

AmericanCanals

Bulletin of the American Canal Society
www.AmericanCanals.org

Vol. XXXX, No. 1

Dedicated to Historic Canal Research, Preservation, and Parks

Winter 2011

From the President

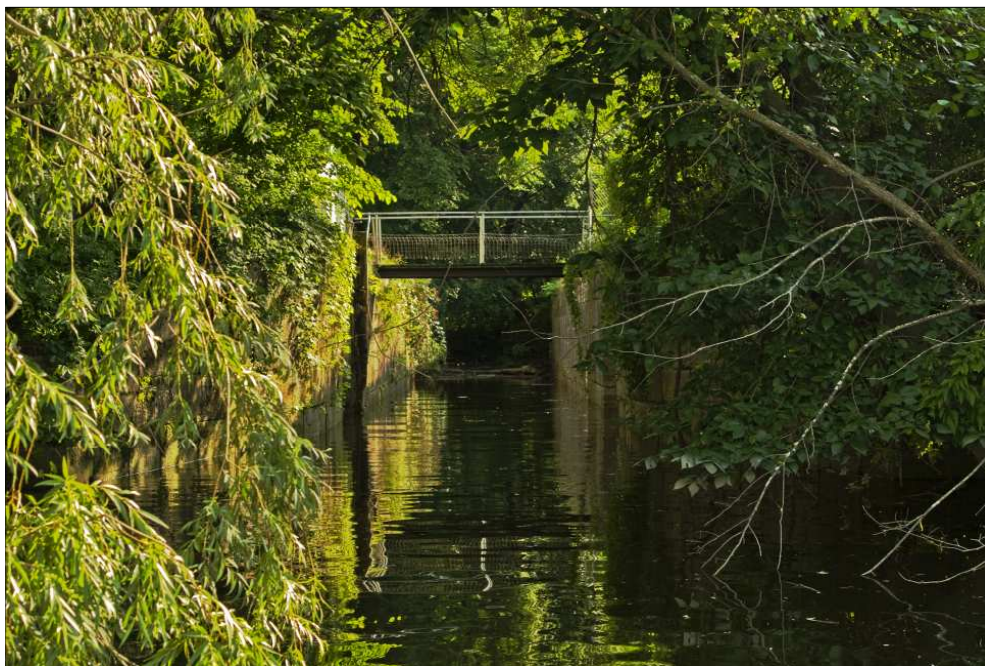
by David G. Barber

Included in last summer's issue of *American Canals* was an insert about a planned meeting to be held in Delphi, IN in September, 2011. Also included was a request for feedback of preliminary interest in attending this meeting. I regret to report that the response was extremely underwhelming. Our conclusion is that the format, timing, location, and other elements of this meeting were not of sufficient interest to you to continue with the planning of this meeting and the commitment of the time and considerable deposits involved. Therefore, the proposed meeting is officially cancelled.

Moving forward, Bob Sears is working on a meeting for June 2012, at the McMaster University Conference Centre, beside the Desjardins Canal, in Hamilton, Ontario, Canada. This will be more in line with state society field trips and will in fact be the spring meeting for the Canal Society of New York State.

Elsewhere, I am pleased to note that in October, the Berlin, Wisconsin Boat Club succeeded in dewatering and inspecting the lock at Eureka on the upper Fox River. This lock connects Berlin to Lake Winnebago. Apparently, the concrete is fine and they only needed to rebuild the gates and gate operating equipment. That is their next goal.

On the lower Fox River, the Friends of the Fox website reports that funds are now in hand for rebuilding work on the five Kaukauna Locks. Design work is underway for a 2011 rebuilding of Kau-



Lock 1, Delaware and Hudson Canal, Rondout, New York. To learn more, read Lawrence Swayne's story that begins on page 4. Photo, Lawrence Swayne

kauna Lock 5, the lowest. The others will follow through 2014. Upon completion of this work and the rebuilding of the Mill Street lift bridge at Little Chute, all of the seventeen locks will be operational except the Rapid Croche Lock (the third upstream of Green Bay) which will remain closed as an invasive species barrier. Planning is proceeding on a boat lift and boat cleaning/inspection at this location. The

upper six locks and the lower two locks were available for public use on a limited schedule in 2010.

EMAIL ADDRESSES REQUESTED

Please send your email address to barths@att.net so that we may send information in a timely manner between issues of the newsletter.

Thank you so much.

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American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

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

An annual subscription to *American
Canals* is automatic with ACS member-
ship. Annual dues: \$20. Single copies,
\$3. Four issues per year. Copyright
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States of America. ISSN 0740-588X.

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

DEADLINE: Material for our next issue
must be on the editor's desk no later than
March 15, 2011. Send to Linda Barth,
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CANAL HISTORY AND TECHNOLOGY SYMPOSIUM—MARCH 12, 2011

Canal Symposium at Lafayette College

Presentations on the accomplishments of Charles Ellet
Weatherhold Family and the Development of the American Iron Industry
William Henry III, career as an Iron Master
One-Day Event Includes Copy of Proceedings

The 30th annual Canal History and Technology Symposium will be held at the William E. Simon Center for Economics and Business Administration at Lafayette College on Saturday, March 12, 2011. Sponsored by the National Canal Museum and Lafayette College, this event features the presentation of research papers on topics of transportation and industrial history.

Topics this year include: methods of shipping and handling bulk materials on the Great Lakes; the building of the Chesapeake and Ohio Canal; Charles Ellet and his Great Bridge; and the Weatherhold Family and the development of the American iron industry. The 2011 Canal History and Technology Symposium has been officially recognized as the Bicentennial of the Birth of Charles Ellet, Jr., pioneer of American civil engineering and a pioneer of wire suspension bridge technology.

Symposium presenters include: Emory Kemp, West Virginia University; John Weinhold, retired Pennsylvania highway engineer; Karen Gray, C&O Canal NHP headquarters library volunteer; and Pat MacAndrew, Lehigh University.

The complete text of the selected papers is published in the Canal History and Technology Proceedings, which is part of the registration package. Registration for the symposium, which includes continental breakfast, buffet lunch, and a copy of the Proceedings, is \$70 (\$60 for members of Hugh Moore Historical Park and Museums). All registrations received after February 25th will incur a \$5 late fee. Registrations will be accepted until March 4th. Individual copies of the Proceedings can be purchased after the symposium for \$25.00 (plus tax and shipping).

Registration forms will be mailed in mid-January. If you would like to receive a registration form, please contact the National Canal Museum at 610-559-6616 or e-mail at membership@canals.org.

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In association with Smithsonian Institution and the American Association of Museums



ACS CERTIFICATION OF AUTHENTICITY FOR ST. HELENA II

by Carroll Gantz

ACS Director and Canal Boat Committee Chair Carroll Gantz presented an ACS Certificate of Authenticity to Linda Zahirsky, President of the Canal Fulton City Council, for *St. Helena II* on Saturday, August 21, at the *St. Helena II Awards and 40th Anniversary Celebration*, hosted by the City of Canal Fulton and the Canal Fulton Heritage Society, held in St. Helena Heritage Park, Canal Fulton, Ohio.

The ACS Certificate of Authenticity reads: *The American Canal Society certifies that this canal boat, St. Helena II of Canal Fulton, has met our design criteria as a reasonably authentic historical replica of a canal boat, or type of canal boat, that operated in this vicinity in the nineteenth century.* Applications for such plaques are available from the ACS at www.americancanal.org and reviewed by the Canal Boat Committee and ACS Board of Directors, including ACS president, Dave Barber.

St. Helena II, which operated from 1970 until 1988, was the first authentic canal boat replica built in the United States since a 1925 replica of the original *State of*

Ohio (the first boat built on the Ohio & Erie Canal in 1827). The replica was built in Akron to celebrate the 100th anniversary of groundbreaking for the canal in 1825.

St. Helena II's construction plans were based on what is believed to be an accurate and detailed model of the original *St. Helena* of Newark, Ohio. A five-foot-long scale model of this boat was built in 1933 by William J. McLaughlin, 75, who had worked for many years in his family's business, the E. J. McLaughlin Dry Dock, which built and repaired canal boats in Canal Fulton from 1860 to 1913. William appeared to be very familiar with all the minute details of the original *St. Helena*. His model can be seen at the McKinley Museum in Canton, Ohio, and the *St. Helena II* was simply an enlarged, full-scale replica of the McLaughlin model with all its details. The original McLaughlin dry dock was restored into operation in 1976 to repair and maintain *St. Helena II*, and was later enclosed in a covered structure.

St. Helena II was decommissioned in 1988, became the property of the City of Canal Fulton, was restored starting in 1998 by the *St. Helena II* Restoration Committee, and occupies a place of honor beside

the Canal Fulton Canal Museum. The August 21st celebration honored both the original builders and the *St. Helena II* Restoration Committee with cast plaques, which will be mounted on the boat along with the ACS plaque. Invited volunteers, their families, and honored guests were entertained by a ride on the current boat, the *St. Helena III*, with a historical narrative by costumed docents Jim and Barbara Guest. Honored guests included retired U.S. Congressman from Ohio Ralph S. Regula and Al Simpson, at the time with the Canton Repository, both of whom inspired Stark County to preserve its segment of the canal and Canal Fulton to build the boat in 1964. Guests also included Terry Woods, past president of ACS and current member of its Canal Boat Committee, and Dick Mohler, who built the original superstructure of *St. Helena II*. The ride was followed by a luncheon in the park, and a ceremony that featured speakers Congressman Regula, John Harriman, son of Ed Harriman, an original builder, Al Simpson, and Carroll Gantz. Jim Guest presented the plaque for the

The deck of *St. Helena II* serves as a podium for speakers at its 40th anniversary, as Gantz presents the ACS Certificate of Authenticity to Linda Zahirsky, President of the Canal Fulton City Council.



original builders and John Hatfield the plaque for the Restoration Committee. Following this, a slide presentation of *St. Helena II*'s construction was narrated by Jim Guest in the Canal Fulton Visitors Center. Guest, Gantz, and Mohler are the only surviving members of the original ten builders recognized.

The *St. Helena III*, built in 1992 by volunteers, is owned by the Canal Fulton Heritage Society and operated by the City of Canal Fulton. It treats visitors to a scenic, horse-drawn, one-hour ride, 1¼ miles down the canal to Lock 4 and return.

DELAWARE & HUDSON CANAL: ADVENTURE CHALLENGE

text and photos by Lawrence C. Swayne,
MD

"Altogether, it is one of the most daring undertakings I have ever witnessed to carry an artificial river over rocky mountains, and up the most savage and almost impracticable defiles. For upward of ninety miles I went through a constant succession of scenery that would have been famous had it existed in any part of Europe."

Washington Irving, 1841

There has been a growing interest among historians, canal buffs, outdoor enthusiasts and government organizations in the history, preservation and potential marketing of the Delaware and Hudson Canal. Completed in 1828 the canal was an engineering marvel of pre-industrial America, carrying anthracite coal from Carbondale, Pennsylvania, to Kingston, New York, where it was shipped down the Hudson River to New York City and parts of New



ACS director Carroll Gantz and Linda Zahirsky. *St. Helena II* in background.

England. Unlike the Erie Canal in New York and the Delaware & Raritan Canal in New Jersey, which remain largely intact, the D&H Canal was never maintained following its closure in 1898. Consequently, after a century of neglect, discovering portions of the old 108-mile long canal frequently resembles a treasure hunt. Fortunately, the task has been simplified by David G. Barber's paperback, [A Guide to the Delaware & Hudson Canal](#), compiled from field surveys undertaken from 1985 to 1997. Nevertheless, traveling the exact route of the canal is neither practical nor necessarily desirable, as much of the canal prism has been filled in, paved over, built upon (including the present day Wawarsing prison in NY), is privately owned, or has been reclaimed by the forest.

The Adventure Challenge
The idea of traversing the D&H canal as a combined heritage tour and adventure challenge

evolved from an avid interest in local history and outdoor sports. Similar regional events have included the Annual Delaware River Sojourn, a week-long, 80-mile canoe trip begun in 1995 and a bicycle ride from Carbondale to Kingston approximating the route of the gravity railroad and D&H Canal completed by several cyclists in 1998. Why not design a course along public land incorporating the three traditional pursuits of an adventure challenge (hiking, paddling, and cycling) that would simultaneously afford the optimal means of viewing the canal? The final itinerary (the course and mileages vary slightly from the original canal route) consisted of a 25.6-mile trek in Pennsylvania from Honesdale to Lackawaxen, a 19.3 mile canoe trip along the Delaware River from access points at Lackawaxen to Sparrow Bush, and a 60.7-mile bicycle ride in New York from Sparrow Bush to Eddyville (the eastern terminus of the canal on the Rondout Creek).

Hiking

The excursion begins at the Fred R. Miller Pavilion in the parking lot on Main Street in Honesdale, Pennsylvania. The railroad tracks behind the parking lot occupy the site of the Honesdale basin, the western terminus of the D&H Canal where anthracite coal brought from Carbondale by the 16-mile long Gravity Railroad was loaded onto the canal boats. A nearby brick building was originally the canal company offices and now houses the Wayne County Historical Society and Museum and a replica of the *Sturbridge Lion*, the first full-scale, steam locomotive to operate in America.

The course turns right onto Main Street, left following Fourth Street across a bridge over the Lackawaxen River, and then right onto Route 6 (Willow Avenue). Honesdale, the county seat of Wayne County, is named after Philip Hone, the first president of the D&H Canal and mayor of New York City. With its historic section, quaint shops, museums, and restaurants, it is definitely worth a visit. The section along Route 6, however, is a distressing conglomeration of concrete strip malls, fast food chains, automobile distributorships, and gas stations. After the Brown Street Bridge, turn right along Old Willow Avenue to bypass part of the congestion and view a segment of the canal on the right. Old Willow Avenue subsequently rejoins Route 6 (Texas Palmyra Highway) after passing through the Route 6 Mall parking lot and turning right at a traffic light. The stretch of Route 6 from Honesdale to Indian Orchard is a busy highway with no sidewalk and

abundant road kill, so caution is advised.

South of the Indian Orchard Cemetery, the road becomes less busy, offering tantalizing glimpses of the canal through the forest, although numerous signs warn the would-be explorer against trespassing. A side excursion behind the Canal Trailer Court in White Mills leads to more extensive viewing of the canal and towpath. Farther along, partial openings in the trees reveal water in the canal prism with the Lackawaxen River beyond. A few abandoned industries, including Welwood Silk Mills Inc., and signs for nearby Dorflinger Glass (now a museum) lie along the way – relics from a bygone era. Lock House #31 (locks are number east to west in New York and Pennsylvania) also lies deserted on the outskirts of Hawley.

At a traffic light in Hawley, Route 590 (Hudson Street) continues straight ahead, while Route 6 and signs directing pedestrian traffic turn right towards a crosswalk 200 yards down the road adjacent to a Sunoco station/minimart. This is the last opportunity to restock on water and energy bars before embarking on the 12.6-mile trek to Rowland. On this day the temperature reached a scorching 94°. I worried about blisters and shin splints but pressed onward. The secret to finishing anything in life is to establish a steady pace and then to sustain it.

A white pavilion stands in the middle of a large athletic field complex across Route 6 that once was the site of the busy Hawley boat basin and eastern terminus for the Pennsylvania

Coal Company's (PCC) gravity railroad. A PCC gravity railroad coach is located beyond the basin across the river. Bear left to follow the basin stonewall and regain Route 590. Many once prosperous merchant houses are now showing their age, although farther along other canal-era homes are beautifully maintained.

Route 590 now climbs higher ground away from the canal and crosses into Pike County, before bearing left at a junction (look for the Woodloch Pines and Springs sign) with unmarked Towpath Road. Follow the latter two-lane country road festooned with wild flowers past the Forest Volunteer Fire Department, avoiding Martin Road on the right. As the name suggests, Towpath Road leads back to the canal at Kimble and is literally constructed on top of the towpath. Lock Houses #22 and #19 are especially well-kept and marked with historical signs. For most of this stretch, the berm (side opposite the towpath) retaining wall and a portion of the canal prism are on the left along with an occasional snubbing post. On the right, the Lackawaxen River sparkled in the sunlight. An immature bald eagle flew up river and two fledgling eagles were heard on the opposite bank calling incessantly to their parents for food.

At last the Towpath Café (formerly the Rowland general store) comes into view where Route 590 rejoins Towpath Road. With only 4.2 miles remaining, continue along Towpath Road and then bear right onto Kelly Road where the canal and towpath appear briefly on the right. After a right turn across the Zane Grey Bridge and a left onto Scenic Drive, the trek ends at the



The Delaware Aqueduct carried the D&H Canal across the Delaware River.

Lackawaxen Delaware River access point.

Racing purists might argue this section of the course should have been traversed on the run, since the distance nearly approximates the length of a marathon race (26.2 miles). With very high heat (96°) and humidity, the need to carry my own water, and a pair of old arthritic knees, I was happy to complete the trek in nine hours. Since I was unable to convince anyone to accompany me on my balmy stroll, I still had to ride my bicycle (stashed earlier) back uphill to return to my car in Honesdale!

Paddling

The second segment of the journey travels along the beautiful

Upper Delaware River, the last major free-flowing river in the Eastern United States. Designated a National Scenic and Recreational River in 1978, the 73.4-mile upper river corridor is managed by the Upper Delaware Council, a unique cooperative partnership of government agencies and private land owners. Please respect their property rights. Launch the canoe from the river access point in Lackawaxen, Pa. in front of the Zane Grey Museum, residence of the prolific western author from 1905-1918.

The Roebling Delaware Aqueduct looms directly ahead, the oldest wire suspension bridge in America and one of four suspension bridges (the others crossed the Lackawaxen and Neversink rivers and

Rondout Creek and no longer exist) built by the D&H Canal during its final expansion in 1848. Designed by John A. Roebling, who later built the Brooklyn Bridge, the aqueduct consisted of three stone piers, four spans of 132' to 142' in length, and an 8½-inch diameter suspension cable comprised of 2,150 wires that supported up to 500 tons of water per span. The National Park Service purchased the bridge in 1980, replaced the floor with pre-cast concrete units to approximate the dead load of water, and reopened it to vehicular traffic on June 13, 1987. In 1995, the wooden icebreakers, towpaths, and wooden aqueduct walls were reconstructed, essentially restoring the bridge to its original historical appearance. Passing under the bridge by canoe remains quite a



The *Neversink Kate* tied up along the D&H Canal in Cuddebackville.

thrill.

Once on the New York side, the D&H Canal paralleled the Delaware River to Port Jervis with the towpath interposed between the canal prism and the river. Much of the canal was paved over during the construction of NY Route 97, the Upper Delaware Scenic Byway, completed in 1939. Sections of the remaining canal can be viewed from Route 97 via access roads in Craigsville (Tuthill Road) and Sparrowbush (Hook Road). Remnants of old supporting stonewalls, made from Catskill bluestone, are visible from the river at many points, most noticeably near Pond Eddy. The most massive of the canal's ripped embankments at the famous Hawk's Nest along the Delaware and the Narrows of the Lackawaxen have long since been

eroded away by their respective rivers.

Several bridges occur at regular intervals, serving as recognizable landmarks to gauge the canoeist's progress. Following the Roebling Bridge at 0.2 miles, the Shohola-Barryville Bridge (1941), a three-truss span, appears at 4.6 miles and the Pond Eddy Bridge (1926), a double-truss steel bridge comes into view at 12.5 miles. Lastly, the Erie Railroad Bridge is reached at 19.2 miles. In 1882 an earlier railroad bridge gave way under a heavily loaded train, crashing into the canal, forcing a temporary closure. There are multiple class 1 & 2 rapids and numerous boulders that require attention. In addition to the spectacular scenery, a doe and fawn, three blue herons and

a mated pair of bald eagles were spotted. Finally, after seven hours of steady paddling into a moderate breeze I finished, arriving at the Sparrow Bush, NY, river access, opposite the aptly named Elephant Feet Rocks.

Cycling

The anchor leg of the adventure challenge, cycling, is the most exhausting and exhilarating of the three athletic disciplines. It is also the most optimal for touring, covering more ground than on foot, but affording closer observation of the countryside than a speeding car. The course traverses rolling terrain (a cyclist's delight) and contains a sufficient number of convenience stores to ensure adequate liquid and nutritional replenishment along the way

Begin ascending Hook Road to Route 97 and turn right (south) towards Port Jervis, named in honor of the John B. Jervis, Chief engineer of the D&H Canal. Overgrown portions of the canal are visible on the right, particularly at Eddy Farm Road. Bear right at the Port Jervis city limit sign onto unmarked Grandview Road, which intersects with West Main Street at a stop sign. The Delaware & Hudson Canal Trail, Port Jervis Branch, is immediately to the right. This mile-long park comprised the western section of the canal in Port Jervis. Turn left onto West Main Street and continue past the towpath and the twin canal basin markers. The eastern section of the Port Jervis canal now lies beneath Canal Street on the left, which dead ends at a metal barricade. Instead, follow the signs for

US 209 North turning left at the traffic light.

Once beyond Port Jervis, the route acquires a pastoral charm, passing through the valleys of the Neversink and Rondout rivers, flanked by the Shawangunk Mountains. Incredibly, during the planning phase of the D&H Canal, one proposal advocated blasting a tunnel through the center of the “Gunks”! Historical markers, deer crossing signs, farms, and small villages dot the countryside with an eclectic mix of old stone buildings, newer homes, antique shops, barns, fire halls, taverns churches, and cemeteries. A mixture of northern and southern hardwood forests, interspersed with white pine and hemlock, was just beginning to turn color during my ride. As the miles flew by on a warm Indian summer day, it was easy to

imagine the sounds of a century ago: mechanical gears opening the lock doors, men shouting orders, and the clip-clop of mules on the dusty towpath pulling an old creaking boat along the canal.

The Neversink Valley Area Museum in Cuddebackville contains exhibits on the history of life and commerce along the canal. Located in the 300-acre D&H Canal Park, it also features the remaining stone abutments of the Neversink Aqueduct, a 45-minute walking tour and several historic buildings, including a blacksmith’s house and shop, a carpenter’s house, a locktender’s house and a canal store known as the “Pie Shop.” As an added bonus, there is a mile-long preserved section of the canal with a controlled water source that

Five Locks Walk in High Falls



offers rides on the *Neversink Kate*, a passenger canal boat replica.

Continue along US 209N towards Wurtsboro, named for William and Maurice Wurts, who were owners of the vast Carbon-dale coal deposits and canal visionaries. D&H Canal markers and glimpses of the overgrown canal in the woods appear intermittently. The Delaware & Hudson Canal Linear Park, located in Mamakating, consists of more than 83 acres, five locks, and a dry dock and has developed over five miles of canal trail, interpretative displays, and picnic areas. The park is open year round from dawn to dusk and is available to hikers, bicyclists, nature enthusiasts, snowshoers, and cross-country skiers. Access points are at Hornbeck's Basin and Bova.

After leaving the Hornbeck's Basin Access, two relatively short descents on US 209N lead to Summitville, the highest point on the canal. Even longer downhill (interspersed with some climbs) are traversed en route to Ellenville, the halfway point of the bicycle ride. Nothing else approximates the sensation of flying under one's own power as a high-speed cycling descent! The beautifully preserved canal-era buildings on Canal Street in Ellenville and later along Main Street (NY 213E) in Rosendale attest to the canal's economic influence during their formative years.

From Ellenville there are two possible routes to High Falls, a significant destination for D&H canal aficionados. The most direct way (18.5 miles) continues along US 209N and then turns right on to NY 213E to arrive at the intersection with Mohonk Road in High Falls. A more rewarding alternate path (19.3 miles)

maintains closer contact with the canal, following Berme Road from Canal Street in Ellenville, but is difficult to follow, due to several turns on unmarked roads. I've cycled both and have included the shorter more direct route in the mileage totals.

There are several major canal attractions in High Falls. The D&H Canal Museum on Mohonk Road celebrated its 40th anniversary last year and features a working lock model, a recreated canal boat cabin, a miniature gravity railroad car, several paintings, numerous artifacts and interpretive plaques. The Five Locks Walk is a unique towpath trail along Locks 16-20, constructed during the 1847 enlargement to accommodate 140-ton boats. Across NY 213, a woodland trail leads to the stone abutments of the Rondout Aqueduct. There are also stores, a Sunday market, and several fine restaurants, including the four-star Depuy Tavern (1797).

Having traveled nearly 100 miles on foot, by canoe and bicycle, the finish line is now only 8.3 miles away! Follow NY 213E through Rosendale, which was famous for its hydraulic cement. Turn left at the intersection with NY 32N and then turn right at the light onto Creek Locks Road (CR 25). The canal appears intermittently on the right between the road and the Rondout River. In Eddyville cross NY 213 to Canal Street, finishing at the Anchorage Restaurant and Marina (1840). I was fortunate to meet the owner who graciously gave me a tour of Lock #1 (located behind the hedge on the right), which lowered the canal boats to the

tidewater of the Rondout Creek. After 3 hours 30 minutes on the bike, I quaffed a celebratory cold drink before returning to my car in Sparrow Bush.

The Future

According to canal historian, Peter Osborne, the D&H Canal was "the 'IBM' of its day"; the first US million-dollar stock company, the first vertically integrated company canal, and the economic engine for communities along the Neversink-Rondout corridor from Port Jervis to Kingston. Following the canal closure in 1898, the region suffered an economic decline, but is now showing signs of revitalization. Today, the Delaware & Hudson Transportation Heritage Council, a partnership of public and private organizations, is working to preserve the historic resources of the D&H Canal and Gravity Railroad. Several businesses have successfully used the cachet of the canal to attract tourists to the area. The course described above would further these aims and is flexible enough to be driven by a car in one day (substituting Route 97 for the Delaware River), completed as a multi-day adventure challenge, or raced as a 24-hour endurance competition. Finally, it is the fervent hope of many that one day the canal will again be united, as a historical legacy for future generations. Until then, exploring much of the canal will remain an adventure challenge!

Author's Note

For more information see David G. Barber's paperback, [A Guide to the Delaware & Hudson Canal](#) or visit the Delaware & Hudson Transportation Heritage Council at: www.dhthc.org.

2010 WORLD CANALS CONFERENCE AT ROCHESTER

by Dave Johnson
photos by Robert H. Barth

The 2010 World Canals Conference (WCC) was held in September at Rochester, New York. The conference's primary hosts were the Canal Society of New York State (CSNYS), the New York State Canal Corporation, Erie Canalway National Heritage Corridor and the City of Rochester, but they were backed by a long list of sponsors. During the week, delegates visited sites along the Erie Canal in the Rochester area and in Buffalo. The conference was very well planned, the speakers were interesting, and support, from field trips to meals, was smoothly and efficiently managed.

The opening event on Sunday, September 19, was the grand parade of boats on the Genesee River arm of the Erie Canal. Delegates and dignitaries boarded several excursion boats at Corn Hill Landing and traveled up the river to the junction with the canal, where the flotilla assembled. Some fifty historic working canal vessels and private pleasure craft followed us back down the river to be greeted by the mayor of Rochester and a large crowd on the warm and sunny afternoon. Also on hand at Corn Hill Landing was the Lake Champlain Maritime Museum's replica canal schooner *Lois McClure*.

At the first plenary session on Monday morning, held in the grand ballroom of the Rochester Plaza Hotel, conference chairman Tom Grasso, president of CSNYS, and Dave Ballinger, president of Inland Waterways International,



Children from the Rochester Charter School bring in the flags from the eighteen countries which the delegates represented.

welcomed the delegates. A group of Rochester school children carried in flags of all of the countries represented at the conference. Morning speakers included Carmella Mantello, the director of the New York State Canal Corporation, and Beth Sciumeca, executive director of the Erie Canalway National Heritage Corridor, who discussed New York's visions for the future of the canal. They were followed by speakers from Belgium and Germany, who presented global perspectives on today's waterways. Manuel Benitez, executive vice-president for operations of the Panama Canal Authority, gave an especially interesting talk on the current enlargement of the Panama Canal, which is scheduled for completion in 2014.

The luncheon speaker was Major General William Grisoli, deputy commanding general of the U. S. Army Corps of Engineers. During the afternoon

session, speakers from France, Canada, Belgium and Great Britain continued the theme of global perspectives.

The day's program ended with a presentation by Thomas Hack, Rochester Department of Environmental Services, who is project manager for restoring the Genesee Aqueduct. The seven-arch masonry aqueduct, built in 1842 for the Enlarged Erie Canal, carried boats into Rochester until 1918, when the old Erie was replaced by the Barge Canal (which bypassed the city). In 1925, a concrete viaduct was built atop the aqueduct to carry automobiles over the river. Tom Grasso and the CSNYS began lobbying for the removal of the viaduct and rewatering the aqueduct more than ten years ago. Mr. Hack's report on the status of the project was particularly interesting to the audience, who were eagerly anticipating the evening festivities.

Monday's dinner may be the event that delegates to the 2010

WCC will remember most. Dubbed the “Dinner in the Ditch,” it was an evening of food and musical entertainment in the prism of the Genesee Aqueduct. Carpeting was laid, and pictures and posters covered the graffiti. Tables, chairs, serving stations and bars were set up, and about 500 canallers, local dignitaries, sponsors, and guests dined beneath the street traffic overhead.

The next morning the delegates boarded coaches and shuffled off to Buffalo. A walking tour of the central wharf and historic Commercial Slip (the terminus of the original Erie Canal), which is undergoing redevelopment, preceded lunch at the Adams Mark Hotel, where the delegates were welcomed by the mayor and county executive. The afternoon featured a boat tour of the harbor and the Buffalo River grain elevators.

Wednesday morning’s and Thursday’s all-day sessions offered panel presentations on many subjects. These were organized by tracks: economic development, engineering and sustainability, marketing and tourism, history and interpretation, and waterways law. An important innovation at this conference was an educators’ workshop for local teachers. With about seventy speakers on the program, who were allocated 30 minutes each, the tracks ran concurrently. Delegates could attend only about fifteen talks, and in many cases this required difficult choices. The C&O’s Rachel Stewart was part of a panel on historic canal structures. She described the National Park Service’s plan to complete development of the C&O Canal at Williamsport. She shared the session with Dr. Dave Beebe, who

detailed the recent restoration of the 1844 Nine Mile Creek Aqueduct at Camillus, N. Y. (see *American Canals*, spring and fall issues, 2010). Another interesting and entertaining highlight was provided by Per Espeli, from Norway, who talked about revitalization of the Telemark Kanal (of which he is chairman), and about the how the Association of Swedish and Norwegian Canals successfully promotes cooperation between the two countries. (In the latter presentation, Per stood in for his (and our) good friend Claes-Göran Österlund of Sweden, who could not be here.) Other familiar speakers included Jim Stirling (British Waterways), David Edwards-May (France), Tim Coghlan (England), Rory Robinson (NPS, Ohio), Tom Raphael (Mass.), and ACS directors Dan McCain (Indiana) and Roger Squires (England). Approximately one-third of the presenters were from countries other than the United States and Canada.

On Wednesday afternoon, the conference divided into three groups for study tours to villages along the canal, to see how they have redeveloped their formerly gritty waterfronts into welcoming dockages, parks, promenades and bicycle paths. One group traveled west, to Spencerport, Brockport and Adams Basin, while the others headed east to Pittsford, Fairport and Lyons. Toward evening, all groups boarded boats and converged on Bushnell’s Basin for dinner and entertainment under the trees at Richardson’s Canal House restaurant. Once again, the weather cooperated fully, providing a perfect setting on the banks of

the old canal.

The final event of the conference was the Thursday evening banquet at the Rochester Plaza. After dinner came the traditional announcement of the Dink Award, presented since 1990 to a delegate who has been judged by a secret committee to have committed the most memorable *faux-pas* during the week. This year’s award went to David Edwards-May, for some sin that has already been forgotten, making him a two-time winner. All the delegates and guests then removed to the plaza overlooking the Genesee River for a closing fireworks display.

Over 320 people, including delegates, guest speakers, sponsors and representatives of Rochester and New York State, attended the conference. Although Americans and Canadians made up the majority, there were about fifty delegates from overseas. Their countries included Austria, Belgium, Benin, China, France, Germany, India, Italy, Japan, Netherlands, Norway, Panama, Serbia and the United Kingdom. The World Canals Conference provides an opportunity for volunteers and members of historical societies to meet and network with their counterparts in similar organizations and with professional park and waterway managers. This was the twenty-third annual event in the series, which began in 1988. It has grown from a small symposium for U. S. and Canadian historic canal park managers into a forum for advocates, historians and managers of canals and waterways worldwide, dedicated to the preservation and enhancement of these resources through the exchange of information, education and increased

public awareness of their value.

The WCC Steering Committee, composed of chairpersons of past conferences, was formally organized in 1997 to select hosts and sites for future WCCs. In 2008, oversight of the conference was assumed by Inland Waterways International. IWI was founded in 1996 and has grown to include waterway authorities, societies, museums and individuals in seventeen countries. Its aims include encouraging the proper management, protection, improvement and creation of waterways, cooperation between nations and organizations, and education on their economic, recreational and environmental importance. The current president of IWI is Dave Ballinger, retired director of operations of the Rideau Canal and active in the WCC since 1990. The immediate past-president is Tom Grasso, president of the Canal Society of New York State and chair of the 2000 and 2010 WCCs held in Rochester.

The next World Canals Conference will be held at Groningen, Netherlands, in September 2011. In 2012, the conference will be in Asia for the first time, when it will be held in Yangzhou, China. The selection of Toulouse, France, to host the 2013 conference was announced at the conclusion of this year's conference.

The American Canal Society held its annual meeting during the conference. All of the incumbent officers were re-elected for another term: president – Dave Barber (MA); vice-presidents – Bill Gerber (MA), and Mike Morthorst (OH); treasurer – Charles Derr (PA); and secretary – Dave Johnson (MD). Other ACS board members attending were Bob and Linda Barth (NJ), George Hume (Canada), Keith Kroon (NY), Dan McCain (IN.), Bob Sears (Canada), Roger Squires (UK), Bill Trout (NC), and Larry Turner (OH).

The planning and preparation

of a conference of this magnitude is a very big undertaking, and CSNYS, under the seemingly tireless leadership of Tom Grasso, spent nearly three years working on it. They were supported by a large committee of more than thirty members representing the NY State Canal Corporation, the National Park Service, the U. S. Army Corps of Engineers, agencies of the state, county, City of Rochester and other towns, non-profit and civic organizations, and sponsoring companies. Tom saluted in particular Rick Rivers and the Rivers Organization, which provided staffing and logistic support for all aspects of the conference. We, in turn, join all of the delegates in saluting Tom for hosting an outstanding conference.

Two optional post-conference tours were offered — a one-day excursion to Lockport and Niagara Falls, and a two-day cruise on the canal from Rochester to Seneca Falls. Early on Friday morning, Carl Linden, Sonny DeForge and I joined about a dozen other delegates and boarded the *Mary Jemison* at Corn Hill Landing for the overnight trip down the canal. The *Mary Jemison*, a 65-foot wooden boat, was built on the Chesapeake Bay in 1931. It worked as a “buy-boat” out of Crisfield, purchasing fish, crabs and oysters off the decks of skipjacks and other fishing boats and taking them to market or canneries. In later years, an upper deck was added and it became a tour boat, first at Atlantic City and later on the Erie Canal. It was acquired by the non-profit Corn Hill Navigation several years ago, for school trips, teacher programs and public cruises. We turned east on the canal, crossed the Great



Monday's dinner was held inside the Enlarged Erie aqueduct. This photo was taken on Sunday, when the public was invited to view the art exhibit and tour the structure.

Embankment and passed through Pittsford and Fairport before stopping for lunch at Palmyra. Throughout the day, Captain Rob Mangold provided a narrative of the history and high points of the area we were passing, as well as regularly alerting topside passengers with the traditional refrain “Low bridge; everybody down.” We reached Newark in the late afternoon, where we tied up for the night. Before checking into the hotel, the group walked down the canal to visit the lock powerhouse and nearby preserved locks of the Enlarged Erie Canal. On Saturday, we passed through countryside with fewer towns, where the canal was bordered by woods on both banks. The weather continued warm and sunny. In the afternoon, we turned south into the Cayuga & Seneca Canal, ascended Lock 1 into Cayuga Lake and then the combined Locks 2 and 3 at Seneca Falls, where our voyage ended. Captain Rob, who is also vice-president of CSNYS, and Vicky Schmitt, president of Corn Hill Navigation, who was our hostess on the boat, provided a great experience. The cruise was enjoyable in every way and made a perfect conclusion to an exciting canals conference.

Postscript

For those who have forgotten their history lessons, here is a brief summary of the evolution of the Erie Canal.

Original Erie Canal: Construction of the original canal, popularly known as “Clinton’s Ditch,” began in 1817 and was completed in 1825. It ran 363 miles from Albany to Buffalo. The original canal was forty feet wide and four feet deep. Its locks were 90 by 15 feet, restricting it to small boats (some sources say of only 30 tons capacity).

Enlarged Erie Canal: The economic success of the canal soon led to demands to widen and deepen the prism and enlarge the locks. Work was authorized in 1835, and by 1862 the Enlarged Erie could handle boats capable of carrying 240 tons in a waterway seventy feet wide and seven feet deep. Locks were 110 by 18 feet. Many new aqueducts and other structures were built. The canal still had a towpath, and horses and mules still pulled the boats.

Barge Canal: In the early twentieth century a modern waterway was built. The New York State Barge Canal System opened in 1918, replacing the old Erie and three lateral branches. Some sections of the new canal, particularly west of Rochester, follow the old canal bed, widened and deepened, but most of the works east of Rochester took a new route, in many places utilizing lakes and canalized rivers. Land cuts are 12 feet deep and a minimum 75 feet wide at the bottom. The concrete locks are 300' by 44.5', with electrically operated gates. The Barge Canal has no towpath; all vessels have engines or are towed by tugboats. The Erie Barge Canal, from Waterford, on the Hudson, to Tonawanda on the Niagara River, is 348 miles. (The branches add 176 miles.) Only isolated sections and structures of Clinton’s Ditch and the Enlarged Erie remain, some preserved in state and local parks.

NYS Canal System: By the late twentieth century, virtually all commercial shipping had migrated to

the St. Lawrence Seaway or to land transportation, but recreational boating on the canals was greater than ever. In 1992, the state legislature transferred responsibility for operation and maintenance of the canals from the transportation department to the Thruway Authority. A subsidiary, the New York State Canal Corporation, was created to manage the canals. The legislation changed the name of the Barge Canal System to the “New York State Canal System.” The four canals — Erie, Cayuga-Seneca, Oswego and Champlain — reacquired their historic names.

Erie Canalway National Heritage Corridor: In 2000, Congress created the Erie Canalway National Heritage Corridor. In addition to 524 miles of navigable waterways in the state system, the heritage corridor encompasses national, state, and local parks, museums, and 234 cities, towns and villages that touch the modern and historic canals. The National Park Service does not own or manage the lands in the heritage corridor (except for four existing NPS units), but assists the partnership of agencies, communities, organizations, non-profits, businesses and people working to ensure the preservation of the canals, towpaths, structures and other historical and natural features.

Lois McClure at the boat parade.



MONTREAL'S SHORT LACHINE CANAL- FORERUNNER TO THE ST.LAWRENCE SEAWAY

Story and photos by Bruce J. Russell

Part III—Conclusion

My one-week visit to Montreal made provision for two full days to explore the Lachine Canal and possibly to travel over its nine-mile length. On the second day following my arrival by Amtrak passenger train, I used the city's excellent subway and then a bus to reach the Visitors Center located at the Lachine Lock, at the canal's western end where it gives access to Lake St. Louis, the confluence of the St. Lawrence and Ottawa rivers. The center contains pictures and exhibits related to the Lachine Canal, as well as a gift shop selling books and other canal related objects.

There are also models of the vessels that used the canal during its final years of commercial activity. Most carried bulk cargo between Quebec City, Montreal, Kingston, and various ports on the Great Lakes. Some were lettered for Canada Steamship Lines. For comparison purposes, an adjacent model depicts a modern ship of the type found on the St. Lawrence Seaway.

Today's Lachine Lock consists of two separate chambers of different sizes. The larger one dates from the 1880s enlargement and is out of use, with its end closest to the canal channel permanently filled. The other lock is smaller and was constructed during the late 1990s using stones from what had been a second 270-foot lock. Its length is 200 feet, and it features new hydraulically operated locks. Obviously, Parks



The locks of the Lachine Canal are now used only for pleasure craft. During the busy summer boating season, it's customary to wait until there are enough boats to completely or partially fill the lock chamber. Boats using this canal overcome about 50 feet as they bypass the treacherous Lachine Rapids.

Canada, in an effort to achieve historical accuracy, used as much as possible from one of the two older chambers to create a single, modern, smaller one.

The Old Port locks consist of double chambers, while the others St. Gabriel, St. Paul, and Lachine are single. In the immediate vicinity of the Visitors Center are the crumbling concrete abutments that once supported a bridge carrying a street-car line across the canal. I remained at the Lachine Lock for about an hour, observing the passage of many pleasure craft moving in both directions. I also looked into the distance and saw the Lachine Rapids, which the canal was designed to circumvent. I speculated as to the number of boats that were lost in its turbulent currents prior to the completion of the Lachine bypass canal. The lock operators appeared to be college students, and were well versed in canal lore and history. Although French was their primary lan-

guage, they were conversant in English. I asked how the Lachine Canal got its name, which means China in French. He advised me that when it was originally constructed, people still believed that a water route existed through the Great Lakes to China. Hence, it became known as the canal that pointed in the direction of China. Close to the Lachine Lock is a museum devoted to the Quebec fur trade, but I did not visit it.

Because it was a bright, sunny summer day with moderate temperatures, I decided to walk along the canal in the direction of the Old Port, hoping to see reminders of its great era. I certainly wasn't disappointed, because along its banks were the remains of factories that once used its water and warehouses and grain elevators that until 1959 loaded cargo onto the ships that formerly traversed it. Following its 1880s enlargement, the width of the Lachine Canal became approximately 100 feet, making it similar to that of the New York State Barge Canal's

artificial channels. Many of the bridges I encountered were old, probably dating to the early 20th century, but freshly painted. I have always had an interest in industrial archeology, and the kinds of bridges spanning old canals, having different kinds of lifting mechanisms, fascinate me. On both sides of the canal are walking paths, and a couple of times I used one of the bridges to cross. I also closely examined the walls forming the banks of the canal. They were originally constructed during the 1880s to prevent erosion caused by propeller-driven vessels and were made from stone blocks, similar to those used for lock chambers. Beginning in the early years of the 20th century, they were repaired using concrete. This material is now disintegrating, exposing the original stonework. Traffic on the waterway was a continuous procession of pleasure boats, and I wished that I was aboard one of them. I subsequently learned that an excursion vessel is based at the Old Port end of the canal. Unfortunately, it doesn't traverse the entire nine miles to the Lachine locks, but reverses direction at the approximate midpoint.

The first lock I came upon was the St. Paul, and it was extremely busy. Inside its modern chamber over twenty boats were in position to be raised. Once this was accomplished and the gates opened, an equal number of pleasure craft were assembled to proceed in the opposite direction. The lock tenders wait until enough vessels enter a chamber to completely fill it, and then they raise or lower its water level. Although there is no need for conservation of water on the Lachine Canal, operating locks for just a few boats is wasteful of energy and creates unnecessary wear on their mechanism. All of the locks on the reopened Lachine Canal use modern gates, although the chambers themselves remain lined with the original stone blocks. I was glad to see this, because on many American canals, the 19th-century lock walls have been completely plastered over with concrete. I also noticed that many of the walls had entirely new stone blocks, obviously installed as replacements for the original limestone ones that had deteriorated severely.

As I neared the Old Port, I decided that a stop for a late lunch was in order. The Atwater Market, in the district of Saint Henri, opened in 1933 and was built in the Art Deco style. Inside was a food court plus many specialty shops selling all kinds of food, clothing, and other items.

Following my meal, I resumed walking. Soon I heard a train horn, and then a VIA Rail passenger train crossed the canal on a very ancient-looking bridge. In the days when full-size shipping used the Lachine Canal, the periodic opening of this span must have created havoc with train schedules. Eventually I reached a widened area known as Peel Basin, and it was obvious that it was once a tying-up place for many of the vessels serving the now closed factories fronting on it. From this point it was a short distance to the final lock at Old Port, giving access to the Alexandra Basin. This is where freight boats and the occasional passenger-carrying steamers once waited their turn to enter the Lachine Canal. Today it contains a number of marinas and docking areas for pleasure craft. In the distance was a tall lighthouse, whose beacon probably told freighters exactly where the entrance to the canal was situated, and may still do this for pleasure craft. An old tug boat, the *Daniel McAllister*, was positioned adjacent to the lock. I was informed that it formerly towed barges through the Lachine Canal and was originally steam powered, but converted to diesel propulsion in the 1940s. Also residing close to the lock was one of the two excursion boats that take passengers for trips through the canal, or a portion of it. Because I had walked the entire nine miles, I saw no need to repeat

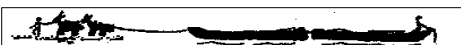
A bascule bridge spanning the Lachine Canal dates from the early 20th century, a time when the waterway was in constant use by vessels up to 265 feet long.



The tugboat Daniel McAllister moored close to the Old Port locks. For many years it towed barges through the nine-mile Lachine Canal and into the St. Lawrence and the Great Lakes.

the experience in any vessel. At some future date, however, I would enjoy doing this.

My visit to the Lachine Canal, originally built in 1825 to bypass the Lachine Rapids, and enlarged several times prior to its 1970 abandonment and 2002 re-birth, was extremely worthwhile. I was impressed by the manner in which it was brought back to life after certain death, and by how it helps to promote tourism, as well as interest in inland navigation.



Parks Canada, which owns, operates, and maintains it, and the Canadian government deserve enormous credit. It should be on the “must do” list for anyone visiting Montreal whose passion is canals. Eventually, my goal is

to see some of the other 19th- and early 20-th-century Canadian canals along the St. Lawrence River, built to bypass rapids, such as those at Soulanges in Quebec and Cornwall in Ontario.

BURNT ROLLWAYS BOAT HOIST

by David Barber

When it is necessary to change elevation between two different levels on a waterway, the usual method is a lock. But there are other methods, such as the hydraulic lifts at Peterborough and Kirkfield and the Big Chute Marine Railway on the Trent-Severn Waterway in Ontario. Another historic method is the inclined plane, used on the Morris Canal in New Jersey and the Shubenacadie Canal in Nova Scotia, Canada; however, these inclined planes are now dismantled.

An additional, unusual approach is the Burnt Rollways Boat Hoist in Three Lakes, Wisconsin. This is the headwaters area of the Wisconsin River,

BURNT ROLLWAYS BOAT HOIST

SCHEDULE

CLOSED EVERYDAY FROM 2 - 2:30 P.M.

RESERVATIONS REQUIRED FOR PASSAGES BETWEEN 6 AND 8 P.M. - BOOK WITH OPERATOR

NO HOISTING AFTER DARK

MAY AND JUNE	OPEN MEMORIAL DAY SATURDAY 10 A.M. - 6 P.M. CLOSED THURSDAYS
JULY AND AUGUST	10 A.M. - 8 P.M.
SEPTEMBER	CLOSED LAST SUNDAY 10 A.M. - 6 P.M. CLOSED THURSDAYS

\$5 EACH ONE-WAY PASSAGE

NO PERSON OR ANIMAL ON BOARD DURING HOIST

NO CANOES - PORTAGE ON OPPOSITE SHORE

PLAN AHEAD FOR BUSY TIMES, DELAYS OCCUR

SAFETY FIRST, NO WAKE IN CHANNELS, OBSERVE BUOYS

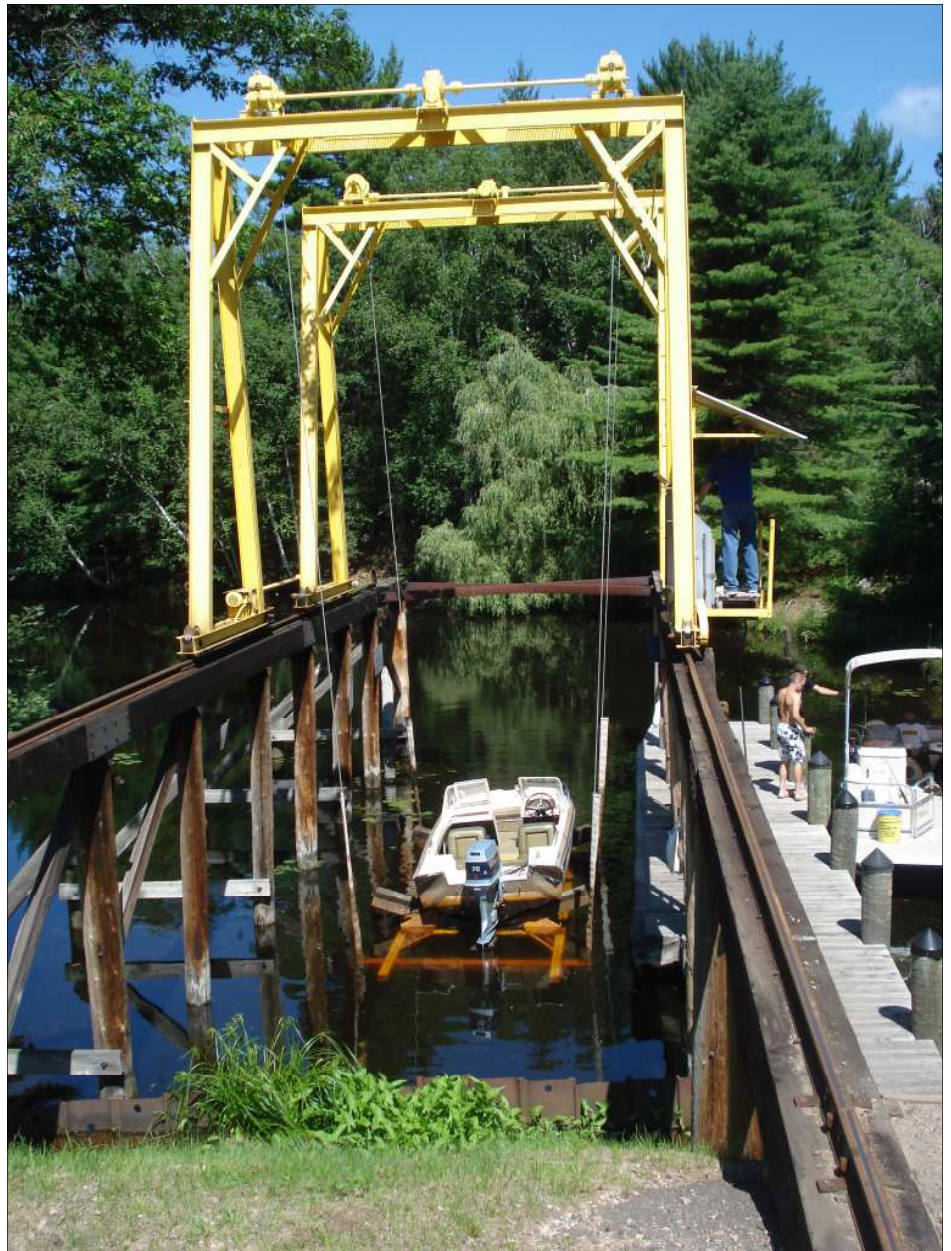
MAP AND BUOY GUIDE AVAILABLE FROM OPERATOR

PLEASE DON'T LITTER

WISCONSIN VALLEY IMPROVEMENT COMPANY

located in the north central part of the state. At Three Lakes, there is an interconnected chain of twenty lakes, all on a level. These discharge northward through the Long Lake outlet into the nine lakes of the Eagle River chain, which are also on a level.

When this area was developed as a headwaters reservoir system for power generation in the early twentieth century, the Wisconsin Valley Improvement Company built a dam near the Burnt Rollways. (From the Wisconsin Valley Improvement Company web site): "Burnt Rollways got its name from an event that took place during the lumbering days of the late 1800s. A group of lumberjacks got mad when a shoestring jobber couldn't pay them after they'd stacked his timber on a device called a rollway along Ninemile Creek. The logs were to have been rolled into the melt-swollen creek in spring and floated to a sawmill. Since they didn't get paid, the lumberjacks burned the logs on the rollway in protest. Hence the name "Burnt Rollways." As the story goes, the men reasoned that if they weren't



going to get paid, neither would the man they worked for. The rollway they burned reportedly lies submerged in the creek about a mile upstream (south) from our present boat hoist."

"Wisconsin Valley Improvement Company built the first boat hoist in 1911. It was an inclined railway that used mechanical power furnished by the stream. The current turned a water wheel in the dam that pulled boats, resting on a wheeled cradle, over the dam on the tracks. Since 1952, an elec-



tric gantry hoist running on a 165-foot-long (horizontal) trestleway more quickly hoists boats of all sizes as they travel this popular thoroughfare.”

While suspended, the boats cross the road over the dam similar to the layout at Big Chute. The change in elevation is sixteen



feet.

The boat lift is open from Memorial Day weekend to the last weekend in September during listed hours. The capacity is 6,000 pounds. A one-way passage is \$5.00 per boat. People and pets are not allowed in a boat during passage. Directions and further information can be found on the company’s web site, www.wvic.com, and on the

index page for the site on www.americancanals.org. The photo is by and used with the permission of the Wisconsin Valley Improvement Company. Something similar to this or the Big Chute Marine Railway is proposed on the lower Fox River at Rapid Croche, Wisconsin, so the dam there can serve as a barrier to invasive species.

D&R CANAL’S MISSING LINK NOW A REALITY

One D & R Canal path, complete

Jeffrey Laurenti - SPECIAL TO THE TIMES OF TRENTON—July 9, 2010

This past weekend, as I cycled my way back to Trenton on the Delaware and Raritan Canal path and exited, as usual, at Mulberry Street, where the canal disappears under Route 1, I was startled to see that the long-awaited connection to the other half of the canal path, from downtown Trenton to Frenchtown, has just been paved.

For decades, the 67-mile, "V"-shaped canal path -- 33 miles northwest from Trenton to Frenchtown, then 34 miles northeast from Trenton to New Brunswick -- has been missing its hinge at the bottom of the "V." That's the 1.5-mile stretch in Trenton's North Ward between Mulberry Street and Southard Street, where the canal has been entombed since Route 1 was built over it in 1950.

Last October, Gov. Jon S. Corzine kicked off construction of the missing link by completing long-stalled negotiations to buy the rail right-of-way alongside Route 1. The paving of this piece of the trail has just been completed, under Gov. Christie, making the canal path the longest completed trail in the East Coast Greenway running from Maine to Florida. The whole history of the Delaware and Raritan Canal State Park has been a

bi-partisan achievement. The idea for the park gained legislative impetus from a study commission chaired by former Senate President Ray Bateman, a Somerset County Republican, in 1973. The Legislature approved the bill to establish a canal commission to develop the trail and park in 1974, under the sponsorship of another former Senate president, Democrat John Lynch Sr., of New Brunswick.

Aware that the canal's most vocal champions were in wealthier suburban and rural communities, another co-sponsor and soon-to-be Senate president, Joseph P. Merlino of Trenton, inserted into the bill a mandate for the park commission to give special consideration to "the range of uses and potential uses of the canal in the urban environments of the older, intensively developed communities through which it passes."

Nowhere is that mandate more fully realized than in last week's completion of the missing link in Trenton. While the new trail runs right alongside busy Route 1, the trees and shrubs between them



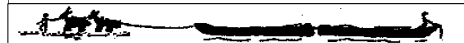
miraculously insulate the trail, which is virtually invisible from the freeway.

I was a young Senate aide when the bill passed and Gov. Brendan T. Byrne signed it into law and could scarcely then imagine how the long-disused towpath would become the delight of cyclists and hikers up and down the canal. After all, in the late 1960s, the city of Tren-

ton had put up a chain-link fence to keep people away from the canal, viewing it as a danger to children after a toddler drowned. But under the visionary leadership of James Amon, the commission's first executive director, fences came down and the fragmented parcels of land were assembled into the seamless trail completed last week. Without fanfare, the canal commission also reopened to the public's use the long-forgotten piece of the canal on Duck Island in Hamilton to the canal's opening to the Delaware River (and boat traffic to Philadelphia) at Bordentown. That piece was severed from the rest of the canal and filled in to permit construction of the Route 1 freeway six decades ago and Route 129 two decades ago. The forbiddingly overgrown towpath along the remaining canal was cleared in 2008 and opened as one of the most distinctive segments of the entire canal trail. The state needs now only to add a small bridge at the canal's mouth to link it to Bordentown.



Photos by Robert H. Barth



THE GREAT LOOP JOURNEY CONTINUES ON THE DRAGONFLY

In the fall issue, we reported on the journey of Penn State professor Bill Carlsen and his wife, Cynthia Berger, news director for WPSU FM. They had decided to take a specially-designed narrowboat on a cruise around the Great Loop. We have been in touch with this adventurous couple and have permission to use Cynthia's blog to update you on their progress.

May 31—We're docked at our home port, Macedon Landing, while we make our final preparations. Today Bill piloted the *Dragonfly* out of the harbor and up the Erie Canal, making a successful test cruise under electric power. The weather has been perfect and our solar panels had our half-ton bank of batteries fully charged. The GPS reads 2.3 miles per hour...but don't let that fool you; at one point we were motoring along at a blistering 5 mph (exceeding expectations!).

June 1—The *Dragonfly* launched at 08:03 AM on Tuesday, June 1, 2010. We are running easily on electric power under gray skies and light rain. Now heading east on the Erie Canal.



Bon voyage toast with the crew from Mid-Lakes Navigation.

Our destination tonight is Clyde, NY; ports along the way include Palmyra, Newark and Lyons. We just passed thru Lock 30, a mile outside Macedon; Bill maneuvered the *Dragonfly* to gently kiss the wall of the lock. He says it's actually easier to maneuver under electric power than diesel.

On Monday, Bill continued to work on the throttle mechanism for the electric motor while I did more "boat primping": painting our table in the bow and waterproofing cushions. At the end of the day, we gathered with the crew at Mid-Lakes Navigation (photo above) for a champagne toast to the voyage.

June 2 - Today we leave our known universe and motor into unknown waters. We had docked last night at Clyde, NY, which we had visited three weeks earlier on our "shakedown" cruise. So today we continue east and enter waters we have never seen before.

Of course it's hardly like the days of Magellan, or even Lewis and Clark. We have a GPS and marine charts and we're following a channel that has "daymarks" (the nautical equivalent of road signs) every few hundred yards. But it's still exciting to see new landscape.

June 3 - As we passed through the town of Newark, NY, we noticed this striking mural under a bridge. It's part of the public park and boat dock in this small town.

In the early 1990s, many towns developed parks like this along the Erie Canal, in part to preserve history and in part to promote tourism in the region.

Last night we stayed in Baldwinsville, a much larger town than



Canalboat mural under a bridge in Newark, New York

Newark. Lock 24 is right in the center of town, and we ate at a lighthouse-shaped restaurant overlooking the lock. After dinner we went for a stroll and found an elaborate "riverwalk" linear park along the canal. The gravel trail, neatly edged in red stone, had handsome iron railings and a nice view. We were the only people on the trail.

Slowboat Power System 101

June 4—By request, here is a photo from the helm, showing the boat's original controls (for the diesel engine), the new controls (for the electric motor), and the



chart plotter. When you buy a powerboat, one choice you have to make is "single engine or twin engine." The advantage of twin engines is that, when you're out on the high seas and one engine dies, you still have a second engine. The *dis*-advantage of twin engines is that they're more expensive than a single engine--and there's twice as much engine to break down, which boat engines often do.

Our boat is twin-engine . . . in a way. The original engine is a 60-HP Yanmar diesel. That's a very common boat engine, so parts are easy to get. And Yanmars have a reputation for lasting a long time.

June 5—We docked Thursday night on the Oswego Canal in Phoenix, NY—home of the famous "Bridgehouse Brats." This is a club for local teens who give boaters a warm welcome. When you dock at the Phoenix marina, Brats will offer to wash your boat, take out your trash, pump your fuel, fill your water tank, pump out the holding tank, watch your boat while you go off sightseeing . . . and all of these services, amazingly, are free. (Just one example of the powerful "Brotherhood of Boaters." More on that later.) Alas, when we arrived, school was still in session. No brats in sight.

The Oswego canal's Lock #1 is right in the heart of Phoenix and the marina is at the entrance to the lock. On Friday morning we woke to bustling activity on the far side of the lock. It was "Canal Day" for local schoolchildren. One of the canal's adorable blue tugboats had been brought in, and interpreters in period costumes (overalls and straw hats for the men, long calico dresses for the women) circulated among the c r o w d s o f k i d s .

An event organizer told us they were glad we showed up when we did, to insert an actual canal boat into the scene.

Adventures in Slowness

We have left the Erie Canal for a side branch. On Friday we travelled from Phoenix to Fulton on the Oswego Canal.

One theme of our journey is to learn about environmental issues wherever we are. We got a graphic demonstration when our

propeller became fouled with water milfoil, an introduced and highly invasive species, just after we cleared the lock in Phoenix. We cut the engine and Bill pulled great clots of trailing, feathery, dark green weeds from the propeller--and from the cage-like housing that protects it.

From Phoenix to Fulton is 10 miles and we estimated that we had enough solar power to get there. However, just outside Fulton, the meter dropped from 70% to near zero. Bill shut down the electric and we drifted, watching the meter as the panels slowly soaked up a bit more sun. By goosing the motor and shutting down, goosing the motor and shutting down, we limped to the lock just below Fulton.

A boat was already in the lock, and when we hailed the locktender, he said he'd wait for us. But I'm sure he was rather surprised by how long it took us to traverse the last hundred yards and finally tie up.

We apologized profusely--and also to the waiting boat. But the captain was quite cheery. "No worries," he said. "I was picking up a friend who was in town, mowing grass--had to wait for him anyway."

June 6—*Dragonfly* was formerly the *Honeoye*, one of a fleet of "hire boats" (hire boats are boats you can rent for a week's vacation) operated by Mid-Lakes Navigation (www.midlakesnav.com) in Macedon, NY. Here are some interesting aspects of our boat's design.

Look at the tiller (photo, top, p. 23) the wooden thingy that you use to steer). The boat-builder, Peter Wiles, Sr., specifically designed the tiller to be high



enough to clear a beer can if left on the seat. Spilled beer, would, of course, be wasteful.

Also, notice that though the steersman sits under a canvas canopy (see photo, p. 21), there is NO windscreen. If it's raining, or cold and windy, there you are, out in the elements. Again, this was deliberate design. Peter Wiles said, "If the weather is bad, I want my boats tied up at the dock!" (not out on the water with an inexperienced captain.)

Some folks have been expressing concern about the seaworthiness of *Dragonfly*...to which we can only say, we promise to follow the good advice of an expert boat-builder and stay in port in bad weather. (Not to mention, we only drink beer on the stern when we are in dock.)

A Tale of Two Batteries

June 7—It's Monday, June 7, and we have been docked in Oswego, NY, since Saturday afternoon. How we got here on Saturday is a tale of two batteries.

(WARNING: This is a long post, with lots of technicalities. If you are a boat person, or an engineer-

ing person, or Cap'n Bill and you see that I got something wrong here, please let me know!)

We left Fulton, NY, on Saturday under lightly cloudy but bright skies with a light wind. Our solar system had still not fully recharged, so we were running on diesel. The fun began at Lock 6 on the Oswego Canal. Locks are described in terms of their "lift," or how high the waters will lift a boat going upstream, and this lock is very deep, with a lift of 18 feet.

We were going down, not up. It was awe-inspiring down at the bottom of the lock—we were BELOW the level of the lock gates, which are enormous in their own right. It was also extremely windy at the bottom of the lock. We were having a hard time holding the boat to the wall, so, as soon as Bill saw the lock doors start to open, he cast off.

But—just like Thursday on Onandaga Lake--the diesel did not start. And still not enough juice to run on electric. (Don Heller asked: "Whatever happened on Thursday, when the

diesel failed on Onandaga Lake?" We tried the diesel again later in the day and the engine started right up. That suggested to Bill that the cranking battery [original to the boat and not part of our half-ton array of batteries to store solar power] was starting to fail.) Anyway, back to the bottom of the lock, where our 14 tons of steel was floating fast toward the opposite lock wall, also made of steel. We hollered for the locktender, who threw us a line and single-handedly hauled our boat out of the lock. (Holy cow, Batman! Was that locktender superhuman? Well, no, Robin—but he was strong--and a very good sport, since this WAS quite a grunt. But you CAN drag this boat around, VERY SLOOOOWLY).

The locktender maneuvered the line across the little footbridge that crosses each lock, and helped us secure to the opposite wall, outside of the lock, away from boat traffic.

Somewhere in all this excitement, we heard an unfamiliar noise: the bilge pump. Bill went below (the engine room is below the stern deck; you get access to this space by removing a large square of deck flooring made of VERY heavy marine plywood, which the deckhand always obnoxiously reminds the captain to stow on the far side of the boat, so it won't fall on the captain's head just as he is exiting the engine room and knock him senseless into the bilge below) and discovered we were taking on water.

(Who would have thought that, so soon into our voyage, we would get to test this principle we learned from reading books about the good old days on the Erie Canal: "Canal boats take a long

time to sink”?)

A bit more exploration revealed the cause of water in the bilges: Our propeller shaft had come loose. In this kind of a boat, the propeller shaft runs from the engine, through a hole in the hull of the boat (below the waterline), to the exterior—where, of course, the propeller shaft powers the propeller.

Naturally it's a bad thing to have a hole in your hull below the waterline. So, at the interface between boat hull and propeller shaft is something called the “stuffing box,” which keeps water out (well, mostly; the stuffing box is designed to let in a little water in order to cool the propeller shaft, which generates heat through friction as it turns.) In really, really old boats, the stuffing box was just that—a box stuffed with oily rags and other junk to keep the water out.

During the boat re-fit, before we left, Bill had pulled the propeller shaft out of the boat in order to install the new electric motor. He says he recalled leaving off a tiny piece of wire, kind of like a cotter pin, when he put the shaft back in place, because he believed it wasn't necessary--if the prop shaft were to come loose, he thought the enormous gear he had just installed would do the job of preventing the shaft from backing completely out of the boat. Which it did!

But apparently that little wire was needed to prevent the problem we were having—the prop shaft loosening up and backing a few inches out of the boat, letting water in.

Anyway, the prop shaft clearly needed to return to its rightful place before we could proceed, and it's not like we were any-

where near a boat lift capable of lifting our 13 tons up out of the water for repairs. It was time for the captain to take another swim.

Luckily we have an enormous mallet on board and, working underwater (with the crew hovering anxiously on deck, life ring and radio in hand), Bill was able to put the propeller shaft back in place. And our repair stop took long enough that we built up enough charge in our solar array to power the boat.

We proceeded through three more locks over the course of Saturday afternoon, and, well, locktenders talk to one another on the radio. So news of Bill's repair work preceded us. We are simultaneously lubbers for screwing up in locks and heroic figures for the way the cap'n can fix up his boat singlehandedly.

As for that cranking battery; well, this IS a tale of TWO batteries. Besides the cranking battery, the boat came with what you call the “house” battery, which can power things like the fridge and the lights IF the boat is not plugged into “shore power,” i.e. an electrical outlet at a marina.

(What about that half-ton of batteries stashed under the seat in the workroom. you ask? Well, Bill is continuing the refit as we go, and within a week or two all our battery systems will be interconnected and we'll be able to operate everything on solar-generated power--providing we get enuf sunshine).

But the big question right now is, why would the cranking battery be failing? Bear with me.

For navigation purposes on our trip, we purchased a “chart plotter,” which is a marine version of a GPS—it's a Garmin

Nuvvi for your boat. With a chart plotter, you can purchase and load marine charts that show you how deep the water is, where the navigational buoys are, and where the dangerous rocks are, useful stuff like that—features lacking on an ordinary GPS).

Our chart plotter is made to be hard-wired into the boat's electrical system, but on OUR boat, doing that would mean permanently mounting an expensive device outside on the stern deck. It would also mean using the plotter only outside, in a place that is open to the wind and the rain. We thought it might be nice to be able to take the plotter inside, out of the weather, for route planning on bad-weather days.

So Bill spliced some wires and rigged the thing so it can plug into a 12-V outlet on the stern pedestal (the pedestal is the device that supports the throttle and other controls). You know how a portable GPS system can plug into your car's cigarette lighter? It's the same kind of outlet and plug.

Bill believed that, with this setup, the chart plotter was drawing power from the “house” battery—which is bigger than the cranking battery (both get recharged when we are underway, just like your car battery gets re-charged when you drive).

Anyway, Bill now concludes that the chart plotter must have been drawing from the cranking battery. And the chart plotter draws a LOT of power—enough that, when we were running on solar-electric AND using the chart plotter, we must have drawn the cranking battery dangerously low, possibly damaging it.

So today, under the sunshine at our safe harbor between Locks 7 and 8 (just below Oswego

Harbor), our solar panels are working away, stashing juice in our half-ton battery bank; a new battery is on order from the local auto parts store; and Bill is re-checking the propshaft fittings. Meanwhile we are carefully watching the weather forecast to see when conditions will be favorable to venture out onto big water: Lake Ontario.

June 8—Today we left the canal system for our first real passage on big water--Lake Ontario, one of the Great Lakes. As we left the harbor at Oswego, NY, we waved to the *Emita*, a packet boat operated by Mid-Lakes, that takes passengers on overnight canal

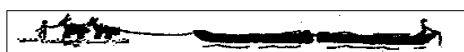
trips. It was nice to see a friendly face, so to speak, as we set out on a new stage of our trip. At the edge of the harbor we passed the lighthouse, a local landmark.

The forecast was for waves from one to three feet and winds up to 15 knots--which we have now concluded is about the limit of *Dragonfly's* seaworthiness. But she shouldered the swells aside gamely, and we worked our way along the coast sailboat-style, by "tacking"--by which I mean, a straight-line course would have put us sideways into the waves, so we took a zig-zag course, first running up into the waves

and then turning to run with them on our beam. We passed Nine-Mile Point, a nuclear power plant. (Our solar panels waved hello.) I couldn't help but marvel at human ingenuity. Whatever your politics on nuclear power, consider the variety of materials and the engineering wizardry that make both nuclear and solar technologies possible. Five hundred years ago, the only way to navigate this lake was in a birch-bark canoe, and if you wanted heat or light you had to make a fire.

Our destination was Mexico Bay. After our choppy, windswept voyage across the lake, we found the tiny inlet to the Salmon River, which winds inland for a mile or two. The water was smooth as the proverbial glass, yellow iris were in bloom in a marsh at a river bend, and Canada geese mooned us as they ducked their heads and stuck up their tails, foraging for water weeds.

Stay tuned for more of the adventures of Bill and Cynthia as *Dragonfly* makes its way through the Great Loop.



◀ The Ottawa, Illinois canal boat *Rosalie* has been rechristened as *The Rail Splitter*.

CORRECTION TO THE OTTAWA, ILLINOIS STORY THAT APPEARED LAST FALL

I have more news plus a correction regarding the toll house at Ottawa, IL shown on page 4. The location shown is where it is now and near where it has been for many years. From left to right in the photo you can see the Columbus Street bridge over the canal, the appellate court, the Episcopal, UCC, and Catholic churches.

To my knowledge there was no toll house on the lateral. As of a christening last Thursday, October 14 (with local wine) the *Rosalie* is now named for a boat once registered at Ottawa as *The Rail Splitter*. That's the news. Both the boat and the toll house are located between northbound Illinois Route 23, Columbus St. and southbound Illinois Route 23, LaSalle Street, as described in the article, the boat being in the canal on the tow-path side and the toll house near just off the towpath. Clever folk, we Illini! We were also clever enough to place it adjacent to The First State Bank parking lot.

No surprise when current residents learn that the I&M had a delay in construction because the state of Illinois ran out of money.

Gerald Hulslander

DAVID F. ROSS ACS CANAL BUFFS HALL OF FAME NOMINATION

by Terry K. Woods

David F. Ross was an enigma, being very good at any job he tackled in this canal hobby of ours, yet very different from the majority of ‘canal buffs’ in his outlook and perspective. I only met Dave face-to-face on a few occasions, but had many dealings with him through snail-mail letters at first, then emails, as we both dove into the computer age.

Dave took over as editor of the ACS magazine *American Canals* in 1992. I was chairman of the ACS Engineering Design Committee, and our committee members were quite active writing articles chronicling the various aspects of U.S. canal engineering. Dave had taken over as editor from Bill Shank, who was an accomplished canal historian, writer, editor and publisher, with a long history of experience and credits. Yet Dave took over and established himself quickly and effortlessly as the best (in my opinion) of a long line of great *American Canals* editors.

David Ross was efficient, direct, and honest with all ‘his’ writers. I don’t know if he had any formal experience at being an editor or was just naturally good at it. He seemed to know just what to do editing a magazine that depended on authors of a specialized subject and paid nothing. Dave treated all the authors wonderfully, sending long, detailed letters of the changes he proposed in the articles. He made many changes in my work, something I have never tolerated before, or since. All his changes made the articles much, much better, and I began to trust Dave with any changes he proposed.

He always acknowledged an article when he received it. He made the changes and informed the author of them quickly and, more importantly, got the articles into the magazine quickly. He always sent out a couple of copies of the magazine to each author whose article was in it immediately upon publication – before it was received by the regular membership.

I first came face to face with Dave in Rochester New York in the fall of 1992. A symposium of canal buffs from the United States, Canada, and Great Britain met to hear papers on navigable canals. I gave a paper on the Muskingum Improvement – the only still operating canalized river in my state of Ohio. I don’t remember the exact topic of Dave’s paper, but it went against the symposium’s theme of restoring historic canals into navigable waterways. He stated, in fact, that the nation’s old artificial waterways were gone and they should be treated as what they were, historically interesting, dead things. I admired his outspokenness, though I’m not sure many other attendees did.

Dave’s attitude toward historic canals was not expected, for he was a boatman. He owned a \$20,000 (in 1990s money) cabin cruiser that he sailed up and down the nation’s waterways. He was also chairman of the ACS Navigable Waterways Committee.

The last time I saw David Ross, he was standing on the stern deck of his beloved 21-foot, twin engine, C-Dory, *Rosa Parks* (so named because, like her namesake, she was “more meddlesome than glamorous”) in a lock of the Chicago Ship Canal in Illinois. I was on a cruise boat as part of the 1998 World Canals Conference, in the same lock with Dave’s craft. He had come to Illinois from Tennessee through various parts of the inland waterway.

Dave’s tenure as editor of *American Canals* came in two parts. He had a disagreement with the publisher’s policies and resigned in 1994. Then, in 1997, a few months before I became the 4th ACS president, our then-editor resigned suddenly, leaving us without one. The incumbent president threw the problem onto me and I got on the phone to David Ross.

I didn’t realize it at the time, but Dave was then in his 70s and enjoying a well deserved retirement from all deadlines. Still, I asked him to be the editor of *American Canals* once more. He was not too thrilled with the prospect of taking over a very demanding job. I tried to talk him into it by saying that he could work at his own speed, pretty much be his own editor and publisher, and, above all else, have fun with the job. There was a long silence from Dave’s end. Finally he spoke. “I’m not sure I want to have a job that is fun.”

I relented, told him he didn’t have to have fun with the job. He could make it as unfun as he liked. Dave accepted the position as *American Canals* editor and was terrific at it until his sudden death in July of 2002.

I nominate David Ross to be a member of the ACS CANAL BUFFS HALL OF FAME.

C&O CANAL'S "CANAL QUARTERS" PROGRAM HITS MILESTONE

Award-winning program welcomed over 1,000 guests in its first year!

October 31, 2010, marked the one year anniversary of Canal Quarters. In the first year of operations, Lockhouses 6, 22, and 49 welcomed a total of 1,176 guests from 31 states. Word about the exciting opportunity to spend the night in a historic lockhouse spread rapidly through a feature in the *New York Times* Travel section, articles in *Preservation* and *Rails to Trails* magazines, numerous newspaper stories, and countless blogs.

We're not resting on our laurels. As the program enters its second year, the C&O Canal Trust and park staff are working diligently to open three more lockhouses (10, 25, and 28) and plan special events, such as bird walks, to showcase each lockhouse. Nights in 2011 are filling up already, so book your stay today at www.canalquarters.org.

A RENAISSANCE FOR THE HENNEPIN CANAL

Geneseo Republic 14 Oct 10 Geneseo, Ill.

With a little renovation, Hennepin Canal supporters envision the man-made waterway becoming a popular tourism destination. Members of the volunteer organization Friends of the Hennepin Canal are working with Illinois Department of Natural Resources officials to restore three locks on the canal.

Once restored to working order, pleasure boats will be able to cruise the canal. "Our models are the highly successful canal systems of England and others parts of Europe," said Friends of the Hennepin Canal president Gary Wagle. "Our canal is old and fragile. If it breaks, it will probably be gone forever. We don't want that to happen. We want a renaissance, a rebirth of sorts, to make the canal an important community asset," said Wagle.

Slated for renovation as part of a Renaissance Hennepin Canal project are Locks 22, 23 and 24. The three locks represent a small portion of the 29 locks on the canal, but encompass a 50-mile stretch between Sterling/Rock Falls and Geneseo. "That's 50 miles of countryside, leisurely travel," said Wagle. "An entire tourist industry could blossom along this corridor."



Wyanet lift bridge over the Hennepin Canal

Renovating each lock could cost between \$350,000 and \$650,000 per lock, said Todd Sieben, a member of the Renaissance Hennepin Canal project's steering committee. The group hopes to raise an initial \$80,000 to cover the cost of creating a historic structure report/engineering feasibility study and administrative costs.

The services of Johnson-Lasky Architects have been retained to generate a historic structure report. Johnson-Lasky Architects specializes in historical work, said company owner Walker Johnson.

At a press conference near Lock 24 in Geneseo on Oct. 12, canal supporters spoke of plans for the century-old waterway. "Recreational tourism means dollars and jobs. There's a bright future here with this," said State Rep. Donald Moffitt. "This is one of the most exciting projects I've been involved with in my lifetime," said Sieben. "The potential here is huge. People want this type of canal experience."

Leslie Sgro, deputy director of the Illinois Department of Natural Resources, told the crowd of 35 her department supports the project. "This is a wonderful idea for a true reinvention of this canal," she said. "With this vision, the canal will be an even better tourism and economic tool for this region. "You have a renewed and constant commitment from the IDNR to work with you and be a good partner," said Sgro.

Friends of the Hennepin Canal has received 501(c)(3) designation in order to allow all donations to be tax deductible. "We're at a critical point in the canal's history. We want to make this so generations can enjoy the canal for another century," said Wagle. "Consider donating. No amount is too small." A Pay Pal link will be added to www.visithenrycounty.com for donations. Funds also may be mailed to Friends of the Hennepin Canal, 410 W. Railroad St., Sheffield, IL 61361. Copyright 2010 Geneseo Republic. Some rights reserved.

CANALENDER

March 5, 2011—Canal Society of New York State Winter Symposium and Annual Meeting, Monroe Community College, Rochester, New York. www.newyorkcanals.org.

April 1-3, 2011—“Conquering the Swamp” - The canal societies of Indiana and Ohio will sponsor this tour of the Miami & Erie Canal; the Wabash & Erie at Junction, Ohio; and Paulding County, Ohio. Learn the trials of digging through a big swamp. www.indcanal.org; indcanal@aol.com. HQ: Holiday Inn, Van Wert, Ohio. ACS meeting, 8:30, 4/2

April 15-17, 2011—Virginia Canals & Navigations Society annual meeting in Buchanan, the western terminus of the James River & Kanawha Canal, with a catered canoe/kayak voyage on the canal's Unfinished Division. Details: Phil de Vos, phipfox@yahoo.com.

April 28, 2011—Lock 16 Dinner & Lecture: Morton Salt and Other Companies in Relation to the I&M Canal; Jim Ballowe. Lock 16 Center, 754 First St., LaSalle, Illinois; \$27 members, \$30 non-members. 815-223-1851; www.lasallecanalboat.org.

April 29-May 1, 2011—Pennsylvania Canal Society tour of the Lower Division of the Lehigh Navigation. Contact: Bill Lampert, indnbll@yahoo.com.

May 20-22, 2011—The Canal Society of New York State Spring Field Trip: Champlain Canal and the PCB cleanup project at Fort Edward. Headquarters: Queensbury Hotel, Glens Falls, NY. For updates, www.newyorkcanals.org.

June 18-25, 2011—The Virginia Canals & Navigations

Society's Annual James River Batteau Festival. A fleet of replica whitewater freighters navigates the James for a week, from Lynchburg to (almost) Richmond. Camping is available at all the stops. Details will be on www.batteau.org.

September 19-24, 2011—World Canals Conference in the Netherlands: provinces of Gronigen, Friesland, Drenthe, and Overijssel. www.worldcanalsconference.org.

Fall 2011—Canal Society of New York State Fall Field Trip, Western Wayne County, For updates, please check the web at www.newyorkcanals.org.

October, 2011—October 1, 8, 15, 22, 29. The 24th annual guided walking tour of all 58.89 miles of the Delaware Canal from Easton to Bristol, Pennsylvania. 12-mile+/- sections. Visit www.fodc.org for full itinerary.

October 14-16, 2011—Pennsylvania Canal Society tour of the Juniata Division of the Main Line Canal. Contact: Bill Lampert, indnbll@yahoo.com.

June, 2012—The Canadian Canal Society and the American Canal Society's Historic Canals Conference, Hamilton, Ontario. to examine the Desjardins Canal (which will be celebrating its 175th anniversary), the Burlington Ship Canal, and Hamilton Harbour and its environs.

September, 2012—World Canals Conference, Yangzhou, China. www.worldcanalsconference.org.

Fall 2012—New York State Canal Conference. For updates, please check www.newyorkcanals.org

ACS Sales

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

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

Shipping and handling: first two items \$4; each additional item \$1

Checks payable to: American Canal Society. Send orders to: Robert H. Barth, 214 N. Bridge Street, Somerville, NJ 08876-1637; 908-722-7428; barths@att.net. Please call or email with questions.