her to the C&O Canal Association Level Walkers for help in verifying and updating towpath details for the planned revision of the *Towpath Guide*. This involvement of Level Walkers was exactly how the original *Towpath Guide* was produced. The Level Walkers quickly got to work. They were assigned sections of towpath to verify against the existing text, and 16 Level Walkers covered the towpath miles. Level Walkers and other Association volunteers contributed text, provided photographs, proofread, provided GPS data and, notably, updated the maps and gave them unprecedented clarity and accuracy.

The new *Towpath Guide* is a beautiful, easy-to-use book that offers many enhancements, yet retains the personality and flair of the original editions. The revised *Towpath Guide* can be obtained at C&O Canal visitor centers and from the HFHA, either on-line or at their bookstore in Harpers Ferry. The HFHA site for book sales is www.harpersferryhistory.org/bookshop.

– Steve Dean

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
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 **orders to:** Peter Walker, 43 Brunswick Road, Montclair, N. J. 07042; 973-744-2380; ptgwalker@gmail.com. Please call or email with questions.

CANALENDER

August 8 and 29, Waterloo (NJ) Canal Heritage Days: Waterloo Village, Stanhope NJ. Boat rides and museum open. www.canalsocietynj.org; 973-292-2755.

August 20 and September 24, Wabash & Erie Conference Center: Noted historian and Carroll County Historical Museum curator Mark Smith will be giving a series of lectures on the Wabash & Erie Canal and Carroll County. www.wabashanderiecanal.org

August 22, Wharton (NJ) Canal Day: Hugh Force Park, 170 Central Avenue, Wharton, NJ. Tour of the newly completed phase two of the Lock 2 East restoration project, narrated canal boat rides, crafts & art show, food, Civil War encampment, and other activities. 10:00 a.m. to 5:00 p.m. www.canalday.org.

August 22-23, Williamsport (MD) C&O Canal Days: Events will be taking place in various areas of the town. www.williamsportmd.gov, 301-223-7010.

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.

September 12 and 26, Waterloo (NJ) Canal Heritage Days: Waterloo Village, Stanhope NJ. Boat rides and museum open. www.canalsocietynj.org; 973-292-2755.

October 10 and 25, Waterloo (NJ) Canal Heritage Days: Waterloo Village, Stanhope NJ. Boat rides and museum open. www.canalsocietynj.org; 973-292-2755.

October 16–18, Canal Societies of Ohio and Indiana Fall Tour: Ohio and Erie Canal from Newark to Buckeye Lake. www.canalsocietyohio.org; 513-791-6481 or 800-752-2619.

October 16–18, Pennsylvania Canal Society tour of the Northern Schuylkill Navigation.
www.pacanalsociety.org

October 23 and 24, Canal Society of NY State Fall Field Trip: Headquartered at the Country Inn and Suites, Mt. Morris, NY; www.newyorkcanals.org.

October 24, C&O Canal Association Annual Fall Heritage Hike and Dinner: Cumberland, MD area canal section TBD; www.candocanal.org, programs@candocanal.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. Celebrating Scotland's five canals, hosted by Scottish Canals on the Caledonian Canal. inlandwaterwaysinternational.org/world-canals-conference/

September 24–28, 2017: World Canals Conference 2017, Syracuse, New York. September 25-28, celebrating the bicentennial of groundbreaking for the Erie Canal and the centennial of its still operating successor – the New York State Barge Canal System. Co-hosted by the New York State Canal Corporation, Erie Canalway National Heritage Corridor, and Visit Syracuse. inlandwaterwaysinternational.org/world-canals-conference/