



President's Message

We begin 1997 with plans well in hand for the spring tour of Welland, where the A.G.M. will be held. Then in August we go off to Clayton, N.Y., for the antique boat show, and a tour of the Oswego Canal. To make this early August trip more attractive, we are circling Lake Ontario by way of Kingston and Oswego, to arrive back in St. Catharines.

And we have plans in place for "Shubie '98." What, some of you may ask, is a "Shubie"? Others of you will realize that "Shubie" is short for the Shubenacadie Canal (which runs from near Halifax, Nova Scotia, north to Cobequid Bay near Truro), and we are going there in June 1998. More details are given in the special Information Sheet, with Questionnaire, included in this mailing. We even have plans for May 2001, to visit Ireland (again, see special insert). With a five-year plan now on hand (see insert), there need never be a speck of dust fall upon the C.C.S., nor a bit of debris block our paddle gear nor jam our lock gates!

Happy waterways to all!

P.S. See you at the AGM Saturday 24 May Bob Sparks

C.C.S. joins the Queen and the Pope on the Internet!

The C.C.S. is planning to go "Online" with our out Website, to provide information on our Society and our Five-Year Plan, along with a membership form. We will publish our new "address" as soon as available.

Into the 21st Century!

Our next brochure will include space for E-mail and Web addresses, and we request that you will let us know where you may be contacted.

Port Colborne Historical & Marine Museum opens its season May 1st with an Exhibit on Great Lakes Lighthouses, featuring a Travelling Exhibit called "Crossing the Bar" from the Law Society of Upper Canada. The Museum will have an Exhibit at Queen's Park from May to September on Marine Development in Port Colborne 1867-1900, as part of the Legislative Assembly's Community Exhibit Program.

Lift Locks: A Perspective, by C.C.S. member Walter E. Webb

Early canals used a single gate arrangement called a "flash lock" where there was a difference in water levels to be overcome. These devices wasted a large volume of water and could only be used where the difference in water levels was not very great. Later conventional locks were developed but they still required a substantial amount of water for a lockage, although this could be mitigated by using intermediate side chambers.

Single locks are fairly efficient as regards traffic capacity and transit time. However if the difference in water level and topography requires several locks in "flight" both capacity and transit time are adversely affected. In such cases, the capacity can be improved by "twinning" the flight locks, but little can be done to avoid increased transit time.

To conserve water and minimize transit time there are various alternatives to conventional locks such as inclines, water slopes and vertical lift locks. There are examples of all these options in operation today. However, the most common, and in most cases the most suitable, is the vertical "lift lock."

Lift locks have the feature of requiring virtually no water for a lockage and compared to flight locks, have more capacity and shorter transit times. Early lift locks were hydraulically operated with twin caissons that counterbalanced each other. Later, most lift locks were built with a "mechanical" counterweight system. The mechanical arrangement supports the caisson with cables led over overhead sheaves to counterweights, and is suitable for both single and twin caisson arrangements. In the latter case, the caissons are still operated independently and hence one caisson can be taken out of service for maintenance without stopping navigation.

Lift locks have been selected for various canals in Europe, usually where water conservation was important. However, in some cases transit time/capacity was also a factor. For the proposed Three Gorges project in China a ship lift (lift lock) is included in the plans and in this case transit time is the main reason.

The prototype for hydraulic lift locks was built at Anderton, England, and was completed in 1875. It had twin counterbalanced caissons and a lift of some 15m. The operating weight of a caisson (with water) was some 250t. This lock was designed by Clark, Stanfield and Clark. The same firm designed two more hydraulic lift locks. In France, Les Fontinettes was completed in 1888 with a lift of 13m but with somewhat larger caissons with an operating weight of some 800t. In Belgium, La Louvière was also completed in 1888 with a lift of 15m and even larger caissons with an operating weight of 1000t.

The only lift locks in Canada are the Peterborough and Kirkfield locks on the Trent-Severn Waterway. Here the choice of lift locks seems to have been based primarily on minimizing transit time. At the time the locks were being planned the Trent "route" was considered a possible alternative to the existing Welland Canal and the proposed Georgian Bay Ship Canal. It was felt that delays in transiting flight locks would lessen the attractiveness of the Trent — particularly as a grain route. Water conservation was also a factor that favored lift locks at these locations. Designed by a Canadian engineer, Richard B. Rogers, and based on the general concept used at Anderton, Les Fontinettes and La Louvière, the Peterborough and Kirkfield locks were completed in 1904 and 1907 respectively. The twin caissons of both locks are substantially larger than the European "prototypes" and have an operating weight of some 1540t. The lift at Peterborough is almost

20m while at Kirkfield it is almost 15m. At the time of construction Peterborough was the largest lift lock in the world. There are today larger lift locks with higher lifts but they are "mechanical" lifts and Peterborough remains the largest hydraulic lift lock. Although these Canadian locks have had some modifications and renovations in recent years, they remain to quite an extent as they were built, and are a tribute to the engineers and contractors who designed and built them.

The largest lift lock in operation today is at Scharnebeck, Germany. Completed in 1976, it has a lift of some 38m and twin caissons with independent mechanical counterbalancing, the operating weight of a caisson being some 5700t. At Strépy-Thieu in Belgium an even larger lift lock is currently under construction. It will have twin mechanically counterbalanced caissons. With a lift of 73m and a caisson operating weight of 8400t it will become the world's largest. However, in China the plans for the immense Three Gorges project on the Yangtze include an even larger ship lift. In this case a single mechanically counterbalanced caisson is planned with a lift of about 113m. The caisson will have an operating weight of some 11800t. At Three Gorges the ship lift (there will also be conventional twin flight locks) is to provide a fast transit for passenger ships. At Scharnebeck and Strépy-Thieu the main reason for choosing lift locks was water conservation.

From Anderton to Scharnebeck, and on to Strépy-Thieu and Three Gorges, there has been a fascinating evolution in lift locks. Peterborough and Kirkfield are certainly a significant part of that evolution and remain today remarkable examples of hydraulic lift locks.

News from England: Plans for English "Panama Canal" to cost £6 Billion !

This mammoth project, to cut across England from Port Carlisle on the west coast to Newcastle and Wallsend on the east coast, is under discussion. A canal on this route was first suggested 200 years ago, but the coming of the steam age made it uneconomical. It is believed by the planners that the new canal could provide cheaper and more environmentally friendly transport than rail or road. It would handle barges carrying 15,000 tonnes of cargo.

Despite the planners claim of "environmentally friendly", the conservation group Friends of the Earth believe the canal would lead to the destruction of two of Britain's biggest estuary habitats (Solway Firth and Morecombe Bay), and have significant impact on two others (Duddon Estuary and the Drigg coast). In addition, a cut of about 600 feet in depth and more than five miles in length would be required to cross Hadrian's wall. Since the canal would run almost parallel to the Wall for many miles, uncalculable damage could result to this historic structure.

C.C.S. welcomes new Member:

John R. Gardner
302 Nassau St., P.O. Box 941
Niagara-on-the-Lake, Ont.
L0S 1J0

More Impressions of UK96

.... Today, British Waterways manages and cares for over 2,000 miles of ... canals and rivers, used mainly for leisure activities. ... On the stretches we encountered, most of the locks are 7 ft wide and 70 ft long which accounts for the size of the narrowboats that frequent them — 6 ft 10 in. wide and 70 ft long. Neat fit.

On board the narrowboats, too, everything is a neat fit. We were on a pair of hotel boats, Tsarine and Tsarevna, both traditionally decorated and with pots of pansies on the roof. One housed the motor and living area, the other was a "butty" with no engine, but it contained the commissariat and kitchen. At mealtimes and at night the pair lie alongside each other and we can move from one to the other; for the rest of the time, Tsarevna is in tow. ... As I enter [my cabin] on my left is a handbasin, to the right is a four foot high built-in cupboard topped by a shelf which runs the width (half) of the cabin, ahead is a good sized window which slides open. My bunk, 30 in. high and 24 in. wide extends under the shelf and as I insert myself into it, as into an envelope, my feet and shins disappear under the shelf. Toilets and shower are next door.

Four persons staff this floating hotel and the meals they prepared were wonderful. We walked the towpaths between locks when it suited us, admired the dexterity of the staff as they passed loaded trays for morning coffee or afternoon tea from butty to boat, chatted up fellow narrowboaters at locks. We proceeded at a stately four miles per hour through a countryside lush with hawthorn, wild roses and blackberry bushes promising a bumper crop, yellow iris, waterfowl with young, and immobile anglers.

This brief, relaxing experience was just part of the two week tour organised by the C.C.S. to coincide with the World Canals Conference in Birmingham. ... Our itinerary looked formidable and that first day, fresh from our overnight plane trip, set the pace for the next fortnight: the bus headed directly for the Anderton Boat Lift, currently derelict but looking forward to a brighter future, and we were off and running.

[The Pontcysyllte Aqueduct] the world's biggest navigable aqueduct, built between 1795 and 1805 by Thomas Telford, stands 126 feet high supported by 19 stone pillars and spans over 1000 feet across the valley of the River Dee. We crossed then recrossed this aqueduct in a narrowboat named "Thomas Telford." Spectacular experience. I recently met a gentleman who grew up in Llangollen and knew a character who regularly used the towpath to cross to his preferred pub at the far end of the aqueduct but coming home after a riotous evening, would let himself into the canal — 4 feet deep — and cross that way rather than risk falling into it!

We saw many other aqueducts of varying sizes — one was a swing bridge [Barton], when the bridge was opened, the whole aqueduct, with boats and all, pivoted. It was pink!

Not all canals go over, some go under, and we saw tunnels of varying lengths on our excursions, and actually went through a couple of spectacular ones, at Blisworth and then the Dudley Tunnel. This was quite a claustrophobic experience, poling deep into the limestone formation, water dripping from the rock and at one point in the darkness, first music and voices, then floodlights accompanied a Son et Lumiere exposition of the 'good old days'. With no towpath inside [some] tunnels, before motorised boats became the norm, boats would be propelled by 'walkers' who, while lying on their backs on a board placed amidships, would literally 'walk' their way through, crossing one foot over the

other. I had the chance to try this after a demonstration but allowed a younger volunteer (Norm Macdonald!) to give it a go.

Museums have taken on a new look. Gone are cases full of related items with hard-to-read labels, placed around a room. Now using sound and sight, we enter almost literally into the lives of earlier times. Oh yes, there are artifacts too, but the main thrust is realism and it's fun. The sales pitch about investing in canals was most convincing! Hands-on opportunities are always a success and the school children we met everywhere thought so too. In Ellesmere Port Boat Museum there was freight piled up to be loaded. . . .

The National Waterways Museum is part of the working waterfront in Gloucester, looking quite at home in one of the original 19th century warehouses. Blists Hill Open Air Museum is only one of the Ironbridge Gorge Museums covering a huge area in the heart of the Black Country where the Industrial Revolution began. Added to the original blast furnaces and brick and tile works are buildings and dwellings typical of that period of history, shops, a school, village green, cottages, pubs, and here were the Morris Dancers celebrating Midsummer in traditional style.

The roster of canals which we either inspected or navigated is impressive — Bridgewater, Grand Union, Llangollan, Manchester, Montgomery, Peak Forest, Rochdale, Shropshire Union — this is just a sampling . . . broad canals, narrow canals and a ship canal

In Birmingham representatives from many countries were assembled for the World Canals Conference — the strangest by far was the Australian contingent (there are no canals on that continent), but they were a jolly hospitable lot. Our own group was a most agreeable mixture and . . . the weather was great. We flirted with rain one morning but sunscreen was a daily necessity. Everywhere we went there were sunbathers, sun seekers soaking up those harmful rays, while our group, to a man, wore protective hats. That's one way to tell the natives from the tourists.

Our accommodation was excellent and so was the food. I've become addicted to the wild berry mix found on every breakfast buffet. I marvelled yet again at the variety of plumbing fixtures, especially shower heads — wish they would standardize

My panoramic photographs are distinctive in that there is not one person in any of them, but the pastoral theme is strong and ideally they should be viewed while listening to Beethoven. This is a side of my native country I've never seen before, I loved it.
Jean Otter, Kingston

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News from France

The *Globe and Mail* recently noted exciting news from France: The French government is restoring 18th century locks to open the Cher river (the major tributary of the Loire) to commercial traffic, and European Waterways plans to operate a hotel barge for 6-night trips May to October. The barge will sail through the centre arch of Chenonceau, the most famous châteaux in the Loire valley for the first time in 200 years! The trip will include a tour of Chenonceau, will pass several other châteaux, and will include a visit to Roman ruins near Montrichard. From \$2195 to \$2595 (U.S.) per person based on double occupancy, depending on the season. For further information (800) 217-4447.

Fall Tour 1996 — Lake Erie Shore and Pelee Island, 14-15 September

The Fall CCS excursion took us to Pelee Island, the southernmost part of Ontario, and though the weather was cool, breezy and occasionally marked with light rain, a warm and good time was had by all. Over forty members ventured on this trip, for many their first visit to Pelee Island, which is noted for its fascinating marine, settlement and natural history.

Leaving from St. Catharines, the bus aimed for Port Stanley for lunchtime. Despite the drizzling rain, we were able to see some of the famous Port Stanley beach and cottages, and the downtown array of shops, restaurants and houses, offering a variety of architecture to be seen, a wide range of interesting crafts and gifts to be bought, and good food to be savoured.

After lunch, the bus followed Highway No. 3 and the Lake Erie shoreline to Windsor. The business meeting was held at the Holiday Inn, where Tony Ellis of the Inland Waterways Amenity Council (IWAAC) of Great Britain, presented an engaging description of the heritage and modern waterways situation in England, and how the waterways are being managed, used, and promoted. Tony had come along specifically to address the CCS, and to talk with the staff of Point Pelee National Park on the Sunday (while the rest of us sailed off to Pelee Island), to discuss their management strategies for the wetlands and natural preserve areas under their control.

On the Sunday, though the day dawned cool and overcast, the members eagerly boarded the M.V. JIIMAAN, at Kingsville, for the one-and-a-half hour cruise to Pelee Island. This ferry was built at the Port Weller Dry Docks in St. Catharines, and is operated by the Owen Sound Transportation Company for the Ontario Ministry of Transportation. The vessel was comfortable, and provided refreshments for those crossing to the Island. Many took the opportunity to tour the vessel thoroughly, a fascinating experience. For others, the video about the island provided a good introduction to its unique flora and environment.

Upon arriving at the Island, the jitney from the Pelee Island Winery met us at the ferry dock and took our group to their Reception Centre. An interesting and informative description of the winery's history and production, and the related topic of the harvesting and manufacturing of cork for wine bottles, was very well presented by one of their guides. The Winery Centre also has a good museum of wine-making artifacts on display. After an enjoyable lunch and a visit to their gift shop (where the Winery's products were popular purchases) the group boarded a local bus for a drive around the Island, guided by knowledgeable Island historians. The tour included many scenic glimpses of the Lake, a variety of summer house styles, farming operations (including pheasant farming), interesting church, farm and house architecture, and a drive by quarries (stone from Pelee Island was used in construction of the locks of the Third Welland Canal). A stop, all too short, was made at the Island Museum, which has a fascinating collection of photographs, artifacts and other memorabilia relating to the geology, and to the natural, settlement and marine history of the Island. The curator captivated his audience with his obvious wide knowledge, and his love of the Island.

Regrettably, we had to leave the Island to board our ferry at 4.30 p.m. But it was a thoroughly enjoyable and invigorating day, and everyone in the group vowed to return to the Island. After enjoying a fine supper in Kingsville, the bus roared off down Highway

401. Three hours later, a happy and satisfied, though perhaps a bit tired, group of CCS excursioners were back in St. Catharines and heading for home and bed.

The tour arrangements were, as usual, in the capable hands of John Burtiniak, to whom we owe our sincere thanks.

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Book Reviews

A Boy's Cottage Diary — 1904. Annotated by Larry Turner, Petherwin Heritage, Ottawa, 1996. Soft cover, 136 pages, ISBN 0-9699381-1-X

As most Canadians know, "THE COTTAGE" refers not to a building, but to an experience of summertime, simple living, woods and water, always water, and of course, boats. The lakes and rivers of Ontario are dotted with structures of various sizes and degrees of amenity to which people journey, sometimes great distances, to maintain a connection with the world of nature. The opportunities for recreation and relaxation offer a change from the usual structured patterns of daily life.

The concept of "THE COTTAGE" as an expression of the refreshment and renewal drawn from nature grew in popularity toward the end of the nineteenth century. In the Rideau Lakes area railway and road access to lakes, steamboats, and gasoline motors in boats, all facilitated the ease of travel from town.

A Boy's Cottage Diary — 1904 records fifteen-year-old Fred Dickinson's visit to his grandfather's cottage on Rideau Lake from July 27 to August 26, 1904. The diary offers an authentic glimpse into the mind of a youth, as young Fred fills his daily journal with fulsome details of sharing a tent with his cousins, invasions of mosquitoes, games, fishing and boats. Author Larry Turner explains and expands on each entry, to inform the reader of the places mentioned and the relationships of the many people who visit the cottage.

"Sunnybank" cottage, owned by the family since 1899, stood adjacent to the lower lock at Beveridges Locks on the Tay Canal. The Canal connected the town of Perth to Beveridge's Bay on Lower Rideau Lake, one of the chain of Rideau Lakes that formed the historic Rideau Canal. Many black and white photos illustrate locations of activities mentioned.

The book is divided into two parts: Section 1, the annotated diary; Section 2 the historical and geographical context, under the following chapter headings:

1. Cottage Life in 1904.
2. Perth, the Tay Canal and Lower Rideau Lake.
3. The Rideau Fleet. Vessels using the Tay Canal in 1904.
4. Epilogue (outlining family histories of Fred and relatives associated with the cottage).

As a long-time cottager, this reader was charmed by Fred Dickinson's ingenuous account of his experiences. Larry Turner provided the appropriate historical and geographical context necessary, not only to envision a time past, but also to serve as a present-day guide to the sites that remain.

This delightful book is best read while lying in a hammock slung between two trees !
Barbara Macdonald

Shipping Literature of the Great Lakes; A Catalog of Company Publications, 1852-1990. Compiled by LeRoy Barnett (East Lansing: Michigan State University Press, 1992), ix, 165 pages. Maps, graphs, tables, ISBN 0-87013-317-9. Available from Michigan State University Press, East Lansing, Mich., USA, 48823-5202. \$21.95 (US)

Canadian and American canal historians and enthusiasts, particularly those living around the Great Lakes, have at least a passing interest in the history and lore of the passenger steamships that sailed on the Lakes and the St. Lawrence River for more than a century. Vacation, excursion, recreational and pleasure cruising on the Great Lakes goes back nearly 200 years, and over that time promotional literature had become a vital medium for attracting passengers, just as the railway lines produced like material for a similar purpose. A vast body of literature from the navigation firms, such as annual reports, railway schedules, promotional pieces, magazines, and so forth, have been published. The content and presentation ranges from simple, basic information pieces to elaborate productions in the best Art Nouveau and Art Deco styles. Their ultimate aim was to extol the comfort and safety of the vessels, the relaxation and rejuvenation of a Great Lakes cruise and/or a stay at a Lakes' resort, or simply a speedy way for businessmen to reach a destination.

LeRoy Barnett, Reference Archivist at the Michigan State Archives, has compiled a useful bibliography of Great Lakes Shipping Company publications. In all, 3042 different items, produced by 230 companies, are listed, and estimated to be about 80% of all literature of a substantive nature published between 1852 and 1990. The list is arranged alphabetically by company name, then chronologically by item. Excluded are such ephemeral items as tickets, passes, menus, post cards, posters, handbills, window cards, calendars, mailing labels, luggage tags, blotters, and other give-aways. But, in fact, all the Great Lakes material, whether substantial or ephemeral, is very enticing and collectible, and difficult to find in public collections because it is scattered across North America in scores of repositories, quite often uncatalogued.

The most prolific company was the Canada Steamship Lines, with 373 items listed (446 with their Northern Navigation Division included), followed by the Chicago, Duluth & Georgian Bay Transit Company (317 entries), and the Detroit & Cleveland Navigation Company (210 entries). The list includes such other venerable names as the Richelieu & Ontario Navigation Company, Canadian Pacific Railway Company (marine department), Cleveland & Buffalo Transit Company, Thousand Islands Steamboat Company, Northern Steamship Company, and Owen Sound Transportation Company.

Locations of copies in libraries are given, with most of the 160 repositories listed concentrated around the Great Lakes. Fifty-six Canadian libraries are named, including Brock University (St. Catharines), Queen's University (Kingston), Marine Museum of Upper Canada (Toronto), Marine Museum of the Great Lakes (Kingston), Hamilton Public Library, National Library of Canada (Ottawa), and Trent University (Peterborough). The bibliography does NOT list items in private collections; no doubt, too, there are items in various smaller holdings, such as historical societies, public libraries, and other sites where this kind of material is not catalogued, or ends up in vertical files.

This volume includes several informative appendices: places of publication for items cited (62 different places); a graph showing number of printed materials 1880-1990; maps of Great Lakes shipping ports; tables of ship passengers at selected American Great Lakes ports 1913-1970s; ship passengers by selected shipping firms 1936-1960s; iron ore cargoes

consulted; a full index of all companies, hotels, resorts, vessels and places named on the covers of items cited. There are, unfortunately, no illustration of any of the publications listed in the Bibliography. The volume is a sturdy production, 8.5 x 11 inches, hard cover in cloth, and printed on quality paper.

LeRoy Barnett has compiled an impressive bibliography, which will be useful to individuals and libraries with an interest in Great Lakes transportation, travel and tourism, shipping, printing and graphic production, and general inland marine navigation. More such specialized bibliographies are needed. John Burtiak

Speaking of Books — The Aitken Reprint is coming!

The CCS is reprinting *The Welland Canal Company, A Study in Canadian Enterprise*, by **Hugh J.G. Aitken** (Cambridge, Mass., Harvard University Press, 1954). The original text is reproduced in its entirety with the permission of the author and publisher. A Note on Sources, and Errata list, have been compiled by Roberta M. Styran.

While the original was hard bound in cloth, the reprint will be paper-bound only. The retail price will be \$21.95 + GST (+ postage and handling if appropriate). For CCS members the price will be \$20 + p & p. if appropriate.

Book stores and museums in the Niagara Peninsula will be carrying this book, or it may be ordered directly from:

The Canadian Canal Society
P.O. Box 23016
Midtown Post Office
124 Welland Avenue
St. Catharines
L2R 7P6

1997 Spring Field Trip and A.G.M. — 24 May

As noted elsewhere in this Newsletter, the 1997 Spring Field Trip will be a one-day affair, on Saturday, 24 May. It will consist of a walking tour of Welland, through which have passed all four of the Welland Canals, with a By-Pass constructed 1965-73 (a part of what might-have-been the Fifth Canal !). The tour will include the canals, their bridges and, of course, their aqueducts !

Lunch will be at the Welland Club.

After lunch we will repair to Brock University, for an afternoon of slide shows, and an opportunity for members to reminisce about past trips, and contemplate future ones.

Copies of the CCS reprint of Hugh J.G. Aitken's *The Welland Canal Company: A Study in Canadian Enterprise*, will be available, at the special Member's price of \$20.

Come along and bring your friends for a day of history, conviviality, happy memories and great expectations !

C.C.S. Field Trips and Tours

1983	✓ 15-16 July	Fenelon Falls (Centennial of flight locks)
	✓ 22 October	Port Maitland-Cayuga
1984	✓ May	Desjardins Canal, Hamilton Steam Museum
	19-21 October	Cornwall, Cot-du Lac, Ste. Anne-de-Bellevue, Lachine, St. Lambert lock, Iroquois lock (25th anniversary of opening of St. Lawrence Seaway), Cardinal (Canada Starch plant)
1985	17-19 May	Peterborough, with American Canal Society (opening of Trent-Severn season)
	5-7 September	Welland Canal, Niagara Falls, with Inland Waterways Association of Great Britain
1986	31 May	Welland Canal — Port Colborne and Welland
	20 September	Erie Canal, Lockport area
1987	15-17 May	Erie & Oswego Canal, Syracuse area, with American Canal Society (Oswego, Rome)
	19-20 September	Kingston, Wolfe Island Canal, Kingston Mills on Rideau
1988	14 May	Port Colborne, Port Maitland, Dunnville, Port Dover, Brantford
	24 September	Toronto — Marine Museum, harbourfront, boat trip to Bluffers Park Marina, Scarborough
1989	13-14 May	Great Lakes Historical Society Museum at Vermillion, Ohio
	29 Sept.-1 Oct.	Cleveland waterfront, Cuyahoga R., hosted by Ohio Canal Soc. Welland Canal, with American Canal Society — boat trip, heritage and operating canals
1990	26 May	Lake Erie North shore — Port Dover, Port Rowan, Long Point
	15-16 September	western end of Trent-Severn (Port Severn, Big Chute)
1991	24-25 May	Welland River
	25-26 October	Erie Canal — Wayne County, Newark to Clyde, hosted by Canal Society of New York State
1992	30-31 May	Rideau Canal, Smiths Falls area
	22 June	Welland Canals tour for Inland Waterways Association of Great Britain and the American Canal Society
	25-27 September	Historic and operating Welland Canals, with Canal So. of New York State
1993	28 May	Grand River Canal system
	18 September	Trent-Severn (Port Perry, Lake Scugog, Lindsay)
1994	28 May	Buffalo Harbour
	17-18 September	Peterborough area
1995	17 June	Hamilton Harbour, Desjardins Canal
	16 September	Erie Canal — Lockport area
1996	4 May	Allanburgh and Port Robinson, walking tour
	13-28 June	C.C.S. tour of British canals
	14-15 September	Lake Erie North shore — Port Stanley, Pelee Island
1997	24 May	Walking tour of Welland, with A.G.M. and slide show at Brock
	1-3 August (canoe trip)	Clayton, N.Y. and Oswego Canal
1998	June	Canals in N.S.; also Louisburg, Lunenburg

World Canals Conferences

1997 14-17 October, Blackstone River Valley, New England, US. Theme will be "Canals, Communities and Collaborations." Fees (exclusive of accommodation) \$275 (US). Details from Conference Coordinator, Blackstone Valley Tourism Council, World Canals Conference Planning Unit, 171 Main Street, Pawtucket, Rhode Island, USA.

Note: the C.C.S. is NOT planning a trip to coincide with this Conference, since we have a 3-day trip already scheduled. Our President, **Bob Sparks**, will be attending and will represent our interests. Anyone wishing to attend in a private capacity can get information from the address above.

1998 17-19 September, Illinois & Michigan Canal, Joliet, Illinois, near Chicago. Theme will be "Partnership and Preservation." Further details when available.

Note: the C.C.S. is NOT planning a trip to coincide with this Conference, since we have the trip to Nova Scotia already scheduled. **Bob Sparks**, will be attending and will represent our interests. We will supply further information as soon as available, for anyone else wishing to attend.

2001 9-11 May, Dublin, Ireland. Dublin is the western terminus of both the Grand (navigable) and the Royal Canals. It is anticipated that restoration on the Royal will be completed in time for the Conference. Tours of these canals will be arranged as part of the Conference. Tours by canal boats (self-operated) and by coach will be available at special rates from 12 May.

Note: The C.C.S. is in communication with the organizers, who have already booked the Conference Hall in Dublin Castle for the main Conference. They are anxious that we should attend. You will notice that this **Newsletter** includes a preliminary questionnaire, asking for an expression of interest in this tour. Further details will be sent to members when available.

Canal Society Newsletters Received

The Canadian Canal Society receives complimentary copies, on an exchange basis, of a number of canal and marine related Newsletters. These are placed in the CCS Archives, housed in Special Collections, James A. Gibson Library, Brock University, St. Catharines, and are available to CCS members and the general public for perusal under the supervision of John Burtiak, CCS Past President, and his Special Collections staff, Monday through Friday, 8.30 a.m. to 4.30 p.m.

"American Canals" (American Canal Society)

"Association of Great Lakes Maritime History Newsletter" (Bowling Green, Ohio)

"Canal Society of Ohio Newsletter"

"Explore Historic Toronto" (Toronto Historical Board/Maritime Museum of Upper Canada)

"Inland Waterways News" (Inland Waterways Association of Ireland)

"JibGems" (Marine Museum of the Great Lakes, Kingston, Ontario)

"The Locktender" (Hugh Moore Park/National Canal Museum, Easton, Pennsylvania)

"Ontario Historical Society Bulletin" (Toronto)

"The Tiller" (Virginia Canals & Navigation Society)

"Towpaths" (Canal Society of Ohio Quarterly)

"World Wide Waterways" (International Association for Inland Waterways, Great Britain)

The Canadian Canal Society

Executive Officers for 1996-97

Past President: Norman Macdonald
President: Robert Sparks
Vice-President: Al Sykes
Secretary: Doris Bates
Treasurer: Carol Gaspari

Send all correspondence for the Canadian Canal Society to:

Doris Bates, Secretary
Canadian Canal Society
P.O. Box 23016, Mid-Town Postal Outlet
124 Welland Ave.
St. Catharines, Ontario
L2R 7P6

Contributions for Canals Canada should be sent to:

Roberta Styran, Editor
35 Towering Heights Blvd., #509
St. Catharines, Ontario
L2T 3G8

APPLICATION FOR MEMBERSHIP/RENEWAL

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

Individual	\$	10.00
Family		15.00
Institution		25.00
Contributing		25.00 or more

NAME: _____

TITLE: Mr. () Mrs. () Miss () Ms. () Dr. () Capt. () Other ()

ADDRESS: _____

PROVINCE (STATE): _____ POSTAL CODE: _____

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Please make cheques payable to the Canadian Canal Society and send with application to:

Secretary, Canadian Canal Society
P.O. Box 23016, Mid-Town Postal Outlet
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