

## President's Message

As 1998 quickly comes to an end, it is time to reflect on another successful year of C.C.S. activities. Our spring trip to Port Colborne, and fall tour of Toronto Harbour, were both attended by a goodly number. Both events were well organized and very informative — and the weather was perfect. **John Burtiniak** who, along with **Virginia Anger**, coordinated the Port Colborne outing, did an excellent job. **Bob Sears** and **John Burtiniak** teamed up to make the Toronto tour a memorable event. I would like to take this opportunity to thank these loyal members for their efforts, and look forward to working with them again on future junkets.

My year of canalling has been quite a memorable one. I spent eight days aboard the US-registered motor vessel **INDIANA HARBOR**, sailing the Upper Lakes. The ship, 1000 feet overall length and 105-foot beam, squeezed into the Poe lock at the American Soo with only five feet to spare! Last week I spent an afternoon cruising on the Welland aboard the motor vessel **AMERICAN MARINER**, which has a 78-foot beam — only two feet to spare in the Welland's 80-foot locks! Talk about a really tight fit!

The Society thanks all members for their support in raising the annual dues. Inflation has finally caught up to us! With the additional revenue we can now try new projects, such as a winter get-together (see notice, p. 4). Remember, this is YOUR Society — I want to hear from the membership with any comments, good or bad, regarding our trips, the *Newsletter* or potential activities.

Thank you all for your support, and all the best for the New Year.

**Al Sykes**

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## Seaway Handed over to New Seaway Management Corporation!

During a shipboard ceremony, Friday Oct. 2nd, 1998, the operation of the St. Lawrence Seaway was handed over to the newly formed St. Lawrence Seaway Management Corporation — a non-profit organization developed by some of the biggest companies that use the seaway.

The new corporation signed a 20 year agreement to control all of the 2,300 mile stretch of seaway, except for two locks between Montreal and Lake Ontario which are controlled by the U.S. St. Lawrence Seaway Development Corporation. The new corporation was established by nine companies, including Dofasco Inc., Canada Steamship Lines, Upper Lakes Shipping, Algoma Central Corp., Stelco Ltd., James Richardson & Sons, Cargill Ltd., and Louis Dreyfus Corporation. Each of the companies has representatives on the corporation's board of directors. Also, the Federal, Ontario and Quebec governments each have a representative on the board. [Courtesy, Terry Doyon, Editor, *Lake Huron Lore*]



## The CCS Nova Scotia Trip (aka "Shubie '98"), 22-28 June 1998

Nineteen members of the CCS from Ontario travelled to Nova Scotia this past June to meet with seven members and prospective members from that province, and to explore their waterways, canals and canal-related features.

The first stop was at the Shubenacadie Canal Commission's Fairbanks Centre at Dartmouth. Here the group was welcomed by the Centre's director, **Mary-Jane Hopfner**, for an introduction to the Centre and a tour of locks 1-6 of the Canal by foot and/or bus.

The Shubenacadie Canal links a series of lakes and rivers from Halifax Harbour to the Bay of Fundy, and was built in two phases, 1826-1831 [by Francis Hall, who had worked on both the Welland and the Burlington Bay Canals] and 1854-1861. There were nine locks and **two inclined planes** in operation, and the Canal was used by both steam and sailing vessels until 1870. Today, the Canal is a National Historic Civil Engineering site.

The Shubenacadie Canal Commission was established in 1986 as a non-profit organization which works to promote and preserve the old waterway. The current work is to restore navigation to the old canal route as much as possible.

During the following days, our intrepid group of 26 visited the Lawrence House Museum and the historic village of Maitland, at the mouth of the Shubenacadie River and the end of the Canal; the site of the Chignecto Marine Transport Railway; the Visitor Information Centre at Amherst; the Alexander Graham Bell Museum at Baddeck; the Fortress of Louisbourg National Park; the St. Peter's Canal (built from 1854 to 1869 through a solid granite hill to link the Bras d'Or Lake and the Atlantic Ocean); the Canso Strait Lock (opened 1955 — see group picture p. 3); Sherbrooke Village on the south coast; and the Maritime Museum of the Atlantic in Halifax. We also enjoyed a boat tour of Halifax Harbour.

The story of the Chignecto Marine Transport Railway is particularly intriguing. As an alternative to a canal across the Isthmus of Chignecto [proposed by Francis Hall in the 1820s!], a massive marine railway was started in 1882, only to be abandoned in 1891 before completion. On the ground, however, the evidence is still to be found. **John McKay**, a knowledgeable and dedicated local historian, not only gave us an extensive slide presentation, but also led us along the roadbed and into the fields (complete with cows) to show us the remains of the related structures in the area — the windswept Tantramars Marshes between N.B. and N.S.

It was a wonderful week, both fun and educational. Special thanks to **Carol and Keith Manchester**, CCS members from Fall River (who were also part of the UK '96 tour) for their planning, organization and hard work in making the tour a success. **Keith**, by the way, is a member of the Shubenacadie Canal Commission. Thanks also to the staff of the Fairbanks Centre and the Visitor information Centre in Amherst for their warm and wholehearted welcome (and all those homemade goodies!).

We are all looking forward to the next "special" CCS trip — Ireland in 2001!

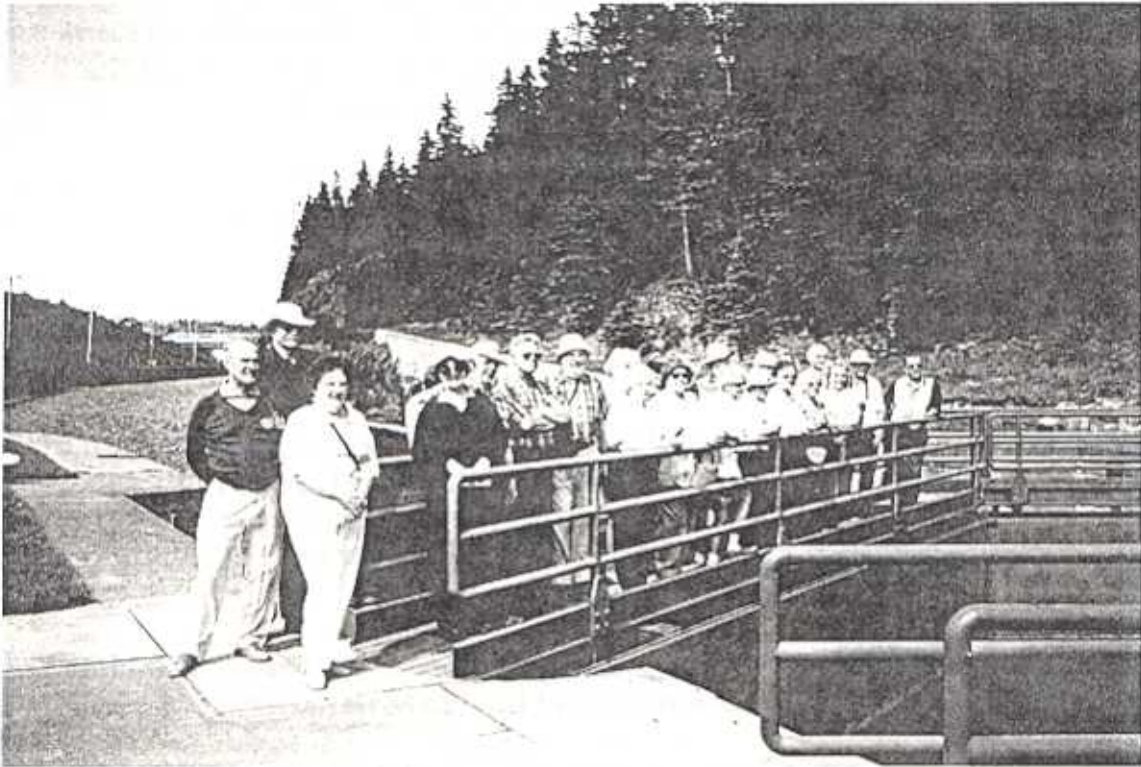
**Editor's Note:** Dates of the World Canal Conference in Ireland have been changed slightly, to Wednesday 16 to Friday 18 May 2001, with various trips planned for the Saturday. Further information as it becomes available.



CCS Members on Tour in 1998!

Top: Friday 26 June — at the Canso Lock in Nova Scotia

Bottom: 18 Sept. — at the Nettle Creek Aqueduct on the Illinois & Michigan Canal, Gebhard Woods State Park





## World Canals Conference, 15-19 Sept. 1998, Joliet, Michigan

The 1998 W.C.C. in Joliet was attended by about 130 delegates from five countries, including eight of us from Canada. Representing the CCS were **Bob Sparks**, **Jim Purdie**, **Pat McNally**, and **George and Anne Hume**. **Dave Bollinger**, from the Rideau, and **Dave McDougall** from the Trent-Severn, also attended, along with **Normand Proulx** from the city of Montréal. The CCS had a display table, which was well received. Many of our brochures were distributed, along with a hand-out about our plans for a World Canals Conference here in 2004. We even sold some of the Aitken books! And we had a poster about the Shubenacadie Canal, and gave out many of their brochures as well.

As usual at these conferences, the days were filled as we visited many sites along the Illinois and Michigan Canal Heritage Corridor, which extends about 100 miles from Lake Michigan to LaSalle-Peru on the Illinois River. The canal, opened 1848 has, of course, long been replaced by the modern Illinois Waterway (opened 1933) which connects Lake Michigan to the Mississippi River. There remain, however, many stretches of the original canal, most of which have been developed into the Heritage Corridor (see picture p. 3).

One of the highlights of the conference was a 3-hour cruise along a portion of the Illinois Waterway, including a passage through one of the huge (600 x 110 ft). modern barge locks. On the Saturday, many of us were able to visit the Chicago Portage Historical Park, the Canal Origins Site (where the I & M canal began), and Navy Pier on the Chicago waterfront, the easternmost point of the Heritage Corridor.

This year's "dink" award was won (?) jointly by a duo from France and New York State, for their fine canoe work on the Dresden section of the I & M Canal.

Next year's conference will be held in Lille, France, 14-16 June, and will include field visits in both France and Belgium [see story on p. 8]. In 2000, the conference will be closer to home, in Rochester, N.Y. 11-15 September [the CCS will be planning a trip to coincide with the conference].

**Bob Sparks**

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### A New Venture: A CCS "Social" Afternoon at the Lock 3 Museum, 7 March 1999

The CCS executive will host a "Social" afternoon in the Burgoyne Room of the St. Catharines Museum at Lock 3, on Sunday, 7 March, 2.30-5. p.m. All members welcome! Come chat with old friends, perhaps make new friends as well. We'll have slide & overhead projectors available, so bring your slides, photo albums, overheads, post-cards, or whatever!

Refreshments will be served, and while there will be no charge for the "social" any donations towards the refreshments will be welcomed!

Any suggestions for the afternoon, other than those outlined, or for other kinds of activities, can be phoned to **John Burtniak**, **Ken Mackenzie** or **Bobbie Styran**.

If this event proves successful, we'll try to schedule others in the future. As **Al Sykes** said in his President's Message - this is YOUR Society! Come along and have fun!



## Spring A.G.M. and Tour — Saturday 23 May 1998

This year's AGM and tour were held in Port Colborne, with sunny skies and 45 eager CCS members enjoying some of the many canal and other attractions offered by the City. At the end of the day, all agreed that it had been a good outing, and the Port City deserves a return visit.

Port Colborne, at the southern entrance of the Welland Canal on Lake Erie, provides many opportunities for an interesting canal-oriented tour. The first stop was at the Port Colborne Historical and Marine Museum, where the Director, **Virginia Anger** (a CCS board member) and staff provided an informative tour of their several buildings, including a most pleasant mid-morning coffee and tea break, with scones and jam, in Arabella's Tearoom, a former 1915 cottage. The Museum complex include a fine 1869 frame house containing exhibits about the City's history, with an extensive and informative display about the Canals and their influence on the community, from the days of sailing vessels through the steam era to the present. Other buildings are an 1850s log cabin, an 1820s log schoolhouse, and a carriage/blacksmith's shop. This is a fine Museum, and well worth another visit.

The group then headed for the Canal, past a former CNR station (ca. 1925) which, happily, is being restored and will be used as a gift shop. No longer present nearby was the 1929 railway bridge across the Fourth Canal, dismantled as no longer required.

Along the Canal, West Street has a variety of two-storey shops from the last century, which continue to serve residents' and visitors' different needs and wants. This stretch of West Street offers an interesting streetscape of architectural detail. Perhaps the most outstanding building is the former Imperial Bank of Commerce (1911), with a white terracotta exterior of the Italianate Classic Revival style. All the West Street buildings look out on the Fourth Canal, with the Clarence Street bridge standing sentinel over the Canal, and still providing a necessary crossing point. Next to the Fourth Canal channel are the lock walls of both the Second and Third Canals, fine examples of stonemasonry. The parallel channels of the three different canals is a unique feature, and worthy of note.

On the east side of the Canal was formerly located East Street, also with its shops and services. An important commercial street, it disappeared with construction of the Fourth Canal, and so West Street remains as the one reminder of Port Colborne's business section of another era. From West Street the tour carried on past several marine-service shops and yards of Marsh Engineering, and others, and out to the harbour.

The harbour has been much enlarged over the years with landfill, and today provides easy land access for the two large grain elevators at the Canal mouth. An extensive marina development is in progress in the harbour area, with space for mooring boats, restaurants, picnic tables and parking. This is proving to be very popular, and certainly a welcome addition to the Port's waterfront.

On the east side of the harbour entrance one could see some of the remaining evidence of the heavy industries that were located there. Unfortunately, most of these have been closed and torn down, and only the INCO plant remains (with its tall smoke stack now dismantled, and its operation and workforce drastically reduced), standing out in the near distance.



The group left the harbour area for the Roselawn Complex, for the AGM and a delicious lunch. The Roselawn mansion is a magnificent stone and brick Victorian edifice which now functions as a conference and banquet venue.

In the afternoon the group went to Solid Comfort, the former Humberstone Club properties on the bay, with a spectacular view of the sparkling waters of Lake Erie. In 1888 the property was acquired by a number of southern Americans as a summer resort, to provide escape from the broiling southern heat and to relax in the cooling breezes off the Lake, amidst the pine groves bordering the bay. A number of "cottages" (really full-sized houses) remain from the early days, and are proudly maintained. We had a knowledgeable guide who talked about the families of Solid Comfort and their houses. Especially appreciated was the chance to get "behind" (i.e., on the waterside of) the houses and savour the view, and for a few fleeting but delicious moments be able to imagine being one of those fortunate families who summered here when Solid Comfort was in its heyday.

Leaving this splendid spot, the tour drove over to view Lock 8 of the present Canal, located inland from the Lake in the Humberstone area of the City. **Al Sykes**, CCS President, described the functions of this lock, the longest on the Welland, which serves as a guard lock to adjust the differing water levels between the Lake and the Canal. The lock is 1380 feet in length, while the seven lift locks are 859 feet long.

From Lock 8 we headed for Ramey's Bend, to view one of the most popular passenger steamers that ever plied the waters of Lake Erie, the CANADIANA. Launched in 1910, she carried well over a million passengers, ferrying fun-seekers between Buffalo and Crystal Beach. After ceasing operation as "the Crystal Beach Boat" she had an indifferent career in several Great Lakes ports, sinking at least once, and finally all but abandoned. As expected, she was vandalized, stripped of all appurtenances and details, and forgotten. An enterprising group undertook to restore the good ship, and after refloating and towing her from Buffalo across the Lake and through Lock 8, had her moored at Ramey's Bend. Unfortunately, the restoration plans have fallen through, and the CANADIANA looks even more forlorn as she sits in the mud.

The Port Colborne Canal tour came to an end all too soon, for there is so much to see and explore in this city with its rich Canal heritage. This tour, then, completes the three-part upper Welland Canal walking tours that included Allanburg and Port Robinson (1996), Welland (1997) and Port Colborne (1998). Return tours to these interesting sites are always a possibility for the future! (See pictures p. 7)

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**New CCS Board, 1998-1999 (Executive listed on back page):**

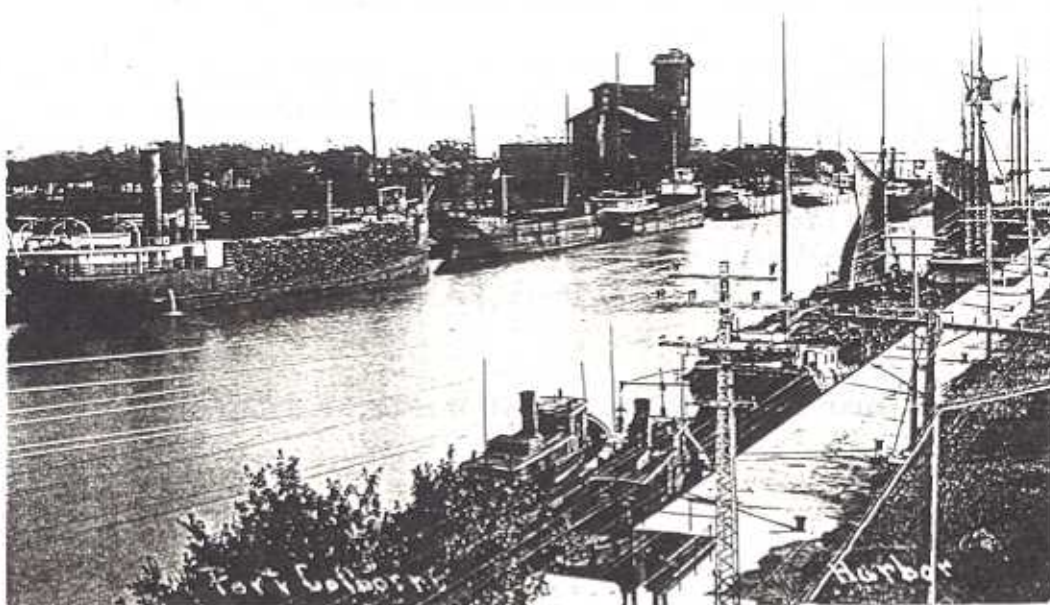
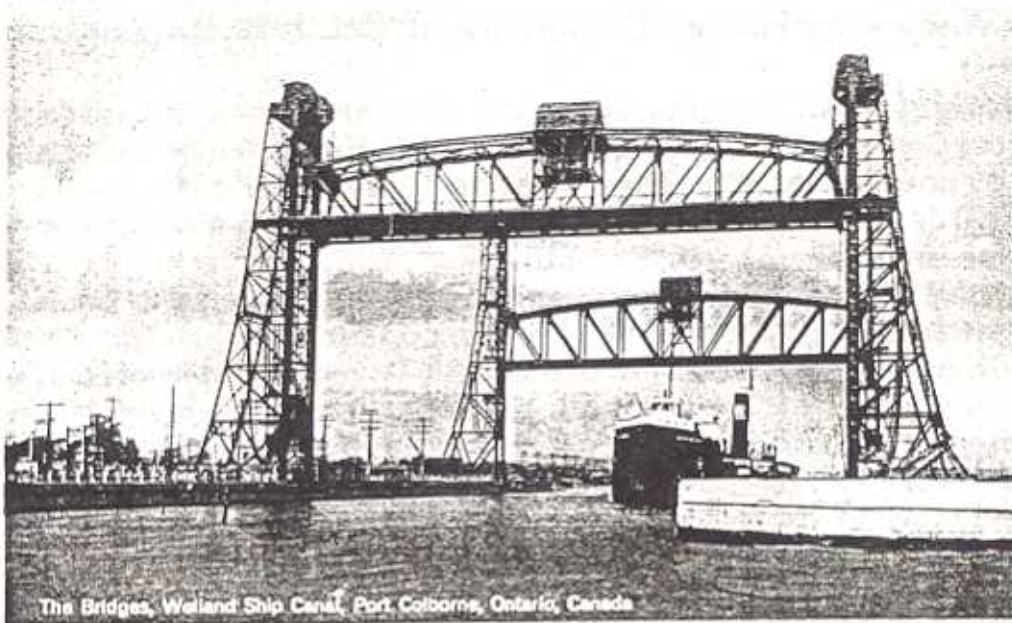
Art Adams	Virginia Anger	John Burtniak
David Cramm	Patricia French	Bruce Hill
Ken Mackenzie	Peter McKenna	Jim Purdie
Robert Sears	Roberta Styran	

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**Editor's Note:** We WILL be updating our five-year programme of events, as well as our Web site, in the near future. Stay tuned for developments.



# Scenes in Old Port Colborne





## Second Waterways History Conference, 10 Oct. 1998, Birmingham, Eng.

While many of our CCS members were attending conferences in Canada (the Niagara Peninsula History Conference) and the US (WCC at Joliet), one member was traipsing around the UK on her by-now-annual pilgrimage. The one-day event at Birmingham brought together about 100 delegates and speakers representing many British canals and canal interests. The conference theme was "Recording, Researching, Revealing" and the morning session was devoted to Techniques & Research. Among the speakers was **Joseph Boughey**, who revised Charles Hadfield's comprehensive work on British Canals (reviewed in the May 1995 issue of this *Newsletter*), and author of a recently-issued biography of Hadfield. The afternoon session consisted of Case Studies, including an interesting presentation by **Christopher Drage** on archaeological research on the Chesterfield Canal. Your Canadian representative, whose paper on researching and revealing the Welland Canals, wound up the afternoon, found much to discuss with the archaeologist, since he revealed structures on the Chesterfield which appear similar to those of the First Welland's locks.

The Welland Canals paper went over well — the only unfortunate aspect of the conference was that there were just too many interesting speakers, and consequently there was no time for the question period we had all been anticipating! Future organizers of conferences take note! However, a good time was had by all, with a chance to chat with old friends, and make new ones. **Tony Conder**, Director of the National Waterways Museum at Gloucester (whom some of you met on the UK '96 trip) had organized the event, and promises to allow time for questions next year!

**Bobbie Styran**

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## World Canals Conference, Lille, France, 14-16 June, 1999

The Conference will focus on the eight canals or river navigations that cross the border between France and Belgium. The joint hosts will be VNF (Voies Navigables de France, or French Waterways); the Walloon Ministry of Equipment and Transport; the Walloon Compagnie du Canal du Centre; Lille 1 University; the Nord-Pas de Calais regional council; and the Regional Tourist Board. The central theme will be the development of recreational and tourist use of the area waterways, with discussion topics "focused on the issue of making the waterways work as effectively as possible as vectors of local tourism development." Site visits will include the Fontinettes lift at Arques, an historical interpretation centre at the Heifaut dome, a boat trip from Mons to Thieu (the hydraulic lift at Thieu, and the new funicular-type barge lift at Strépy-Thieu), and the Ronquires inclined plane.

Registration for the Conference will be FFR 1500 (current exchange is at Can. \$0,2730). The conference organizers are offering a one-day tour of the Roubaix Canal on 17 June, at an additional charge of FFR 100.

Further information may be obtained from Vincent Pattier at French Waterways, Tel. 03-21-63-24-89; FAX 03-21-63-24-62; E-mail [servcomm@worldnet.fr](mailto:servcomm@worldnet.fr)

Or, David Edwards-May, Tel. 04-76-70-16-85; FAX 04-76-70-28-05/06; E-mail [euromapping@canalweb.fr](mailto:euromapping@canalweb.fr)

See next page for Inland Waterways International package tours.



## Tour to World Canals Conference, Lille, France, 14-16 June, 1999

**Inland Waterways International** are offering two possible packages for the tour, which will include accommodation:

**Option 1:** Fly to Paris, enjoy that city's sights, including boat trips and a visit to the Canal de l'Oise, then on day 3 take the TGV (high-speed train) to Lille. Days 4-6 at the Conference, then return either to Paris via the TGV, or to London via Eurostar.

**Option 2:** Fly to London, explore that city, then on day 3 take the Eurostar to France.

No prices are available as yet, and more detailed information will be available early in 1999 from:

Ron Oakley  
20 Quayside  
Bridgwater  
TA6 3TA, U.K.

For CCS members, a third option is available, of course, and that is to make your own arrangements to get to Lille by the evening of 13 June.

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### SCANDINAVIA! A possible add-on or alternative to the Lille Conference!

No, Bobbie Styran is NOT organizing another tour! BUT - she is acting as agent for J.F. Huxley Tours, of Malpas, England, from whom the CCS hired coaches and drivers for their successful UK '96 tour in Britain. Huxley's offer a 20/21 day tour (depending on ferry schedules) to Scandinavia in June, for ca. £2000 per person, shared accommodation, including all accommodation, all breakfasts and dinners, all ferry charges (seven shorter trips as well as three overnight sailings), and all excursions. A single supplement of £390 is charged, but we could try to match up singles willing to share. All accommodation has en suite facilities.

The trip would depart, probably from Chester, on 19 or 20 June, allowing those who wish to attend the Lille Conference time to take in the Roubaix Canal trip, or a day or two wherever they chose. Further details will be available in the New Year. A brief itinerary is as follows:

- Day 1 - bus to Harwich, o/n ferry to Sweden
- Day 2 - bus to Halskov for ferry to Copenhagen
- Day 3 - afternoon to Helsingborg and JonKoping
- Day 4 - bus to Stockholm, then o/n ferry to Helsinki, Finland
- Day 5 - afternoon drive through lakeland to Jyvaskyla
- Day 6 - bus to Kemi, then Rovaniemi
- Day 7 - bus via Sodankyla to Inari (get certificate for crossing the Arctic Circle)
- Day 8 - bus to Kafjord, ferry to Honningsvag on the North Cape, festive evening
- Day 9 - back to Kafjord by ferry, then to Hammerfest
- Day 10 - ferry from Olderdalen to Lyngseidet, then ferry to Breivikeidel, & Tromso
- Day 11 - leisure day in Tromso
- Day 12 - bus to Melbu, ferry to Lofoten Islands
- Day 13 - tour of Islands, ferry to Skutvik, then to Rognan
- Day 14 - bus through glorious scenery to Trondheim



Day 15 - leisure day in Trondheim  
 Day 16 - bus to Lom, with its famous Stave Church  
 Day 17 - through mountain scenery, ferry from Kaupanger to Revsnes, to Helmsedal  
 Day 18 - bus via Honefoss to Oslo  
 Day 19 - either leisure in Oslo, or bus to Gothenburg for o/n ferry to Harwich  
 Day 20 - either drive to Gothenburg or drive from Harwich back to starting point

Any CCS members wishing to join this "Grand Scandinavian" trip, please drop a line to, or phone/E-mail (see Questionnaire p. 13):

Bobbie Styran  
 35 Towering Hts. Blvd., #509  
 ST. CATHARINES, L2T 3G8  
 (905) 684-4882  
 E-mail: rstyran@niagaranet.npiec.on.ca

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**Book Reviews: William H. Lewis. *Aqueduct, Merrittsville and Welland: A History of the City of Welland, The Beginning Years* (Welland: A.M.W. Publications, 1997). viii, 143 p., illus., plans, maps; sources. Paperbound, ISBN 0-9682743-0-7, \$11.95 plus \$3.50 postage. Available from A.M.W. Publications, 25 Home St., Welland, Ont., L2C 2E8.**

Bill Lewis has had a lifelong interest in the history of his hometown, the City of Welland and, in particular, the influence of the Welland Canals on its founding and development over the years. Bill's many years' research has culminated in *Aqueduct, Merrittsville and Welland* published last fall.

The book focusses on the very earliest years of Welland's existence as Aqueduct, with the construction of an aqueduct to carry the Welland Canal over the Welland River in 1829, then through the renaming of the settlement to Merrittsville in 1844 and, in turn, its incorporation as the Village of Welland in 1858.

The book is divided into five sections. The first, "The Beginnings," summarizes the earliest exploration and settlement of the country, followed by a brief description of the establishment of local government and services, and the effects of the War of 1812. The second section, "The Welland Canal," describes William Hamilton Merritt and the salient features of the First Welland Canal. The third section, "A Place Named Aqueduct," looks at the settlement that developed at the construction site of an aqueduct which provided a means of carrying the canal over the creek. The fourth, "Merrittsville," covers the Second Welland Canal period, when the community grew continually with a new aqueduct and canal channel, and the establishment of various services and amenities for the residents. The last section, "The Village of Welland," reviews the significant growth of the community, with incorporation, and its selection as the County seat, the building of the Court House and County Jail, and the resulting growth.

Throughout the narrative, the influence of the Welland Canal upon the form and shape, and the evolution of the community into what is now downtown Welland, pervades. It is an intriguing story, and Bill Lewis has told it in an engaging manner, with clear and well-crafted language. The reader does get a mental picture of an emerging and growing settlement, with the ever-present Canal having a real force in that evolution.



The text is well illustrated, with over 20 pictures and over 30 maps and plans. Appendix "A" contains ten surveys, showing the expanding urban imprint of Merrittsville in the 1840s and 1850s. It is these maps and plans that demonstrate best the effect of the canals and aqueducts on shaping that urban form. Appendix "B" contains the listing for Merrittsville from Mackay's *The Canada Directory* (1851) which shows the professions and trades for that date. Appendix "C" contains the enlarged listing for Merrittsville from the *Canada Directory* for 1857-58, which provides similar information for comparing the growth of the community during the decade. A useful list of sources is provided, and sources of all illustrations are credited and acknowledged.

The book itself is an attractive production, professionally designed by Kristian Bogner Photography & Graphics of Welland. The selection of the cover photo, the Second Canal swing bridge crossing Main Street, is an instant attention-getter.

This book is a useful acquisition for all with an interest in the Welland Canals, and canals in general. So little has been written about the early history of the City of Welland that it is also a useful local history. Perhaps it is most welcome because it looks at the earliest years of a community which was founded and shaped by the Welland Canals, and therefore a refreshing change from Welland Canal books that focus on the Canals as transportation and engineering achievements, with little regard to the effect that they have had on the communities which they brought into existence, or reshaped over time, or contributed to their demise. John Jackson's recent major opus, *The Welland Canals and Their Communities* examines this transforming effect and change, and Bill Lewis' more modest (in size) volume is a worthy companion. More such books are needed.

Rumour has it (on good authority) that our author is working on a sequel which would examine Welland's further growth and expansion, because of the Canals, through the next two or three decades. That is good news!

John Burtniak

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**John N. Jackson, *The Welland Canals and Their Communities: Engineering, Industrial, and Urban Transformation* (Toronto: University of Toronto Press, 1997). xvi (xii), 535 p., illus., maps, plans, tables. Hardbound, ISBN 0-8020-0933-6. \$56 available from the author, 80 Marsdale Dr., ST. CATHARINES, L2T 3S3.**

Pierre Berton's "The Last Spike" popularized the completion of the intercontinental railway as a key event in Canada's transportation history. However, an earlier less well known initiative — the building of the Welland Canal — was also of major significance in connecting Eastern and Western Canada and in developing the Canadian economy. This book details the history of the Welland Canals and the settlements that evolved along and near them. Jackson, an Emeritus Professor at Brock University, has written or co-authored close to a dozen other treatises on the Welland Canals and various aspects of the associated environments in the Niagara Peninsula. This book represents the culmination of a professional lifetime interest in the system and its regional setting.

Jackson's book contains a wealth of information on the history of the Welland Canals system. For example, when tourists view the massive flightlocks where ships climb the mountain, few of them realize that these are the successors of three previous canals. The first, completed in 1829, was the product of the visionary William Hamilton Merritt who wanted a



reliable water supply for his mill and an alternative to the newly completed Erie Canal across New York State. The original route was modified in 1833 with the creation of the Deep Cut South of the Niagara Escarpment. As vessels grew in size, larger locks were needed and a second canal was completed in 1845. A Feeder Canal supplied water from the Grand River for the first two Welland Canals and became an integral part of those early systems. A third canal was completed in 1887 and a fourth in 1932. And finally in 1973 a bypass around Welland allowed the previous fourth canal to be abandoned through the City creating a recreational waterway.

As the population grew, settlements evolved at strategic points. Millraces and falling water powered a vibrant industrial economy. The Irish labourers and others who built the canals did not always get along well with each other and were part of the colourful history associated with construction. Service centres flourished as farms and factories replaced pioneer settlements.

Despite strong competition from railways after the 1850s and later from the multi-lane highway system, the volume of freight moving through the canal increased to a maximum of over 66 million annual tonnes by 1979, and currently hovers at about 40 million tonnes. Tables in the text depict this flow and the changes in the categories of freight that were carried. As ships increased in size, successive canal systems were required, culminating in a by-pass around Welland and the purchase of land next to St. Catharines for an intended Fifth Canal which is now expected about 2030.

As the maintenance costs for aging locks remain high, efforts have increased to raise additional revenue and to privatize the system. The St. Lawrence Seaway Authority has become interested in selling off surplus land and this provides an opportunity for Regional and local governments to work towards creating a Welland Canals Parkway and Trails system to complement the Niagara River Parkway. The final two chapters focus on the Fourth Canal as a Recreational Waterway, and the steady but slow advance towards the achievement of a Lake-to-Lake Parkway along the full length of the canal.

Jackson has written a detailed and thorough account of the Welland Canals and the communities along them. It is a combination of historical, cultural and economic geography and is fundamentally an academic work which may contain more detail than the average reader appreciates. Given the detailed information being provided, a few more photos or diagrams would have livened up the text. Over twenty pages of Bibliography offer ample choice for further reading. The mass of local historical, industrial, transportation, and social material should interest those who live in communities along the canals, history buffs, and anyone interested in what the Canal means for Niagara. Although it is not "populist history," it might even help to elevate the Welland Canals to their rightful place in Canada's transportation history. [Re-printed with permission of **George Nicholson**, Planner, Regional Municipality of Niagara]

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**DON'T FORGET — Sunday 7 March 1999**

**Social get-together at the St. Catharines Museum at Lock 3!**



## Scandinavia 1999 — Questionnaire

**NOTE:** This is NOT a CCS tour as such, but is certainly a once-in-a-lifetime opportunity to see some of the most magnificent scenery in the world — to say nothing of the chance to experience the "Midnight Sun"! And with the comfort of Huxley's luxurious coach, driver, and hostess to take care of the details!

- 1) Name only (unless your address has changed) \_\_\_\_\_
- 2) Will you be attending the Lille Conference? Yes \_\_\_\_\_ No \_\_\_\_\_
- 3) If not going to Lille, will you fly from Toronto? Yes \_\_\_\_\_  
(If enough people are interested, we might arrange group flights, either to London or Manchester; the Scandinavian trip will probably depart Chester or Manchester)
- 4) If "Yes" to above, will you need Niagara Airbus service? Yes \_\_\_\_\_ No \_\_\_\_\_  
(Those living in other areas will be responsible for their own ground transport.)
- 5) If you wish to stay on after the Scandinavian tour, when do you want to fly back to Toronto? \_\_\_\_\_ From what airport? \_\_\_\_\_
- 6) Hotels/Ferries: Single \_\_\_\_\_ Double \_\_\_\_\_ Twin \_\_\_\_\_

**NOTE:** A deposit of £75 per person will be required by about mid-January 1999 to confirm booking. At current exchange rates this would be about Can. \$195-200 per person, but we can hope that the Canadian dollar will strengthen against the pound in the meantime!

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## Ireland 2001

If you have not already expressed an interest in the CCS tour to Ireland in 2001, to coincide with the World Canals Conference to be held there **16-18 May** (note the change in dates) please do so now. We will plan a two-week trip, beginning with the WCC, then a week/ten-day tour of canal sites in Ireland. At this time it is impossible to do more "guesstimate" the possible cost but based on our experience with the UK '96 tour, we would expect a cost of approx. \$3500 per person, shared accommodation, including airfare to/from Toronto.

We shall be setting up an instalment payment, as we did for the UK '96 and NS trips. So if you are still interested, please let us know, and we'll send out further information, and the schedule of payments, early in the New Year. The Inland Waterways Association of Ireland are well along in their planning, and it should be a super trip.

Name only (unless your address has changed) \_\_\_\_\_



## The Canadian Canal Society

Executive Officers for 1998-99

Past President:	Robert Sparks
President:	Al Sykes
Vice-President:	George Hume
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

E-mail: [rstyran@niagaranet.nplec.on.ca](mailto:rstyran@niagaranet.nplec.on.ca) (no attachments, please)

### APPLICATION FOR MEMBERSHIP

Please enrol me as a member of the **Canadian Canal Society**  
If we enclose my/our membership fee of \$ \_\_\_\_\_

Category	
Individual	\$ 15.00
Family	20.00
Institution	30.00
Contributing	30.00 or more

NAME \_\_\_\_\_

TITLE: Mr. ( ) Mrs. ( ) Miss ( ) MS. ( ) Dr. ( ) Capt. ( ) Other \_\_\_\_\_

ADDRESS \_\_\_\_\_

PROVINCE (STATE) \_\_\_\_\_ POSTAL CODE \_\_\_\_\_

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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