

Chapter 1 : Belgium | Robert Louis Stevenson

Next morning, when we set forth on the Willebroek Canal, the rain began heavy and chill, The water of the canal stood at about the drinking temperature of tea; and under this cold aspersion, the surface was covered with steam.

Robert Brothers,], p. This was to be a mile journey which was plagued by bad weather “ it rained almost every day of their trip. They come to the threshold of Brussels, but find nowhere to put their canoes for the night. Friendly members of the Royal Sport Nautique allow them to store their canoes in their boathouse. They also show them to a hotel where RLS and Simpson spend the night. In the evening they come to the lock at Quartes, where they leave the canoes to search for lodgings for the night. They walk from Quartes to Pont-sur-Sambre where despite the innkeeper confusing them for pedlars a regular occurrence during this journey , they stay the night. They pass the forest of Mormal Foret de Mormal and make their way to Landrecies, where they stay the night. In the evening they dine with the Juge du Paix. The men follow along, seeing the pleasant villages as they pass, such as Tupigny. They launch the canoes into the Oise at Vadencourt, Aisne. By nightfall, they reach Origny Sainte-Benoite, where they spend the night. In Moy they stay at the Golden Sheep inn. Unfortunately, they are turned away from an inn they had been looking forward to visiting. They wander disconsolately for awhile, at last coming upon an auberge run by M. They spend a happy night there, in the genial company of the Bazins. I have fought it through under the worst weather I ever saw in France; I have been wet through nearly every day of travel since the second inclusive ; besides this, I have had to fight against pretty mouldy health: Booth and Ernest Mehew, vol ii [New Haven: Yale University Press,], p. I can still see the faces of the priests as if they were at my elbow, and hear Ave Maria, ora pro nobis sounding through the church. Robert Brothers,], pp. They stay in the Hotel du Nord. The weather is particularly miserable and they stop for lunch at an inn at Pimprez. They now join the Aisne river which is the left tributary of the Oise and arrive in Compiegne as the sun is setting, staying in a hotel there. RLS writes to his mother from here: He and Simpson then return to their canoes, stopping for lunch at Creil. In Creil RLS also visits the church. At Precy, RLS also watches a rather bad marionette show. If any person wants to be happy, I should advise the Parc. You sit drinking iced drinks and smoke penny cigars, under great old trees. The band place, covered walks etc. Booth and Ernest Mehew, vol i [New Haven: His first visit occurred in the summer of The men stopped here on their way to a trip to Germany. He also went to the theatre where he saw a French farce. His mood in Brussels see the quotation beginning this section was carefree and excited. For more on their subsequent trip to Germany, see the page devoted to Germany in the Footsteps section of the website. The streets of this town are wide and spacious. The cathedral is, I believe, all lined with black marble. It will be rather somber for my taste. Chatto and Windus,], p. They stayed in Ghent on 18 May Their return journey took from August

Chapter 2 : Sentence for canal | Use canal in a sentence

In canals and inland waterways: Europe the Sambre was canalized; the Willebroek Canal was extended southward with the building of the Charleroi-Brussels Canal in ; and somewhat later the Campine routes were opened to serve Antwerp and connect the Meuse and Schelde.

Bruges to Brussels Day 1: Bruges - Ghent, 21 or 36 mi. Amands, 24 or 32 mi. Amands - Temse - Atwerp, 21 or 31 mi. Antwerp - Lier - Willebroek, 21 or 34 mi. Willebroek - Mechelen - Zemst, 23 mi. After dinner the tour leader will take you for a walk through the center of town. Continue via the small city of Damme to the North Sea coast. Then return to Bruges while riding along a small canal. On arrival in Ghent make sure you make the effort to discover the best of what this historical city has to offer during an afternoon stroll. The ship will dock for the night at a lock, in a suburb of Ghent and approx. It is without doubt one of the natural highlights of the tour. During this section of the Schelde the speed of the ship will be determined by the height of the tide. You will travel from Dendermonde to St. Amands by either bicycle or barge depending on the tides. Your floating hotel will be docked for the night in St. Your cycling tour starts in St. Amands and you will cycle past the water tower and you cross the BrusselsRupel canal. The tour continues through an historical brick factory area between Boom and Niel where, since the Middle Ages, bricks are still being manufactured. From Rupelmonde you will have a lovely cycling tour to Hemiksem, to reach Antwerp. Dinner in a restaurant of your choice not included. Beguinages are closed courtyards where, in past centuries, widows and unmarried women led a religiously inspired, but independent life. From Lier you cycle along the small river Nete to Willebroek, where the ship will be waiting for you. Remarkable in Mechelen is that over buildings on less than 3 square kilometers are listed as historical buildings; 8 of these are churches. Your tour leader will take you for a walk through the historical city center, along the gothic town hall and the beautiful guild houses on the Grote Markt. Brussels End of tour. Disembarkation after breakfast by 9: Brussels to Bruges Day 1: Your barge may already leave Brussels on Sat. Willebroek - Antwerp, 21 or 34 mi. Antwerp - Temse - St. Amands, 21 or 31 mi. Amands - Dendermonde Dendermonde - Ghent, 32 mi. Tour around Bruges to the North Sea, 23 or 31 mil 38 or 51 km Day 8:

Willebroek Canal (Brussels-Rupel Canal), a navigable canal in Belgium that connects the Senne River, on which Brussels is located, to the Rupel River, a tributary of the lower Scheldt. The canal provides the capital with direct access to the sea.

The exhilaration of departure, and the easy motion of the boats under each stroke of the paddles supported us through this misfortune while it lasted: A good breeze rustled and shivered in the rows of trees that bordered the canal. The leaves flickered in and out of the light in tumultuous masses. It seemed sailing weather to eye and ear; but down between the banks, the wind reached us only in faint and desultory puffs. There was hardly enough to steer by. Progress was intermittent and unsatisfactory. These barges were all tied one behind the other with tow ropes, to the number of twenty-five or thirty; and the line was headed and kept in motion by a steamer of strange construction. It had neither paddle-wheel nor screw; but by some gear not rightly comprehensible to the unmechanical mind, it fetched up over its bow a small bright chain which lay along the bottom of the canal, and paying it out again over the stern, dragged itself forward, link by link, with its whole retinue of loaded skows. Until one had found out the key to the enigma, there was something solemn and uncomfortable in the progress of one of these trains, as it moved gently along the water with nothing to mark its advance but an eddy alongside dying away into the wake. Of all the creatures of commercial enterprise, a canal barge is by far the most delightful to consider. It may spread its sails, and then you see it sailing high above the tree-tops and the wind-mill, sailing on the aqueduct, sailing through the green corn-lands: Or the horse plods along at a foot-pace as if there were no such thing as business in the world; and the man dreaming at the tiller sees the same spire on the horizon all day long. It is a mystery how things ever get to their destination at this rate; and to see the barges waiting their turn at a lock, affords a fine lesson of how easily the world may be taken. There should be many contented spirits on board, for such a life is both to travel and to stay at home. He may take his afternoon walk in some foreign country on the banks of the canal, and then come home to dinner at his own fire-side. There is not enough exercise in such a life for any high measure of health; but a high measure of health is only necessary for unhealthy people. The slug of a fellow, who is never ill nor well, has a quiet time of it in life, and dies all the easier. I am sure I would rather be a bargee than occupy any position under Heaven that required attendance at an office. There are few callings, I should say, where a man gives up less of his liberty in return for regular meals. The bargee is on shipboard "he is master in his own ship" he can land whenever he will "he can never be kept beating off a lee-shore a whole frosty night when the sheets are as hard as iron; and so far as I can make out, time stands as nearly still with him as is compatible with the return of bed-time or the dinner-hour. It is not easy to see why a bargee should ever die. There were two eggs, a junk of bread, and a bottle of wine on board the Arethusa; and two eggs and an Etna cooking apparatus on board the Cigarette. We landed in a blink of fine weather; but we had not been two minutes ashore, before the wind freshened into half a gale, and the rain began to patter on our shoulders. We sat as close about the Etna as we could. The spirits burned with great ostentation; the grass caught flame every minute or two, and had to be trodden out; and before long, there were several burnt fingers of the party. We made shift to roast the other two, by putting them close to the burning spirits; and that with better success. And then we uncorked the bottle of wine, and sat down in a ditch with our canoe aprons over our knees. Discomfort, when it is honestly uncomfortable and makes no nauseous pretensions to the contrary, is a vastly humorous business; and people well steeped and stupefied in the open air, are in a good vein for laughter. But this manner of jest, although it may be taken in good part, does not invite repetition; and from that time forward, the Etna voyaged like a gentleman in the locker of the Cigarette. It is almost unnecessary to mention that when lunch was over and we got aboard again and made sail, the wind promptly died away. The rest of the journey to Villevorde, we still spread our canvas to the unfavouring air; and with now and then a puff, and now and then a spell of paddling, drifted along from lock to lock, between the orderly trees. It was a fine, green, fat landscape; or rather a mere green water-lane, going on from village to village. Things had a settled look, as in places long lived in. Crop-headed children spat upon us from the bridges as we went below,

with a true conservative feeling. They perched upon sterlings and buttresses and along the slope of the embankment, gently occupied. They were indifferent like pieces of dead nature. They did not move any more than if they had been fishing in an old Dutch print. The leaves fluttered, the water lapped, but they continued in one stay like so many churches established by law. You might have trepanned every one of their innocent heads. I do not care for your stalwart fellows in india-rubber stockings breasting up mountain torrents with a salmon rod; but I do dearly love the class of man who plies his unfruitful art, for ever and a day, by still and depopulated waters. At the last lock just beyond Villevorde, there was a lock mistress who spoke French comprehensibly, and told us we were still a couple of leagues from Brussels. At the same place, the rain began again. It fell in straight, parallel lines; and the surface of the canal was thrown up into an infinity of little crystal fountains. There were no beds to be had in the neighbourhood. Nothing for it but to lay the sails aside and address ourselves to steady paddling in the rain. Beautiful country houses, with clocks and long lines of shuttered windows, and fine old trees standing in groves and avenues, gave a rich and sombre aspect in the rain and the deepening dusk to the shores of the canal. I seem to have seen something of the same effect in engravings:

Chapter 4 : Brusselsâ€™Scheldt Maritime Canal - Wikipedia

Ch. 2: On the Willebroek Canal. Next morning, when we set forth on the Willebroek Canal, the rain began heavy and chill. The water of the canal stood at about the drinking temperature of tea; and under this cold aspersion, the surface was covered with steam.

Europe In Europe, where the canal era had also started toward the end of the 17th century and continued well into the 18th, France took the lead, integrating its national waterway system further by forging the missing links. Toward the end of the 19th century, France embarked on the standardization of its canal system to facilitate through communication without transshipment. The ultimate result was a doubling of traffic between the opening of the century and World War II. Industrial development in the early 19th century prompted Belgium to extend its inland waterways, especially to carry coal from Mons and Charleroi to Paris and northern France. When the growth of the textile trade in Ghent created a need for better water transport, the Gent Ship Canal , cut through to Terneuzen, was opened in , giving a shorter route to the sea. The Dutch extended their canals to serve the continental European industrial north. In a long ship canal was built to bypass silting that obstructed navigation on the IJsselmeer Zuiderzee and to enter the North Sea in the Texel Roads. Later an even shorter ship canal was built to IJmuiden. In Scandinavia new canals were built to facilitate transport of timber and mineral products. The political climate was less favourable for canal building in central Europe, but the Ludwig Canal, forming part of the Rhine- Main-Danube route, was opened in . At the same time, steps were taken to improve river navigation generally, to provide speedier transport, and to enable a greater volume of freight to be carried. A nationwide Russian canal system connecting the Baltic and Caspian seas via the Neva and Volga rivers became navigable in . A more direct route was established in with a canal between the Beresina and Dvina rivers. In the 19th century Russia made connections between the heads of navigation of its great rivers, the Volga, Dnepr, Don, Dvina, and Ob. An outstanding engineering achievement in Greece was the cutting of a deep ship canal at sea level through the Isthmus of Corinth to connect the Aegean and Ionian seas. The Roman emperor Nero had first attempted this linking in the 1st century ce; the shafts sunk by him were reopened and sunk to their full depth. The canal, about 3. United States In the United States, canal building began slowly; only miles of canals had been built at the beginning of the 19th century; but before the end of the century more than 4, miles were open to navigation. With wagon haulage difficult, slow, and costly for bulk commodities, water transport was the key to the opening up of the interior, but the way was barred by the Allegheny Mountains. To overcome this obstacle, it was necessary to go north by sea via the St. Highly successful from the start, it opened up the Midwestern prairies, the produce of which could flow eastward to New York, with manufactured goods making the return journey westward, giving New York predominance over other Atlantic seaboard ports. The Champlain Canal was opened in ; but not until , with the completion of the Chambly Canal , was access to the St. Lawrence made possible via the Richelieu River. Opened in , it overcame the foot difference in elevation with 40 locks, making navigation possible to Lake Michigan and Chicago. To provide a southern route around the Allegheny Mountains, the Susquehanna and Ohio rivers were linked in by a mile canal between Philadelphia and Pittsburgh. A unique feature of this route was the combination of water and rail transport with a mile portage by rail by five inclined planes rising 1, feet to the summit station 2, feet above sea level and then falling 1, feet to Johnstown on the far side of the mountains, where a mile canal with 68 locks ran to Pittsburgh. By a series of canals linked this canal system to the Erie Canal. Meanwhile, the Louisiana Purchase of had given the United States control of the Mississippi River , and it became the main waterway for the movement of Midwestern produce via New Orleans and the Gulf of Mexico. Developments included the Illinois-Michigan Canal , connecting the two great water systems of the continent , the Great Lakes and the Mississippi. Several canals were constructed subsequently to link up with the Erie and Welland canals and the St. Lawrence, and a comprehensive network of inland waterways was established. Impact of the railways With the development of rail transport in the 19th century, canals declined as the dominant carriers of freight, particularly in the United States and Britain. In continental Europe the impact was less marked, because the great natural rivers already linked by artificial

waterways constituted an international network providing transport economically without transshipment; the terrain was more favourable and the canals larger and less obstructed by locks. Elsewhere canals could not compete with rail. They were limited both in the volume carried per unit and in speed; they were too small, too slow, and fragmented; and the railways, as they became integrated into national systems, provided a far more extensive service with greater flexibility. The canals were further handicapped because they were not, for the most part, common carriers themselves but were largely dependent on intermediate carrying companies. Although transport on the canals was for some time cheaper than rail, the railways gradually overcame this advantage. To modernize and extend the waterways to enable larger boats to ply them, to reduce the number of locks that slowed down movement, and to provide a more comprehensive service all required capital investment on a scale that made the return problematic. The railways exploited the difficulties of the canals by drastic rate cutting that forced many canal companies to sell out to them. In the United States, half the canals were abandoned. The railways thus succeeded in eliminating their competition and obtained a near monopoly of transport, which they held until the arrival of the motor age. The former carries tonnage many times that of most other canals. Frequent attempts had been made to make a route from the Baltic to the North Sea and thus to bypass the Kattegat and the dangerous Skagerrak. The Vikings had portaged ships on rollers across the mile Kiel watershed, but not until was the Eider Canal constructed between the Gulf of Kiel and the Eider Lakes. A little more than years later, to accommodate the largest ships, including those of the new German navy, the Kiel Canal was widened, deepened, and straightened, cutting the distance from the English Channel to the Baltic by several hundred miles. At Rendsburg, to give clearance to the largest ships, the railway was made to spiral over the city on an ascending viaduct that crosses over itself before running on to the main span above the water.

Chapter 5 : Willebroek - Wikipedia

The Brussels-Scheldt Maritime Canal (commonly named in various ways including Willebroek Canal and Brussels-Willebroek canal), is a canal in Belgium linking Brussels with the Scheldt river and ultimately the sea.

Hence previously the canal was officially known as the Brussels-Rupel Maritime Canal prior to the establishment of a direct link with the Scheldt in 1832. The canal is one of the oldest navigable canals in Belgium and indeed in Europe. History[edit] Construction work began in 1809 and lasted until 1832. However, permission to build the canal had already been granted by Philip the Good in 1495. But due to protests from the city of Mechelen which levied taxes on all transport going through the traditional route via the Senne river the project was stalled for a very long time. In 1549 the Emperor, Charles V renewed the authorization of Philip the Good, but work did not begin immediately. It was not until that Mary of Hungary made an agreement to begin construction. On 16 June 1832 the mayor of Brussels, Jean de Locquenghien gave the ground-breaking ceremony. The difference in altitude of 14 m between Brussels and the Rupel river at Willebroek was achieved with 4 locks. With the commissioning of the canal, the ships could now avoid navigating the Senne and being subject to tax in Mechelen. Soon several basins were built the heart of the city of Brussels, in the St. They were all filled in during the late nineteenth century but are still recognisable today in some of the street names. The course of the canal in Brussels was amended to connect to the Brussels-Charleroi Canal which opened in 1847, thus creating a direct link between the Port of Antwerp and the industrial area of Charleroi. During the Summer Olympics 2000, the canal hosted the rowing events. In 2002 a fully modernised canal was opened to navigation. Now the canal in the Rupel led by a new lock at Wintham. The locks at Vilvoorde and Humbeek were replaced by the Kapelle-op-den-Bos lock. A new upgrade was initiated in 2007, the canal being widened to 55 m 25 m for the locks and the draught adapted. The construction of two new locks x 25 m at Zemst opened in 2010 and Hingene opened in 2011 allowed the canal to lead directly into the Scheldt. The Port of Brussels is now accessible to ships of 1000 tons and pushed convoys of 1000 tons. In 2011 the annual traffic rose to 14 million tonnes. After a relapse, the volume transported has been rising again in recent years. With 7 million tons carried by the canal, the Port of Brussels is the second inland port in the country after Liege. Following the regionalisation of Belgium, the management of the canal is no longer in the hands of the "SA Maritime" a company established in 1994 but came under the control of the Port of Brussels for the part in the territory of the Brussels-Capital Region and Waterwegen en Zeekanaal NV for the part in the Flemish Region. In popular culture[edit].

Chapter 6 : www.nxgvision.com. An Inland Voyage. On the Willebroek Canal

The body of a rower that fell into the water on the Brussels to Willebroek Canal at Grimbergen (Flemish Brabant) at around 8pm on Saturday evening has been found.

Many of our articles have direct quotes from sources you can cite, within the Wikipedia article! See more info or our list of citable articles. The canal was known as the Brussels-Rupel Maritime Canal, prior to the establishment of a direct link with the Scheldt in . The canal is one of the oldest navigable canals in Belgium and indeed in Europe. Construction work began in and lasted until . However, permission to build the canal had already been granted by Philip the Good in . But due to protests from the city of Mechelen , authorized to levy taxes on all transport via the Senne , the project was stalled for a very long time. In the Emperor, Charles V renewed the authorization of Philip the Good, but work did not begin immediately. It was not until that Mary of Hungary made an agreement to begin construction. On 16 June the mayor of Brussels, Jean de Locquenghien gave the ground-breaking ceremony. The canal along 28 km, a width of 30 metres and a draught of 2 m, connects Brussels and Willebroek , where it joins the Rupel in the hamlet of Klein-Willebroek. The difference in altitude of 14 m between Brussels and Rupel was achieved with 4 locks. With the commissioning of the canal, the ships could now avoid navigating the Senne and being subject to tax in Mechelen. Soon several basins were built the heart of the city of Brussels, in the St. They were all filled in in the late nineteenth century but are still recognisable today in some of the street names. The course of the canal in Brussels was amended to connect to the Brussels-Charleroi Canal which opened in , thus creating a direct link between the Port of Antwerp and the industrial area of Charleroi. In a fully modernised canal was opened to navigation. Now the canal in the Rupel led by a new lock at Wintham. The locks at Vilvoorde and Humbeek were replaced by the Kapelle-op-den-Bos lock. A new upgrade was initiated in , the canal being widened to 55 m 25 m for the locks and the draught adapted. The construction of two new locks x 25 m Zemst opened in and Hingene opened in allowed the canal to lead directly into the Scheldt. The Port of Brussels is now accessible to ships of tons and pushed convoys of tons. The canal is of paramount importance for the supply of oil from Brussels, which represents more or less half the traffic. In the annual traffic rose to 14 million tonnes. After a relapse, the volume transported has been rising again in recent years. With 7 million tons carried by the canal, the Port of Brussels is the second inland port in the country after Liege. Following the regionalisation of Belgium, the management of the canal is no longer in the hands of the "SA Maritime" company established in but came under the control of the Port of Brussels for the part in the territory of the Brussels-Capital Region and Waterwegen en Zeekanaal NV for the part in the Flemish Region. References This article was largely translated from the French wikipedia article , version 11 May Karel Roose 25 October But due to protests from the city of Mechelen , authorized to levy taxes on all transport via the Senne, the project was stalled for a very long time.

Opening hours. Tuesday through Sunday to hrs (the sculpture garden: hrs). The museum is closed on Mondays but open on certain public holidays falling on a Monday: Easter Monday, Whit Monday, Christmas Day and Boxing Day, King's Day (27 April), and Liberation Day (5 May).

On the Willebroek Canal Ch. On the Willebroek Canal Next morning, when we set forth on the Willebroek Canal, the rain began heavy and chill. The water of the canal stood at about the drinking temperature of tea; and under this cold aspersion, the surface was covered with steam. The exhilaration of departure, and the easy motion of the boats under each stroke of the paddles, supported us through this misfortune while it lasted; and when the cloud passed and the sun came out again, our spirits went up above the range of stay-at-home humours. A good breeze rustled and shivered in the rows of trees that bordered the canal. The leaves flickered in and out of the light in tumultuous masses. It seemed sailing weather to eye and ear; but down between the banks, the wind reached us only in faint and desultory puffs. There was hardly enough to steer by. Progress was intermittent and unsatisfactory. These barges were all tied one behind the other with tow ropes, to the number of twenty-five or thirty; and the line was headed and kept in motion by a steamer of strange construction. It had neither paddle-wheel nor screw; but by some gear not rightly comprehensible to the unmechanical mind, it fetched up over its bow a small bright chain which lay along the bottom of the canal, and paying it out again over the stern, dragged itself forward, link by link, with its whole retinue of loaded skows. Until one had found out the key to the enigma, there was something solemn and uncomfortable in the progress of one of these trains, as it moved gently along the water with nothing to mark its advance but an eddy alongside dying away into the wake. Of all the creatures of commercial enterprise, a canal barge is by far the most delightful to consider. It may spread its sails, and then you see it sailing high above the tree-tops and the windmill, sailing on the aqueduct, sailing through the green corn-lands: Or the horse plods along at a foot-pace as if there were no such thing as business in the world; and the man dreaming at the tiller sees the same spire on the horizon all day long. It is a mystery how things ever get to their destination at this rate; and to see the barges waiting their turn at a lock, affords a fine lesson of how easily the world may be taken. There should be many contented spirits on board, for such a life is both to travel and to stay at home. He may take his afternoon walk in some foreign country on the banks of the canal, and then come home to dinner at his own fireside. There is not enough exercise in such a life for any high measure of health; but a high measure of health is only necessary for unhealthy people. The slug of a fellow, who is never ill nor well, has a quiet time of it in life, and dies all the easier. I am sure I would rather be a bargee than occupy any position under heaven that required attendance at an office. There are few callings, I should say, where a man gives up less of his liberty in return for regular meals. The bargee is on shipboard--he is master in his own ship--he can land whenever he will--he can never be kept beating off a lee-shore a whole frosty night when the sheets are as hard as iron; and so far as I can make out, time stands as nearly still with him as is compatible with the return of bed-time or the dinner-hour. It is not easy to see why a bargee should ever die. There were two eggs, a junk of bread, and a bottle of wine on board the *Arethusa*; and two eggs and an Etna cooking apparatus on board the *Cigarette*. The master of the latter boat smashed one of the eggs in the course of disembarkation; but observing pleasantly that it might still be cooked *à la papier*, he dropped it into the Etna, in its covering of Flemish newspaper. We landed in a blink of fine weather; but we had not been two minutes ashore before the wind freshened into half a gale, and the rain began to patter on our shoulders. We sat as close about the Etna as we could. The spirits burned with great ostentation; the grass caught flame every minute or two, and had to be trodden out; and before long, there were several burnt fingers of the party. We made shift to roast the other two, by putting them close to the burning spirits; and that with better success. And then we uncorked the bottle of wine, and sat down in a ditch with our canoe aprons over our knees. Discomfort, when it is honestly uncomfortable and makes no nauseous pretensions to the contrary, is a vastly humorous business; and people well steeped and stupefied in the open air are in a good vein for laughter. From this point of view, even egg *à la papier* offered by way of food may pass muster as a sort of accessory to the fun. But this manner of jest,

although it may be taken in good part, does not invite repetition; and from that time forward, the Etna voyaged like a gentleman in the locker of the Cigarette. It is almost unnecessary to mention that when lunch was over and we got aboard again and made sail, the wind promptly died away. The rest of the journey to Villevorde, we still spread our canvas to the unfavouring air; and with now and then a puff, and now and then a spell of paddling, drifted along from lock to lock, between the orderly trees. It was a fine, green, fat landscape; or rather a mere green water-lane, going on from village to village. Things had a settled look, as in places long lived in. Crop-headed children spat upon us from the bridges as we went below, with a true conservative feeling. But even more conservative were the fishermen, intent upon their floats, who let us go by without one glance. They perched upon sterlings and buttresses and along the slope of the embankment, gently occupied. They were indifferent, like pieces of dead nature. They did not move any more than if they had been fishing in an old Dutch print. The leaves fluttered, the water lapped, but they continued in one stay like so many churches established by law. You might have trepanned every one of their innocent heads, and found no more than so much coiled fishing-line below their skulls. I do not care for your stalwart fellows in india-rubber stockings breasting up mountain torrents with a salmon rod; but I do dearly love the class of man who plies his unfruitful art, for ever and a day, by still and depopulated waters. At the last lock, just beyond Villevorde, there was a lock-mistress who spoke French comprehensibly, and told us we were still a couple of leagues from Brussels. At the same place, the rain began again. It fell in straight, parallel lines; and the surface of the canal was thrown up into an infinity of little crystal fountains. There were no beds to be had in the neighbourhood. Nothing for it but to lay the sails aside and address ourselves to steady paddling in the rain. Beautiful country houses, with clocks and long lines of shuttered windows, and fine old trees standing in groves and avenues, gave a rich and sombre aspect in the rain and the deepening dusk to the shores of the canal. I seem to have seen something of the same effect in engravings: And throughout we had the escort of a hooded cart, which trotted shabbily along the tow-path, and kept at an almost uniform distance in our wake.

Chapter 8 : Brussels-Scheldt Maritime Canal : Wikis (The Full Wiki)

On Monday the container feeder Vios struck the Boulevard drawbridge in Willebroek, Belgium, lifting the bridge deck by half a meter and crumpling three containers. It was the second bridge strike on the Sea Canal Brussels this month, following the December 17 allision of the sand carrier Tuimelaar with a railway bridge at Ruisbroek, which.

Chapter 9 : Willebroek | Revolv

The Buda Marly Carcoke Factory is (was) situated on the Willebroek Canal, halfway between Brussels and Vilvoorde. This was my first major factory exploration, but I was smart enough to know I would never get authorization to walk around and photograph. So I slipped into m.