



President's Message

The lengthening days stir thoughts of waterways to be enjoyed again. Those of us fortunate enough to be going to Ireland for the World Canals Conference in May are dreaming of green hills and sun-dappled waters, brick warehouses and curved bridges. What a delight that we have a spring every year to clear the cobwebs of our memories.

We forget the incessant rain, the muddy footpaths, the chains that bind us to desk and kitchen. Spring drowns out the mornings of high water, restricted travel, and threatening illnesses. With our usual amount of good luck and hard work we will have a fall that will be filled with memories of a summer well spent — regaling those less fortunate with our tales of Penatanguishine and of Portumna Bridge.

Help us to create those memories. Join us for the spring tour (which will probably be a summer tour so those going to Ireland can enjoy both). Bring along your friends so they can share the fun (and be enticed into membership). Document your experiences so others can see, read, or hear them. Tell us about the events that others are planning — so we can go too!

Finally, remember 2004! I was pleasantly surprised at the recent bicycle show in Toronto to meet cycling enthusiasts from the Niagara region who were proud to remind me that the World Canals Conference is coming to the Welland Canal in 2004. The word is getting out! Let's build the momentum! ENJOY!

George Hume

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Editor's Notes: 1) **Apologies!** Either my computer or I appear to be aging rapidly — we inadvertently skipped from Vol. 17 in 1999 to Vol. 19 in 2000! Rather than perpetuate the error, I have decided (editorial privilege) that this year's volume will be 19-A, hence allowing 2002 to assume its rightful place as Vol. 20.

2) **New Editor Wanted!** After occupying the Editor's chair since 1990, it's time I turned in my "blue pencil" and handed *Canals Canada* over to a new Editor. So — who wants to take over? I'd like to relinquish the position during the coming year, and the Board would welcome a volunteer to accept the position. With changing computer technology, the job is becoming less onerous, and lots more fun! (Actually, the only hard part is sometimes getting contributions on time — otherwise, it's been really enjoyable.) I'll look forward to seeing colour illustrations to liven up the prose and show our readers brilliant vistas of all those marvellous canals and waterways our members visit! The position is an appointed one, at the pleasure of the Board, no election is required and, alas, no pay! But reasonable expenses are allowed, and working with the various executives over the years has always been a great pleasure. Let us know if you're interested, and I'll happily turn over my files, and my copy of the masthead.

Bobbie Styran

Fall Tour and Society Meeting: Saturday, 28 October 2000

Exploration of the Second and Third Welland Canals

The Fall 2000 CCS Meeting and Field Trip focussed on an old favourite, the Welland Canal, but this time looking specifically and in quite great detail at the Second and Third Canals. Our route took us through Port Dalhousie, St. Catharines, Merritton and Thorold. Both Canals entered Lake Ontario at Port Dalhousie, but each followed a separate route down from the Niagara Escarpment to Lake Ontario.

The first destination for the FULL bus (no empty seats at all!) was Port Dalhousie. The line of the First Canal, located hard by the bluff overlooking Lakeside Park, was pointed out (there are no physical remains). Then the group walked over to the site of Lock 1 of the Second Canal, which is partly uncovered and situated in a pleasant parkette. This rehabilitation was done by the Welland Canals Preservation Association in the early 1980s. This group, alas, no longer exists, but in its day it rejuvenated the derelict Canal lands and raised awareness of their presence, importance and value as an heritage amenity in the area.

Lock 1 of the Third Canal was also visited, located in the shade of the former Maple Leaf Rubber Company building (now Lincoln Fabrics). The stop at Port Dalhousie provided an opportunity to view the Lake Ontario entrance of the first three Welland Canals, the harbour, Martindale Pond (now the setting for the Royal Henley Regatta and other rowing events), and the mouth of Twelve Mile Creek.

En route for downtown St. Catharines the bus drove along Secord Drive, which parallels the line of the Third Canal, and passed by the remains of the Grand Trunk Railway bridge in John Page Park. In downtown St. Catharines the bus drove along and parked on the route of the First and Second Canals (former Dick's Creek, a tributary of Twelve Mile Creek) behind St. Paul Street. The area is now a large parking lot bounded by Highway 406.

This gave us time to review the significant industrial heritage of the area. All that remains from that earlier era is the Canada Hair Cloth plant (ca. 1888, and still going strong!), and the line of the hydraulic race on which it was located. As well, the proposed plans (the latest of many!) to revitalize and develop this site as a recreated canal heritage and public activity locale — a "people place" — was discussed.

The bus next ventured out and long Oakdale Avenue towards Merritton. Along this route of the Second Canal (Dick's Creek and its tributary), an extended line of industrial buildings once existed. Today only the site of the Canada Wheel Works (later Hayes-Dana, and now used by Niagara Recycling) and Thomas "Carbide" Willson's plant remain near the canal and locks. A drive through Merritton highlighted the town's main street, its major buildings (churches, the Town Hall of 1879, Library) and a number of factories related to the paper industry. An outstanding relic of the past industrial era is the Independent Rubber building, still standing — empty, derelict, and deteriorating. However, the recent good news is that plans are (again!) underway to rehabilitate the structure, retain the original exterior fabric, and convert the interior into a viable commercial use. In the area just behind Independent Rubber can be seen Locks 15 through 22 of the Second Canal climbing the Escarpment. The group disembarked and walked through a couple of the locks of "Neptune's Staircase" — built in the 1840s. A drive along this set of locks reminded the group of the stonemasons' skill, and also the tedious climb up or down that vessels encountered here during the Second Canal era.

A drive through Thorold focussed on the Canal's presence in the heart of the town, of industrial buildings still standing (or that were located along the canal corridor through Thorold) and the business section that evolved to form the city's downtown.

A side trip was made at this point to the east side of town, to the Flight Locks of the Fourth Canal, and across the Canal to view locks 12 through 24 of the Third Canal series of

locks, and up towards the Escarpment (part of General Motors Plant No. 2). These locks were later viewed from atop the Escarpment, looking down towards Glendale Avenue and beyond towards Lake Ontario.

The bus returned into Thorold to follow the channel of the Second Canal in its circuitous route southward out of the city towards and past Beaverdams. Again, the opportunity was taken to get out and spy out the channel of the Second Canal as it curved around and by the hamlet of Beaverdams. A short walk led to the line of the Third Canal that cut through this area. This portion of the Second and Third Canals in the Beaverdams area is relatively little known, and so was a real discovery for the group. Equally intriguing was the view of the Third Canal locks from atop the Escarpment to the east of Thorold.

The Field Trip ended with an interesting side-trip to St. Johns, the "vanished village," which was a very early settlement and industrial site (1780s-1830s) in the Short Hills area, north of Fonthill. It declined and all but disappeared a decade or three after the opening of the Welland Canal and the coming of the railway. The site tour of the St. Johns Mill and lovely gardens was thoroughly enjoyed by all. In the middle of the day's touring, a most delicious buffet lunch was enjoyed at Frado's Dining Lounge, located next to the Homer Bridge of the Welland Ship Canal, and in the shadow of the Garden City Skyway. Following lunch a short business meeting was held.

The tour leaders were **John Burtiak** (Society Past-President and sometime tour leader) and **Alun Hughes** (Professor of Geography, Brock University and a keen Welland Canal enthusiast).

Another successful CCS Tour, enjoyed by the largest turn-out we've ever had! [Ed.'s Note: Sincere thanks on behalf of the Society to **John and Alun** for organizing and leading the tour, and to **John** for writing it up.]

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Suez Canal to be Expanded

In a bid to attract more ships, Egyptian authorities have approved a five-year project to build a side navigation route that will shorten the Suez Canal's crossing time by four hours. Major General Hassan Riifart, head of the Suez's media says work on the 22 km. (13.6 mile) route is to begin in 2001, at a cost of £1.5 million (44.16 million dinars). Reduced time of transit would lead to the passage of more ships — now averaging 40 per day. The new route will pass through Defreswar and Ismailia, and will be part of a larger project to expand the Canal's depth and width: the plan is to deepen the Canal from 60 to 72 feet by 2010. Opened in 1869, the Suez is one of Egypt's main sources of foreign currency, with a 1998 revenue of 1.76 million dinars. [Ed.'s note: Thanks to **Bob Sears** !]

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Welcome to our Newest Member !

I.R. Lumsdon, 22 Gordon Place, ST. CATHARINES, L2M 2A5
e-mail: mimi1933@hotmail.com

We're always happy to welcome new members to the CCS, and hope they turn out for some of our meetings and tours. Aside from our trip to Ireland in May, 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 there'll be spring/summer and fall 2001 and spring 2002 trips to look forward to !

Fall Social, Sunday 19 November, 2000

A good crowd attended another succesful Social was held in the **Burgoyne Room at the St. Catharines Museum at Lock 3**. We were fortunate to have as speaker **Jim Garrington** of Shark Marine, St. Catharines, a firm involved with underwater technology and archaeology. Jim held us entranced with his remarks about the discovery and exploration of the **HENRY CLAY**, which sank near Port Dalhousie on her maiden voyage in July 1831. Apparently this was a unique vessel (Jim showed us a computer-generated reconstruction)

Several members brought along their canal- and marine-related pictures and memorabilia, and an enjoyable time was had by all! Refreshments were served, and several members took the opportunity to tour the Museum — including its Welland Canal Gallery. Our thanks to **Ken Mackenzie** for his efforts in tracking down Jim and arranging the event.

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A New Poe Lock at the Soo !

Michigan Governor John Engler has announced a commitment of \$5 million for the coming year as Michigan's share of the estimated \$225 million cost of the proposed new lock. The Poe is the only lock on the St. Lawrence Seaway capable of handling vessels over 730 feet, and there is now a fleet of more than a dozen vessels of 1000 feet. If the Poe should be out of service, these ships would be trapped above or below it until it was repaired. The United States government is to put one million dollars into planning this year, and lock advocates hope to see both another \$5 million in next year's budget and a Federal commitment as early as this fall for the entire \$225 million. Federal approval requires matching funds from the Great Lakes states, to be divided up according to where boats using the Soo load and unload. Michigan's share is second only to that of Minnesota. A key point is that the new Poe lock must at least match the present Poe's dimensions. After 30 years of service, passing vessels of 1000 feet, a back-up lock is crucial. [Ed.'s note: again, my thanks to **Bob Sears** for this.]

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Holland and Its Canals

Away back last April, **Sheila Wilson** took a trip to the Netherlands to see the tulip fields in bloom, and to visit the flower auction at Aalsmeer, two things she had wanted to do for some time. Sheila sends the following account of her adventures.

"Of course I visited art galleries and museums, the famous Royal Delft Pottery factory, a diamond cutting and polishing centre, besides a pewter factory, and cheese farms! Fishing villages and seaside resorts were also part of the tour, as well as going to the World War Two site at Arnhem ('A Bridge Too Far').

Of special interest to those who are interested in canals, however, must be Holland's miles and miles of waterways, and the canals, dikes and windmills which make up about thirty percent of the flat countryside. These are extremely important to Holland's survival, for the country is always under threat from the sea, and the inland waterways carry about half the goods leaving or entering the country.

Amsterdam and Rotterdam are important ports for the whole of Europe, and Amsterdam, called "the Venice of the North," has a canal system which runs through the heart of the city. Many residents live in houseboats moored alongside the downtown area,

and one can take trips on these canals. The position of Rotterdam at the entrance to the Maas River has made it the most important port of Europe, with its access through canals and river systems to the inland ports of Germany and beyond.

Because it is vital to control the North Sea, and to prevent it from swamping the land, complex engineering systems have been devised. For instance, the Zuider Zee is shut off by a huge barrier dam, and a lake has been formed. It is quite an experience to drive on a highway which is below sea level — the lake on one hand and the sea on the other. Another project, the Delta Project, blocks the sea from around the small islands, using several dams designed to combat storm surges yet not destroy the natural sea ecology. Windmills help to drain off water so that it is carried off in drainage canals. The Dutch have developed truly remarkable projects in water management!"

For anyone interested, it is possible for leisure craft to cruise the canals and waterways, and there are rental companies and cruise lines with a variety of itineraries. For more information, contact any of the following:

Horizon Cruises at 800-367-8075 (Canada), operates the REMBRANDT, an 18-passenger barge, cruising between Amsterdam and Bruges between April and November.

Floating through Europe at 800-221-3140, operates the 18-passenger JULIAN for tours around Holland.

Swan Hellenic operates cruises to the bulbfields aboard the 70-passenger VICTORIA REGINA, including Volendam, Hoorn, Aalsmeer, Gouda, Delft, Rotterdam and Amsterdam.

Hoseasons Holidays Abroad, A38 Surrey House, Lowestoft, Sufflok NR32 3LT, Tel. 0502-500555.

UK Waterway Holidays Ltd., Rickmansworth, Herts., WD3 Tel. 0923-770040

[Ed's. Note: A recent issue of the National Geographic had an article on the trade in cut flowers, which featured the auction at Aalsmeer]

Sheila Wilson

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Great Lakes Cruises 2001

Good news on the cruising scene! A report issuing out of Detroit says that six of the largest cruise ships are planning a total of nearly 60 sailings this summer, to carry 10,000 passengers! That will be more than triple the number carried last year (six years ago, the number was only a few hundred). New ships this summer will be the ARCADIA, based in Detroit-Windsor, a moderate-priced vessel, planning 24 sailings; and New Orleans-based Delta Queen Steamboat Co.'s CAPE MAY LIGHT, which is planning eight sailings to visit Lakes Ontario and Erie. A 14-night cruise billed as the "Grand Voyage of Discovery North" will travel between Halifax and Buffalo, stopping along the way at Charlottetown, Tadoussac, Quebec City, Montreal, Prescott, Ottawa, Toronto and Niagara Falls. A seven-night cruise, "A Passage Through Canada" will travel between Quebec City and Buffalo.

Delta Queen is building two new vessels designed to resemble the packet steamers that plied American coastal water in the early 1900s. [see www.deltaqueen-coastalvoyages.com]

Familiar from past seasons will be the four-star C. COLUMBUS and five-star French LE LEVANT, which will do a total of twelve cruises. NANTUCKET CLIPPER is expected for two cruises; and NIAGARA PRINCE will go through the Welland Canal locks to Chicago, do eight trips around Lake Michigan, then return to her home base on Rhode Island. The smaller cruise ship GEORGIA CLIPPER will run 3, 4 and 7 night cruises on Lake Huron's Georgian Bay. It's most welcome news to know that cruising on the Great Lakes (and through the Welland Canal !) is becoming a popular summer activity again, after a long hiatus! [Many thanks to **Bob Sears** and **Tom Whitelaw**.]

Upcoming World Canals Conferences

2001 - Dublin and Belfast, Ireland, 16-18 May; a group of 16 members of the CCS will attend.

2002 - Montreal area, 11-15 September; we will probably organize a group visit. The conference hotel will be the downtown Hilton, close to the Lachine Canal, which will be featured, along with other waterways around Montreal (the Chambly and Vaudriél-Soulanges), Montreal's Old Port and Waterfront Centre. Contact: Nicole Mousseau at e-mail <com.mousseau@videotron.ca> or Normand Proulx at <nproulx@ville.montreal.qc.ca>

2003 - Glasgow, Scotland - still nothing definite re dates; if there is enough interest, a group trip will be organized.

2004 - the Welland Canals, 3-6 June. Note the change of dates! This has been done so that we can overlap with the Canadian Schoolboy Rowing Championships to be held on the Henley course on Martindale Pond.

As you all must know by now, the CCS is cooperating with Brock University, the St. Catharines Museum, the Cities of St. Catharines and Port Colborne, the Thorold Chamber of Commerce, Regional personnel, Parks Canada, and the Seaway, to host a World Canals Conference, based at Brock University, 3-6 June 2004. Our Planning Committee is hard at work to ensure that this venture will be an important international showcase for the whole Region. We encourage all CCS members to offer their support in any way possible. Lobby your local Chamber of Commerce and municipal authorities to lend their active support! Let us know what skills and/or resources that YOU could contribute! As plans progress we will be calling for donations of time, money, products and services. Any suggestions and offers would be most welcome! **Help us to make this the "best" World Canals Conference ever!** 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

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CCS Irish Tour May 2001 — Orientation Meeting

Time: Saturday, 7 April 2001, 1-2.30 p.m.

Place: Frado's Dining Lounge, 535 Queenson Street, St. Catharines (at Homer, by the Welland Ship Canal, in the shadow of the Garden City Skyway)

IMPORTANT NOTE: CCS members going on the Irish trip are welcome to join the CCS Executive for lunch at Frado's from 12 noon to 1 p.m. The lunch will be a buffet (soup, rolls, cold cuts, salads, cheeses, desserts, coffee, tea, etc). There will be a cost of \$15 per person (including food, taxes, gratuities) to be paid to the CCS. PLEASE phone the Secretary, Doris Bates, if you plan to join us for lunch — WE NEED TO LET FRADO'S KNOW HOW MANY TO PREPARE FOR!

CCS Irish Tour May 2001: Itinerary

Sunday 13 May, 11.45 p.m. [sorry !] - Departure from Toronto via Canada 3000 flight CM 363

Monday 14 May, 11.25 a.m. - Arrive Dublin. Our hotel is Jury's (Christchurch) Inn, a few minutes walk from Dublin Castle (a map of Dublin will be included in your orientation package, which will be mailed out to those unable to attend the orientation meeting).

Tues. 15 May, 2.00 p.m. Tour of Dublin's canals departs from Jury's.

[Optional activities will be arranged for those not wishing to attend Conference sessions Wed.-Fri. 16-18 May]

Sat. 19 May: Day tour of Grand and Royal Canals. O/N Jury's

NOTE: Travel will be by bus, except where a cruise is indicated. Dr. Henry Jack, an expert on Irish canals, will act as 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. O/N 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, Shannonbridge, Clonmacnoise, Athlone. Dinner at the Wine Port Restaurant (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.

Monday 28 May, 12.10 p.m.: Depart Dublin CM363, arr. Toronto 4.30 p.m. via Shannon

NOTE: those NOT joining the group in Toronto will presumably have already made their own travel arrangement.

REMINDER: Everyone MUST have a valid Canadian passport, valid at least until after your return to Canada !

Web site for Irish waterways info': <http://www.iwai.ie>

e-mail (for the World Canals Conference): info@conferencepartners.ie

The Canadian Canal Society

Executive Officers for 2000-2001

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

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