



President's Message

I am pleased to report to you for the first time as your current President. We have just completed our Fall 2000 Tour with the largest turnout in the Society's history. Our sincere thanks to **John Burtniak** and **Alun Hughes** for the tremendously effective effort they put in to organize the tour.

We are looking forward to the Fall Social on November 19 at the Lock Three Interpretation Centre and Museum.

A number of members of the C.C.S. attended the World Canals Conference in Rochester in September. The proceedings lent us some inspiration in the planning of the W.C.C. in 2004 when it will be held in St. Catharines, based on the Welland Canal. While in Rochester I was amazed at the intense interest in all aspects of canals being displayed. The Czechs made presentations on how they intend to expand their canal network; the French were talking about their plans to make waterways vacations more appealing to European families and not rely so much on well-heeled Americans; the British point with pride to the reopening of the Firth and Forth Canal in Scotland next year, and the current rebuilding of the Anderton Lift; while the Irish seem to have rescued an entire network of canals from destruction.

They put my recent experiences with waterways of the world in perspective. Since our trip on the SEGWUN in October 1999, I have sailed the Milford Sound in New Zealand, travelled alongside the Murray River in Australia, followed the course of the Indira Gandhi Canal in India's Rajasthan, crossed the Corinth Canal in Greece, spent an idyllic ten days on the banks of the Canal du Nivernais in Burgundy, and visited the Bridgwater and Taunton Canal in Somerset, England. Not a bad record, but the serious canallers at Rochester weren't just visiting inland waterways, they were building, operating and marketing them.

Maybe they were provoking us into thinking about larger projects than we have previously considered. Maybe it's time to think of doing something like organizing cleaning up and revitalizing some of the canal sites that we visited on our Fall 2000 tour. Think about it, and bring your thoughts to the Fall Social on 19 November. Let's discuss ideas and put our ideas into practice. We could have something tangible to point to when the world comes visiting us in May 2004.

George Hume

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

The Spring 2000 Tour took the participants "across the river" to revisit a portion of the Erie Canal — a perennial favourite, always offering much canal history and scenery. The group landed in Lockport (by bus !) and the first order of business on the day's itinerary was a cruise through the series of locks of the operating Barge Canal. The commentary provided by the captain was informative and entertaining, the cruise delightful and, all in all, a pleasant hour and more were spent learning about the history of the Erie Canal, enjoying the scenery along the way, taking particular note of the various buildings and other structures related to the boom times when the Erie was an active transportation channel, and Lockport a busy manufacturing site. The sail through the locks had the extra benefit that the cruise boat ascended the locks, and after going out for nearly a mile, turned around to descend.

Disembarking, the group partook of a most delicious lunch provided in a canal-side building, a former factory and warehouse, converted to a restaurant and gift shop complex. After lunch and the business of the Annual General Meeting, the group boarded the bus and followed the canal, on one side or the other, all the way to Tonawanda, passing through small canal communities, all the while catching glimpses of the Canal — a very pleasant and informative way to reacquaint oneself with the Erie.

In Tonawanda the group disembarked and roamed around the newly developed park along both sides of the canal in the downtown core, as well as walking along some of the adjacent streets, taking in the interesting architectural details of some of the business blocks. The two Tonawanda municipal corporations (with the Tonawanda Creek/Erie Canal as their boundaries) have co-operated in rehabilitating and developing an attractive park out of what, until recently, was an unsightly and grungy area along the canal. The redevelopment includes walks, benches, boat docking, and landscaping and, all in all, a commendable and successful job of rehabilitation, one that should be used as an example of what can be done with derelict lands along watercourses in an urban setting.

Reboarding, the group headed up along the Niagara River following the line of the Erie Canal into Black Rock and Buffalo. This portion of the canal is all but obliterated as the Thruway was built upon it. In Black Rock the group got out to look at the train station on the American side of the International Railway Bridge (1873) and to walk along the rail line to the Niagara River where the Bridge touched the American side. The walk provided a superb opportunity to view the bridge across the Black Rock Canal and the International Railway Bridge itself with its supporting stone piers on the American side. As well, one was able to view the Niagara River from a different perspective, sense the power of the flow here, see the Canadian shore and Fort Erie across the River, and catch a glimpse of the Peace Bridge (1927) upriver in the distance.

After this last stop the bus headed over the Peace Bridge for St. Catharines. All aboard had a good day, learning and seeing much, and were glad to have revisited the Erie Canal. [Ed.'s Note: Since this report was written by the organizer of the tour, **John Burtiak**, I have been asked to express the C.C.S.'s gratitude to him, for once again providing us with a rewarding tour !]

P.S.: Even a six-year old can find such a trip enjoyable! Nia Hughes, daughter of Alun and Joyce Little, accompanied her parents and younger sister Ffion on the tour, and wrote several notes to friends and family, which we reproduce with her permission.

May 2000

Dear Carolyn.

This is great!!!!!! I wish I could stay on this boat for ever. But I'm sorry to say that is not true. Right now I am in the boat. The time is eleven twenty-five (11.25). I don't know whether we are coming or going. We went through the old locks. This is fun!

Your great friend,

Nia

May 2000

Dear Jeniffer and Mark,

This is GREAT! I am on a boat right now.

The speaker in here is REALLY LOUD. One time the water was so high that you were higher than the land level. I miss you a lot.

Your loving cosoun,

Nia

P.S. There is a very strong wind.

May 2000

Dear Patricia,

This is GREAT. I am in New York right now. I am also in a bus. One time, when we were walking, we saw a bike with a motor! Now I am in Canada. I miss you a lot. I went on a boat trip.

Your loving goddaughter,

Nia

May 2000

Dear Grandma and Grandpa,

This is GREAT!! I am on a bus. I went on a boat ride in the U.S.A. I am in Canada right now. I'm sorry that I don't have much to write.

Your loving granddautor

Nia

[Ed.'s Note: Thanks to John Burtiak for passing these on, and to Alun for bringing them to our attention! And to Alan and Joyce — enrol Nia as a member!]

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New Canal in England

British Waterways, the canal authority of the United Kingdom, will soon begin construction on England's first new canal in more than 100 years. This project revives an 1810 proposal for a 16-mile canal connecting Bedford, 40 miles north of London on the River Ouse, to the Grand Union Canal at Milton Keynes. With modern engineering techniques, the new canal will require far fewer than the 25 locks stipulated in the original 1810 proposal. British Waterways also launched six projects to restore nearly 100 miles of existing canals. The extensive canal system of England and Wales operates mostly for recreation and tourism. [Ed.'s Note: copied from the October issue of the Newsletter of the Canal Society of Ohio.]

New Members Welcomed:

Karen W. Hull
21 Parker Road
WELLESLEY, Mass.
U.S., 01482

Mary Jane & Bill Tanner
R.R. #1, 3680 Woodsend
JORDAN, Ont.
L0R 1S0

Dee Dickman
16 Leawood Court
ST. CATHARINES, Ont.
L2T 3R6

Harvey Patterson
41 Sunning Hill Avenue,
HAMILTON, Ont.
L8T 1B6

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 !

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Fall Social, Sunday 19 November, 3-5 p.m.

The Fall Social will be held in the **Burgoyne Room at the St. Catharines Museum at Lock 3**. We are fortunate to have as speaker **Jim Garrington** of Shark Marine, St. Catharines, a firm involved with underwater technology and archaeology. Jim will be talking about the **HENRY CLAY**, which sank in Port Dalhousie harbour on her maiden voyage in July 1831. If any you have any information on this vessel, please come prepared to share !

In fact, please come prepared to show-and-tell about canal- and marine-related pictures and memorabilia. Those who have attended previous Socials know what enjoyable affairs they are ! Refreshments will be served, and for those who have never done so, or wish to do again, there will a chance to tour the Museum — including its Welland Canal Gallery. And since it will be nearing the end of the navigation season on the Canal, our chances of seeing at least one ship passing through Lock 3 will be excellent!

**DO JOIN US! BRING YOUR FAMILY! BRING YOUR FRIENDS! MEET OLD FRIENDS!
MAKE NEW ONES! LEARN SOMETHING! HAVE FUN! See you there!**

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

The latest World Canals Conference was held last September in Rochester in conjunction with that city's celebration of the 175th anniversary of the opening of the Erie Canal. A celebration it was indeed. Almost 450 delegates attended from England, Scotland, Wales, Ireland (especially Ireland), France, Belgium and the Czech Republic, as well as from Canada and the United States.

The opening of the conference coincided with the arrival of a flotilla of boats at the revitalized Corn Hill frontage on the Genesee River, just downstream from its intersection with the New York State Barge Canal — the current manifestation of the Erie Canal.

The proceedings of the conference were a mixture of paper presentations, field trips to canal sites in the Rochester area, and social events with a canal theme. The opening session included a laser light show on the rock face of the Genesee River gorge in downtown Rochester; the lunch during the first full day included an address by New York State Governor George E. Pataki, in which he announced (to great applause) another \$120 million (U.S.) for canal-related upgrades.

The programme featured three separate themes: History, Education and Interpretation; Economic Development and Commercial Utilization; and Tourism, Recreation and Promotion; with a choice of three field trips for each session. My choices included a trip to the east of Rochester to see refurbished sections of the second Erie Canal, a new marina on the canal bank, a canal-centred cultural centre in Lyons, and a tour of that town's drydock. A day tour in Fairport ended with a canal trip to Pittsford to enjoy an evening meal at a canal-side resort. Another day found us heading south to see the remains of a canal which once joined the Erie to the Allegheny River near Olean. The amazing sights included an abandoned tunnel on the walls of the gorge in Letchworth State Park and the staircase locks used to get the canal up to the high point of the gorge. We shared much of our tour that day with a NBC-TV team. It was a treat to return to our hotel to watch ourselves on the six o'clock news !

The evenings were free for catching up with old friends or joining the jolly Irish while they attempted to push the envelope of their reputation for spirited partying. The polish of the conference reflected the Canal Society of New York State's decision to hire a professional organizer for the event. While the 2001 conference in Ireland is being planned to be a more intimate affair, the gauntlet has been tossed with regard to the attention to details of the conference programme.

George Hume,

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A World Canals Conference in St. Catharines in 2004

As you know, the CCS, in conjunction with Brock University, the St. Catharines Museum, and the City of St. Catharines, will host a World Canals Conference, based at Brock University, 25-28 May 2004. Our Planning Committee will be holding its first meeting in late November/early December, and detailed planning should be under way early in the New Year. 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 George Hume, 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
George Hume E-mail: hume@interlog.com
Bobbie Styran E-mail: rstyran@becon.org

CCS Irish Tour May 2001: Itinerary

NOTE: Departure date from Canada will be determined as soon as flight schedules are available. We hope to be in Dublin in time to join tour of Dublin's canals on the afternoon of Tues. 15 May. Optional activities will be arranged for those not wishing to attend Conference sessions Wed.-Fri. 16-18 May.

Sat. 19 May: Day tours of Irish waterways. O/N Dublin Hotel.

NOTE: Travel will be by bus, except where a cruise is indicated. Dr. Henry Jack, an expert on Irish canals, will be our guide from 20 to 26 May.

Sun. 20 May: Dublin to New Ross via Carlow, Bagenalstown and Craiguemanagh. Galley Restaurant lunch depending on tide (there is a cruise canal boat at Athy with no food aboard). To include Athy on trip would add about 6 km to distance & time aboard. Overnight at Kilkenny Hotel.

Mon. 21 May: Kilkenny to Dromineer (on Lough Derg-Shannon) via Limerick, Urlington, Templemore, Devil Bits Mountain and Negagh. Cruise on Lough Derg. O/N Dromineer Hotel.

Tues. 22 May: Dromineer to Ballykeeran, via Birr, Cloghan, Shannon Harbour, Shannon Bridge, Clonmacnoise, Athlone. Dinner Wine Port (Lough Ree). Cruise that night. O/N Ballykeeran Hotel.

Wed. 23 May: Ballykeernan to Carrick-on-Shannon via Ballymahon, Longford and Roosky Drive to Lough Key and back for cruise on Moon River. O/N Carrick-on-Shannon Hotel.

Thurs. 24 May: Carrick-on-Shannon to Enniskillen via Shannon-Erne Canal. Cruise out of Enniskillen to Devenish Island. O/N Enniskillen Killeheavlen Hotel.

Fri. 25 May: Enniskillen to Tullamore via Lisnaskea, Cavan, Granard, Mullingar (Royal Canal) and Kilbeggan (distillery, working waterwheel and coffee shop), short cruise on Grand Canal (25th lock to Ballycommon and back, 60-90 min.). O/N Tullamore Hotel.

Sat. 26 May: Tullamore to Dublin via Edenderry, Robertstown and Naas. O/N Dublin Hotel.

Sun 27 May—CCS Tour officially ends. For those wishing to return to Canada, departure will be arranged for the next available flight. For those wishing staying on, arrangements can be made for onward travel. NOTE that for those joining tour in Toronto, you will have already stated your preference for date/airport of return flight to Canada, and these flights will have been arranged.

News from Here and There !

The **Buffalo News** of 14 September carried an article titled "A Canal Conversation" in response to an earlier piece by Kevin Gaughan on the importance of the rediscovered terminus of the Erie Canal at Buffalo. This particular report concerned discussions which had been held in Buffalo that week, about what to do with those remnants. Stress was laid on "a need for authenticity in heritage developments, and for a balance between pure preservation and modern needs." While no specific answers as to what to do with these remains was offered, the general response seemed to be, "Celebrate it, and use it to tell the rivetting story of the world-renowned canal and the city it built." [Ed.'s Note: these discussion were being held while the W.C.C. was being held in Rochester. St. Catharines' canal enthusiasts should watch these discussions closely, as they may well have lessons for us !]

Here in **St. Catharines**, some of you may not yet be aware that **Camille Trepanier**, formerly Vice-President, Niagara Region, St. Lawrence Seaway Management Corporation, has been transferred to Cornwall, to take up the position of Vice-President, Strategic Development and Marketing, for the SLSMC. We wish him well in his new post at the Seaway headquarters! We would like to welcome **Michel Drolet** as Camille's successor as Vice-President here. We look forward to meeting with at the various activities in which the Seaway is involved.

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A Book Note:

Most canal enthusiasts around the Great Lakes have at least a passing interest in the passenger steamers that plied the Lakes and the St. Lawrence River during the golden age of Great Lakes cruising, which ended in the 1950s. One specialized book is of considerable interest: *Dining on Inland Seas; Nautical China from the Great Lakes Region of North American*: by Daniel C. Krummes, 1997.

This work describes and illustrates over 175 examples of distinctly marked china from shipping lines which have operated in the Great Lakes area, including Canadian companies (Canada Steamship Lines, Niagara Navigation Company, Northern Navigation Company, etc.). The 225-page book, with 14 pages in colour (illustrating 60 pieces) and the others in black and white, provides succinct information about the shipping lines, illustrates each pattern, gives manufacturing data, a glossary, bibliography, and other related information.

If your interest runs to this specialty (similar to railway china) you will enjoy this book, returning to look at it again and again. Price is about \$40 (US). Contact the publisher:

Nautical Works Press
102 East Front Street
TRAVERSE CITY
Michigan 49684
USA

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The Canadian Canal Society

Executive Officers for 2000-2001

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Individual	\$ 15.00
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