



AmericanCanals

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Dedicated to Historic Canal Research, Preservation, and Parks

Fall 2008

From the President

by David G. Barber

Recently, I've been researching Florida's canals, despite the fact that the only part of Florida I have been to is the panhandle. Doing so has caused me to regroup and update our index pages. But, it has also revealed to me that the overall picture really hasn't been drawn in this, a state in which many of our members have spent a great deal of time.

Ignoring the panhandle and just considering the peninsula, the entire area is rather flat with the high point in the center at Orlando. Most waterway improvements in Florida are about drainage, with navigation being a secondary consideration. Navigation was more important in the late 19th century than it is today because roads were few. The big problem is that rainfall can be low in some years, creating drought conditions. In other years, especially if hurricanes occur, there can be a large surplus.

South of Orlando, the drainage is into the Kissimmee Chain of Lakes and then down the Kissimmee River to Lake Okeechobee. From that shallow lake, there is flow (and navigation) to east and west, but more especially south to the Gulf of Florida. The southward flow is the shallow, but very wide "River of Grass" known as the Everglades. Mankind's attempts to live in and control this area have caused all sorts of problems. In the 1960s and 70s, the Kissimmee River was straightened with seven locks and dams to promote drainage. This had a severely negative environmental effect, and a new project is



The five-lock combine on the Glens Falls Feeder Canal. The water is feeding the Champlain Canal, as it has done since 1823. Photo by Jakob Franke. See story on page five.

underway to reverse the central portion of the original straightening. The restoration has already removed one of the locks and a second will follow. The river will remain navigable, though curvy in the center section. Project completion is scheduled for 2011.

East of Lake Okeechobee, the St. Lucie Canal is navigable to the ocean. This canal now has two locks plus remains of earlier locks. To the southeast are other canals now used only for drainage, but there are remains of locks from earlier days. West of the lake, the Caloosahatchee River leads to the gulf with three locks.

North of Orlando, information is more obscure. Here, drainage is generally northward with the

BY CANAL BOAT, CABLE TRAM, AND STEAM TRAIN THROUGH ENGLAND AND NORTHERN WALES

(Part 7 of a series)

by Bruce J. Russell

After a trip on the narrow-gauge Welshpool & Llanfair Railway, we reboarded the bus to travel a short distance to the Montgomery Canal, whose restoration is continuing and on which boats can navigate over certain segments.

The Montgomery Canal, as originally built, ran from Frankton in England, its junction point with the Llangollen Canal which we would later be traveling over, to Newtown in Wales, a distance of 35 miles; hence, it's a cross border waterway. Like the Huddersfield and most other British canals, it

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American Canals

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A restored freight boat passes through the locks at Frankton and enters the restored five-mile section of the Montgomery Canal. Photo by Bruce Russell

has narrow seven-foot-wide locks, a total of twenty-five. Use of this dimension was, naturally, a cost saving measure. Construction began in stages, starting in 1796. In 1850 it was bought out by the larger and still profitable Shropshire Union Canal, which in turn was purchased by the London & Northwestern Railway. Its narrow vessels, many built locally, transported coal, lime, lumber, and corn. For a time, passengers were carried in packet boats, but once a parallel railway was finished, people took the train, which was much faster. Traffic on the Montgomery Canal finally ceased in 1936 following a minor breach of its embankment that wasn't repaired. For thirty-two years the waterless ditch remained a scar on the Welsh landscape and in certain places was filled in. In 1968, however, efforts were begun to bring it back into active usage.

As of now, three disconnected segments of the Montgomery Canal are filled with water and

operable. In Welshpool itself, the basin is restored, and narrow boats can navigate for several miles in each direction. The waterway's extreme northern end at Frankton is likewise navigable for about five miles. Here a three-lock flight or staircase has been reconstructed. Thus vessels can swing off the Llangollen Canal and enter the Montgomery. Eventually, they will be able to reach Welshpool.

Our group met with Michael Limbrey, a member of the Montgomery Waterway Restoration Trust, who provided a history of the Montgomery Canal and outlined the exciting plans for its future. He looks forward to the day when the Welshpool basin is filled with narrow boats from all over Britain. Among other things, this will bring business to the town. The year 2000 map I have of the English canal network shows the Montgomery Canal, but indicates that it's still abandoned.

Several excellent articles in *Waterways World* magazine have documented the story of the restoration of this and other inland waterways such as the Huddersfield Narrow.

Our vacation was now more than half over, but we still had much to see and do. Earlier in the trip we had traveled over the Llangollen Canal northward from the Wrenbury Mill hire base to Hurlston Junction, where it meets the Shropshire Union Canal. This we took to Chester, passing through its fourteen-foot-wide locks. Unlike the Llangollen Canal and most others in Britain that have narrow seven-foot locks, the "Shroppie" has double-size ones, enabling two narrow boats such as ours to lock through simultaneously. It was a very important waterway, a main line canal, and thus featured wide locks for greater capacity. But now we were going in the opposite direction, south into Wales as far as the canal's end at Llangollen. Hence, we had navigated over the entire forty-six-mile length of this narrow lock canal, begun in 1791 and completed in 1806.

As stated earlier, initially it was not a waterway meant for navigation; its purpose was to bring water from the River Dee at Llangollen to Hurlston where it was fed into the "Shroppie." Only later, in the 1830s, was it converted into a navigable waterway through the addition of locks. It's considered one of the most beautiful, scenic, and interesting canals of Britain, crossing the border at Chirk from England into Wales. It includes two tunnels and two aqueducts, and many lift bridges that must be cranked open. It's a favorite of

narrow boaters, not only from Britain but from other nations as well. You haven't canaled until you've navigated the Llangollen!

We proceeded out of Wrenbury and began our journey, which would consume four days, two going and two returning. Immediately we began encountering locks, and I, along with two other boat mates, usually disembarked and opened and closed them. We also cranked open quite a few bridges. Running a canal boat can be tricky business, especially if there is a strong wind that makes maneuverability difficult. Thus I was content to allow Fred Heide, our skipper, and Capt. Bill McKelvey, the tour organizer, to handle the steering. A waterway such as the Llangollen is about the size of the Morris Canal, but considerably smaller than the Delaware & Raritan, both of which are in New Jersey. Hence, having to operate a vessel in a small-size canal, with boats passing in the opposite direction, requires a lot of skill, and I was content to leave it up to Fred and Bill to get us safely to Llangollen.

Outside of Whitchurch we passed through two staircases, or sets of multiple locks. Getting through them required time and effort, but this is what canaling is all about. Whitchurch is known for its watchmaking industry, and on the return trip we planned to stop there. Continuing south, we passed through rural countryside with many cows. It was sunny, and the fields and hills were a magnificent green. While Ireland is called the "Emerald Island," in my opinion, England and Wales are just as green, no doubt because of super abundant rainfall. Some of the locks had a tender's house,



Canal Society of New Jersey members Bettie LeFebvre, Bob and Nancy Angland, and Bob Barth cross the lift bridge into the Whitchurch Arm. Photo by Linda J. Barth

and some also featured small shops selling items useful for boaters. In some cases, the homes were occupied by employees of the British Waterways Board, who often provided useful advice and information, especially to novice crews. Although going through locks is relatively simple, it's possible for a vessel to get hung up on a sill, or to mistakenly enter a waste weir rather than a chamber. (Unfortunately, there are people who rent boats and don't have the brains to properly handle them, or have consumed too much booze.)

Prior to arriving at the town of Ellesmere, we passed through a short tunnel. Tunnels were constructed on the canal system for several reasons. One was to go beneath a steep hill such as in the Pennines, but others were dug in order to pass under the estate of a wealthy nobleman. In the 1790s when canals were

being dug, many of the gentry didn't want a water-filled ditch running across their property, so they refused permission. The solution was to go under their land.

Ellesmere was the headquarters of the Llangollen Canal, and we saw several brick buildings, including a dry dock, a warehouse, a stable for horses, and a general office. Here canal business was done, and clerks figured out whether or not the year would be profitable.

The Llangollen Canal was first known as the Ellesmere Canal because it originally terminated in that city. It was later extended deeper into Wales and acquired its present name. During the 1840s, however, it was bought by the Shropshire Union, and was then known as its Llangollen Division. It was a money maker and carried a variety of items including hay, corn, gravel, and manure until the 1860s when railroads began

penetrating into Wales. Commercial usage ceased about 1940, but it remained intact primarily because it carried water to a large reservoir near Hurlston. Consequently, getting it back in service mainly involved repair of derelict locks. This task was undertaken by the British Waterways Board, which obtained title to it from the estate of a long vanished railway. (At the end of the Canal Age in Britain most of the waterways that were still in operation had been bought out by railways, mainly to eliminate competition, but also to gain the freight business of the surviving canalside industries.)

At Frankton we encountered a junction with the partially restored Montgomery Canal and a flight of locks leading to it. Earlier in the trip we had visited this waterway in the vicinity of Welshpool and were impressed by what's taken place so far. It is navigable for about five miles heading south from Frankton.

Our boat, the *Swift*, tied up for the night just outside of Chirk, a small Welsh town known for its canal aqueduct and tunnel. It's situated just over the border from England, and a marker welcomes visitors to Wales. After working the many locks we passed through, I was dead tired and slept soundly. I noticed many other narrow boats moored where we were, and some belonged to our company, Alvechurch Boat Rentals. I subsequently learned that they had at least one other hire base besides the one we used at Wrenbury Mill. Capt. Bill rented from them because on prior trips they had given good service and had charged moderate prices.

In the winter issue, the story of Bruce's canal journey will conclude with the voyage over the Chirk and Pontcysyllte aqueducts.

ELEVEN-CANAL ADVENTURE IN UPSTATE NEW YORK

by S. David Phraner

(This is the second in a series about the Canal Society of New Jersey tour of New York State canals.)

Our next stop was in the three-village complex of Hudson Falls, Fort Edward, and Glens Falls. The delineation among the three towns is indistinguishable because of intervening development. Our objective was to inspect the Junction Lock in Fort Edward, Lock #8 on the Champlain Canal, and the rest of the seven-mile-long Glens Falls Feeder Canal and railway. First, a word or two of explanation.

The Champlain Canal actually predates (1822) the old Erie Canal that was opened in 1825. The original Champlain and the Glens Falls Feeder canals were opened together, but the initial feeder was short and poorly constructed, lasting only a few years. The old and new

Champlain canals diverge from the Hudson River at Fort Edward in much the same way that the Lake George Branch of the D&H Railroad diverged from the Main Line at this same point.

Northbound boats would have entered Lock #7 at the point of divergence. Boats then continued north in the Champlain (or Barge) Canal to Lake Champlain at Whitehall. Like the Erie Canal, the sixty-mile Champlain was constructed originally as a towpath canal. It commenced at Cohoes and Waterford, extending northward on its own alignment paralleling the river on the west bank. By the time it reached Fort Edward, it was still paralleling the river (at this point on the east bank). There it connected with a feeder from the Hudson River north and west of Glens Falls. It then continued north, at times its alignment duplicating what was to later become the Barge Canal. As time went on, the convergence of these three canals made for a very complex arrangement, further



Canal Society of New Jersey members Pary Woehlcke and Bruce Tell examine the old Junction Lock in Fort Edward, New York. Photo by Jakob Franke

complicated by flights (or as they call them up there “combines”) of four or five locks on the feeder. In seven miles there was a rise of 130 feet, sixteen locks and six basins on the feeder. The junction lock once provided water supply from the feeder to the old canal. After a while, the feeder was enlarged and improved to accommodate navigation. After the new barge canal was completed in 1917, mostly realigned into the bed of the Hudson River as far north as Fort Edward, the old towpath canal paralleling the river between Waterford and Fort Edward (Lock #7) was abandoned. Since the Champlain Canal became the Hudson River south of town, the feeder lost some of its functionality and a section of the feeder, improved in 1917, was abandoned a decade later in 1928.

We visited this late abandonment segment. The concrete lock works appear as modern as the rest of the current Champlain Canal, even to the bollards painted a now faded, yellow and blue. This was the so-called Junction Lock, made superfluous by the improvements to the main canal and its realignment into the Hudson River from this point south. A portion of the old canal is maintained as a feeder between the Glens Falls Feeder and the new barge canal north of Fort Edward to feed into the summit level at Lock #8.

A member of the local historical society familiar with the canal met us at the lock and explained all of this. As he began his recitation, my cell phone rang. It was daughter Wendy calling from Georgia to say that she had returned safely from her sixty-mile hike on the Appalachian

Trail. She was sore and suffered bee stings, but was otherwise okay. Our parental concerns kicked in. The canal and the explanation of the Junction Lock and its complexities in Fort Edward were momentarily set aside.

After completing our talk with Wendy, a youngster of about eight years wandered by the coach and the cluster of senior canal enthusiasts. Curious, she inquired as to what was going on. I tried to explain our aberrant behavior. She thanked us politely and left, only to return shortly with two of her younger friends. What polite and charming children they were. Gely Franke, Jakob’s wife and our tour hostess, invited the kids on board the Minnie for a tour (of the coach) and for some candy. The kids were much impressed, never having seen a coach of this size and amenity....with TVs and a potty yet. They departed the scene happily, though I wonder if their parents

believed their adventures with the old canal worshippers in the super bus named Minnie. We made good use of the TV/VCR/DVD on board to play tapes of various canal subjects that our former president, Bob Barth, brought along for information and entertainment.

We drove to our motel which was supposedly in Glens Falls, but considerably south of town near a Northway interchange. Again Magellan misled us, but we recovered quickly. The place was called the Landmark and catered to the Saratoga race crowd with racetrack theme and race statuary all over the grounds. Dinner was catered and served in the motel meeting room. That evening we were to receive a briefing from a local historian, but Jakob got stood up. The fellow who had briefed us earlier at Junction Lock instead came, loaded with photo albums that he laid out on tables for our examination. Several of our members interrogated him thoroughly, but I



CSNJ members study the Glens Falls Feeder Canal.

Photo by Jakob Franke

was weary, so Elaine and I retired to our room for a restful sleep.

After breakfast we traveled to the dam on the Hudson River just northwest (upstream) of Glens Falls. Here the seven-mile watered feeder canal, and trail commences. A very attractive park overlooks the dam, guard lock, feeder canal, trail and co-generation hydro plant on the opposite bank of the Hudson. An illustrated interpretive sign explains all. Just as organizations and non-profits are incorporated to save and operate portions of railroads that would otherwise be abandoned, so it is with the Glen Falls Feeder Canal Alliance. The local group was formed to save the canal feeder and create and maintain a trail along its margins. Named the (Glens Falls) Feeder Canal Alliance, this small but active group has done a great deal to make the canal presentable and keep after the canal corporation to maintain the works in proper condition and appearance. At each location I brought our brochures on the CSNJ to answer the inevitable question by our hosts, "tell me about your organization." Many seemed fascinated and a little confused by the Morris Canal and its incline planes.

A unique feature of the feeder canal was its multi function use as a current water supply to the Champlain Canal main line both before and after its improvement, its former use as a navigation for canal boats serving local industry, its power utility, its current recreation use as a trail, and its former use as conduit for logs cut upstream and floated down the Hudson to the dam and then locked into the feeder to transport logs to the pulp and lumber mills in town. All of these functions

were formerly performed simultaneously.

We stopped at another feeder lock in Hudson Falls. It must have been community garage sale weekend there, because Cody stopped our coach within sight of two or three garage sales. Anxious to avoid an enthusiastic discourse on yet another hole in the ground, some of our folks fled to the garage sales much to the astonishment and pleasure of the native vendors.

Our last stop in the Fort Edward area was the "Five Combines" flight of locks. Several of the lady proprietors of the garage sales urged us to visit the "combines." It pleased us to know that the locals were aware and proud of this historic treasure. The combine flows continuously over the lock sills. An underground bypass once kept water moving when the lock gates were closed during the years of navigation. These are impressive civil works, raising the canal fifty-five feet of total elevation. The original feeder used wooden locks, but by the 1830s the feeder canal had been equipped with dressed limestone block for lock walls. This substantial construction standard keeps the "combines" in a good state of preservation. It is important to note that the present canal corporation is responsible for the canal navigation, the maintenance of the navigation channels in rivers and man-made channels, the locks and dams, the reservoirs and natural and manmade feeders from the reservoirs, and the trailways related to the present *and former* canal alignments. Yes, this means that

NYTA maintains abandoned canals that still convey water to the active main line canals. Hence, NYTA signs are on the Glens Falls dam and other points on the feeder and its trail/greenway. This is a significant labor-intensive burden for the canal corporation and the volunteer canal support groups. What a cultural resource though! NYTA is aided (and urged/bugged) by local volunteer groups, such as the Feeder Canal Alliance that help with the lesser tasks of maintaining the canal greenways. This is also prevalent with the Morris Canal in New Jersey, where the CSNJ is actively working with NJDEP in state-owned and municipally-owned portions of the canal preserved as historical and recreation sites.

TO BE CONTINUED

PRESIDENT'S LETTER

(continued from page one)

St. Johns River on the east, the Ocklawaha River in the center and the Withlacoochee River on the west. When the Ocklawaha River reaches the planned route of the Cross Florida Barge Canal, it turns east and flows into the St. Johns. This eastward flow was to be used by the barge canal.

I find the published history of the barge canal to be very heavy in the politics, which is the dominate issue, but very light on the engineering plan. At the west end, the Withlacoochee River was dammed at Inglis in about 1904 creating Rousseau Lake for power generation. This dam included a 40' x 130' navigation lock, now gone. In the barge canal construction in the 1960s, the earlier lock

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PRESIDENT'S LETTER

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was replaced by the 84' x 600' barge lock and a direct channel was dredged to the sea. Because the dam was built for power generation only, the lake is full of stumps and is hazardous to navigate despite great fishing. Inglis Lock is out of service, and there are proposals either to fill it in or replace the current lock with a smaller one built within the present walls. Failure of the current gates will cause a catastrophic flood.

On the east side, the lower valley of the Ocklawaha River was to be used as the canal route. Kirkpatrick Dam was built across the east end of the river, backing up a sixteen-mile lake. Buckman Lock was built on an independent land cut to bypass the dam. The lake, dam, and lock remain in use, but are the focus of strident anti-dam people on the one hand and lake protection folks on the other. Rodman Lake is also a great fishing area. Much of what is said in this controversy is full of pseudoscience and character attacks.

At the west end of Rodman Lake is Eureka Dam and Lock. At Eureka, there is an almost complete dam and a complete, but never used, 84' x 600' lock. Tree removal above the lock was done by the very disturbing method of crushing them into the ground. This dam would have backed up water for another twenty miles.

Subjects I find not covered in any detail are the locations of the last two locks, which were to be the two ends of the summit level, and how the summit level was to be supplied with water. The route is very visible on topographic maps and aerial photos. It is now the Marjorie Harris Carr Cross

Florida Greenway.

This project, more than most, was a political football despite all concerns about the environment. Interestingly, on the national level, construction was pushed in Democratic eras and opposed or stopped by Republicans. The Republicans mainly opposed it as being a pork barrel project.

At the west end of Eureka Lake, the canal route would have left the Ocklawaha near where the Silver River flows in. This is the point at which the Ocklawaha changes from a northward flow to an eastward flow. But, at the point that the river leaves what would have been Eureka Lake, it suddenly becomes wider and straighter all

the way to the Ocklawaha Chain of Lakes on the north side of Orlando. This river straightening is rarely mentioned, nor is the lock at Moss Bluff. But the river is also called the Kyle Young Canal. At Moss Bluff, boat launch facilities exist above and below the lock, and traffic is reported to be busy in winter months.

The Ocklawaha River within the intended pool of Eureka Dam is supposed to be a canoe paradise (if you like paddling with alligators). At one time it was navigated by small steamboats. But navigation by powered boats today appears to be restricted by lack of snag removal. I have yet to find much navigation information.

The entire area appears to be ripe for more research.



Photo by the Canal Corridor Association

I&M CANAL BOAT ARRIVES IN LASALLE **35+ Years in the Making – *The Volunteer* is Here**

High winds, stifling heat and storm threats did nothing to thwart the arrival, last June, of the LaSalle canal boat, a 19th-century replica named *The Volunteer* (photo above). Hundreds of people turned out for the big day, including a news team from Peoria's Channel 25.

The boat is safe and sound in its new home on the I&M Canal. On June 27 the city celebrated the christening of *The Volunteer* and the following weekend, rides were offered to the public. So plan your trip to Illinois and book your passage back in time aboard *The Volunteer*.

Christine Esposito, for Canal Corridor Association, 773.637.3939
www.terracompr.com

A GREAT HOLIDAY GIFT—NORTH AMERICAN WATERWAY MAP AND INDEX

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

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



CARROLL COUNTY WABASH & ERIE CANAL BRIDGE WINS PRESERVATION AWARD

Historic Landmarks Foundation of Indiana singled out the Wabash & Erie Canal Park as one of two award-winning western Indiana bridges recognized with preservation awards. “These regional award winners benefit the community by maintaining and restoring history in its most public form—landmarks that add richness to the environment all of us enjoy,” says Marsh Davis, president of the statewide private foundation.

Carroll County Wabash & Erie Canal, Inc. won recognition for its restoration of a 1905 wrought-iron bridge it saved from demolition. The group dismantled the Stearns Truss bridge that originally spanned the Big Monon Ditch in Pulaski County. A largely volunteer effort restored the bridge elements before the span was rededicated in November 2007 at its new site spanning the Wabash & Erie Canal on the southwest edge of Delphi. Dan McCain, the group’s president, was joined by Mark Smith in accepting the award at Historic Landmarks Foundation’s regional preservation meeting held last month in Farmers Institute.

“Historic Landmarks Foundation’s awards recognize restoration that meets high standards. The against-the-odds nature of preserving these bridges only heightens the prestige of the winners’ accomplishments,” said Tommy Kleckner, director of the foundation’s western office in Terre Haute.

Historic Landmarks Foundation of Indiana, a private not-for-profit organization, saves, protects, and restores places of historical and architectural significance. The largest statewide preservation group in the U.S., Historic Landmarks leads and assists individuals, organizations, and communities in preserving and revitalizing endangered landmarks through education, advocacy, and financial support to enrich contemporary life and leave a legacy of landmarks.

For further information, please contact the Western Regional Office, 444 South Sixth Street, Terre Haute, IN 47807; 812-232-4534; www.historiclandmarks.org; kleckner@historiclandmarks.org.

DELAWARE CANAL SECTION MAY BE “DAYLIGHTED”

The Historic Delaware Canal Improvement Corporation and the Friends of the Delaware Canal are co-sponsoring a study by the Heritage Conservancy of Doylestown, Pennsylvania, to unearth portions of the historic canal in Bristol Borough.

The study is intended to set the stage to daylight, or unearth, the buried portions of the canal between the Delaware Canal Lagoon Park and the Snyder-Girotti Elementary School in order to revive the history of and improve access to the canal, as well as to help stimulate revitalization efforts in Bristol Borough.

The project will provide an analysis of the history and existing conditions.

There will also be a cursory



1903 Winton automobile crossing the Wabash & Erie Canal on the 1905 wrought iron Stearns truss bridge. Photo by Dan McCain.

examination of conditions upstream of the school to the intersection of old U.S. Highway 13 and Mill Street to survey for physical evidence of the canal’s location.

The primary goals of the Friends of the Delaware Canal are to ensure that the canal is fully watered from Easton to Bristol and that the tow-path trail is usable over its entire length. This project, hopefully, will help in reaching those goals.

Events at the National Canal Museum

*Two Rivers Landing, Centre Square, Easton, Pennsylvania
610-559-6613*

Hugh Moore Historical Park and Museums and the Pennsylvania Canal Society will sponsor a Fall Lecture Series at the Two Rivers Landing auditorium in Easton. Enter the building at the Pine Street (rear) entrance. Lectures are free and begin at 7:30 p.m.

September 18, 2008—Lance E. Metz, historian at the National Canal Museum, will show video histories of Ohio and Indiana canals. The midwestern states of Ohio and Indiana were once crisscrossed by extensive towpath canal systems. Traffic on these artificial waterways did much to develop the natural resources of these regions and provided the transportation needed to bring pioneers to settle the rich prairies and forests. The history of each of these former canal states will be explored in 60-minute documentaries produced by the Canal Society of Ohio and the Indiana Canal Society.

October 16, 2008—Martha Capwell Fox, a commonwealth speaker for the Pennsylvania Humanities Council, will present an illustrated lecture on the fascinating career of entrepreneur José de Navarro. During the last half of the 19th century, this entrepreneur made a great impact on the industrial growth of the Lehigh Valley, due to the large role he played in the development of the Ingersoll-Rand and Atlas Cement companies. This program is made possible by a grant from the Pennsylvania Humanities Council.

November 20, 2008—Donald S. Young will present a lecture on Bethlehem Steel and its railroads. Although the Bethlehem Steel Corporation has passed from the scene, its saga continues to fascinate both professional and amateur historians. Among the most knowledgeable of these individuals is Donald Young, a former Bethlehem Steel employee who has done much to save the physical remains of Bethlehem Steel's heritage. With his particular and hard-won expertise, Mr. Young will focus on the development of the former Steelton and Bethlehem plants and clarify the important roles that railroads played in their operations.

NEWS FROM THE WHITEWATER CANAL

On May 20, 2008, Governor Mitch Daniels of Indiana announced the 2008 grants for the "Hoosiers on the Move" statewide trail plan. Among the recipients was Whitewater Trails, Inc., of Brookville, which received \$300,000 to develop the connecting segment of the trail that extends along the route of the old Whitewater Valley Railroad, south of Metamora. The new segment, between Yellow Bank and Twin Locks, is approximately two miles long.

Completion of this segment will bring the total mileage of the trail to about five miles. The goal is to, eventually, develop a trail between Metamora and the Army Corps of Engineers Brookville

Dam, north of Brookville. That would complete the ten-mile trail. The "Hoosiers on the

Move" grants were awarded to twenty-eight projects involving 104 miles of new hiking trails.



Lock 23 on the Whitewater Canal at Twin Locks south of Metamora, will be the northern starting point for the newly funded Whitewater Canal Trail segment. Photo by Mick Wilz.

NAVIGATION ON THE UPPER POTOMAC AND ITS TRIBUTARIES

by Dan Guzy

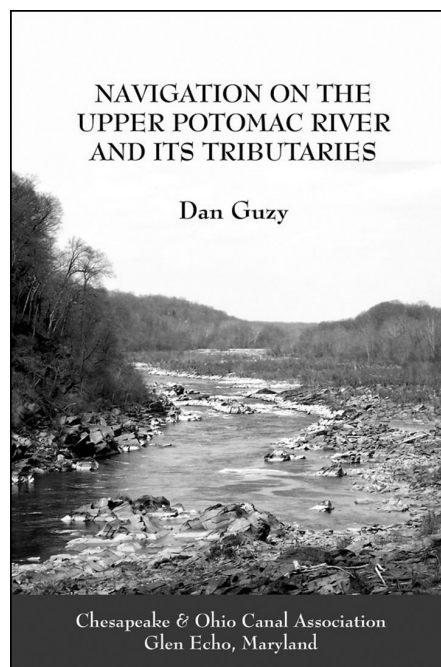
As part of its mission to promote understanding of the history relating to the Chesapeake and Ohio Canal, the C&O Canal Association has published a new book that sheds light on the drive to use the Potomac River as an avenue for commerce. The author is generously donating the proceeds from this edition to the Association.

During the late eighteenth and early nineteenth centuries, boats up to 75 feet in length regularly plied the Potomac, carrying cargos that included flour, whiskey, iron, tobacco, and lumber. To establish and expand this trade, George Washington and other leaders engaged in a series of improvements that reduced the considerable hazards of navigating the river. They also built sluices and bypass canals, the most elaborate of which was the series of locks that allowed boats to proceed around Great Falls.

These projects, which set the stage for the eventual construction of the C&O Canal, are carefully described in Dan Guzy's book. The work also examines the nature of the riverine commerce and the craft used for it. The many photographs will be of special interest to those who wish to know more about features of the river and intriguing early structures that are within the canal park, or visible from it. The illustrations also include historical maps, and three appendices provide useful original documents.

An engineer by profession, Guzy is an avid canoeist who has explored the upper Potomac and its tributaries over the past fifteen years. His interest in these waterways led him to archival research and to publication of a series of articles on aspects of their history. The ultimate result is *Navigation on the Upper Potomac and Its Tributaries*, a 166-page, paperbound book that includes endnotes and a useful index. The six-by-nine-inch volume is a handy reference and an excellent addition to the library of any C&OCNHP enthusiast.

The book is available for \$13 to C&OCA members, or \$15 to non-members. It may be ordered by printing and mailing the form that is provided in the "Store" section of the Association's website, www.candocanal.org. An alternate method is to simply send a letter, enclosing a check payable to the C&O Canal Association, to Box 366, Glen Echo, MD 20812-0366.



From *Along the Towpath*, the newsletter of the C&O Canal Association

SCHUYLKILL LOCK 45 EXCAVATED

By Glenn Wenrich

Fifteen archaeology students from Kutztown University, led by Professor James Delle, excavated a portion of Schuylkill Navigation Lock 45 in Reading. I initiated the project in the fall of 2007 as an extension of a signage project being conducted by Riverplace, a non-profit corporation emphasizing Reading as an inland port city.

Lock 45, locally known as Kissinger's, was the northern entrance lock to the two-and-one-half-mile canal through downtown Reading. Sometime during the 1940s, it was completely filled in, with only the riverside wall remaining as somewhat of an observation deck.

Riverplace is currently placing descriptive signs at various strategic locations around the City of Reading, many of them marking the Schuylkill Navigation System.

I felt strongly that the landside wall was still there, buried in the fill, and suggested to Bob Behling, executive director of Riverplace, that revealing both sides of the lock would help observers understand the size and purpose of the lock. Relatively few people living today even know it was there.

Behling arranged to have people from Kutztown University come to Reading for the dig. Starting at 10 on a Saturday morning, the university delegation convened at the meeting point, and I led them to the site. I had previously marked the spots where the gate pockets should be. The site had been cleared of dense brush and vines by city employees, and only a few large trees remained.

(continued on page thirteen)

A manual excavation with shovels and trowels began and in less than a half hour, the lower, river-side round quoin was discovered. The crew then backtracked several feet to the upper end of this gate pocket where a large tree blocked further excavation. Soon attention shifted to the landside gate pocket where we expected to find the other round quoin.

It took less than thirty minutes to find the quoin, but it wasn't round, it was square!

It was exactly where it was supposed to be, but the quoin was square from the top to a point at least five feet down. The assumption was that at some point the round quoin had been replaced by a concaved wooden quoin, as sometimes was done.

The mystery was further compounded by the presence of a three-inch-wide iron bar that protruded into the quoin several feet. It was about four feet down, extended horizontally and was not positioned in a way to support a timber round quoin.

At any rate, the landside wall was excavated to the point where it was obviously knocked down when the lock was backfilled. It appears to continue closer to the upper end of the lock, but unfortunately that corner would be under a macadam path that has been placed over the buried lock. The riverside upper gate pocket was not paved over, and measurements of the overall dimensions of the lock were taken. The chamber was verified to be 110 feet from gate to gate and 19 feet masonry to masonry. There would have been a six-inch wooden lining on each side, providing an eighteen-foot clearance.

One of the inner wall cap stones was moved back into place and some of the deeper cuts were

filled in again for liability reasons. The lower end of the chamber was leveled to about one foot from the top of the cap stones.

After making sure no hazards had been created, the tools were packed up and everyone headed for home around 4 p.m.

I thanked the university diggers and invited them to participate in a similar project at Guard Lock 47. The date for that venture will be determined.

(We thank the Pennsylvania Canal Society for giving permission to reprint this article.—Editor)

CANALENDER

September 6–November 23 - The Middlesex Canal Museum, Faulkner Mills, 71 Faulkner Street, North Billerica, MA, will be open, Sat & Sun, 12 to 4.

September 14 – 17, 2008—World Canals Conference, Rideau Canal, Kingston, Ontario, Canada. Visit www.canals2008.com.

September 20—Waterloo Heritage Day, Morris Canal, Stanhope, NJ; 11-4. 908-722-9556.

October 3-5—Canal Society of Ohio trip to the Ohio & Erie Canal's Akron/Portage Lakes section; see new parts of the Towpath Trail. HQ: Akron Quality Inn. Contact Larry Turner at 330- 658-8344 or towpathturner@aol.com.

October 4—6th Annual Bike Tour of the Middlesex Canal. Meet at the entrance to Boston's Sullivan Square MBTA station, 9 am. Bike 38 miles to Lowell and catch the 5:00 pm train back to Boston. (There will also be opportunities to catch the train at the 20 and 28-mile points.) This level route includes many stops. Steady rain cancels. Questions? contact Dick Bauer, dick.bauer@alum.mit.edu.

October 4—Geology hike in the C&O Canal's Great Falls & Billy Goat trail area. nancymadeoy@aol.com or 703-723-6884.

October 5-7—New York State Canal Conference, Grand Island (near Buffalo), NY; rivers@riversorg.com; 585-586-6906; www.canalsnys.org;

October 10-12—Fall Field Trip to the Cross-Cut Canal & Greene County, Indiana. Contact Carolyn and Bob Schmidt, 5909 Chase Creek Court, Fort Wayne, IN 46804; 260-432-0279; indcanal@aol.

October 11 & 25—Waterloo Heritage Day, Morris Canal, Stanhope, NJ; 11-4. 908-722-9556.

October 13-18—C&O Canal through bike ride, Cumberland to Georgetown. Contact Tom Perry at 301-223-7010.

Oct 17 - 19—Penn. Canal Society, trip to Lower Chesapeake & Ohio Canal; stops at the Monocacy Aqueduct, Whites and Edwards Ferry, Seneca Aqueduct, the refurbished Great Falls Tavern Visitors Center, and more. Ride the canal boat. For information, contact Dave Johnson at 301-530-7473.

October 24-26—CSNYS trip to the Cayuga-Seneca Canal. Michele Beilman, mbeilman@twcnny.rr.com; 315-730-4495.

November 15—Geology hike in the Point of Rocks area, C&O Canal. 703-723-6884 or nancymadeoy@aol.com.

November 23—Continuing hike series, 10:30 am, Goose Creek Navigation System, south of Leesburg, Va. Contact Pat White, 301-977-5628 or hikemaster@candocanal.org.

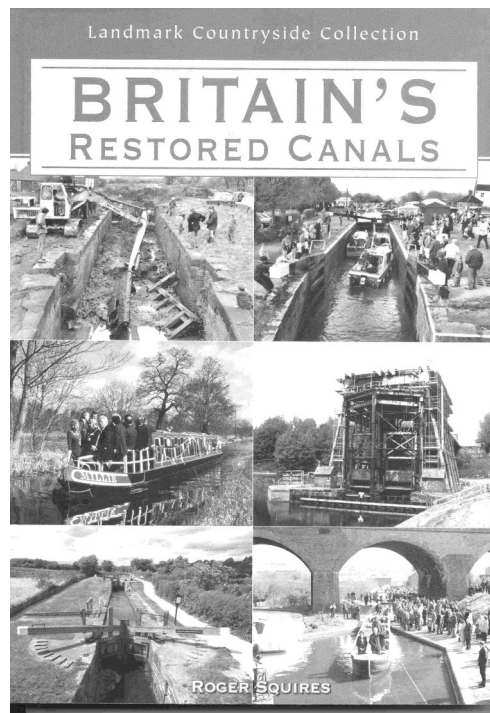
December 31 and January 1—New Year's Eve and New Year's Day hikes along the C&O Canal. Details to be announced. Check the website, candocanal.org.

Britain's Restored Canals, by Roger Squires. Ashbourne, Derbyshire, UK. Landmark Publishing Ltd. 2007. 192 pp., 90 b&w illus., 13 maps, bibl., index, table of contents. £16.99 sb (ISBN 13: 978-1-84306-331-X ISBN 10: 1-84306-331-X)

Roger Squires, in *Britain's Restored Canals*, has penned a highly readable account of the growth and expansion of Britain's inland waterway restoration since 1946 when the Inland Waterways Association (IWA) was first founded by L.T.C. (Lionel Thomas Caswell) Rolt, Robert Aickman, Charles Hadfield, and others. Squires' comprehensive text is as much about the history of IWA as it is about the restored waterways themselves.

Roger opens his chronicle with a fascinating chapter on the growth and decline of British inland waterways and canals from Roman times through the years of "Canal Mania" led by luminaries in the field such as James Brindley. Squires describes Brindley's transcendent idea of the Grand Cross, which was a scheme to unite the Rivers Thames, Severn, Mersey, and Trent and their outlet ports of London, Bristol, Manchester-Liverpool, and Hull with each other and with Birmingham near the center, the coming of the railroads, and the decline in the 100 or so years preceding World War II.

This general treatment is followed by a chapter focusing on the seminal contribution of L.T.C. (Tom) Rolt and his journeys aboard the narrow boat *Cressy*. Rolt, in the late 1930s, attempted to navigate the system, often fruitlessly, but his exploits were detailed in his monumental work



of 1944 entitled *Narrow Boat*. This is where it all began, the catalyst that inspired others such as Aickman and Hadfield. It has been said that Tom Rolt stirred the soul of England and what he had to say resonated with enthusiasts and on a more limited scale the general public alike. The upshot was the founding of the Inland Waterways Association in May 1946. Thus began the early campaigns not only to save the canals but also to restore and revitalize them for tourism and recreation. A new canal age, an echo from the past, had come to England.

The remainder of the book consists of chronological chapters, each a distinct episode in the long, epic struggle for restoration of British canals, with details of new proposed schemes and their resultant defeats or victories: the First Fruits of Success in the 1950s, the First Major "Reopenings" in the early 1960s, the Leisure Revolution (1965-70), and so forth up to the present.

Roger Squires begins the

detailed account with the 1951 dispute among the founders of IWA over the association's philosophy and long-term strategy for the future. This serious upset resulted in the resignation and eventual expulsion of Tom Rolt and others from IWA.** The internal conflict for a time set back the restoration movement, and as Tom Rolt would later write "...it developed into a major row which split the Association from top to bottom."

From this beginning, which may leave some readers wishing for more details, the author chronologically fleshes out the various factors that, in combination, propelled the waterways restoration movement forward with the happy result that over 600 miles of canal have been restored. Squires unveils many components or issues that positively impacted the movement like the value and greater appreciation of heritage coming to the forefront in the years immediately after World War II; the shorter workweek and third week paid vacation which led to more leisure time and awareness of the environment; the episodic assistance to labor because of high unemployment that helped job creation by putting men to work on canal maintenance and restoration; receiving positive publicity thereby raising public awareness that brought more people to the cause; the formation of volunteer groups that spent (and still do) weekends and sometimes longer periods on "digs" to clear out derelict locks and canal prisms; the sharp increase of books dealing with waterways and canal navigation; the start of National Waterway Conferences and boat rallies further adding to the public's awareness; increase in the

number of pleasure boat registrations, hire boat bases, people taking waterway holidays; the formation of a Heritage Lottery and the excitement induced by the approach of the Millennium. These and others all entered into the complex equation to varying degrees.

Of great value, especially to those interested in or proponents of canal restoration ideas, Roger serves up some tasty morsels of positive statistics of what the public investment has leveraged in terms of private funding and full time equivalent jobs created, first on page 136 and again, in more detail, in the final portion of the book, Chapter XIII: *Success or Failure*. Also in the final chapter he gives us some sound advice on approaches to restoration projects and a "recipe" for the successful completion of these schemes.

Some readers, especially those on this side of the pond unfamiliar with British geography and place names, may have problems with visualizing the story of British canal restoration in a proper geographic context. The book would have been enhanced by a fold-out map or one covering two adjacent pages, preferably in color, of stream, canal and place names. Map 1 on page 5, for instance is a good example. Admittedly the intent of the map is simply to illustrate canals that were open in 1906 compared to 1946 and others past and present; a larger scale map, however, with the names of the canals, water and some physical features, and many of the towns that would appear in the text to follow would have been an asset to the book.

Another personal quibble, which may tell you more about me than Roger's book, is that some of the early illustrations do not relate to

the text that is on that or neighboring pages. For example, the first image in the book (ignoring those on the cover) is of the Lancaster Canal Trust Protest of 1964. It appears on page 6 in Chapter 1, *The Growth and Decline of the Inland Waterways*, where the entire text is devoted to the history of the waterways. I would have thought an image of James Brindley or a map of his Grand Cross would have been more appropriate to the subject under discussion. In the latter maps, beginning with Map 8 on page 103, the legend (explanation) does not have the proper symbol to differentiate between *New schemes* and *Former schemes*. Lastly there are errors in the index. A few items listed to not appear on the assigned page or pages.

Roger Squires' *Britain's Restored Canals* is definitely a good read. The book is aimed at a reader who is familiar with the British "lay of the land" and interested in canal restoration within the historic framework of the rise, growth, and progress of the Inland Waterways Association. This stems from and is a natural consequence of the nature of the topic. That is not to say that those interested in canals outside of Great Britain will not find this work rewarding. On the contrary, canal enthusiasts of all ilks will learn something new and find much of interest in these pages.

Thomas X. Grasso

**See page 173 of Rolt's 1977 *Landscape with Canals The Second Part of His Autobiography*, Alan Sutton Publishing Ltd., Great Britain. The final chapter, Chapter 8 *The End of the Cut*, pp 166- 188, devotes several paragraphs to the rift.

TROVE OF ARTIFACTS NEARING DELIVERY TO CANAL MUSEUM

Conservation work on a trove of artifacts recovered from the site of a small locktender's house burnt by Union forces in 1865 on the Savannah Ogeechee Canal is nearing completion at Armstrong Atlantic University.

Students of the 2007-2008 archaeology course at the Savannah, Georgia, university processed the artifacts. The rare collection of everyday artifacts is providing researchers with a unique glimpse of the daily life of the locktender, who operated Lock No. 5 and No. 6, near present day Argyle Fort Road.

The students are cleaning and conserving the materials under the direction of Dr. Mark Newell, the archaeologist who conducted excavations on canal property last year. Newell used the project as a basis for a course in field archaeology at Armstrong.

"A great many artifacts were recovered from this pristine site," said Newell, "and each one has to be cleaned several times, photographed, drawn, chemically treated, and then cataloged into the collection of the Savannah Ogeechee Canal Museum. We expect the task to be completed within the next few months with the hope that a small exhibition might be mounted at the museum this summer."

Last year Armstrong students excavated a portion of the locktender's house with Newell and the staff of the Georgia Archaeological Institute. This year a new class will continue with excavations and also learn the techniques of processing and

cataloging the materials that have been found.

“It is exciting to be working on a kaolin pipe bowl fashioned after the face of Andrew Jackson,” said student Allison Raines. “It is a unique item that will eventually be seen by many visitors to the canal museum.”



Armstrong Atlantic University student Allison Raines cleans a kaolin pipe bowl found in the locktender's house.



Kaolin pipe bowl may be a representation of Andrew Jackson, popular figure at the time the canal was built in 1840s.

WIFE-SWAPPING ON THE CANAL

Our old friend and canaler, Dillow Robinson, told this story and those who know him can vouch for the truthfulness of it.

Traffic on the canal was just about finished. Income was practically nothing and soon all this canaler friend of Dillow's had left in the world was his boat, his wife, and a team of mules. Things didn't get any better, and there seemed to be only one way for them to survive the winter: he had to sell the team.

It was a desperate solution because a canaler without a team couldn't operate. Perhaps a part-time job would crop up before the boating season started, and he could earn enough to purchase a new team.

But the part-time job didn't materialize, and this time there didn't seem to be any solution. Then, a tiny glint of hope beamed from far over the horizon; a Cleveland firm had a whole boatload of paint for a client in Canal Dover.

The old canaler was asked if he wanted the job. Did he? He'd get cash-money to haul this load, and Canal Dover was only a short distance away. He could buy a boatload of coal there that could be sold at the paper mill in Akron. If not, Cleveland's lake steamers could almost certainly use the coal. Then, even if a return cargo couldn't be found, there'd still be enough money left to return "light" and pick up more coal.

The big problem was, of course, that with no money, getting a new team was going to be difficult, if not impossible. A quick round of all the obvious places confirmed that opinion. Though many wanted to help, no one could afford to wait until after a few trips to get their money.

One of these folks was Caleb

Atwater. He had left the canal a few years before to take up farming and had a spare team of mules; however, he, too, had his problems.

“Sam,” he said. “You know I'd help if I could, but Martha has to go back East for a few weeks to look after her sick mother. I need cash money from selling those mules to hire someone to take care of the house and look after the kids while I'm in the fields all day.”

At that, the gears in old Sam's head began to grind, and he got a crafty gleam in his eye. “Don't do anything about the mules till I get back,” he shouted as he ran out the door. “I have to check into something, but I think both our troubles are over.”

Sam rushed home and explained the situation to his wife. “You know, Mary,” he concluded, “It's not as if house-keeping and kid-watching were strange to you; besides, it'll only be for a few weeks.”

And that's how it worked. Mary Arthur became Caleb Atwater's house-keeper and babysitter, while old Sam got the use of a team of mules free for a time.

Things went well for Sam after that. He grew lucky picking up southbound cargo and was able to buy the team and get Mary “out of hock.” He was also able to set a little aside, and he and Mary got off the canal a few years later.

Of course Sam gained quite a bit of notoriety as the man who swapped his wife for a team of mules. That title didn't bother Sam much. “Actually,” he'd say, “I was doing her a kindness. She'd tended house and minded kinds all her life, so it was no hardship, but it would have been cruel to expect that good woman to pull a canal boat all by herself.”

Thanks to Terry Woods, the *Hoosier Packet*, and the *Canal Fulton Signal*.