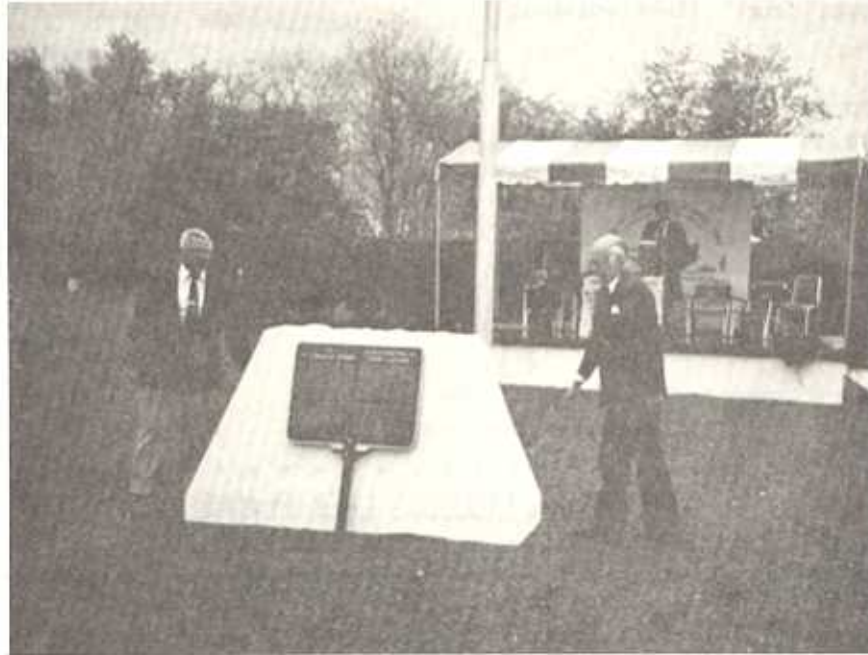




Winters 84



Colin Duquemin, left, President of the Canadian Canal Society, and Ernest J. Rossi, Regional Vice-President of the St. Lawrence Seaway Authority, examine the plaque sponsored by the Society, the St.

Lawrence Seaway Authority and Ministry of Citizenship and Culture, Ontario, moments after its unveiling at the Iroquois Lock on October 21, 1984. The plaque marks the Seaway's Silver Anniversary.

FALL TOUR A GREAT SUCCESS

By all standards the St. Lawrence River Canals Tour sponsored by the Canadian Canal Society and the St. Catharines Historical Museum last October 19-21, was a great success.

Following a general membership breakfast meeting of the Society Saturday morning in Cornwall, the coach departed for Coteau-Du-Lac Canal (scene of some of the earliest canal activity in Canada), a drive along the Soulanges Canal, and a visit to the delightful museum at Parc Des Ancres.

A box lunch was enjoyed, picnic style, along the Ste. Anne-De-Bellevue Canal, followed by a very scenic drive along the St. Lawrence River through such communities as Beaconsfield, Pointe-Claire, and Dorval to the Fur Trade Interpretation Centre operated by Parks Canada at the western entrance of the Lachine Canal.

We then followed this canal into Montreal, and crossed the St. Lawrence River for a look at the Saint-Lambert lock before returning to Cornwall. Here a banquet and

film about the work of the St. Lawrence Seaway concluded the day's activities.

On Sunday the group journeyed to the Iroquios Lock to take part, with the St. Lawrence Seaway Authority, in the unveiling of a plaque to mark the Seaway's Silver Anniversary. After brief addresses by various officials, including Colin Duquemin, President of the Canadian Canal Society, and E. Rossi, Regional Vice-President of the St. Lawrence Seaway Authority, the intermittent rain let up just in time for the actual unveiling. (See wording of plaque below.)

The last stop of the tour before heading home to St. Catharines, was the Canada Starch plant at Cardinal, where we were given a detailed description of the plant's operations, including its use of Seaway facilities. As a parting gift we each received a jar of one of their products --- Skippy Peanut Butter!!!

A great deal of credit for the success of the tour must go to Colin Duquemin, whose

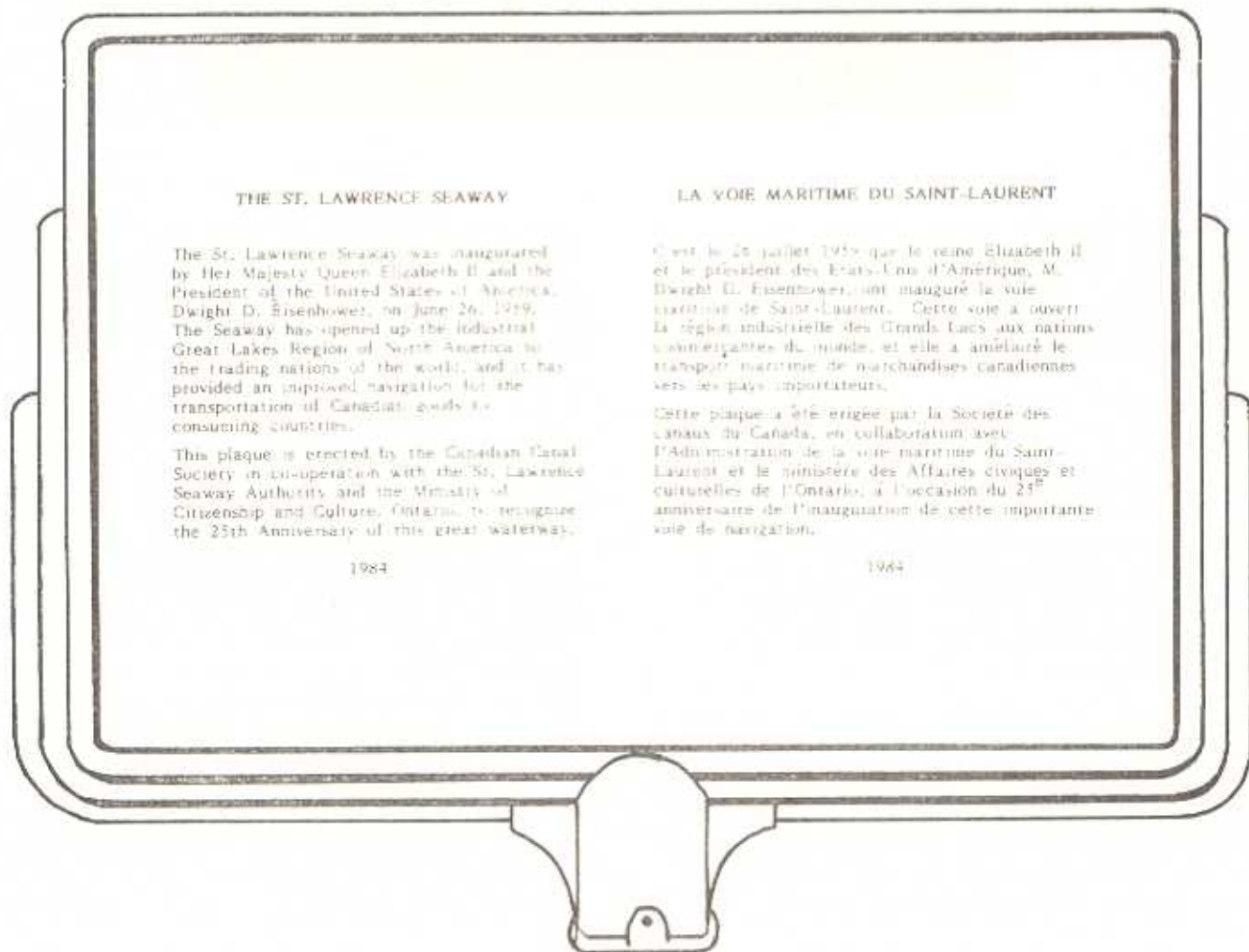
meticulous planning was evident from start to finish. Many thanks, also, to those who supported the tour.

Hayward Madden, Chairman, of our new Programme Committee, would greatly appreciate suggestions from any member for future field trips. Ideas about any place you would like to see or explore on any old or currently operating canal or navigable river would be welcome. Perhaps you would like to suggest a subject for a lecture or seminar on the history of Canadian canals or some aspect of their construction or use. Remember that our field is the whole of Canada.

Please send your replies to:

Programme Committee
Canadian Canal Society
P.O. Box 1652
St. Catharines
Ontario L2R 7K1

TEXT OF IROQUIOS LOCK PLAQUE



THE ST. LAWRENCE SEAWAY

The St. Lawrence Seaway was inaugurated by Her Majesty Queen Elizabeth II and the President of the United States of America, Dwight D. Eisenhower, on June 26, 1959. The Seaway has opened up the industrial Great Lakes Region of North America to the trading nations of the world, and it has provided an improved navigation for the transportation of Canadian goods to consuming countries.

This plaque is erected by the Canadian Canal Society in co-operation with the St. Lawrence Seaway Authority and the Ministry of Citizenship and Culture, Ontario, to recognize the 25th Anniversary of this great waterway.

1984

LA VOIE MARITIME DU SAINT-LAURENT

C'est le 26 juillet 1959 que le reine Elizabeth II et le président des Etats-Unis d'Amérique, M. Dwight D. Eisenhower, ont inauguré la voie maritime de Saint-Laurent. Cette voie a ouvert la région industrielle des Grands Lacs aux nations commerçantes du monde, et elle a amélioré le transport maritime de marchandises canadiennes vers les pays importateurs.

Cette plaque a été érigée par la Société des canaux du Canada, en collaboration avec l'Administration de la voie maritime du Saint-Laurent et le ministère des Affaires civiles et culturelles de l'Ontario, à l'occasion du 25^e anniversaire de l'inauguration de cette importante voie de navigation.

1984

FALL GENERAL MEMBERSHIP MEETING

A general membership meeting of the Canadian Canal Society was held Saturday morning, October 20, in Cornwall, Ontario. President Colin Duquemin was in the chair.

It was reported that the Society is in a good financial position and that membership stands at 82, up by 33 from the same time last year.

In his remarks the President noted how pleased he was with the growth of the Society and encouraged each member to try and enlist at least one new member.

It was announced that the spring meeting would be held in Peterborough, Ontario, May 18 and 19, with the American Canal Society, and the fall general meeting in St. Catharines, in the early part of September, with the Inland Waterways Association of England.

EDITOR'S CORNER

It is with a mixture of anticipation and trepidation that I assume the editorial duties of Canals Canada/Canaux du Canada.

I am well aware of the excellent reputation established for this position by my predecessor, Christopher Andreae, and I hope I will be able, with your help, to guide the fortunes of this Newsletter as ably as he did.

May I remind the membership, however, that your input is requested, in fact, essential to the continued success and growth of Canals Canada/Canaux du Canada. Not only is information for feature articles needed, but I also invite you to submit questions you have concerning canal activities, past or present, that other members may be able to answer. In this way the Newsletter, in addition to its other functions, can serve as a forum for the members.

I look forward to hearing from you.

Sincerely,
Sherman Zavitz,
Editor

ADDRESSES:

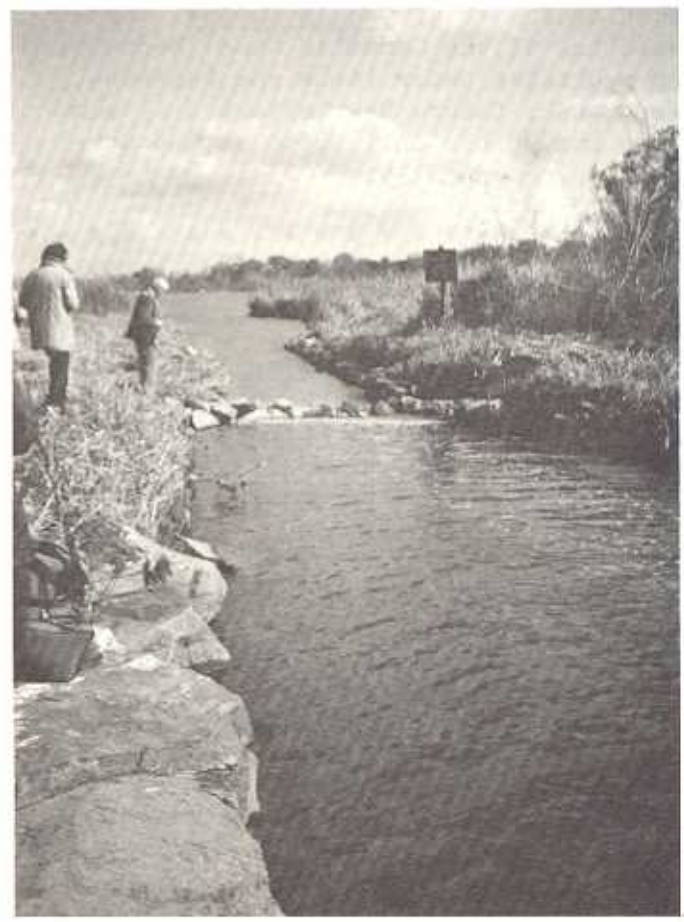
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All other correspondence and membership information:

Robert Taylor, Secretary
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P.O. Box 1652
St. Catharines
Ontario L2R 7K1

A LOOK INTO THE PAST



Some members of the fall excursion examine part of the Canal "Le Trou" at the Cascade Rapids. The canal was built by the British Royal Engineers in the latter part of the 18th century. The group was escorted to the site by officials of the Société de Recherches Historiques Pointe-des-Cascades, who had kindly cleared the area of tall grass prior to the visit.

PRINT OFFER

The St. Catharines Standard, as a Bicentennial project, is offering a set of four prints depicting the history of the Welland Canal. (A complimentary set has been presented to the Society.)

If you would like a set for yourself, or for a gift, they may be ordered by mail. Send a cheque or money order for \$11.83 Canadian, \$8.86 U.S., to The Standard Canal Prints, 17 Queen Street, St. Catharines, Ontario, L2R 5G5.

EDITOR'S NOTE

Readers will note we have included a first volume number followed by issue number in our NEW masthead. The four preceding issues of Canals Canada, the Newsletter of the Canadian Canal Society, were published under issue and consecutive number; future Newsletters will show volume and number only, with volume number changing annually.

PRESIDENT'S REPORT

It is a pleasure to give the President's Report under the new masthead of Canals Canada/Canaux du Canada. This fresh format for our Newsletter is consistent with continuing upswing in the affairs of our Society.

Elsewhere in this Newsletter you will find a summary of our highly successful St. Lawrence River Canals Tour in mid-October. The enthusiastic response from the 'good companions' on this field trip will encourage the Programms Committee, under Chairman Hayward Madden, to come up with a fine programme at Peterborough in the spring.

The Peterborough meeting scheduled for the weekend of May 18-19, 1985, will be a first time event for our young society. We shall host a joint meeting with our friends, the American Canal Society, under the leadership of its President, Bill Shank. Canadian Canal Society member, Douglas Stewart, is acting as our local co-ordinator and he is bringing the ingredients together for a value-packed weekend. I urge you to join us.

We do have fun on our field trips, but that comes from the participants -- it's impossible to structure. I have seen chance acquaintances become friends as a result of our canal tours, and I have seen old friends take time out to refresh themselves to mutual advantage. I have implied before, if not stated, that members will get out of the Society what they put into it.

We have three Canadian Canal Society members who put heart and soul into their interests and they seek no reward; their initiatives, however, have been recognized by the Province of Ontario. We congratulate members (Mrs.) Catherine Rice, Lou Cahill and John Burtniak on the award of an Ontario Bicentennial medal.

I would like to end this message by extending to you every best wish for Christmas, and "Happy Canalling" in the New Year.

Colin Duquemin,
President

OTTAWA LOCKS RE_OPEN

This past July 1, marked the re-opening, by Parks Canada, of the historic Ottawa Locks connecting the Ottawa River and Rideau Canal. The eight flight locks have been closed to navigation for the past two years to allow for reconstruction of Locks 1-3. The new locks look much like the old ones since Partks Canada is attempting to preserve the historic character of such structures.

Speaking of the Rideau Canal, Canadian Heritage, (Oct.-Nov. 1984) reports on a new type of tour. "Talking Up the Rideau" is an automobile tour, on two 90 minute audio cassettes, of the Rideau Canal from Ottawa to Kingston. Narrated by well-known writer/broadcaster, Patrick Watson, the tour guides visitors by car to the 24 lock sites and related points along the Rideau.

Emphasizing the historical background of the canal, the tour is designed to take two or three days of leisurely travel through a fascinating area of Ontario.

SHUBENACADIE CANAL PLAQUE

The Canadian Society for Civil Engineering recently installed a commemorative plaque at the site of the Shubenacadie Canal in Dartmouth, Nova Scotia.

Built during the early nineteenth century, the Shubenacadie Canal system consisted of a series of locks between Dartmouth and the Bay of Fundy.

Considered quite an engineering achievement for its day, the waterway fell into disuse after the coming of the railways. It is now being partially restored by the Federal and Provincial governments.

Source - Canadian Civil Engineer,
Sept. 1984.

CANALS IN THE NEWS

In widely separated parts of the world, two mighty canal projects are nearing completion.

In June of 1985, the "Tenn-Tom" waterway will open in the southern United States, connecting the Tennessee River in southern Tennessee to the Tombigbee River in west central Alabama, whose waters flow south and empty into the Gulf of Mexico at Mobile.

The huge \$1.9 billion project, designed and constructed by the U.S. Army Corps of Engineers, will for the first time offer competition to the Mississippi River route, providing a shortcut through the flat delta land of the South of up to 1,400 kilometres off the usual bargeman's route.

For construction purposes, the "Tenn-Tom" was divided into three sections: a 240 kilometre 'river' section running through Alabama; a 80 kilometre 'canal' section to the north; and a 65 kilometre 'divide' section crossing the Tennessee Divide which separates the Tennessee Valley from the Tombigbee Valley.



The new waterway, which shortens route to Gulf by up to 875 miles, is expected to bring industrial development and prosperity to towns it flows past.

Meanwhile, in the U.S.S.R., one of that country's greatest construction projects is nearing completion: the world's longest canal.

Began in 1954, the Karakum Canal, already stretching 1,100 kilometres, run along the edge of the Karakum Desert in Central Asia, and brings water from the Amu Darya River to one-million hectares of once barren land now rich in fruit and cotton.

The final stage of the irrigation canal, some 290 kilometres, will curve south following the border with Iran formed by the Kopet Dag mountains to Turkmenia's dry, sub-tropical zone, an area of scorching heat southwest of the Caspian Sea, to turn it into a cotton area.

Source - Parade Magazine, August 12, 1984, St. Catherines Standard, September 26, 1984.

6. A REMINDER: The Spring Meeting will be held in Peterborough, Ontario,

May 18-19. We look forward to seeing you there.



APPLICATION FOR MEMBERSHIP

Please enroll me as a member of the Canadian Canal Society.

I enclose my membership fee of \$

Name

Address

Province (State) Postal Code

Please mail cheque payable to CANADIAN CANAL SOCIETY (in Canadian Funds) with application to:

Secretary
Canadian Canal Society
P.O. Box 1652
St. Catharines, Ontario
L2R 7K1

Membership fees: Individual \$10.00
Family \$15.00
Contributing \$25.00