

President's Message

Here it is the spring of 1999 and soon all the navigable waterways will be open. Anniversaries for the Welland Canal and the St. Lawrence Seaway will be observed on August 6. There will also be ceremonies at the Peterborough Lift Lock on 17 July.

Our Board has been working diligently to promote our Society. We are developing a Speaker's Kit which, when completed, will be available to our members. The Kit will be a slide presentation suitable to be shown at service clubs, church groups, etc. The first Kit will be concerned with the canals of Canada, and it is planned to develop similar Kits on individual canals at a later date. We are also updating our Membership Brochure, as well as our Web site on the Internet.

The site of our Board meetings has varied during this past year. Our home base remains the Brock University Special Collections room, however, we have also been the guests of the St. Lawrence Seaway at their Glenridge Avenue offices, and the Hamilton Credit Bureau. We had a pleasant luncheon meeting at Frado's restaurant at the Homer Bridge, occasionally interrupted by passing ships! Finally, thanks to CCS member **Lou Cahill** we had two meetings at Port Weller Dry Docks, each preceded by a tour of their extensive facilities, conducted by Jeff Clarke, Occupational Health and Safety Officer.

A new departure, a social afternoon at the St. Catharines Museum, was well attended. Members brought slides, photos, and postcards of canals, ships and trains. So successful was this event that we have decided to hold another get-together this fall, probably in November.

And don't forget to sign up for the Spring Tour and AGM on 5 June, at Erie, PA.

Have a great spring and summer!

Al Sykes

Spring Tour and AGM: Saturday, 5 June, Erie, PA!

CCS Board member **Bob Sears** has arranged for us to visit various sites in and around Erie and Girard, PA, in what looks like an exciting one-day tour. Departure will be from Brock University at 8.00 a.m., with lunch at Erie, and arrival back at Brock estimated at 6.30 p.m. Total cost will be \$75 per person.

Details and a booking form are included in this mailing. **Note** that American funds will be required at some sites, and that credit cards will NOT be accepted!

It is intended to transact the business of the AGM on the bus, so come prepared, not only with your Yankee money, but your comments and/or questions for the Board. It looks like a good day!

See you there!

Departed Members Remembered:

During the past few months the Society has lost three long-time and valued members. Last fall, **Emily Madden**, of Livonia, NY, passed away. Emily and her late husband, **Hayward**, were enthusiastic supporters of the Society in its formative years, and, in fact, **Hayward** served as Vice-President for several terms. **Hayward and Emily** had devoted a lifetime to canal research, assembling an impressive library, and touring canals throughout the United States, Canada, Britain and Europe. Many a canal-related question was directed to them by canal historians and libraries, which they were able to answer from their knowledge and extensive resources. Their library was deposited in the Geneva (NY) Public Library when Emily moved into a retirement home in the early 1990s. Both Hayward and Emily attended CCS meetings and tours regularly, and even after Hayward's death, Emily continued to drive up for CCS events, and always, the Lock 7 Motel in Thorold was their (and her) CCS base.

In January, **Betty Lampman**, wife of **Harold**, of Ancaster, passed away. **Betty and Harold** participated in CCS meetings and tours from time to time, and were always a pleasure to have "on board." Betty had a keen interest in our canal heritage and lore, as did Harold, and enjoyed especially meetings that included boat tours. They were able to share in the fun of cruising English canals by narrow boats. Betty had a real knowledge of our Niagara/Wentworth local history, which she shared generously. She was also a keen genealogist, along with Harold, who was, and continues to be, justly proud of Niagara Loyalist heritage.

In March, **Gladys Rutland**, widow of the late **Fred Rutland**, passed away. **Fred** had been a member of the early CCS Boards for several terms. **Gladys and Fred** were faithful supporters and participants in early CCS meetings and tours. They especially enjoyed early boats, and were regular attendees at the annual antique boat rallies and shows at Port Carling and other cottage-country ports. They also had their own "steam-launch," the COFFEE POT, which was a frequent sight, and attracted much attention, whenever she took to the balmy waves of Chippawa Creek, and in the Muskokas. After Fred's passing, Gladys continued to come out for CCS events.

The membership and active participation in the Society over so many years, of all of these stalwarts is acknowledged with appreciation. The Society extends condolences to their families.

John Burtniak

Peterborough Lift Lock: ASME/CSME Historic Landmark Dedication, 17 July

The first Historic Landmark dedication in Canada by the American Society of Mechanical Engineers will take place at the Peterborough Lift Lock on 17 July. Activities will begin at 8 a.m., with free bagels and coffee, then a free boat cruise at 9 a.m. The plaque will be unveiled at 11 a.m. by the President of the ASME.

After the ceremony, stay and picnic with friends in the surrounding parklands, and enjoy the comings and goings of the colourful boats of the busy holiday traffic on the Trent Waterway. Or enjoy a tour of the visitor centre, with its artifacts, and historical commentary on the Lift Lock.

The CCS welcomes New Members:

Mary-Jane Bell
63 George Street
ST. CATHARINES
L2R 5N8

George Huber
78 Franklin Avenue
PORT COLBORNE
L3K 4A5

Peter M. Sanderson
#208 - 205 Queen Mary Dr.
OAKVILLE
L6K 3K8

Lawrence R. Cooper
Box 941, 302 Nassau St.
NIAGARA-on-the-LAKE
L0S 1J0

Victor Mozarowski
96 Ravenscrest Dr.
ETOBICOKE
M9B 5N3

Donald F. Simpson
Box 1
SYDENHAM
K0H 2T0

Arthur Gill
25 Caithness Dr.
WELLAND
L3C 4Z2

William Naftel
5350 Rector St.
HALIFAX, NS
B3K 2N5

Cathie Towle
#1 - 12 Kendal Ave.
TORONTO
M5R 1L7

It is with great pleasure that we welcome these nine new members to the CCS, and we hope that they will be able to attend events, and enjoy our rich Canadian canal heritage!

World Canals Conference in Lille, 14-16 June 1999

The Board of the CCS would like to know if any member of the CCS plans to attend this conference. It appears that none of the Board members will be able to attend this conference, but it is of great importance that the CCS should be represented. If anyone plans to attend, please contact **Al Sykes**, President (Tel. 905-892-5005), or **Bob Sparks**, Past President (Tel. 416-691-2265), as soon as possible. We will provide an official letter on the Society's behalf, brochures, etc.

Cruising on the Great Lakes, Summer 1999!

The Welland Canal will once again see international cruise ships passing through! The January-March 1999 issue of **Great Lakes Seaway Review** carried an article titled "Great Lakes attract more cruise lines," with details of plans for cruises by a new French ship, LE LEVANT, owned by the Compagnie des Iles du Ponant, and the SEABOURN PRIDE, owned by a subsidiary of the Cunard Line Co. Both lines will offer cruises from Toronto to Chicago. In addition to these new-comers, St. Louis-based Clipper Cruise Line's NANTUCKET CLIPPER will offer a cruise leaving Quebec City on 3 July, which will pass through the Welland on its way to Chicago. Hapag-Lloyd's COLUMBUS will offer an "Indian Summer" cruise from Toronto to Chicago, departing 24 August, and a "Great Lakes Spectacular" from 14 Sept. from Port Colborne to Chicago. It is a matter of encouragement to all canal buffs to know that the Great Lakes, and the Welland in particular, will once again see the passage of cruise ships!

Toronto Waterfront/Harbour Tour, Fall 1998

The fall meeting and tour, on Sunday 27 Sept., was organized by CCS member **Bob Sears**, and featured a day on the Toronto waterfront. More specifically, it included a tour of the Redpath Sugar Museum, a tour of "The Pier" - that is, the Toronto Waterfront Museum, a harbour cruise, and a tour of the Toronto Harbour Commission's Police facilities.

The Redpath Sugar Museum, located at Queen's Quay East, has direct historical links with the Lachine and Rideau Canals, as the company was founded in Montreal. The tour through the Museum was conducted by Richard Felton, Corporate Archivist and Company Historian and author, and a spirited and enthusiastic guide he was! The Museum contains a varied and intriguing collection of artifacts large and small, old and new, portraying the history of sugar refining (from sugar-cane growing and transportation to production), a history of the founding and growth of the Company (a world leader in sugar production) and of the Redpath family, an historical review of sugar production technology up to the present time, and a summary of the nutritional aspects of sugar. All this was elaborated and enhanced with period photographs, documents, graphics, and informative labels and text. Richard's commentary was lively and enjoyable — all museums should have a curator like Richard!

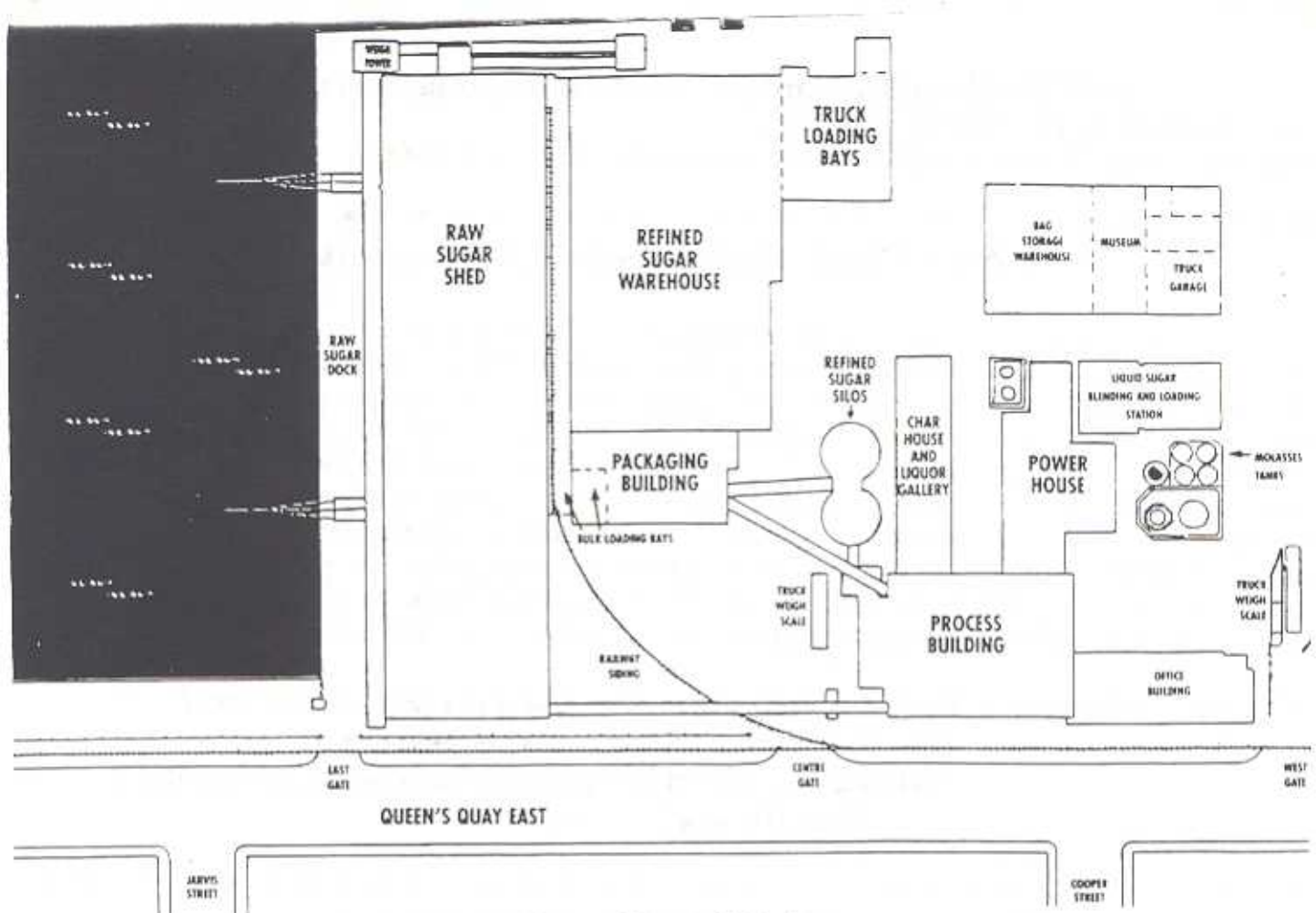
The noontime cruise along the waterfront and around the harbour was an enjoyable mid-day break (and included a delicious lunch on board). The cruise gave us an opportunity to see Toronto and the nearby islands from the water (a different view indeed!), as well as to view the various port facilities, slips, channels, bridges, vessels, and other waterfront-related features and sights.

The Pier Museum is the new home of The Marine Museum of Upper Canada, formerly located in the magnificent stone Stanley Barracks on the C.N.E. grounds. The Museum is now housed in a 1930s shipping warehouse, cleverly converted for its new, and appropriate, use. Some remember the "old" museum and will have recognized some of the artifacts and exhibits in their new setting, but the museum also features various new exhibits and displays. The museum had just opened in the summer, and some of the displays were still in the process of installation or completion. All is presented according to modern display techniques and with active visitor participation. The exhibits and guided tour were instructive and informative - well worth a return visit. The Museum continues to portray Upper Canada's fascinating marine heritage with relevant artifacts, graphics and pictorial materials.

The day concluded with a tour through the Toronto Harbour Commission's policing facilities, most ably conducted by Sergeant Angus Armstrong, who gave us an overview of the Harbour Police, including a history of their establishment, a review of policing and rescue tasks (with some examples of occurrences), and a description of their headquarters (with a tour through the building), equipment and boats. Angus gave us a fine tour, from which it was obvious that he is totally dedicated to, and enjoys, his job, carries out his responsibilities in a most professional manner, and enjoys talking about the Harbour Police and the vital service they provide. So ended a good day spent on the Toronto Waterfront.

Truly an eye-opening and enjoyable tour, made all the more memorable because of the enthusiasm of our guides. Our thanks to **Bob Sears** for his efforts in organizing such a great outing!

John Burtiak



News from Great Britain

Your Editor's clipping service provides news of places familiar to many of you, particularly those who went on the successful CCS "UK '96" tour. British Waterways has received a £3.3 million grant from the Heritage Lottery Fund to complete restoration of the Victorian **Anderton Boat Lift**. It is planned to restore the Lift to its original hydraulic working order. In addition to British Waterways' contribution of £1.9 million, financial support will come from English Heritage, Vale Royal Borough Council, the EU, a local company, Brunner Mond, the Trent & Mersey Canal Society, and the Friends of the Anderton Boat Lift.

British Waterways has submitted a list of canals throughout Britain for nomination for World Heritage Site status - among these is the **Shropshire Union**, with its terminus at Ellesmere Port. **Tony Hirst**, Director of the **Ellesmere Port Boat Museum**, is delighted with the nomination, which he considers "very good news." Tony himself, along with **Tony Conder**, Curator of the **National Waterways Museum** at Gloucester, hit the news with the announcement of a merger of these two well-known waterways institutions with the **Canal Museum at Stoke Bruerne**, to form a new umbrella organization "The Waterways Trust." Combining forces will give all three sites "more power and muscle," according to Tony Conder. Tony Hirst said that "this is an important innovation, which sets the pace for other museums to follow." We wish them well!

Chester's Tower Wharf site has recently been the site of a "momentous" boat find - the hulls of at least 10 traditional narrow boats in the long-covered in basin. Most of the craft date back to the 1870s, and were probably operated by the Shropshire Union Canal Company.

TRIVIA: Canal Palindrome - For those of you addicted to this form of word play, **Arden Phair** has recently brought to our notice the following: A MAN, A PLAN, A CANAL - PANAMA !

A World Canals Conference in St. Catharines in 2004

As you know from previous **Newsletters**, the CCS, in conjunction with Brock University and the St. Catharines Museum, plans to host a World Canals Conference, based at Brock, in late May/early June of 2004. The Society has written to the Niagara municipalities, their Chambers of Commerce, and Region Niagara, requesting their support in this venture, and asking for representatives to our Planning Committee. This venture should be an important international showcase for the whole Region. We urge all members to support our endeavour in every way possible. A good start would be to lobby your local Chamber of Commerce and municipal authorities, to lend their active support ! As plans progress, we will be calling for donations of time, money, products and services. What could YOU contribute? Contact the President, or Bobbie Styran, with ideas and/or suggestions !

Electronic Addresses: the CCS Web site is <http://www.npiec.on.ca/~ccs/>
the CCS E-mail address is ccs@becon.org
Web site for Inland Waterways Association of Ireland is
<http://www.iwai.ie/>

The Panama Canal to be Returned to Panama

In its issues of 10, 12 and 13 April, 1999, The Globe and Mail featured a three-part series on the Panama, written by Paul Knox. Under the terms of treaties signed more than 20 years ago, the 82-km Canal, built by the United States at the dawn of the twentieth century, to link the Atlantic and the Pacific, will be ceded to Panama on 31 December 1999.

The Globe's series provided an interesting review of the Canal's history, its American management, and its future prospects under Panamanian control. The articles emphasize that Panama has the ability to operate and maintain the channel, a vital link in global commerce. The Panama handled more than 13,000 ocean-going vessels last year ! But, crucial decisions for the Canal's future viability must be faced, including upgrading or widening to keep it competitive in an age when cargo shippers have more alternative routes than ever to choose from. Perhaps most important of all, the question is raised, can the politicians keep their hands off the famous, and lucrative, Panama Canal?

Paul Knox has written an insightful series of articles that are well worth reading by all interested in canals. Perhaps CCS members would like a cruise through the Panama at some time in the future !

The cutaway view of the Panama is reproduced from the Globe series. **John Burtniak**

Panama Canal

Gatún Locks

Three stair-step chambers raise ships 26.5 metres from the Atlantic into Gatún Lake

Mean sea level

FROM OCEAN TO OCEAN

Each lock has two lanes permitting simultaneous traffic in either direction.

Gatún Lake

26.5 metres above mean sea level

Pedro Miguel Locks

This one-step chamber drops 9.5 metres.

INSIDE THE LOCKS

Water, under the forces of gravity, lifts and lowers ships. Valves control its flow through tunnels beneath the locks. Here is how a ship would make its descent.

Miraflores Locks

The two-step chamber drops 17 metres into the Pacific Ocean. The gates facing the ocean are the tallest in the canal to account for the extreme tidal variation.

Mean sea level

Electric 'mules', attached to ships by lines, offer guidance and stability in the locks.

Water enters or leaves through 70 openings. The reason for this large number is to spread the flow and reduce the turbulence.

14 cross culverts are built into the floor of each lock. Each culvert has five well-like openings into the lock floor.

Ship has entered the upper lock. The gates through which it entered are closed.

Beneath the lock, the valves leading to the next lock below it are opened. Water drains from the upper lock and surges into the one below.

The main culverts which run along the length of the locks measure 5.5 metres in diameter. Valves in these consist of two immense steel doors, weighing 10 tonnes each and moving up and down on roller bearings.

The steel lock gates are hollow in construction, driven by a 40-horsepower motor they open in just two minutes. A watertight compartment in each gate makes it buoyant, greatly reducing the stress in the bearings.

When the levels are equal the gates between the locks are opened and the ship may progress.

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

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APPLICATION FOR MEMBERSHIP

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

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

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