

American Canals

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The History of an Abandoned Antebellum River Lock on the Tar River, NC

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Prior to the advent of any major transportation network, North Carolina's east-west waterways represented the only viable means of access to the inland areas of the state. A primary concern for the people of North Carolina was that these primary arteries of commerce were continually plagued with navigational hazards including shoals, irregular channels, snags, overhanging trees, submerged logs and seasonal variability ranging from prolonged periods of extreme low water to swollen "freshets" of high water. (1) This problem was exacerbated by the exploitation of long-leaf pine trees, which grew alongside many of the state's inland waterways, and supplied the naval store industry that defined North Carolina as the "Tar Heel State." Moreover, the logging of the riverbank associated with the lumber and shipbuilding trades on rivers like the Tar further deposited branches and logs into the water, creating new hazards for boats traversing the inland waterways.(2) See Figure 1.

North Carolina in the early nineteenth century witnessed an intense internal improvement movement among politicians and the local populace. (3) Alongside the societal evolution that occurred with industrialization, the state government and publicly oriented individuals began to invest in factories, railroads, steamboats, rivers, and plank roads in the hope of generating economic growth within the state. Championed by progressive government leaders and businessmen, the internal improvements endeavor in North Carolina sought to fix the natural roadblocks of commerce within the state. For North Carolinians who lived along the Tar River, this effort came to fruition when a local businessman from Washington, NC began a steamboat line from the port at Washington up to the town of Tarboro along the precarious river.

Throughout the early history of the Tar River, upriver communities shipped goods via pole-driven flat-bottomed boats or sailing periaugers and yawls. In the fall of 1835, the introduction of steam-

powered ships on the Tar River marked a natural progression for transporting people and goods on the river in response to increasing demand for turpentine, tar, rosin and lumber. Early steamers had relatively short tenures on the river until Washington-based shipbuilder and commission merchant, John Myers and Son, had the steamship *Amidas* placed into service from Washington to Tarboro in 1849.(4) To prepare for the steamer's arrival, Myers worked with merchants and farmers in Beaufort, Pitt and Edgecombe counties to raise funds to dredge a passage in the river to Tarboro. (5) Following an encounter with obstructions in the river near Greenville, the editor of the Tarboro Press remarked in October of that year that the "beautiful steamer" *Amidas* arrived at Tarboro "gallantly towing four flat boats laden with goods and merchandise..."(6)

As *Amidas* began service along the Tar, Myers and other local businessmen lobbied with the state government to fund an improvement project on the Tar. During the 1848-49 session of the General Assembly, an act was passed incorporating the North Carolina Railroad Company that included an amendment appropriating \$25,000 for improving navigation on the Tar River.(7) In 1851, Governor John S. Reid appointed 3 commissioners to superintend the improvements: William Norfleet of Edgecombe County, Richard H. Lewis of Pitt County, and James K. Hatton of Beaufort County, with the latter two replaced by Dr. William J. Blow and R.L. Myers two years later. A survey was conducted from 1 June to 4 July 1853, which assessed the river from Hardy's Creek 4 miles below Greenville to Tarboro. The survey was conducted by civil engineer Col. William Beverhout Thompson under the direction of R. L. Myers.(8)

Col. Thompson's plan for the Tar River included building a series of four locks, beginning

Continued on Page 3

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The Bulletin of the American Canal Society

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

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In This Issue

The History of an Abandoned Antebellum River Lock on the Tar River	1
A Canalling Trip to Florida	6
Trip Review, the Western Morris Canal	10
Book review	13
Canal Tidbits and News	14
Canal Comments	16
Historical Newspaper Archives	18
Canalendar	20

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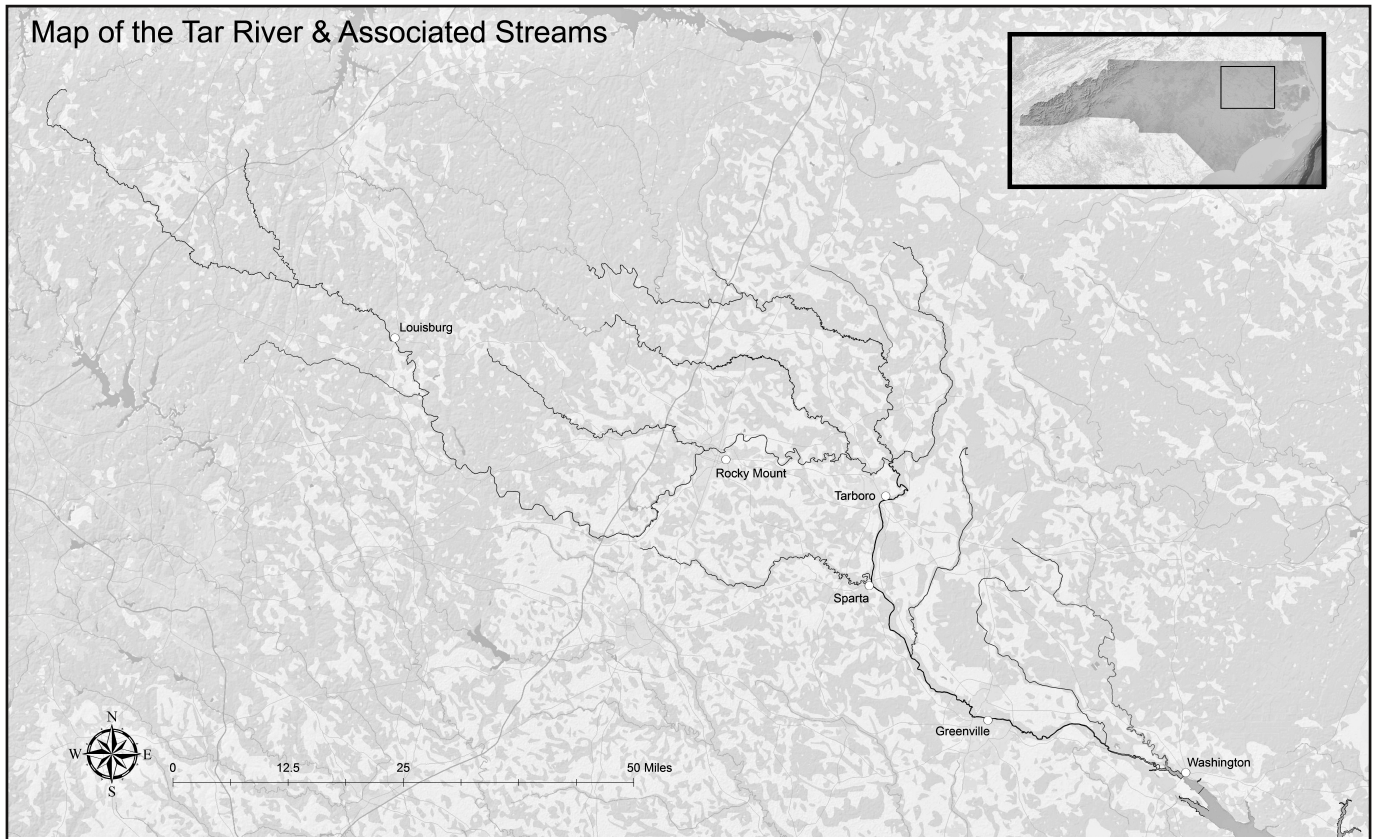


Figure 1. Map showing the Tar River and major towns along the waterway in the antebellum period (Map by author, ECU).

2 miles below the town of Greenville with a corresponding dam raised 4 feet above the water level to create a navigable pool 7 miles in length. (9) Three more locks and dams would be built every 7 miles at Bryant's Creek, Walston's Landing and the fourth half a mile above the town of Sparta. The Greenville lock was designed for larger boats with dimensions of 130 feet between the main sills and 25 feet in the lock chamber. The foundations were planned to consist of pilings driven in rows connected by 12 inches by 12-inch timbers bolted to their heads and several courses of plank battening. The lock walls were to be formed by timber cribbing 13 feet in height by 15 feet wide and rabbeted together every 10 feet to complete the crib structure. The fill for the cribs would be made of any suitable material, probably a mixture of fascines and sediment. The inner face of the lock walls would be lined with two courses of sheeting to secure the fill material. At the time this plan was proposed, the timber to be used for the miter sills, hollow quoins and lock gates had not been ascertained. The associated dams were to be made of similar timbers attached to pilings, sheeted with planks and filled with fascines to form an apron to protect the work from overflow water.

The proposal was eventually approved by the North Carolina Board of Internal Improvements, a legislative entity tasked with managing state appropriations as well as a separate fund for infrastructural development in the state. On October 17, 1853 Thompson advertised for 955 wooden piles and 300,000 feet of heart pine timber to be delivered to the worksite near Red Banks Landing below Greenville.(10) At the same time he placed a notice for daily and monthly laborers as well as for fifty negroes to help complete the work.

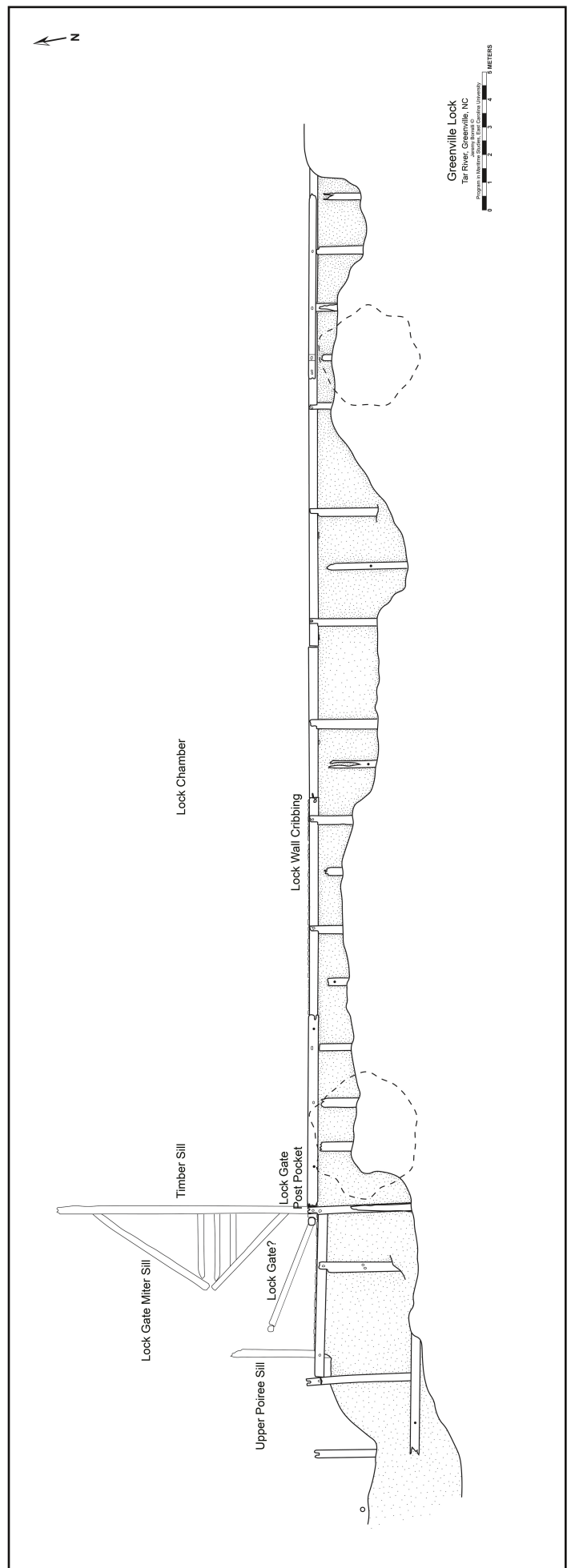
Assistant engineer S.T. Abert acted as the immediate supervisor for the lock until November 1854, was succeeded by J.C. Turner until October 1855 and H.M. Patton ultimately completed the work in September 1856. In his final report to the General Assembly, Patton describes the hardships encountered during the construction of the lock. Frequent problems routinely delayed progress on the lock, including equipment failure, freshets that stopped work, a lack of a consistent labor force, and the realization that besides Col. Thompson's published proposal, "...no plan of the lock was ever made..."(11) In 1854, an additional \$15,000

Continued on Page 4

was appropriated by the General Assembly to assist with the construction of the locks, and by September 1856 the lock gates were finally put in. At this time, the state's original appropriation was fully exhausted and the corresponding dam that would make the lock functional was never built. That year, the state government voted to strike the additional funding, stating that the work was beyond the engineer's ability to complete. By May 1857, work was suspended, and the materials sold as a local newspaper remarked that, "\$40,000 had been squandered in another vain effort to improve our river."(12) See Figure 2.

A month after the lock gates were put in, the foundation of the lock had settled, rendering the gates inoperable. (13) The lock fell into disrepair, but was still used as a landing place for steamboats to unload goods bound to Greenville during low water into the late 1800s. After the Civil War, the US Army Corps of Engineers began to manage navigation on the river, and eventually removed the lock as it had become an obstruction during times of high water. (14)

Interest in the river lock in Greenville resurfaced as the Tar River became a center for recreation in the town with the establishment of a Greenway Trail along its banks and various parks and access points for residents to enjoy the river. Recently, retired Eastern Carolina University (ECU) professor, Dr. Vince Bellis, and local historian Roger Kammerer rediscovered the locks and worked with the City of Greenville to designate the remaining structure as a historical landmark.(15) Archaeologists from ECU's Program in Maritime Studies incorporated the site into a summer field school and made a preliminary site plan for the remains in 2019. The lock, which is visible at low water near an off-leash dog park, primarily consists of 21 cribs emanating from the bank of the river. The cribbing has sheeting on the outside wall, which extends to the bottom of the riverbed. There is a large structure that extends out into the river and possibly represents the remains of the miter sill and lower lock gate. Further studies are needed to explore the site and delve into the fascinating history of this futile endeavor to improve navigation on the Tar. See Figure 3.



*Figure 2. (facing page)
Site plan for the river lock on the
Tar River in Greenville, NC
(Image by the author, ECU).*

Endnotes

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*Figure 3. ECU students examining the
river lock and associated artifacts
(Photo by Ryan Miranda, ECU).*

Historic Marker Grant Program

The William G. Pomeroy Foundation® is funding a Historic Transportation Canals Marker Grant Program, for all navigation canals in every state. All 501c3 organizations, nonprofit academic institutions, and municipalities are eligible to apply. If an individual wishes to apply, they are encouraged to seek out and work with one of the qualifying organizations.

Applications are accepted twice a year and those interested should be checking the Pomeroy Foundation website for deadlines. If your application is accepted, the Pomeroy Foundation will pay for the marker, pole, and shipping of the marker. Your organization will receive a check for the full cost and you will order the sign from the manufacturer. You will be responsible for installation. Check out the website at www.wgpfoundation.org or the Facebook page at @WGPFfoundation.

A Canalling Trip to Florida

Michael Riley

My wife and I enjoy travel, especially when we can combine it with canal tourism. Okay, let us say I enjoy the canals, while Mary enjoys seeing new places. This past November (2019), we decided to drive to Florida to visit some relatives and friends. As we had never driven to Florida, I decided to take advantage of the road trip and make some canal stops along the way.

So I began to plan a route. My first task was to pull out the book, *A Driving Guide to Canal Sites Along Interstate 95*, compiled by Linda Barth (unpublished). This 2001 book, which was a collaborative work of Linda and Bob Barth, David Barber, William Trout, Terry Woods, and a supporting cast of many folks, lists most of the canal sites you can find driving along I-95 from Maine to Florida.

The sites are ranked as to how far they are from the highway, so you can decide if you want to take the time to explore. I don't know how many of these are out there, and I am lucky to have a copy in the ACS archives. With the permission of Bob Barth, I uploaded the sites into the Parks and Sites map on the ACS website, which allowed me to update and include any web based links.

With the stops showing on the map, it was fairly easy to plan each day's travel. There was one major consideration. If this was mid summer, with the long hours of daylight, it would have been much easier to arrange the days. However, the short length of daylight in mid-November made planning a bit more

difficult. My stops ended up being: the newly restored aqueduct at Williamsport, the Monacacy Aqueduct, the Canal Walk in Richmond, the Roanoke Canal Museum, the Santee Canal Museum, and the Ogeechee Canal Park. It would make the trip a four-day adventure instead of a two-day forced march. A note about our overnights. Since it was mid-November, we felt fairly confident that we could simply call ahead once we were on our way and we knew how far we could make in one day. As we expected, most of the hotels were

quite empty. It was an extra bit of freedom that you might not be able to take advantage of in the summer months.

Another note is that the further south we traveled, we found that the museums and sites remained open all year long,

understandably

with shorter winter hours.

We live in central New York, and we hit the road on a Sunday afternoon with the goal of reaching Hagerstown, Maryland. Along the way, I wanted to poke along the Susquehanna River to see what might be left from the North Branch Canal (I will profess my almost complete ignorance of Pennsylvania's canals, and this was a chance to learn something.) We left I-81 at Wilkes-Barre and started along Route 11. At West Nanticoke, my wife spotted Canal Road so we turned down to find the well-preserved guard lock along the river. If we were there in the summer, it is likely we would never have seen it as it is covered in Japanese knotweed overgrowth. With the leaves gone, we



The newly restored Conococheague Aqueduct

were able to walk along the edge and get some great images. It is a shame that someone hasn't adopted this lock and kept in in better shape. After a few photos, we continued south along Route 11. I had not done a lot of homework on this impromptu leg, so I didn't know what to expect, or where to find it. The valley ride is quite nice and gave me a sense of what the canal route looked like. However our explorations ended when darkness set in at 4:30, and we found we still had a few hours of driving ahead of us to reach our hotel in Hagerstown.

Monday was a beautiful fall day with blue skies and warm temperatures. Our first leg was a short ten-minute drive south to Williamsport. Our short drive through Hagerstown

revealed what appears to be a very nice small city, and it will be fun to see it in two years when the 2021 World Canals Conference assembles there. We were soon at the Chesapeake and Ohio Canal basin in Williamsport.

The National Park Service

maintains a small visitor's center there, although sadly for us, it was not open on Monday. The latest news is that the NPS will be moving their C&O Canal Headquarters to Williamsport and the former Miller Lumber Company site. The goal is to have the move complete and be ready for the 2021 World Canals Conference. The park at Williamsport is on the C&O canal trail, and if you had the time and energy, you can head off east or west for miles of walking or biking. The park website says that there is a free bike loan during the tourist season. We also were far too late in the year for the free boat ride. However within easy walking distance you can see Lock 44, the lock house, a railroad lift bridge and



The Richmond Canal Walk winds through and under the city

the restored Conococheague Aqueduct. Even if you are in a hurry, you can easily see all four features in an hour or less. It is a great park within minutes of Interstate 81.

We then headed east and south toward Richmond, passing around DC on the beltway. We made a quick detour to visit the 438-foot-long Monocacy Aqueduct, which was the longest aqueduct on the C&O Canal. The aqueduct park is about 10 miles off of Interstate 270 along some small country roads. It is worth the effort to find it as it is a spectacular sight. We were able to walk along the bank of the river above and below the aqueduct to get some very nice views of the structure. Brown mud lines and trash mark how high the river can rise on the trees, and it

is a wonder that this structure remains intact. The aqueduct is all in the dry, so you can walk on the towpath and through the stone trunk. Near the parking lot, signs enticingly pointed the way to Lock 27, which was less than a mile south. But if we were to hold to our schedule, we

had to resist the urge to explore and got back on the road.

After dealing with the lunch time traffic around Washington DC, we reached Richmond about 2pm. If I had done more homework, I would have known that free parking could be found along the trail, but in the interest of saving time, I pulled into the first paid lot we came across. The Richmond Canal Walk is a one and a half mile long trail that follows the course of the old James River and Kanawha Canal. It is a mix of downtown buildings and open spaces. To the east is the Great Shiplock

Continues on page 8

Park, where the remains of a lock can be found in fairly decent condition. Walking back to the west, you pass by locks 4 and 5 of the old flight of five. The trail winds through and around buildings and flood walls. We completely missed the locks on our walk east, but found them on the return west. They are worth seeking out. To the west you reach Browns Island where we sought out the statue of the Headman, a memorial to the African Americans who worked the navigation. If we had time, we could have crossed the river to Belle Island and extended our walk quite a ways. There is a lot to do and see here, and this could really be a destination for your travels. In the warmer months, boat rides are also offered on the canal. The city maintains an excellent

website that will show you all there is to offer. Find it at www.rvariverfront.com, or simply search Richmond Canal Walk. It was a delightful visit, but it was time to move on to our hotel in Roanoke Rapids.

On Tuesday morning, a cold front had brought to us rain and much cooler temps. Our visit for the morning was to the Roanoke Canal. This seven-mile-long canal was part of the Roanoke River navigation. Today much of the canal route has been re-purposed as a recreational trail that follows the river between Weldon and Roanoke Rapids. Our first stop was the Chockoyotte Creek Aqueduct. This well preserved single-arch aqueduct can be found after a short walk from a dead-end street. (It was a good test to check the accuracy of the map feature on the website). Although it was raining, the reward was seeing this marvelous structure, which was the only aqueduct on this canal. The local volunteers

have built a nice viewing platform that allows you the chance to safely view the aqueduct. Then it was off to the Roanoke Canal Museum, which is about three miles away by trail and a slightly longer drive by car. The museum is housed in a post-canal brick power house building that adjoins the locks. After the canal had been abandoned for navigation, it was re-purposed as a power canal in the late 1800s. A powerhouse was built alongside the locks, where water could be fed into the hydro-electric turbines from the higher lock and then returned into a lower lock. Today the powerhouse serves as the museum. We learned that the reason that the aqueduct was in such nice condition was that it had been part of this power system and thus well maintained. The



The Chockoyotte Creek Aqueduct

museum itself presents a very nice history of the canal and river, along with some hands-on displays for the kids and videos. A feature of the museum is that you can walk directly into the lock chamber from the building by way of the old tailrace. Although we really tried to engage the lone staff person, he had no interest in us. I tend to sour on museums when the staff has so little interest in the visitors, but perhaps he had other things on his mind. With the rain pouring down, we headed over to a large indoor antiques market for a bit of a walk and then continued south to our hotel in Charleston.

Our final day of canal visits started at the Old Santee Canal Park and Museum, located about 30 miles north of Charleston near the base of the Lake Moultrie dam. The museum is in a city park, so after paying the small entrance fee, you can access the museum, the trails, and a plantation house for free. The

Berkeley County Museum and Heritage Center is also in the park, but you will pay an additional fee to enter it. The 22-mile-long Santee Canal was built between 1793 and 1800, and it connected the Santee and Cooper rivers by way of ten locks. It is called the first summit level canal in America, and its purpose was to open transportation between Charleston and Columbia. Be forewarned. There is very little of the old canal left to see as much of it is under Lake Moultrie. The rather large museum has a nice mix of canal and nature exhibits. The park is really geared toward nature education; however there are some boat models showing what type of craft used the canal and river, and a very large lock diorama. Next door is the Stony Landing Plantation, a

very well preserved summer home. Signage told us to ask a staff member for a tour, so we did. We were given a quick fifteen-minute guided tour. We then headed out to meander along the riverside

trails and boardwalks. This is where you can catch a glimpse of the old backwater canal, although you would be hard pressed to distinguish it from the rest of the backwater channels. An added note: there is a modern lock just upstream of the park, although you can't see it from the park. The Pinopolis Lock allows boats to pass from Lake Moultrie to the Cooper River, and a boat ride through the lock is offered on a very limited schedule. After our walk through the very nice grounds, we headed south.

Along the way, I had been posting our daily stops to the ACS Facebook page. Someone had made the comment that we should be sure to stop at the Savannah Ogeechee Canal park. Although it was on my

map, I had been undecided based on time and the desire to reach Florida. As we got closer, the decision was made to stop and stretch our legs, I am glad we did. This splendid little park is about a two-mile drive after exiting I-95. There is a small fee to get in and although payment is on the honor system, many signs warn you that you are being watched! Happily, there were some open outdoor bathrooms available. The museum was not open when we were there. We paid the small fee and spent an hour walking along the canal and the other nature trails. The Savannah Ogeechee Canal was sixteen miles long, connecting the two rivers using six locks. The locks were built using bricks instead of stone or wood, and the two here are well-preserved.



The model of a Santee Canal lock

The park sits at the western end of the canal. A half-mile-long walk takes you past locks 5 and 6. The fee is understandable when you see the many well maintained bridges and boardwalks that allow you

to walk over the very wet flooded areas. There is also some very nice botanical signage to help you identify the trees and plants. Of all the stops, this was among our favorite. If you are ever around this site, and you don't stop in, you are really missing something special. We then headed south to our final destination.

Our canal adventure was not yet over. Friends in the Fort Pierce area invited us down to explore Lake Okeechobee and its canals. This canal and lake navigation allows boats to pass from the Atlantic Ocean and the Intracoastal Waterway to the Gulf coast. Our first stop was the St. Lucie Lock and Dam,

Continues on page 17

Trip Review

Western Morris Canal

Presented by the Pennsylvania Canal Society

October 18-20, 2019

Michael Riley

The object of this tour was to explore the Morris Canal between Phillipsburg and Lake Hopatcong. Our hosts would be the Pennsylvania Canal Society with the assistance of the Canal Society of New Jersey. I was very happy to see this trip offered as the last time I was on this canal was in 2002 when the Canal Society of NYS held a field trip along almost the same route.

The weekend started on Friday with the usual early bird stops. Unfortunately, I (and others on the ACS board) could not attend as I had scheduled the annual ACS meeting for Friday. We were treated to an extended museum and archives tour from ACS vice-president Martha Capwell-Fox and the museum staff at the National Canal Museum in Easton. It is a beautiful facility and well worth the visit.

With the meeting over, we headed east to our headquarters hotel in Hackettstown to settle in for the weekend. On Friday evening, we were welcomed by Doug Logan of the PCS, who then presented Bob Barth. Bob, who would serve as our Saturday tour guide, gave us an overview of the canal with Tim Roth of the Canal Society of New Jersey.

Saturday dawned bright, sunny, and cold. Looking out the hotel window, I saw a heavy frost covering the cars and grass. But the weather promised a warm up. We boarded the bus and headed west toward the Delaware River and Easton, PA. The first stop was on the

Pennsylvania side of the river at the Delaware Canal State Park. This park is sits at the northern end of the State Park and has parking and access to the Delaware Canal and Lehigh Canal towpath trails. It is also the place where the Lehigh, Delaware, and Morris canals came together. It is a wonderful place to view the Easton city skyline with the city reflecting in the calm waters of the river. Bob Barth encouraged us to stare east into the early morning sun, telling us that somewhere on the east side of the Delaware there was a

stone arch that marked the lower end of Plane 11W and the Morris Canal. Unable to see it behind the leaves, we boarded the bus for a short trip to Scott Park on the north side of the Lehigh river, and once again, Bob encouraged us to gaze into the sun to try to see the arch. We also had

more glorious views of the rivers and the many bridges that cross them at this place. Undaunted (and somewhat blinded), we then crossed the Delaware back into New Jersey, where we parked in the lot of the Delaware River Railroad Excursions. From here, it was an easy walk to the plane and the arch. We were able to walk onto the top of the arch and down around to stand on the old plane and look through the arch toward Easton.

As we were learning, Lake Hopatcong served as the summit and dividing line between the east and west sections of the canal. The canal locks and inclined planes



These Morris Canal signs help you follow the canal across New Jersey.

numbering system began at Lake Hopatcong, so locks to the west were all given the suffix W. Leaving Plane 11W, we then began to trace the route of the canal south along the river and then east through Phillipsburg. Bob Barth knows this route well. Each lock, each lock house, and any other canal feature was pointed out as we traveled along the streets, with an occasional slow down to allow everyone a chance to see and ask questions.

Our next stop was Plane 9W, and the Jim and Mary Lee Canal Museum. Jim Lee Jr., and his son were on hand to meet us at the bottom of the plane. The history of the park itself is fascinating. After World War II, Jim Lee Sr purchased the parcel of land that was Plane 9W. The land contained the plane tender's house, the incline, and as it turned out, the old turbine and tail race tunnel. The Lees were a canal family, and Jim Lee Sr would become one of the most knowledgeable authorities on the Morris Canal. His son and grandson have taken on the role of keeping the canal history alive and each gives an excellent narration on the canal and plane workings. The group divided into three smaller groups and each toured the plane, the house and

and the turbine and tunnel. Jim kept apologizing that he only had 45 minutes to give us his normal two-hour talk. We heard about how the tunnel and turbine had been excavated, and then we headed into the tunnel to see for ourselves. It is quite a treat. The park is open one Sunday a month during the summer and fall, and everyone should strive to see this for themselves.

After rounding everyone up, we continued east to Bread Lock Park and Lock 7W. Although the lock itself is mostly gone, there is a bit of cleared canal prism, a very nice small museum, a replica boat, and a story trail for the kids. The park volunteers pointed out that across the valley from the park was the site of

Edison's cement works, and the cement company is well documented in the museum. Of course, the history of the Morris Canal is well documented. One of the displays was a diorama of a Morris Canal plane, one of many we would see over the weekend. Outside along the bank of the canal, a full size canal boat replica has been designed in a manner that makes it look like the boat is floating with a full load (if you can imagine that the ground is the water.) You see what is above the water line. It is a nice way to see how big (or small) a Morris Canal boat actually was. It was designed with a cabin that you can climb down into to see how people lived. It is quite the display. Lunch was provided under the pavilion. By this time, the day had turned into a picture perfect chamber of commerce fall day, and no one minded eating outside.

We continued east, briefly stopping in Port Colden and at the home and church of James Campbell, one of the few African-American boat captains on the canal. The next stop was at Guard Lock 5W and the Saxton Falls Dam. This is where the canal used the Musconetcong River for a short stretch



The canal and boat replica at the Bread Lock.

before heading off toward Waterloo Village. As the village was part of the Sunday walking tour, this was skipped so we could get to Lake Hopatcong and the Lake Hopatcong Historical Museum. The museum, which was a lock tender's house, covers the history of Lake Hopatcong and the canal. Nearby to the museum is the turbine from Plane 2E, under cover in an open pavilion so you can walk around it. Unlike the turbine at Plane 9W, this turbine is in near perfect condition. By combining the two stops, you can get a better understanding of what the turbines were and how they worked. Nearby, you can see where

Continues on page 12

Morris Trip Review, continues

the waters of Lake Hopatcong supplied the main canal through a short navigable feeder and lock. The lock is mostly gone, but the house remains to mark the history.

We then headed back to the hotel. On the way we watched a 1970s documentary on Waterloo Village. This gave us a better understanding of what we would be seeing on Sunday. The after dinner speaker was Joe Macasek, the president of the Canal Society of New Jersey, who spoke about canal sites to the east of Lake Hopatcong.

Sunday dawned much cooler with the promise of rain. The event of the day was a visit to Waterloo Village, which has an interesting history of its own. It was once a real canal village that was almost wholly purchased and preserved as a historic park. After a number of successful years, the park suffered a great decline. Happily it is now managed by state parks, and its future seems a bit brighter. After parking in the lot, we walked through the village along dirt streets and wander into the open homes and displays. Even with the clouds and light scattered rain drops, the park was somewhat busy with church activities, people walking and running,

and even taking their family portraits for the Christmas card. The Canal Society of New Jersey has a nice museum in the village, and members were on hand to open its doors and show us around. They also provided guides to the canal features at the park. Lock 3W is well preserved as is Plane 4W. However the inclined plane is across the river and the bridge that we walked across in 2002 has collapsed. We hope someday to see it rebuilt. After a couple hours, the steady rain had reached New Jersey, so we decided to head home.

At first, I was surprised to see how aggressive the tour schedule was for the bus ride, somewhat recalling what we had seen in 2002. However, by skipping Waterloo Village, there was time to see the entire western side of the canal. Certainly Bob Barth and the Canal Society of New Jersey know their canal, and they know how to wrangle a bus along the route so you can see all that there is to see. It was a very well done tour on a beautiful fall weekend.



The Morris canal at Waterloo Village.

Book Review

Everything Worthy of Observation: The 1826 New York State Travel Journal of Alexander Stewart Scott. Edited by Paul G. Schneider Jr. Excelsior Editions, 2019. 183 pages. \$23.95

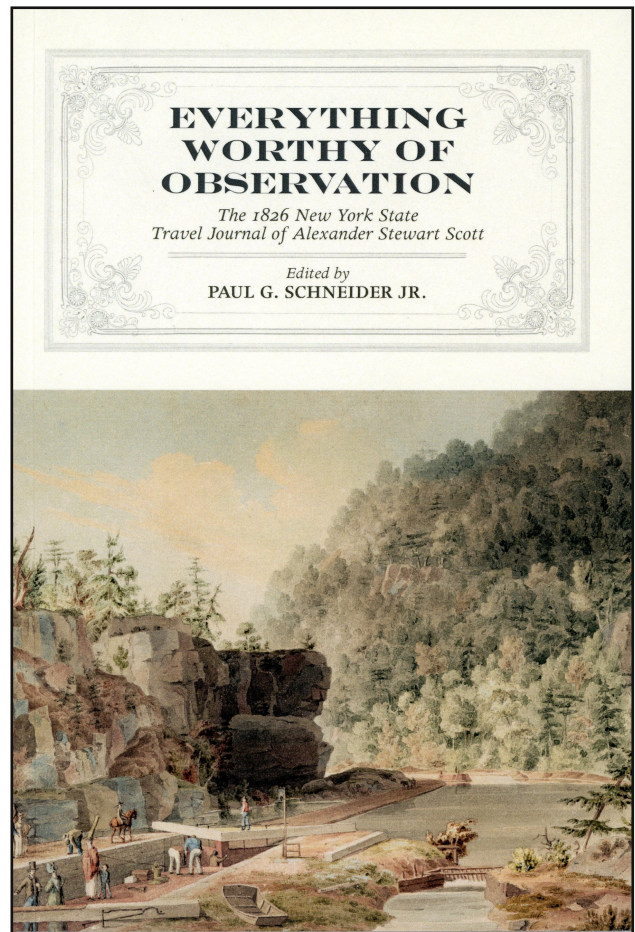
The book is based upon the diary of Alexander Stewart Scott, a 21-year-old Canadian who took a three-month-long tour across New York State in 1826. This book offers first person insights to what travel was like in the days of canal packets, stage coaches and steamboats. Scott began his travels in Quebec City, then traveled south by boat along Lake Champlain and Lake George. He then boarded a coach to Schenectady, where he caught a packet boat west on the new Erie Canal. He then continued to Geneva and Niagara Falls. After experiencing both the American and Canadian sides of the Niagara, he returned home by the same route. Although this is not a canal book, you do read a brief description of travel on a packet boat.

The diary was found tucked away in the archives of the New York State Library, having been purchased from a local book dealer in 1954. The diary was rediscovered in 2015 by a doctoral student and soon after, Mr. Schneider took up the daunting task of transcribing the entire journal. The book is more than a word for word transcription. The editor has employed a light touch in cleaning up the text, filling in the holes where Mr. Scott used abbreviations or punctuation that might confuse the present-day reader. But more importantly, Mr. Schneider has researched Mr. Scott and his travels. For instance, he found documents that prove Mr. Scott was a passenger on a boat when he said he was. All this background research is included in the book. First, a lengthy chapter introduces Mr. Scott, his family, and the world that he was traveling through. It also documents the diary and the process that Mr. Schneider used to transcribe and present the work. Second, there is a very long end-notes section where the editor offers greater details and offers context when needed. The only issue with this

method is that the reader needs two book marks, as you will find yourself constantly flipping between Mr. Scott's diary and Mr. Schneider's notes. However, the book is much richer for these notes. An Afterword gives a short biography of Mr. Scott's life, which sadly, ends in a tragedy not of his own making.

In addition to the end-notes, the book uses 44 maps and illustrations to compliment the text. The maps are from travel guides of the period, such as *The Northern Traveler*, and arrows note the route that Mr. Scott likely followed. The illustrations are also mostly from the period and help you to experience what Mr. Scott was seeing.

While there are no big plot twists awaiting the reader, reading Mr. Scott's journal will greatly benefit those who study the history of early transportation in a young America, or those who act as docents and wish to enrich their own historical narratives.



Canal Tidbits and News

It seems as if every day my inbox is brimming with articles and press releases. As I sort through them, I post what I feel might be of interest to the canal community to the Facebook page. Yes, Facebook has issues. But for now it remains the best way to reach out, share, and attract new people. I have also set up a Twitter account with the hope that I can figure out how to make use of this platform to help publicize the society and keep you all up to date on the current news. Please check these out.

Canal Society of NYS Winter Symposium

As I was filling in the Canalendar for posting on the website and in this issue, I began to reflect back on the years I have been attending the Canal Society of NYS Winter Symposium. So I sent off an email to Thomas X Grasso, the President Emeritus of the society, asking how many years it has been held. Here is his answer.

"It all began when an annual "Winter Meeting" was convened in Syracuse at the Onondaga Historical Association building on Montgomery Street soon after the CSNYS formed. It probably began in 1957 or 1958 maybe even 1959. It was presided over by Dick Wright, the society's Secretary-Treasurer, and also President of the Onondaga Historical Association, hence the choice of venue. These events were mostly fun social gatherings with attendees sipping cocktails and having snacks while Dick gave presentation(s) on what additional items the society had acquired for its collection in the past year and on canal history slide shows. Although there was some education involved and information shared, these meetings were not anywhere near the academic event we have today in scope and diversity of topics and depth of subject matter. The Winter Meeting eventually ceased to exist sometime before Dick Wright gave up the reins and retired from the CSNYS Board as Secretary-Treasurer or when he retired as Onondaga Historical Association President as then the venue was no longer available for the Winter

Meeting. I am guessing in the early or mid-1980s.

"The Winter Symposium as we know it today began when I organized the Winter Meeting - Saturday March 02, 1996. It took place in Lecture Hall Rm 8-300 (Building 8 Room 300). I picked that room because my office was located just out the back door at the upper end of the "stair case" rows of seats. There was also a projection booth in back of the room with Kodak Carousel slide projectors and at least one movie film projector. Registration began at 9AM and the first of 4 or 5 presentations began at 10:00 AM.

"From 1997 onward to 2004 the event was held in Building 5 (north end of campus) Lecture Hall Rm. 5-100-- because it was closer to the Faculty Dining Room where lunch was served, than Rm 8-300. Beginning in 2005 the venue for the Winter Meeting was changed to the Warshof Conference Center, Rooms Monroe A & B where it convenes to this day. The Conference Center building was completed about that time, probably in the summer-fall of 2004.

"Significantly, in 2008 the Winter Meeting Planning Committee changed the name to WINTER SYMPOSIUM and Dave Kipp volunteered to sit in the "Chair." He performed admirably from 2015 to 2017 replacing Tom Grasso in that capacity. Following in Dave's footsteps an equally capable Bruce Schwendy became Symposium Chair in 2017. He serves to this day."

So this year, the Winter Symposium will host its 24th gathering.

Middlesex Canal Museum Work Begins

Work on the Middlesex Canal Museum and Visitor Center is finally underway. The Middlesex Canal Association has cleared all the paperwork hurdles and actual work has begun on clearing out the old building and removing the roof. Once the building has been prepped, the roof will be rebuilt and a metal frame installed to bring the 150-year-old building up to current standards. The MCA has raised about \$1.1 million of the estimated 1.5 million that will

be needed to complete the job. You can keep up with the progress on the MCA Facebook page. Search for @MiddlesexCanalMuseum.

Money for Inland Waterways

In December, President Trump signed into law spending bills for work on inland waterways. The money will go to the Army Corps for work on the various river navigations that the USACE oversees, and it includes increased funding for the Chickamauga Lock and Dam project near Chattanooga. The total funding package exceeded what the President's budget had asked for in 2019. In total, the USACE will receive \$7.65 billion in fiscal 2020.

Navigation and Climate Change

If you are interested in the role of navigation in climate change, the Navigating a Changing Climate website might be of interest. You can take a look at;

navclimate.pianc.org

\$300 Million to Reimagine the NYS Canals

In his 2020 State of the State address, New York State Governor Andrew Cuomo announced a \$300 million plan to Reimagine the Canals. (I gave some background on this in the Fall 2019 issue.) As part of this, the State released a 67-page report from the Reimagine the Canals Taskforce. The first half of the report is dedicated to letters from the taskforce chairs, historical background, and how they conducted the public meetings. Finally on page 19, the report begins to look forward with what is seen as opportunities and challenges. By dividing the state up into regions, the taskforce was able to develop suggestions that benefit these areas. For example, in the western region, it is suggested that the canal be used for irrigation, and by managing the water outflows into nearby streams, it is thought that some stream fisheries can be enhanced. In the central part of the state, the taskforce wants to use the canal to redevelop wetlands by reconnecting and enhancing the linkages between the

natural river sections and the man-made canal sections. In the eastern regions, the taskforce wants to celebrate what they call the "iconic infrastructure" of the canals. The focus is on the the Mohawk style bridge dams which are now only found in New York State. A walkway over the dam at Lock 11 in Amsterdam will connect Guy Park Manor on the north side of the canal to the Empire State Trail that runs along the south side. There is also a suggestion to use nighttime lights to highlight the bridge dams. Other issues, such as winter-time ice jams in the lower Mohawk Valley is addressed by using ice breakers and modifying the Visher Ferry Dam to help flush out ice flows. Of concern to power boaters is the idea "operational changes." The taskforce has floated the idea to raise and lower the depth of water in the navigation pools, allowing full depth in the spring, and then returning the river to its natural levels in the summer, and then refilling the pools to allow late season passages. If someone wished to travel from the Hudson and the Great Lakes during the periods of lower water, they would need to use the Champlain Canal and St. Lawrence Seaway route. This is of great concern to the "loopers", those who use the Erie Canal as part of the Atlantic/Great Lakes/Mississippi/Gulf of Mexico cruise.

Another concern is minimizing the spread of aquatic invasive species. The taskforce cited a report that suggested the use "dry locks" and other barriers. However for the present, the Taskforce recognizes the importance of the canal system and its linkages, and there is no suggestion for any closures at this time. The report can be downloaded at;

<http://www.canals.ny.gov/reimagine/TaskForceReport.pdf>

Later in the month in his opening remarks at the 2020 New York Boat Show, the Governor mentioned the "loopers" and the joys of power boating along the states waterways. So maybe he heard a bit of the concerns being raised.

Canal Comments

Terry Woods

In this issue, we go back to Terry's June 6, 2018, column on the Peninsula Lock, otherwise known as Lock 29 on the Ohio and Erie Canal. This lock is located in the small village of Peninsula, Ohio. Parking can be found at the Lock 29 Trailhead.

CANAL COMMENTS No. 150:

PENINSULA LOCK

Peninsula Lock 29 is unique along the National Parks bike trail as the only existing stone lock within the park's confines. The others were all augmented or completely rebuilt using concrete in the abortive Ohio Canal refurbishment of 1905 to 1909. The answer to why this lock remained stone has always been that Peninsula lock was rebuilt in the early 1880s using "very large and carefully selected" stone. That is true. However, a recent and more intensive reading of the Historic Structure Report for the Ohio & Erie Canal issued by the National Recreation Area/Ohio in August of 1988 indicates there is more to the story. (1)

The decision was made in the late 1870's to rebuild Peninsula lock. Therefore, during the winter of 1880-81, a sufficient quantity of stone, cement, and timber was placed on site for the reconstruction. The ensuing weather was so severe during the rest of that winter, however, plus the fact that the lock's condition was not considered bad enough to justify the suspension of navigation during the 1881 boating season, that the rebuild was delayed for a year.

Then on January 1, 1882, the job of tearing out the existing Peninsula lock and rebuilding it with stone selected from the nearby Peninsula Stone Company was begun. The project was completed on April 11, 1882, and that year's annual report from the Board of Public Works to the State Legislature contained comments on the quality and cost of the work.

"Considering that the locks cost, when the canal was first built, about \$7,000 each, with prices of labor not one-third what they are now we believe the State well-served in getting this work done for

less than \$13,000.

"There has been paid out since the beginning of work in 1880 on account of this new lock and tearing out the old one;

Stone and cutting to contract
\$5,699.00

Labor and teams.....\$5,558.61

Lumber & Hardware.....\$735.77

Sand & Cement.....\$799.15

Storage and freight.....\$367.69

Derricks, coal, etc.....\$161.90

Miscellaneous items.....\$72.95

TOTAL \$13,385.07

"It is universally acknowledged to be one of the finest structures on the Public Works."

Unfortunately, that very next winter extremely heavy rains fell on that section of the Ohio Canal between Cleveland and Akron. From November 1882 to November 1883 a total of 32.54 inches of rain fell at Akron alone. In addition, on February 3, 1883, a downpour of 3.66 inches fell on the area north of Akron in less than 24 hours, breaking up thick ice in the canal and river and causing the highest flood on record for that part of the state. The flooding resulting from that amount of rain falling upon frozen ground in such a short period of time resulted in great damage to the Cleveland-Akron segment of the canal, particularly that around Peninsula.

The aqueducts at Peninsula, Furnace Run, and Yellow Creek were all damaged. At first it was thought that the damage to Peninsula lock was minimal. But over the next year or so, after the lock's planked flooring began to noticeably sink and the twin wall tops bow-in unevenly, it was discovered that during the 1883 flooding, the turbulent water flow in the river had undermined the crib and plank flooring upon which the lock had been built.

When the lock was initially examined during the early 1900s rebuild, to see what repairs might be required to be made at Peninsula Lock, the engineers found that the foundation timbers had sunk in the center,

allowing the walls to lean inward at the top.

Initially it was hoped that some method more economical than rebuilding the foundation and relaying the walls could be adopted, but after a more close and careful examination than had been possible before, it was deemed necessary to redo the foundation and relay both walls of the lock completely.

The report states, "We found that the foundation timbers were about five feet above the shale rock, which extends under the lock in a nearly level sheet, and that under the walls, beneath the timbers, were rough stone walls extending down to the base rock; and between these walls across the lock was a gravel and earth filling." The repeated flooding of the river had washed out much of that earth and gravel fill.

So there was nothing to do but to carefully tear out the 1882 stonework and the plank floor. Then the earth and gravel fill and the two stones walls were removed and the cavity above shale rock entirely refilled with concrete. A new timber and plank base was then installed upon which the stone walls were relaid reusing the special stone selected for the 1882 rebuild.

The firm of P.T. McCourt received and completed a number of contracts between Cleveland and Akron during the early years of the rebuilding project, including the one for the Peninsula lock. The price for that contract, issued on February 14, 1905, was for \$8,178.69. In contrast, McCourt's contract for Lock 30 was for only \$5, 798.70 and for Lock 28. \$5,334. 95.

McCourt's body of work did not always prove to be of top grade, however. Lock 30, the Deep Lock, experienced a number of problems with the quality of its concrete and a new contractor had to be obtained to correct the defects. Apparently, McCourt was better with stone work than he was with concrete.

Though maybe not for in 1906, the Peninsula lock required two new bucking beams at its upper end. In addition, a new lower miter sill needed to be installed and grouted. Plus, one hundred feet of the lower chamber was covered with two-inch plank! Then, in 1909, the lock required additional masonry and concrete repairs.

Still, the Peninsula lock is an impressive one. Close to the tourist center of the village of Peninsula, its eleven-foot lift is only one foot shy of the two deepest locks between Cleveland and Akron. Lock 4 in Akron and Deep Lock 28, both have a twelve-foot lift, and the Peninsula lock is **STONE!**

[Editor's note- There is a very nice blog post about hiking to Lock 29 on this website - <http://hikingohioparks.com/canal-lock-trail-hiking-ohio-parks.html>]

1 – As of June 2019, the National Park Service has updated and released the Ohio and Erie Canal History and Historic Structure Assessment. The extensive report can be downloaded from the following website;
<https://irma.nps.gov/DataStore/DownloadFile/626098>

Canalling Trip Continues from Page 9

where we paused to watch a small boat pass through. Although this is a Federal lock, it is quite open and you are allowed to walk up to the lock and over the gates to see the dam. There is also a visitor center, so we took some time to see the exhibits. Back on the road, we followed the canal/river west to the Port Mayaca Lock and Dam. This dam controls the outflow from Lake Okeechobee. This lock and dam are gated and you are not allowed onto the site, although it can be seen from various viewing points. A short drive south along the lake brought us to the lock remains at Canal Point and the old West Palm Beach Canal. The remains of the old concrete lock serves as a popular fishing spot. It was then north to the small city of Okeechobee for lunch. Our canal adventure was officially over.

You can find all these stops (and more) on the ACS website explore page.

Historical Newspaper Archives

Career at Canal Grocery Wasn't For Local Farm Boy

By Samuel Kline

From the Seneca Falls Reveille, June 6, 1913

[Editor's note- May's Point lies on the western edge of the Cayuga Marshes, about half way between Syracuse and Rochester.]

While living on the old home farm in Tyre, Seneca County, I think it was in the fall of 1855, I, accepted a "position" as clerk in a grocery store at May's Point locally called the "Pint." I was an unsophisticated, long-legged, lanky youth of some eighteen years of age, and had been eager for some time to take a hand in the busy whirl of trade and commerce. Here was the opportunity literally thrust upon me and I seized it without delay.

A man by the name of "Bill" Smith conducted the place - I say Bill, for that is what everybody called him, no disrespect to the name is intended. It was a canal grocery, and stood in the midst of cat-tail marshes which extend up from Montezuma, and reach out here in wide expanse. The building was a low ramshackle affair, serving as store and an abiding place for the family, and stood close to, and a short distance west of the bridge spanning the Canandaigua outlet, and on the north bank of the old section of the Erie Canal which was abandoned a few years later, when the new section, located some mile or two to the north was completed.

Smith's trade came largely from the canal boatmen. His store standing close up along side the waterway, was admirably situated for trade of the class. Adjacent to the store was a stable for the convenience of the navigators of the canal who desired to stable and feed their teams. Some of the boats were "day boats" employing but one team and lying over at night where facilities for stabling, and feeding were offered, their boats meanwhile secured to the landing which extended along in front of the store, or to the bank of the canal just above or below. There was considerable traffic on the canal at this time, with boats plying back and forth in almost endless procession, and these grocery stores along the line depended almost wholly upon them for support.

A "bar" was an essential requisite to an establishment of this kind and a greater profit was derived from this source than from any other, or indeed from all others sources of the business. The

canal boatmen for the most part were hard drinkers, and steady patrons of the numerous "Thirst Emporiums" which lined the waterway, and in addition Smith had a good local trade for his wet goods.

I slept on a "shake down" out in the store so as to be conveniently at hand when boats called, which they did at all hours of the night. It was a part of the duties of my position as chief clerk and night servitor to the mule chambers, to rise up, take a lantern and hike out to the barn and show the drivers where to stable their teams and get their feed supplies. I also had to respond to calls of the men for liquid refreshment, of which they at all times seemed sorely in need of.

From the foregoing it will be seen that the fighting mosquitoes. If anyone by the way, had lingered around the marshes of May's Point for any interval of time, he will surely know what this means. Getting up from my downy couch at all hours of the night responding to boat calls, I didn't get any protracted periods of slumber.

Then too, just at the peep-day, when the first crimson banners of the rising sun streaked the gray dawn, and I had snuggled down for my restful beauty sleep, a new force broke in to disturb the quiet of my morning dreams. There were a lot of bleary-eyed, rum-soaked old bummers with bulbous noses, well developed, who lived nearby and regularly took their toddy here. They were on hand as soon as it was light enough to see, eager for their "eye-openers" or "cob washers" as some of them put it.

When they lined up for their drinks, it was amusing to watch their faces and note the grimace they put on, as they guzzled down a swimming glass of the ardent, seemingly, as if it was a distasteful potion, and the taking of it sort of martyrdom they felt forced to endure.

Besides the old rounders who infested the place at all hours, there were the fellows who came to "the Point" for a day's fishing, often landing more "booze" than fish. If there chanced to be four or five in the party, they chipped in and bought their supply by the jugful-a gallon more or less, which they carried away with them to the scenes of their activities. Whiskey in those days had no government tax, and no local license was cheap and within reach of all, and a jug of it costing no more than forty or fifty cents, could be depended upon to topple over half a dozen husky

fellows, and lay them out on their beam ends.

I recall one fellow and he was a frequent visitor and a liberal patron of the bar, who invariably took on a good jag early in the day, and at times became so befuddled that he didn't know whether he was holding a fish-pole or a cat-tail. Out on the bridge he would lounge by the hour, hunched over the rail, his line with its baitless hook and bobbing cork idly floating in the sluggish stream, oblivious apparently to all his surroundings. It cannot be said that he got many "bites," save the busy mosquitoes persistently buzzing and working over time on him.

One day being unusually "full" and his legs disposed to tangle and impede his locomotion, he retired to the bank of the river and took to his skiff which lay drawn up on the shore, and stretching himself down in the bottom immediately fell asleep, the hot sun beating down on him in sizzling rays, with myriads of mosquitoes holding high carnival while banqueting on him, and lulled by a charm of lusty bullfrogs, dolefully croaking out in the marshes. Yet with it all, he peacefully and unmindfully slept away the whole afternoon.

Many of the boats passing Smith's place by daylight made brief stops for needed supplies for the table, and feed for their teams, also wood for their cooking stoves, all these canal stores kept a supply of wood, cut short and packed in little racks that could easily be carried on board, but not all the stops, by any means, were for the needed supplies. There was the boat's crew to be reckoned with, and they "took theirs straight."

One had perforce to live at May's Point for a time, to become infused with the spirit of the place, and form a just estimate of the conditions thereabout. The infusing "stunts" were easy enough with spirits galore lurking in the dark corners of Smith's rookery, with no barriers to an intimate acquaintance with them. So it is not strange that many found it easy to fall to the lure of these bewitching spirits.

I will confess that the memory of my brief sojourn at the "Point" does not linger in my mind as one of the most pleasing and delightful episodes of my life, the days dragged slowly with but little of interest to charm and hold one's attention.

The passing boats lazily creeping along, their sagging tow-lines swishing the water. The swarms of buzzing mosquitoes and the sprightly tadpoles scurrying about in the black slimy pools. The big bullfrogs noisily croaked out in the marshes. There were the innumerable dragon flies, big-eyed and swift of flight darting hither and thither. There was the chirping of red-winged black-birds circling about in flocks above the tall cat-tails to remind one

of a living world.

I remember hearing of the wild tempestuous storm that once raged on the old "Erie" This is an ancient tale - we've all heard it! When the thunder roared, the vivid lightnings burned the sky, and the winds blew the waters into mountainous billows careening the boat -the captain and another barrel of whiskey had rolled overboard and were lost.

There was little about May's Point and its environs to divert one's reflections into channels of pure and ennobling thought, or to infuse one's mind with the higher ideals which constitute our proper humanity and orderly standards of living. At least my experience while there led me to this conclusion. The scenery was far from inspiring, and the active life along the canal anything but uplifting.

Smith's outfit was not unlike others of similar class, and it is plain to see that the sort of patronage he attracted was not at all elevating to the moral senses whatever it may have been to the other kind. After an experience of a fortnight or so catering to his trade I sent in my resignation and returned to the quiet pastoral scenes of farm life.

I was woefully homesick too and there was no happier boy than yours truly when I quit the place and took my way over the corduroy road across the wide marshes where the ram cat-tails nod their russet pompous to the back fields and pasture lots of our dear old farm.

My illusions of the glamour and the accruing wealth from trade commerce were somewhat rudely jolted. Here I found the boys - my brothers, Charles and Will - busily at work in the potato patch, expressing surprise at seeing me. But with a hearty greeting and a good natured invitation I fell in line with an idle hoe and waiting basket that chanced to be close at hand, and assisted in digging out the ripened tubers.

This humble occupation may not impress one as so exalting as a participation in the glittering realms of trade and commerce. Yet from my point of view, and with my experience back of it, if not so elevating, it was more to be desired than the sort of elevation on tap over at May's Point.

The old farm looked homelike and inviting that genial September day, basking with warm mellow sunshine, with the sweetness of autumn hanging over field and woodland. I was glad to get back to it.

Ours thanks to Richard Palmer who found and transcribed this article.

Canalendar

March 7 2020: Canal Society of New York State, Winter Symposium, Monroe Community College, Rochester, NY, www.newyorkcanals.org

March 22, 2020; Middlesex Canal Association, Spring Walk, Billerica South to Smallpox Cemetery, www.middlesexcanal.org

April 17-19, 2020: Canal Society of Indiana, "From Farm to Factory", Tour of Gibson, Warrick and Vanderburgh counties. The headquarters will be in Warrenton at the junction of State Rt 41 and I-64. www.indcanal.org

April 19, 2020; Middlesex Canal Association, Bike Tour South, www.middlesexcanal.org

April 24-26, 2020: Canal Society of Ohio, On Saturday April 25. This is the third tour of Buckeye Lake (Licking Reservoir), and will be on the newly launched QUEEN OF THE LAKE, a refurbished stern-wheeler. The tour will be limited to the first 50 participants since that is the capacity of our transportation. www.canalsocietyohio.org

April 25, 2020: Canal Society of New Jersey, Canal and Local History Symposium, www.canalsocietynj.org

May 3, 2020; Middlesex Canal Association, Spring Meeting, www.middlesexcanal.org

June 6, 2020; National Canal Museum, JOSIAH WHITE II mule-drawn canal boat begins the public rides, www.canals.org

June 7, 2020; D&R Canal Watch Annual Meeting, Muletenders Barracks, Griggstown Causeway. The speaker will be Marc Brooks of the NJ Water Supply Authority. www.canalwatch.org/Events

June 20, 2020: Canal Society of New Jersey, Waterloo Canal Days, www.canalsocietynj.org
www.facebook.com/waterloo.village.historic.site

July 18, 2020: D&R Canal Watch boat dinner cruise on the JOSIAH WHITE III in Easton, PA. www.canalwatch.org/Events

August 22, 2020: Canal Society of Indiana, "Central Canal: Then and Now". A daylong symposium held at the Anderson Public Library. Topics include The Central Canal, the Anderson Hydraulic canal, the CSI website, followed by a short field trip. Free and open to the public. Bring your own lunch. www.indcanal.org

September 20-24, 2020: World Canals Conference 2020, Leipzig, Germany; www.wccleipzig2020.com

October 3, 2020; Middlesex Canal Association, 18th Bike Tour North, www.middlesexcanal.org

October 4-6, 2020: Canal Society of New York State, New York State Canal Conference, Mohawk Harbor Resort and Casino. <https://www.nyscanalconference.org/>

October 18, 2020; Middlesex Canal Association, Fall Walk, Wilmington Town Park to Patch's Pond, www.middlesexcanal.org

October 25, 2020; Middlesex Canal Association, Fall Meeting, www.middlesexcanal.org

Fall 2020: Canal Society of Ohio, Indian Lake Region, www.canalsocietyohio.org

August 30-Sept 2, 2021: World Canals Conference 2021, C&O Canal, Hagerstown, MD. The website has an email sign-up for now. www.wcc2021.com