



President's Message

Where did the summer go? It started with the World Canals Conference in Dublin and ended with the disasters in New York and Washington. On behalf of all members of the Society, I'd like to express our sympathy to our American members affected by those tragic events.

As we experience the various chills of the fall of 2001, our thoughts go back to warmer times and we look forward to entertaining those of you unfortunate enough to miss the spring trip to Ireland. Your opportunity to share in the goodness of Irish hospitality will be on December 16, when we hold a Fall Social and AGM. Plan to be at the Visitor Centre at Lock 3 on that afternoon!

The planning for our own World Canals Conference in June 2004 received a generous shot in the arm with the receipt of a financial pledge of \$10,000 from the Niagara Economic Development Corporation, and a cheque for the first \$2,000. We welcome suggestions for events or topics to be included in the programme. Think about what you would want to see or do in the Welland Canal area if you were a canal enthusiast visiting for the first time.

We are concerned that the Society has not been able to carry through plans for a local spring and fall tour. Along with my apologies as President, I hope you will accept my pledge to work for a fine programme in the spring of 2002. Outline plans are already taking shape.

I look forward to meeting many of you in December at the AGM. Since it will be accompanied by a report on the shenanigans in Ireland, I'm sure you will find it a 'green affair' whatever the weather. Remember, even the Irish postponed their St. Patrick's Day Parade — so that the Canadian Canal Society members could be there!

George Hume

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Editor's Farewell: As indicated in the April 2001 issue, this will be my last appearance as Editor (although probably not my final appearance!). I am pleased to announce that Bob Sears will be taking over the Editor's chair, with my very best wishes. I still remember preparing my first issue in April 1990 — with considerable trepidation, following as I did in the steps of Sherman Zavitz. Since then I have thoroughly enjoyed the work — although I have at times had to struggle to twist enough arms to get sufficient material (Bob — be warned!). But twelve years is long enough, and I shall have plenty to do in the run-up to the World Canals Conference to be held in St. Catharines in 2004. I know that you will all join me in wishing Bob well with his new responsibilities. Thank you all for your support over the years, and happy canalling! Bobbie Styran

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C.C.S. Tour of Ireland — May 2001

The World Canals Conference in Dublin in May provided the backdrop for a Canadian Canal Society tour of Ireland. The conference itself offered three field trips, one to the Royal Canal in Dublin and the Waterways Visitor Centre, a second to Belfast and Lisburn to see progress reviving the Lagan Navigation, and a third to the Grand Canal at Robertstown as well as to the Shannon. The post-conference tour sought to fill in the gaps. Initially the group headed south to see the Barrow Navigation and its connection to the Grand Canal at Athy. Then along the Barrow valley, inspecting the semicircular weirs and the adjacent lock cuts. A visit was made to the port of New Ross, to see the replica "Famine Ship," before heading west to Kilkenny and the former Shannon port of Limerick. There the group was fortunate to see the new works which will reopen Limerick town again to hire craft by use of the redredged Abbey River. The earlier by-pass canal and locks now lie derelict.

The next stop was the 1920s hydro power plant and dam at Ardnacrusha which, when it first opened in 1929, met nearly all Southern Ireland's electricity requirements. The Germanic-style powerhouse was built by Seimens and houses four original turbines which are still operating today. The group was able to study in detail the adjacent double shaft lock that passes craft around the 100-foot dam. From here the tour visited the now disused lock at Killaloe, which originally bypassed local Shannon rapids, before water levels were raised.

Over the next two days the tour inspected various sites up the Shannon valley, including Shannon Harbour where the Grand Canal links in, together with Clonmacnoise early Celtic remains and abbey. There was also a cruise from Hodson Bay to Wine Port on one of the inner lakes. Considerable interest was generated in the visit to Richmond Harbour, with its restored dry dock, where the soon-to-be-restored Royal Canal made its own Shannon link. A visit was made to Lough Key, one of the two upper lakes that complete the Shannon Navigation, before cruising part of the upper reaches from Carrick-on-Shannon.

Another highlight was a tour along the newly opened Shannon-Erne Link, with the card-operated automatic locks. It was interesting to see the range of hire craft now operating through this scenic waterway. The group crossed the border into Northern Ireland to explore the Erne River and Lough Erne before returning south again to see the head of the Erne navigation at Balturbut. Thence it went across country to Abbeyshrule, the current limit of navigation on the restored section of the Royal Canal, and on to the old distillery at Kilbeggan, before viewing the now dry harbour that once served the town via a branch from the Grand Canal. An evening visit to the restored harbour at Mullingar completed another full day.

From Mullingar the tour headed southeast to Monasterevan on the Grand Canal Barrow line, to view the restored harbours, lift bridge, and grand aqueduct over the Barrow. From there the bus headed through a gap between the Dublin Mountains and Wicklow Mountains before delivering the group back to Dublin's ferry port of Dun Laoghaire.

Splendid weather and a genial guide, Henry Jack, made the tour a great success. [Editor's Note: This account by Dr. Roger Squires, a member of the Inland Waterways Association, and a member of the Council of Inland Waterways International, was printed in American Canals, XXX-3, Summer 2001, and reprinted with permission of the author. Roger has visited the Welland on several occasions, and we look forward to seeing him here again in 2004 !]

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Christmas Social, Sunday 16 December, 2001, 2-5 p.m.

The Burgoyne Room at the St. Catharines Museum at Lock 3 will be the venue for the "Fall" Social and AGM. As indicated in the President's Message, various members of the CCS group who attended the World Canals Conference in Dublin in May will be on hand to report on their adventures, and the hospitality extended by our hosts there, and in Northern Ireland. Come along and bring your souvenirs of the trip — and bring your friends to share in the fun — and to encourage them to sign up for a visit to Scotland in September 2003!

TIME TO RENEW YOUR MEMBERSHIP !

As usual, a Membership Application Form is included on the back page of this *Newsletter*, and our Treasurer, Carol Caspari, will be pleased to accept your cash/cheque on 16 December !

Advance Notice: Spring Tour of the Grand River Navigation, 1 June 2002 !

Mark your calendar now and don't miss this event! Past President Colin Duquemin has agreed to lead an excursion along the Grand, to explore the various canal sites there. We are hoping that Colin's informative *Guide to the Grand River Canal* (second edition, 1981), will be further up-dated and available at that time.

Canals by Train

A good way to see the Welland Canals (note the plural) is by train! This summer on Sundays, the Port Colborne Harbour Railway ran an excursion from Port Colborne along the Welland Canal to St. Catharines and back. During the trip the train passed portions of the Second, Third and Fourth Welland Canals. An onboard narration was provided during the three-hour journey, and our own John Burtniak assisted in developing the script.

The historic adventure departed from the Port Colborne Historical and Marine Museum in 1950 vintage cars. The cars were used by the New York Central and are on lease from the Western New York Historical Society.

Along the way travellers viewed the industry that was drawn to an advantageous location beside the Canal. This included not only names familiar to many, such as Robin Hood, but also newer industries such as Jungbunzlauer, who are building a new citric acid plant to serve the North and South American markets.

Wayne Ettinger is President and General Manager of the Port Colborne Harbour Railway — and it is quite a change from farmer to short-line operator ! The Railway provided short-line service Monday to Friday, but Wayne also saw an opportunity to keep the trains running on the weekends. From this idea developed the Sunday excursion train, priced at a reasonable \$20.00. The price drew a steady business, but like all new businesses it will take a while for the word to get out. Though WE might like to think that there is an eager audience thirsting to view the Welland Canals, the truth (according to Wayne) is that a large number of people, many with children, go for the ride because they've never been on a train before !

Whatever the reason for people taking the train trip, we know that their experience will be enriched by the exposure to the historic Welland Canals.

Bob Sears

News from Here and There

"Positive Development" in New York State — *The Buffalo News* of 25 May '01 reported under that heading on plans to convert 37 acres of the Union Ship Canal site in South Buffalo into land available for industrial development. This initiative is part of New York's "ReBuild Now—NY" program. The site, off Route 5 just south of the Tifft Nature Preserve, and selected from 11 applicants, is owned by the city of Buffalo, and is envisioned as the future home of a mixture of business development including office, light-manufacturing and warehouse space.

The ReBuild Now—NY program will provide a management team to conduct an environmental site investigation, design a remedial plan and negotiate a voluntary cleanup agreement with the state Department of Environmental and Conservation. A host of companies are involved, including the cities of Buffalo and Lackawanna, Erie County, the county Industrial Development Agency, and the Ciminelli Development Company.

The Great Storm of 1913 — On display at the Royal Ontario Museum, in the Hydro One Canadiana Exhibition Gallery, 1B (One Below), 11 October 2001 to 14 April 2002.

The ROM is now hosting temporary exhibitions from regional and community museums across the province. This initiative, entitled The Ontario Regional Museum Program, is presented in cooperation with the Ontario Museum Association. The inaugural installation — **The Great Storm of 1913** — presented by two collaborating museums (the Huron County Museum and the Bruce County Museum & Archives) — explores an unparalleled disaster in Canadian maritime history. A storm of blinding snow and ferocious wind attacked the Great Lakes region on 9 November 1913, wreaking havoc on the area for three days and resulting in the death of 244 sailors and the loss of 19 ships. This exhibition tells the story of the impact of the storm and describes its aftermath and the social implications of the event.

The exhibition was compiled by the Huron County Museum and the Bruce County Museum and Archives, and is co-sponsored by The Ontario Regional Museums Program and the Ontario Museum Association.

Bob Sears

Update on the Poe Lock — As most of our members are aware, the American Poe Lock at Sault Ste. Marie is the only lock capable of handling the 1,000-foot vessels of the US Great Lakes Fleet. Therefore, if for any reason the Poe were to go out of service, 70% of the US fleet would stop moving.

Efforts have been on-going since the middle 1980s to twin the Poe, with the State of Michigan the leader in the effort. Michigan has committed state funds, and in turn other states which are beneficiaries of Great Lakes shipping are expected to contribute. Congress has recently approved \$3 million towards what is expected to be a \$225 million project.

The project, which should get under way next year, will see a new lock built on the site of the existing Davis and Sabine locks. Five years later the twin of the Poe Lock will be completed.

Bob Sears

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Book Notices: (1) *The Man That Changed the World: William Smith and the Birth of Modern Geology*. By Simon Winchester, Harper/Collins, 256 pp., Can. \$37.95.

Simon Winchester combined intellectual history with cracking storytelling in *The Professor and the Madman: A Tale of Murder, Insanity and the Making of the Oxford English Dictionary*. He attempts a similar combination in *The Man That Changed the World*, which tells the story of William Smith, an English canal digger who in 1793 realized that the rocks he was cutting were arranged in layers each containing clearly different fossils. Eventually he would overturn the science of geology, rattle the dominant Christianity of the day and risk personal destitution. [From *The National Post*, Saturday 9 June 2001]

(2) *The Great Swivel Link: Canada's Welland Canal*, ed. with an Introduction by Roberta M. Styran and Robert R. Taylor, printed by the University of Toronto Press for The Champlain Society, 2001. Maps, Illustrations, Appendixes, Bibliography, Index, ISBN 0-9689317-0-7.

This most recent in The Champlain Society's volumes of documents on Canadian history contains an 110-page Introduction and over six hundred documents ranging from 1707 to 1999. It includes personal letters from William Hamilton Merritt to his wife, locktenders' tales and contractors' woes, newspaper stories and engineers' reports, intended to illuminate a multitude of aspects of the successive versions of the Welland Canal.

The reader will find irate complaints, personal accounts, bureaucratic prose — even some poetry — covering the whole spectrum of the experiences of those involved with the Welland since its inception: tragedy and triumph as well as hardship and humour.

The eight maps were especially designed by Rob Taylor for this volume, and the twenty-six illustrations include engineers' drawings, portraits, a political poster and cartoon, as well as a sampling of the thousands of available photographs.

The Great Swivel Link can be obtained from MERRITT'S MERCANTILE (the Museum Shop at Lock 3), 1932 Government Road, P.O. Box 3012, St. Catharines, Ont., L2R 7C2; \$80 plus postage and handling.

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World Canals Conference at Montreal, 11-15 September 2002

As of press time we have had no details as to what our friends in Montreal and on the Lachine Canal are planning. Several members of the C.C.S. Executive do plan to attend and — as with the 2003 Conference in Scotland — if enough members wish to attend, we'll plan something. However, since the Conference itself will be held during the week, members may wish to make their own arrangements, perhaps to attend only the closing ceremonies, and any post-conference tour the Montreal group may plan. There'll only be one more *Newsletter* before then, so we are asking for an expression of interest now, and will pass on information as it becomes available.

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**DON'T FORGET the AGM and SOCIAL on 13 DECEMBER
at the LOCK 3 VISITOR CENTER!**

Welland Canals Trail

The concept of a recreational trail and a driving parkway to parallel the Welland Canal was first promoted during the 1920s when the current (Fourth) Canal was under construction. However, the Depression occurred before the concept could be implemented. In the 1990s, the concept was revived because it was recognized that a trail and parkway system would enhance the tourist industry in Niagara by encouraging visitors to stay longer, and by attracting additional tourists. A trail and parkway system would also provide a significant recreational and leisure facility for local residents. In 1996, a consultant team produced a Master Plan for a Welland Canal Parkway to include a driving route and a recreational trail. It was decided to build the less expensive recreational trail first.

A significant portion of the recreational trail system is now complete along the western side of the Canal. A 6-mile section extends from Port Weller in north St. Catharines southward to the top of the Escarpment in Thorold beside Lock Seven (the Peter Street Bridge). Another 11-mile section in the middle, mostly through rural Thorold, remains to be built. When this latter section is finished, hopefully by 2004, a paved recreational trail system of about 28 miles will be in place beside the Welland Canal from Lake Ontario to Lake Erie.

The Welland Canals Trail will form a critical link in the Greater Niagara Circle Route which, when completed, will be about 100 miles in length. The other components of the Circle Route will include the Friendship Trail through Port Colborne and Fort Erie parallel to Lake Erie, the Niagara River Parkway Recreational Trail from Fort Erie through Niagara Falls to Niagara-on-the-Lake to St. Catharines. The Greater Niagara Circle Route will also connect with the Trans-Canada Trail and with the Waterfront Trail. These trail systems will provide an exciting new means of experiencing the many features of the Welland Canals and other areas of Niagara. For more information on the Welland Canals Trail and the Greater Niagara Circle Route, contact George Nicholson, Regional Municipality of Niagara, PO Box 1042, Thorold, ON, L2V 4T7. Phone: 905-984-3630. E-mail: <gnicholson@regional.niagara.on.ca>
Tom Whitelaw

The Greater Niagara Circle Route



Tor Bay Canal, Nova Scotia

How do you get from Molasses Harbour to Whitehaven Harbour? In the early 19th century the answer was to take a trip into the Atlantic Ocean, passing around Flying Point. But, for some this held no appeal, and using a small isthmus called "the haul-over" seemed a safer way.

In 1849 the settlements of Tor Bay, Molasse [sic] Harbour, Larry's River, Whitehead, Coal Harbour and Middle Settlement petitioned the Nova Scotia government for assistance in building a canal. As the petitioners stated, "It is an Objective worth your attention; as it will be found to be for the benefit of the Public in General, Especially for all concerned in the Fisheries."

There was no government money forthcoming, and so the people of Whitehead started on the east side and the people from Port Felix on the west side, digging out the "haul-over" by hand until they met in the middle, where a rocky ridge caused some hardship, until finally removed by dynamite.

A drawbridge was originally built to allow ships to pass. But the current fixed bridge restricts passage to small rowboats and sailboats that can lower their masts.

Are there any other undiscovered local canals of this nature? **Bob Sears**

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**DID YOU KNOW? NOVEMBER is the 20th ANNIVERSARY of the
FOUNDING of the CANADIAN CANAL SOCIETY**

On 2 November 1981 the St. Catharines *Standard* reported as follows:

"The first step towards creating a Canadian Canals Society was taken in St. Catharines Saturday with the formation of its steering committee.

Dr. Wes Turner, a Brock University history professor, was named acting chairman of the committee at a meeting of about 30 delegates from Canada and the United States.

Others named to the committee Saturday were : Peter Styrmo, curator of the Marine Museum of Upper Canada; J. Hayward Madden, of the Marine Historical Society of Detroit; Michelle Greenwald, senior planner, archaeology and heritage planning branch of the Ontario ministry of culture and recreation; John Seymour, a canals historian from Buffalo and a director of the Welland Canals Preservation Association; and Malcolm Campbell, executive chairman of the Welland Canals Foundation Inc. and vice-president for the western region of the St. Lawrence Seaway Authority."

Let us look back on the past twenty years with pride in our accomplishments, and pledge ourselves to continue to support our Society in all its varied activities — local meetings, field trips both near to our base in St. Catharines and in neighbouring American States and abroad, and in publishing. Your Executive looks forward to further expeditions and explorations, and to increasing the Membership. Come one — come all ! Join us as our own meetings, those with our American cousins, and increasingly, the World Canals Conferences, provide many opportunities for lots of fun and fellowship, and visits to exciting canal sites both at home and further afield.

The Canadian Canal Society

Executive Officers for 2000-2001

Past President:	Al Sykes
President:	George Hume
Vice-President	Bobbie Styran
Secretary:	Doris Bates
Treasurer:	Carol Gaspari

Send correspondence for the **Canadian Canal Society** to:

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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

NAME _____

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

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

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