



Members of the C.C.S. fall field trip to Toronto are shown in the tour launch that took them around the harbour and the Toronto Islands.

Photo: Norman Macdonald

FIELD TRIP TO TORONTO

The fall field trip was held this past September 24th in Toronto. The day began with a general membership meeting, with President George Hume in the chair, held at the Marine Museum.

This was followed by a tour of the Museum and lunch before then setting out by foot, bus, and motor launch to explore the Toronto harbourfront. Beautiful weather and President George's interesting and knowledgeable commentary made for a successful and enjoyable afternoon. The Tall Ship "Empire Sandy" even made a sail past just for us - or so it seemed. The day was climaxed by a drive out to the Bluffers Park Marina at the Scarborough Bluffs and dinner at The Dogfish Restaurant.

Many thanks to George Hume for his time and effort in organizing the day.

Your board of directors will soon be putting the finishing touches on the spring field trip. Plan to come along. C.C.S. field trips are always interesting and informative with plenty of good fun, food, and fellowship.

Editor's Note: This is the third installment from a paper entitled The History of Canadian Inland Navigation System which was presented to the Canadian Society of Civil Engineers Centennial Conference in Montreal during May, 1987. The authors, Society member Walter Webb, and E. Dumalo, have graciously agreed to the use of parts of the paper in several issues of Canals Canada.

OTTAWA RIVER CANALS

The War of 1812 had demonstrated how vulnerable the St. Lawrence Canals were to a hostile United States and the need of a more secure water route between Montréal and Kingston became evident. A plan to improve the Ottawa - Rideau route was prepared by the Duke of Richmond, Commander in Chief in Canada, and was supported by the Duke of Wellington. When it was decided to proceed, the project was given to a rather obscure unit of the British Army, The Royal Staff Corps (Robert F. Legget, 1976). Thus it was the military engineers of this unit rather than the Royal Engineers (who had built the St. Lawrence Canals and would later also build the Rideau system) that constructed the three Ottawa River canals at Carillon, Chute à Blondeau and Grenville.

The initial work was on the Grenville Canal under the direction of Capt. Mann but the actual construction was directed by Capt. Henry Du Vernet, both of the Royal Staff Corps. When construction started in 1819 it was reported (Normand Lafrenière 1984) the Lachine Canal planning called for locks 33 m long by 6 m wide and as a result this was used as a "standard" for the first three (upstream) locks

of the Grenville Canal. However, before the canal was completed the Rideau canal "standard" of 40 m long by 10 m wide had been established. As a result the remaining four locks of the Grenville Canal and the locks on the Chute à Blondeau and Carillon Canals were built more or less to the larger dimensions as reported by Robert Legget (1975). The Grenville Canal was finally completed in 1833.

The Chute à Blondeau Canal, constructed between 1825 and 1832, consisted of 1 lock and a canal some 200 m in length. It was only used by upbound navigation.

The Carillon Canal was constructed between 1825 and 1833. An interesting feature was that to save on rock excavation, Major Du Vernet devised a plan for a "perched" canal with a feeder ditch from nearby North River. This resulted in an upstream lock that lifted navigation some 4 m to the summit level and then two locks that lowered vessels some 6.4 m to the downstream level. The length of the canal (Guy A. Lindsay, 1949) was some 3.5 km.

All these Ottawa River canals were designed to provide a depth of about 1.8 m on the lock sills.

WELLAND CANAL CONCERNS DISCUSSED

St. Catharines --- Public concern about the drastic drop in Welland Canal tonnage was expressed coincidentally on two fronts in the 'canal corridor' in early October (October 6) and both called for immediate government action to restore much needed tonnage.

J.D. Leitch, Toronto, chairman ULS International Inc., said the canal's future had to be preserved to maintain Canada's competitive position in the world economy and to protect at least 10,000 jobs. Mr. Leitch was guest lecturer at the 3rd annual William Hamilton Merritt lecture at Brock University, St. Catharines.

On the same day the Niagara Region Development Corporation, released a study reviewing the present canal/region economy. Robert Prince, president, said:

"The report charts a 'drastic reduction' in the number of ships travelling the canal -- 6,500 in 1979 compared to 4,000 in 1987.

"The 66 million tonnes of grain, coal and ore shipped in 1979 dropped to 43 million tonnes by 1987.

"The slump has meant the loss of 2,000 direct jobs in Niagara and 4,000 more due to spinoff effects of decreased spending on other local goods and services," the study said.

"Even with the downturn, shipping still ranks as the fifth most important industry in the Region, providing about 3,000 direct jobs for sailors, Seaway workers, shipbuilders and others".

The report recommends several measures to stem the current tide, especially changes to Canada's

Western Grain Transportation Act -- a complex subsidy system which the report says leaves shippers at a competitive disadvantage with railroads.

"The ultimate insult of the current federal policy is that Niagara taxpayers help fund the \$600 million a year in subsidies that are ravaging their local economy," Mr. Prince said.

"It's hurting us, and it's hurting us with our own tax dollars."

Mr. Leitch drew attention to subsidies paid to railways and west coast ports which routed grain cargoes away from the Welland Canal/Seaway. If the canal ceased to exist the Canadian fleet could be reduced to 30 per cent of its current size, and the total cost to Canada's economy would be \$750 million roughly equal to payments given to the railways to transport grain.

"Abolition of tolls would make the Seaway much more competitive," according to Leitch, "this could reduce the cost of iron ore through the canal by 20 to 30 per cent." Politically imposed pilotage on lake ships travelling the St. Lawrence river adds \$10 to \$15 million annually to the Canadian lake shipping industry. "It is a form of extortion and should be outlawed by the government."

"Those with a stake in the Seaway have a goal to keep the Canal alive and healthy and not just a magnificent monument to William Hamilton Merritt's vision and commitment."

-- My thanks to Lou Cahill and the Ontario Editorial Bureau for the above article - Editor.

GOVERNMENT GRANT TO RIDEAU CANAL MUSEUM

The proposed Rideau Canal Museum at Smiths Falls, Ontario, has been given a grant of \$2 million jointly by the Government of Canada and the Provincial Government of Ontario. The Canal Museum Corporation is pledged to raise \$1.5 million from private sources. With these funds it is hoped to have the Museum ready for opening in May 1990.

Announcement of the grant was made by the Honorable Flora Macdonald, for the government of Canada, and the Honorable Bernard Grandmaitre on behalf of the Honorable Lily Munro of the Government of Ontario. A large crowd of local residents and other supporters of the Museum gathered on the 5th of July in the courtyard of the Wood's Mill in Smiths Falls to hear the announcement.

The mill and an adjacent three storey masonry building will be the nucleus of the Museum, preliminary planning for which is complete.

Symbolic keys for the buildings were presented to G. Hamilton Southam, of Ottawa, Chairman of the Museum Corporation, by the Honorable Paul Dick, a local member of Parliament who has been supportive of the Museum idea. The buildings are actually owned by The Crown, through Parks Canada, and will eventually house not only the Museum but also the headquarters of the Rideau Canal, its Superintendent and his staff. The Town of Smiths Falls has already given the project its full support and has pledged the sum of \$100,000 as its share in the development fund.

-- Robert Legget

UPDATE ON CANADIAN SAULT LOCK

The completion of a \$200,000 engineering study has resulted in three recommendations presented to the Canadian Parks Services regarding the future of the damaged lock at the Canadian Sault. The options listed include (1) repairing the existing 900-foot lock, at the cost of \$6 million. Repairs to the shipping canal would involve re-enforcing the face of the lock wall with steel girders and anchoring them back into the ground with steel cables. Repairs would extend the useful life

of the canal for freighter traffic 10 years, (2) \$6 million rebuilding program which would reduce the size of the canal and exclude freighter traffic. However, the canal, with an indefinite life expectancy, would be open to tour and recreational traffic, and (3) mothballing the lock, leaving only the heritage park and visitors center operational. Officials appear to favour plan (2), however, the Canadian Park Service will hold informal hearings at the Canadian Sault before making a final decision as to the fate of the lock.

<p>THE CANADIAN CANAL SOCIETY EXECUTIVE OFFICERS FOR 1988-89</p> <p>Past President -Bill MacLean President -George Hume Vice-President -John Burtiniak Secretary -Robert Voaden Treasurer -Agnes Wilson</p>	<p>Addresses: Sherman Zavitz, Editor 7020 Woodington Road Niagara Falls, Ont.L2J 2C3</p> <p>All other correspondence and membership information: Robert Voaden, Secretary Canadian Canal Society P.O.Box 1652 St.Catharines, Ont.L2R 7K1</p>
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I enclose my membership fee of \$ _____

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