



President's Message

As I write this message, I have been noting with interest news about spring flooding in the Trent-Severn Waterway and Richelieu River areas. We hope that there is no permanent damage, and that summer will bring its usual lovely cruising weather along our waterways.

Your executive has ventured out from Brock University for two recent meetings. On 28 February we were guests of the St. Lawrence Seaway Authority at the Welland Canal control centre where, after our business meeting, Harley Smith showed us a video about winter maintenance, and led us on a tour of the operations control room.

On 4 April we visited Port Weller Dry Docks and given a tour of their facilities by Jeff Clarke, after which we held our meeting in their Board Room. It was interesting to see the MV JIIMAAN in one of the dry docks undergoing her five-year "checkup." You may remember that we travelled to Pelee Island on this ship during our fall 1996 tour.

On 24 March I attended the annual "top hat" ceremony at Lock 3, marking the season opening of the Welland Canal. Captain Mark Leaney of the Upper Lakes vessel, CANADIAN LEADER, was presented with the top hat for the first ship of the season. This ceremony began in 1829!

Plans are well in hand for our trip to Nova Scotia in June. There is still room, if you wish to join us! So come aboard and journey with us to the Shubenacadie and beyond! And we hope to see as many as possible of you at the AGM and spring jaunt in Port Colborne on 23 May (see separate sheet for information).

This is my last message as President. It has been an eventful couple of years with the UK '96 tour, publication of *The Welland Canal Company* (by the way, have YOU bought your copy yet?), and many short jaunts within Ontario. I wish the incoming executive, and especially our new President, **Al Sykes**, all the best.

May the sunlight always glisten on the waters as we journey up the cut! **Bob Sparks**

Pontcysyllte Aqueduct De-watered for First Time in 193 Years!

On 21 January 1998 the *Times* of London was among publications featuring this story, as British Waterways engineers "pulled the plug," allowing 450,000 gallons of water to gush from the aqueduct into the River Dee, 120 feet below. Hundreds of sightseers turned out to watch an historic event, which will allow engineers to inspect the cast iron trough which has functioned without interruption since its opening in 1805. Any maintenance work required will be carried out, and navigation restored in time for spring navigation. "Ponty" is the longest (1000 feet) and highest (120 feet above the river) structure on Britain's 2000 mile system of waterways. Let's hope it will still be carrying narrowboats in 2191! CCS members who were on the UK '96 tour will recall our trip across this landmark, one of the Seven Wonders of the Waterways World!

Soulanges Canal to Reopen in October 1999

Officials of the Vaudreuil-Soulanges area hope to have this historic waterway open for pleasure boats by October 1999. Federal and Québec governments have allotted funds to launch a feasibility study, with a view to not only develop navigation, but also to attract tourists, with a bicycle path, camping facilities, interpretive centres, marinas, etc. Authorities are aware of an expanding interest in pleasure navigation in North America, and hope to make the Montréal area more accessible by reopening a waterway which has been closed for 40 years, i.e., since the opening of the St. Lawrence Seaway. The canal is 23.5 km. long, with five locks, and links Lakes Saint-Louis and Saint Francis, passing through the communities of Pointe-des-Cascades, Les Cèdres, Coteau-du-Lac and Les Coteaux. The concept plan is awaited with interest, and will determine the financial viability of the project. **Note:** pleasure craft have now to negotiate the Seaway locks at Beauharnois to reach Montréal. Together with the proposal to reopen the Lachine Canal (see p. 3) to small craft, these two projects bode well for canal cruising in Canada. **Bob Sparks** (This is an abridged translation from a news item in the 10 March issue of *Le Journal de Montréal*, with additional Note by Bob Sparks.)

Monument to Robert F. Legget

The *Historical Society of Ottawa News* in its January 1998 issue, reported that on 20 October 1997 a monument and plaque was dedicated to former Life Member of the Canadian Canal Society, **Robert Legget**. We knew him as a wise and genial companion on field trips, and as one who encouraged others in their pursuit of knowledge and gladly shared his own vast lore regarding Canada's canals. And we recall with pleasure his wonderful and witty tales of engineering and adventuring around the world. His long career as historian, author and engineer entitled him to the respect of several generations of waterways enthusiasts. But it was members of the Ottawa Geotechnical Group who conceived and carried out the idea of the monument, which was unveiled as part of the activities of the 50th Canadian Geotechnical Conference held in Ottawa. Gordon McRostie chaired the committee and organized the ceremony, with speeches by Mr. James Graham, President of the Ottawa Geotechnical Group, Mr. Peter Milliken, M.P. for Kingston and the Islands, and Mr. David Legget, son of Robert Legget.

Friends of Dr. Legget were given an opportunity to participate, by sending in a piece of rock from their own area, or by cracking a piece provided by Mr. McRostie. About 200 pieces of rock, contributed by friends from all over Canada, the U.S.A., Scotland, England, Switzerland, Italy and Australia, were incorporated into the monument, which stands in front of the Bytown Museum, besides the Rideau Canal. The story ends on a sad note: on 17 December the bronze plaques were removed from both sides of the monument "by persons unknown."

Springfield Trip and A.G.M. — Saturday 23 May, 1998

A full day of activities in the Port Colborne area has been worked out by **Virgiana Anger**, Curator of the Port Colborne Historical and Marine Museum, and **John Burtiak**. Lunch and the AGM will be at the historic Roselawn Complex, built 1860 and redone in its present form in 1879. So, fill in the enclosed registration form, and join us for another of our enjoyable, fun-filled and well-organized outings! A bargain at \$40!! See you there!!

Tourism and the Lachine Canal

The January 1998 issue of *Plan Canada* carried an article under the above title, written by Mark London, architect and planner, and a member of the City of Montréal's Lachine Canal Project Team. He begins: "The difference between a 'slum' and a 'heritage district' is often one of perception. Once the historic commission's plaques go up and tourists start arriving, the community and investors view the perhaps still rundown buildings quite differently. Heritage recognition and associated tourism promotion are not only ends in themselves, but can catalyze revitalization of an older area, leading to public improvements and private investment. Add some leisure boating and outdoor cafés along a revamped waterfront and you're really cooking. This is the underlying aim of a five-year, \$82-million program — announced in April 1997 by the Canadian government and the City of Montréal — to reopen, restore, and revitalize the Lachine Canal and surrounding area." The article then gives the history of the Lachine, from the abortive scheme of 1689 through the first canal, built 1821-25 and rebuilt twice to accommodate ever-larger ships. Between 1850 and 1880 "the area along the eastern part of the canal became the birthplace of Canada's Industrial Revolution" but the opening of the St. Lawrence Seaway in 1959 "sounded the death knell for the canal" and it was closed in 1970.

A canal-side park, created by the federal government in 1978, while attractive, failed to regenerate the area, which remained isolated. However, by the early 1990s the Old Port entrance to the Lachine was restored, with the removal of fill, and the rebuilding of two sets of locks. This stimulated various commercial enterprises in the area. Also in 1992 the Expo '67 site was converted into Parc des îles, with many tourist attractions. The current plan grew out of a 1995 initiative involving not only regional mayors but also Parks Canada and various community groups. The aim is to revitalize the canal as a "catalyst for economic, social, and urban revitalization of the surrounding areas." It is intended to have the canal reopened in 2002, with Parks Canada contributing \$33-38 million and the City of Montréal allotting \$44 million from its Capital Works Program. The neighbouring municipalities of LaSalle and Ville St. Pierre are planning to take advantage of the canal's new image, and the City of Lachine has already undertaken improvements to its historic waterfront area.

The article concludes: "Turning the Lachine Canal into a tourist attraction involves adding new dimension and new activities, and improving the environment. We anticipate that, as in Lowell (Mass.) and Birmingham (England), it will change people's perceptions of the area and give new legitimacy to older industrial structures. In some respects, the process is a giant public relations exercise to change the district's image, attract a wide variety of new investments, and revitalize one of the most economically depressed areas in the country."

Editor's Note: A World Canals Conference is scheduled to coincide with the reopening of the Lachine in 2002. Mark it in your calendar!

New Use for Old Towpaths !

No, the Brits are **NOT** digging them up and moving them elsewhere, as part of a recycling movement. But a company called Fiberware **IS** digging them up, and laying a network ducts to carry fibre-optic cables, to link main business centres in England and Scotland. The article I saw featured a picture of the Caldon Canal at Cheddleton, which we visited on our UK '96 tour ! The area to be covered (underlaid?) extends from Warrington to Stoke, Stafford, Gloucester and Bristol in the west, to link up with a section from South East to East Midlands, to Sheffield and Leeds, then west to Manchester and back to Warrington, which was completed at the end of 1997. It is hoped to have the network complete by June.

Field Trip to Port Stanley, 27-28 September 1997

The Fall 1997 Field Trip and Meeting took an eager and enthusiastic group of CCS members along the north shore of Lake Erie between Port Dover and Port Stanley, and into St. Thomas. With this excursion, the CCS has, over a period of years, covered the entire length of the Lake Erie shoreline from Fort Erie to Kingsville/Pelee Island.

Leaving St. Catharines (Brock university) the bus headed for Port Dover and followed the lakeshore through the attractive hamlets and villages of Port Ryerse, Fishers Glen, Normandale and Turkey Point, into Port Rowan — the lunch stop. These communities have a particular quaintness and charm, and each has its own appealing setting on the lake.

In the afternoon the bus continued through Port Burwell and Port ^{Frank} ~~Frank~~, and by mid-afternoon reached Port Stanley. Along the way the members enjoyed the scenery and pleasing landscapes, with rolling countryside, productive farms, bushland, and glimpses of the sparkling waters of Lake Erie. To this was added the hustle and bustle of the late summer cottagers and local folk. As well, all along an interesting array of architectural styles were to be seen in the houses, barns, and outbuildings, cottages and churches, while the harbours, now filled with recreational craft and fishing boats, where once freighters and ferries plied the lake, provided a captivating water-related contrast to the drive.

Port Stanley, fondly remembered by not a few from their youth, has undergone a real transformation. Not too long ago, the village was looking sad and decaying. Now, it offers a wide range of shops, restaurants, and other attractions. The beach area is clean, the cottages and houses look spiffy, and an atmosphere of rejuvenation, revival and activity pervades throughout.

Don Cossens, a local historian from St. Thomas, Steve Peters, Mayor of St. Thomas, and several officials from Port Stanley met the group. A slide presentation introduced Port Stanley's history and architecture, followed by an inside tour of the operating lift bridge over Kettle Creek. We then drove through the new and attractive condominium residential area, high above the beach and overlooking the Lake, and visited a local fish hatchery. The guided tour was informative and most appreciated.

The bus then headed for the Day's Inn on the outskirts of London, where we had supper, followed by a business meeting and an overnight stay. Sunday morning began with a stop at St. Thomas' famous Jumbo, where Steve, the Mayor, young and energetic, a keen and knowledgeable local historian and collector, took the group on a guided tour. Included among the sites were the historic 1830s Anglican Church, the restored City Hall, and the Railway Museum now under development. St. Thomas was once the most important railway centre in western Ontario. Steve was a most engaging guide, exceedingly well-versed in his City's history, proud of what it has achieved over the years and of its potential — a grand ambassador!

Alas, the group bade him farewell at noon, and headed back to Port Stanley, where we lunched at the restaurant of our choice. The afternoon included a scenic train ride on the Port Stanley Terminal Rail over a portion of the former London & Port Stanley Railway line. Don Cossens and his wife joined the group for the afternoon. The train ride, through varied countryside, was enjoyed immensely, and no doubt brought back memories for a number of people.

All good things must come to an end, and our trip did so after a supper stop in St. Thomas, following which the members sat back in their comfortable bus seats, with pleasant memories of the 1997 Fall Field Trip. The bus was back in St. Catharines by 10.00 p.m. and all declared, as they disembarked, that they'd had a great time, and were ready for the Spring Trip to Port Colborne!

John Burtiak

Book Review: Lines of Country: An Atlas of Railway and Waterway History in Canada. By Christopher Andreae, with cartography by Geoffrey Matthews; designed by Mark Fram. Erin, Ont.: The Boston Mills Press, 1997. ix, 227 p., illus. (maps, plans, ports.). ISBN 1-55046-133-8. \$95.00. Distributed in Canada by General Distribution Services, Inc., 30 Lesmill Road, Toronto, Ont., M3B 2T6; in USA by General Distribution Services, Inc., 85 River Rock Drive, Suite 202, Buffalo, NY, 14207.

This is a truly spectacular book, and deserving of an award for combining content and design in such an enticing package.

Chris Andreae (the first CCS *Newsletter* editor) has spent 22 years in bringing this atlas of Canada's railway lines and commercial waterways from conception to realization. It has been two decades well spent, and all of those with an interest in Canadian rail and marine transport are the beneficiaries.

A large book (13 x 16 in.), hard-covered, it lures the historian, enthusiast, or casual reader, to take another, and yet another, look, both for the tremendous amount of well-written information, and for the hundreds of maps and plans (most of which are in colour), diagrams and other illustrations (photographs, old and new, reproductions of posters, etc.). The design, as to be expected from the mind and hands of Mark Fram, who sees and respects what he sees in a different light, is superb, unique, captivating.

The *Atlas* opens with a brief history of transportation in Canada, then tackles the subject in detail with Part One, titled "Building the Lines," which looks at railway construction, followed by waterway construction. Part Two is devoted to "Mapping the Lines," some 170 pages covering the country from east to west. The last section, Part Three, titled "Classifying the Lines," includes synoptic histories, tabular data such as trackage details and lock dimensions, an impressive bibliography (7 pages, 6 columns to a page), an Index of Railways and Canals, and an Index to the text (30 pages in all).

The maps, plans and diagrams are clear and relevant to the text; the illustrations, from a variety of sources, are well reproduced, whether supplied from archival or modern sources (the latter including some of Chris Andreae's own photographs), and all are captioned, with the sources given. All of this is coupled with a text that is accurate and detailed, yet presented in a very readable style.

This book deserves to be in every public, college and university library, and rail and canal buffs, enthusiasts and historians should make it a *vade mecum* which (though it will not fit into a shirt or vest pocket) will provide an authoritative and detailed history of our railways and canals. We recommend it for "Canada's Book of the year." **John Burtniak**

New Use for Old Towpaths !

No, the Brits are **NOT** digging them up and moving them elsewhere, as part of a recycling movement. But a company called Fiberware **IS** digging them up, and laying a network ducts to carry fibre-optic cables, to link main business centres in England and Scotland. The article I saw featured a picture of the Caldon Canal at Cheddleton, which we visited on our UK '96 tour ! The area to be covered (underlaid?) extends from Warrington to Stoke, Stafford, Gloucester and Bristol in the west, to link up with a section from South East to East Midlands, to Sheffield and Leeds, then west to Manchester and back to Warrington, which was completed at the end of 1997. It is hoped to have the network complete by June.

Last Call for "Shubie '98" - The C.C.S. Field Trip to Nova Scotia, June '98

The schedule for this trip is as follows:

- Mon. 22 June:** 10.40 a.m. flight from Toronto to Halifax, arr. 1.35 p.m. Planned visit to sites of interest. Seafood dinner and overnight in Halifax.
- Tues. 23 June:** Visit to the Shubenacadie Canal. Overnight at Amherst.
- Wed. 24 June:** Visit to Tidnish. Overnight at Baddeck.
- Thurs. 25 June:** Visit restored French fort at Louisburg. Overnight at Dundee Resort..
- Fri. 26 June:** St. Peter's Canal & historic town of Sherbrooke. Overnight at Liscomb.
- Sat. 27 June:** Return to Halifax: free time, or planned visits. Overnight in Halifax.
- Sun. 28 June:** Free time in morning. Return to Toronto, departing 12.15 p.m., arr. Toronto 1.28 p.m.

For those just signing up, please send a cheque for \$1000 if flying from Toronto, or \$600 if making your own way to Halifax. Please make cheque payable to "C.C.S. Travel." Most meals will be extra. We hope to arrange for group lunches and dinners at various locations.

For optional activities see Questionnaire enclosed with this *Newsletter*.

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

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A Hireboat Voyage on the Erie Canal

Saturday, 13 September 1997: My English cousins and I arrived at Cold Springs Harbour Marina just north of Syracuse, where our Mid-Lakes Navigation hireboat the ONONDAGA was ready for us. The boat closely resembled an English narrowboat but its dimensions were different (22 x 33 feet), and it was fully equipped with stove, fridge, etc. Very un-English were the bow thrusters, the VHF radio for calling ahead for passage through the locks, and the air-conditioning (which we didn't need in September). The boat was diesel powered, cruising at about 6-7 mph and, as in England, steered by a tiller. After a short instruction period our instructor travelled west with us for the one-hour trip to Lock 24 and Baldwinsville. Our instruction was brief as my cousins have owned their own boats in England for years, and had no trouble operating the ONONDAGA.

Sunday, 14 September: After a pleasant overnight at the upper approach wall at Lock 24 we headed west for about 30 miles of lock-free cruising through the Montezuma National Wildlife Refuge. Fortunately there were no mosquitoes! We passed by the remains of one of the aqueducts from an earlier version of the Erie Canal. We turned south at the junction of the Cayuga-Seneca Canal, through Lock 1 to the top of Cayuga Lake, and then west to the double locks 2 and 3, and on to Seneca Falls where we moored overnight.

Monday, 15 September: After a necessary visit to the local supermarket we continued west through Lock 4 at Waterloo to Seneca Lake where we turned back, as Mid-Lakes does not allow its hireboats to venture onto the larger lakes. We retraced our route back to the junction with the Erie, where we turned west to overnight at Lock 25. This lock is so isolated that the only activity appeared to be the croaking of 10,000 frogs.

Tuesday, 16 September: We headed back east to Baldwinsville, where we again took on provisions and replenished our fresh water supply.

Wednesday 17 September: Continuing east we passed our hire base and, at Three Rivers Junction, turned north down the Oswego Canal, which is really a canalized river. Here and there we saw remains of the original canal which paralleled the river. We descended through 6 of the 7 locks to overnight at Oswego above Lock 8 (there is no Lock 4!). The only rain we had was a heavy downpour as we headed out to a restaurant for our dinner.

note
Thursday 18 September: After breakfast and shopping we went down through Lock 8 into Oswego harbour and out almost to the lighthouse at the entrance to Lake Ontario. Only 44 miles to Toronto or 40 to Kingston! But we turned around and travelled back up the Oswego to moor at Fulton, between Locks 2 and 3. At Lock 3 we met a friendly lockmaster who showed us the workings of the lock, including the original brass electrical fittings, which are beautifully polished for the annual inspection by the Canal Authority. It seems they compete to see who has the spiffiest lock! Also at Fulton was their Lock 3 restaurant, where portions are so huge that one meal would have done the three of us.

Friday 19 September: We headed back up the Oswego to the Junction, and turned east as far as Lock 23 at Caughdenoy, where we had lunch in a delightful park-like setting. We saw many large cruisers en route to Florida for the winter. They enter from Lake Ontario at Oswego as they are too high for the low bridges of the western section of the Erie. After lunch we returned west to Cold Springs Harbour, since our boat was due for return at 9.00 a.m. on Saturday.

The hireboats are well equipped and easy to operate, especially for an experienced crew, and charts and guide books are provided. I would heartily recommend the experience. It is, of course, not cheap, particularly with the present exchange rate. If you are interested, the address is:

Mid-Lakes Navigation Co., Ltd.
P.O. Box 6
SKANEATELES, NY, 13152
Phone: 315-685-8500 OR 1-800-545-4318
<http://embark.com/mln/>

Port, Ontario
Oswego - Kingston 47 km
Oswego - Toronto 124 km
Bob Sparks

Legget's Canals of Canada—A Small Correction

"**Robert Legget's** *Canals of Canada* is rightly recognized as the standard reference work on canals in this country. A recent visit to the East Kootenays, however, revealed the need for a minor correction to this volume. In Mr. Legget's description of British Columbia's Baillie-Grohman Canal on p. 107 he writes:

"If he stops at the small town named Canal Flats, the observant traveller may see this attractive sign erected by the Department of Recreation and Conservation of British Columbia:

A DREAM FILLED

It was the dream, in the 1880's, of W.A. Baillie-Grohman, British sportsman and financier, to reclaim these fertile lands from the annual river floods. His canal at Canal

Flats diverted part of the Kootenay into the Columbia, but was abandoned. The first successful reclamation was in 1883. Now the 25,110 acres lie secure behind 53 miles of dykes."

So writes CCS member **Des Harris**, of North Vancouver who, with a companion, tried in June 1997 to locate this sign. In the vicinity of Canal Flats they did discover a sign:

CANAL FLAT

In 1808 David Thompson named this flat "McGillivray's Portage" as he crossed from Columbia Lake to the Kootenay River. In 1889 W.A. Baillie-Grohman joined the two waterways by a canal with a single lock. Regulations aimed at preventing Columbia River flooding so restricted the operation of the canal that only two steamboats passed through — the Gwendoline in 1894 and the North Star in 1902.

After various queries and false leads it occurred to Des that the area which was flooded was around Creston, 150 km to the south. Enquiries there at first drew a blank, but then came a suggestion that there was a sign in a farmer's field off Highway 3. At length, a helpful farmer's wife recalled seeing a sign some years ago, and gave directions. Sure enough, the sign was located, reading exactly as Legget had said. So, for those interested, here's how to find it: from the junction of Highway 3 and 3A, head north on 3A towards the Kaslo ferry for about three km, and there on the west side of the road, "overlooking a magnificent panorama of the Lower Kootenay Valley" stands the sign. (The Editor's thanks to **Des Harris** for, first of all, taking the trouble to track down this memento to a canal pioneer, and secondly, writing a fascinating tale of persistent exploration !)

Good News from Cootes Paradise, Hamilton

Those who went to Burlington Bay/Hamilton in June 1995 will recall the "Carp Barrier" which was then just being completed, from Burlington Bay into the marsh. The aim was to reduce the number of carp, which would improve conditions in Cootes Paradise. In the fall 1997 issue of *News from Paradise* contributed by CCS member **Dave Cramm**, the effect of this measure is described. "Wind, wave and carp are responsible for the resuspension of sediment. In addition to being aesthetically unpleasant, high suspended sediment levels in the marsh restrict light penetration and thus limit aquatic plant germination and growth The operation of the Fishway began on March 21, 1997. To date, 13,000 fish have been captured at the Fishway, and 8,500 of those were carp Excluding carp and their destructive feeding and spawning habits greatly reduced turbidity in the marsh and their direct impact on aquatic plants. . . . Compared with previous years, emergent vegetation made a comeback in the open-water areas of the marsh. Great bur-reed . . . and water smartweed . . . made a surprising recovery in both deep and shallow parts of the marsh. . . . Cattails, soft-stem bulrush and great bur-weed stands that were present last year have also spread outward into the open water

The rampant growth of submerged plants in almost all sections of the marsh is the most dramatic change Also present in large numbers is horned pondweed . . . not recorded in Cootes Paradise for a number of years. This plant is considered rare in Ontario and has historically been found only in Cootes Paradise in all of the Hamilton-Wentworth region." Congratulations to the Fish and Wildlife Restoration Project on this success !!

Inland Waterways International North American Tour, September 1998: Update!

The I.W.I. group will fly to either Newark, N.J. or New York City on 1 September, and return to the U.K. from Chicago on 19 September. Due to the fact that the World Canals Conference at Joliet is now scheduled to begin on the 16th, it will be necessary to arrive in the Joliet area on the afternoon/evening of the 15th. This has necessitated some changes, but the general outlines remain the same. On 2 Sept. the party will drive to the embarkation point on the Hudson River, staying at various points along the Erie for the nights of 2-9 Sept. All overnight accommodation will be on land.

10 Sept., party will stay in Buffalo; 11 Sept., Cleveland area; 12 Sept., Canton; 14 Sept., Dayton. Sites to be visited were given in the November 1997 issue of *Canals Canada*

Sept. 15 the group will arrive at or near Chicago. Those planning to attend the World Canals Conference will be dropped at Joliet; the rest will proceed to Chicago.

Sept. 16-19: World Canals Conference, **or** at leisure in and around Chicago; Sept. 19 the UK party will depart from Chicago.

Any Canadians wishing to join this tour are invited to do so, starting either on 2 Sept. for the full package, or on 10 Sept., with the option of attending the W.C.C. or spending time in Chicago. Estimated cost would range from £1575 (approx. \$3780 Can.) + Conference registration + accommodation for those attending the Conference, or those not wanting to stay on in Chicago, to £1650 (approx. \$3960 Can.) for those staying for 3 nights in Chicago. These figures are per person, sharing a room — Single rooms proportionately higher. If joining the tour on 10 Sept., proportionately lower. These sums do **not** include travel to and from the point at which you join the tour. If you are interested, please return the Questionnaire and a deposit of £200 = \$480 to:

Roberta M. Styran
35 Towering Hts., Apt. 509
St. Catharines, Ont.
L2T 3G8.

I.W.A. Tour September 1998

Name _____

Date of Birth (if over 73) _____

2-18 Sept. _____ Attend W.C.C. _____ 3 Nights Chicago _____

10-18 Sept. _____ Attend W.C.C. _____ 3 Nights Chicago _____

Please note: Canadians may pay in Canadian dollars, making checks payable to **Roberta M. Styran**, and adding note "For IWI tour" on face of check. The money will be remitted to the IWI through Dr. Styran's sterling account in London (we've used this account on a number of occasions, notably in planning our UK '96 tour!). Further installments will be required soon: you will be notified in the near future, so — be prepared!

The Canadian Canal Society

Executive Officers for 1997-98

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

Send correspondence for the **Canadian Canal Society** to:

Doris Bates, Secretary
Canadian Canal Society
P.O. Box 23016, Mid-Town Post Office
124 Welland Avenue,
St. Catharines, Ontario
L2R 7P6

Contributions for **Canals Canada** to:

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

APPLICATION FOR MEMBERSHIP

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 _____

E-MAIL: _____ WEB SITE _____

Please mail cheques payable to the **Canadian Canal Society** (in Canadian funds) with application to:

The Secretary, Canadian Canal Society
P.O. Box 23016, Mid-Town Post Office
124 Welland Avenue,
St. Catharines, Ontario
L2R 7P6