



President's Message

May brings to mind many thoughts - not least of which is the family cottage on the Trent-Severn waterway. A combination of factors, adjacent to Lock 2 of the first and second Welland Canals, and a family background led to my interest in things marine, and in the C.C.S.

Next month will see our annual meeting, the beginnings of a new year (not cast out as flotsam) and the change of approximately one-third of the C.C.S. GM and related Hamilton Harbour field trip are covered in this issue.

Thanks to Ted Gomme and his committee, our new constitution is in place. Within a defined and orderly framework, this lays out the responsibilities of the GM, membership and of the manner in which the C.C.S. is governed. It also covers any legal activity related to canals and canalized waterways -

major items of discussion at our May executive meeting were the various excursions which have always entailed a chartered bus leaving from St. Catharines, the considerations being set by the time allocated. Recent practice has been to have a fall overnight trip. The latter have taken us as far afield as Sicily and Syracuse. Although changing membership justifies repeating the same excursions, there is vast potential for canal-oriented trips of longer duration. The case of the 1996 English expedition, fly to a canal-oriented location in the U.K. While both the U.K. and the U.S. are represented in our membership, they are concentrated in Southern Ontario; and so have been our tours. We are the Canadian Canal Society, so, for those of you in the U.S. territory, have hope — the world does not revolve around Ontario. We welcome suggestions for such excursions, especially for the future.

This tour was planned especially to visit the Lift Lock at Peterborough, marking the 100th anniversary of its construction. The trip incorporated an excursion to the area to give an idea of the early development of cottages in the area and the importance of canal locks.

On arrival at the Holiday Inn in Peterborough, located on the waterfront, we were joined by members from the area and from Ottawa. After a short walk took us to the cruise ship, the CHIPPEWA II, to board it and then at Ashburnham toward the Lift Lock. The ease of ascent and descent was really surprising: it raises and lowers boats 12 feet in 12 minutes. For all those on board had a wonderful panorama of the country and the engineering feat and the importance of the waterway to local commerce, transportation and move goods in the early days of settlement.

Returning to Tobey's Bay, we were conducted by a Parks Canada guide to an extensive museum complex there. We saw a film of the early history of the area and viewed displays and artifacts which portrayed this part of the country. We were all very impressed by the pleasant and knowledgeable presentation in the setting. An added treat was a detour by bus around Trent University. We walked around some of the buildings to appreciate the architecture and the backdrop on the river and blended so appropriately with the landscape.

The Holiday Inn again provided a very fine dinner and we had a business meeting and a presentation of slides and videos, in which Col. John By narrated by late C.C.S. member Robert Leggel. The presentation was the case for rescuing By from obscurity, and championed the importance of By's extraordinary engineering achievements. Then, courtesy of the C.C.S., we saw Great Lakes ships and traffic along the Welland Canal during the 19th century, a historical document of the tremendous activity during that period. We saw some of his very interesting slides taken on his many trips to the area.

Sunday dawned as another beautiful day, perfect for a cruise on the Welland Canal. At Young's Point, where there is a lock with an interesting background, we met a family named Young. There we were met by John Good, Peterborough, and Young's Point, and C.C.S. members Cathy and Hal Hooke, who with us first explored the old Young homestead, now made into a very nice home, and then to the old Young homestead, now made into a very nice home, and then to the old Young homestead, now made into a very nice home.

The conference was organized by Parks Canada, Trent-Severn the Trent Severn. **John Good** and **Dave MacDougall** were conference organizers. About fifty delegates represented the British Waterways, the Chambly Canal, New York State Canal, restored heritage canals, as well as canal buffs and historians. C.C.S. was represented by **Dave Brett**, **Jeanne Schaeffer**, **D**

A number of sessions on Tuesday a.m., on community involvement and interpretation, included presentations by **Derek Cochrane** of the Anderton Life project, **Mary and Rick Lyons** of the Friends of the Delaware Tourism Initiative, and by representatives of the Delaware Canal project at New Brunswick, N.J. A "Bring-and-Brag" session followed, with reports from State, Federal and local U.S. authorities, representatives of the C.C.S. and **Derek Cochrane** and **Ken Dodd** of B.W.. C.C.S. members collected brochures, as well as collecting dozens of hand-outs from other societies. This welath of material is now in the C.C.S. Collection.

Tuesday afternoon we cruised to the Lift Lock and Visitor Centre (C.C.S. cruise the previous Saturday). After a wine and cheese reception at the Trent-Severn at the Lift Lock Centre, we returned to the barbershop quartet entertainment, followed by a meeting of the

On Wednesday we had an all-day bus tour to Port Severn, where we drove by some of the locks near Cambridge and stopped in for pastries at the Ossawippi Express (a restaurant built into the lock, greeted by the Mayor of Orillia. On to Port Severn's Big Chute Mill. At Big Chute we had the rare privilege of riding the control platform of the carriage itself, and by boat through the lock arranged for by Parks Canada. **Ken Dodd** of B.W. managed to win the "Conference" award (a conference tradition) by skinny dipping in the buoy to the marine railway — in spite of being circled by boats and listening to repeated comments about rattlesnakes! The tour continued by service elevator to the bottom of the lock chamber where we had a dinner at the Mackenzie House in Kirkfield — we were pipe-

The fall one-way re-positioning cruise of the Manitoulin Island took place on Monday 17 October. We boarded our buses at Owen Sound, and after about a ninety minute trip arrived in Tobermory through the raised front loading ramp. Some passengers mentioned the Baltic ferry disaster while watching the front section descend. The day was lightly overcast and calm with sunny breaks as we sailed into Colpays Bay. The ship arrived in Owen Sound after a short stay. The food was superb, and the views magnificent! The cafeteria food was excellent. The trip was obviously very popular as there were about 100 passengers. Commentary was provided by Parks Canada staff. At Owen Sound there is a small side hatch as there are no vehicle unloading facilities.

The Ontario Northland is scheduling a spring re-positioning cruise on 11 May 1995, from Owen Sound to Tobermory. The price for the spring cruise will likely be about the same and will include a bus ride to and from the cruise. Times are not yet fixed, but will probably leave Owen Sound about 9 a.m. and return by bus about 4.30 p.m. For more information contact Northland's Owen Sound office at 1-519-375-8740. I would be interested in wanting the rare experience of cruising the length of the Bruce Peninsula.

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World Canal Conference, Birmingham

Planning for the first World Canal Conference by British Waterways Association International and Birmingham City Council is progressing. The conference theme will be Regeneration, and participants are invited from all over the world. Many events are being planned, including re-enactments, gatherings and rallies, lectures, talks and walks. Some members of the British Waterways Association and other delegates from the U.S., Australia, France, Germany and

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News from Britain

Travel on a narrowboat as you accompany the owner! You can be a member of the crew — help work the locks! The boat accom-

Mr. & Mrs. Robert G. Malcolmson
58 Woodrow St.
St. Catharines, Ont.
L2P 2A3

Dale Marr
32 Myrtle St.
Welland, Ont.
L3B 2B1

Hal and Marie Prentice
563 Victoria Ave.
Chatham, Ont.
N7L 3B7

Keith & Patricia Rodgers
649 Glen Moor Cres.
Burlington, Ont.
L7N 2Z8

* * * * *

For Cross-Stitch Buff

Abacus Designs offer counted cross-stitch kits designed by number of well-known British canal scenes, at least a couple C.C.S. members on the UK '96 tour. Size and price vary, from postage extra. A full-colour brochure and further information

Abacus Designs
The School House
Kniveton, Ashbourne
Devonshire DE6 1JJ
Tel. 011-44-1335-330-055

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C.C.S. UK '96 Trip

Planning tour proceeds apace. We'll spend a few days cruise rest of our time in traditional C.C.S. field trip style travelling sites of interest. As yet we have no firm itinerary, but we w sights — the Pontcysyllte aqueduct in Wales, and the Ander and canal-related buildings, some of which now form the ba We hope to spend some time in the Ironbridge Gorge with i the Industrial Revolution began, and where restoration wor canals. We'll end our fortnight's expedition at Birmingham, Conference there 26-28 June. Next payment for signed-up r

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Port Colborne continues its popular Canal Days, this year o
our Marine and Canal heritage with lots of fun and interest
family! Everyone welcome! Further information from:
The Port Colborne Historical and Marin
P.O. Box 572
Port Colborne, Ont.
L3K 5X8 Tel. (905) 834-7604

Please Note: Our permanent address, including box nu
Canada Post now charges a hefty sum to forward wrongly-
discontinuing this service. The correct address appears on t

Welland Ship Canal Transit — S

C.C.S. member **Al Sykes** has arranged for a limited number
and spouses only) of members to transit the canal by laker (C
Upper Lakes Shipping). Since accommodation is strictly lin
first-come-first-served basis. You will be advised of time an
telephone, on Saturday the 3rd. So if you sign up, please ar
available to answer your phone on that day! To sign up, cal

Hadfield's British Canals

Charles Hadfield's classic study of British and Irish canal hi
date by Joseph Boughey, senior lecturer in the School of Bu
Moore's University. Hadfield's pioneering study appeared i
through several editions, Boughey's being the eighth. I mys
copy of the sixth (1979), and am delighted to review this lat
coverage of Irish Waterways and pleasure boating have bee
are many new illustrations and the bibliography has been u

As before, the work provides a history of the emergence of
enterprise and engineering achievements of the Industrial R

less apparent, change is some re-organization of the text, and

Most of the text, especially in the first twelve chapters, has editorial changes. In several chapters there is additional material (e.g., Scottish) canals based on recent works on individual canals. The greatest change comes in the last two chapters, covering the period from the Transport Act of 1947 to the present. The convoluted history of Britain's canals, of both leisure and commercial traffic upon it, since 1947, is presented as a "historic" era, and as full of triumphs and tribulations. The role of the Canal Association, and of local restoration groups, gets good coverage. The inclusion of modern photographs inserted throughout, brings the saga of the canals up to date.

My personal caveats aside, Boughey is to be congratulated for his work. I have retained Hadfield's telling final comment:

"The history of the canals of the British Isles continues."

Hadfield's British Canals: The Inland Waterways of Britain
by Joseph Boughey. Published by Alan Sutton, 1994. Hardcover, 288 pp., £14.95.

Available from: Alan Sutton Publishing Limited Alan Sutton
Phoenix Mill
Far Thrupp, Stroud Gloucestershire GL5 2BU Dovecot Press
U.S.A. 1000

Editor's Notes

1) For those of you who miss reading a contribution by C. C. Hadfield, whose paper "The History of Canadian Inland Navigation Since 1947" appeared in the 1994 issues of Canals Canada, there is good news! I have on hand a paper entitled "Lift Locks — a Perspective" which will appear in the 1995 issues. I hope that our fans that they will be delighted, as always, at his sharing his knowledge.

2) As noted in the President's Message, the May executive committee had discussions on the nature of our field trips. As a result, a Planning Committee was struck to prepare a tentative five-year schedule of spring and summer trips at a reasonable level, while expanding our range, especially of Canadian canals.

Executive Officers for 1994-95

Past President:	Sheila Wilson
President:	Norman Macdonald
Vice-President:	Sherman Zavitz
Secretary:	Robert Voaden
Treasurer:	Carol Gaspari

Send all correspondence for
Robert Voaden, Secre
Canadian Canal Socie
P.O. Box 24102
80 King St.
St. Catharines, Ontar
L2R 7P7

Contributions for **Canals Ca**
Roberta Styran, Editor
35 Towering Heights
St. Catharines, Ontar
L2T 3G8

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Please enrol me as a member of the **Canadian C**
I/ We enclose my/ our membership fee of \$

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Institution		25
Contributing		25

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