

# Canals Canada



Newsletter of The Canadian Canal Society

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## P r e s i d e n t

As 1997 draws to a close, we can look back perhaps not as "grand" as "UK '96" a day in W of the Welland Canal, and a weekend trip to enthusiasm levels high. The launch of our C. *Welland Canal Company* was probably the hi

For myself, I had a very canal-oriented Merrickville on the Rideau, and in September Lakes hire boat, with English relatives. In Oct World Canals Conference in Rhode Island (see

As the years draws to a close, we look for Shubenacadie Canal, and other fascinating sites

Have a pleasant winter ! Buy your own up for "Shubie '98" !

Personnel Changes

## "Shubie '98" - The C.C.S. Field

The Tentative schedule for this trip is as follows:

- |                        |                                                                |
|------------------------|----------------------------------------------------------------|
| <b>Mon. 22 June:</b>   | Morning flight from Toronto<br>visit to sites of interest. See |
| <b>Tues. 23 June:</b>  | Visit to the Shubenacadie C                                    |
| <b>Wed. 24 June:</b>   | Visit to Tidnish. Overnight                                    |
| <b>Thurs. 25 June:</b> | Visit restored French fort a                                   |
| <b>Fri. 26 June:</b>   | St. Peter's Canal & historic                                   |
| <b>Sat. 27 June:</b>   | Return to Halifax: free time                                   |
| <b>Sun. 28 June:</b>   | Free time in morning. Aft                                      |

At the moment we can't give more than  
and bus hire would amount to about \$100 per  
to Halifax) would be additional, as would mea  
dinners at various locations. More information

For optional activities see Questionnaire encl

Hope to see a good number of C.C.S. members

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Welcome to New Me

connected Providence, R.I. and Worcester, Mass. The  
Providence and Worcester Railroad in 1847 spanned the river.  
We had a trip on that Railroad; a dinner-cruise on the river;  
another boat trip on the Blackstone river at Wrentham (a  
fascinating mill town); a visit to a lock site; and a look at a  
project in downtown Providence. There were many other things  
including a demonstration of teleconferencing from the  
Island and those in a school in Derbyshire, England.

Over the four days we resumed acquaintances with  
Birmingham, including representatives from many new people.

Our only complaint was that so much time was spent  
shuttling, that we had very little time in the day to look at  
Aitken book. But with everyone on the road (and in the  
the evening), it was almost impossible to meet with anyone  
only for a very quick glance at the other exhibits.

On a positive (?) note, however, a fellow traveler gave the  
most idiotic performance at the conference. Remember the fellow  
who sent a drink pouring over the table at the conference?  
**Henderson.** [Editor's Note: C.C.S. members who voted for the  
year's award went to **David Stevenson** of Birmingham, and had failed to realize that we  
turn from a narrow lane on to a narrow bridge and had to go  
alone two, to accomplish the feat - hence the slow progress  
way backwards for about a mile along a single-track road.  
Mark Bickley, whom I saw during my visit to Birmingham, was  
day !]

## P.S. to World Canals Co

**Bob Sparks** mentioned our visit to Waterplace Park. But Bob was not present at the ending of the Conference, when nearly a full complement of conferees chartered a bus and spent the evening as intended: strolling around in the cool autumn air. There were proper benches, of course; but the balustrades, were broad enough to be sat on. — and there must have been at least a couple of infants-in-arms to seniors hobbling about with blankets, picnics — an inexpensive evening out necessary. The whole area is alive — music, vendors selling post-cards, T-shirts, various edged gondolas, and every kind of small boat in the imported, and copies made, especially for the P. undoubtedly "Fire Water" — a series of 35 iron river bed, filled with logs and set ablaze. For an evening at Waterplace Park is a **MUST**. And — where most of our party (including the Irish) enjoyed an enjoyable outing. Put it on your list !

## Recreational Lock Planning

[**Editor's Note:** the following has been abridged from the journal of the Canadian Society for Civil Engineering, C.C.S. member **Dave Cramm** for drawing this to the attention of the Manager, Heritage Canals and Engineering Works Office, to my attention.]

## Springfield Trip and A.G.M.

The morning tour examined the four W around the Main Street Bridge, East and West Bridge, and the Niagara Street and Welland River. The Welland River is no longer part of a functioning and navigable waterway. The Welland Bypass in 1973 has become a recreation area.

On the west side, next to the River, grew the first aqueduct was constructed to carry the canal. It was named after the first name given to the collection of workers' share. The first aqueduct was constructed to carry the canal. It grew and eventually was renamed Merrittsville.

As each successive canal was widened and the first three canals through this part of the community. The business centre eventually moved to the canal. Especially with the building of the Welland Canal.

Today, the wall of the Second Canal aqueduct is an example of the stonemasons' art of the 1840s. The 1940s and 1950s was used as a swimming pool. The canal has been realigned to flow beneath the Fourth Canal.

Members of the C.C.S. walked around and across the present aqueduct areas, and across the bridge, to see the City's canal heritage. Commentary was provided with a handout with old pictures of the various canals.

The tour moved south along the Canal. The canal entered the First Canal when it was extended to the river. The area are now land-locked in a parkette. This area, known as the



## The Chambly Canal Recognized

On May 31, following the annual Conference of the American Society of Civil Engineers, a commemorative plaque was unveiled at the Interpretation Centre of the Canal. The plaque was presented by CSCE, **Alistair MacKenzie**, Chair of the History of the American Society of Civil Engineers, **Hélène Labossière**, Chair of the Organizing Committee.

## Canadian Presence at Opening of Canal

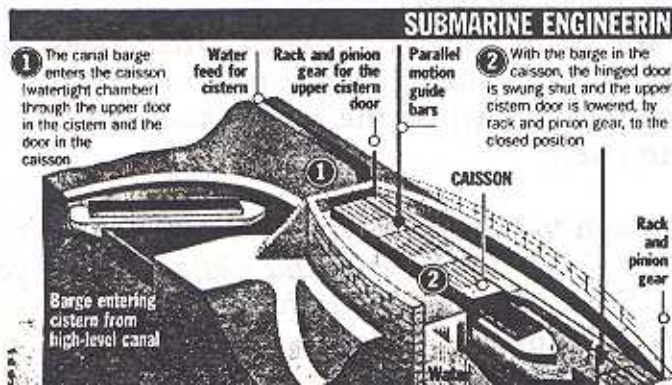
Your Editor was pleased and honoured to attend the Opening of the Millennium Lock at Great Cornard, near St. Lawrence, Quebec, on May 31, 2000. The original wooden lock at Great Cornard, near St. Lawrence, Quebec, was built by the enabling Act of 1706, which empowered the Governor to build works, and appoint Commissioners to undertake the work. The coming of railways, navigation was maintained.

The River Stour Trust was set up in 1968 to navigate the River Stour," one of the longest and one which has been immortalized in the headquarters are in the restored Granary of the and it was there that the day's proceedings began. The Granary by boat to the site of the lock, rebuilt with The ceremonies at the lock were opened by **Anthony Platt**, with speeches by **Sir Jocelyn Sainsbury**, English Heritage, and **Mr. Joseph James**, Secretary of the Commission. A plaque commemorating the **Constable** (direct descendent of the artist). Mr. lunch — in and around a marquee set up at the lock.

## A Unique Late-Eighteenth Century

On 14 September 1997 the Sunday *Times* reported an excavation which revealed the caisson hydrostatic lock which was hailed as a scientific wonder when it was used the lock for a mere two years.

**Robert Weldon**, a noted engineer of the time, found a terrifying solution to the problem of costly double staircase of locks. The accompanying diagram, reproduced in the *Times*, shows how the unique lock worked. **Michael Chapman** who spent years studying the route of the Somerset Canal, wrote: "The space shuttle of its day." He noted that the project failed again — perhaps because of spectacular accidents — snapped, sending one end plunging to the bottom. Of course, the Canal directors blamed poor work on the layer of clay, which expands and contracts, under the lock. The lock was abandoned, and replaced by an inclined plane, a long (and time-consuming) staircase of locks in



## Notice of Publications — To be Reviewed

**Jackson, John N.** *The Welland Canals and The Urban Transformation* Toronto: University of Toronto Press, 1994. 288 pp. Includes a bibliography; index; hard cover only. \$70.00. University of Toronto Press, 5201 Dufferin Street, Toronto, Ont. M3J 1B5.

**Lewis, William M.** *Aqueduct, Merrittsville and The Beginning years* Welland: A.M.W. Publications, 1994. 50 illus. (including 30 plans and maps); bibliography; \$10.00 plus postage. Available from: A.M.W. Publications, 1000 Lakeshore Blvd. E., Unit 100, Scarborough, Ont. M1S 1A5.

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**Book Review: Colin K. Duquemin.** *The Drive to the Welland Canals* St. Catharines: Norman Enterprises, 1994. 128 pp. Hard cover. \$8.00. Available from: Norman Enterprises, 1000 Lakeshore Blvd. E., Unit 100, Scarborough, Ont., L2R 4J1. ISBN 0-9698994-0-8

There are two ways to spend an enjoyable day in the present Welland Canals. One is to find a knowledgeable person who knows the route of the Canals and the roads to take to reach them, and one who can provide informative and entertaining commentary along the way. The other is the serious business of driving the whole route.

The other way, for those not fortunate enough to pick up a copy of **Colin Duquemin's** *The Drive to the Welland Canals*, is to pick up a copy of **Colin Duquemin's** *The Drive to the Welland Canals*. The passenger can drive from Niagara Peninsula (Fort Erie, Niagara Falls, etc.)



## Inland Waterways Association Plans

The I.W.A. group will fly to either Newark, N.J. or to the U.K. from Chicago on 20 September. On 21 Sept. the group will board the *Ermita II* at a point on the Hudson River, and cruise up the river. Sept. 4-6 will be spent on the *Ermita II*, on river excursions. On 7 Sept. the group will board the *Ermita II* again, and will again be on the *Ermita II*, continuing the tour. Accommodation will be on land.

Sept. 11-16 will be an overland tour, visiting various sites. Part of the itinerary has not yet been fixed in detail. Other sites will probably include the Erie Canal, the Deep Lock Quarry Metro Park where grindstone was a flight of locks, one of which has been reconstructed; Roscoe village and triple locks on main Erie Canal, with a boat trip to Piqua; Dayton, Carleton river port. Other sites will be included, and in some cases societies.

Sept. 16 the group will arrive at or near Chicago. The Conference will be dropped at Joliet; the rest will continue.

Sept. 17-19: World Canals Conference, or at least a part of it.

Sept. 20: depart from Chicago to the U.K.

Any Canadians wishing to join this tour are invited to join the full package, or on 11 Sept., with the option of joining at a later date. The cost would range from £1575 (approx. \$3780 Can.) - those attending the Conference, or those not attending.

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## The Canadian Canal Society

Executive Officers for 1997-98

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

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### APPLICATION FORM

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