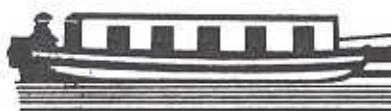


Canals Canada



Newsletter of The Canadian Canal Society

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April

C.C.S. Spring Field Trip

John Burtiak has planned another exciting excursion to a tour of the rather neglected canal-side towns of the Welland Canal on 30 November, 1824) and an application form, are included in this mailing. an exploration of our waterways heritage!

The 1996 Annual General Meeting will be held on which, and the report of the Nominating Committee.

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C.C.S. UK '96

Twenty-nine members of the C.C.S. will spend the 50th Anniversary of the Inland Waterways International Association for Inland Waterways. our up-coming President, Bob Sparks, will attend.

REMINDER !! For members who have signed up.

Information Meeting on 13

World Canal Conference, Birmi

An exciting programme has been developed by which will form an important part of the celebration of the **Inland Waterways Association**. While the C the British Waterways conference, our group events, including a Civic Reception on the evening, delegation will be a group of 40 members of groups from the **Australian Canal Society**, **Irish Canal Society** of New Jersey. Representative organizations will also be in attendance, bringing British Canals, which will be publicly assembled. A good time should be had by all.

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Some travel tips for those attending

Three bits of information which might be useful in the UK this summer — either staying on a holiday independently later in the season.

Near Reading: a unique sight — a turf-side lock originally built in 1720, and believed to be the **Garston Lock**, once but one of up a hundred locks threatened with being filled in and replaced. The Waterways accepted its uniqueness, and have planted water meadow flowers to turf the lock walls.

Manchester: Harry Ramsden's, a well known party jetty on the river Irwell at its Water Street premises parties of 25 or more. of a 50-minute return journey.

Fort Frances Canal : One of Canada's Robert F.

[Reprinted from the Can

The history of Canadian engineering presents proposed but never built. This is not very surprising. Works has always been closely associated with though Lord Durham warned against this pra

In contrast, this country does not contain many started but never finished, even though there used for a time, and then abandoned and rem

One of the few unfinished works that may still town of Fort Frances, in the far west of Ontario facing the US town of International Falls, Fort on the banks of the Rainy River which flows w

The location was therefore an important one in route by water from the east to the west of Cana reminder of its association with the Hudson's George Simpson's young English wife.

There were falls on the river at this location, as lakes within the Shield country of Canada, fall loading and unloading of all the canoes and of travel.

The period when the Dawson Road from Prince Settlement was in active use probably saw the economy measures followed by the Liberal ad

By the end of 1878 excavation was substantially complete and the lock gates ready to proceed. There was, however, a change of which the Mackenzie Government was defeated. The Liberals were replaced by the Conservatives back into power. They were planning the Pacific Railway and as a railway, not as an "artificial waterway" as the proposal had been dubbed. It was, somewhat

Work on the Fort Frances Canal was therefore abandoned. A total amount of \$288,278.51 had been spent on the project, much of it wasted since the channel has been used for the mill race of the adjacent paper mill since 1905. The excavation of the bridge from Fort Frances to International Falls

Quite naturally, there have been numerous suggestions for the completion of the proposed canal, or for the use of a different type of lift lock. The earlier proposals are covered in a report of the International Joint Commission on the Rainy River (and Rainy River drains) published in 1917.

I was kindly reminded of this report by Mrs. K. J. Frances Public Library, who also provided me with much interest. There was established, for example, a local authority to carry out improvements from five miles west of the Long Sault, a small rapid further down

Nothing, however, was done and so the canal remained a dead channel. Indicative of the blighted hopes was the proposal of a movable span in the international bridge. It may not be the end of the story, however, since local interest in the canal has never really disappeared. Until the late 19th century regular steamers sailing from Fort Frances to Kaministiquia on the Rainy River at times. It has often been noted

THE ST. MARY'S

In 1888, the Department of Railways and Canals began the construction of a canal at Sault Ste. Marie. Hugh Ryan and his company's construction began in earnest in the spring of 1888. The canal was excavated to a length of 7294 feet from pier to pier, a length of 900 feet and 60 feet in width and the lock walls was cut in Amherstburg and Amherstburg, while the backing stone was excavated and brought to the Soo on steamers.

On September 7, 1895, the Canadian steamship "Sault Ste. Marie" upbound under the command of Captain P. J. Ryan, was the first to open for business, it was limited to daylight hours for the first months. Electric lighting of the banks and the installation of marker buoys at the entrance to the channel were complete, the canal commenced 24 hour service. The smaller Canadian and American vessels in the lake were catered to the larger American bulk freighters.

During this canal's existence, there have been several instances of suspended navigation. On June 9, 1909, the "Sault Ste. Marie" the lock downbound, to be followed in tandem by the "Sault Ste. Marie" which would tie up astern. Meanwhile, an American vessel upbound below the lock, was attempting to

During the first and second world wars, arm
prevent saboteurs from destroying this syst
link for shippers headed for the Canadian L
used this waterway as the larger lakers, wit
American locks; thus a confrontation woul

In the later years, as the smaller Canadian s
tankers and the steel carrier Yankcanuck f
of the Soo area. In 1988, a collapse of the
canal and it has remained in this state to th
currently being made to re-open the lock w



Canal-Side Mill may form

The magnificent red sandstone structure known as **Beaver Cotton Mills**, built on the bank of the canal, may come to life once more, if an application for a license is approved. The structure, currently owned by a private company, has been abandoned since the 1950s, but its landmark status and important role in the local economy. If zoning regulations allow, the surviving structure — including that smokes stack — will be converted into new retail space, intended to house specialty shops. Plans also call for a clean-up of the surrounding area, including nearby Mountain Locks Park. It is also planned to restore the First and Second Canals and spillway,

This project has the support of the St. Catharines City Council, which has a considerable interest to all canal and heritage projects. The project is published by the St. Catharines Heritage Commission.

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Welland Canals to go

C.C.S. members outside the academic community will play host to hundreds of academics from all parts of Canada and the United States. The "Society of Canadian Societies" hold their annual meetings here, from

Among those societies will be the Canadian Historical Association, the Canadian Society for the Study of the Welland Canal, the Canadian Society for the Study of the Welland Canal as an Integral Part of the St. Lawrence River, and the Sault Ste. Marie

The Canadian Canal Society

Executive Officers for 1995-96

| | |
|-----------------|------------------|
| Past President: | Sheila Wilson |
| President: | Norman Macdonald |
| Vice-President: | Robert Sparks |
| Secretary: | Doris Bates |
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APPLICATION FOR MEMBERSHIP

Please enrol me as a member of the Canadian Canal Society.
I / We enclose my / our membership fee of \$10.00.

Individual
Family