BREAKING NEWS
The Middlesex Canal Association has accepted the old Talbot cloth warehouse to be used as a future new Canal Museum. The warehouse is adjacent to the site where construction of the canal began. The deed was signed on February 5 and recorded on March 6, 2014. We will have more details and ways you can help in this exciting adventure in the next issue of Towpath Topics and perhaps, in the meantime, on the web site.

MCA ACTIVITIES
Please mark your calendars.

We are sponsoring two bicycle tours of the canal, south from Lowell on Saturday, April 12th, and north from Charlestown, likely on Sunday, October 5th.

The MCA-AMC Spring Walk will take place in Medford and Winchester on Sunday, April 27th.

Our Spring Meeting will be held on Sunday, May 4th, 2014, in the museum, beginning at 1 PM. Refreshments will be served.

See the Calendar, following, for more information on our activities. Also included are meetings and tours, sponsored by other canal and related organizations, in which you may want to participate.

Please also check our web site now and then, at the URL noted above.
had presided at the breakfast-table, surrounded by her bright and happy
group of children, was taken suddenly ill, and died at eight o’clock the
same evening. To a man of keen and ardent feelings, who fondly loved
the partner of all his joys and sorrows since early manhood, her loss,
when they were both but at the middle stage of life, was a heavy shock.
In a letter written to his friend, Rufus King, from beside her coffin, he
says:

“On Thursday morning last I felt myself as happy as I wished.
I breakfasted with a lady whom you know I adored. She was
cheerful and gay, but before eight o’clock in the evening she was
a breathless corpse. For the space of nine hours’ illness, the skill
of physicians was exhausted in vain attempts to save a life dear
to many, but infinitely so to me and her seven children. She now
lies by me while I write; but her lips are forever sealed, nor do
her frozen eyelids permit those charms which so constantly have
beamed pleasure on my soul. I cannot, nor ought I, to write to
communicate to you the feelings of my heart. O, my friend! you
will pity me. A life of gloominess and anxiety awaits, and, had I
not now the double charge of these orphans, my earnest prayer
would be to go down with her to the silent tomb.”

Again, some three months later, while still under the poignancy of
recent bereavement, he writes to the same friend:

“Young letter is kindly addressed to a heart suffering in all the
severity of grief. I thank you for your care of my health, in the
expressing of which you so intimately enter into my feelings. My
dear children demand much from me, and deserve everything. I
am obliged to appear quite otherwise than I am, to keep up their
spirits; and I give you the pleasure of knowing that my health
is better than it has been for a long time past. My dear King, I
have now nothing left for me but a fearful anxiety, and a dull,
heavy, downward road of life. She for whom alone I lived, she
who wished to live for me, is now no more. Religion points her
out to me in the company of angels; but that form, in which she
blessed me with every domestic happiness for eighteen years,
is now mouldering in the tomb. O, could I, were any such thing
possible, see her happy shade, I would lay me down night after
night in the gloomy church-yard to enjoy the sight! I see I am

in the nameplate, which also lists canal-related events and topics of
potential interest, sometimes including those that don’t make it into
Towpath Topics.
wild. There is a luxury in grief some men have not the capacity to enjoy. May God long preserve you, my dear friend, from that kind of sorrow which, to a man of your generous sensibility, would be like the arrows of death indeed.”

“I can write to my brother with composure; but I know not how it is, that, when I address you, the tears are spontaneous, and flow with pleasure. I rejoice that you are joined to a lady in the way which makes friendship certain. I am rich in your happiness, because I hear that it is founded on the connection of virtue and amiability. Enjoy each moment; they look big with pleasure as they advance, but, when they are passed, they are annihilated. How many moments have passed unheeded which I might have filled with love and joy! But they will no more return. Nor can I now grasp one sprig of happiness on this side of the grave. My dear King, pardon this effusion. It may bear the candid eye of a friend like you, but would blush at other eyes.”

“I cannot refrain from telling you that the more you rise in the world, the more you will augment my pleasure; for I do assure you, with the greatest sincerity, that the prosperity of no man on earth, my brother not excepted, ever gave me more satisfaction than your own. Will you oblige me by begging your lady, in my name, to accept the tender of friendship from a man who once enjoyed a felicity like yours, and whose sole object was to make an amiable woman happy as you will make her?”


Including the State Middlesex Canal Heritage Park established by the 1977 law as part of the Rutherford Avenue/Sullivan Square Design Project is an opportunity to commemorate James Sullivan and mark the remnant of the dam discovered by Adams and Hoxie.

Notes:

J. Jeremiah Breen
Owl Diner (http://www.owldiner.com, aka the Four Sisters). Route visits the Pawtucket and other Lowell canals, the river walk, Francis Gate, and then Middlesex Canal remnants in Chelmsford. Lunch at Route 3A mini-mall in Billerica. Quick visit to Canal Museum, then on to Boston. A long day of exploration (35 miles end-to-end) but sunset is late. (Riders can board northbound trains at other stations or catch southbound trains at 1:07 or 3:14PM to return to Boston early. Complete Lowell line schedules can be downloaded at http://www.mber.net) Participants are responsible for one-way train fare [S$8.75 from Boston to Lowell]. For changes or updates, see www.middlesexcanal.org. Leaders Bill Kuttner (617-241-9383) & Dick Bauer (857-540-6293).


Apr 20, 2014: The Middlesex Canal Museum will be closed on Easter Sunday.

Apr 25–27, 2014: Joint Pennsylvania Canal Society and Canal Society of Ohio Spring tour of the Ohio and Erie Canal. The American Canal Society directors’ meeting will be held in conjunction with this tour. The tour will be based in Akron, OH. For more information see www.pacanalsociety.org, www.canalsocietyohio.org and/or www.americancanals.org.

Apr 25–27, 2014: Chesapeake & Ohio Canal Association - The 60th anniversary Justice William O. Douglas thru-hike and dinner have been canceled. Other events will be substituted. See www.candocanal.org/news/2014-thru-hike.html for more information.

April 25–27, 2014: Virginia Canal and Navigations Society’ Annual Conference at Glen Maury Park, Buena Vista, VA. For information about this and the James River Batteau Festival in June, see www.vacanals.org.

Sunday, April 27, 2014: Joint Middlesex Canal Association – Appalachian Mountain Club Spring Walk. This walk is jointly listed as a Local Walk of the Boston Chapter of the Appalachian Mountain Club (AMC). “Show and Go”; meet at the Sandy Beach parking lot off the Mystic Valley Parkway by the Upper Mystic Lakes in Winchester. The walk will follow the route of the Middlesex Canal through parts of Medford and Winchester. Sites along the way include the aqueduct and mooring basin, those segments of the canal bed and berm visible off the parkway, and the stone wall of the Governor Brooks estate, in Medford. For additional information, contact Robert Winters (617-661-9230) or Roger Hagopian (781-861-7868).

Sunday, April 27, 2014: Blackstone River Watershed Association Earth Day clean up. Come help remove trash from the river. 1-3PM, Meet at Riverbend Farm, 287 Oak Street, Uxbridge, MA.
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FOR FUTURE PLANNING

Tentative Dates for the Fall MCA activities are as follows:

Sunday, October 5, 2014 - Bike Tour, north-bound, starting at 9:00am
Sunday, October 19, 2014 - MCA-AMC Fall Walk, TBD
Sunday, October 26, 2014 - Fall Meeting

These dates may change slightly based upon the personal schedules of trip leaders and speakers. Please check website a few weeks before for any changes.

TRANSFER OF LEGACIES

by Marlies Henderson

Alec Ingraham, from Billerica, treated me to a striking story about the Cloth Warehouse; a storage building across the street from the Talbot Mills. The key to this warehouse has recently changed hands from Pace Industries to the Middlesex Canal Association, and the idea to have a new location for our canal museum is finally blossoming.

Alec told me that the Talbot family used to live nearby, on Mount Pleasant Street. Their estate no longer exists, except for two monumental pillars that still guard what used to be a parcel of land reaching from Doris Avenue to the railroad; not much is left there to preserve the memory of former Massachusetts Governor Thomas Talbot!

On the same street and still standing is a yellow rooming house, formerly the residence for generations of the Clark lineage. Alec’s grandfather was the trusty caretaker of this manor. He lived in a similar but more humble house on the same property. Consequently, Alec’s mother, Margaret, often babysat Frederick Clark’s grandchildren and some of these kept in touch with her long after they had moved on with their lives. Even after his retirement, Hayden Clark would from time to time return to his roots in Billerica, either to visit with Ruth Potter, his secretary from the days when he managed the Talbot Mills, or he’d stop by to visit Margaret. Alec hung around eagerly to pick up fragments of their conversation as they reminisced over photo albums.

Alec distinctly recalls a yellowed picture taken from Rogers Street towards the Mills, featuring the warehouse, which prompted Hayden to dig up an old 1944 memory: Serving the US forces in the Pacific he was stunned by a newspaper article about a blast which took place at the Talbot Mills! Which publication did he read?

The February 16, 1944 Nashua Newspaper reported the incident of a 25 foot diameter flywheel, weighing 42 tons, disintegrating explosively, be it that in the rush to the printer, it reported a “25 ton” flywheel. The Lowell Sun also printed the incident on its front page: “Scores escape as huge steel mass hurtles through power plant roof and crashes down five floors”. The headline was eerily surrounded by news from a war raging on front lines around the globe.

Miraculously no casualties occurred, but it stung Hayden that he had to learn about this mishap from the public media. He may have heard more later from his relatives, because he embellished the newspaper reports with inside information, revealing that pieces from the disintegrated flywheel were shot 70 to 100 feet up through the roof, and one of the pieces, raining down, crashed through the roof of the cloth warehouse across the street; others splashed into the water of the mill pond.

The photo on the next page gives an idea of the size of the flywheel. Alec remembers how his mother was fascinated by the wheel house. She’d tell that a Mr. Roome polished the wheel daily and used to scold her to back off.

After a slight pause, Alec added that the Clark family, being the way they were and having access to a broad selection of craftsmen at their
own mills, would have quickly repaired the damage. Remarkable, however, is the fact that the warehouse is missing part of its second floor in the same area where the roof was damaged, and the two sides of its roof are covered with different materials. The roof panel facing North is still covered with slate, but the damaged Southern panel is covered with asphalt shingles. There is also a rumor that the building was also struck by lightning, which charred a roof support beam within the building, causing it to collapse, and so some of the roof repairs may also date to that event.

Likely there are people within the local community who know still more of the history of the warehouse. If so, I invite them to contact me so that I can fill in the blanks that currently exist.

When the Middlesex Canal Mill Pond Park was first discussed in 1997, Alec told Hayden’s story, which marked the moment the Talbot Cloth Warehouse was first mentioned as a possible site for a museum. Current developments bring the plans one step closer to fruition!

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BLACK BROOK AQUEDUCT
by Bill Gerber

Most MCA members are familiar with the Shawsheen Aqueduct, the abutments and remaining pier of (three of) which are visible from Route 129 in Billerica, near the Wilmington line. Similarly, many have participated in canal walks that visited the site of the Maple Meadow Brook Aqueduct in Wilmington. And Tom Raphael recently wrote about the Symmes River Aqueduct in Winchester (see TT 9/2011). But there were eight aqueducts along the Middlesex Canal. What about all of the others? Information about four of the remaining five will have to wait for future research. This article will describe what we know about the Black Brook Aqueduct.

Shown in the clip to the right, Black Brook Aqueduct was located in Middlesex Village, Chelmsford (though now part of Lowell), south of the Merrimack Flight of Locks and immediately north of the “Long Block” glass workers’ houses (which, by the way, still stands near the NW corner of Princeton Blvd and Baldwin St.), note “Aqueduct” and “Long Block” just below the brook near the bottom of the clip.

Shown on the following two pages are two sketches of the Black Brook Aqueduct, one as it appeared looking east, and the second - looking west. Both sketches are taken from Leon Cutler’s collection of glass slides, which date to the late 1920s and early ‘30s.
corroborate each other, and for that reason they are well worth examining.

From the sketches, we can make a number of observations. Black Brook Aqueduct was quite long, built upon two abutments and four piers. The piers bear a similarity to those of the Medford Aqueduct after it was rebuilt in the late 1820s, so the sketches of Black Brook are probably of the aqueduct after it too was rebuilt.

In his PhD thesis, Christopher Roberts described the aqueduct as follows:

“Passing under the main street at Middlesex Village, the canal crossed Black Brook in a wooden aqueduct near the site occupied, when the canal was completed, by a glass factory. The aqueduct, with abutments 110 feet apart, was supported by ten wooden piers on stone foundations. Its trough, about ten feet above the stream below, was made of timber and plank, with the timber framed together by tenons and mortises and strengthened by braces. Had the construction been with knees and bolts, after the fashion of shipbuilding, it would doubtless have been more durable.”

Elsewhere, in a footnote, Roberts noted:

“The aqueduct covered eleven spaces of ten feet each, with ten framed timber pieces serving as piers, exclusive of two stone abutments. The piers rested on stone foundations raised about one foot above the ground.”

That the sketches are not of the original configuration is reinforced by the fact that the construction shown is not like that described above, nor of the early Medford Aqueduct, as it appeared in the drawing of the towboat Merrimack crossing that structure in August 1818. Descriptions suggest that the original Black Brook Aqueduct was of similar construction.

In his manuscript, Lewis Lawrence describes Black Brook Aqueduct much as Roberts did, but provides more of the history of it, as follows:

“In 1817, the aqueduct over Black Brook was supported by two stone abutments 110 feet apart, and 10 wooden piers. The water

2 Ibid, p 102.
3 Anonymous, Steam Towboat “Merrimack” Crossing the Medford Aqueduct, August 1818
pany would have obtained the money to rebuild the aqueduct that late in the life of the canal. By then, much of the canal’s business had been drawn off by the railroads, which reached Lowell in 1835, Nashua in 1838, and Concord NH in 1842.)

There is a canal boat shown crossing the aqueduct in each of the two sketches. Both appear to be headed southbound, and both exhibit a tow-line attached to a towing mast forward of the center of the boat. (And note the consistency of the load carried by the boat in the east-looking view.) The towpath was along the west side of the aqueduct; that only the body portion of the tow animal shows suggests that there was an outer wall along its length.

MEASURING SPEED ON THE CANAL
by Bill Gerber

In early January, Chris Hart, Historian for Roscoe Village (a restored Ohio & Erie Canal town near Coshocton, Ohio), asked Terry Woods, an Ohio representative to the American Canal Society (ACS), for “access to some forms used by toll collectors to figure and collect tolls”; and he posed the question: “if the speed limit on the canal was say 4 miles an hour, how did they clock that....obviously they didn’t have radar”. Terry emailed Chris’s queries on to the greater canal aficionado community.

I was able to assist Terry and Chris with information from M’sex Canal records: to the article about Middlesex Canal Passports; and to alert him to the impending article about cargos and shipping documents from the M’sex Canal Company archives, as follows:

The Middlesex Canal used several different forms to account for the cargos that were carried. The ‘official’ form was the “Passport”. Bob Keintz, former PCS President, sent me one which I wrote up for Towpath Topics, the newsletter of the M’sex Canal Assoc. The writeup is available to you [in TT-3/2012, see “Middlesex Canal Passports”].

There are over 200 of the various documents in the archives of the M’sex Canal Company. I’ve built a data base of the information content of them … an article, and a copy of the data base (too large to put in the newsletter), [is now available to you in TT-1/2014, see “Shipping Documents”].

As for information about speed on the canal, and the enforcement

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4 Lewis M. Lawrence, “The Middlesex Canal, p 120.
5 “New York Canals, which are to connect the Western and Northern Lakes with the Atlantic Ocean”, Report of the New York Canal Commissioners, New York, 1821.
thereof, I provided the following:

Regarding speed limits on the canal, I’m not aware of any method that was used to measure speed, nor have I seen evidence that anyone tried to measure it on the M’sex or anyone else’s canal. However, there is a visual [and audible] phenomenon that occurs at about 3-1/2 to 4 mph that could be used, sort of as a ‘not-faster-than’ gauge. Below this speed, bow-wake tends to rise and fall gently, but above this speed the wake begins to curl. Canal maintainers claim that the curl tends to scour the banks, for which they take a very dim view.

On the M’sex, the limits were 1-1/2 mph for rafts of logs and ‘bands’ of rafts (a train of linked rafts); 2-1/2 mph for freight boats; and 3-1/2 mph for packets. My best guess is that 1-1/2 mph was the walking pace of oxen, the critters usually used to tow rafts; that 2-1/2 mph was the walking pace of a horse; and that 3-1/2 mph was the pace of a horse or horses (evidence suggests that two horses were used to tow the packets) at a fast walk or slow trot (evidence is that packet horses were swapped out midway down the canal, after about a 14 mile run). However, there is strong evidence that the packets exceeded the speed limit by a considerable margin. See “Scofflaws ...” [at TT-4/2010].

Dave Barber, current President of the ACS, added the following to the discussion:

I suspect that the 4 miles per hour was just a nominal speed. There could have been a use of telegraph timing on some canals such as the Delaware & Hudson. But, I expect not.

Anyone who has canal boated in England knows that one is told not to create a “breaking wake”. This occurs at about 4 miles per hour. Holding the tiller at the back of the boat in the open air, it is very obvious when this happens. It is also audible to anyone else on the boat or on the towpath. But the speed at which this occurs is dependent on the shape of the hull in the water, the depth of the water, and the width of the canal. In narrower, shallower canals, you have to go slower. Breaking wakes occur suddenly when a boat passes through a bridge “hole” where the canal is significantly narrower. But, bridge holes are usually hardened with stone to fight this scouring.

Dave’s point about the hardening of ‘bridge holes’ (i.e., the narrowed, single lane width of the canal under a bridge on early canals) gives added understanding to the statement from John Langdon Sullivan’s Annual “Report to the Proprietors of the Middlesex Canal, at their Meeting, January 25, 1809”, that

“Other improvements have been made. The walls of the towing-paths under the bridges have been every where capt, to prevent the stones from being thrown off by the boats.”

Although they’re probably stated in earlier issues of TT, this might be a good time to repeat a few words about the regulations for boats and rafts traveling on the M’sex Canal.

The rate of moving in the Canal.
Passage Boats are to be drawn at the rate of three miles an hour.
Luggage Boats are to be drawn at the rate of two and an half miles an hour.
Rafts are to be drawn at the rate of one and an half mile an hour.”

Passing each other:
A Passage Boat [aka a Packet], going the same way with a Luggage Boat or Raft, shall have a right to pass by them.
A Luggage Boat [aka a boat carrying freight], going the same way with a Raft, shall have a right to pass it.
N.B. This rule is to apply alike to all Boats and Rafts, as well to those of the Proprietors of the Canal.”

Manner of passing going the same way.
The Boat or Raft to be passed, immediately on being come up with, shall slack its towing-line, and make room between itself and the towing-path, so that the Boat passing and the cattle or horses drawing the same, shall go over the towing-line of the Boat or Raft to be passed.”

How Boats meeting are to pass each other.
When a Boat going from the Concord River to the Merrimack, shall meet a Boat coming from the Merrimack, it shall be obliged to slack its towing-line for the other to pass in manner aforesaid.
When Boats meet in the Canal between Concord River and Charles River, the Boat coming from the Concord, shall slack its
towing-line in manner aforesaid, for the Boat going up towards the Concord to pass it.”
In all cases, Rafts meeting Boats shall slack their towing-lines for the Boats to pass them.”

THE 1816 TOW BOAT
by Bill Gerber

In the February 2010 issue of Towpath Topics, I described the development and use of J. L. Sullivan’s steam tow boats. In that article I described five generations of development, the variations within several of them, and identified about two dozen patents that were generated as part of related actions. But one generation, the 1816 boat, largely eluded my research.

Since that time, historical bits and pieces have emerged to reveal a little more of the history of that boat. In the Sept 2012 issue of Towpath Topics I noted Sullivan’s efforts to find partners to set up a towboat-packet boat company in the Philadelphia area, and his stated willingness to share his patented approach, probably the topic of his 1817 patent.

More recently, a solicitation that Sullivan published in the Boston Beacon in the summer of 1817 turned up in materials found at the American Antiquarian Society in Worcester. Shown right, Sullivan summarizes his conflict with Robert Fulton, and then goes on to seek associates to set up a similar towing company on the lower Connecticut River, between Norwich and New London.

The Steam Tow Passage Boat.

The invention of the Steam Tow Passage Boat, was considered by the late Mr. Fulton, an important improvement in Steam Navigation, and had the right belonged to him would have been long since substituted for the present dangerous kind of Boat.

Mr. Fulton attempted to take out a Patent, but found the subscriber’s right to it preceding his conception of it. In his application he describes it as surpassing anything hitherto attempted, in point of usefulness, both as regards security, convenience, economy and speed.

The public has so long enjoyed the privilege of Steam-Boat conveyance, that it would be given up with reluctance: but after so many accidents, and the sense of continual danger prevalent on board, it can hardly be expected that the alarm, so well founded in experience, and in the nature of steam engines, will subside.

The subscriber, Patentee of Steam Tow Boats, is willing to assign the exclusive right to use them on the waters between Norwich and New London, to any Company competent to carry the same into operation on a scale adequate to the public accommodation, on very moderate and encouraging terms.

When it is considered that the leading Boat will have room for more powerful machinery, and her speed thereby increased—And that the passage Boat, being wholly appropriated to accommodations, may be warned in cool weather, and perfectly ventilated in warm—will move with a steady, equal motion, and be subject to no conceivable inconvenience—there can be no doubt that wherever the Tow Boat is brought in competition with the single Boat, the former must have the preference.

No. L. Sullivan.
Boston, Beacon street, July 1, 1817. 35-58.

Back in January, the Boston Globe ran an article about local area museums. Included with the article was a list of museums that were categorized as “Quirky”. See http://www.bostonglobe.com/metro/regionals/north/2014/01/26/quirky-museums-north-boston/XEorG0M-0hqKXRxDJ9MfWmK/story.html. Alas, the Middlesex Canal Museum met their criteria.

Generally speaking, our museum seems to be in good company. Following is a lift of what the Globe had to say about our museum, and others that also made the “quirky” cut.

A bounty of offbeat sites for the curious:

Public Health Museum 365 East St., Tewksbury, 978-851-732,1 ext. 2606; www.publichealthmuseum.org. Hours: Wednesday, Thursday, first Saturday of every month, 10am to 2pm, and by appointment. Admission: $5

The museum opened in 1994 on the grounds of Tewksbury Hospital. Learn about the history of the state hospital from its beginnings as an 1850s alm house, and see how medicine evolved over the last century. You’ll see handwritten prescriptions from 1906, tools used for bloodletting, a bottle of “Beef Iron Wine” and other patent medicines, cuffs and ankle restraints that were once used to hold down patients, and an iron lung.


This museum takes visitors back to a time when pirate captains William Kidd and Edward “Blackbeard” Teach roamed the seas. You can also buy a combination ticket that will admit you to the Witch History Museum (197-201 Essex St., Salem, 978-741-7770) and Witch Dungeon Museum (16 Lynde St., Salem, 978-741-3570).

The Paper House 52 Pigeon Hill St., Rockport 978-546-2629; www.paperhouserockport.com. Hours: Closed for the winter. Open 10am to 5pm daily spring through fall (2014 opening day is first Friday in April) Admission: $2 for adults and $1 for children ages 6 to 14.

One day in 1922, Elis F. Stenman, a mechanical engineer who designed...
Hi Deb,

Per discussions of yesterday, attached are some of the graphic and other materials that we have pertaining to the canal toll house on Chelmsford Common. I do hope that these will be helpful to you. And, of course, the “Cummings panel” which you saw is also available.

The MCA BoD members are delighted to hear that the old canal toll house will be open to visitors from time to time, and that it is getting some local recognition as the important historic artifact that it is. Perhaps it would also be appropriate to note that Middlesex Village was not annexed by Lowell until about 1876. Therefore, the toll house was located in Chelmsford during the entire time that the canal was in operation.

The toll house has been the subject of a number of articles published in past issues of Towpath Topics, the periodical newsletter of the MCA, and elsewhere. If you do a ‘google search’ for “toll house site:middlesexcanal.org”, you’ll turn up about 50 “hits”. (This search expression form tells google to limit its search to our web site. If you add “/towpath” to the expression, the search will be further limited to back issues of Towpath Topics.)

In addition to the attached, we should get you full sized, “broadsides” of the schedule of tolls for the canal, and of the regulations for those who traveled on it; probably also a small stack of full sized copies of blank passports, such as would have been issued to boats/boatmen traveling down the canal. In addition to describing the loads, for toll collection, passports constituted “permission” for a boat or raft to be locked-through the canal.

Perhaps we should get you a life-size copy of “Mr. Lemon”, too!

Opening the toll house adds some pressure - we really should document just who all of the toll collectors-lock tenders were and the periods during which they served. (This would be a good research topic for someone!)

Please keep us informed if and how we can be of further assistance. And were there any other items mentioned, that I’ve not provided or noted?

Bill
Following is a photo of Samuel P Hadley, one of a succession of lock tenders, and probably the toll collector (essentially the canal company’s business manager) at Middlesex Village. For those we know about - Hadley was preceded in this role by Cyrus Baldwin (oldest son of Loammi Baldwin, Supervisor of Construction of the M’sex Canal), and succeeded by Richard Frothingham, who later was the Agent (CEO) who closed the canal down in about 1852.

This photo was provided to us by Fred Merriam from the Chelmsford Historical Society’s collection. It would be appropriate to obtain CHS permission to use this photo.

The next image is a map prepared in 1911 by Judge Samuel P. Hadley, son of the man pictured above, as part of an extensive paper written by him and published in a journal of the Old Residents’ Historical Society in Lowell. (Hadley, Honorable Samuel P., “Boyhood Reminiscences of Middlesex Village”; Contributions of the Lowell Historical Society, Lowell, MA; Vol. 1, April 1913, pp.184-5) The map shows the location of the toll house immediately to the west of and at the top of the three-lock staircase connecting the canal with the Merrimack River. In this map, only two locks are indicated. It may be that the lower gates for the bottom lock are immediately below the railroad, or it may be that the bottom lock was flooded out by the lake created behind the Pawtucket Dam and only the middle and upper locks functioned thereafter. (I’m inclined to believe that the latter is the case. This is a point that we, the MCA, should resolve.) Certainly the basin that once existed in the river, just beyond the lower lock, is gone. (I believe but cannot yet prove, that it was replaced by a berm-protected, artificial channel on the opposite side of the river.)

The building labeled Canal Storage House once was the Chelmsford Landing, i.e., Landing #8 of eight Landings originally constructed by the M’sex Canal Company. These were ‘stations’ where people could bring their goods to be shipped on the canal, or retrieve goods that had been shipped to them. I have copies of two drawings made of this Landing that I can send you if they would be useful. The implication of the label is that the building no longer served its original purpose, i.e., as a Landing.
The next four, and final, images are of the toll house, taken when it was still in its original location. (Note that there is some sort of discontinuity on the left side of the third photo.)

**MISCELLANY**

**Nameplate** - Excerpt from a watercolor painted by Jabez Ward Barton, ca. 1825, entitled “View from William Rogers House”. Shown, looking west, may be the packet boat *George Washington* being towed across the Concord River from the Floating Towpath at North Billerica.
Back Page - Excerpt from an August, 1818, drawing (artist unknown) of the Steam Towboat *Merrimack* crossing the original (pre-1829) Medford Aqueduct, probably on its way to service on the Merrimack River.

Estate Planning - To those of you who are making your final arrangements, please remember the Middlesex Canal Association. Your help is vital to our future. Thank you for considering us.

Museum & Reardon Room Rental - The facility is available at very reasonable rates for private affairs, and for non-profit organizations’ meetings. The conference room holds up to 60 people and includes access to a kitchen and rest rooms. For details and additional information please contact the museum at 978-670-2740.

Web Site - As you may have noted in the nameplate, www.middlesexcanal.org is the URL for the Middlesex Canal Association’s web site. Our webmaster, Robert Winters, keeps the site up to date, thus events and sometimes articles and other information will sometimes appear there before we can get it to you through Towpath Topics. Please do check the site from time to time for new entries. Also, the site now contains a valuable repository of historical information, all of the back issues of TT, and an index to all of the articles contained therein, can now be found there at http://middlesexcanal.org/towpath.

Back Issues - Fifty years of back issues of Towpath Topics, together with an index to the content of all issues, are also available from our web site at middlesexcanal.org/towpath. These are an excellent resource for anyone who wishes to learn more about the canal and should be particularly useful for historic researchers.

*Towpath Topics* is edited and published by Bill Gerber and Robert Winters. Corrections, contributions, and ideas for future issues are always welcome.