



American Canals

The Bulletin of the American Canal Society

www.americancanals.org

Vol. XLIX No.2 Dedicated to Historic Canals, Research, and Parks Spring 2020

COVID-19

Well, what a time we are living through. It wasn't that long ago that the historians among us were studying up on the 100-year anniversary of the 1918 Flu, and then cranking out articles about what our grandparents lived through. And now we all get to see it up close. I can only hope that everyone is safe and well, and heeding the advice of the experts. At the ACS world headquarters here in Port Byron, NY, we have been fortunate to be on the fringes of the illness. Our thoughts go to all those being impacted by this illness.

I hope it is not selfish of me to be thinking about the canal community during these troubled times. Looking forward to when things have returned to whatever the new normal will be, it is almost a certainty that many, many of our small historical organizations will continue to face harder times. Governments will be cutting their budgets, as will all those businesses, granting agencies, and individuals whose support is so critical to all the not-for-profit groups. And then figure in the loss of money as a direct result of all the parks and museums sitting idle for months. Those admission fees, gift shop sales, and donations are so critical. It is a bleak reality that the longer people are out of work, the less likely they will have the money to join or support their canal society, or go to the museum. It is scary times. Every day my email inbox has one or more notices from museums and groups asking for help. One of them was from the Erie Canal Museum in Syracuse, which sent out an email to its members stating that the "stay at home" orders and mandated closing will cost the museum over \$20,000. In a March 18, 2020 article, the New York Times reported that one third of museums in the United States had been operating in the red prior to this crisis and many are not expected to survive as a result of this pandemic. If you take a place like Colonial Williamsburg, which had to reduce spending as it was losing \$148,000 each day, a two or three month shutdown will certainly cause a lot of pain.

The news might not be too bad for the seasonal operations. If a park typically starts its programming in

May or June, and the stay-at-home orders are lifted soon after, the impact will not be so bad. However I have to wonder if there will be a pandemic hangover as people are wary about gathering in groups, or have to catch up on the bills. And it appears that all the state canal groups have canceled their late April or May spring trips, except perhaps for the New York State group which has been able to rescheduled to June.

And yet under the idea that no crisis should go to waste, many parks and trails have remained open with all entrance fees waived. In an interesting twist, some park advocates have been reintroducing their parks to all the bored and cabin-bound people, with the hopes that once things have returned to normal, the people will continue to come back. Each municipality is different, but it seems that most of the stay-at-home orders allow people to travel locally to access their local parks and trails. Again, my news feed is filled with parks touting their open trails with the caution that all buildings, bathrooms, or water facilities are closed to the public. But this may have worked too well as some parks have been cautioning the public who are crowding into parking lot and trails in the popular areas. And of course, it is certain that this increase in use will lead to an increase in trash and wear and tear. With most of the spring cleaning up events canceled, there will be a mess to deal with once the crews and volunteers are allowed to return to work. And will the clean up crews be wary of picking up the trash of other folks?

Another good that is coming from this public health crisis is that it has forced many organizations to think outside the box to keep people engaged and fill an educational need. Most places that employ staff have been able to quickly adapt with online virtual tours, educational lesson plans, social media meet-ups, AMA (ask-me-anything) questions and answers, story times, and many other outreach projects. One local museum has called it the "museum in exile" programming. At

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For Canal Calendar items and news of local, state, and regional canal societies: Contact Michael Riley at mriley20@twcnny.rr.com

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.

An annual subscription of four issues of the American Canals is included with ACS membership. Regular single membership \$25; Family Membership \$35. Single copies of American Canals, \$3.

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Deadline for materials. American Canals is published quarterly. Every effort is made to include new materials in the next issue. Materials submitted to American Canals for publication should be typed and double spaced or sent by email in MS WORD or Libre WRITER format. You may send actual photographs, which will be scanned and returned, or digital versions may be emailed.

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THE WESTERN STRETCH OF SANDY & BEAVER CANAL LOST IN TIME & SPACE Terry K. Woods

A note from the editor- It is funny how things happen. As our local library was closed during the COVID-19 stay-at-home orders, I have been dipping into the ACS archives for reading materials. By chance, I happened to pull out *The Sandy and Beaver Canal*, written in 1952 by Ronald Max Gard and William H. Vodrey. The book features a structure by structure guide to the canal. If you are not familiar with the Sandy and Beaver, it was a 73-mile-long canal that ran from the Ohio and Erie Canal at Bolivar, Ohio, to the Ohio River at Glasgow, Pennsylvania. Construction began in 1834 and was completed in 1848. The canal closed in 1852, when the Cold Run Reservoir broke and flushed away a portion of the canal. A key feature of the canal was the construction of two tunnels near the summit.

At the same time I was reading the book, Terry Woods was emailing out three of his Canal Comments columns, which were about his research on the Sandy and Beaver Canal. Terry's step-by-step investigation is the type of field research that makes the ACS and the state canal groups such a valuable resource for canal historians. After his investigations, Terry wrote a guide to the canal which compares his findings to the Gard and Vodrey guide.

The East Liverpool Historical Society published the Gard and Vodrey book in 1952, and then reissued a softcover in 1972. Both can be found by way of used-book resellers. A key feature of the book is two large maps in a back-cover pocket which detail the route of the canal. I was delighted to find that these maps are intact and in fairly good condition in our book. These maps and Terry's guide can be found on the ACS website.

There have been several lists, guides and maps to all, or sections of, the Sandy & Beaver Canal. But each of them seem to miss or ignore principal features in that eight-and-a-half-mile stretch from the flood control earthen dam at the southern edge of Magnolia in Carroll County to the earthen State Dam (Dam No. 10) on the western division of the canal below Sandyville in Tuscarawas County.

I conducted a series of field-work hikes along the stretch beginning in the early 1970s and intensifying in the 90s. I have developed several opinions that seem to be backed up by the few remaining historical documents on that canal's western division. A document that is one of the more helpful is a listing of the parcels of the canal auctioned off in March of 1854. Another is a ledger of contracts let on the western division between 1845 and 1847, a copy of which was once in the Archival Section of the University of Akron. Another is a 1908 Atlas map of Tuscarawas County. Then there is my own extensive field work along that division.

The ledger notes that the contract to construct Section #39 (about a half mile) of the canal through the southern portion of Magnolia, and perhaps a bit beyond the creek crossing, was to be awarded to James Kelly. This contract was dated January 6, 1846.

The parcels describe Dam Numbers 7 and 8 as lying in that section of canal immediately below Magnolia, plus; "their inclusive Outlet and Guard Locks."

This area is difficult to define. The creek here has flooded often over the years, producing flood channels that are difficult to discern from older canal channels. And the Tuscarawas Branch railroad was constructed on the towpath for a good portion of the canal's route from here to within a mile or so of the Route 800 road crossing. There are a couple of stone retaining walls along some of these channels, maybe a lock site or two, and an elevated apron that is possibly the area where the railroad spur left the branch line to enter Magnolia.

The ledger calls for the contracting firm of Baldwin & Anderson to build Dam No. 7 and its Guard Lock. This contract was awarded on January 6, 1846.

The contracting firm of R. & I. D. McIntyre was contracted to construct section No. 40. That contract was awarded on November 11, 1845, which was a bit earlier than most in this area, so it may have been a difficult one. That assumption is strengthened by the

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fact that James Kelly took over the contract for Section No. 40 the following January. The contract for Dam No. 8 was given to D. R. Cameron on March 3, 1846. The contractor space in the ledger for the guard lock up to Dam No 8 is blank. The assumption can be made that D.R. Cameron built that as well. Another assumption is that, within one section of canal, approximately one-half mile, two dams with their guard and/or outlet locks were required. It is difficult to imagine the possible configuration of the canal within that short stretch.

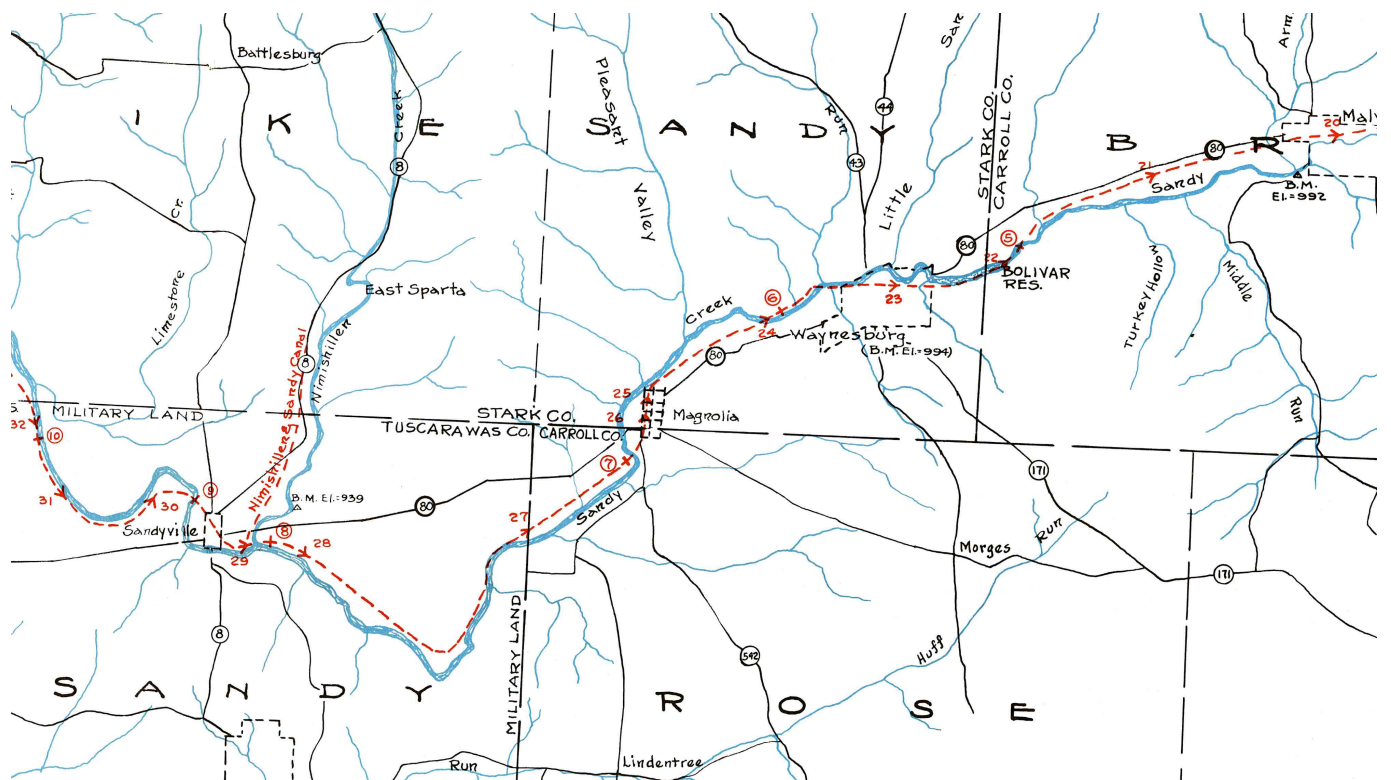
Whatever, after this lost section, the canal towpath, albeit for over forty years performing as a Railroad Embankment, shows straight and true on the right (north) bank of the Big Sandy Creek. With the creek flooding often and severely, following the line of the canal's towpath might have been impossible if not for the peculiar habit of the railway maintenance crews to use scrap pottery from the several potteries that once operated in this area as ballast. Or perhaps, this was just a way of getting rid of it. Even when the elevation of the embankment was gone, its spoor could be followed, or picked up again when lost by following the intermittent line of fragments of white

and broken pottery.

This stretch contains canal sections No. 41 and No. 42, a mile or so distant from the confusing area of Dams 7 and 8. The contracts were awarded to the firm of Blake & O'Sullivan on January 6, 1846. However, both these jobs were re-awarded to the firm of P. H. Blake & Co. on May 5th that same year, indicating that Blake may have lost a partner within those first few months of 1846.

Eventually, the terrain of this low flood-prone wooded area rises a bit in elevation, and the towpath/railroad embankment again becomes somewhat distinct. And the line of canal, now a shallow channel line, stalks off through a cornfield. The hills are far to the north and the creek, closer to the left, but still a distance off.

Though an indistinct furrow and slight elevation through a dormant (when I was hiking back in the early 90s) cornfield, the canal line could be readily followed as it exited the cornfield and entered a wooded area. The slight, but clearly visible remains of a lock site are a few yards within this wooded area. The parcels ledger call this lock No. 26 and Max Gard calls it No 27. Max and my field notes agree that the



A section of the 1952 Gard and Vodrey Sandy and Beaver Canal map from their book. The full maps can be seen on the American Canal Society website.

lock is “at the line between Carrol and Tuscarawas Counties.”

The register calls for the contract for Lock #26 to have been awarded to the firm of A. Mathews & Johnston on November 11, 1845. One of the few listings for finishing a contract was given to this project as September 1, 1846.

Section No. 43 lies between the sites of Locks No. 26 and No. 27, and it was awarded to Nathional Haydon on April 11, 1846. Here the now more distinct trace of the canal and towpath continues west, the creek begins coming up from the south and the hillside down from the north. Finally, the two crowd in and there is only room for the towpath/railroad bed. From here for a mile or so west, there doesn't seem to have been any room for the canal's channel at all.

Older Tuscarawas county atlas maps of this area indicate the creek flowed through two channels from at least the late 1870s to 1908. This leads to the assumption that the canal entered slackwater at or near this point. A great deal of close examination of the embankment on the north shows a bit of stone that could indicate that a lock, probably an outlet lock, was located here. The ledger shows that the contract for Lock No. 27 was awarded to the contracting firm of A. McDowell & Co., on March 3, 1846.

The half mile section No. 44 was also awarded to Nathional Haydon at the same time that he received the contract for Section No. 43. The contract for section No 45 was awarded to John Hayes & McEntyre, but no date is given. It appears that the efforts in these last two named sections consisted of deepening the creek's channel adjacent to the towpath and erecting a stone retaining wall at one point to keep the creek from eroding the towpath.

About a mile of slackwater was created by Dam No. 9. Its location was at the southernmost loop of the Big Sandy and was, basically, a long earthen embankment stretching from the guard lock structure in the northern bluff at a slight angle, to the creek's left bank. The top is wide enough for vehicles to currently travel on and stone rip-rap covers the east side of the embankment with a bit of stone rip-rap on the west side. The remains are a good 120 to 150 yards long. There is no sign of the guard lock, but it can be concluded that the lock site was near the northern embankment and now contains (as late as

the early 90s), an oil storage tank and pumper.

Baldwin, Anderson, & Co. received the contract to build Dam No. 9 on December 6, 1845. That same firm received the contract to build the guard lock at the dam on May 5, 1846. And a Silas G. Irish received a contract on February 24, 1846 to “haul stone at Dam No. 9.” The contract for Dam No. 9 was reported finished on September 9, 1846.

We have six more miles of this lost section of the Sandy & Beaver Canal to survey, plus a couple of tales about my successful and not so successful ventures into this area, but we'll do that in a subsequent column.

COVID-19

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the very least, every group should have taken advantage of all those home-school kids and highlighting their available online resources. And perhaps this is a good time to be taking a critical look at all our websites and making improvements.

Even our state and regional canal boards have had to adapt, and again, this might not be a bad thing. I think everyone has had to learn how to use video conferencing. Families, churches, groups, and businesses are all using it, so why not our canal boards? I know from my time on the Canal Society of New York State board that some folks had to travel hours or even make overnight travel arrangements to attend the quarterly board meetings. For these folks, the use of video conferencing might be quite welcome. And if it is good enough for a crisis, why not in happier times? Terry Woods noted that the Canal Society of Ohio was going to hold a video board meeting, and Martha Capwell-Fox noted that she was attending video staff meetings. It would be interesting to hear if any other groups have allowed video conferencing. However be sure to check your bylaws as there might need to be some modifications to allow remote attendance and voting by email or video stream.

Stay safe.

Mike

Canal Gatherings

Canal Society of New York State Winter Symposium

By Michael Riley

On March 7, 2020, the CSNYS held its annual symposium. As it turns out, this happened to be just as the COVID-19 was making itself known in the state. This did not dampen the attendance as a record 129 attendees showed up for the daylong event at the Monroe Community College in Rochester, NY.

The program was a nice mix of current events and history. The first presenter was Stephen Kelly, the president of the *Carver Companies* who runs the Port of Coeymans. He presented an overview of their extensive waterside operations. The CSNYS visited the Port of Coeymans as part of its spring trip in 2019 and found it to be a very extensive operation. The company is perhaps best known by the canal community for its work on the Corning “glass barge,” and the shipment of the large tanks to the Genesee Brewery. The port was used to assemble components for the new Mario Cuomo Bridge, which replaced the Tappan Zee. During his presentation, Mr. Kelly showed a number of videos that showed how the company uses water transport. These can be found on YouTube. He also noted that the company is looking to using the NYS canals for the shipment of very large 5- to 25-ton rocks, sand and gravel. They also see an opportunity in the construction of offshore wind energy.

The second speaker was John Callaghan, the Executive Director of the *Hudson River – Black River Regulation District*, or HRBRRD for short. John is well known for his work on the NYS canals and as the number two guy at the NYS Canal Corporation. In 2019 he moved to the HRBRRD. This little known public benefit corporation is a merger of the two water regulation districts. These districts date back to 1913 and 1915 when the state was given the power to create reservoirs to regulate stream flow and to create river regulating districts. The Hudson River RD was formed in 1922 and the Black River in 1919. They were united in 1959. You can find information and videos at www.hrbrdd.com. They are also quite active on social media.

Up third was Ruth Rosenberg-Naparsteck, who spoke about an 1822 diary written about a young

lady’s travel on the Erie Canal. Ruth was the City of Rochester Historian and she serves on the CSNYS board of trustees. This diary was found in the rare books division of the University of Rochester Library, and Ruth has studied it extensively. So far she has not been able to identify who the author was. But it presents a nice description of what it was like to travel in the early days of the canal.

Ruth was followed by *NYS Canals Director* Brian Stratton. The Director noted that this was his 9th keynote address to the symposium. Much of his talk centered around the Re-imagine the Canals initiative and the work that has been proposed along the system. It is nice that Mr. Stratton spends the entire day at the symposium and is very accessible to all who wish to speak with him.

After lunch, Dr. John Montague and Roger Allen, from the *Buffalo Maritime Center*, spoke about their ongoing efforts to build the Seneca Chief, a packet boat from the early days of the Erie Canal. Since the days of the packet boat predated the era of photography, there are few real photographs of a packet boat, and a lot of research has gone into what a packet boat really looked like. The Center has been collecting any and all images of packet boats, from fine artwork to the simplest sketch. They wanted everyone to know that their search has not been limited to the Erie, and they are collecting every image of these passenger vessels. From these, they have come up with what they feel is the typical packet boat. The Maritime Center will build its boat in a longshed in Buffalo’s Canalside area. Information on the project can be found on the Buffalo Maritime Center’s website.

Well-known canal historian and explorer Thomas X. Grasso presented a nice overview of the canals of Prussia. Thomas spoke about a trip that he and his wife took in the region to scout out a future group trip. Right now, he is stating that this is a possible trip! He later told me that if it does go forward, it would be in May 2021 or scheduled to coincide with the World Canal Conference in 2022. Tom’s trips are always top notch affairs and we all hope he can pull all the parts together and make the trip a reality.

After a short coffee break, Ambrose Barbuto from the NYS Canals presented an overview of winter maintenance along the canals. Maintaining a canal

system that is now over one-hundred years old is quite a large task and uses the skills of many people who have to rebuild components that have not been manufactured in decades. Each lock is given a thorough clean out and rehab on a ten-year schedule. Although the locks are the center of everyone's attention, the Canal Corporation has to maintain the lift bridges, dams, boats, buoys, and all the other parts that make up a functioning canal.

The last speaker was ACS board member Bob Sears, who outlined a canal trip around the Muskoka region of Ontario. I think everyone was surprised to learn about the many sites, parks, and boat rides to be found in the Muskoka area. After seeing Bob's presentation, I added his tour to the Canal Sites and Boat Rides maps on the ACS website.

All in all, it was another great symposium, and as it turns out, it might have been the last group gathering for some time.

**Field Trip Review
The Erie Canal: Fayetteville and the
Southern Reservoirs,
November 1-3, 2019
Canal Society of New York State
by Michael Riley**

This trip was to be the third of four canal trips for my wife and me in the fall of 2019.

The weekend started at 8am Friday morning as the group met at the Stickley furniture company in Manlius. Why the Stickley plant? Well, two reasons. The first was that the CSNYS President Dan Wiles is a Stickley descendant. The second was that the old plant used water from the Ledyard power canal, and the current plant sits at the head of the canal. After a warm welcome and the fitting of headsets, we headed out into the plant floor. The tour started with the processing of the raw lumber and then worked through to the final product. The headsets were very handy as each was a receiver tuned to the microphone on the guide. This allowed everyone to hear over the noise of the factory machinery, and yet our guide didn't need to shout. In all, we spent about ninety minutes on the tour. Afterwards, we got to see Dan and Peter Wiles pose with a large portrait of the Stickley brothers.

We then played follow the carpool leader to the old Stickley plant, which was about two miles away in Fayetteville. The old facility has been turned into the village library, cafe, and Stickley Museum. The museum, which is not huge, is laid out in a manner that guides you through the evolution of the Stickley style, from the turn of the 1900s to the present day. Dan Wiles shared his remembrance of how the family sold a large sideboard at auction, and how quite the stir was made when Barbara Streisand was the winning bidder. The museum staff had never heard this tale and a recording was made as Dan stood alongside a similar sideboard. The entire collection is well presented with large and easy to read signage, and you could spend an hour or two working your way through the displays. It is well worth the visit.

After lunch, we gathered again to walk along the Ledyard power canal, or what is called locally as the Ledyard Dyke. The name Ledyard comes from Jonathan Ledyard, who worked out the legal issues and then paid for the construction of the two-and-a-half-mile-long canal. The canal took water from Limestone Creek near where the new Stickley plant is today. The first two miles of the canal are fairly flat. It then flowed into a small reservoir at Beard Park, and then turned to begin its descent through a number factories and manufacturers (including the old Stickley factory) that were located on the hillside above the creek. The water was used and reused along the way, until it returned to Limestone creek at the base of the hill. Duncan Hay, well known for his work at the National Park Service, and Malcolm Bender, a local authority on the canal, led the group on a very chilly November walk. As it turned out, Duncan, Malcolm, and our host Craig Williams, all grew up in the Fayetteville area and were well acquainted with the canal, having used it as their childhood playground. The small power canal was used until 2002, not so much for power, but for processing water in a specialty paper mill. Over the last decades, the industrial character of the area has been replaced by the construction of homes and parks. By the end of the walk, we were well informed and quite chilly. The Friday evening presentation was the typical overview and background.

The weather for Saturday was predicted to be warmer, less windy, with some sun. The forty-two attendees showed up prepared with gloves, hats, heavy

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Historical Newspaper Archives

Peaceful Yankee Invasion of the Picturesque Rideau Region, The Syracuse Herald, August 26, 1906.

No one who has traversed the Rideau region of Canada and threaded by boat the maze of forest bordered channels connecting its chain of lakes, will find fault with the provident spirit of protection in the breast of Cousin John Bull, which led him to create nearly a century ago this military side door to the great lakes and to maintain the massive locks and dams that connect the waters of the Ottawa with Lake Ontario, at a cost altogether out of proportion to the importance of the commerce passing through, for the Rideau chain of lakes, hemmed in by verdure-veiled ledges and gemmed with wooded isles, is one of the world's most beautiful waterways and the home of bass big and gamy, and has become within the last few years a rival to the St. Lawrence and Adirondacks as a resort for health and pleasure.

Behind the frowning walls of old Fort Henry and the Martello towers that guard the harbor of the Canadian city of Kingston lies the historic military waterway commonly referred to as the Rideau "canal," constructed, as is claimed, with good American silver paid as indemnity under Articles 2 and 3 of the treaty of Ghent at the close of the war of 1812, the massy stone locks connecting the two rivers and ten lakes of the aqueous highway having been built by a regiment of British sappers and miners whose descendants occupy to this day the stone-walled block houses that command the view to both approaches of the twenty-three groups of locks and man the lock gates and drawbridges as the steamer or pleasure boat passes through, and who will probably show well-worn American halves and quarters of the coinage of 1816, paid to their grandsires for work on the canal construction an still treasured as heirlooms.

Work Started Eighty Years Ago

It was that provision of the treaty of Ghent prohibiting the keeping of armed vessels on the Great Lakes by either Britain or the United States that after the war of 1812, impelled John Bull to seek a waterway by which a fleet of light draft gunboats with

troops and munitions of war might be run from Halifax or Quebec by a inland route to some Canadian lake port. The most feasible route appeared from the first to-be that by way of the Ottawa river to the straggling settlement of Bytown, as the Canadian capital of the future was then known, and thence up the Rideau, through the chain of ten lakes and down the Cataraqui river, to the old French city of Frontenac, rechristened by the English Kingston, where, under the guns of Fort Henry, the armament of the boats could be replaced. Then Lake Ontario with its one antiquated American revenue cutter would be subject to John Bull's pleasure, involving naturally the ravaging of the south shore of the lake and the destruction of Oswego, Sackets Harbor and Rochester. After two surveys, made by British engineers, had declared the overcoming of the engineering difficulties impossible, a third survey, made in 1824, decided the Rideau lake route to be practicable and work was commenced September 21st, 1826.

To understand the difficulties encountered by the rugged Scots, who made up the corps of sappers and miners, it must be borne in mind that the Rideau lake country was then a wilderness, stretching back 126 miles from Kingston to Bytown or Ottawa, peopled by wandering bands of Indians and lawless white and half-breed hunters and trappers. At the present city of Perth, midway of the route, was a Scotch settlement, reached by a trail running over corduroy roads and log bridges back through swamp and forest from Grananoque and Brockville on the St. Lawrence, and known as the "Scotch line." To connect the two rivers and many lakes it was necessary to build twenty-four retaining dams of masonry and forty-seven locks, constructed of huge blocks of cut stone, each block [sic- lock] being 134 feet long, 34 feet wide, and 5 feet deep on the sill. The stone for the locks was quarried and dressed from ledges along the route, the granite blocks for the locks at Jones Falls, Foster's and Chaffee's being hauled by ox teams from quarried back of the present village of Elgin, ten miles away, over roads cut through the forest. Owing to the time required in the construction of the dam and locks at Jones Falls, the engineering staff had a permanent camp here at a spot still known as "The

Quarters.” Here was a block house guarded by a company of soldiers, and the money for paying the army of men, brought in iron-hooped kegs from Ottawa in ox carts under armed guard, was here dumped into wheelbarrows, the loads of coin being trundled around among the workmen as the paymasters doled out the American halves and quarters, soldiers with muskets preceding and following the silver filled barrow.

Opened in 1832

After a deplorable loss of life from the premature explosions of blasts of black powder, and other accidents, the five miles of canal connecting the lakes, including the famous Poonamalie cut, and the twenty-three groups of locks which raise the passing craft 165 feet above lake level at Kingston to the summit level at Newboro, and then lower them 292 feet to the turbulent Ottawa, and the massive retaining dams were completed, and in August 1832, the Rideau lake route was thrown open to traffic.

With the opening of the “canal” the Rideau country underwent a magical awakening, villages springing up at Kingston Mills, Brewers Mills and many other points along the Cataraqui river, at Seeleys Bay on Cranberry lake, Jones Falls at the fort of Whitefish lake. Newboro and Westport on Little Rideau lake and at Portland and Rideau Center on Big Rideau lake, while at Smiths Falls, where the Big Rideau, twenty-one miles long and embosoming 200 beautiful island, narrows to the Rideau river, was built the enterprising city of Smiths Falls. At every lock and ferry from Smiths Falls down the Rideau to Ottawa sprang up a hamlet or village.

For many years the block house at each lock was guarded by a detachment of red-coated veterans from the sapper and miner corps that built the canal, and there their descendants, bearing such good old Scottish names as Fleming and Anglin, dwell to this day, but their old flint locks have been laid aside and the loop holes in their whitewashed block house homes have been walled up, since they no longer expect attack from this side of the border.

Old Captain Still Living

To transport the produce of the newly settled Rideau country and convey the passengers traveling up and down between Kingston and the lake ports, a

fleet of a hundred or more boats found ready cargo's and for years the Rideau “canal” was a busy waterway, boats often being lined up, twenty abreast below and above the locks, waiting to be hoisted and lowered through. It was a rough and uncouth crowd of backwoodsmen, lumber jacks, river drivers and Indians that frequented the taverns at the locks, and with the Rideau captains it was a word and a blow when a passenger grew obstreperous, a running leap from a plank held tilted from the bow by the deck hands landing the “sassy” ashore. Among the most famous of these old Rideau boatmen was a little Welshman Captain Thomas Jones, of the boat “Prince Albert,” still living in Ottawa at the age of nearly 100 years. Jones, though a small man, had a “wicked” eye and Welsh grit, so one day when the giant “Joe” LeFrane, proclaiming himself “boss bullee of ze Rideau,” declined most profanely to pay or to get off, Jones seized a hatchet, and with a threat to split the bully’s skull to the chin, backed “Joe” into a skiff, which he had his men row out to a pine stub that loomed up like a buoy in the middle of the lake. Onto this stump Jones drove the now thoroughly cowed bully, but “Joe” not only paid his fare, rather than be marooned there, but he acknowledged Jones to be “ze boss bulle of ze Rideau.”

The glory of the old Rideau as a freight and passenger route departed some forty years ago with the building of railways that paralleled its course. The boats found other better paying routes, and for years the lock tenders loafed beside the unused locks and drew their pay, days sometimes passing without a boat being locked through. To while away the time, these pensioners of England terraced the shores along the approach to the locks and made of the government property at each point a miniature park, and the wonderful neatness still maintained along each lock is impressive. At Jones Falls, which probably the most picturesque place upon the route, a handsome park is maintained, its walks leading through charming bits of scenery.

After the old waterway had become no longer of importance as a military route, and had ceased longer to be of much value as a freight outlet, and when the British government was strongly considering the advisability of cutting off the annual appropriation

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for its maintenance, D. Noonan of Kingston, the president and general manager of the Rideau Lakes Navigation company of to-day, who was then running a little boat called the Rideau Belle between Kingston and Ottawa, conceived the idea of making the Rideau country known to the world. The Rideau Belle was replaced by the Rideau King and Rideau Queen. The Rideau King has as captain and first officer, respectively, "Ned" and John Fleming. Their father, the rugged old Captain William Fleming, commands the Rideau Queen and the boat is steered through the intricate maze of channels by John King, a famous old pilot of the Rideau, who can feel his way through the tortuous passages on the darkest night without ever grating a fender against the rocky shore, whose trees in many places overhang the decks and threaten the stack of the boat passing through.

While the Rideau "canal," built at an expense of nearly \$5,000,000 and kept up at an expenditure of many thousands annually, is to-day useless as an offensive and defensive work, it opens a delightful field to the tourist and sportsman, and for this reason will undoubtedly be maintained by the Canadian government, which a few years ago assumed its care and has declared it free of tolls, allowing the American yacht and fishing boat to be locked through free of charge. All along the shores and upon the myriad islands of Cranberry, Sand, Opinicon, Indian, Clear, Benson, Newboro, and Little and Big Rideau lakes, the Stars and Stripes flutter from flagstaves of many a pretty little cottage along with the Union Jack, showing that the Yankee has pitched his summer camp there, and as the region becomes better known, it is doomed, undoubtedly, to undergo each summer a peaceable Yankee invasion.

The Value of Our Water-Ways - Importance of the Canals as Avenues of Transportation The New York Daily Graphic, March 1, 1879

A table is appended exhibiting the cost of moving coal by railroad, prepared from the sworn figures in the State Engineer's report for 1877 of the Utica, Chenango & Susquehanna Railroad, leased and operated by the Delaware, Lackawanna & Western Railroad, leading south from Utica to Greene, a distance of seventy-six miles, or one-half the distance to Scranton and the coal fields.

"Two express-passenger, two freight and the necessary coal trains perform the business of the road. The two freight trains, moving 55,000 tons at a low rate of speed, equal the two lighter but faster moving express trains, in the wear and tear of the road; and 130,000 tons of coal forms the bulk of the business of the line; two and a half times the tonnage of the freight trains, or equivalent to five freight trains in the volume of the business (nine trains) and the coal must be charged with five-ninths of \$570,000, the operating expense of the seventy-six miles covered by the report - strictly speaking, the weight of the empty cars on their return trips to the mines (75,000 tons in the year) should be added to the coal tonnage, thus making the proportion of about two-thirds, as the 55,000 tons of freight basis is for the total moved both ways, and as the distance from the mines where the coal starts is 156 miles, it is fair to assume that the Pennsylvania half of the road over which all these trains come costs as much to operate as the New York portion (the interest on their bonded debt of main line equaling the six percent, lease of this portion, which our laws require them to report), and the entire cost of moving the coal will double the ascertained proportion of this expense, which they report of the north half of the line thus:

Five-ninths of \$570,000..	\$316,666
Which multiplied by 2 is..	\$538,832
Use of coal cars from main line ..	Not in report
Interest, wear and tear and repairs..	10 per cent of
value of one thousand three hundred cars costing each	\$250..
	\$25,000

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Of which ten percent is..32,500

Proportion of "general expense," main offices in New York and Scranton, President's and other officers salaries, Paymaster's and other special trains, stationery, printing, telegraph, &c..10,000

Total cost of moving 130,000 tons of coal to Utica is \$673,832 or about \$5.20 per ton for 150 miles, and fully 3 1/2 cents per ton per mile instead of 1 cent, which they tell us can be done for; that is how "my company is losing \$1,000,000 a year." The agency expenses (about \$25,000) of marketing this coal at Utica are not included in the above estimate. The revenue earned by the freight and passenger trains was \$443,000; deducting their quota of expense - \$190,000 -and the remainder would make a fair dividend on the \$4,000,000 capital stock, instead of the \$127,000 deficit which their report exhibits; divested of the "old man of the sea" - the expensive coal trains - the road would pay a dividend.

In contrast compare boat transportation by the Chenango Canal which if extended 150 miles south from Utica would reach Toward, Pa., a few miles beyond Athens, where pure anthracite and semi-bituminous coals come out by a short railway from the mines. A canal boat built especially for coal, in two sections, each of full lock capacity - in boat parlance a "lemon squeezer" - will carry something more than 200 tons, and will cost. with equipment and the team, \$2,800.

Interest, repairs, &c., 10 percent, is..\$250

Running expenses of boat seven months at \$100 per month..\$700

Tolls for the season and accidents, &c..\$220

Total..\$1,200

A round trip of 300 miles at twenty-five miles per day, and one day receiving and one day discharging cargo, will consume fourteen days, or two trips per month, allowing two or three days more for delays - fourteen round trips in the seven months of navigation - placing 3,000 tons of coal at Utica at an expense of \$1,200, or 40 cents per ton, as against \$5.20 by the railroad. The capital stock of the railroad covering the whole 150 miles is about \$8,000,000, at six percent, rate of lease or interest - \$480,000. The capital for fifty canal boats to place the \$130,000 tons would be \$140,000, at seven percent interest - \$9,800.

Canal freight from New York harbor to Utica is,

for 250 miles, 40 cents in the clear to the boatmen, consignee, paying toll, harbor charges, &c., and to Buffalo, some 550 miles, 60 cents; by lake thence to Chicago, distant 540 miles, by railroad, 30 cents per ton. It would cost twenty times as much by railroad, and it is out of the question for them to attempt to compete with water transportation for coal.

Restore to us the great water way of the Chenango, extended as proposed, and then good-bye to monopoly, "coal holy" alliance combinations to extra exorbitant prices and outrageous discrimination between tide-water and interior cities of like distance from their mines, and welcome the time when coal can be placed in every home in all parts of this Empire State at the fair value, not to exceed \$8 a ton.

Morning Courier and NY Enquirer August 12, 1831

Canals – The following is a short sketch of situation and length of some of the principal American canals:-

Hudson and Erie canal, connecting the waters of the four great lakes of the west with those of the Atlantic, length 363 miles.

Champlain canal connects that lake with the Erie canal, 63 [miles].

Owsego canal connects lake Ontario with the Erie canal, 38 miles.

Seneca canal connects Seneca lake with the Erie canal, 20 miles.

Crooked lake and Conewango canals both enter Seneca lake; commenced but little done at present on either.

Middlesex canal connects Boston harbor with the Merrimack river, 29 miles.

Blackstone canal extends from Worcester, Mass, to Providence, RI, 45 miles.

Farmington canal leaves Long Island Sound, and (when completed) unites with the Connecticut river, at Northampton, Mass. 65 miles.

Hudson and Delaware canal extends from the Hudson to Lackawaxen coal district, 140 miles.

Morris canal connects the Delaware river at Easton, Pa, with the tide water at Newark, NJ, and is intended to facilitate the transportation of Lehigh coal

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to N. York, length 96 miles.

Lehigh canal extends from Maunch Chunk coal mines to the Delaware river, 47 miles.

Delaware canal extends from the Delaware river at Easton, to Bristol, length 80 miles – in progress.

Schuylkill canal extends from Philadelphia to Mount Carbon anthracite coal mines, 110 miles.

Union canal connects the Schuylkill at Reading, Pa with the Susquehanna river at Middleton, 80 miles.

Pennsylvania canal commences at Middleton, on the Susquehanna, and passes up the valley of the river westerly, to the Alleghany mountains, crossing these with a railway, of about 50 miles, thence to Pittsburg, distance 320 miles.

Pennsylvania and Erie canal, from the Alleghany river near Pittsburg, to the town of Erie on lake Erie; distance about 125 miles – not commenced, or little done.

Pennsylvania and Ohio canal connects the Ohio canal with the Ohio river at Beaver, Pa, about 80 miles – not commenced.

Little Schuylkill canal extends from the coal mines to the mouth of Little Schuylkill river, 27 miles.

Conestoga canal, from Lancaster, Pa, to the Susquehanna river, 18 miles.

Chesapeake and Delaware canal, for ship navigation from the Delaware river to the Elk river, which discharges into the Chesapeake bay, 18 miles.

Chesapeake and Ohio canal – James river and Kanhawa canal – Illinois and Michigan canal – Appomattox canal and Roanoke canal; some of these have been planned, some surveyed, and some actually commenced.

Ohio canal, connecting lake Erie with the Ohio river at Cincinnati, with lake Erie at Maumer, 260 miles – in progress.

Louisville canal, at the falls of the Ohio, 4 miles, cut through solid rock.

Santee canal, from Charleston to Columbia and Cambridge, SC, 160 miles. Corondelet canal, connecting lake Ponchartrain with the Mississippi river, both of these commenced.

In Canada, the Welland, the Rideau, and the LaChine canals are in progress, and some quite completed.

From the Rome [NY] Sentinel, October 30, 1850

ROME AND BOONVILLE DAILY LINE OF PACKETS For Freight and Passengers.

THE PROPRIETORS OF THIS Line would inform the public that they have added another Boat to this Line, and that they are now running Daily Line of Packets between Rome and Boonville.

The Proprietors would solicit the patronage and encouragement of the traveling public on the route, and in return they pledge themselves to use every effort to make it a pleasant and agreeable means of transportation between Rome and Boonville, and all intermediate places.

The Boats leave the Packet Dock at Rome every morning at 8 o'clock, A.M., and arrive at Boonville at 6 P.M., and returning leave Boonville at 9 A.M., and arrive in Rome at 7 P.M.

Up Freight forwarded at 10 cts. Per hundred.

Down freight forwarded at 7 cts. Per hundred

Freight and Packages

Forwarded by this Line will receive the the personal attention of the Captains.

FARE;

From Rome to Boonville, (with board)..\$1.00

From Rome to Boonville, (without board)..50 cents

Freight or Passage apply to A. Sink, at the Packet Boat Officer under Stanwix Hall, or for Freight at either of the Store Houses in Rome; and at Boonville of H.H. Hager, on board Boat.

H. H. HARGER,)

ANDREW SINK,) Proprietors

Rome, June 10, 1850

Thanks to Dick Palmer for finding and transcribing this article and The Value of Our Water-ways article.

Book Review

Amazing Virginia Canals: A Virginia Canals and Navigations Society River Atlas Project. Published January 2020, \$35.00 (plus tax and shipping) , hardcover, 70 pages in large format. Available through the Virginia Canals and Navigations Society online store at www.vacanals.org

Bill Trout's canal biography is long and active. He is an American Canal Society founder and past president, and he is a founder and president of the Virginia Canals and Navigations Society. He even lives in the Virginia Canal Museum! (his house). A check of the ACS archives shows dozens of articles authored by Bill. In addition, Bill has authored a great variety of books about the history of Virginia's canals and inland navigations. He has hinted that this is his last book.

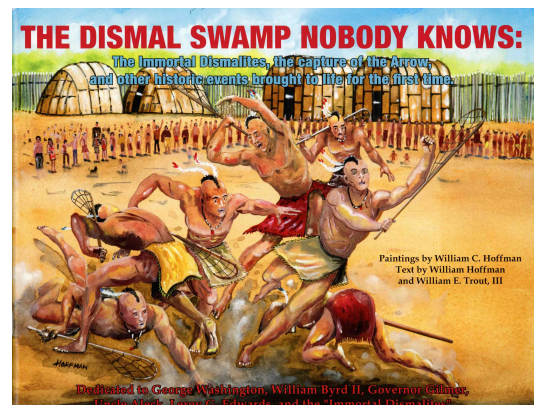
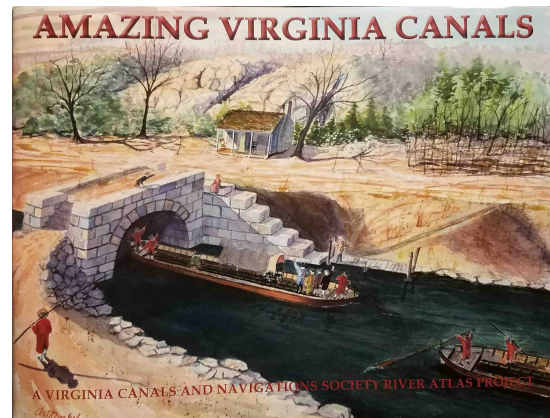
This work is not the typical "history of the canals" book. It doesn't start with the state governor shoveling the first bit of soil, and end with the canal being closed forever. Instead, Bill introduces the rivers and canals of Virginia by way of historical episodes that took place along the waterways. The table of contents lists the events and a corresponding map helps to pinpoint where it took place in the state. Then each event is given a full two-page spread. On the left page, Bill gives a short history and important details. For some sites, Bill presents a map or sketch to help explain the site. Even with the limits of space on one page, there are plenty of details to satisfy the canal enthusiast. And when needed, there are references to help you do some follow up. On the right-hand page there are some very nice paintings or drawings to help you visualize the scene. One of the artists calls this artwork a historical illustration. The reason for this term is that the artists have studied the event, and then using their knowledge, they create what they feel is a representation of what was happening at that moment. Most of the artwork is by Art Markel (1926-2007) and William Hoffman (b:1941), both of whom were active members of the VC&NS, and they knew their subjects well. The paintings were well photographed and are presented in vibrant color.

The VC&NS also sent along a copy of The Dismal Swamp Nobody Knows: The Immortal Dismalites, the capture of the Arrow, and other

historical events brought to life for the first time. William Hoffman and William Trout, III. Published 2016, \$10.00 (plus tax and shipping), softcover. Also available through the website.

This book follows the same format as the Amazing Virginia Canals. A series of events is presented, each with background facts and references, and then a full page illustration. However, all these events take place in the Great Dismal Swamp, and all the artwork is by William (Sarge) Hoffman. Sarge is the artist who coined the term historical illustrations, and notes that he enjoys being the first to try to depict an event or place never seen before. Although not strictly a canal book, it has plenty of Dismal Swamp Canal facts. However, as the author notes, the goal of the book is to raise awareness of the Great Dismal Swamp, its history, and the many recreational opportunities available there.

Both of these books are enjoyable to read and a pleasure to look through. And if you are not familiar with the canals and navigations of Virginia, these will serve as great introductions to the subject.



Canal Tidbits and News

In my efforts to stay up to date on all the canal and inland navigation, I have created many Google Alert terms, and sometimes I am surprised at what pops up in the feed. This is how I learned about the work of the Allegheny River Development Corporation. The goal of this organization is to keep the upper Allegheny river locks open for recreational boating. The ARDC has a website that outlines the history of the organization, how to join and support, and what type of service you will find at each of the locks. You can find it at; alleghenyriverdevelopment.org. I added the locks and links to the canal sites map on the ACS website.

The discussion around the Sandy and Beaver brought up a mention of Sandy and Beaver Canal groups. I found a brief mention in American Canals issue number 36 (February, 1981) about the formation of the Sandy and Beaver Canal group, aka, The Project 79 Canal Group. This group was led by Jim Crowe. Apparently the group had a set goal, which they accomplished, and then they disbanded. Another group called The Sandy and Beaver Canal Association focused on study and preservation. This group is now in limbo as there is only one paid member, and future plans are in question. There is a Sandy and Beaver Canal Facebook page.

You might recall a couple issues back that we had news about the I&M Canal rewatering project in Ottawa, Illinois. The April 10, 2020 issue of the LaSalle News Tribune reported that the city council is seeking bids to source water for the canal.

I received a nice note from Deborah Remer, who made me aware of the Clinton and Kalamazoo Canal Society in Michigan, its website, and mission. The society is made up of members from the Clinton Township Historical Society and Historic District Commission, Sterling Heights Historic District Commission, Utica Heritage Association, Utica Mayor, Shelby Township, Rochester Avon Historical Society, Rochester Hills Museum at Van Hoosen Farm, Rochester. Local boy scout troop, Clinton River Mountain Bike Club, University Leggett Upper School, and of course, Deborah Remer. You can find them by searching for the Clinton and Kalamazoo Canal Society.

Another letter came from Jane Meader Nye, who

sent in a bit of history from her family tree. The Meader Family Association newsletter had a nice write up on the 1830-ish journey of Frederick Meader, who was about fifteen at the time. The story says: "Soon after this he went to Troy to visit his sister, who was a milliner. He went down on the canal packet, as that was the only public conveyance then in use. Upon arriving at Troy the boat tied up at the dock and all the passengers prepared to go ashore. There was only one gangway, and in a corner near it was a bar where liquor was sold. As each man passed up the stairs he would stop, buy a glass of rum, drink it and pass out. After all had gone, Mr. Meader waited for a while to think of some way to go out without patronizing the bar. However, not wishing to be thought small in the estimation of the bartender, he finally went up to the bar and called for a little brandy and sugar. The bartender gave him the mixture and charged him sixpence for it, an unheard of price, for at that time any one could get all he could drink for the modest sum of threepence. That taught the lad a lesson which he never forgot, and was his first and last drink."

The Winter 2020 issue of The Mule, which is the newsletter of the Camillus Erie Canal Park, noted the retirement of Elizabeth Beebe after 49 years as Executive Director. I think it is fair to say that almost everybody in the canal community is aware of the decades of hard work and dedication Liz and David Beebe have given to the Camillus Erie Canal Park. They have been the driving force behind the development of the park, its growth from 90 to over 400 acres, the preservation and reconstruction of the Nine Mile Creek Aqueduct, the hosting of over 2000 school kids a year, and so much more. This retirement is well deserved. The park has hired Carol Knowles as the new Executive Director and Kandi Ladd as the Assistant Director.

At the Canal Society of NYS Winter Symposium, Bob Sears announced that the members of the Canadian Canal Society have decided to dissolve the organization due to a lack of membership and participation. Bob noted that the website has gone dark. This was indeed sad news. When this happens, there is always a concern as to what to do with the website and other materials. I have offered the ACS website as a platform in case the CCS has information they wish to keep online.

coats, and scarfs. Our first stop of the day was at the Fayetteville Feeder. The roughly mile-long navigable feeder was constructed to help connect the Erie Canal with the village of Fayetteville. Craig noted that the construction of the feeder was likely due to the water needs of the salt wells near Syracuse, rather than the needs of the local village residents. The salt wells used the Erie Canal as a sort of head race to supply water to their pumps. The feeder was in use by 1826. A privately built lock and canal extended the feeder south along the Limestone Creek, allowing boats to reach the many mills that were located near the end of the Ledyard and other power canals. The only way to see the feeder was to walk along it, so we headed north toward the Erie Canal wide waters and Limestone Creek Aqueduct. Along the way, we stopped to see the remains of old lime kilns, the route of the first Erie, and other sites. When we reached the Erie, we were given ample time to climb over and under the Limestone Creek Aqueduct. We then walked back to the bus to begin our trip south.

Back on the bus, we made a quick stop at the Ledyard Canal reservoir, and then we headed south to Cazenovia Lake. Cazenovia was one of the many lakes that were tapped to supply water to the Erie Canal. The waters of the lake flowed north by way of Chittenango Creek, and then into the Erie through the Chittenango Feeder. This feeder joined the Erie right next to the Chittenango drydocks. Craig wished to show us a small building that contains the controls for the small dam on the outflow of Cazenovia Lake. The building is a rare survivor as it had been built in 1863. This dam allowed the State of New York to store and then use the top two feet of water in the lake. Just downstream of the dam, the waters of Cazenovia Lake joined with the waters of the Erieville Reservoir, another reservoir we would see later.

Lunch was at the Empire Brewery in Cazenovia, and since we were running a bit early, the staff offered to give us a tour of the new and very modern facility. The style of the building reflects the history of the Madison County hop barns, and it was noted that this brewery must use all New York State products.

After lunch, we continued south to the 1861 DeRuyter Reservoir, which is the headwaters of Limestone Creek. The dam and resulting reservoir

were one of many such structures constructed to supply the Rome summit. Our exploration was limited by the reconstruction of the dam and the contractor's work zone. Craig had invited one of the engineers working on the project to ride along with us and give us an overview. The level of the reservoir had been lowered by twenty feet, exposing much of the lake bottom which at one time was all farm land. We then headed to the southern end of the lake to take in the dry lake bottom and hear from local homeowners about the project. We also learned about a man-made channel that connected this lake to the nearby Tioughnioga River. Interestingly, the Tioughnioga flows south and is part of the Chesapeake Bay watershed. By constructing a short channel in 1861, the State had turned these waters north into the Lake Ontario watershed. This is something that would never be allowed these days; however, the State was seeking permission to open the channel one more time to refill the reservoir, with the promise that the channel would be completely filled afterwards.

We then turned north to ride by the Erieville Reservoir, which serves as the headwaters of the Chittenango Creek. This was another of the many southern reservoirs built by the state to feed the thirsty Erie Canal. It was then back to the hotel.

That night we were treated to an after dinner talk from Art Cohn, who is the Director Emeritus of the Lake Champlain Maritime Museum. He spoke about the many ship wrecks that have been discovered in Lake Champlain, the Hudson River, and the Finger Lakes. In the summer of 2019, he and his team conducted a survey on a part of Seneca Lake. Although the old ships wrecks should be well preserved by the cold fresh water of the lakes, the invasive mussels have covered them and as a result, they are all quite threatened. If they can find funding, Art hopes to survey the rest of the lake, and perhaps Cayuga Lake, as both of these were part of the canal system. Canal boats from all the canal eras have been found so far, as the lakes were being used as early as 1820.

As this was my third tour of the fall, and I had another coming up, I skipped the Sunday walking tour. All in all, even though the subject of the tour was limited to these two canal feeders, it still proved to be a very interesting tour, which was complimented by a very well done guidebook.

Canalendar

Most groups and parks have canceled their spring plans. Check with their website or social media for future plans.

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 Day, www.canalsocietynj.org
www.facebook.com/waterloo.village.historic.site

July 11, 2020: Friends of the Beaver Creek State Park, dedication of new lock gates on Lock 36. Info on the Sandy and Beaver Canal Facebook page.

July 18, 2020: D&R Canal Watch boat dinner cruise on the Josiah White II 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

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 16-18, 2020: Pennsylvania Canal Society, Fall Trip, Lower Division of the Lehigh Navigation, www.pacanalsociety.org, emails to PaCanals.info@gmail.com

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

More Information on the ACS website at www.americancanals.org

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 @WGPFoundation.