



A Tribute to Dave Barber

By Bill Gerber, with substantial input
from Linda Barth, Roger Hagopian and Bob Sears

David G. Barber, age 74, passed away on Saturday, December 15, 2018 at the Beaumont Care Facility in Westborough, MA. He was born in Worcester, MA in September, 1944, the son of George and Joan Barber. He is survived by his wife, Audrey, siblings Susan Herr and Paul Barber, and other relatives. Dave graduated from Lehigh University with a degree in mechanical engineering. He served his country in the Navy Seabees, with a tour in Vietnam from November 1968 to September 1969, receiving an honorable discharge in 1978. Married in 1978, he and Audrey (Schweinsberg) enjoyed 45 wonderful years together.

David had a fulfilling career as a project engineer and manager, working for companies in Pennsylvania, Vermont, and Massachusetts. While employed in Pennsylvania, he walked the entire 108-mile-long Delaware and Hudson Canal, while writing the definitive guidebook for it. Before and after retirement, he indulged his deep love for the outdoors by frequent hikes on the Appalachian Trail. He spent many hours as a rail trail volunteer with the Blackstone River Valley National Historical Park. He leaves behind a long trail of footprints from his multiple projects, such as building a canal boat, clearing pathways, and erecting information stations.

For almost two decades, Dave was president of the American Canal Society (ACS). He also ran the organization's website; and, as noted in the most recent issue of "American Canals" (the organization's

newsletter), Dave completed the addition of 44 years of newsletter issues to the website (all but the most recent two years), thereby creating an important historical resource; he also managed to bring the website itself up to date. In addition, Dave was a frequent contributor to that newsletter, usually of well-researched and written articles. He stepped down as president at the ACS in October of this year, passing the office on to Mike Riley.

Continued on page 4



Dave Barber – Photo courtesy of Bill Gerber

American Canals

BULLETIN OF THE
AMERICAN CANAL SOCIETY

www.americancanals.org

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For CANAL CALENDAR items and news of local, state, and regional canal societies: Contact Michael Riley, President, for guidance on submission of calendar content to the editor.

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 change) \$35; Patron, \$50; Life Membership \$500.00. Single copies, \$3. Four issues per year.

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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 April 15, 2019. Contact Michael Riley, President, for guidance on submission of content to the editor.

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

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In This Issue

A Tribute to Dave Barber, p. 1

Contacts, p. 2

From the President, p. 5

New York State Canal Conference, p. 6

The Erie Canal and the Stagecoach, p. 8

Mapping David Vaughan's New York State, p. 12

A Fall Canal(s) Tour, p. 17

Canalender, p. 20

American Canals Indexes Updated

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-indexes/

Additionally, past issues of *American Canals* through 2016 are now available. They can be found at: www.americancanals.org/american-canal/

During the 1990s, Dave was very active with the Board of Directors (BoD) of the Middlesex Canal Association (MCA). While so engaged, he did the transcription, error correction, and editing of Lewis M. Lawrence's manuscript "The Middlesex Canal," which the MCA subsequently published. This, too, was a very worthwhile addition to our broader knowledge of the canal's history. Thereafter, Dave was often the featured speaker at one or another of MCA's thrice-annual public meetings.

Several years ago, I had the good fortune to accompany Dave and Audrey, Bob Barth and others, for a two-week canal boat excursion of English canals. Dave did all of the planning and arranging for the trip. We traveled multiple rivers and canals along a line between Worcester and Wolverhampton. It was a most enjoyable trip with skilled, knowledgeable, and most congenial companions. I'd not done anything like that since 1984, so this was a good refresher for how things worked and what life had been like on and near those early waterways.

Over the years, Dave and Audrey also accompanied me on a number of canoe and canoe-camping trips. Several were along on my 'canoe tours of discovery' of the Canals of the Merrimack River. At one time or another, Dave joined me in checking out most of the river canals. Also, by canoe, he and I checked out a possible docking area that once served the Head Brick Company, just upstream of Hooksett Falls Canal.

Dave and Audrey also joined me for a number of Labor Day trips to Appalachian Mountain Club's Beal Island (in the Sasanoa River about 5 miles east of Bath, Maine). On those trips, to share the work load, I usually assigned specific meals to participating couples or small groups. Dave and Audrey had backpacked the Appalachian Trail and so I knew that they knew how to preserve food. With this in mind, I always assigned the last morning's breakfast to them. (No one ever went home with an uneasy tummy!)

BoD member Roger Hagopian noted, [in the years after Dave resigned from the MCA Board] "I'd always see him at the Big E RR show and we'd chat for awhile, although, after the fact, I recall some weakness in his voice and demeanor at the last show I saw him. His inclination was to be helpful and happy – all his conversations were accompanied by a smile. In 1989, years before I joined MCA, I met Dave at a canal walk and, shortly after that, he invited me to his home to see his slide show of the Blackstone Canal; and he gave me his own documents and charts on the route and landmarks of the Erie Canal, which I have used several times since in my travels and short hikes across NY state. My prayers to Audrey."

Dave was a good friend and a tireless worker. He will be missed by all who knew him and, very likely, by many who never did.

The American Canal Society is now on Facebook

Thanks to the efforts of Mike Riley, the American Canal Society is now on Facebook. Facebook is a great way to share information. Use of Facebook also gives the Society more media exposure to make the public aware of its mission and efforts.

If you're already a Facebook user, look for @AmericanCanals and like the page. You can share relevant canal content about projects or events you are aware of, or so provide updates on canal association or park activities and news. If you're not a Facebook user, you can still visit the page at www.facebook.com/AmericanCanals/. You can join Facebook to continue to follow the Society's posts.

From the President

By Michael Riley

Many of us in the American Canal Society learned about the passing of David Barber on the same day we received the last issue of *American Canals*. In the bulletin, I had written a short tribute of thanks to him for his many years of service to the ACS and canals, with the hope that he and Audrey would have time to travel and explore. If you ever had the opportunity to meet with David, you know that he was very passionate about finding ways to get old canals back into use. He was almost evangelical like with his message, and he could list off a number of canals that were perfect candidates for rewatering and the changes that would take place in the local community. David was able to make the trip to Akron, Ohio for the fall trip of the Ohio Canal Society, but after the two-day car ride and presiding over his last ACS meeting, he was too weak to attend the Friday night preview or take part in the bus tour. It was too bad that many of the tour attendees never had the chance to say hello. Instead, he and Audrey turned around and headed home. Along the way, they stopped at the Port Byron Heritage Park and had a tour there. Both he and Audrey knew that time was limited, but didn't think things would happen so quickly. The canal community will miss his message and leadership.

One of the things on my "to-do" list has been to take a crash course in the history of the American Canal Society by reading through the past issues of *American Canals*. We are very fortunate that one of the things David did on the website was to post all of the issues from 1973 to 2016. It gives us new folks the chance to hear from the founders on what their hopes and dreams were for the Society, and as the new President, it is not my role to lead the Society too far off its core mission. Happily, what I found is that my ideas for the ACS in 2019 were not that far removed from those laid out by President Tom Hahn in 1973. Back then, as now, there was a great need for advocacy, preservation and the sharing of information.

The core mission has always been the sharing of information and history. In 1973, the only way to learn

about a topic was by reading about it in a publication or by attending a canal tour. These days, there seems to be hundreds of ways to share information with any number of social media apps in addition to the old fashion printed page. And yet, with all these outlets, the challenge is that you might need to subscribe to many apps in order to receive the information and notifications that you desire. Facebook, in spite of its challenges in our political world, remains the number one way that groups share. But there are websites, blogs, vlogs, Instagram, YouTube, Twitter, and more seem to pop up weekly. In addition to becoming a challenge to reading them all, the party posting has to find ways to reach out across all these media outlets. And if someone wishes to author an in-depth article that must be posted to a site that will continue to host it and make it available. This is why *American Canals* remains a viable option as something you can pick up and read at your leisure.

The in-depth article, travelogue, book review, trip recap are the core of what makes *American Canals* what it is. You may have noticed lately that much of the content is reused from other sources. This is not all bad as it still serves to inform you of what others are doing, and yet, it is not what has made *American Canals* the resource it has been through the years. On occasion, we need to remind you that we need your suggestions, writings, reviews, discoveries, advocacy work, trip recaps and so on. Share with us so we can share with you. I have always found that writing an article or planning a trip to be quite rewarding as it forces me to learn more about the topic and sometimes, might even change the way I look at things. And I am not opposed to a review that might be critical of a tour, book or event. There is a difference between being critical and being mean, and while we won't support meanness, hearing from someone who might have very real critiques of your work can be helpful in planning for the next endeavor.

Continued on next page

New York State Canal Conference

By Michael Riley

Every two years, the Canal Society of New York State hosts the New York State Canal Convention. The Conference, which began as a one-day meeting has grown to be a two- or three-day affair, with a community day, and then full day workshops and speakers geared toward informing and sharing projects among planners, community and canal advocates, and politicians. Traditionally, awards that recognize those who have made significant contributions toward canals are also handed out at a dinner. The event is very similar to the World Canals Conference, which uses classroom presentations and mobile workshops. In the past, Syracuse, Buffalo, Oswego, Auburn, Albany, and other places along the canal have been host cities. The 2018 Convention took place on Staten Island, New York, and was an attempt by the organizers to break out of their canal corridor comfort zone. The theme was **One Water: New York Harbor**, which tried to emphasize the connection between the upstate canal and the downstate port.

The event was headquartered at the Hilton Garden Inn on Staten Island, a relatively new hotel located in a setting that one would have been hard pressed to guess was considered to be part of the city. The hotel was designed to sit in a heavily wooded area, with views out the back that emphasized nature and trees, and not city sprawl. If one chose to drive in from the south end of the island, the trip was more suburban than urban.

My wife and I decided to skip the Sunday community day events and use the time traveling, so I can't speak to these. On Monday, the events began with the typical welcome and opening remarks from conference organizers and local folks. The New York State Canal Corporation gave a yearly overview and a look forward to new projects; the Erie Canalway National Heritage Corridor shared their ongoing projects and surprised everyone by addressing the preservation of the historic work boat fleet, a bit of a hot potato in New York; and Lt. Governor Kathy Hochul made a short appearance to share a welcome from the governor. A panel discussion was given by business people and community advocates about the rehabilitation of the north shore waterfront and the opportunities they envision.



Manhattan skyline – Photo by Michael Riley

From the President – Continued from page 5

And finally, we are also in need of an editor. For many years, Steve Dean has served as the editor and now has decided to slow down a bit. One of the benefits of being the editor is that you receive the publications of other groups, so if you are a canal junky, this itself is great stuff. Plus, we give a \$200 stipend per issue. Steve has suggested a number of improve-

ments and changes we could be making to *American Canals*, and we will be asking the new editor to follow up on these, ie; color, more or less pages, integration between the bulletin and the website, and more.

My contact info is on the board listing, so feel free to contact me with your ideas and concerns.

– Mike

During the registration everyone had the choice of three mobile workshop opportunities. The workshop choices were either Sailor's Snug Harbor and the Noble Maritime Collection, take the Staten Island Ferry to Manhattan and take a walking tour of the waterfront, or a boat tour of the harbor. My wife and I decided on the harbor tour. Buses were provided and along the way a local guide gave us some Staten Island highlights. The tour boat was docked at the National Lighthouse Museum pier, which is located next to the Staten Island Ferry. Our tour guide presented us with an excellent tour that covered the entrance to the Morris Canal, the location of Piers 5 and 6, and the various slips and basins used by canal boats. Of course, we also passed by the Statue of Liberty, southern Manhattan, Governor's Island and many other great places that every tourist needs to see. The backdrop was the very busy harbor. Sadly, the heavy overcast was so low as to block any view of the tops of the many notable skyscrapers. But that was a minor loss in a delightful tour. After the tour, we were given a tour of the National Lighthouse Museum property. Inside we were treated to a showing of the video, "Graves of the Arthurkill," and allowed time to tour the museum. The National Lighthouse Museum sits on the site of the United States Lighthouse Service Depot and was the supplier and testing ground for all the nation's lighthouses. The museum features models of all the lighthouses, and speaks to the role of the Depot in supplying the many stations. The museum is planning on moving next door to a larger building and will feature even more displays. The bus ride home gave us a nice tour of the waterfront and the chance to see new grounds.

The day wrapped up with a social get together and dinner. The Canal Society has given out the "Spirit of the Canal Award" for many years and the Canal Corporation awards the "Canalway Trail Tender" to someone who has made significant contributions to the Erie Canalway Trail. Anita Cottrell was named as the Spirit award winner for her years of work within the Canal Society and Andy Beers from the Empire State Trail was named the Trail Tender award winner.

Tuesday was the last day and, given that most had to travel to get home, was only a half day. There were many breakout sessions that you were free to choose between. Some of the sessions reinforced the connection between the city and the canal, while others spoke to ongoing coastal issues with the environment and development. For me, the hit of the day was seeing Josiah Brown, the New York Sherpa, who is an energetic young man who speaks and advocates for tourism in New York State.



Boarding the boat tour – Photo by Michael Riley

Those of us who study the Erie Canal know that the end of the canal was in New York City, not at the Hudson River and Albany. But not everyone realizes this, and it is a great opportunity for tourism professionals and politicians to make the connection between upstate and downstate. Although the idea of an upstate/downstate connection was made over and over again, personally, I don't know if any walls were broken down. Attendance was about 130, about half of past conferences, and this represents two failures. It was unfortunate that many upstate folks either decided not to make the trip to New York, or couldn't see the connection. And it was also bewildering to see that in a city of 8 million people, 200 of them could not make the connection. The evaluation of those who attended the Conference was very positive and many felt that the Conference Planners had done an excellent job in their choice of presenters and topics.

The 2020 Canal Conference will be held in Schenectady at the Rivers Casino.

The Erie Canal and the Stagecoach

by Richard F. Palmer

In 1821 a traveler could choose between the rough ride in the stagecoach over the dusty or muddy turnpikes of upstate New York or the more leisurely cruise on the Erie Canal, which had opened for navigation between Utica and Montezuma in May 1821. But contrary to popular belief, this new mode of travel did not render stagecoach travel obsolete as the railroads did later. It merely complemented it as an alternative mode of travel.

In dry weather, travelers found the stagecoach a pleasant mode of transportation with the spectacular scenery across upstate New York. But the weather did not always cooperate, and travel could be very rough. At times, passengers had to get out and assist in pushing the coach up a hill or pry out of the mud.

Packet boats commenced operating on uncompleted sections of the Erie Canal prior to 1820 and long before to the advent of railroads. Because the canal did not pass through all communities across upstate New York, stagecoaches continued to thrive, largely because the proprietors held virtually all of the mail contracts which provided a lucrative income.

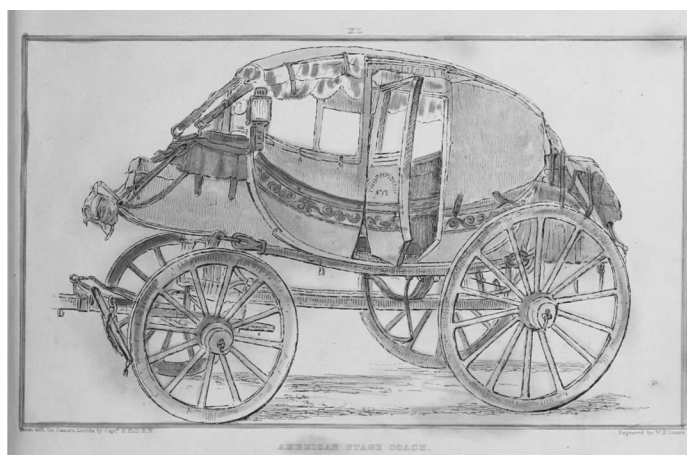
If travelers were in a hurry, or wanted to see a more varied countryside, they usually took the stage, rented one or purchased their own carriage. If travel was particularly heavy and one stage could not handle the crowd (not more than eight in a coach), additional stages were put into service. Frequently three or four of these “extras” would follow the regular coach.

By paying a certain price—usually the fare of seven passengers—an affluent traveler might reserve for himself and family and servants an “exclusive extra,” in which none but his party and invited guests might enter. Such a charter ran on his orders in regard to hours of arrival and departure. However, the destination had to be reached within an agreed time.

Canal packets were at first a popular novelty. However, it is said very few people—with the exception of emigrants and tourists—traveled the entire length of the canal. Although the packet boat afforded an opportunity to “look around,” the stagecoach offered

variety of scenery and swiftness. That is if one was able to survive the bone-jolting ride over only moderately maintained turnpikes and public roads.

Also, the canal was closed four or five months of the year, which left the stagecoach the exclusive mode of public transportation during the winter until the coming of the railroads. There was plenty of passenger business for both the canals and stagecoaches during the navigation season. Many travelers preferred the canal, as it was less fatiguing and cheaper, and meals and lodging were included in the fare. It was restful.



No. XL.

AMERICAN STAGE COACH.

The American Mail Stage in which we journeyed over so many wild as well as civilized regions, deserves a place at our hands. And if the sight of this Sketch does not recall to persons who have travelled in America the idea of aching bones, they must be more or less than mortal!

The springs, it will be observed, are of hide, like those of the French Diligence—and every thing about it is made of the strongest materials. There is only one door, by which the nine passengers enter the vehicle, three for each seat, the centre sufferers placing themselves on a movable bench, with a broad leather band to support their backs. Instead of panels, these Stages are fitted with leather curtains. The baggage is piled behind, or is thrust into the boot in front. They carry no outside passengers—and indeed it would try the nerves as well as the dexterity of the most expert harlequin that ever preserved his balance, not to be speedily pitched to the ground from the top of an American coach, on almost any road that I had the good fortune to travel over in that country.

The American Stagecoach. From: Forty Etchings From Sketches Made With The Camera Lucida, in North America in 1827 and 1828 by Captain Basil Hall, R.N. (London: 1829)

From the beginning, the principal commodity carried on the canal was freight. The most common canal travelers were curious tourists and traveling families. Merchants, bankers and tradesmen bound to and from the metropolis, lawyers on their way to court and businessmen found the stagecoach more expeditious.

By the time the canal was opened, the stagecoach business had more than 20 years to develop in this part of the country. By the 1820s, stagecoach routes spread over the state like a spiderweb. For about two years Montezuma was the western terminus of the canal. Here, perhaps more so than most other places, there was a heavy concentration of stage lines that met the packets to convey passengers to their destinations. Connections were so arranged between the packet boat companies and the stage lines so there would be minimal detention.

On Aug. 3, 1821, the editor of the *Lyons Republican* noted that the traveler could “choose between a continuation in post coaches or take the canal for 100 miles; by the later mode he would behold that grand project, and form some idea of its vast advantages, but would forego the pleasures that the land conveyance always affords.”

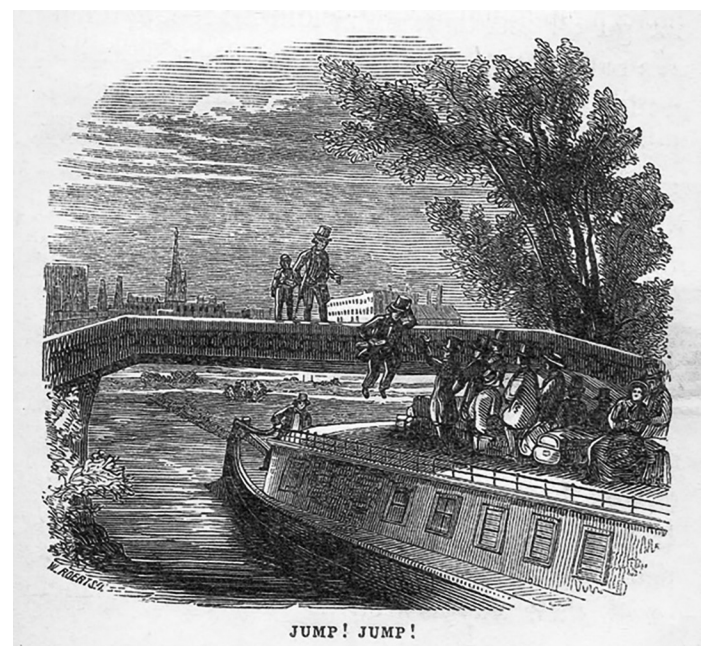
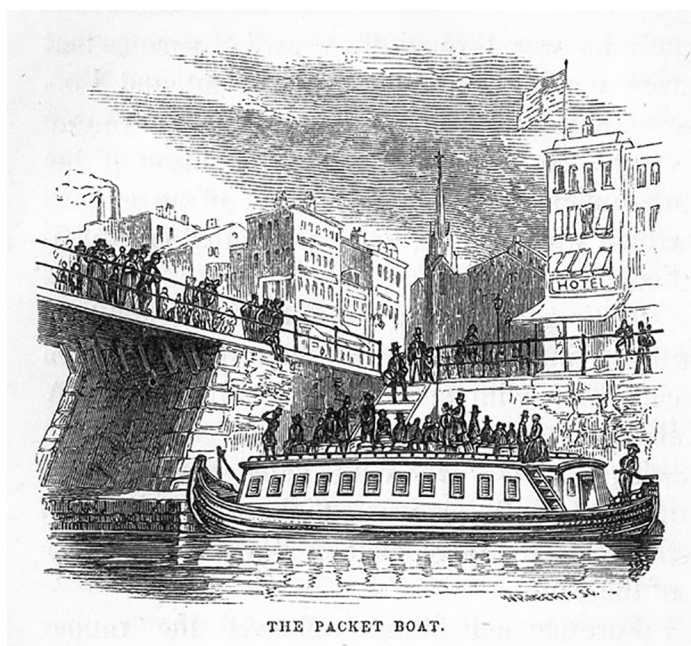
Construction problems incurred in the Cayuga Marshes west of Montezuma delayed the opening of that section of the canal until July 30, 1822. On that day, the packet boat Myron Holley passed over the newly-completed stretch of the canal, from Lyons to Montezuma. That August, William Faulkner of Geneva and W.W. Fenlon of Montezuma established a daily stage line connecting with the packet boats. The stage left Gooding’s Tavern in Canandaigua for Montezuma at 9 a.m., also connecting with the

steamboat *Enterprise* at Cayuga Bridge. The returning stage conveyed westbound passengers to Geneva and Canandaigua.

Further evidence of the close association between stagecoach and packet is gleaned from newspaper advertisements. In June 1823, Samuel Allen established two daily north-south runs between Palmyra and Canandaigua, and Lyons and Geneva, respectively. The stages left Palmyra and Lyons in the morning, returning in the afternoon in time to connect with the packets, eastbound from Palmyra and westbound from Lyons.

An advocate of the canal noted that packet boat passengers were charged only four cents a mile, including meals and lodging, “both which are as good, if not better, than at the taverns on the road.” He claimed the passage from Utica to Weed’s Basin (Weedsport), 87 miles was “as rapid as the stages travel, much less expensive, no risk of life or limb and no fatigue or dust attending.”

The creation of stagecoach service between Lyons and Geneva in June 1823 also brought daily mail service to Lyons. In turn the *Lyons Advertiser* was able to get out its weekly newspaper two days earlier than previously. Stage passengers had to be early risers, however, as this coach left Woolsey’s Tavern in Lyons at 5 a.m., returning from Geneva at 4 p.m. It was advertised that “Passengers on the



(From) Marco Paul’s *Voyages & Travels*, Harper & Brothers, New York, 1852

canal whose business may require to leave it for the Seneca Turnpike, will find the route a very pleasant one, and the carriages safe and expeditious." Also, that passengers could be assured of punctuality and that "sober and careful drivers will be furnished at all times."

Sources reflect a gradual improvement in stagecoach service in the early 1820s in conjunction with the canal. Stage lines connected with packet boats at such canal towns as Canajoharie, Utica, Chittenango, Syracuse, Weedsport, Montezuma, Lyons, Palmyra, Rochester and Lockport. At Buffalo there were excellent stagecoach accommodations in all directions, with daily lines to Lewiston and Niagara Falls, and long the Ridge Road and turnpikes.

Horatio G. Spafford's 1824 edition of *Guide for New York Travellers* stated that the packet boat companies "have extensive connexions (sic) with the lines of stages, the hours of arrival and departure of which are so arranged that there is little detention, in passing, in almost any direction, at any of the considerable villages, from the canal line. These packets also carry the mails." The packet boat companies also offered considerable daily service on the canal while steamboats had extensive service on Lake Ontario, the St. Lawrence River, Lake George and Lake Champlain, as well as on the Hudson River.

Stage fare was generally four cents per mile, according to old guidebooks. Competition was keen. In January 1823, a group of stage proprietors across upstate New York called the "Old Line," reduced fares to two cents a mile to force out competition and retain the mail contracts. One of their competitors was W.W. Fenlon, of Palmyra, established the first such service between Rochester and Auburn in January 1823. This run east of Palmyra was over what was known as the Montezuma Turnpike, and operated three days a week.

A popular alternative detour between Rochester and Niagara Falls was the scenic 80-mile stagecoach ride over the Ridge Road, which was heavily patronized in the early days especially by tourists. This essentially is today's Route 104. However, travelers had to be early risers as the stages left Rochester westbound, and Lewiston, eastbound, at 3 a.m. Under the best conditions, this trip took 16 hours and can be driven today in about two hours or less.

Fenlon's route was 10 miles shorter than previously established routes. But the "Old Line" proprietors eventually got the upper hand and Fenlon withdrew from the business. Isaac Sherwood of Skaneateles, one of the "Old Line" proprietors, and later his son, John M. Sherwood, based in Auburn, controlled most of the business between Utica and Rochester. "Old Line" proprietors also owned or had extensive financial interests in the hotels and taverns.

The Erie Canal was opened its entire distance with a grand celebration on Oct. 26, 1825. Its benefits were almost immediate. Especially in the larger communities along the canal, stagecoaches lined the docks to take passengers to their final destinations.

An example of the cooperation between the packet boats and stagecoaches is reflected in an advertisement that appeared in the *Oswego Palladium*, June 6, 1832:

New Line of Packet Boats Between Utica, Chittenango and Syracuse

A line of very commodious boats, for the carriage of passengers and light freight. The boats are fitted up in a superior style with spacious cabins for ladies and gentlemen. The arrangements for sleeping are peculiarly good; every berth having a canvas bottom and supplied with large and thick mattresses. No pains or has been spared to render the boats as commodious as possible. The boats on the line are –

The Philadelphia, Capt. S. Haight,

The New Kentucky, Capt. P. Westerman Jr.

The Naid & Nerid, Capt. J. Bellinger.

And will have their station, at Utica, on the west side of Genesee street, adjoining the store of Butler, McDonough & Co.

A boat will leave Utica every morning at 5 o'clock, after the arrival of the stages and boats from Schenectady - and as there is not a single lock between Chittenango and Utica, passengers will be able to sleep with as much comfort and ease as in a private house, and every precaution will be taken to ensure quiet and silence.

A boat will leave Chittenango, every evening at 5 o'clock after the arrival of the western and southern stages. In continuation of the line, a light boat will leave Chittenango every morning, and convey passengers to Syracuse. At 2 p.m. the light boat will again leave Syracuse, and arrive at Chittenango by 6 o'clock, where they will take the larger boat for the night and arrive in Utica the next morning.

Passengers going west, will arrive at Chittenango in season for the morning states; likewise, passengers wishing to go south, to Cazenovia, New Woodstock, DeRuyter, Homer, Ithaca and to Perryville, Peterboro, Morrisville, Norwich and Unadilla, can go immediately on without delay.

This line has been established for village accommodation, and not with any design to compete with any other line of boats. Every attention will be given to those whose business or inclination may induce them to patronize the line. The proprietor has requested all the captains to avoid racing, and to keep out at their regular speed without collision, if practicable.

The director of this line solicits such a share of public patronage as his efforts to accommodate shall entitle him to; and while he would not deprecate the conveniences of other boats and stages, he deems it due to the interest of the proprietor, to caution the public against misrepresentations which are often practiced by the agents of rival establishments.

Application for passage to be made to the captains on board the boats.

For the proprietor,
GEORGE T. PERRY.
Chittenango, April 16, 1832.

Further evidence of the extent of stagecoach travel is found in the *Wayne County Sentinel* of Palmyra. The editor noted on May 19, 1826:

“Since the completion of the canal, the travel through this country has gradually though rapidly

increased. There are now nine lines of stages that leave Rochester daily and one semiweekly in the following manner:

“Three lines via Canandaigua to Albany, one via Palmyra and Montezuma to Albany, one to Geneseo, one to Lewiston, one to Batavia via Scottsville, via Churchville, one to Penfield, all daily and one to Oswego, semiweekly; besides which there is a departure of three packet boats daily, one east and two west. “In addition to which, the transportation (freight) boats take a great share of passengers. At a modern calculation there depart daily the round number of 130 persons from Rochester, the site of which 14 years ago was literally a forest. “

This cooperative effort continued until the completion of the chain of railroads across New York State that was to become the New York Central. By 1854, the passenger packet boats were a thing of the past, although stage lines continued to operate on routes not served by either canals or railroads.

But memories of the colorful era of the stagecoach lingered on for the generations of travelers who vividly recalled how the drivers, with great dexterity, handled the reins of four-horse teams and wielded the whip, giving it a smart crack over the leaders' ears. The leaders were the lead horses and the rear horses were referred to as the wheelers.

To all it was an enchanting sight to observe the stage come down a hill at full speed - the driver holding the reins in one hand and cracking his whip with the other. Approaching a stop, usually a wayside inn, he would blow his horn to signal his arrival. It was once written:

*He tightens the reins and whirls off with a fling
From the roof of the coach his 10 feet of string;
Now lightly he flicks the 'nigh' leader's left ear,
Gives the wheelers a neighborly slap with the stock
They lay back their ears as the coach gives a rock
And strike a square trot in the tick of a clock!
There's a jumble, a jar and a gravelly trill
In the craunch of the wheels on the slate-stone hill
That grind up the miles like a grist in a mill.
He touches the bay and he talks to the brown,
Sends a token of silk, a word and a frown,
To the filly whose heels are too light to stay down.*

Mapping David Vaughan's New York State

By Craig Williams

The *Albany Atlas and Argus* carried a notice of his April 10, 1865, death on its front page, above the fold. Titled "Death of an Old Citizen," the newspaper continued "Mr. David Vaughan, a well-know citizen of Albany, who has been for many years employed in the various departments at the State House, died on Monday. He was 62 years of age, a worthy and exemplary man, and was famous for his excellent penmanship. Many very beautiful specimens of his work are in our public offices. Mr. Vaughan leaves a wife and one child." The funeral was to be held later that afternoon at Vaughan's home at 67 Jefferson Street. There were other aspects of his death that they did not report, but that may have been common knowledge in his neighborhood.

The Jefferson Street home of David Vaughan, his spouse Bridget and infant son David James, was approximately in the same location as where most of the splendid examples of his drafting artistry are now preserved, the New York State Archives in the Cultural Education Center. Several hundred manuscript maps have been identified as coming from his pen with many more possible collections yet to be examined. He was by far the most prolific if not most talented within the State's drafting corps in the mid-19th century. The most recognized manuscript examples come from his employment with the State Engineer and Surveyor in the 1850s and early 1860s where he worked on plans and maps for the first enlargement of the Erie Canal and the construction of several of the lateral canals such as the Black River Canal. That work probably took him to the far corners of the State, introducing him to countless individuals along the State's artificial rivers. His detailed work is often enhanced with colorful cartouches and whimsical comments on affairs along the canal.

Vaughan came to Albany around 1847 already well skilled in drafting and surveying. That talent was

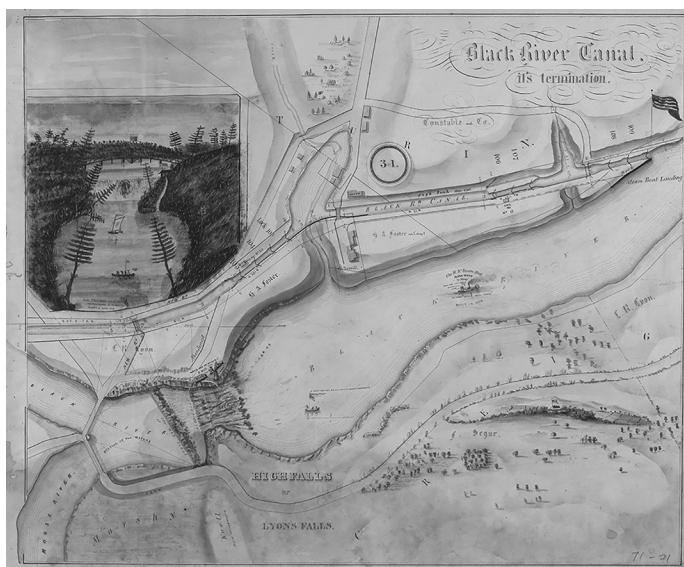
honed by family tradition and practice in his native Ireland. On an 1853 manuscript map of the Erie Canal in Saratoga County Vaughan inscribed in a lower corner in the smallest of handwriting that he was the "Draftsman from Athboy, Co. of Meath, Ireland." A historian of Irish cartography observed that the Vaughan family was noted for several generations of map making skill. David and his younger brother Edward joined their father's surveying work by the 1830s. David Vaughan's portfolio of "Maps of the Estates of Charles Nesbit" (1834), now at the National Library of Ireland, shows the same flourish and whimsy that characterize his Erie Canal work. There is also an 1840 manuscript map that indicates that he was working with Bland Hood Galland, a noted Dublin

civil engineer, surveyor and architect. Edward was well-established in Dublin by 1847 as a surveyor, while still keeping a (still-standing) home in Athboy. He became a noted architect and the land agent for one of the great estates.

David was also in Dublin in 1847 and was likely a clerk in his brother's firm. In June 1847 he was arrested by the Dublin police for being "abusive." The police noted that he was just over 5 feet 6 inches tall with a sandy

complexion. The police also noted that he was bald. There were no references to prior difficulties and the context of the abusive behavior was undefined. Political strife in Dublin was a concern at the time. He was sentenced by the police magistrate, Hugh O'Callaghan, to a day in jail, the most minimal sentence listed on that record page of several dozen other arrests. According to the 1855 New York State census, he was in Albany by the end of that year.

Another O'Callaghan must have entered into Vaughan's life about the same time. From his new Albany home, Edmund O'Callaghan was pulling together his interests and supporters in the documentation and preservation of the State's colonial history. Vaughan



Black River Canal - Vaughn 1857

played an early and essential role in that effort. Slightly older than Vaughan, this O'Callaghan was also an Irish immigrant. He was a refugee from a failed 1837 uprising against the British rule of Canada. Political connections and shared historical interests placed O'Callaghan in May 1848 as the editor of a State-sponsored effort to publish colonial documents, headquartered in Albany's State Hall. O'Callaghan would keep that State Hall address well into the 1860s. A signature document of O'Callaghan's first volume of the "Documentary History of the State of New York" was the reproduction of the 1776 Sauthier map of colonial New York. A notation was added to this reproduction in the bottom left corner stating that it had been "reduced from the original large London map by David Vaughan, 1849." The London reference probably refers to the London imprint of the first publication of the map. The 1849 map is the earliest documented work in this country by Vaughan.

Vaughan continued to work for O'Callaghan and must have frequented the State Hall offices. He would later reproduce other historical maps for O'Callaghan's several volumes of colonial records. In 1850 came the copy of the "Map of the Manor Rensselaerwick" from the original owned by General Stephen Van Rensselaer of Albany and "copied from the original by D. Vaughan." Vaughan also copied for the same volume "Champlain's Map of New France" of 1632 and the 1798 Wigram map of southern Columbia County.

In a March 1850 letter Vaughan addressed O'Callaghan as his "kind benefactor." O'Callaghan had an ongoing correspondence with family and friends in Ireland throughout this period. Many of them were active in the legal and political affairs in Dublin and were probably aware of the Vaughan family. O'Callaghan often served as the point of reference for new Irish immigrants who were fleeing political persecution. Quite possibly, David Vaughan was among them. In that same letter, Vaughan added a postscript that "a perfectly sober and sedate man I am." While an obvious conclusion could be drawn from Vaughan's pledge, it may also be a tongue-in-cheek comment that was so typical of Vaughan. The noted Irish temperance advocate Father Theobald Mathew had just finished a visit to Albany as part of his American campaign. He called for his Irish immigrant brethren to take an oath to abstain from alcohol. O'Callaghan assisted in hosting Mathew, supporting his goal of temperance. Vaughan may have also been aware that O'Callaghan's support was qualified. Trained as a physician, O'Callaghan felt that Mathew's definition of

alcoholism as simply a moral failing only addressed part of a complicated problem.

Vaughan was living and working somewhere other than Albany at the time of his March 1850 letter to O'Callaghan. Vaughan first appeared in the Albany city directories in 1849. His occupation was given as "map drawer" and his residence was at the Farmers' and Mechanics' Hotel on the corner of Washington Avenue and Swan Street, an address he would continue to have for more than a decade, with the one exception of 1850 when he is not listed at all. In the 1860 census he is again listed with Peter and Ann Foland, the proprietors of the Farmers' and Mechanics' Hotel. In the same hotel were two servants, Delia (22) and Sarah (20) McNalley, both of Ireland.

Vaughan continued in his letter to O'Callaghan that "It appears to me that I am not in great demand here just now, therefore I wish to make a change. I send you a little specimen of my work, hoping in your goodness to send it to your friend in Brooklyn, to find out what may his opinion be respecting it and if I may expect employment there or a chance of it soon." O'Callaghan's Brooklyn friend was William McAlpine, the chief engineer overseeing the construction of the naval dry dock at the Brooklyn Navy Yard. The acquaintance probably originated in 1846 when they both began work at the yard. O'Callaghan had been in sore need of regular employment and obtained a clerk's position at the yard through the connections of his own benefactor and friend, Thurlow Weed. As one of the great Whig politicians of mid-19th century New York State, Weed had unique abilities to influence hiring for public positions. O'Callaghan, McAlpine and Weed were in regular contact with each other over the selection of other candidates for public positions. Prior to his Brooklyn appointment, McAlpine had spent several years as an engineer on the State's canal system. In a few years he became the New York State Engineer and Surveyor, resuming his work on the State's canals. David Vaughan was among his employees at the State Hall in Albany.

Very likely Vaughan was aware of the Erie Canal before his emigration to this county. Irish immigrants had assisted in many ways in the construction of the Erie and its numerous lateral canals. The great and unprecedented success of the Erie Canal led to a massive enlargement of the system in the mid-1830s that would deepen and widen its dimensions. Due to fiscal woes, the enlargement program had come to an abrupt pause with

the Stop and Tax Act of 1842 and not until much later that decade did the State's engineers and contractors resume their efforts. To oversee the resumption, the office of State Engineer and Surveyor was established with quarters in the State Hall in Albany. An additional corps of engineers, surveyors and draftsman were hired to plan and oversee the construction of new channels, locks, aqueducts and reservoirs. Those new opportunities would have been an employment magnet for someone with Vaughan's skills and talents.

David Vaughan began working for the State Engineer and Surveyor very soon after his March 1850 letter to O'Callaghan. Indeed, with his office also in the State Hall, Vaughan probably saw his "kind benefactor" on a daily basis. The State Engineer's annual report for that year credits Vaughan with about a half year of work, split between work on the eastern and western divisions of the canal. Some of his surviving work from the western division implies that he was temporarily stationed in Rochester while doing the work. In 1851 Vaughan's rate of pay went up to \$3.00 a day, now for a full year, toward the upper end of the pay scale in that office. He was listed as a surveyor and draftsman. Working briefly in that same office at \$4.00 a day was the legendary Squire Whipple, the father of American bridge design. Vaughan's 1858 manuscript map of the Oneida Lake Canal gave credit to Whipple's assistance.

Another example of Vaughan's skill and character is shown by the manuscript charter of the University of Rochester, issued by the State's Board of Regents in February 1851. Also having offices in State Hall, the secretary of the Regents was probably very familiar with Vaughan. Theodric Romeyn Beck was trained as a physician, a background shared with O'Callaghan who worked closely with Beck during the preparation of his *Documentary History*. Vaughan extensively illustrated the 12 pages of the decorative charter. A light-hearted portrayal of a bald-headed mapmaker is featured at the start. A concluding image shows a view of Albany's State Hall. Interspersed throughout are often-humorous sketches of the future of the University. Vaughan's talent was sought by other state agencies. In the 1850s Vaughan was hired by the New York State Legislature to decorate the books of oaths for the Senate and Assembly. These official ledgers clearly reflect Vaughan's calligraphic skill and wit. On the title page for the Assembly, Vaughan identifies himself as from the "State Engineer's Office" and, perhaps more importantly, as "Old Ireland's son."

On a corresponding page for the Senate he portrayed the scales of justice weighing an unbalanced native-born American against "An Irishman." Vaughan added in barely discernible handwriting an additional comment of "down with the Know Nothings," referring to the anti-immigrant political party which was then gaining traction.

Some of his most dramatic works have been located in private sources. They show that by the mid-1850s Vaughan had become a local celebrity noted for his drawing skills. In 1854 he decorated the title page of the Albany Burns Club, filling it with scenes and calligraphy inspired by the poet Robert Burns. The minutes later record that the club formally expressed their thanks to Vaughan for these embellishments and presented him with "a small gratuity." That same year he and several co-workers spent the night at the famous Catskill Mountain House. Midway in the several hundred pages of the hotel register, Vaughan inscribed with dramatic flourish his name and those of his four colleagues. Apparently with the permission of the hotel manager, Vaughan then decorated the title page of the register, filling it with an American flag and eagle, scenes of the Catskills and the embellished name of the proprietor. What these state workers were doing at the Mountain House is unknown. Two were probably recent immigrants. Augusta Plinta was an engineer of French origin who was just moving to the canal offices in Albany, sharing drafting duties with Vaughan. Joseph Dombrowskie's position is unknown except that the State Hall was listed as his place of employment in the Albany city directory. Vaughan also listed James Rich, a fellow canal draftsman at the State Hall, along with a young Charles Rich, probably James' son.

The engineering offices in Albany and elsewhere across the state depended on the skills and talents of immigrants such as Vaughan. Many of their drawings show flourishes and other embellishments similar to Vaughan's though hardly to the same degree. For instance, Francis Mahler was a draftsman and engineer in the canal's western division department. He trained as a military engineer in Prussia, coming to New York a refugee from the failed 1848 revolution in his homeland. He too became well-recognized for his drafting ability. Nearly as much as Vaughan, he often went beyond necessity in illustrating his drawings of bridges and other canal structures. The two would have known each other. Many of these immigrant workers went into the Civil War. Mahler was killed at the Battle of Gettysburg and likely Vaughan would have noted the loss.

Vaughan quickly received respect and recognition from his State Hall managers. One of his most remarkable manuscript maps dates from 1851, soon after he joined the canal office. The map is part of a survey portfolio of the Erie Canal in the Mohawk Valley. Large watercolor drawings of the Noses, a Valley landmark, dominate several pages. These maps were public records. That Vaughan's decorative additions were tolerated if not encouraged by his supervisors seems remarkable. On one map he signs himself not as "draftsman" but as "flourisher." Sometimes he appears to have tested his abilities by minuscule drawings of flies, probably not uncommon visitors on his large drawing sheets in the open-window offices of State Hall.

Of the surviving work, nearly all are of surveys of the canal's routes and reservoirs. These property-based maps are much in keeping with his work in the old country. Only a handful of drawings are of individual structures such as bridges or culverts, the normal themes of most of the other canal draftsmen. While this proportion may be an accident of the historical record, one could suspect that Vaughan preferred his decorated maps to the more mundane engineering plans. One of his few drawings of an Erie Canal bridge has the tiny drawing of a putti looking down on the drawing with a bubbled remark in barely discernible writing exclaiming an alliterative expletive that begins with the word "such."

His drawings are replete with symbols reflecting his citizenship in the young republic. The stars-and-stripes are a very common motif in his canal work as is the American eagle. Some of the motifs from his Irish work continue though to a much greater degree. Two of these are so ubiquitous in his work that he may have considered them his symbolic signatures - the running stag or deer and a buzzing beehive. Though he may have simply enjoyed drawing the deer or the hive, he must have been aware of the symbolic implications carried by the two motifs. The running stag as a European art form had long been recognized as symbolizing a transition between two states, a fairy creature passing between two worlds. In Irish tradition, the running deer has sometimes been associated with Saint Patrick. That transition could be between untouched nature and contemporary society or old and new or, possibly in Vaughan's case, between his Irish homeland and his adopted country. Those viewing Vaughan's work could have easily concluded the latter. The use of the beehive is more difficult to explain.

Anyone looking at Vaughan's drawings would have noticed them and could have easily sensed a reference to their use in Mormon and Masonic symbolism. In both cases, the bee hive represents industriousness. Vaughan would have been very aware of this association though no connection has been established between Vaughan and either of these groups. A fellow Irish immigrant may have quietly understood another possible reference. Vaughan has labeled one of his beehive drawings, showing a cluster of them, as "Irish Beehives." Vaughan was a keen observer of the landscape. His work in Ireland and New York clearly shows such an appreciation. He certainly would have been familiar with the ancient structures in his homeland known as Clochán, also known as Irish beehive huts. Perhaps Vaughan was using a generally accepted and understood symbol to make an indirect reference to his own background.

Other examples of his rapid acceptance by the engineering corps in Albany are shown by the formally published maps of the canal system produced by the Albany office. For instance, the 1853 *United States Map of Canals and Railroads* was prepared by William McAlpine and is so noted in the title of the map. Of the many individuals with drafting skills in the State's employ whom he could have selected, he chose Vaughan, and Vaughan's name is highlighted on the published map alongside McAlpine's. More than two dozen of Vaughan's maps were published in the annual reports of the Canal Commissioners and of the State Engineer and Surveyor. The New York State Commissioners of Indian Affairs went to Vaughan in 1861 to copy a 1794 map for their *Proceedings*. Sweet's 1862 *Map of the State of New York showing its Canals and Railroads* again credits Vaughan. In January 1864 Vaughan produced a portfolio of maps and plans for gunboat locks on the Erie Canal. The proposal called for rebuilding the Erie Canal to enable Civil War gunboats to reach the Great Lakes in case hostilities developed between the United States and Great Britain. While still beautifully decorated and meticulously drawn, the portfolio shows great restraint in Vaughan's artwork when compared with that of a decade earlier. No other manuscript work by Vaughan of a later date has been located.

Vaughan's professional and personal life experienced great change in the early 1860s. The State was nearing the completion of the first enlargement of the canal and its engineering staff was being reduced substantially as a result. An 1860 manuscript portfolio

of maps of the Enlarged Erie Canal west of Utica begins with a classic Vaughan title page with the rest of the maps being curiously incomplete. In 1869 another draftsman completed the work. In the fury of the Civil War, the State declared it completed in 1862. In the State Engineer and Surveyor's annual report of 1864, only a few weeks of time were credited to Vaughan for the fiscal year ending Sept. 30, 1863. The following annual report has no reference to Vaughan at all. In June and July 1863 he advertised in the *Albany Evening Journal* his cartographic services "in the most approved style," still listing the State Engineer's office as his address. He was married sometime between the 1860 census (actually done in January 1861) and September 1862 when his spouse, Bridget, purchased the Jefferson Street property. Their one child, David James, was born Feb. 19, 1864 and baptized in the nearby Cathedral of the Immaculate Conception a few days later. Elizabeth McNalley, Bridget's mother, is included in the household in the 1865 New York State census, taken a few weeks after Vaughan's death in Utica. How long the mother had been with the family is not known. Her age in 1865 was 67. Bridget's age was 26.

When Bridget Vaughan petitioned the Albany County surrogate court on April 18, 1865, to claim custody of her husband's estate, she stated that he died in Utica on April 10, 1865. For Bridget, the year preceding Vaughan's death must have been difficult. On Dec. 20, 1864, Bridget signed a statement for the Albany county court "that for five months last past he has acted very strangely, talking incoherently and very loudly, refusing to eat." The statement additionally noted that on Dec. 6, 1864 Vaughan was taken to the New York State Lunatic Asylum in Utica. Bridget actually signed the statement under a different name but one of the same origin, Delia. Bridget or Delia was probably the same Delia McNalley listed in the 1860 census as a servant in hotel where Vaughan had been a longtime boarder.

Vaughan would have been very familiar with the Utica Asylum, built a few steps south of the Erie Canal on the west side of the city. Its massive Greek-Revival facade dominated the view. It was established in the early 1840s by New York State with the same spirit of prosperity and optimism that had launched the Erie Canal's enlargement. When the superintendent of the Asylum recorded the admissions for 1864, itemizing them by occupation, he duly noted the one "draughtsman"

among the 356 individuals who had come. He also noted that one hundred of the new admissions "were feeble in physical health, and many others were quite broken-down under the duties, labors and anxieties of life." Perhaps Vaughan was among them. Vaughan's death at the Asylum was noted in the State's 1865 census, listing the cause of death as "phthisis" or "congestion of the lungs." Today we would define the cause as tuberculosis.

In March 2015, nearly 150 years to the day after his death, the New York State Office of Mental Health responded to an appeal to release David Vaughan's file from the Utica Asylum. The manuscript record is on pages 8 and 9 within Volume 21 of the many ledgers documenting the admissions to the Asylum, volumes that are now part of New York State Archives Series 14231-96. At the time of Vaughan's death, these admission records amounted to biographical statements with little sense of clinical information by modern standards. In Vaughan's case, the record is likely a review of his life as an immigrant and worker on New York State's Erie Canal. It may also clarify what the State did with his body, as there is no public record of his burial in either Utica or Albany cemeteries. The Office of Mental Health denied the request on the grounds that to do so would violate New York State's mental health laws protecting the privacy of patients, even for those who died in the State's custody a century and half ago.

Bridget Vaughan continued to be listed in the Albany city directories at the Jefferson Street address until 1872. She is listed as "Mrs. David Vaughan" and was operating the home as a boarding house. The 1870 census shows that over a half-dozen individuals were residing there. Bridget's mother and son were not among them. What became of Bridget or the rest of her family after 1872 is unknown.

The author would like to credit the late Richard N. Wright of the Onondaga Historical Association in Syracuse, N.Y. for inspiring this article and sharing his notes in the 1970s. In the 1950s Wright was the first to research and bring recognition to Vaughan's life and work. He was instrumental in the saving and preservation of the hundreds of manuscript maps and portfolios where Vaughan's legacy now resides, well before the establishment of the New York State Archives. Additionally, the author would like to express his appreciation to Mary Cahill of County Meath, Ireland for her recent investigations of Vaughan's Irish background.

A Fall Canal(s) Tour

By Michael Riley

I am an explorer at heart, so when it comes time for the family vacation, I really dislike going back to somewhere I have already been. And I also detest sitting in a chair on the beach watching the waves roll in. So the annual family vacation typically centers around seeking out a new canal and exploring as much of it as we can. The family, for the most part, finds this fun and a nice way to see new lands. Even now that the kids are grown up and no longer attending this summer explorations, the wife and I still seek out new canals and new places. At the heart of all these trips has been the campsite, and the notion that we had a home-base to return to each night. We also have found that, since the kids are no longer a part of the plans, fall camping is much more enjoyable than fighting the crowds of summer.

So this year, as Mary and I were making our plans for 2018, we started making a list of all the things we would like to do. Everything started with a planned visit to a sister in Michigan and worked out from there. Perhaps the famous Wabash and Erie at Delphi, or the Soo Locks in Michigan? How about all of them plus more? In the end we settled on a circular tour out to Indiana, up through Michigan, and back through Canada. The schedule was frantic, with quick stops that might last only a few hours in order to see everything in nine days.

A couple years ago my sister in law moved to Allegan, Michigan and, after helping her move out, we had yet to return. So we starting planning a fall trip and of course, I started looking at the map and thinking what canal visits I could sneak in. After a bit, the trip became a nine-day tour that included a short two-day visit to see the sister in law. We enjoy fall trips as typically the crowds are far less, however, we take a chance that sites might not be fully open. But it seems to be worth the risk.

Although very much out of the way, we felt a visit to the Wabash and Erie had to be included. We had seen Dan McCain present at the Canal Society of NYS Winter Symposium and the park looked too nice to pass up if we were anywhere near close by, meaning maybe in a neighboring state. The park museum would be open however the boat rides had ended as of Labor Day. I had contacted Dan to let him know we would be visiting and, quite by chance, he promised that we could

ride along on a special boat charter if we were there by 2 p.m. For us, this was a 600 mile first leg, which we decided to do in two days. This way we could take some time along the way. And since one of my notions is that we should never take the same route twice if it can be avoided, we headed out through the southern tier of New York through Olean and Jamestown.

Our first night was in Sandusky, Ohio. The forecast the next morning showed that our trip would be skirting about the northern and western edge of Tropical Storm Gordon as we headed southwest to Delphi. We looked for any indication of the old canal as we went by “Lock this” and “Canal that,” but little if anything remains of the old W&E.

We arrived in Delphi by noon and took a walk around the park in the steady rain. My wife serves as the Director at the Port Byron Erie Canal Heritage Park, and she was using this trip to gather ideas to take home and use. Dan and the entire crew were most gracious, answering all our questions and happily, we found that there were spaces available on the boat. During our visit we were treated to a private tour of the 1844 Case House by Mark Smith. It truly is inspiring to see what this group has been done in the way of moving buildings and bridges, and in recreating a canal town in the park. I would like to have been able to tour all the buildings and displays, but understood that it was fall.

The rain never let up, so our walk about the park was cut short and instead we took a walk around the City of Delphi, where we found that the antique stores were still open and we could get out of the rain. (I think my visit would have been more rewarding if I had done more homework before visiting as the story of the Indiana Canals is most fascinating. After I got home, I purchased “Indiana Canals” by Paul Fatout and think I would have gotten more from my visit with more background.) Dan had warned us that Delphi was a very small city and lacked hotels, and unfortunately for us, the nearest chain hotel was 30 minutes to the north, so we headed north to Remington for the night.

Our next leg took us to Allegan, where we spent two days with my sister-in-law. One of the goals was to take a ride on the *Emita 2*, the ex-Mid Lakes boat now owned by Harbor Country Adventures at Michigan City,

but there were high wind warnings out for Lake Michigan as a result of Tropical Storm Gordon, so we opted to visit South Haven and its historic lighthouse instead. We found the weather to be excellent, the stores were open, and found that a number of folks were out enjoying the fall. After two days, it was time to get back on the road and head directly north.

The final destination for this day was Sault Ste. Marie, with a stop for lunch at Mackinaw City and the Mackinac bridge museum. This museum is located above a pizza and fast food restaurant on the main street which is full of tourists shops and restaurants. I was surprised by the large number of tourists as it was too early for the fall color season. I commented to Mary that we wouldn't want to be there in the peak of the summer season. The bridge museum is okay if you are passing by, but is not something that should be a destination. It is more a collection of items than a curated display, and reminded me of most small museums where everything is on display and it becomes almost overwhelming to take anything in. However, this is not a serious criticism as at least they have devised a way to celebrate the construction of the bridge and the people who built it. If you are passing through, be sure to visit it. There is no charge and is open when the restaurant is open.

We walked down to see the ferries heading over to Mackinac Island, and then followed the walking trail up to get a better look at the bridge. We found that the Old Mackinac Point Lighthouse was open and giving tours. This museum should be a destination. It features the lighthouse, complete with tower tour, the light tenders home, and other buildings. One had a short film about the straits and the wrecks and then next door is the Mackinaw Straits ship wreck museum. This is simply a great little museum. It features models of some

of the ships that have sunk, with the ship as it looked in use, and then below it, the ship as it appears today. The detail is just fantastic. We were able to get in line for a climb to the top of the lighthouse, where you get 15 minutes to look about with the fantastic view of the bridge and listen to the docent explain why the lighthouse was built. Finding this museum was a happy accident. We then headed north to complete this leg and get to our hotel. Of course, this meant that I finally was able to drive over the bridge and, for a bridge geek, it was worth the trip.

We got to Sault Ste. Marie in the late afternoon, and as the weather was quite nice, we headed down to the locks to see what could be seen. The waterfront is heavily gated and really quite inaccessible. There is a park and public pier just east of the locks near the ship museum, the Valley Camp. The next day, we headed out early to be in line for the first of the day Soo Locks boat tours. Again, I was surprised at the number of buses and tourists that appeared to be making the most of the fall, as many had said they were visiting and had lunch on Mackinac Island the day before. The two hour boat ride is definitely worth the \$30 ticket, as you get to see a lot of waterfront. As the locks were in use, the tour started by crossing over to the Canadian side of the river and a tour of the waterfront, and then crossed back to the American side. Then the tour highlight is locking through to the west and heading over to a steel plant on the Canadian side.

I was delighted to find out that we would return through the Canadian lock. What is very nice is that the tour narration is not a "canned" speech. I find these boring and impersonal. Since things can change so quickly on the Soo Tour, the tour guide can change and adopt their talk to match what the boat needs to do, and what ships might be passing by. They also sell an excellent



Above – The Soo Locks at sunset – Photos by Michael Riley

Below – Old Mackinac Point Lighthouse



little book on board for \$5.00, which covers quite a bit of lock history. You would be hard pressed to find a better bargain. After the tour, we headed along the main street to find lunch. Although it was busy, it wasn't packed, and we found a restaurant that included a view of the upper approach so we got to ship watch as we dined. Then it was off to the Visitor's Center and viewing platform. Along the way, we stopped at the Great Lakes Shipwreck Museum which is on the lock grounds, but not inside the security perimeter. This is another nice small museum with lots of history. While my wife peppered the help with questions, I headed to the viewing platform. This area is heavily guarded and your bags are searched as you enter. My pocket knife was closely examined, but passed the length test, and I was soon watching the almost constant traffic pass through the two locks.

During my trip planning, I had thought we could visit both the American and Canadian locks in one day. After seeing all that there was to see along the American shore we changed plans and decided to stay on the American side for the full day. So our next stop was to visit the Valley Camp, a great lakes freighter that had been turned into a museum. There is a combo ticket that allows you access to many of the museum's sites. One of these is the Tower of History, which looks to have a fantastic view of the waterfront, but the sites were only open between 10 a.m. and 5 p.m., so we opted to spend time on the ship rather than rush about. To tour the Valley Camp itself is quite the experience in itself. However, the organization that owns the ship has converted the hold into two levels of displays that covers a great variety shipping and Great Lakes subjects. The location of the museum also makes for some great ship viewing, so as you tour the top decks and pilot house, you can watch ships pass by.

By the time we got done with the Valley Camp, there was not enough time to do much else with the museums, so we headed back to the hotel to rest and grab a beer or two. The one nice thing about the Federal viewing platform is that it is open until 9 p.m., much later than the rest of the attractions. So we grabbed some take out, and headed back to the river to do some more ship watching. After dinner in the park, we spent a couple hours talking with the other ship watchers and saw the lock operations switch from day to night.

The next day, we said goodbye to our hotel and headed to the Canadian side. The difference between the two sides is dramatic. The Canadian lock is more a park than a working canal, and there were no guards or fences and you have access to everything. When built in the early 1890's this lock was the largest in the world and the first to use electricity. In 1987, one of the walls collapsed, closing the lock to traffic. In 1998, a smaller lock was built inside the walls of the original, reducing the size and draft, so the only boats that use this lock are recreational craft and the Soo Lock tours. For this reason, there is little need for the high security found at the American locks.

Unfortunately for us, the park was going through a major renovation and most of the sites were closed or fenced off. The visitor's center was in a small rental trailer with very minimal displays and a small gift shop. The rest of the grounds were open, and there are many signs to inform you. My main reason for wanting to visit this park was to see the 1897 emergency swing dam, the only one that remains intact in the world. And even this was being worked on. (I guess this is a good thing, but I was still sad that I had traveled all that way

Continued on next page



Above – The Canadian Canal with the emergency swing dam

Below – The Big Chute Marine RR



CANALENDER

May 3-5, 2019: Canal Society of Indiana Spring Tour: Centerville/Connersville, Ind. Explore White-water Canal. Contact: indcanal@aol.com, www.indcanal.org/canalander/

May 3-5, 2019: Pennsylvania Canal Society Spring Field Trip: Susquehanna and Tidewater Canals from Lock 12 to the Lock House at Havre de Grace. www.pacanalsociety.org

May 31 - June 2: Canal Society of Ohio Spring Tour: Chillicothe; Ohio. Contact person: Tom Troeste, 740-773-7776, personalstt@gmail.com, www.canalsocietyohio.org/spring-tour-2019-.html

June 22: Canal Society of New Jersey Canal Day: Waterloo Village, Stanhope, N.J. canalsocietynj.org/events/

Sept. 16-18, 2019: World Canals Conference 2019, Yangzhou, China: www.wcc2019china.com/

Oct. 18-20, 2019: Pennsylvania Canal Society Spring Field Trip: Eastern Morris Canal, Lock 1 East to Plane 8 West. www.pacanalsociety.org

Sept. 13-17 2020: World Canals Conference 2020, Leipzig, Germany: www.wccleipzig2020.com/

Aug. 30 - Sept. 2, 2021: World Canals Conference 2021, C&O Canal, Hagerstown, Md: candocanal.org/WCC/index.html

A Fall Canal Tour – Continued from page 19

to have to look through a chain link fence. Oh well.) We took a walk around the island and over to the “falls,” where we found parts of the trail to be flooded, so we took off our shoes and socks and tried to continue only to have to retrace our steps. You can’t see the rapids from the American side, so it is nice to see the reason for the locks. After some exploring, we were back to the locks in time to watch the Soo Locks tour boats pass through. Then it was time to head out.

The next two days were mostly on the road. We spent the night in Sudbury, the city of many lakes. We then headed south toward Toronto, by way of the Big Chute Marine Railway. Both Bob Sears and Dave Beebe had said this was a must see, and on this route, we were within a few miles of the site. This was our first time seeing a marine railroad in person and it is quite a treat to see this operate. Originally designed to be a temporary substitute for a proposed lock, it was found that the act of lifting boats out of the water was an effective measure to stop the upstream movement of sea lampreys. There are two railways at this place, the 1923 original (no longer used) and its 1978 replacement. Again, the weather was in our favor, and the warmth had brought out many boaters and jet skis, which gave us ample opportunity to photograph and video the lift in operation. This site is very isolated, about 7 miles from the main highway, so

be sure to bring your lunch and drinks with you. After some lunch, we took a quick trip to see the last lock on the Trent Severn, and then headed off to get stuck in Toronto traffic on busy Friday afternoon. This was another mistake on my part as we did not realize how big Toronto is and how congested the streets would be. We had planned on visiting the waterfront, but the traffic kept us close to the hotel. It hindsight, I should have headed over toward Hamilton.

For our last day, we made a quick stop at the Welland Canal Lock 3 to see the newly unveiled Canal Workers Monument. Our own Robert Sears was the driving force behind the creation and completion of this striking memorial. It is a bit off the beaten path, so be sure to seek it out when you visit the lock. And then it was onto home, with a stop in Buffalo to visit our daughter.

The total trip was about 1800 miles in 9 days. We had set an ambitious schedule for ourselves, and in order to stay on schedule, we didn’t give ourselves near enough time in Delphi. However as it worked out, the rain in Delphi made walking about too miserable. And we could have spent a week exploring Sault Ste. Marie. We also found out that we drove by some spots that people later said we should have stopped at, something I hope that the American Canal Society can address through future projects.