



## From the President

By David G. Barber

Occasionally, the American Canal Society gets to help preserve our canal history in a very concrete way. This past summer, I received a phone call from Judy Ross in Portsmouth, Ohio concerning the access to Ohio and Erie Canal New Lock 55. The lock was the second outlet of the canal to Ohio River waters in West Portsmouth and still exists. On my one visit to Portsmouth a few years ago, I was unable to figure out how to get to the lock and if it even existed.

However, Google Earth shows it very intact and with the unused Old River Road passing over the upstream (north) end. Old River Road used to be the east west road along the north shore of the Ohio. But, US 52 now carries traffic further inland to the north. To the west of the lock, Old River Road branches off the

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*Conococheague Aqueduct, Williamsport, Md. – Photo by Monica Larcom*

### **PCS Spring Field Trip – C & O Canal May 5 - 7, 2017**

This trip, sponsored by the Pennsylvania Canal Society, will cover sites in the middle section of the Chesapeake and Ohio Canal National Historical Park between Fort Frederick State Park and the Monocacy Aqueduct, and will be based in Hagerstown, Md. Sites likely to be included are the Antietam Creek Aqueduct, Dams 4 & 5, Lock 38, and Williamsport, which includes the NPS Visitor’s Center, the Cushwa Basin, Lock 44, and the Conococheague Aqueduct.

# American Canals

BULLETIN OF THE  
AMERICAN CANAL SOCIETY

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For CANAL CALENDAR items and news of local, state, and regional canal societies: c/o Steve Dean, PO Box 132, Saint Leonard MD 20685; 301-904-9068; [184.5\\_miles@comcast.net](mailto:184.5_miles@comcast.net)

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

An annual subscription to *American Canals* is automatic with ACS membership. Regular Single Membership, \$25; Dual Membership, \$35; Sustaining (no

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**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, 2017. Send to Steve Dean, PO Box 132, Saint Leonard MD 20685, Editor, American Canals; 301-904-9068; [184.5\\_miles@comcast.net](mailto:184.5_miles@comcast.net)

Material submitted to *AMERICAN CANALS* for publication should be typed and double-spaced or sent by email in WORD format. You may send actual photographs (which will be scanned and returned), or digital versions may be emailed or sent on a CD.

Editorials, articles expressing opinions, and book reviews reflect the opinion of the writer/reviewer and not necessarily those of the editor or ACS board.

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## *American Canals* Indexes Updated

Thanks to some hard work by David Barber, the index for *American Canals* is now updated to reflect the full 45 year history, from 1972 to 2016. Separate indexes allow searching by article, author and photographs. The indexes are available at the following link: [www.americancanals.org/AC%20Indexes/AC\\_Indexes.htm](http://www.americancanals.org/AC%20Indexes/AC_Indexes.htm)

Additionally, past issues of *American Canals* through 2014 are now available. They can be found at: [www.americancanals.org/AC\\_Issues/American\\_Canals.htm](http://www.americancanals.org/AC_Issues/American_Canals.htm)



*From the President – continued from p.1*

current highway and is gated. The interesting thing is that Old River Road is still publicly owned.

Earlier this year, the landowners that owned fields on each side of Old River Road petitioned the Scioto County Commissioners to abandon the road. This would have cut public access to the lock. When Judy called me, there were only a couple of days left until the commissioners were to hold a hearing on the petition. So, I rapidly composed a letter supporting the retention of public access and email a copy to the address she supplied. I also sent her a hard copy since she doesn't do email.

If you think that canals don't have supporters, you may be interested in learning that the commissioners received over 1,000 emails and letters supporting re-

tention of public access. When they held a site visit, over 100 people showed up to support public access. A local college also noted that Old River Road provides access to some Native American archaeological sites. The latter makes perfect sense as the flood plain here is both on the Ohio and at the mouth of the Scioto River, leading northward into central Ohio. The report since is that the commissioners have decided to retain access. They are also considering a small park.

So, the next time you are in the Portsmouth area, you might want to visit New Lock 55. We now know the way to the lock and that we have the right to go there. However, it might be best to avoid times when the Ohio River is in flood and submerging the lock.



*Aerial view of New Lock 55 and the access road - Image courtesy of Google Earth*

# American Canal Society Sales

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
American Canal Guide #3: Lower MS & Gulf	published 1979	\$3
American Canal Guide #4: WV, KY, Ohio River (Photocopy)	published 1988	\$3
American Canal Guide #5: DE, MD, VA	published 1992	\$3
20 year American Canals Index 1972-1992	published 1992	\$3
Canal Boat Construction Index (12 pages)	published 1992	\$2
Picture-Journey Along the Penn. Main Line Canal	published 1993	\$10
ACS Burgee (blue on white cloth)		\$15
ACS cloth sew on patch (2" x 3" red, white & blue)		\$3

## Special Offers – while stocks last

Back issues of American Canals - free to members – enquire for a list of available copies and mailing cost.

An ACS bumper sticker (“Support Your Local Canal” or “Restore Your Local Canal”) will be sent **free** with each order

**Shipping and handling:** Orders can also be sent by mail with a check payable to American Canal Society to 24 Northview Terrace, Cedar Grove, NJ 07009. **Include \$3 postage for first item and \$1 for each additional item** for Media Mail within USA. Enquire for other destinations and expedited delivery. Allow for your order to take up to 4 weeks to dispatch. Email [Sales.AmericanCanals@gmail.com](mailto:Sales.AmericanCanals@gmail.com) for further information.

# Jakob Franke

It is with great sadness that we report the sudden death of Jakob Franke on Thursday, November 10, 2016. For 24 years, Jakob was highly involved in the New York-New Jersey Trail Conference and chaired the Long Path South committee. A few days prior to his passing, Jakob received NYNJTC's highest honor; the Raymond H. Torrey Award, and with his wife Gely he received the Paul Leikin Extra Mile Award in 2014.

Jakob brought his skills in planning, organizing, and managing trail clearing parties to various sections of the Morris Canal towpath in Morris, Sussex, and Warren counties. Most recently, he led a large crew at Inclined Plane 4 West in Waterloo, which had become heavily overgrown due to lack of maintenance. This major canal engineering feature is now visible from across the river and can be interpreted from Waterloo Village. He was a longtime member of the Canal Society of New Jersey and a board member of the American Canal Society.

In 2014 he authored the *Field Guide to the Morris Canal of New Jersey*, a mile-by-mile, turn-by-turn guide for following the Morris Canal from Phillipsburg to Jersey City. For this huge undertaking, Jakob spent countless hours researching and writing about the history of the



*Jakob Franke at the 2016 World Canal Conference - Photo by Linda Barth*

canal, the boatmen, its stories, and the parks and historic sites along its route. With minimal help from his co-authors, he produced a book that includes a brief history of the canal, a table of significant features, a glossary, and a bibliography.

Jakob lived and breathed canals, from the recent Brick Canal in Oklahoma City to waterways throughout Europe. In the summer of 2016 he spent time with his family on the Shannon River in Ireland, visiting villages and cities. Afterward he attended the World Canals Conference in Inverness, Scotland and gave a presentation about the Morris Canal guidebook. He really got into the spirit of the country, wearing a kilt for the gala dinner.

A native of the Netherlands, Jakob held an MS in Biology and retired in 2008 after a career as a research associate at Columbia University.

– Linda Barth

*Condolences may be sent to his wife:*

*Mrs. Gely Franke  
424 Tappan Road  
Northvale, NJ 07647*



# New Haven and Northampton Canal Greenway: Bike and Rail Trails Following the Historic Canal

By Robert R. Madison

Reviewed by David Barber

The New Haven and Northampton Canal was a waterway intended to bring the commerce of the interior to the port of New Haven, Connecticut. As such, it operated for 19 years and was then replaced by a railroad along the same corridor. The railroad was known as the "Canal Railroad." Today, the railroad in turn has been abandoned and the route is being converted to a bikeway.

In this book, Robert Madison devotes a chapter to each of the 16 towns along the route and discusses and maps the routes of the canal, the railroad, and the bikeway in its current development. He also covers the various names of the portions of the bikeway which vary from town to town. Also included are access, points, parking, and points of interest. Also included are several watercolor paintings of the canal by the author.

An unusual aspect of this book is that all profits will go to the erection of signs showing where the canal route crosses local roads. Recently, on returning from a trip to Pennsylvania, I noted a new sign for the canal on I-391 just after branching off of I-84. The former railroad bridge between two highway bridges now carries the bikeway across the interstate. I had not realized that the canal was in the neighborhood. Both the book and the greenway look like interesting explorations.

The book is available through amazon.com for \$29.95 in hard cover or \$19.95 in paperback.

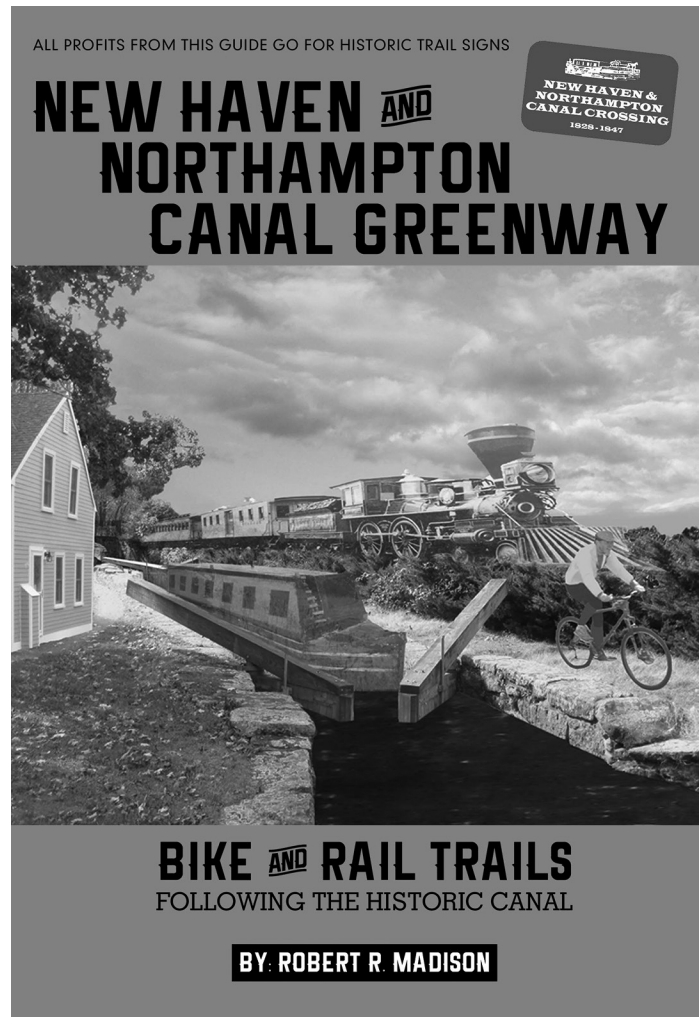
## New Haven and Northampton Canal Greenway: Bike and Rail Trails Following the Historic Canal

By Robert P. Madison

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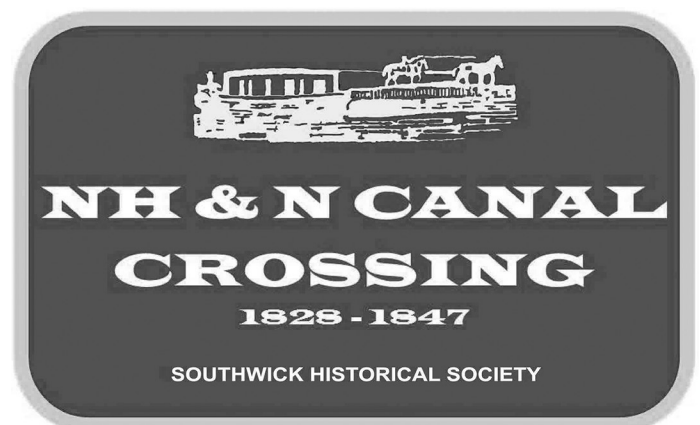
Southwick Historical Society



*Above - New Haven and North Hampton Canal Greenway*

*Below - Typical trail sign*

*Southwick Historical Society*





# Farmington Canal Maps

Carl E. Walter, the well-known authority on the Farmington Canal, has produced a new series of maps on the Farmington Canal in Connecticut. This new series of nine maps expands on his earlier maps of the canal. There is one map for each of the nine Connecticut towns that the canal passed through from the coast at New Haven to the Massachusetts line. One side of each map has the route of the canal indicated along with the current roads and much other detail. Noted are all of the structures and which structures and canal segments have remnants or not. The other side of each map has photos of the canal and information on the canal and its features.

The maps are based on Henry Farnam's 1828 "Map of the Farmington Canal" with the data transferred to the earliest modern topographic maps with ten foot contours.

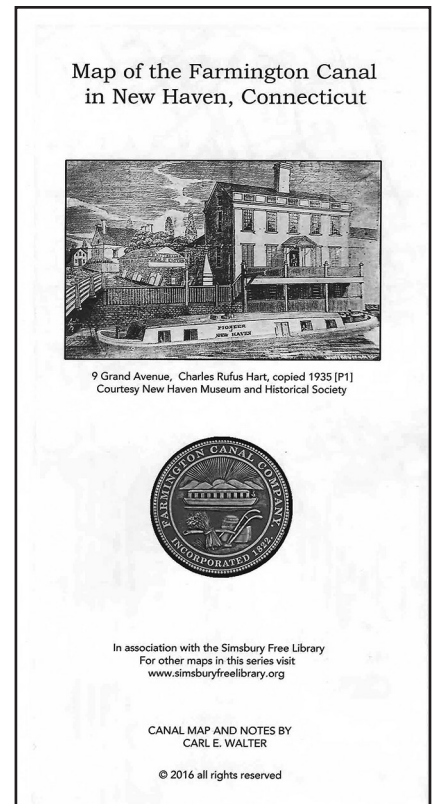
The maps, either individually or in sets, can be purchased from the Simsbury Free Library [www.simsburyfreelibrary.org](http://www.simsburyfreelibrary.org).

– David Barber

*Right - Cover of the Farmington Canal Maps*

*Below - Sample canal map*

*Simsbury Free Library [www.simsburyfreelibrary.org](http://www.simsburyfreelibrary.org)*





# Passage to Chicago, A Journey on the Illinois & Michigan Canal in the Year 1860

By Tom Wilcockson

Reviewed by Dick Lanyon

Richly illustrated with original artwork and maps by the author, this soft-cover, 8.5- x 11-inch book makes life along the 96-mile Illinois & Michigan Canal come alive as though the reader was a silent passenger on Captain Henry Dawson's *Prairie Star*, hauling barrels of molasses, sacks of grain, bales of wool and stone-ware jugs filled with either butter or whiskey from LaSalle to Ottawa. This cargo came up the Mississippi and Illinois Rivers to the head of navigation and was transferred to the lighter and shallower canal vessels to reach its final destination. After unloading at Ottawa, Dawson takes on a load of corn for transit to Chicago. Henry's wife Ann, is the onboard cook and keeper of the stern cabin, and son Charlie is a junior

deckhand helping first-mate Eric with navigation duties while Henry steers at the tiller. Daughter Maggie is too young to leave with relatives.

A four-mule-team tows the vessel about ten miles until a change of team and mule-team driver is necessary. Towns along the canal are highlighted with descriptions of local history, industry and commerce. Each of the locks are mentioned, with many explained in detail. The *Prairie Star* is frequently delayed awaiting transit through locks on the busy canal, and must navigate several aqueducts that cross south-flowing tributaries of the Illinois River. Even though the railroads have diminished passenger travel on the canal, transport of bulk commodities remains a steady business. The canal commissioners have four toll houses along the canal to collect revenue and they also sell water to several mills.

Publication of the book was supported by fund-raising through kickstarter.com.

The book costs \$18.95 and can be ordered from the Canal Corridor Association, 754 First Street, LaSalle, IL 61301, 815-220-1848, [www.canalcor.org](http://www.canalcor.org).

## Passage to Chicago, A Journey on the Illinois & Michigan Canal in the Year 1860

By Tom Wilcockson

2016 • 84 pages • 8.5 X 11.0

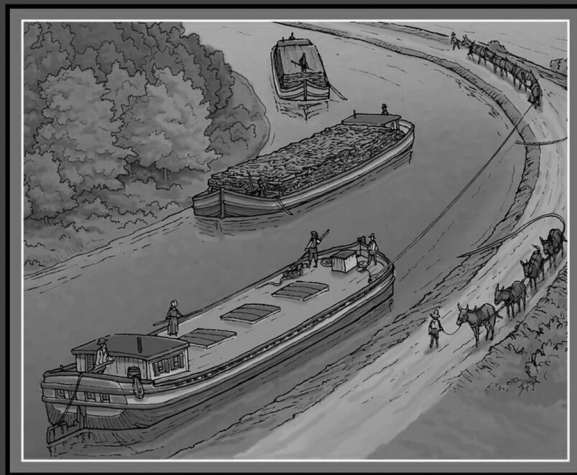
ISBN 978-0-692-78862-2

Canal Corridor Association

LaSalle, IL

### PASSAGE TO CHICAGO

A Journey on the Illinois & Michigan Canal  
in the Year 1860



Tom Willcockson

Forward by Ronald S. Vatile

# What is a Tumble?

By Bob Schmidt

Some will surely ask what is a tumble and what is its function? Refer to the photo of the lock at the mill site in Metamora. The tumble is the bypass where excess water flowing from the higher elevation can pass around the lock bottleneck when the lock's normal operation does not completely utilize the water flow. This tumble retains the canal water in the canal without disruption or water loss. In some situations where there isn't a lock, excess water can be removed from the canal channel and directed into an outside stream. This type of structure is called a weir. The best example of this type of structure was located five miles west of Fort Wayne on the Wabash & Erie Canal. It was called the *Marais Du Perches* (Sea of Fishes) and was located near the Towpath Trailhead along Engle Road. Here the seasonal water that flowed into the canal from a stream was allowed to exit the channel via a weir with several sliding gates that let the excess water flow back into what is today's Eagle Marsh. Two examples of weirs from the C&O Canal that remain today give us a better idea of how the W&E weir functioned.

The word "weir" may seem unfamiliar to you as it is derived from the Anglo-Saxon word *wer*. The Saxons, as well as other cultures, used this type of structure to direct fish from a river or stream into a narrow opening where a weir net could be used to easily harvest fish. It sure beat a hook, line and pole. Evidence of this type of fishing is visible as far back as 6000 years ago even in South America.

The necessity of water outlets or bypasses in a canal is quite obvious when we consider the hydraulics of water, as a liquid, it will always flow from a higher level to a lower elevation. If we dam a river and direct the water flow into a narrow channel and stop the flow every few miles with a lock, the water has to have some place to flow. The canal weir was usually a fixed structure that acted like the overflow drain in a bath tub. If the water reached the top it could flow into a nearby stream etc. Tumbles by themselves at the lock were not enough, so additional weirs at certain locations along the way were required so that the wa-

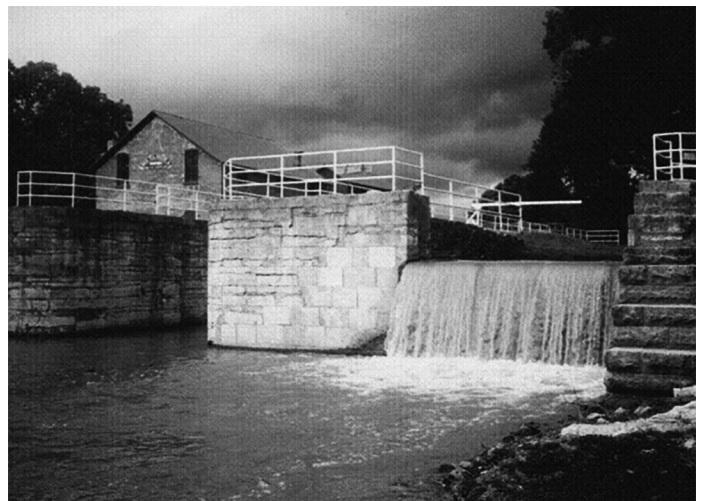
ter level could be maintained in the channel or prism at a 4 feet depth, not overflowing the banks.

Even with tumbles and weirs the inflow of water into the canal at times during a freshet was so great that the banks were breached. Quickly erosion would send a torrent of water into the countryside.

Another type of safety outlet was a waste gate that could be dropped more quickly to allow excess water to flow from the canal. There were two of these type gates in Huntington County. This type of gate was patented by Robert English of Lagro, IN. (*The Hoosier Packet* of June 1999). The one at Clear Creek was completely removed in 1999. Other waste weirs and gates were located at strategic points along the W&E Canal.



Above – Waste weir on the C&O Canal  
Below – Lock at mill site in Metamora  
Photos courtesy of Bob Schmidt



# 1904–1923: The Last Two Decades of C&O Canal Navigation<sup>1</sup>

By Karen Gray

*History is the witness that testifies to the passing of time; it illumines reality, vitalizes memory, provides guidance in daily life, and brings us tidings of antiquity.* **Marcus Tullius Cicero (106–43 BCE), *Pro Publio Sestio***

On Jan. 8, 1904, Francis S. Mead, a lifelong employee of the C&O Canal Company and its current harbor-master in Georgetown, committed suicide by shooting himself in the head. It was a sad beginning for the canal's last two decades of navigation during which it would continue its slide into financial insolvency and declining use. The Canal Towage Company (i.e., CTC—organized the previous year to purchase or operate under lease all the coal boats), would be in charge of maintenance and toll collection, and have little interest in the small number of boats carrying other cargoes such as passengers on excursions or lumber, stone and grains.

The previous year much of the coal mined by the Consolidation Coal Company (now the largest operator by far in the Georges Creek coal fields), was taken to New England ports through the agency of W. A. Leetch & Co., distributing agents of the Canal Towage Company. Subsequently that pattern will continue, with the coal transferred to large barges in Georgetown and towed to the mouth of the Chesapeake where large seagoing tugs would take it up the coast.

On March 25, 1904, Washington's *Evening Star* noted concerning the opening of the boating season: "The boatmen of the canal and their families who have wintered in the towns along the waterway will gather up their household effects and install themselves in their respective vessels—the summer home of those who follow the towpath." However, other reports convey a picture of boats run by all-male, paid crew. For example, as the CTC prepares for the opening of the canal in 1905, it reported that it would employ 600 men, 400 horses and mules and 150 boats, each boat having a crew of four men—two drivers, a captain and a steersman.

A complex management situation under the trustees also emerged in both official and newspaper reports. For example, at the end of 1905 the court permitted the trustees to contract for another 10 years with the Chesapeake and Ohio Transportation Company of Washington County. But that company's responsibilities are obscure and the original requirement that they made a profit of \$100,000 a year was dropped at this time (that never having been achieved in the C&OTC's previous years). Subsequently the trustees had but to be able to report at the end of each year that the C&O Canal Company was in the black. A new contract was also executed by the trustees with the CTC for the continued maintenance of the canal and collection of tolls.

In 1906 the CTC built a new boatyard that used the power of machines for some of the work that was done by hand previously. This included a large electric motor that would pull the boats up onto the supports for their repair. In this year as well, with the old basin along Wineow Street no longer in use, it was suggested that it be filled in and turned into a park. It is clear that the entire terminus at Cumberland changed dramatically in the trusteeship era, returning to a configuration likely close to its original one in the 1850s.

From reports in 1907 it is clear that the ice-coal trade continued with coal being shipped to New England and natural ice brought back to the ice houses at District wharves. It was a time, however when the schooners were replaced by tug-pulled barges, and as mechanical power replaced wind power on the tidal waterways, the persistence of animal power on the canal inevitably would appear increasingly outmoded—and one senses that in the way it is referred to in the newspapers. However, during those last years of the canal only one steam freight boat appears to have been in use, where as many as at least 18 had been operating on the canal in the 1870s.

On Aug. 8, 1907, the interests in the C&O Canal Company that had been purchased from the state of Maryland on behalf of the Western Maryland Railroad by its vice president Fairfax S. Landstreet, were trans-



ferred to the Continental Trust Company of which George J. Gould was president. However the Western Maryland entered receivership in that year, and in 1909 the Western Maryland Railway Company was formed to purchase the WM assets. It would bring it out of receivership in 1910.

In February 1908 it was announced that the CTC had embarked on a project to convert to concrete the 13 composite locks (nos. 58–71) originally built with rubblestone and lined with wood planking. Evidence today indicates that some of the locks were given concrete walls in this era, but others have concrete only at the gate pockets and abutments.

On July 18, 1908, in Washington's *Evening Star*, a news story detailed the 42 years of service by level walker Samuel Deeble, responsible for the Rock Creek to Glen Echo stretch of the canal. Nicknamed "Uncle Sammy," his daily 16-mile round-trip walk was said to have taken place in all seasons and weather and involved his diligent search of the canal berms for leaks, washouts and mole holes, etc. The reporter estimated Uncle Sammy had walked a total of 242,360 miles. At 72 years of age he was described as in excellent health.

In July, 1908 it was reported that most boats were at that time "night boats"—traveling 24 hours a day. The report mentioned that many had a "light" crew (i.e., likely meaning less than the normal 4), there was stiff competition among the captains and that even those that tied up at night could make 45 miles a day.

1909 brought news that the CTC would operate more than 100 boats that year, and that it had a contract to deliver 40,000 tons of coal to the government testing ground at Indian Head, Md., 30 miles down the Potomac. The naval facility there had a coal-burning power plant and it would appear that most or all the coal was designated for that plant. Tugs were used to take the canal boats to and from tidelock and Indian Head. In the oral histories there are reports that two boats would be taken down at a time, one on each side of the tug; and that more might be rafted together for the return trip and pulled back upriver.

In 1917 the boatmen sought a significant raise of 10 cents a ton from 40 to 50 cents for the Cumberland to Georgetown trip. As always, a major argument made by the captains was that only with such a raise

could they hire the crew necessary to operate the boats they were assigned. Unwilling to accept a CTC offer of 45 cents per ton, by March 22 they were on strike. But on March 31 the CTC met their demand although only about 80 coal boats were to be in operation when the canal opened.

On April 8, the United States declared war on Germany and the next day the canal began to be filled with water for the 1917 boating season by the seven inlet locks. Boatmen were told that if they have no permanent residence on the canal where they can register for the draft, they must do so wherever they might be on June 5.

In November 1917 a "local fuel administrator" reported that Washington's normal supply of both hard (anthracite) and soft (bituminous) coal was slightly in excess of 1 million tons a year. Of this amount 476,200 tons were hauled by the Baltimore & Ohio Railroad; 443,500 tons by the Pennsylvania Railroad; 100,000 tons by the C&O canal; and 18,000 tons by barges coming up river (presumably largely from the anthracite mining areas of eastern Pennsylvania).

At the same time the, Washington papers carried the warning that unless more coal arrived, district industries might need to shut down and homes might have insufficient coal for the winter. Due to the shortage the canal was kept open longer than usual.

That year's coal shortage was at least partially due to the congested railroads, which highlighted the need for the diversification of transportation means and routes to lessen it. For the C&O this led to transshipping coal from canal boats to the Cumberland Valley Railroad at Powell's Bend, three miles below Williamsport. It was there, on Nov. 22, that what appeared to be a crude bomb intended to blow up a canal boat (presumably as an act of sabotage) was discovered while unloading coal from the boat.

Ultimately it was acknowledged that only 82 coal boats operated in 1917, and an inquiry from the government led to the assertion that theoretically the canal could handle a fleet of 500 to perhaps even 700 boats. As 1918 opened with a "coal famine" threatening the city, some in the government began to consider taking over the canal. A proposal to relieve the railroads and increase canal use envisioned shipping the raw materials from South America up the canal to the new Kel-

ly-Springfield tire plant being built in Cumberland. By March there was talk of steel rail, tin plate, and glassware manufactured in Cumberland also being shipped on the canal, and the canal company even proposed using tractors to tow boats and increase efficiency.

In early March 1918, Major John Stewart of the Army Corps of Engineers and two Army aides traveled the length of the C&O Canal on motorcycles, encountering challenging sections of ice, mud, and water and an inability to take their motorcycles through the tunnel. Stewart’s mandate was to report on the canal’s condition and capacity to William Gibbs McAdoo. The former Secretary of the Treasury, McAdoo had been appointed director general of the United States Railroad Administration (USRA) when that agency was formed with the U.S. entry into the war the year before.

Ultimately the government did not take over the C&O, although it did assume control of the newly completed third version of the Erie – the New York Barge Canal. However, the USRA stated clearly its interest in cooperating with the CTC in carrying the coal needed in Washington and its vicinity. As the canal prepared to open, however, the boatmen were again demanding an increase, this time to 75 cents a ton. Under pressure of wartime demands, they were forced to compromise on 60 cents a ton in March.

By the end of June 1918 the effort to ship more coal on the canal resulted in new boats being launched in Cumberland and a government contract executed with a firm in Elizabeth City, North Carolina, to construct 10 C&O Canal coal boats. Owned by the USRA, those boats were towed up the Albemarle and Chesapeake canal to the Chesapeake Bay and up the Potomac, the first arriving for C&O service in September.

WWI ended with the armistice that went into effect on Nov. 11, 1918, and with it ended a time of hope that the canal could be returned again to prosperity by dramatic changes in cargoes and the conversion to mechanical towing. On April 10, 1919, the new director-general of the USRA, Walker Hines, wrote a lengthy letter in reply to questions put to him by a group of Senators. In the letter he stated concerning the C&O:

At the beginning of the season of 1918, on account of increase made by the canal trustees in toll rates and the increases in operating expenses, the Canal

Towage Company, which was the only company operating boats on this canal, announced that *it proposed to discontinue operations, as it could not pay operating expenses.*<sup>2</sup> [Emphasis mine.]

While doubtless right about the economic condition of the CTC, Hines was wrong on one point: The CTC was the only company operating *coal* boats on the canal, but a few other boats still carried grain, stone, and wood for their owners, who were likely also the owners of the mill or quarry that used them. It is highly unlikely by this time that any captain-owned freight boats still existed on the canal.

On Aug. 17, 1920, a newspaper report stated that 100 boats were operating on the canal. While the canal’s coal traffic was claimed to be heavier than it had been in a number of years, a report the next day declared that the District again was facing a possible “coal famine” in the winter. In response, a committee had been formed to investigate the local supplies and one of the committee members blamed the deficit on inadequate transportation facilities. An Oct. 10 article stated:

The utilization of the C&O Canal to rush coal to the Capital in the face of the menaced shortage will be an event of more than temporary importance. The country [has] come to depend too completely upon its railroads for all classes of transportation.

Yet the annual mandatory report from the Trustees to the court overseeing the trusteeship provides a grim picture of the canal’s financial situation more than a year after the war. Only substantial infusions by the C&O Transportation Company allowed it to meet the court’s requirement that it remain in the black, as is apparent in these statistics:

	1920	1921
Earnings	\$81,935.97	\$63,924.52
C&OTC supplement	<u>\$92,810.05</u>	<u>\$98,918.51</u>
Expenses	\$174,746.02	\$162,845.03

Records for the trusteeship years are sparse and those we have raise many questions. Still, the following is clear: The trustees made decisions and contracts concerning the canal through the C&O Canal Company that remained the corporate identity for the canal and owner of its assets. Two extremely important contracts were made by the trustees and renewed multiple times. The first was that with the Chesapeake &

Ohio Transportation Company of Washington County that went into effect Jan. 1, 1896. The details of this contract are unclear, although obviously its monetary transfers to the canal company kept the canal in business. The other major contract was with the Canal Towage Company and was first signed in 1903. For the canal company, its responsibilities were clearly to maintain the canal and collect tolls. The side of the CTC that owned or managed under contract the coal boats, operated independently of the Trustees and canal company (at least in terms of its legal arrangements).

Undoubtedly one of the most significant aspects of the canal's operation in the last years of canal navigation is the presence of a wife and young children with the captain on board, and of boats operated with the assistance of young children closely related to the captain. In 1920 and 1921, the Department of Labor gathered information on child labor on the New York canals (including the new "Erie"—the Barge Canal—that had opened in 1918) and the C&O, the only remaining canal of those it studied that was still using tow animals. In a report published in 1923 this comment appears:

The principal difference between life on the old [e.g., C&O] and on the new [e.g., N.Y. Barge] canals so far as children are concerned, lies in the fact that on the older canals child labor is profitable and practically indispensable, while on the newer canals there is no place for it.<sup>3</sup>

The report also indicated that in 1920 on the C&O Canal, 59 captains were boating with their families that included some 135 children – 45 of whom were too young to do boat work. While some of those captains also used paid crew, it appears that roughly 50–60 percent of the boats relied on some unpaid family assistance. In most cases such families had a home on land where the wife and younger children often resided. Even so, there were a limited number of very poor families that lived year around on the boat for which they were responsible, and in some cases continued to do so even after navigation ended because they had no other home.

It is reasonable to theorize that economic realities such as the declining number of available boats, the financial instability of both the canal company and the

CTC, and a series of monetary panics in 1896, 1901, and 1907, all reduced the ability of captains to negotiate for higher pay or to hire a full crew with what they were paid. Certainly there is substantial evidence in these last years of boats being operated with an inadequate crew and in a casual manner that at times was simply unsafe (e.g., leaving the mules with no human driver, and forcing lock gates open with the help of the mules before the water had equalized on both sides). Add the fact that the CTC was allowing some of its boats to be run and lived on year around by a nuclear family that sometimes included very young children and even infants, and it can be theorized that boating as primarily skilled work for adult males was declining during the trusteeship just as was utilization of the waterway and its financial condition.

Once it became clear that the canal would not reopen to navigation in 1924, a young boatman, Benjamin Garrish, drew up a list of the last boats on the canal the previous year. His list of a mere 45 boats includes the captain's name and the CTC number of each. The list leaves us wondering if the struggling CTC had truly operated so small a fleet in 1923.<sup>4</sup>

#### Notes:

1. The primary source materials for this article are from William Bauman's Canal Trade pdf documents containing transcriptions of historic newspaper articles relevant to the C&O Canal. They are available on the C&O Canal Association website at: [candocanal.org/histdocs/newspaper.html](http://candocanal.org/histdocs/newspaper.html)
2. For a digital copy of the complete letter or of other official reports referred to in this column, contact Karen Gray, volunteer in the headquarters library of the C&O Canal NHP most Tuesdays and Thursdays, 9 am to 4 p.m., at [Karen\\_gray@partner.nps.gov](mailto:Karen_gray@partner.nps.gov) or 301-714-2220.
3. Springer, Ethel. "Canal Boat Children" *Monthly Labor Review*, 1923. A pdf copy can be download from here: [www.whilbr.org/assets/uploads/CanalBoatChildren\\_1923.pdf](http://www.whilbr.org/assets/uploads/CanalBoatChildren_1923.pdf)
4. Kytte, Elizabeth. *Home on the Canal*. p.264 (Seven Locks Press, 1983).



# Carolyn Schmidt Receives Hubert Hawkins Award

By Rachel Hill Ponko, Indiana Historical Society

Some have the gift of music to share with the world. Others have the artistic touch. Fort Wayne's Carolyn I. Schmidt has knowledge—the history of Indiana's canals. It is due, in part, to her dedication to the cause of transportation history that the Indiana Historical Society is proud to present her with its 2016 Hubert Hawkins History Award.

Each year, IHS presents the Hubert Hawkins History Award to an Indiana historian for distinguished service during his/her career in local history. Schmidt received her award during the annual Founders Day event on Monday, Dec. 5, at the Eugene and Marilyn Glick Indiana History Center.

For the past 15 years, Schmidt has served as editor of the Canal Society of Indiana's monthly publication, *The Hoosier Packet*. Many are quick to point out it is a "herculean" task and one she took on as a volunteer.

"As an excellent reporter, editor, and researcher, she garners good, meaningful stories of canal era leaders and their work," writes Wabash & Erie Canal Association President Dan McCain in a letter of support. "She secures many other stories from a myriad of Canal Society members and others that fill the monthly newsletter with interesting pages."

Carolyn is recognized as a hub of information on Indiana's canals. She has provided background research for archaeologists excavating Indiana's canal sites, developed guidebooks and organized local and regional canal tours. In addition, Schmidt often speaks to schools and civic groups.

Although Carolyn has produced our recognized historical publication for 15 years, before that she was the Editor of our society newsletter as well as most of our tour books. We congratulate her for her fine work and contributions to CSI over these many years. *The Hoosier Packet* is now available at many libraries throughout the state. The Allen County Public Library and the State Library have bound back issues. Carolyn will continue to support Ball State in their role as publishers of *The Tumble* by review of materials submitted to CSI.



Carolyn Schmidt received the Hubert Hawkins History Award from David Evans, Board Chair; (left) and John Herbst, President and CEO of the Indiana Historical Society. Photo courtesy Indiana Historical Society

# Denver Walton

By Terry K. Woods

Over the years, I have been fortunate, indeed, to have met and worked alongside a number of the people who were really instrumental in the early, active days in the study of Canal Era History. One of these was the late Denver Walton of Monaca, Pennsylvania

I first met Denver in mid 1971. The Pennsylvania Canal Society was planning a Fall 1971 tour of the Eastern Division of the Sandy & Beaver Canal and they asked the members of the Canal Society of Ohio to join them. I had been a member of the CSO for four years and had just joined the PCS. I began corresponding with a PCS tour committee member who was selling Pennsylvania Canal maps through their newsletter. Since I may have been the only CSO person those committee members were familiar with, I was asked to join them.

I thoroughly enjoyed meeting and working with canal buffs from the Pittsburgh area. The tour master, the man who was leading the tour, was Denver Walton. We got along well, finding we had a lot in common. Denver was a couple of years older than I was, but he was also an active engineer and we were both working toward a masters degree in Engineering. We also each had two children about the same ages, an older girl and a boy. And, we were both ardent canal buffs, though Denver had a great deal more knowledge of the subject than I did.

Denver's particular area of historical expertise was anything and everything to do with the History of Beaver County Pennsylvania. That included the Beaver Division of the Pennsylvania Canal and the eastern ending of the Sandy & Beaver.

Denver and I had similar personalities. We never wanted to expend the energy to actually dislike anyone, but we also didn't expend much energy on gaining close friends. I think Denver and I became close friends. We visited he and his family, which later included another boy, at his home outside Monaca, Pennsylvania atop "Walton's Mountain." Likewise, the Waltons visited our family, which also now included a younger boy, at our home on the north side

of Canton, Ohio. I was never sure if Denver came to Canton primarily to see me and the Woods' or to eat "Whopper" sandwiches. Burger King didn't have any stores in Monaca. They had several in the Canton area and Denver was a "Whopper" fanatic.

The PCS planned a tour of the Beaver Division Canal and asked Denver to lead it. Denver asked me to assist in the tour, but it was being planned for late 1975 and I was scheduled to spend from July to mid-November that year starting up a "Fine Patenting" line at Goodyear's wire plant in Luxembourg. Denver had the tour delayed until I could be on the committee. If memory serves me, it was a terrific tour, though I don't believe I contributed much to the planning.

Denver was a chemical engineer for the ARCO Chemical Company. Their principal product at the time was white, Styrofoam 'Dixie Cups.' I used to kid him about developing processes to produce white things that were thrown into landfills. He kidded me back about designing machinery to make black things that people weren't even allowed to throw into landfills.

Denver served on the Beaver County Research and Landmarks Foundation. He was Chairman of the Beaver County Bi-Centennial Commission in 1975-76. He also worked on a team to research and restore the Vicary House in Freedom, Pennsylvania Denver also authored several books detailing the history of Beaver County and his articles were often featured in the Beaver County Historical Society's newsletter. Once such article – a description of a hike he and his son Terry took in 1975 to 'rediscover' the last four locks on the Sandy & Beaver Canal will be a future CANAL COMMENTS column.

That article appeared in the Beaver County Historical Society's newsletter. The cover of that issue featured Denver's, then pre-teenage, daughter Pattie, dressed as Betsy Ross, making a flag.

Denver was quite active in both the Pennsylvania Canal Society and the American Canal Society. He was a longtime Director of the latter organization and editor of its newsletter for many years.

# 2017 World Canals Conference

## Syracuse, New York

Planning for the 2017 World Canals Conference is currently in progress. The conference will take place during September 24 through 28, 2017. It will feature formal presentations, study tours of canal sites and communities, Central New York dining experiences and a variety of exciting public events. The full schedule is evolving. Meals will feature local and regional produce and specialty foods, beverages and farm-to-table experiences. Look for full conference details in the spring. Registration opens in early 2017.

An informative web site is located at [wcc2017syracuse.com/](http://wcc2017syracuse.com/). The website is frequently updated as details of the conference are confirmed. Guidelines for submission of presentation proposals are available on the website. Updates to the details for the conference will be provided in *American Canals* as plans are developed. See page 20 for an outline of the conference schedule of events.

The American Canal Director's meeting will be held on Sunday, September 24 at 9:00 to 11:00 a.m. The location will be announced at a later date.

### Denver Walton (Continued)

Over the years, Denver and I got slightly separated in our lives, though we corresponded occasionally. The last time I saw him was at a joint PCS/CSO tour in Erie Pennsylvania on the Erie Extension Canal. That was probably around 1998 or 99. Denver's wife "Ginny" had broken her leg or hip "just stepping off a curb,?" so Denver wasn't active in the planning of the tour. The last time we conversed was on the phone, maybe in 2005 or so. I called him to check on a bit of canal history. He was very worried at the time as his youngest son, Larry, was camping with a troop of Boy Scouts and a falling tree during a storm had injured the young man.

Then I lost track of Denver entirely. He was being carried as a "Director Emeritus" on the ACS books, but nobody I contacted seemed to know anything about him.

Once, a couple of years ago, when I was acting as a Docent for the Old Canal Days Museum in Canal Fulton, I got to talking with a lady from the Pittsburgh area. When I asked if she knew Denver Walton, she immediately said she did, but thought he had died a couple of years before.

After some searching for his obituary, I found that he had died – on Feb. 11, 2011 at the age of 75. I knew his lovely daughter had died at the age of 30, but I was saddened to learn that "Ginny" had preceded Denver in death some three years before his.

I was gratified to learn that both Terry and Larry were alive, well and prosperous. Denver did leave three healthy grandchildren and a wealth of documentation and happy memories of the beginnings of our canal era history efforts.



# Locking through the Panama Canal Miraflores Locks

Photos and narrative by Dr. Richard Orr

1. The V-shaped gates point upstream which allows the water pressure to keep the gates closed. 2. Two ships, the *Evriddiki G* (on the left) and the *Huanghai Advance* (on the right) are approaching the Miraflores Locks. These ships are moving southward from Lake Gutun and need to be lowered 54 feet (16.5 m) to the level of the Pacific Ocean. They have already passed





through the Pedro Miguel Locks a few miles upstream and need to be lowered one final time before sailing out to sea. 3. The *Evriddiki G* has just entered the lock. Each lock is 110 feet wide and 1,050 feet long. The lock gates are huge, 82 feet high and 7 feet thick. The two leaves on each of the gates are 65 feet wide. 4. The *Evriddiki G* (lock on the left) is being lowered. Note the water level between the two locks. The *Huanghai Advance* is entering the lock on the right. 5. The *Evriddiki G* has passed through the lock's gates and is at the right level to now head towards the Pacific Ocean. The lock that it just left can be refilled in 8 minutes for the next incoming ship. 6. The *Evriddiki G* leaves the Miraflores Locks.



# CANALENDER

**March 4-9, 2017: Panama Canal Trip:** RoadScholar trip number 990RJ "Grit & Glory: Exposing the Panama Canal." Sign up via RoadScholar 877-426-8056. Notify Bob Schmidt at [indcanal@aol.com](mailto:indcanal@aol.com) after signing up.

**March 28, 2017: Life and Death on the Welland Ship Canal - The Untold Story of the 137 Worker Fatalities:** Arden Phair, 7:00 pm - Welland Public Library. [www.canadiancanalsociety.org/](http://www.canadiancanalsociety.org/)

**April 8, 2017: Santee Canal Spring Canoe Trip:** Reservation required. [www.oldsanteecanalpark.org](http://www.oldsanteecanalpark.org), 843-899-5200, [parkinfo@santeecooper.com](mailto:parkinfo@santeecooper.com)

**April 28-30, 2017: Canal Society of Ohio Tour:** Ohio and Erie Canal in Columbus, Ohio. Further details will be in the next issue of *American Canals* or at [www.canalsocietyohio.org/](http://www.canalsocietyohio.org/)

**May 5-7, 2017: Pennsylvania Canal Society tour of the middle section of the C&O Canal NHP:** Visit C&O Canal NHP sites between Fort Frederick State Park and the Monocacy Aqueduct. The trip will be based in Hagerstown, Maryland. For updates, visit [www.pacanalsociety.org/index.htm](http://www.pacanalsociety.org/index.htm)

**May 19-21, 2017: Canal Society of New York State 2017 Spring Field Trip:** Celebrate the 200th Anniversary of the Erie Canal's Ground Breaking. Utica, New York. For further information about the event, visit [www.newyorkcanals.org/explore\\_events.htm](http://www.newyorkcanals.org/explore_events.htm)

**July 9-16, 2017: Cycle the Erie Canal:** Join cyclists from across the country and around the world for Parks & Trails New York's 19th annual Cycle the Erie Canal bike tour. Registration opens January 3, 2017. [www.eriecanalway.org/explore/events](http://www.eriecanalway.org/explore/events)

**September 24, 2017: American Canal Society Annual Directors Meeting, Syracuse, New York:** 9:00 to 11:00 a.m. Location TBD.

**September 24-28, 2017: World Canals Conference 2017, Syracuse, New York.** Celebrating the bicentennial of groundbreaking for the Erie Canal and the centennial of its still operating successor – the New York State Barge Canal System. See program schedule below. Co-hosted by the New York State Canal Corporation, Erie Canalway National Heritage Corridor, and Visit Syracuse. [wcc2017syracuse.com/](http://wcc2017syracuse.com/)

## World Canals Conference 2017, Syracuse, NY

### Program Schedule at a Glance

Sept 22-23		Sunday, September 24	Monday, September 25	Tuesday, September 26	Wednesday, September 27	Thursday, September 28	Sept 29-30
Pre-Conference Tours - Champlain & Eastern Erie Canals	Morning		Plenary Welcome & Presentations	Break-Out Sessions	Break-Out Sessions	Plenary Presentations, Summaries & Invitations to future WCCs	Post-Conference Tours - Lockport, Buffalo &c.
	Mid-Day	Public Events	Lunch	Lunch	Lunch	Lunch	
	Afternoon	Public Events & IWI AGM	Tour	Tour	Tour	Activities, Events & Optional Tours	
	Evening	Delegates' Reception	Welcome Dinner Farm-to-Table Tasting	Dinner on your own	Upstate Cook-Out		