

OPENING CEREMONIES

Members of the Canadian and American Canal Societies, and other spectators, view the opening ceremonies for the 1985 season of the Trent-Severn Waterway at Lakefield, Ontario, this past

May 18. In the background is the Kawartha Voyageur used the following day by many attending the joint spring meeting for a cruise from Peterborough to Burleigh Falls.

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TWO "ENGLISH" CANAL LOCKS IN ONTARIO

by Robert F. Legget

In the lovely Muskoka vacation area of Ontario, about 210 km. (130 miles) north of Toronto, there are two isolated canal locks still in regular use every summer which are hand-operated as are so many of the locks on the narrow canals of England. They have a further claim to distinction, in that, with the larger and electrically

operated twin locks at Port Carling (in the same general area), they were built and are today operated by the provincial government of Ontario, and not by the Government of Canada, which is responsible for all other Canadian canals. The locks are adjacent to the small towns of Huntsville and Magnetawan and are readily accessible from the ex-

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cellent modern highways which now feature the Muskoka region.

The Huntsville lock is located about two and half kilometers south of the town, adjacent to a steel through truss bridge on highway No. 2 running south to Baysville. This area is a network of lovely lakes, the little canal with its single lock connecting Mary Lake with Fairy Lake. This gives a through sail of 23 km. (15 miles) from the end of Mary Lake to Huntsville, used in earlier days by a number of small steamers. The level of Fairy Lake is controlled by a concrete dam with spillways, clearly visible from the main road. A short head canal on the south side of the small natural waterway leads to the lock. This now measures 26.5 m. long (88 ft. 6 in.) by 6 m. wide (20 ft.), with a lift of 2.4 m. (8 ft.). Pairs of simple timber lock gates contain the necessary sluices for emptying and filling the lock, operated from the top of the gates, which are themselves moved by the manpower of the single lock attendant. The area around the lock is well treed and so the setting is a truly rural one.

The lock was constructed in 1874, three years after that at Port Carling. The original lock walls were formed of rock-filled timber cribs, but these were gradually improved, being rebuilt in a major reconstruction in 1946-47. With the simple type of gate and the manually operated sluices in each gate, and with good maintenance, breakdowns are almost unknown. Occasionally a sluiceway will become clogged with debris (as had happened just prior to my visit) and then the services of a local diver have to be engaged.

The Magnetawan Lock lies some 60 km. (38 miles) NNW of that at Huntsville, quite easily reached by following the fine divided highway No. 11 to Burk's Falls, turning off there to the west and proceeding to Magnetawan along highway No. 552 for about 20 km. (12 miles). Just beyond the town, this road joins highway No. 124, which runs to Parry Sound on Georgian Bay, so that the lock may also be approached from the west (i.e. from Parry Sound). Similar in function to that at Huntsville, the Magnetawan Lock lies between Lakes Cecebe and Ahmic, the dam re-

taining water level in the former being close to the road (No. 522) just as the town entered, so that it is seen by many travellers by road, whereas, that at Huntsville is probably noticed only by the few. It is, therefore, in a more open setting than the Huntsville Lock, but one equally attractive.

The Magnetawan Lock is the larger of the two, measuring 34 km. (112 ft.) long, originally 6.5 km. (28 ft.) wide, with a depth of 1.65 km. (5 ft. 6 in.) over the sills; the lift is normally 3 m. (10 ft.). It was also constructed originally of timber rock-filled cribs, in 1883, but it was rebuilt as mass concrete in 1911. It has also been well maintained down the years and today has an attractive and well cared-for appearance. Its pairs of timber lock gates are similar to these at Huntsville, in having manually operated sluices integral with the gate structures, and in being opened and closed by the manpower of the single lock keeper. Use of the lock gives an uninterrupted sail from the west end of Ahmic Lake to Burk's Falls. It was to provide for this link with the railway station at Burk's Falls, before the days of modern roads, that the lock was originally constructed. During the period of open navigation, the lock provided an invaluable link between the two lakes to gain access to the outer world by means of the railway connection. A fleet of small steamboats provided this service, and assisted with logging operations, from the opening of the lock until 1934, when the last steamer (the Mike) was retired.

The nature of modern traffic through the two little locks is well shown by their operating schedules, interestingly enough, not the same! The Huntsville lock is open for use from 10 A.M. until 7 P.M., between the second weekend in June, and the same weekend in September, with a daily meal break for the lock keeper from 1 to 2 P.M. Arrangements can be made through a telephoned appointment to use the lock from mid-May to opening for regular use, and from mid-September, to mid-October. The Magnet-

awa Lock is open for use from the 5th of June to the 5th of September, but during the month of June, it is not open for use on Tuesdays and Thursdays! For the rest of the summer, it is open for use from half-hour periods at the hours of 10, 12, 2, 4, and 6. There must be good local reasons for these strangely differing schedules.

Traffic through the little locks is modest but reasonably steady. Through the courtesy of A. Paul Stephen, Algonquin Regional Engineer of the Ministry of Natural Resources, I have been kindly furnished with lockage records for the last quarter century. These show that at Huntsville from 1164 lockages in 1958, traffic increased to a total of 4989 in 1976, but with considerable variation between adjacent years. Recent lockages have fallen again to about 2,000 per year, back to the level of the late sixties, possibly a reflection of the recent economic recession. Magnetawan Lock carries less traffic, ranging from 590 in 1958, to a maximum of 1032 in 1972, falling to 842 in 1983. By way of contrast, the larger lock at Port Carling, now twinned with an entirely new lock structure, had 10,008 lockages in 1958, both locks carrying 23,530 transits in 1979, with a reduction to 21,383 in 1983.

Robert Legget, one of this country's leading authorities on Canadian canals, was born in Liverpool and graduated in civil engineering from Liverpool University in 1925. He worked in heavy engineering in both Britain and Canada and later taught at Queen's University and the University of Toronto. He retired in 1969, after spending twenty-two years as Director of the National Research Council's Division of Building Research. Mr. Legget has authored a number of books including, Canals of Canada.

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#### PRINTS AVAILABLE

Society member, Robert Taylor, would like all to know that the non-profit "Hamilton and Scourge Society," has two four-colour prints available of the now famous ships of the War of 1812-14, sitting at the bottom of Lake Ontario off St. Catharines. The prints are \$25. a pair and may be ordered from Professor Fred Drake, c/o History

Department, Brock University, 600 Glenridge, St. Catharines, Ontario, L2J 3A1.

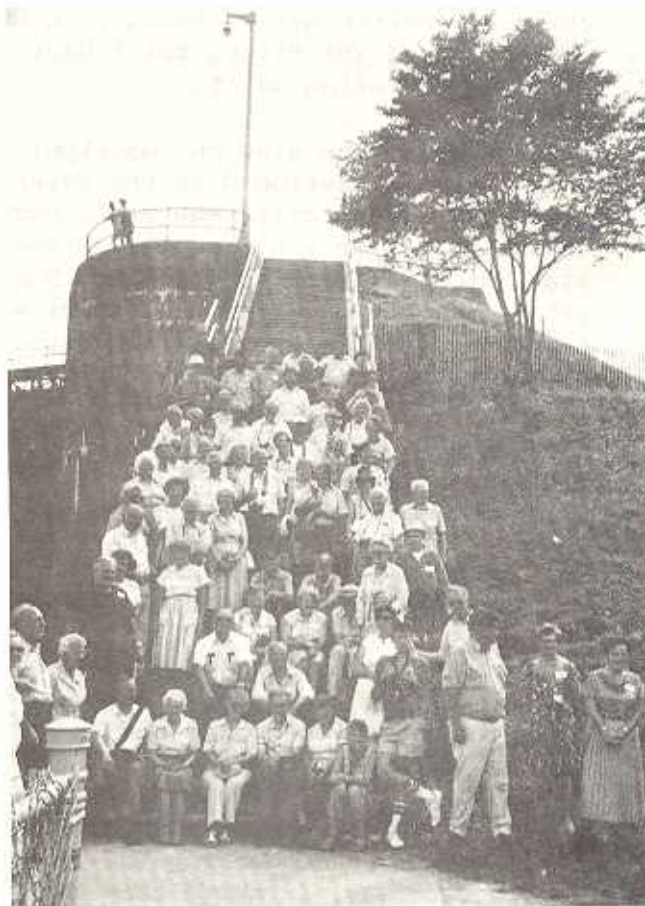
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Ontario L2J 2C3

All other correspondence and membership information:

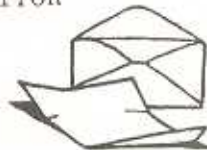
Robert Voaden, Secretary  
Canadian Canal Society  
P.O. Box 1652  
St. Catharines  
Ontario L2R 7K1



Members of the Fall Tour gather on the steps beside the Flight Locks of the Welland Canal.

## LETTER TO THE EDITOR

Editor - Canals Canada/  
Canaux du Canada



Dear Mr. Zavitz:

I read with interest the inquiries of Mr. Bev Morant of Siena Madre, California, regarding the Trent-Severn Waterway. Please pass along the following information to him on behalf of Parks Canada.

There is quite an industrial complex in Hastings, including the Fowlds Grist Mill, built in 1871, which was later part of the Breithaupt Leather Factory. It is now vacant. It is one of the finest old mills still standing on the Waterway.

Immediately adjacent to the lockstation are the machine and woodworking shops of the Plant Foundry built in 1895. It has been badly damaged by fire. There are ruins of another mill structure on the south side of the river, but I have very little information on it.

Fenelon Falls was also an important industrial complex developed on the island, including a woolen mill, saw mill, carriage works, and later a hydro station and gas station. The tower to which Mr. Morant refers was the old fire hall tower which contained the village bell and served for drying hoses.

Between 1961 and 1963, these structures, many of which were in disrepair, were removed and the island landscaped. At the same time the cut stone flight locks were combined into a single lock with hydraulically operated steel gates.

An exhibit on the island, which includes the village bell, explains Fenelon's early industrial heritage and the development of the waterway.

If Mr. Morant or any of your members have other questions concerning the Trent-Severn Waterway, I invite them to contact:

The Superintendent  
Trent-Severn Waterway  
P.O. Box 567  
Peterborough, Ontario  
Canada K9J 6Z6

Yours truly,  
John P. Good  
Chief, Interpretation &  
Visitor Services for  
Superintendent

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## PRESIDENT'S REPORT

September, 1985

*During the past months since our Peterborough meeting, your President has been President in name only due to changes, priorities, and programmes of my regular occupation that has kept me totally consumed in a cascade of paper and concerns that boggle the mind.*

*It is my hope that with summer programmes and the Canadian National Exhibition now over and the fall and winter programmes settling into place, we can devote a little more time to the work of promoting and developing our society.*

*Our fall meeting was held a little early this year, on September 7th, to coincide with a visit to Canada by a group of members of the Inland Waterways Association of Great Britain. The meeting took place in St. Catharines, and included a tour that concentrated on the routes of the various "Welland Canals" that evolved over the years. Our visitors were indeed impressed with the magnitude of the present seaway and we were fortunate to see a large ocean freighter sail up-bound through the locks. All of us on the tour were impressed with the progress of the development of the parks and the preservation of the vestiges of the old canals that has taken place through the endeavours of the Welland Canals Preservation Association.*

*Our combined group of Inland Waterways Association, Canadian Canal Society, and friends filled two large touring coaches, which were delightfully air-conditioned, as September 7th was the hottest day of the summer and one of the hottest on record.*

There are a number of people involved who have done yeoman's duty in bringing together all the loose ends to make this meeting and the field trip come about. I wish to extend thanks on behalf of all our members to John Burtiak, who acted as anchor man for both Colin and myself during the summer and who co-ordinated all the arrangements at Brock University for our meetings and banquet, etc.

Our thanks to the Chairman and members of the St. Catharines Historical Museum Board and the Museum curator, Mr. Arden Phair, for their hospitality Friday evening and for co-ordination the field trip arrangements. Thanks, also, to Barnes Wines for their kind hospitality and interesting tour of their "cellar".

Above all, I wish to express our sincere thanks to our immediate Past President, Colin Duqueman, who began this project more than a year ago and through whose tireless effort has brought us together on a joint field trip with our kindred souls from Great Britain. This "coup" is in addition to bringing about the first joint meeting of the Canadian Canal Society and the American Canal Society in Peterborough, last spring!

As usual, it is my luck to have to follow an "act" like that!

Presently, we have a "scout in the field" doing a reconnaissance of possible locations for our spring meeting and we hope to have further news early in the new year of another canal adventure.

V.N. (Peter) Styrmo  
President

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#### EDITOR'S NOTEBOOK



A Canadian publishing event of unusual significance took place recently with the release of, The Canadian Encyclopedia, by Hurtig Publishers, Edmonton.

The statistics are impressive. Six years in the making at a cost of \$12 million, the three large volumes contain a total of 2,090 pages, 3.2 million words, and some 8,000 articles illustrated with nearly 2,000 maps and pictures. (A French version will be issued in 1987.)

Every school and library in the country will receive a set as a gift of the Alberta government.

Information on Canadian Canals is well represented by a summary article entitled, "Canals and Inland Waterways," by Robert Legget and separate articles on the Rideau Canal, again by Robert Legget, and the Welland Canal, by John Jackson.

Both authors are members of the Canadian Canal Society/Société des Canaux du Canada, and we congratulate them and Hurtig Publishers for their efforts.

Combine some warm sunny days, fascinating heritage, beautiful scenery, and you have the ingredients for a trip along the Rideau Canal your editor made last July. (Yes, it had to be "along", not "on", but it was still a most enjoyable tour.)

A host of attention-demanding attractions await the traveller on the Kingston to Ottawa route and for those who may not have travelled it, here are some canal-related highlights you might wish to include on your own journey.

Kingston - Marine Museum of the Great Lakes. Located at the waterfront at the site of a former shipbuilding facility, the museum has such attractions as ship models and plans, engines, artifacts, an exhibit on ship wrecks, and generally tells the story of shipping on the Great Lakes.

Kingston Mills - Here, on one side of the locks, you will find the lock-master's house, now converted to a visitor's centre, and on the other a blockhouse, one of four built along the Rideau system for its defense.

Seeleys Bay - A most enjoyable visit was made here with David Brett, canal en-

enthusiast and owner of Pleasant View Cottages. Mr. Brett has a large display of material pertaining to Canadian, U.S., and British Canals, as well as a most unique item in this part of the world, a genuine English narrowboat.

Jones Falls - This spot has the highest lift on the system, 18 metres (60 feet). In addition to the locks, one may also see a defensible lockmaster's house and blacksmith shop, both dating from the 1840's. But, perhaps the most interesting attraction here is the Jones Falls dam. Built to control the waters of the Cataragui River, it is 91 metres (300 feet) long and 18 metres (60 feet) high. At the time of its construction in 1831, it was the tallest dam in North America. (Tea at the 1877 Kenney Hotel at Jones Falls makes a pleasant interlude.)

Merrickville - Viewing this town is stepping into the past. First settled in 1794, it was a thriving community by the mid-1800's. Since then, time has passed the village by. A stroll through the Industrial Heritage Complex reminds one of this town's role in the commercial trade along the Rideau a century ago. The 1832 blockhouse beside the locks here was the largest built on the system and now houses a fine museum.

Smiths Falls - Centennial Park, beside the Smiths Falls locks, is a pleasant relaxing spot and, although having nothing to do with the canal, a tour of the Hershey plant is a must for all chocoholics.

Ottawa - In the shadow of Parliament Hill are the famous eight flight locks connecting the Rideau Canal and the Ottawa River. Adjacent to these is the old Commissariat Building containing the Bytown Museum and a Parks Canada exhibit called, "The Canal Builders," which tells the story of the Rideau.

Happy travelling!

Sherman Zavitz

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SPRING MEETING

The spring meeting of the Canadian Canal Society/Société des Canaux du Canada was held over the May 17-19, weekend at Trent

University, Peterborough. It was a joint meeting with many members of the American Canal Society, including their President, Bill Shank.

Highlights of the active weekend included a trip from Little Lake in downtown Peterborough, through the famous Peterborough Lift Lock to the Trent campus, attendance at the 1985 opening of Trent-Severn Waterway at Lakefield, viewing a performance of the R.C.M.P. Musical Ride, a banquet in the Great Hall at Trent University, and a trip down the Trent-Severn Waterway, from Peterborough to Burleigh Falls, aboard the Kawartha Voyageur, operated by Ontario Waterway Cruises.

A general membership meeting of the Canadian Canal Society/Société des Canaux du Canada was also held during the weekend.

The meeting with our American friends was most successful and informative, due mainly to the excellent organizational efforts of Doug Stewart of Parks Canada and a member of our Society.

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ENDS TERM

In his remarks to members of the Canadian Canal Society/Société des Canaux du Canada at the membership meeting in Peterborough, May 18, 1985, outgoing President, Colin Duquemin, noted that the Society has "moved forward significantly since our Inaugural Meeting at Port Dalhousie on May 1, 1982." We now have a membership of 98, are financially healthy, have unveiled a plaque with the St. Lawrence Seaway Authority to commemorate the 25th Anniversary of the Seaway, have been incorporated through appropriate membership in the Ontario Historical Society, and have undertaken a number of successful field trips.

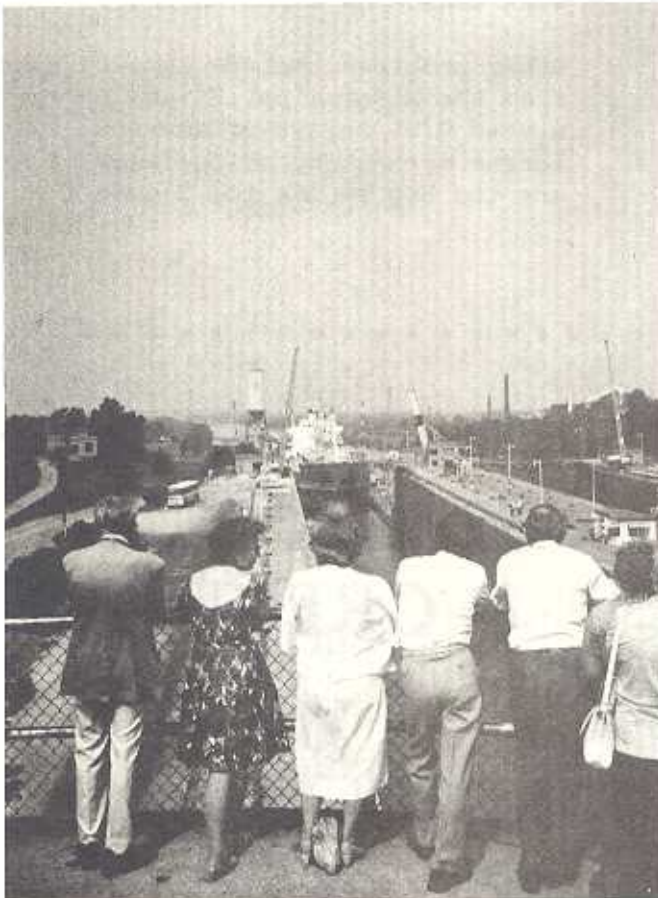
Colin thanks a number of people: Donald Smithies, "Charter President of the Society, Douglas Stewart, for his work in organizing the Peterborough meeting, Ken MacKenzie, our Society's Treasurer,

Robert Taylor, Secretary (also ending his term), and The Board of Directors and members for their support.

Board of Directors 1985-86  
Canadian Canal Society/  
Société des Canaux du Canada

- Past President----- Colin Duquemin
- President ----- Peter Styrmo
- Vice-President ---- William MacLean
- Secretary ----- Robert Voaden
- Treasurer ----- Kenneth MacKenzie
- Additional Members- John Burtniak
- John Carter
- George Hume
- Hayward Madden
- Heather Ott
- Fred Rutland
- Douglas Stewart
- Glenn Wright
- Sherman Zavitz

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Some members of the I.W.A. watch with interest as the Kalliopi II, of Liberian registration, enters Lock 5 of the Welland Canal. The ship was upbound for Chicago.

I.W.A. VISITS CANADA

The weekend of September 6-8, was another highpoint in the life of the Canadian Canal Society/Société des Canaux du Canada as it and the St. Catharines Historical Museum played host to 41 members of the Inland Waterways Association of England.

The overseas group had already toured portions of the St. Lawrence, Rideau, and Trent-Severn waterways before their arrival in St. Catharines, where a wine and cheese party, sponsored by the C.C.S. and the St. Catharines Historical Museum, provided an excellent opportunity for introductions and the sharing of canal stories.

Greetings were presented by C.C.S. President, Peter Styrmo and the President of the Board of Trustees of the St. Catharines Historical Museum, Wes Turner, who also read a letter of welcome from St. Catharines mayor, Roy Adams. Ron Oakley, tour director, spoke on behalf of the I.W.A. party.

On the Saturday, both groups took an extensive tour of the Welland Canal system, past and present, which included a stop at Dalhousie House, where members of the Welland Canal Preservation Association explained the work of that organization.

In the late afternoon of what had been a very warm day, a refreshing stop was made for a tour of Canada's oldest winery - Barnes of St. Catharines.

That evening, in the faculty lounge of Brock University, a banquet and several slide show presentations by various I.W.A. members concluded the day's activities.

A tour of nearby Niagara Falls the next day was the finishing touch of an active and enjoyable weekend.

We hope the I.W.A. members will have long and pleasant memories of their Canadian visit. It was a pleasure to have them with us.

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THE I.W.A. SUCCESS STORY

In talking with I.W.A. tour director, Ron Oakley, one immediately senses his pride and enthusiasm for the I.W.A. And for good reason. Beginning with five members in 1946, the organization has grown to 20,000 strong, with many success stories to its credit.

The I.W.A. acts as a pressure group to awaken public and government interest in Canals. It has successfully campaigned for the restoration and development of many British inland waterways by the government, as well as providing volunteer labour and financing of its own for various other restoration projects.

With the head office in London, there are 30 branches covering England and Wales. A variety of publications are offered, and for the past 13 years, tours have been conducted to various parts of England and Europe. The trip to Canada this fall was the first to this side of the Atlantic.

As Ron says, the I.W.A. can proudly claim it has convinced a large portion of the English public that the inland waterways system, "... is a heritage we must not lose."

ANOTHER "DOWN" YEAR FOR THE SEAWAY

The recent damage and temporary closure of Lock 7 of the Welland Canal was an unfortunate incident in what was already a poor year for the St. Lawrence Seaway system. As Canadian Press reported following an interview with Seaway Authority President, William O'Neil, the Seaway is facing a "serious challenge".

Traffic is down so far this year by about 27 per cent from last year, which will result in a deficit of between \$9 million and \$11 million.

Steel mills around the Great Lakes have declined resulting in less iron ore and coal traffic, and grain, which accounts for more than half the Seaway's traffic, has also suffered in recent years from poor crops and a weak demand on world markets.

Other problems include competition from the Mississippi River, deregulated U.S. railways, and from ever larger oceangoing ships, many of which are too big to use the Seaway.

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SEASON'S  
GREETINGS





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

**APPLICATION FOR MEMBERSHIP**

Please enrol 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, please) with application to:

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

MEMBERSHIP FEES . . . . .	Individual.....	\$10
	Family .....	\$15
	Contributing .....	\$25