



President's Message

This is my last opportunity as President to address the membership. Over my two-year tenure, I have been able to meet with many of you at our outings, and our afternoon Social get-togethers. It has been fun sharing stories with you, and learning from you about canals all over the world

Our Board meetings and Spring and Fall excursions have been set up to try and show a different view of day-to-day operations of canals, shipboard life, and shipbuilding activities. I was very pleased with our fall and winter Socials, which were well attended. It was nice to see members bring out canal-related materials to be put on display. I hope these Socials will be continued.

Several noteworthy events taking place this season include the arrival in early May of the Liberty ship JOHN W. BROWN, bound for a re-fit in Toledo, Ohio. She leaves the Lakes in early August with tours to be made available at some ports. Also, on Civic Holiday weekend, Port Colborne will host their annual Canal Days festival. Finally, this fall the salt-water ship FEDERAL WELLAND, now being built in Japan, will enter the Seaway. This ship will honour the Welland Canal, and will be seen in ports all over the world.

In closing, I'd like to thank both the Board, and the membership as a whole, for your support. I look forward to seeing you at the AGM.

Al Sykes

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Spring Tour and AGM: Saturday, 13 May, Lockport & Tonawanda

CCS Board member John Burtiak has arranged for us to visit various sites in and around Tonawanda, N.Y. in what looks like an exciting one-day tour. Departure will be from Brock University at 8.30 a.m., with lunch at Lockport, and arrival back at Brock estimated at 4.30 p.m. (depending on traffic at the border crossing!) Total cost will be \$60 (Canadian) per person.

Details and a booking form are included in this mailing. Note that American funds may be required at some sites!

It is intended to transact the business of the AGM during lunch, so come prepared with your comments and/or questions for the Board. It looks like a good day!

See you there!

Review: *Niagara's Shipbuilding Heritage - 1828 to Port Weller Dry Docks.* By Skip Gillham. Vineland, Ontario: Glenaden Press. 22 pages. Illus. (ISBN 0-8684341-1-8)

Canada's master marine historian and author, Skip Gillham has written a short, but informative, history of shipbuilding in the Niagara Region that canal enthusiasts will find interesting. The Niagara Region has had a long tradition of shipbuilding, going back to 1828, along the Welland Canal, in communities such as St. Catharines, Port Dalhousie, Welland, Port Colborne, and Niagara-on-the-Lake, and with shipbuilders such as Russell Armington, Louis Shickluna, Melancthon Simpson, the Abbey brothers, the Muir brothers, and Port Weller Dry Docks. It is the latter firm that proudly continues the tradition of shipbuilding and ship repair on the Welland Canal, and this booklet recognizes the contribution that the firm has made to the industry and economy of the Region and the country. The support of Port Weller Dry Docks, a division of Canadian Shipbuilding & Engineering Ltd., in the publication of this booklet is acknowledged. Copies can be obtained from the publisher (Glenaden Press, Box 443, Vineland, Ont., L0R 2C0), at \$8.00 plus postage. Also available at the St. Catharines Museum Gift Shop, P.O. Box 3012, 1932 Government Road, St. Catharines, Ont., L2R 7C2.

New Members Welcomed:

Mrs. Shirley Crozier
36 Melville Street
DUNDAS
Ontario
L9H 1Z8

Gregory & Sylvia Healey
P.O. Box 325
IQALUIT
Northwest Territories
X0A 0H0

Parks Canada Agency
1 Canal Drive
SAULT STE. MARIE
Ontario
P6A 6W4

We're always happy to welcome new members to the CCS, and hope to meet with them at some of our events. The Board has had it in mind for some time that a trip to "the Soo" is long overdue, and we'd like to assure our friends in that area that we do hope to get there before too many more years have passed! Aside from our proposed trip to Ireland next year, it is likely that our next big "away" trip will probably be to the Montreal area, when the World Canals Conference is scheduled to be held there in 2002. But let's see what we can come up with!

Spring Social Cancelled: Suggestion Wanted for Future Socials

The success of last year's "Socials" encouraged us to try to continue these popular events. Unfortunately, we were not able to arrange one for this spring, but hope to schedule one in October or early November. These get-togethers are intended for the pleasure and information of YOU, the CCS members, and we would welcome any and all suggestions you might have: format, possible topics, locations other than the St. Catharines Museum (which is always happy to welcome us). Contact any members of the Board, by letter, phone, FAX or E-mail. We look forward to hearing from you - and to seeing you!

World Canals Conference in Rochester, NY, 10-14 September, 2000

Several members of the Board of the CCS plan to attend this year's World Conference, since it is more or less "in our own back yard." Because so many of the participants are "professionals" the Conferences have always met during the week, which makes it rather difficult for us to plan a CCS trip to coincide with the meetings. However, we hope to organize a trip which would arrive in time to attend the Gala Dinner on Thursday night, and take in one of the day trips the Conference planners have scheduled for the Friday.

Any members who think of attending, please let us know, and we'll send you more information as it becomes available. Those of you who have been on some of our trips held in conjunction with the Canal Society of New York State, which is co-hosting the Conference, will know that anything that Tom Grasso is involved in can't help but be a roaring success!

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Ireland 2001: Web site: <http://www.iwai.ie/>

To any member of the CCS who would like to join our expedition to Ireland in May 2001, there are still a few places available. Definite plans cannot be made until the airlines publish their 2001 schedules, but our local travel agent is aware of our intentions, and will alert us as soon as information is available. **Des Leyden**, President of Inland Waterways International, and one of the organizers of the World Canals Conference to be held in Dublin 9-11 May, will be briefing me soon on what he has in mind for our post-Conference tour. We will be meeting at the Conference in Rochester this coming September (see above), and we will have more information for you in the Fall issue of *Canals Canada*.

So if you (and any of your friends !) wish to join us for an enjoyable and informative trip to Dublin and the Irish waterways (to say nothing of Irish hospitality !), sign up now, and come along ! Our efficient Treasurer, Carol Gaspari, will be happy to let you know how much you should have contributed by now to the CCS Travel Fund.

Bobbie Styran

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A World Canals Conference in St. Catharines in 2004

As you know, 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. As a result of the Society's letters to the Niagara municipalities, their Chambers of Commerce, and Region Niagara, requesting their support in this venture, we have had a number of individuals nominated as representatives to our Planning Committee. This venture will 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

CCS 1999 Fall Tour to the Muskoka area

On Saturday morning, October 16, 1999, an intrepid squad of thirty-three gongoozlers left the Golden Horseshoe on a Farr's Coach Line bus, starting at a Brock University parking lot, St. Catharines, at 8:40 p.m., and picking up reinforcements in Burlington and Toronto. Sunshine accompanied the safari along Highway 400 north past Barrie and Orillia, illuminating the changing fall colours set against the dark rock outcroppings of the Canadian Shield. Gradually the deciduous reds and golds were interspersed with the more solemn greens of pine and spruce, as farms became scarcer and wilderness tried to reassert itself.

The party from the south was treated to lunch at the Muskoka Pioneer Museum on a forested hillside in Huntsville. After a welcome by **John and Celia Finley**, curators of the museum, a buffet-picnic was served on a row of picnic tables covered with checkered tablecloths and fall decorations. Highlights of the Museum's display include material on the Bigwin Inn, one of the classic resorts of the 1920s and '30s, as well as an exhibit of summer and winter sports.

After exploring the Museum and the Village, some of the canallers rode in a haywagon (others walked) down to the Portage Railway Museum, where an antique locomotive was steaming up. The machine eventually set off along a lakeshore track, hooting and puffing picturesquely – a delight for steam railway fans. This railway, which was a fixture in lives of early Muskoka tourists, operated until 1959. The museum uses a restored railway station and, like the Pioneer Museum nearby, is well set up. From a wharf here, three pontoon boats, powered by outboard engines and sporting canvas roofs, took the gongoozlers down the Muskoka River, across Fairy Lake to the Brunel lock, where the "lock rats" in the group examined the chamber which unfortunately was out of service for the winter. Originally constructed of wood, 1873-76, it shared the site with a sawmill which operated until 1954. The modern lock, built of concrete in 1989, is 88.5 feet long and 24 feet wide, with a lift of 8 feet. It looks as if the whitewashed balance beams invite participation of boaters in opening and closing the lock gates.

The Canal Society party returned to their boats (piloted by staff of the Pow-Wow Point Lodge) and headed back onto Fairy Lake. At this point, the heavens opened and a downpour added a new flavour to the gongoozling experience, especially for those in the boat on which the engine ran out of gas in mid-storm in mid-lake. The slightly harrassed pilot found another tank and refilled the engine, only to find that the motor would not start again. (On one of the accompanying vessels which circled the afflicted ship, **Norm Macdonald** was seen helpfully offering a towrope.) But the driver managed to coach the recalcitrant engine back into life and off they went, drenched but hopeful.

The pontoon boats journeyed through a short canal to Peninsula Lake. No locks are found on this channel, but an industrious, if deluded, beaver is building a dam across the waterway. At Pow-Wow Point Lodge, hot drinks and warm hospitality awaited the canallers. This expedition will long be remembered for the sight of those gongoozlers whose backsides were soaked on the lake, lining up in shifts to dry their derrieres at the roaring (and real!) fire in the lounge hearth.

A very happy hour preceded dinner in the lodge's comfortable dining room. After the general membership meeting at which the Society's future plans were outlined, **Celia Finley** gave a lecture on the Muskoka watersheds and steam travel there. Her slides and overheads were an

interesting adjunct to her lively and knowledgeable, if controversial, presentation. Some of the tired gongoozlers then went off to sleep in rooms in the lodge itself; others, in cottages in a picturesque setting behind the lodge.

Dawn on Sunday morning was cool and misty, but the party enjoyed a hearty breakfast before leaving the lodge at 9:00 a.m. and travelling on their bus west along Highway 3 to the small community of Aspdin. Here they were given a tour of St. Mary's Anglican Church by former St. Catharines resident **Mel Binks**. Built of stone in 1886, then derelict for a while, the charming little church was restored in 1996 and is in use during the summertime.

The canal buffs were then taken to the harbour of Gravenhurst on Lake Muskoka, where some examined the museum and ticket office of the Royal Mail Ship **SEGWUN**. All embarked on the ship at 11:30 a.m., enjoying a box lunch on this, the oldest operating steam-powered vessel in North America. Built in Scotland in 1887, the **SEGWUN** has a comfortable dining room, a lounge, and both open and covered decks. Its warm interior woodwork recalls the heyday of the Canadian Pacific steamships on the west coast. Lulled by the remarkably quiet progress of the boat through the water, the gongoozlers travelled back in time to the era of Tom Thomson and the Group of Seven, as the gentle but colourful shores of the lake seemed to flow silently by. At the same time, suburbs of cottages, old and new, recalled the opening up of "cottage country" here.

At 2:00 p.m., the Farr's coach left Gravenhurst, and the party was taken back along Highway 400 to "civilization", dropping off folk in Toronto and Burlington. The bus and its sleepy passengers arrived at Brock at 5:30 p.m.

Many thanks are owed to **George Hume** and **Norm Macdonald** for organizing the tour, and to **John Burtniak** who shared with them the job of "Master of Ceremonies"! **Ron Murray** capably drove the coach (an endeavour which included an interesting moment on the wharf at Gravenhurst). For most of this field trip, the sign of the front of our coach read "Wrong Bus", but most would agree that, on the weekend of October 16-17, 1999, this was the Right Bus to be on!

Rob Taylor

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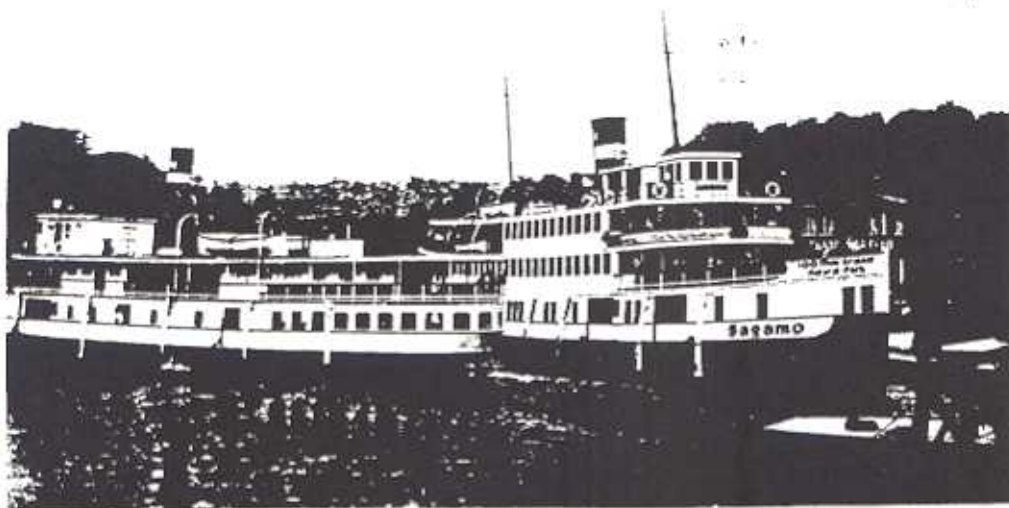
S.S. SEGWUN, S.S. ALGONQUIN, S.S. SAGAMO

Several historic views of the S.S. **SEGWUN** and her sister-ships, once-familiar sights on the waters in the Huntsville area, can be seen on pages 6-7. They have been provided by **John Burtniak** from his magnificent collection of postcards of the Niagara area.

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\$5.3-Million Upgrade for Big Chute

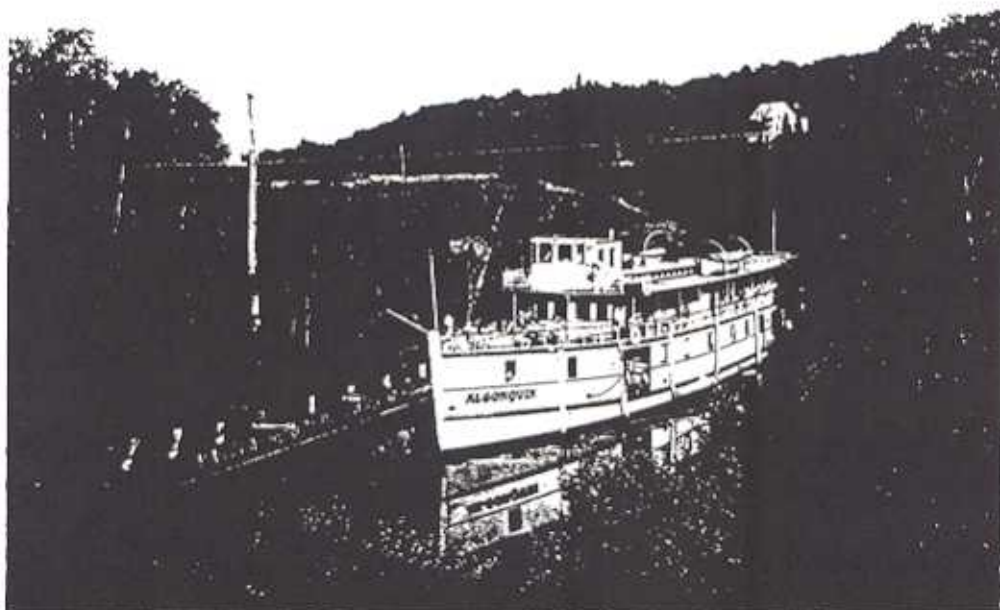
This latest improvement is intended to replace the winch drive system of the Marine Railway at Severn Falls in time for the opening of the 2000 navigation system on the Trent-Severn Waterway. The current system, installed in 1978 will be replaced by **ASEA Brown Boveri Inc.**, of Saint-Laurent, Que., with a safer and more reliable system, capable of transporting 100-tonne loads more easily. [Ed's Note: We must get up to Big Chute again, one of these years !]



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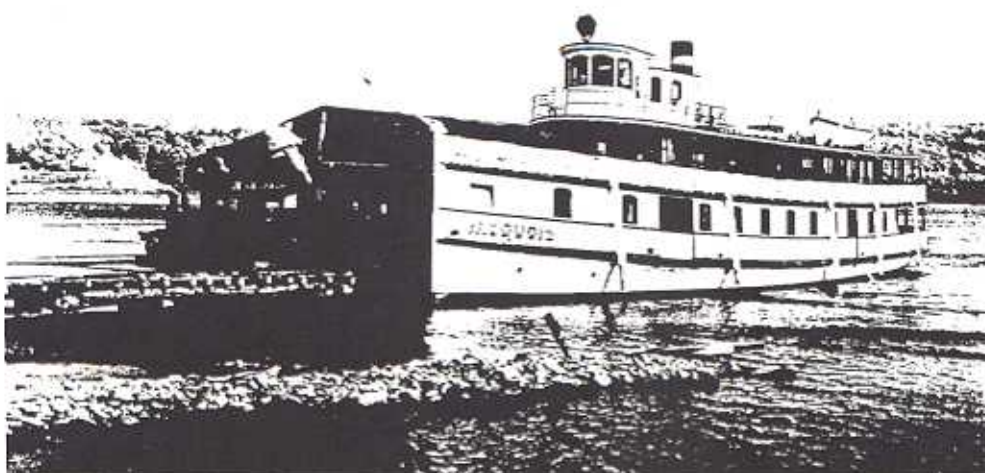
R.M.S. Sagamo and R.M.S. Segwun passing at Locks, Port Carling.

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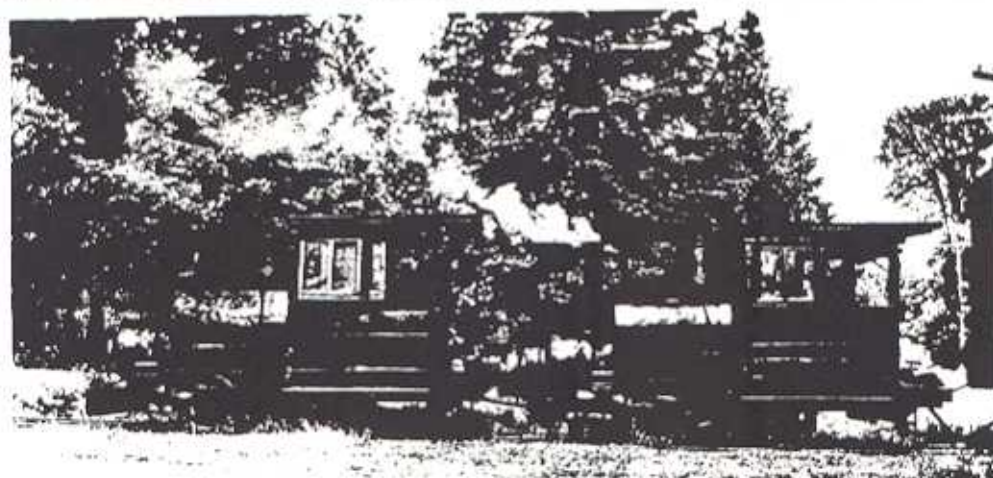
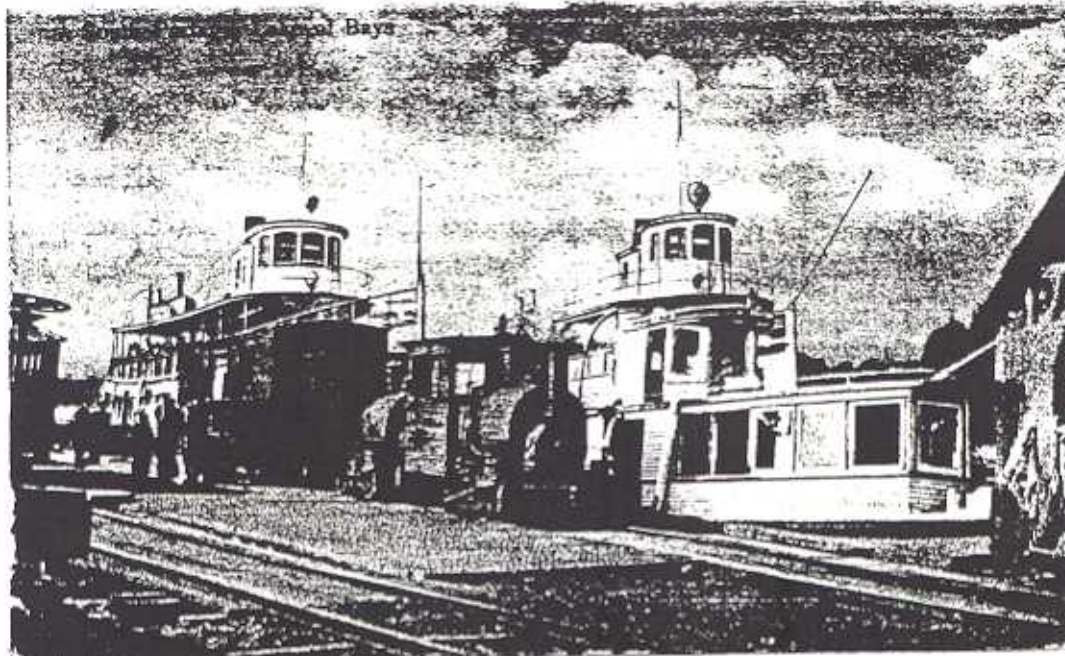
THE CANAL BETWEEN FAIRY & PENINSULA LAKES, MUSKOKA.

PHOTO BY ANNABELLE STUDIO



"IROQUOIS" AT PORTAGE WHARF, LAKE OF DAYS MUSKOKA

Photo by AnnaBelle Studio



TRAIN AT PORTAGE, PENINSULA LAKE MUSKOKA

Photo by AnnaBelle Studio

*On Mary
Lake,
Lake of
Bays*



News from Here and There !

Your Editor's clipping service has outdone itself for this issue, with waterways-related material in from Suzhou (China), Bangkok as well as the UK, US - oh yes, and Canada !

An article in the 11 December 1999 issue of *The Toronto Star* by Bill Taylor was titled "Canals, gardens and silk, in **Suzhou, China**" and described the "Da Yunhe" or Grand Canal, as well as a "warren of smaller canals." The Da Yunhe is believed to date back to the 4th century B.C., and was rebuilt in the late 5th/early 6th century A.D., bringing prosperity to the city. Taylor notes that "Even an hour on the Da Yunhe is fascinating. It's alive with traffic from huge barges, loaded down until they're hardly afloat, to fishing craft that could have drifted out of another time." The numerous gardens, and shops selling silk (credit cards accepted !) are also described. Info from the China National Tourist Office, 490 University Ave., Suite 806, Toronto, M5G 1V2; Tel. 416-599-6636. [Ed's Note: no restoration plans in sight.]

Another exotic locale for canal buffs: the **klongs of Bangkok**, which carry thousands of commuters from the suburbs into the city each day. "The canals are grimy with a heavy, rank odour of stagnant ponds and sewage, but they are the shortest and fastest routes across the city of roughly 11 million. Those in use today are just a fraction of what once criss-crossed the area." So wrote Chris Johnson, who describes a growing move to end the destruction of this water network, and to provide more transport and leisure space, as well as better drainage - and an attraction for tourists! "City officials, architects, environmentalists and those who work on the canals and rivers argue that Bangkok should learn to exploit its natural water resources to protect its own future." [Ed's Note: We should wish them well !]

In the US, Kate Mulligan writes of the growing numbers "Drawn to America's waterways "from **Rhode Island to Illinois, from Pennsylvania to Georgia.**" Long abandoned canals are being restored and "transformed into community assets and even tools for economic development." Mulligan notes that the American restoration efforts date back to 1954, when US Supreme Court Justice William O. Douglas "challenged journalists to walk with him the 184-mile length of the Chesapeake and Ohio Canal (C & O) towpath to discover 'a place not yet marred by the roar of wheels and the sound of horns.' But the effort to preserve and restore these waterways hasn't been easy." The early impetus came from dedicated individuals, and eventually Congress took note of the increasing interest, and made the Illinois and Michigan Canal Corridor the country's first National Heritage Area. Other areas have been added since, and in various parts of the country "canals are once again bringing prosperity to the communities along their banks." [Ed's Note: Congrats to the many local and state organizations for their dedication !]

From the UK - *The New York Times* of 5 December 1999 reported that "**Manchester Docklands Get Spiffy New Life.**" A new \$200 million project is under way, called simply "The Lowry" (after artist L.S. Lowry, whose stick-figure people were dwarfed by the smokestacks and viaducts of the industrial north of England), consisting of a complex of theatres, galleries and open spaces, with cinemas, shopping, a hotel, and restaurants. Financed by Britain's National Lottery, it will be located on Pier 9 of the Salford docks (opened 1894, closed 1982), once third busiest in Britain. The complex will also exhibit over 330 works by Lowry. The centre of Manchester, devastated by an IRA bomb in 1996 (the day after the CCS group arrived in the city !) has been entirely rebuilt, to much acclaim.

Also from the UK: **Millennium Link** Home Page [millenniumlink.org.uk.homec.html]
"The Millennium Link is the biggest engineering project to be undertaken by British Waterways in Scotland. This £78m project will restore the Forth & Clyde [completed 1790] and Union [completed 1822] Canals to their former glory, making them fully navigable waterways again for the first time in over 35 years. Restoring the Forth & Clyde Canal -- the world's first man-made sea-to-sea canal -- and re-connecting it to the Union Canal at Falkirk, will also restore the waterway between the cities of Edinburgh and Glasgow. The centrepiece of the project will be the Millennium Wheel which will join the two canals at Falkirk." The Falkirk Wheel will be the world's first rotating boat lift: 115 ft. (35 m) high, 115 ft. (35 m) wide and 100 ft. (30 m) long; it will lift boats of 600 tonnes (300 at each end), carry eight or more boats at a time, and a single trip will take about 15 minutes; it will stand in a 330 ft. wide basin with moorings for more than 20 boats. It is hoped that the project will be completed by Easter 2001. The American Society of Civil Engineers and the British Institute of Civil Engineers are planning a conference to celebrate the opening (June 30-July 1) [Ed's Note: The World Canals Conference in 2003 will focus on this area.]

Speaking of the Millennium, and Millennium projects, the **Millennium Dome** in London's Canary Wharf area is also contributing to interest in the restoration of historic docklands in England. [Ed's Note: We mustn't forget the "Canadian connection" here !]

And more Millennium-related news: the American Society of Civil Engineers has named the **Panama Canal** as "Civil Engineering Monument of the Millennium." The ASCE had earlier named the Panama as one of the Seven Wonders of the Modern World, along with the Channel Tunnel (linking England and France), the CN Tower (Toronto), the Empire State Building (New York), the Golden Gate Bridge (San Francisco), the Itaipu Dam (Brazil/Paraguay), and the Netherlands North Sea Protection Works. In 1984 the Panama had been designated as an international historic civil engineering landmark, along with the Eiffel Tower in Paris, the Hoover Dam in the US, and the Iron Bridge over the Severn River in England. [Ed's Note: Unfortunately, the only Canadian nominee has no canal relevance.]

Closer to home: Parks Canada and the New York State Canal System have recently produced a brochure titled "**Yesterday's Canals for Today's Boater**" featuring the New York State Canal System, Quebec Canals, the Rideau Canal, and the Trent-Severn Waterway. The brochure includes a map showing the routes of these canals, as well as one of the connections to the Hudson, Ohio, Illinois and Lower Mississippi Rivers, and the Atlantic Intercoastal Waterway. It also includes suggested cruising routes for the north-eastern waterways, and their highlights, thus providing a useful adjunct to Parks Canada's series of brochures for the individual canals under its jurisdiction.

According to the *Toronto Star* of 10 March 2000, "**Oshawa's Port Gets National Status**" - along with Toronto, Vancouver and Halifax. However, Oshawa Councillor N. Pidwerbecki, who headed a port redevelopment committee, the city's port isn't busy enough to support the infrastructure for a "world-class port." In making the port designation, the federal government had turned down the city's request to use about 30 hectares of city land for recreation and housing. The chair of the Oshawa Harbour Commission feels that the port is viable, and will in fact grow with industrial expansion. [Ed's Note: My heartfelt thanks to the several contributors to these notes. Keep the clippings coming in !]

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The Canadian Canal Society

Executive Officers for 1999-2000

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
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Institution	30.00
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