



American Canals

The Bulletin of the American Canal Society

www.americancanals.org

Vol. XLIX No.3

Dedicated to Historic Canals, Research, and Parks

Summer 2020

The St. Lawrence River Canals

Michael Riley

Late in 2014 and early 2015 members of the Canal Society of NYS, along with Ron Beaupre and Bob Sears from the Canadian Canal Society, scouted canal sites along the Canadian side of the St. Lawrence River for a co-hosted study tour in June 2015. The goal was to visit sites as far east as the Pointe-des-Cascades on the Soulanges Canal and west to Lock 27 on the Cardinal Canal. The time constraints of the weekend did not allow us to include Montreal and the Lachine Canal. In the end the response to the trip was very underwhelming and as the deadline drew closer it was decided to cancel the event. We do not know if a mid-June canal trip had too much competition with other summer events or, if the subject did not spark an interest or, if the travel distance and border crossing was too much (or all three). I found the trip and research to be fascinating.

I keep thinking about how to offer this trip, even if it was done as a road-rally style weekend. And until that happens, I would encourage anyone looking for a new place to explore to think about the St. Lawrence River Canals. So this article will suggest a trip as it was planned five years ago. I will present the trip in two parts. The background and history will be covered in this article and the trip will be presented next issue. The trip covers about eighty miles and if you wished to include the Lachine Canal it will be slightly over one hundred miles. Most of the sites could be easily seen in two or three days. However, you could spend a week as there is so much to see and do. The sites as I present them here will be from east to west. As they were in use till the 1950s and the opening of the Seaway, the locks and structures remain in fairly good condition. The Lachine Canal has been partially restored and the Soulanges looks as if it could be restored fairly quickly.

First some history and background. Thomas Grasso often likes to make the point about the competition between the canals of the State of New York and the canals of the Dominion of Canada. To keep things somewhat simple, you just need to recognize that there were two routes from the Atlantic Ocean to Lake Ontario. The first was the natural route along the St. Lawrence River. Seagoing vessels could reach Montreal where the deep water ended at a series of rapids dotted with wider and deeper sections of river. Once a boat had been pulled upstream, the river was navigable to Lake Ontario. The return trip was all downhill and with a skilled pilot, boats could go through the rapids. The second

route was by way of the Hudson, Mohawk, and Oswego rivers. Seagoing ships could sail upriver to Albany where travelers would then take a canoe or bateau along the Mohawk River to Oneida Lake and then to the Oswego River to Lake Ontario. It was a up-and-down-hill route and not at all as easy to navigate as the St. Lawrence River. Beginning in late 1779 with the construction of the canal at Coteau-du-Lac, canals and locks were built along both routes to aid small boats around the rapids. But both routes ended at Lake Ontario. To continue west ships needed a route around Niagara Falls. This was accomplished with the Welland Canal for the Canadians and the Erie Canal for the New Yorkers. Mr. Grasso calls the construction and continued improvements of the Erie Canal and the St. Lawrence canals an arms race where each side tries to out build the other.

This canal-arms race began in 1825 with the opening of the Erie Canal and ended in 1959 with the opening of the St. Lawrence Seaway. From 1825 to 1843 the New York route had the decided advantage as the route between the Atlantic and Great Lakes was complete and safe. Therefore the timing of the Act of Union of 1840 in Canada is very important. When Upper and Lower Canada became the Province of Canada, they then had the resources that allowed them to build the canals with locks 200' by 45' by 9'. At the same time New York State was running out of money as it worked to enlarge its canal from 4'-by-40' to 7'-by-70'. In 1842 New York State passed the Stop and Tax Act which stopped all construction on the Erie Canal. This period of stoppage lasted until 1847. So, while the people of New York watched the weeds grow and the lumber rot at unfinished lock projects along their canals, the Canadians were able to push ahead with their canal construction. In 1842 the Albany Daily published an article that was quickly picked up by friends of the Erie. From the August 20, 1842 Schenectady Cabinet, we find this reprinted description of the new Canadian canals that had first appeared in the Albany Daily.

Internal Improvements In Canada

“To a citizen of the State of New York, by far the most interesting feature of Canada and the British Colonial policy,

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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.

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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at the present moment, is the vigorous prosecution and the rapid progress of the magnificent system of public works now pressing forward to completion, in the valley of the St. Lawrence and the basin of the great lakes— and all this, too, at a period when a portion of our own people—in reality a portion, but unfortunately, the portion holding the power for the time being— has become so besotted with theoretic folly, an frightened by financial bug-bearers, or so maddened with factious politics, as to have succeeded in suspending our own public works, and actually to recommend their discontinuance, or a prosecution of them at so slow a rate as to be practically tantamount to a discontinuance. A simple statement of the line of canals about to be completed in Canada, may, at this time, be read with peculiar interest. The line commences with the LaChine canal, extending from Montreal to the village of LaChine, a distance of eight miles. This work is about to be enlarged, and it will form the first link of the chain which is to connect the navigation of the St. Lawrence with that of the great interior lakes, through which runs the boundary between the United States and the British dependencies, and to which, therefore, the people and the trade of both nations have equal and free access. At LaChine you enter an expansion of the St. Lawrence called Lake St. Louis— similar to that of the Tappen sea in the Hudson River— and have a steamboat navigation to the Cascades, at the mouth of the Ottawa. At this point, which is the village of Beauharnois, commences the Beauharnois canal begun this year, and to extend sixteen miles, to a point opposite Coteau du Lac, surmounting the obstacles to navigation caused by the several rapids, known as the Cascades, the Cedars, and the Coteau du Lac, which make in all, a difference in elevation of about sixty feet. At this last point you enter another expansion of the St. Lawrence, called Lake St. Francis, which takes you to Cornwall, at a distance of forty miles, and on the 45th parallel of north latitude. At this point commences the Cornwall canal, which is expected to be finished this season. It extends to Dickinson's Landing, eleven miles, and passes the Long Sault rapids, which have a total descent of about fifty feet. This canal is a fair sample of the other works. It has six locks of solid masonry, constructed in the most durable manner, each two hundred feet long in the chamber, by fifty feet wide, with a depth of ten feet of water. They are designed, therefore, to accommodate the largest class of Lake Ontario steamers, and most of the ships that navigate the St. Lawrence from Quebec to Montreal. From Dickinson's Landing to Kingston, steamers of a large class now ply, though there are two or three rapids below Ogdensburgh. From Kingston the route is by the lake to the of connection with the Welland Canal. This work, now being enlarged, is but a continuation and completion of this great line of works designed and destined to furnish a continuous ship navigation throughout the whole extent of the valley of the St. Lawrence and the basin of the great lakes, from Quebec to the Falls of St. Mary. When this chain of communication is finished, and the great route of

travel and traffic is opened and in use, it will give to the Canada's an exclusive as well as direct communication between the vast and far north-west, and the Atlantic ocean—a result which, unless counterbalanced by the completion of our own great works, especially the Erie Canal Enlargement, will give to the British navigation and commerce advantages of the greatest importance, and will operate in the deep and lasting injury of the State of New York. It is precisely in such a relative condition of things— such a posture of the mighty struggles going on for the trade of the west— that this great State has been struck with the torpor of Loco Focoism, and is compelled to set chained and look on with her own eyes upon the triumphant achievement of the prize by her sagacious and public spirited rival.” Albany Daily

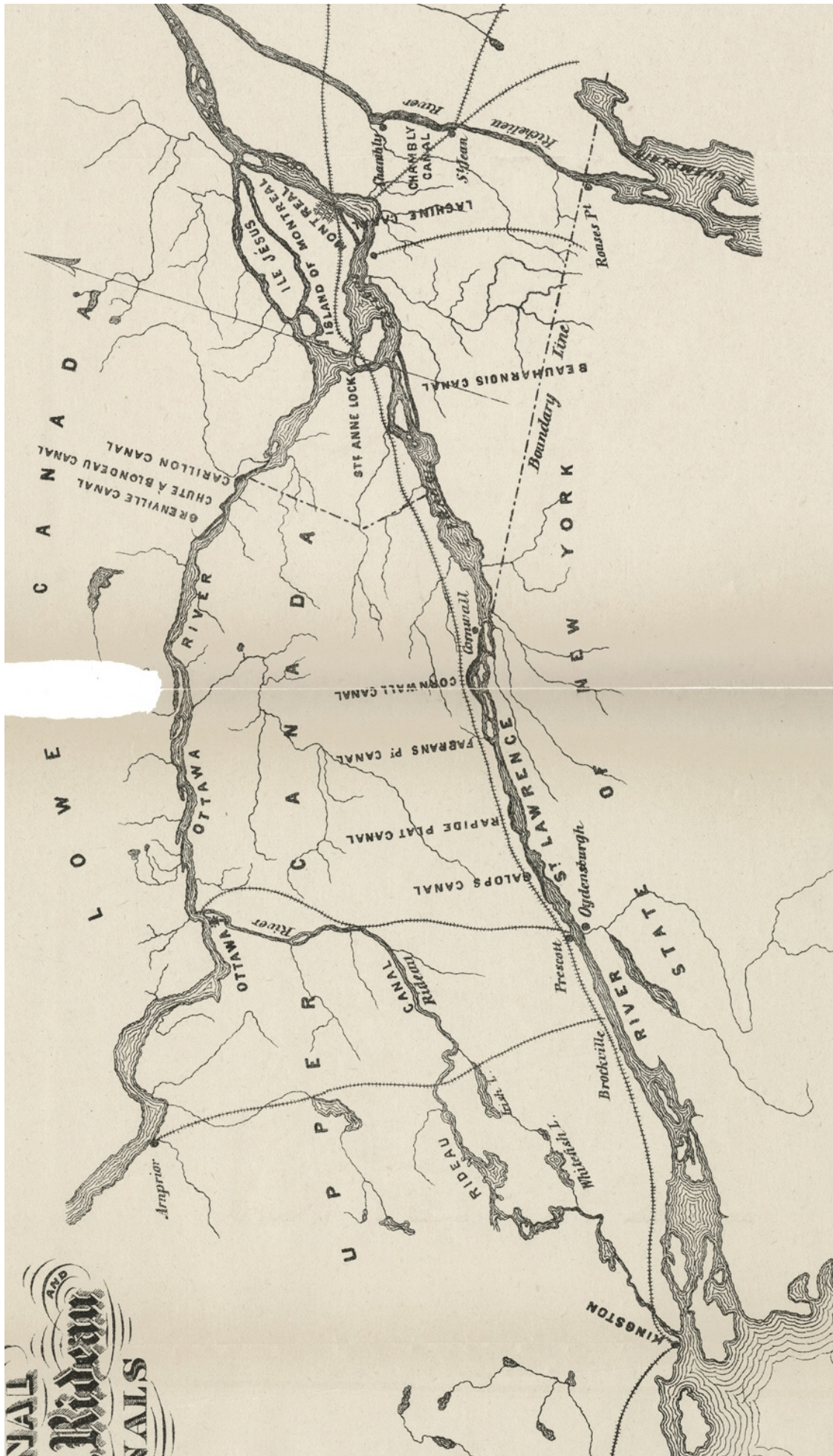
Key to the success of the St. Lawrence route was the construction and opening of the Welland Canal in 1829. Without it the headwaters of its trade would be confined to the northern shores of Lake Ontario. With locks slightly larger than those on the Erie (110' by 22' by 8' vs 90' by 15' by 4'), the Welland Canal offered great advantages to those on both sides of the border. American boaters found it easier and faster to use the Erie and Oswego canals to reach Lake Ontario and then pass through the Welland to reach Lake Erie. However, even with the canals along the St. Lawrence route complete and the New York canals still in the midst of a decades long enlargement process, the New York route was able to dominate for a couple reasons.

1) The Erie offered a direct connection between the Great Lakes and New York City, which was the largest seaport of the day.

2) The ships that sailed the waters of the lakes were larger than the locks on the St. Lawrence. This meant that freight had to be transhipped at Kingston onto smaller boats that would be towed to Montreal. Since ships had to break their loads onto barges at Buffalo to use the Erie Canal, both routes had the same disadvantage.

After the 1867 Canadian Confederation, it was announced that all the St. Lawrence locks would be enlarged to 270' by 45' by 14' feet. This was more than twice as large as the New York locks on the Erie Canal (110' by 18' by 7'). And the date of 1867 was just five years after New York had declared the Erie Canal enlargement complete in 1862. By the 1870s developments in the field of shipping such as the screw propeller and smaller and more powerful steam engines had made it possible for self-powered vessels to navigate the entire St. Lawrence River. All this forced New York State to once again take a hard look at the Erie and its future. In his 1873 message, Governor Dix noted the work in Canada and suggested that Lake Champlain be looked at as a possible ship route between Canada and New York. And in his message of 1874 the governor took a more ominous tone, writing, “It is not probable that any competing water communication can ever interfere with us materially, unless

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ST. LAWRENCE RIVER
AND
OTTAWA RIVER
AND
CONNECTING CANALS

it be by the river St. Lawrence.” The push in New York was for not only a deeper Erie Canal but also for steam to replace horses as the means of motive power. On January 1, 1878 Horatio Seymour Jr. assumed the office of the State Engineer and Surveyor. He appears to have been tasked with making recommendations about the future of the Erie Canal. His first Annual Report, which covered the year of 1878, is full of studies about a deeper canal and the state of the Canadian Canals. As part of these investigations Seymour sent Divisional Engineer Thomas Evershed to take a Canadian tour. He reported;

“At your request, I have visited the Canadian canals, and herewith send you a description and short history of them, together with what has been done toward enlargement.”

“By these canals a continuous navigation is obtained from Lake Erie to the tidal waters of the Gulf of St. Lawrence. They consist of the Welland, connecting Lakes Erie and Ontario, avoiding the Falls and the Rapids of Niagara river, and six pieces of canal, avoiding the rapids of the St. Lawrence, called the “St. Lawrence Canals”. These six pieces are respectively the “Galops”, the “Rapide Plat”, and “Farran’s Point” canals, comprised in the Canadian reports, etc., under the collective heading of the “Williamsburg Canals”, and the “Cornwall” “Beauharnois”, and “Lachine” canals.”

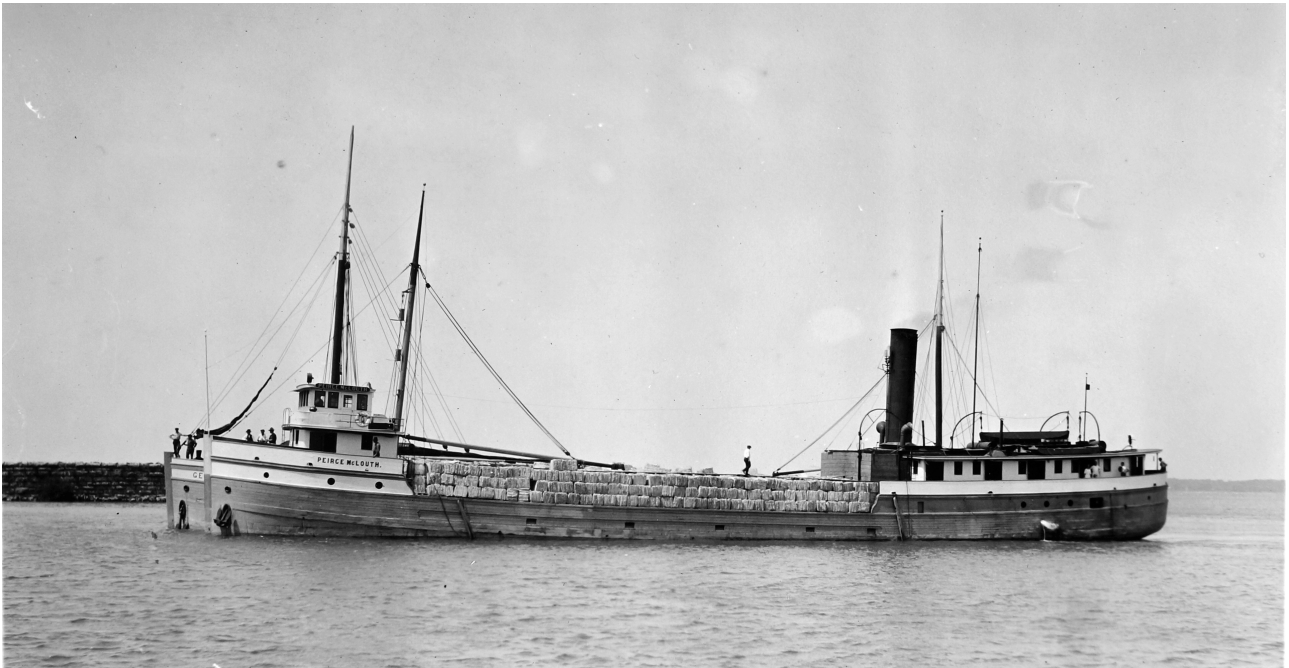
“At a very early day, the inhabitants of Canada were alive to the importance of establishing a continuous navigation between the Great Lakes and ocean navigation below the falls and rapids which separated them; the more so, as in those days, before the construction of the Erie Canal, and before the era of railroads, it seemed to them the only really true route by which the interior could have access to the seaboard. As long ago as the French Dominion in Canada, we read of cut stone locks existing on a canal around one of the rapids of the St. Lawrence (Beauharnois), having a breadth of six feet and the depth of two and one half feet, navigated by boats having a carrying capacity of thirty barrels of flour, and up to 1804 this was the capacity of the Canadian canals. The canal at the same point, Beauharnois, when enlarged to its contemplated size, will pass vessels capable of carrying 2,000 tons. This difference is very striking, and sufficiently exemplifies the progress made during the past sixty years. At several of the points above enumerated the original canals have been replaced by larger ones, and those have been re-enlarged, one has had the third set of locks, until the present time it is proposed to make all the canals of this line of navigation of the size of 80 to 100 feet wide on the bottom, locks 270 feet in length and 45 feet in width, with 14 feet depth of water on the mitre-sill.”

He then describes each canal, the rapid they bypassed, and the size and number of locks. It makes for great reading, but I will skip it here. The map on page 4 was part of this report.

In 1881 New York State Governor Cornell wrote; “The near completion of the enlargement of the Canadian canals renders the future of the Erie canal a subject of much concern, and well worthy of your intelligent consideration. If the enterprise of our neighbors in improved navigation is liable to place us at a disadvantage in competing for the carrying trade of the great West, it is high time that a remedy be sought to avert possible misfortune.” After the decades of work and the many millions spent on the enlargement of the Erie Canal it was unlikely that New York was going to begin another enlargement of the locks. The future of the Erie Canal lies in making it a cheaper route in spite of the size disadvantage. The easiest way to reduce the cost of shipping was to reduce the tolls. After this the only methods to reduce the cost of shipping was to reduce the time it took to transverse the canal, and to increase the capacity of the canal by making it deeper. Improvements were made to the Erie to make it competitive. The 1878 Frick or Illinois system of lashing boats together end to end allowed one crew to operate both boats as one. This doubled the size of the boats to 400 tons. It is important to note that if this system was used the boats had to be broken apart at the locks. In 1881 the State installed water powered machinery at the locks to help pull the boats in and out of the chambers. This helped to speed up transit time. And in 1884 the State began to lengthen the locks to 220 feet so that the longer boats could pass without needing to be broken apart. The only option New York had left in its canal bag of tricks was to deepen the canal. This was attempted with the nine-million-dollar enlargement of 1895 which ended poorly due to a lack of funds and gross mismanagement.

Meanwhile in Canada the canals and locks were being improved and enlarged to reach a uniform size of 270' by 45' x 14'. The sailing ship that could pass through the locks could carry around 350 tons. A non-powered lake barge (186' by 44' by 8') could carry 750-800 tons. After the construction of the Soulanges Canal in 1899 and the enlargement of the locks, the ships could carry between 1500 and 3000 tons. If New York were to continue to compete it would need to make a drastic enlargement of the Erie Canal. In 1903 the State voted to spend \$101,000,000 to build the barge canal with locks 328' by 45' by 12'. This would allow boats of 2000 tons. The Barge Canal was completed in 1918. In the 1930s the canal was deepened to fourteen feet and bridges raised between the Hudson River and Oswego so that larger boats could reach Lake Ontario. This would be the last physical improvement on either side of the border until the construction of the St. Lawrence Seaway in 1959. If further improvements were to be made, it would be by the boat builders.

We will take the tour in the next issue.



Although these two ships look very different, both had similar capacities in tonnage. The *Peirce McLouth* is shown in the Buffalo harbor in 1921 with a load of wood pulp from Port Arthur on Lake Superior. The *Day Peckinpaugh* was a motorship designed to fit through the New York State Barge Canal. She was the first of her type in the 1920s and is the last surviving example of these ships. Both these ships could carry loads of about 2000 tons.

Top photo- New York State Archives

Bottom- Thomas X. Grasso



Lance Metz

A Remembrance

SOME PERSONAL RECOLLECTIONS

Terry Woods

Lance Metz passed away on May 2, 2020 of the COVID-19 after a brief bout with the disease. He suffered a stroke in 2013 and was living at the Lehigh Center nursing home in Pennsylvania.

I don't know much of Lance's early history. I do know he was born on November 23, 1947 in Phillipsburg, NJ., graduated from Phillipsburg High in 1965, received a Bachelor's Degree from Moravian College, and obtained his Master's Degree in History from the University of Maine. He began his amazing career in history by working part-time at the Hugh Moore Park in Easton, Pa. in 1978.

I first heard of Lance Metz at a Canal Society of Ohio tour headquartered in Marietta, Ohio, I believe this was in the fall of 1981. I had been busy on some design project at Goodyear and had not been able to attend the actual tour, but was there for the banquet and a casual tour of one of the locks on the Muskingum Improvement the next day.

Bill Shank, one of the three co-founders of the American Canal Society in 1972, was selling some of the canal books he published and confided in me that some "young upstart named Lance Metz was planning on writing a history of Pennsylvania's Canals." Bill had always considered Pennsylvania's canals his.

I don't remember when I first met Lance. He was still working for the Hugh Moore Park in Easton, Pa., which eventually morphed into the National Canal Museum and Lance was their Historian/Archivist for many years. For a long time the museum had an affiliation with the Crayola Company of that city and had the use of the second floor of the Crayola Building for its museum.

As part of the museum's activities, Lance (I believe) began an Annual Symposium on Canal History and Technology that was held each spring at nearby Lafayette College. Lance chaired the symposium and edited the Proceedings of the given papers that were published each year.

I had been researching the Pennsylvania North Branch Canal that had run through my wife's hometown of Pittston, Pa. Somehow, Lance and I became acquainted and I had a paper on that canal presented at the Symposium in 1982. I did not give the presentation. That was handled by Charlie Petrillo of Wilkes-Barre, who had given me a lot of information on the canal and eventually wrote a book on it titled *Anthracite and Slackwater*. The title actually was mine. I had started the book and written a few chapters but

got bogged down with kids and summer baseball coaching. Charlie, who had supplied much of the information, agreed to take over the book and finish it. He did a great job.

I wrote three more papers for Lance's symposium and personally presented them. And through our association, Lance got me two speaking engagements of a national scope. The first was in Pittsburgh for the Pittsburgh Locks Committee. This was a group attempting to obtain sufficient funds to properly display some remains of Lock Four in Pittsburgh of the Pennsylvania Main Line Canal. It was a well-attended event. Rosanne and I stayed in a converted monastery in Pittsburgh. Unfortunately the project never gathered enough money and the artifacts were eventually stored and are probably lost.

The second was before the National Trust for Historical Preservation. Lance was also on the program speaking on the history of the Delaware Canal. He had an old boatman with him and we enjoyed a wonderful half hour at the Cincinnati airport awaiting our flights and listening to the boatman tell fascinating tales of life on the Delaware Canal.

I visited Lance at the National Canal Museum several times. I even held an ACS Board meeting there one year when I was ACS President. We toured both the Canal Museum and the Crayola Museum. I also had one contact with an event sponsored by the National Canal Museum. Lance was celebrating the 'Wedding of the Waters' when the Erie Canal was opened. Lance wanted to get bottles of water from as many of the canals of the United States as possible to commemorate the event and he asked me to get the water from Ohio. I had a number of people send me filled plastic bottles (which Lance supplied) and we sent a lot of water to Pennsylvania. Unfortunately I was unable to attend the pouring, but with Lance in charge, it was a spectacular one.

I saw Lance sporadically over the years. The last time I believe was during the World Canals Conference in Bethlehem Pa. in 2006. He was practically running the show and did it well. He was still Historian/Archivist of the National Canal Museum and also deeply into the study of the history of the Bethlehem Steel Corporation. One of our stops during the event was at one of the old abandoned steel plants. Lance had great plans for turning these moldering old buildings into a great tourist attraction.

But Lance, the National Canal Museum, and the Crayola Corporation were having 'marital problems.' The Crayola Company was focused on children since they used crayons the most. The Crayola Corporation had a Crayola

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Museum on the first floor detailing the history of their product. The company executives thought the Canal Museum on their second and third floor was not catering enough to children and got the museum's directors to change the 'theme' of the museum more to catering to them. This, I always felt, was a mistake. Kids will grow to enjoy history or not, but usually not when they are kids. And turning the slant of an historical museum to cater to youngsters can turn off the oldsters who have money to donate.

Anyway, a lot of the oldsters turned away from the National Canal Museum and revenues fell off. This bothered the Crayola Company and finally, in early 2012, the National Canal Museum was evicted from the third floor of the Crayola building and forced to move to a set of buildings in the Hugh Moore Park. Now they are part of the Delaware and Lehigh National Corridor.

Lance had a stroke that next year and I don't believe we even communicated after that. But Lance Metz is a man I always counted as a great historian, a good man, and a wonderful friend. We are all going to miss you, Lance.

Lance E. Metz (1947-2020) – Historian, Scholar, Friend: Some Personal Memories

**Thomas X. Grasso, President Emeritus, Canal
Society of New York State and the IWI**

Lance Metz was a good friend. He was a scholar and a gentleman, bursting with energy and knowledge - a walking encyclopedia. A self-effacing, savant and intellectual, who, with seeming incongruence, loved NASCAR races, sports, and rock music – he was at Woodstock in 1969. Lance once told me that, in his mind, the Buffalo Bisons or simply the Bisons was the greatest moniker in all of sport. The San Francisco 49ers came close. Dressing with style and elegance was definitely not his strong suit. I think Lance would smile at that comment. But yet he had his own unique style, dignity, integrity, honesty and grace, which I greatly admired. And he was a very good person. In short, I loved Lance Metz. Returning to the 1969 Woodstock Festival, an event I devoutly ignored because I am a cool jazz guy, we somehow got into a conversation about it one evening in Easton and Lance told me all about the festival, the groups that he witnessed what a blast it was and so forth.

I first met Lance casually at a 1970s small conference held in Newark, New York on the Erie Canal and I immediately knew that this guy was a very, VERY smart person. I distinctly remember Lance mentioned the Canal Society of New York State in his presentation as the Keepers

of the Holy Grail. And he didn't say that because I was there.

An event in Easton, sometime later, brought us together once again and at some point we went for a beer. To make small talk I asked him if he knew this one fellow, who I also knew, who lived in the region –perhaps western New Jersey or Pennsylvania. I have never seen Lance, before or since, become so animated. Flushed with anger he said "I cannot stand being in the same room with that #*&!^\$." My feelings precisely. I became fast friends with Lance from that moment on.

His Canal History and Technology Symposium organized in Easton each winter since the mid-1980s at Lafayette College brought together many scholars, researchers, interested canal society members and the general public for a delightful day of learning through excellent presentations, which were published in Canal History and Technology Proceedings. Each delegate received a copy. An enormous amount of work including editing the "Proceedings" went into this event. But Lance's work inspired the Canal Society of New York State to resuscitate its long dormant Winter Meeting, and for many years now, called the CSNYS Winter Symposium and Annual Meeting.

Taking a walk through Easton's "Old Town" with Lance Metz is like taking a boat ride on the Erie Canal with DeWitt Clinton. It's a full yearlong college history course in two hours. Just amazing, jaw-dropping buildings and the stories behind each one. From where the Clinton-Sullivan Campaign bivouacked and departed on its mission, to the iron cable bridge over the Delaware and everything in between.

Lance Metz was a very serious and committed collector. No doubt. The museum's Bethlehem Steel Company Collection is a treasure trove of the company's history. Some have questioned how he came to obtain that prize. Lance I'm sure would say no one could care for this collection better than me, and he is right. The aforementioned collection is but a tip of the iceberg.

Lance turned me on to the absolutely spectacular 1912 Delaware, Lackawanna and Western Railroad concrete viaduct at Nicholson, PA., the Erie Railroad Starruca Viaduct near Susquehanna, PA and so much more. For example, when I was telling him about the British canals tour I was organizing in 2005 he, without hesitation, told me to get a copy of both Britain's Working Past and Britain's Maritime Past, NOW! I did and these two books saved me hours and hours of research work and made the guidebook so much better than it would have been otherwise. He taught me a lot for which I shall be forever grateful.

Lance Metz lived a full life, except perhaps for the last few years since his stroke. He was to me funny, smart, caring, kind, generous, and congruent. Giants come along only once in a while and it was my great honor and pleasure

to occasionally reside in his mammoth shadow, if only for brief moments. The giant rests now and we all mourn his passing. But our collective memories and thoughts of wonderful times past will last a very long time indeed. He will not go forgotten.

From the Lehigh Valley Live

Lance E. Metz, 72, of Allentown, PA, noted historian and archivist of the Lehigh Valley, passed away Saturday, May 2, 2020 at the Lehigh Center in Macungie, PA. He was born in Phillipsburg on November 23, 1947 to the late Earl R. and Betty Mae Housel Metz. He attended Phillipsburg High School, Class of 1965, and the Perkiomen School in Pennsburg, PA. He earned a B.A. in History from Moravian College and a Masters degree at the University of Maine.

Lance succeeded in carrying out an illustrious career as a noted Lehigh Valley historian and archivist for the National Canal Museum. He actively pursued the history and collection of information documenting the growth and development of the Lehigh Valley. His work encompassed the preservation of records and artifacts for canals, railroads and Bethlehem Steel. In 2005, he received the Society for Industrial Archaeology's highest honor, The General Tools Company Lifetime Achievement Award, for his work in preserving the legacy of Bethlehem Steel and the Bethlehem plant. His involvement with the steel site includes playing a major role in the development and production of PBS's Emmy-winning documentary "Bethlehem Steel: The Company that Built America." He was the historical consultant for the Sands Casino and Steel Stacks Project. He advocated for the creation of a National Museum of Industrial History at the Bethlehem site. Lance recognized that the last remnants of Pennsylvania's silk industry were rapidly disappearing, so he organized a team effort to document every mill structure still standing. He raised funds to photograph the mills, collect oral histories, and interpret the history of silk manufacturing; then he produced a documentary film on this industry.

Lance was also instrumental in having the Easton House, built in 1754, also known as the Bachmann Publick House, designated a historic landmark in the National Register of Historic Places in Pennsylvania. Lance was responsible for written histories of many of the industrial sites of

Pennsylvania, including "The Anthracite Iron Industry of the Lehigh Valley" with Craig Bartholemew, and "Bethlehem Steel" with photographs by Andrew Garn. He has written or contributed to many other books as well and produced articles on a wide range of topics, including the Molly Maguires. He was also the editor-in-chief of Canal History & Technology Press.

Lance was an active member of the Canal Society of New Jersey, Pennsylvania Canal Society, the Society for Industrial Archaeology, Jacobsburg Historical Society, Steel Workers Archives, and numerous other national and state historical groups. At the end of his career, he created an endowment to the Jacobsburg Historical Society to house his extensive collection of books.

Lance will always be remembered by his wife, brother, nephews, friends and colleagues as loyal, loving, open, honest, supportive, compassionate, focused, thoughtful and fun-loving with a generous spirit, a raucous laugh and a unique singing voice. He enjoyed reading, collecting comic books, vacationing at the cabin in Maine, and visiting the beach.

Lance is survived by his wife of 36 years, Susan Holman Metz, brother Keith J. Metz and his wife Lynne of Harmony Township, NJ. Lance was proud of his nephews, Daniel K. Metz, Justin Holman, Jeremy Holman, Casey Holman, and Jason Holman. He is predeceased by his parents Earl R. Metz, a WWII veteran and Betty Mae Housel Metz.

A private service for Lance was held by the family due to current guidelines in place for the Covid-19 pandemic. A memorial service to celebrate Lance's life will be planned at a later date. Interment will take place at Stewartsville Lutheran Cemetery in Stewartsville, NJ.

In lieu of flowers, memorial contributions may be made to the Delaware and Lehigh National Heritage Corridor; 2750 Hugh Moore Park Rd, Easton, PA 18042; or the Jacobsburg Historical Society, PO Box 345, Nazareth, PA 18064.

Canal Tidbits and News

Early in the life cycle of the COVID-19 pandemic, it seemed as though most groups thought they could ride it out and open later in the year. As things have progressed it is clear that the virus is not going away and many events have been canceled or put off until next year.

On June 5, 2020, Victory Cruises announced that they were canceling for the year all Great Lakes cruises. The Great Lakes Cruising Coalition had been looking at starting up a shorter season on July 31; however after Transport Canada had banned all cruise ships that could accommodate more than 100 persons overnight until October 3, and since the Jones Act prevents any non-U.S.-flagged ships from traveling between American ports without stopping at a Canadian port, the Coalition decided to cancel the entire season. Another snag was the extended delay in opening the New York canal system through which Blount Small Ship Adventures reaches the Great Lakes.

The New York State Canal Corporation decided to delay the opening of the entire canal season until July 4th, at the earliest, with some sections not opening until August, if at all. The May 19, 2020 Notice to Mariners had a list of the expected opening dates that included words like forecast, except, and phases. It was a statement that did not warm the hearts of most canal enthusiasts, and caused some concern after the 2019 release of a document that detailed the possible canal closures.

Parks Canada delayed the opening of the Rideau Canal until June 1, 2020. As of that date, the canal opened to traffic with limited services. The media release noted that canal and trail visitors will be able to use the locks, boat launches, access points and mooring areas. The day-use areas, including green spaces, picnic areas, and parking lots, were open along with the day-use trails, including some cycling access on designated trails and pathways.

Parks and Trails New York decided to cancel the 2020 Cycle the Erie Canal. This certainly is a blow to the many canal-side communities that play host to the over 600 cyclists during the one week, cross-state event.

The news isn't all bad. While organized events, tours, and meetings are being canceled, people are flocking to canal-side and other trails, with many trails reporting record numbers of users. The Rails to Trails organization notes that the "unprecedented demand for places to walk and bike underscores the value that trails have always delivered to communities—in the form of health and wellness,

economic opportunity and resilience." And interestingly enough, this has also led to a boom in bicycle sales and long delays in people getting their new rides.

Another interesting positive from this pandemic has been the use of social media by some organizations to carry on with their programming. The Erie Canal Museum has been hosting a weekly Quarantine Coffee Hour. The Schenectady County Historical Society has been visiting various sites, and Turnstyle Tours out of New York City did a virtual tour of the Erie Canal. These pop up live on Facebook and then find a home on YouTube so you can watch them later, which is very nice as some of us work during the day.

We were made aware of this website where you can find maps of Ohio's historic canals. If the canals or railroads of Ohio are your thing, you might wish to bookmark this site at www.railsandtrails.com.

More map news. Bob Schmidt of the Canal Society of Indiana announced Preston Richard of Gibson County has completed a mapping project of the Wabash & Erie Canal. Go to the CSI website and click on the Maps and Info by County tab. There you will find a wealth of information and maps to help you find your way along the canal.

The Canal Society of New York State announced that Cabryn Gurdo is the new Executive Director of the organization. Cabryn's role will include oversight of the Port Byron Heritage Park and the organization as a whole. Ms. Gurdo's first challenge will be to get the Heritage Park open after a long COVID-19 delay. In a typical year the park would have opened on May 1. However little is typical this year. It is the hope that the park can open around July 1. The CSNYS has also welcomed a number of new board members and many of these good folks are well known in the canal community. John Callaghan had been working at the New York State Canal Corporation before becoming the Executive Director of the Hudson River-Black River Regulating District. Janice Fontanella was the manager at the Schoharie Crossing State Historic Site before her recent retirement. Will Van Dorp is well known for his Tuggster blog and other work along the canal. Craig Williams and Dan Wiles have switched roles with Craig taking over as the society president and Dan becoming the VP. We wish them all well and long terms of service.

Historical Newspaper Archives

Remembering the early days on the Erie Canal

The following article about old Erie Canal days was written by DeWitt C. Haddock of Oneida and appeared in the Utica Press on Aug. 6, 1897. Transcribed by Richard Palmer.

The Old Erie Canal!

There is a charm about that name, and so interwoven is it with our national history, it will never die. There probably never was a waterway with which the world's history is so connected as it is with this little silvery thread that passes through the State of New York. It was once asserted by a member of Congress, in debate on a subject relating in part to the canal, that if it had not been constructed at the time it was, one half of Michigan, Illinois and Wisconsin would be hunting grounds today, and Minnesota and Iowa never would have been heard of; and think myself the assertion is about correct. Chauncey Depew, of Galesburg, Ill., at the anniversary of Knox College, remarked: "Had Dewitt Clinton failed in the enterprise of the Erie Canal, Chicago would still be a trading post."

I must give a little history of this old ditch, as the boatman used to call it, and tell how people traveled on the packetboats and called it luxury, as it was, for I tried it myself. No Pullman nor Wagner palace cars were finer for comfort and sociability of the passengers. People became thoroughly acquainted, for sometimes they were together for several days.

The passage was so slow that we slept and ate on the boat and the service was good. When I was a boy about 15 years old I went with my mother on a visit to Buffalo, and it was the greatest event of my life, for I had never traveled on a packet. We took the boat at Syracuse. It was in September and the weather was mild and beautiful and the packet was loaded with passengers. Among them were some celebrated men, for Silas Wright was a passenger and I remember him just how he looked. He was quite large and rather handsome. He had a smooth, elegant flow of language and his manner was very agreeable. He was a well known politician of his day, having served as a U.S. senator and Comptroller of the State of New York.

There were four school marms aboard, from Massachusetts. They were bound for the Western Reserve in Ohio, as teachers. One of them, however, never reached her destination, for she had caught a fellow from Albany and when they got to Buffalo they were married. They caused some amusement for the passengers, as their courtship was too much exposed in the narrow quarters of a packet loaded with passengers. Their demonstrations at times were marked for they would slyly kiss each other, but I won't say anymore

on this subject, as we all know how it is ourselves.

All along the route there are worlds of fruit. Peaches were 25 cents a bushel and plums and apples were worth nothing. The table on the boat was loaded with all kinds. There were also a barbershop and a bar on the boat. Everything at the bar was three cents except brandy which was sixpence.

Most of the passengers rode on the deck, to see the beautiful country they were passing through. At Lockport we met with a fine sight, and overcame an elevation of 200 feet, going through the locks. The roar of the water was terrible and the sight grand. In a few hours we landed in Buffalo and it seemed to me we had gone half way around the world, we had seen so much. On our return trip the journey was equally interesting for when we go on board the packet we found no less a personage than Henry Clay. He was enroute to Washington and was the most observed man on board the boat. I can well remember how he looked and a description of him would be only a repetition of what has been told. He had a sweet voice and easy manner that lent a great charm to him. An incident that occurred in Washington, which throws some light on his beautiful character may be of interest. John Randolph of Roanoke, who was a senator from Virginia, at the time was in feeble health. He was often carried on a couch to one of the ante rooms on the south side of the Senate chamber. One time Clay was pitted against John C. Calhoun in an important debate. When Randolph heard Clay's rich clear voice float out from the dome of the Senate, he said to his servant: "Raise me up. I want to hear that voice once more." It was the last time, for he expired a few days later. There were now and then amusing incidents occurring along the line of the Erie Canal. One time when Mark Hollister was canal collector at Rome, a boatman came into the office and requested him to write a letter for him to his wife. This was often done by boatmen, for some of them were deficient in education. The collector commenced as in the usual way, but soon stopped and asked the boatman if he had any endearment remarks to send to his wife. "Oh, yes, I have. Just write as you would to your own wife, and put in some big word. Now thee is agriculture. That is a big word, and put it in often. That will please her." The Big Nose, which was on the eastern division of the canal, is the first to freeze in the late fall. The canal department in Albany telegraphed to the superintendent, asking the conditions. His answer was in these lines: "The ice is thick on Erie's bosom and her waters throb no more."

Continues on page 12

Town Victim of Progress

Iroquois, Ontario— The town council has scrapped plans for an “Old Home Week” next July, because everyone will be too busy getting ready for the new. The townsfolk already are planning and even packing for July 1956 when they become guinea pigs in Canada’s most ambitious resettlement project. Iroquois will become a victim of progress. The multi-million dollar St. Lawrence Seaway will pass right through it, and the entire community will be flooded. About half the homes, stores, and other buildings in the town will disappear beneath the water. The rest will be moved to a new town site, a mile to the north. The old and new towns are fast becoming a test case for similar operations in “Seaway Valley”. Some of Iroquois old homes, here since the present town was founded as Cathcart in 1857, will be moved as they stand. Other— new ones paid for by the Ontario Hydroelectric Commission which will use the 18,000 acre lake that now is Iroquois, will spring up. Some are already built. Anyone who hasn’t been here might be justified in thinking the “big move” has the town in an uproar. They would be only partly right. There is a sort of frenzy. But most of the street corner and drug store talk still centers around the standing of the local baseball team. The baker still makes bread. Teenagers meet at the store, and youngsters trade comic books as usual. The hardware store still has an occasional customer for a new doorbell or a bag of grass seed. The butcher shop is busy as ever on pay nights. But behind the small town bustle at least two things show the people of Iroquois are getting ready to move. Homeowners are reluctant to buy new furniture, and the remark is heard that it’s time something seldom used was packed or crated. The other sign is the council meeting, where the mayor reports on latest negotiations with “the hydro” for compensation. Reeve (Mayor) Lloyd Davis said the townspeople are winning what only a short time ago seemed to be a losing battle to have the commission provide for the new Iroquois which they envisage as a town of 40,000 population. The council already has picked out street names. The main street of the new town will be called Queen in honor of Queen Elizabeth II. The biggest argument over moving Iroquois has so far revolved around money. Hydro authorities figure on settling for the value of expropriated property plus the cost of moving and rehabilitation, and a 10 per cent “inconvenience” payment. However the “inconvenience” money is to be withheld until people actually move to the new Iroquois, as a safeguard against anyone pocketing the money and going elsewhere. Many folks contend they should get the special payment anyway, because no matter how you look at it being forced to move anywhere is an inconvenience. Troy (NY) Times Record, May 4, 1955

The Tour of the Thomas Jefferson

Buffalo Courier

Oct 8, 1888

Orders No. 15- The members of the Cleveland Democracy are directed to appear at headquarters in full club outfit Monday evening, October 8, at 7:30 o’clock, to participate in starting the canalboat Thomas Jefferson, on its journey across the state. Every member should be in line. C. Lee Abell, Commander.

The Daily Graphic [NY]

October 9, 1888

The canalboat Thomas Jefferson, which is gotten up in gorgeous style and is the most unique vessel that ever traversed the Erie Canal, will start on her campaigning trip from Buffalo to-night. She will make a stop at all the towns along the Erie Canal at intervals of twenty-five miles and whoop up for Cleveland and tariff reform. A brass band will be on board, with a battery of artillery on the bow of the boat, which will be drawn by six handsome white horses, and decorated with national flags and portraits of the candidates. Hon. C. R. Breckinridge will speak during the day. At night a huge stereopticon will illuminate the darkness with tariff maxims and H.R. Clifford will explain them. Fireworks will also be let off, and an advance agent will work up local sentiment, so that it is expected that the people from a radius of thirty miles will be drawn to the meeting. This portion of the state is largely Republican, and as the canal men use plenty of materials, such as hemp and iron work, that are enormously enhanced in price by reason of the tariff, those special subjects will be set before them. The Thomas Jefferson will come through the canal to Albany, and then be towed to New York. The entire expenses of the trip, which will not be far from \$10,000, are being borne by ex-Mayor John Boyd Thacher of Albany.

The Rome Daily Sentinel

October 12, 1888

At Medina

Medina, NY, Oct 12- The Democratic state leagues’s canalboat, Thomas Jefferson, reached here yesterday afternoon and addresses were made from its deck to a good-sized audience by Congressman Breckenridge of Arkansas, Mayor Thacher of Albany, and others.

Auburn Bulletin

October 16, 1888

The canalboat “Thomas Jefferson” with democratic speakers and documents on board, stopped at Port Byron on Monday and a meeting was held at which there was quite a large audience. Hon. Norton P. Chase of this state and Hon. C.R. Breckenridge of Arkansas, addressed the people.

The Buffalo Courier

October 23, 1888

Along the canal

The Good Work of the Canalboat Thomas Jefferson

New York Telegram

A campaign on a canalboat is a novelty-Yet this is what the democrats are doing on the Erie canal. The boat started eleven days ago, and it is reported that the tour will extend from Buffalo to this city-It is democracy afloat-That's the way they carry the news to the benighted republicans of the Oswego district-Thomas Jefferson was democratic clean through-So is the canalboat on which democratic doctrines are carried along the line of the Erie canal-She is fitted out by the State League of Democratic Clubs, and she is a hummer-Speakers, a brass band, a stereopticon and tariff reform compose the cargo-And red-hot democratic sentiments are launched from the Thomas Jefferson's deck-The democrats are attacking their enemies by land and sea, so to speak-All the voters in the counties along the Erie canal, with the exception of Niagara, are chronic republicans-Democrats there never get a show to hear good, old fashioned democratic principles expounded.

So the canal boat campaign was started. It is a great success- Up at Phenix the adherents of Harrison and Morton tried to raise a Harrison pole. They were not strong enough- Along came the Thomas Jefferson and so powerful were the doctrines that in a few minutes the democrats had raised the pole and placed a Cleveland and Thurman banner on it- At Fulton a big crowd welcomed the craft and there was a grand time all round- Then the crowd went over to the Opera house and heard a rattling speech from Congressman Breckinridge of Arkansas- An overflow meeting was organized, and the crowd listened to the good speakers- On Wednesday Oswego was visited and there was a big parade in honor of the T.J.- The idea of a canal boat campaign may be new, but it is good- It is really floating into politics- The republicans up that way are badly scared over the innovation, and they don't approve of the invasion- It is said that the motive power, ie; the mule, will be blown up with dynamite by the Harrison men- It's hard work to kill a mule, but it's harder work to defeat Cleveland- He, too, is floating, and on the high tide of success.

NY Evening Post

Steam Against Horse Power

July 26, 1872

Still Another Competition for the \$100,000 Prize

The already large list of contestants for the prize offered by the state for the best method of applying steam to the purpose of canal towage, has been increased by the addition of a new competitor, the boat Port Byron. As this boat presents some new points, we give a brief description of them for the benefit of interested readers.

The boat was built at Rochester during the past winter by F.M. Mahan, Esq. and Captain Prime Emerson, of Memphis, Tenn. These gentlemen, conjointly with Messrs. Toof, Phillips, and Co., of the same city, are both owners and patent. The dimensions are 98 feet long by 17 feet 4 inches breadth of beam. The bow is funnel shaped and a water way 24 inches wide by 12 inches in height, passes from it through the entire length of the boat.

The wheel is a vertical paddle, the invention of Captain Emerson, and is placed in a recess in the stern of the boat at the end of the water way; the buckets are arranged in such a manner that they smooth the water when leaving it, which, added to the fact of the water being drawn through from the bow of the boat, admits of its motion at any attainable rate of speed with no perceptible swell. The motive power is furnished by two engines, 12-inch cylinder and 24-inch stroke, working at right angles on the wheel crank.

The boat will carry a captain and four men and is calculated to consume one ton of hard coal in twenty-four hours, and to run from three to five miles per hour.

The Port Byron was loaded yesterday by J.W. Bridgeman and Co. with a cargo of 7,100 bushels of corn and left for New York yesterday afternoon at 3:30. The boat has a carrying capacity of 210 tons; the load yesterday only reached 200, the standard required by law. After leaving the dock the boat passed through the Erie Basin and Slip No.3 into the canal and steamed down to Black Rock at the rate of about three and a half miles an hour. When near Ferry Street, and in the middle of the canal, where the depth should have been seven feet, the boat, though not drawing quite six feet, struck a rock and unshipped her rudder, which necessitated a stop for repairs, during which time our reporter left. The idea illustrated by the Port Byron seems practical, and the boat so far has justified all expectations formed by her owners. Whether they will receive the much-coveted prize remains to be seen. Buffalo Express, July 25.

Articles are needed.

We are interesting in hearing about your canal.

Have you taken a trip, seen an interesting canal site, heard some news? Has your canal organization had some changes, or doing something everyone should hear about? Send it along.

Canal Comments

No. 210: June 2020

THE CHESAPEAKE & DELAWARE CANAL

This now fourteen-mile-long, 450-foot-wide, thirty-five-foot-deep canal was the vision of Dutch envoy and mapmaker Augustine Herman who saw in the 1600s the need to connect the waters of the Chesapeake Bay with those of the Delaware River. He reasoned that such an interconnecting canal would reduce the 300-mile trip around the coast of Delaware and Maryland and increase the economic viability of the area.

In the young colonies little opportunity arose to put Hermann's idea into practice. Over a century passed before it was given serious attention. In the late 1760s surveys of water routes were conducted and at the turn of the century funding for the project finally materialized. The states of Pennsylvania, Maryland, and Delaware banded together to authorize a private company to construct this waterway and in 1802, the Chesapeake and Delaware Canal Company was officially incorporated.

Construction began in 1804 but only two years later work stopped due to a lack of funds. Nearly twenty years passed before the canal company was reorganized. The three participating states again contributed funds of varying amounts between \$25,000 and \$100,000, and the Federal Government chipped in nearly half a million dollars toward the \$20,000,000 estimate.

Two officers from the U.S. Army Corps of Engineers along with two civilian engineers determined the exact route and, by April 1824, construction was started again. Nearly 3,000 men were employed digging and hauling earth to create the waterway. Each man was paid \$0.75 per day. On October 17, 1829, five-and-one-half years after construction was begun, the canal was opened for through navigation. As one of the most expensive earth-moving projects of its time, the original canal channel was ten feet-deep, sixty-six-feet-wide at the waterline and thirty-six-feet-wide at the bottom.

A broadside at the site upon completion proclaimed that the "CANAL IS NOW OPEN FOR NAVIGATION . . . The Rates of Toll have been fixed "so low, as to make this the CHEAPEST as well as the most EXPEDITIOUS and safe channel of communication between the waters of the Chesapeake and Delaware." Showing how early in the nation's canal era this waterway was offered is told in the rest of the proclamation, "Horses for towing vessels may be hired at reasonable prices at each end of the canal."

This short canal contained four locks. Two were at

Chesapeake City, another one was at St. George, and the fourth was at Delaware City. Most of the traffic on this canal was freight, though at least one firm, the Ericsson Line, began carrying passengers in 1844 and did so for nearly 100 years!

This iteration of the C & D Canal was far from perfect. One of the more serious problems was that a great deal of water was lost through evaporation and more was lost at the locks through leakage and normal flow as boats were locked through. To rectify the low water situation a steam engine and lift wheel were installed in 1852 to pump additional water into the waterway. A second steam engine was added in 1854.

As vessels increased in size throughout the 19th Century they grew too large for the C & D Canal. As a result the amount of traffic using it plummeted. In 1906 President Roosevelt appointed a commission to study the situation and determine if the canal should be converted into a "free and open waterway."

Thirteen years later the Federal Government purchased the canal for \$2,500,000 and renamed it the Intercoastal Waterway, Delaware River to Chesapeake Bay, Delaware, and Maryland. A number of improvements were made to the waterway at this time. The canal was deepened to twelve feet and widened to ninety feet. In May 1927 the C & D

Canal was reopened with a grand celebration. However within a decade another enlarging project costing \$13,000,000 was initiated to again widen and deepen the waterway.

Shipbuilders continued to construct larger and larger vessels and again the waterway became cramped. In one twelve year period eight ships collided with bridges. To alleviate the problem Congress authorized yet another round of C & D Canal building expansion. By the mid-1970s the improvements had been completed and today nearly half the ship traffic in and out of Baltimore uses the C & D Canal.

There is a museum dedicated to telling the story of this canal. It is housed in three buildings constructed for the administration and pump houses. They were built in 1837, 1852, and 1854 and are on the National Register of Historic Places. This museum has a free admission and recently underwent a nearly \$500,000 renovation. It consists of one large gallery and several smaller rooms. The display at the entryway chronicles the history of Augustine Hermann and features his portrait. Numerous models or replicas of vessels that once traversed the canal including a mule-drawn craft and a showboat that brought entertainment to the area. Visitors can also monitor actual traffic on the modern canal with a computer display that shows a vessel's name, estimated time of arrival, speed and beam.

Use of the twin steam engines and water lift wheel ended on May 12, 1927, but the engines are still on display in the

museum's engine room. This 175 hp simple beam reciprocating condensing engine, built by Merrick and Sons of Philadelphia, was installed in 1852. Amazingly, it was only out of service once for repairs during its three generations of use. Another room in the pump house contains the lift wheel itself. It rotated at one-and-a-half revolutions per minute and raised 1,200,000 gallons of water an hour! It measures thirty-eight feet in diameter and ten feet in width. The final room of the museum contains the second steam engine installed in 1854 to operate in conjunction with the first and added 175hp to the lift wheel.

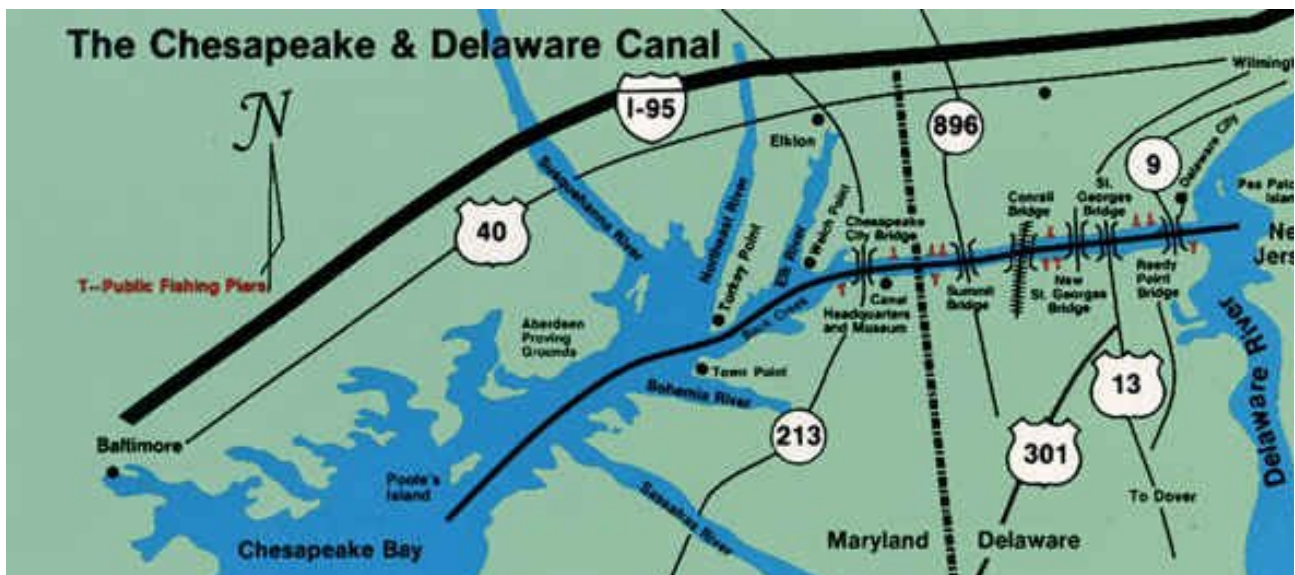
Today the C & D Canal, the only 19th century U.S. Canal still in commercial operation, is monitored by advanced electronic systems and uses optic and microwave links as well as closed-circuit television and radio systems to help navigate commercial traffic through the waters of the modern waterway. This is a far cry from the ten-foot-deep, sixty-six-foot-wide, fourteen-mile-long ditch of 1829.

[Ed- The museum is located at 815 Bethel Rd, Chesapeake City. The site is marked on the Canal Parks and Sites map on the ACS website.]

Have you checked out the American Canal Society website?

Are you missing the annual boat rides supplement? You can find the listing of boat rides on the ACS website. The two interactive Google Map features will help you find any nearby boat ride or canal site, and once you find one, you can use it to get directions.

Back issues of American Canals from 1972 to 2016 can be found on the ACS website. These are all offered as pdf files so you can download and save if you want.



Canalendar

Note- This list continues to change as groups cancel or modify their 2020 plans.
Check with their website or social media for updates.

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

May 30 - June 3, 2022: World Canals Conference 2022, Leipzig, Germany. This is a reschedule of the 2020 event.

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 check 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.