



CANALS CANADA/CANAUX DU CANADA

Newsletter of The Canadian Canal Society/Société des Canaux du Canada

ISSN 0824 – 1954

December 2002

Vol. 20 Issue 2

President's Message

In this, my first opportunity to address the membership as President, I am pleased to say that, under the able leadership of Past President **George Hume**, we have managed to overcome the difficulties of 2001 (when we had to cancel both the Spring and Fall Field Trips) and have had an eventful year. You will find an account of the highly-successful Grand River tour of 1 June elsewhere in *Canals Canada* ably led by **Colin Duquemin**. Then on Sunday 5 October we enjoyed a cruise on the *Island Princess* from Lock 42 on the Trent-Severn Waterway through Sparrow Lake and back down Lake Couchiching to Orillia. **Norman Macdonald** organized and led this most recent outing, a report on which will appear in the Spring issue of *Canals Canada*.

Several members of the C.C.S. attended the World Canals Conference held in Montreal 10-14 September (see "WCC 2002" elsewhere in *Canals Canada*). As Chair of the Planning Committee for WCC 2004, to be held in St. Catharines, I was particularly gratified by the participation of the City of St. Catharines, Regional Niagara, and the Welland Recreational Canal Corporation, as it bodes well for our preparations for 2004. It is traditional with these Conferences for the up-coming hosts to issue a formal invitation the preceding year, and members of the C.C.S. will be involved with Brock University, the City of St. Catharines, the Region and other interested parties in Niagara, to ensure that the presentation we will make in Edinburgh during WCC 2003 will be enticing.

Another source of gratification - both personal and on behalf of the C.C.S. - is Brock's initiative in presenting a six-session course on the Welland Canals in their Continuing Education's "Exploring Niagara Series." I had the honour and pleasure of initiating this series on 1 October, with fellow C.C.S. members **Colin Duquemin**, **John N. Jackson** and **Norman Macdonald** to follow.

As if two very successful tours weren't enough for my first five months as President (though I had nothing to do with their planning!), on Sunday 20 October we had a successful and enjoyable Social at the Steam Museum in Hamilton, organized by **Norm Macdonald** and **Dave Cramm**. My thanks to all of these stalwart organizers of our outings - and of course to **Bob Sears** for seeing that they are reported! **Bobbie Styran**

20th Anniversary Meeting



The Board met at Port Weller Dry Docks 6 April 2002.
Twenty years ago the founding meeting of The Canadian Canal Society
was held at the site of Muir Brothers Dry Dock in Port Dalhousie.

Welcome to New Members

Karl Hagan & Family
53 Lundy's Lane
Newmarket ON
L3Y 3R9

Tom & Geraldine Logan
RR #
Stirling, ON
K0K 3E0

Randing Olling
466 Charlotte Street
Port Colborne, ON
L3K 3C8

Donald Laidlaw
RR #1
Troy, ON
L0R 2B0

Sault Ste Marie Canal
National Historic Site of Canada
1 Canal Drive
Sault Ste Marie, ON
P6A 6W4

Richard & Carol Hamilton
24 Billington Crescent
Don Mills, ON
M3A 2G6

Erratum

The notice for the Fall Field Trip stated “In 1970 we started working back from Lock 45 at Port Severn to the Big Chute Marine Railway, up the Severn River through Lock 43 to Sparrow Lake.” The Society did not exist in 1970 and therefore it should have read 1990.

Spring Field Trip, 2002

Glorious sunshine early Saturday, June 1, 2002, seemingly kick-started Ontario's summer. Some 30 members of the Canadian Canal Society gathered at Brock University, St Catharines, for the annual spring field trip, and the coach pulled out at 8.30 a.m. Former President Colin Duquemin, using this trip as a “dry-run” for the 2004 World Canals Conference, guided the coach across country to Brantford.

The first stop was made at the Brant County Museum & Archives where a staff member welcomed the Society warmly, and invited members to view a temporary exhibit on the

Brantford and Grand River Canals. **Colin Duquemin** then introduced Society member and Brantford resident, **Bruce Emerson Hill**, author of *The Grand River Navigation Company*. Bruce described the Grand River and early settlement before introducing the Grand River Navigation Company and the works nearest Brantford, the Brantford Canal. Not done with urban growth, Bruce tantalized us with Brantford Council's once vaulting aspirations of becoming "The Venice of the New World," with plans for canals paralleling downtown streets on the scarp: there were no fears of drowning this "Venice." Bruce then conducted the coach below Brantford, pointing out the relationship between the Six Nations peoples, the Grand River and the built environment: he closed his tour of the long disused Brantford Canal with a walk about the remains of industrial works at the site of former locks connecting with the Grand River. His knowledgeable and informative contributions were appreciated by all.

The next leg of the trip took the coach down the Grand River to Big Creek, via Middleport, and a short stop beside its main street church. On arrival, Big Creek Dinner Cruises got us onboard our riverboat without delay and soon served a light lunch with beverages of choice. The Annual General Meeting of the Society followed lunch (see the accompanying report.) Out on the lazy Grand, and under a full sun, time passed all too quickly, and when the Skipper turned back into Big Creek, we returned to our earlier business.

Debussing at the railway bridge, Caledonia, the field trip took out its printed field guide, and oriented a local map with the Grand River: a consideration of it, and the physical evidence below, showed clearly that past circumstances influence the present. The opportunity was taken to identify the old Grand River Mills across the River, and for a few members to approach the present works that include a fish ladder, and perhaps unexpectedly, a potential lock for recreational craft on this Canadian Heritage River. Before leaving Caledonia, we considered an early example of town planning, and the community's nineteenth century prosperity through the old Town Hall and several surviving homes around Edinburgh Square.

The field trip followed the River through old Seneca to the community of Sims Lock. We paused to register the absence of any nuclear structure here from the beginnings of the Canal period. The continuing scenic journey down to York was enjoyed by all. A stop at this attractive village brought our attention back to the pioneer period and the Nelles Settlement, then recognition of the Grand River Canal workers at a purpose-built monument.

Ruthven Park was our last stop of the day. We met the Event and Historical Co-ordinator, Ms Karen Richardson, at the gatehouse, and soon learned that despite her best efforts, we would not be able to visit the remains of Indiana lock. That disappointment notwithstanding, the field trip enjoyed Karen's tour of Ruthven and its grounds. Her commentary, often humorous, fitted the temper of a group, still curious, but beginning to find the labours of the day catching up with draining stamina.

Ruthven doubtless left a variety of impressions on Society members, but it was not difficult to imagine the lady of the house making an elegant descent down the spiral staircase; the family members sitting to a Christmas Dinner off their Coalport china or, on

New Year's morning, the men of the County drawing up to "The Noblest Roman of Them All," and paying their respects to Lieutenant-Colonel David Thomson, M.P.



Ruthven, the home of David Thompson, photo courtesy of Tom Whitelaw

All good things come to an end, and it was with some reluctance that we reboarded the coach and bade farewell to a site evincing the works of one of the leading entrepreneurs on the Grand River and promoter of the Grand River Navigation Company.

The return journey to St Catharines took the coach below the Court House and Gaol, Cayuga, and to the downtown centre of the old county seat. A turn eastwards onto the old pioneer route, now Highway No. 3, brought the field trip to Canborough. Our leader chose the scenic route back along Canborough Road to Fonthill, adding a few pertinent comments here and there on the landscape. At Fonthill, our route took us through the winding valley of 12-Mile Creek to St Johns, and then to Merrittville Highway, and Brock University. In the best traditions of the Society, we turned into the parking lot at 4.30 p.m.

With our "dry-run" over, we now look forward to entertaining our guests at the 2004 World Canals Conference. The pre-Conference Grand River Canal trip will give some visitors from overseas and the United States an opportunity to meet and know each other socially before the Conference. To this end, some small adjustments to the schedule may be made, and later, a relaxing reception added to round out an engaging day.

Fall Social

On Sunday 20 October a group of C.C.S. members joined model steam engine enthusiasts at the Hamilton Museum of Steam & Technology (900 Woodward Avenue, Hamilton, Ontario; www.city.hamilton.on.ca/cultureandrecreation), for another of our successful “Socials.” Thanks to CBC, who had picked up the press release put out by the Museum, C.C.S. member **Norm Macdonald** had been given a chance to publicize the event on “*Fresh Air*” on Radio One. This resulted in many people turning up who had never heard of either the C.C.S. or the Steam Museum! The event also attracted three new members to the Society.

All the visitors seemed to enjoy the outing! Some of the C.C.S. members had never visited the Steam Museum, and were most impressed by both the displays and the tours ably conducted by Museum staff and volunteers.

Special thanks are due to C.C.S. members **Norm Macdonald** and **Dave Cramm**, who organized the outing; to **Bob Sears** who set up an attractive display of photos and information on C.C.S. events and showed a video on the Salt River irrigation canal in Arizona; also to **George Hume** for slides and commentary on his summer excursion along the Loire; and of course to Ian Kerr-Wilson, Curator of the Steam Museum for providing the facilities in the Woodshed for the event.

These informal “socials” provide an opportunity for members to gather and share experiences, to meet old friends and to make new ones. The idea was first suggested and implemented by past president **Al Sykes**, and has proved a popular one. My thanks again to everyone involved for a most stimulating afternoon! **Bobbie Styran**

Field Trips

The following are *tentative* field trips:

| | | |
|------|------------|--|
| 2003 | Spring | Rideau Canal – Ottawa, Smiths Falls, Jones Falls Joint trip with the Canal Society of New York State |
| | September | CCS tour of Scotland World Canals Conference – Edinburgh |
| | Fall | Chippawa, Wellandport |
| 2004 | 2 – 4 June | World Canals Conference in St Catharines Celebrating the 175 th anniversary of the Welland Canal |
| | Fall | Trent-Severn – 100 th anniversary of the Peterborough Lift Lock |

| | | |
|------|--------|--|
| 2005 | Spring | TBA |
| | August | World Canals Conference – Sweden CCS tour of Sweden? |
| | Fall | Hamilton & Desjardins Canal |
| 2006 | Spring | Port Perry – Lindsay |
| | Fall | World Canals Conference in USA? CCS tour in conjunction with conference? |
| 2007 | Spring | Ottawa & Upper Rideau |
| | Fall | Genesee Valley Canal World Canals Conference in Europe? CCS tour in conjunction with conference? |
| 2008 | Spring | Sault Ste Marie |
| | Fall | Upper Grand River World Canals Conference in USA? CCS tour in conjunction with conference? |

Scottish Tour 2003

A proposed tour itinerary is outlined on a separate insert. Currently only five members have committed to this trip. To make the hire of a bus worthwhile more people are needed. If you are interested please let me know immediately so that planning can continue otherwise we will have to cancel the tour. **Bob Sears**

Spring Field Trip – 20 – 22 June 2003

Our Spring Field Trip, which will be held with the Canal Society of New York State, and will see us exploring the upper half of the Rideau Canal.

The distance involved will mean departure on Friday morning to arrive in Ottawa in time for dinner (your own arrangements) followed by an evening cruise. A lunch stop may be planned at the Marine Museum of the Great Lakes in Kingston. Saturday we will head south to the Rideau Canal Museum in Smiths Falls and tour the locks there. Then we will visit Jones Falls lock and dam, and the lock and blockhouse at Merrickville.

Dinner at Saturday will be held at the Canadian Museum of Contemporary Photography, overlooking the Ottawa flight locks. We hope to be able to line up one or two speakers for the dinner. Peter Conroy who recently published “Our Canal – The Rideau Canal in Ottawa” has agreed to speak and give a slide presentation.

There may be time for one or two activities on Sunday morning before we return home. The schedule is tentative, but all in all it looks like a very exciting weekend; mark your calendar.

Centennial of the Peterborough Hydraulic Lift Lock

The Peterborough Hydraulic Lift Lock, which officially opened in 1904 will soon be celebrating its' Centennial. The Lift Lock has been recognized over the years in a number of ways:

- Designation as a National Historic Site in 1979
- Prince Andrew officially opened the Lift Lock Visitor Centre in 1985
- The American Society of Mechanical Engineers International (ASME) in conjunction with the Canadian Society for Mechanical Engineering appointed the Lift Lock a Historic Mechanical Engineering International Landmark in 1999.

The engineering wonder continues to impress thousands of tourists and boaters each year with visitor number one million expected to pass through the doors of the Visitor Centre during the celebratory year of 2004.



From July 9-11th, 2004, Peterborough will celebrate with a multi-faceted festivity along the shores of the Trent-Severn immediately south of the Lift Lock. As well, throughout 2004, community organizations and events will celebrate this momentous occasion by theming their event or activity after this milestone occasion.

The event will offer something for everyone and will involve a large number of the Peterborough community. Here is just an example of what you can expect at the Peterborough Lift Lock Centennial Celebration:

Stroll through the displays of steam equipment, antique cars and marvel at the antique boats docked in the water. Take your kids to the Children's Area where they can do crafts, games and activities from 1904, then stop for lunch at one of the many food kiosks where you can have the opportunity to sample foods from the turn of the last century. During lunch you can be entertained by a variety of musicians performing historical tunes of the

area, after which you can learn how blacksmiths, broomstick makers and other trades of the early 1900's made their wares. Cool down with some *Lift Lock Ice Cream* or *Lift Lock Lager* before settling down for a theatrical performance based on the building of the Trent-Severn Waterway and in particular the famous Lift Lock. There will be so much to see and do so don't miss out on all the action! Updates on developments of the event will be posted at: www.liftlock100.com. Or for further information, please contact event coordinator, Laurie Collette at (705) 742-4421.

Directors - Inland Waterways International – American Canal Society

The following members of the CCS continue to serve or were elected at AGM's held in Montreal:

Inland Waterways International – Bob Sears (Secretary), Bob Sparks, Bobbie Styran

American Canal Society – Bob Sears, Bobbie Styran

World Canals Conference 2002 - Montreal, 10-14 September

In 1997 it was suggested that "ideally" the W.C.C.'s should alternate between Europe and North America, and this policy was included in a set of "Guidelines" drawn up by a Steering Committee last year. While exceptions may be made on an *ad hoc* basis, so far the plan has worked well. This year it was the turn of the City of Montreal, in cooperation with Parks Canada, to host the event. Tremendous efforts - and millions of dollars - have gone into restoring the Lachine Canal and the port area of Old Montreal, and the celebration of the 177th anniversary of the Lachine's opening was a happy occasion.

As has become traditional the mornings were devoted to the presentation of papers relating to the theme of the Conference - this year "Of Canals and Cities" - with the Lachine and Montreal naturally being the main focus. But other areas were well represented: the Chesapeake and Ohio in the Washington, DC area; the Jonage Canal and Lyon in France; the Paddington Basin in London, England; the Millennium Link and the cities of Glasgow and Edinburgh in Scotland; a new pedestrian bridge in Ottawa; and the canals of Milan, Italy. A discussion on preservation and protection of ecosystems and environment in Canada's historic canals was followed by a series of workshops on specific sites in the United States and France, along with several on the Lachine and Soulanges Canals.

Afternoon tours took us to both ends of the Lachine Canal- Lachine itself, and Old Montreal and to Fort Chambly and the Chambly Canal as well the lock, fish pass et al. in Saint-Ours. On the Saturday following the Conference an all-day tour to Coteau-du-Lac, the Port Soulanges/Soulanges Canal Project, and the Seaway lock at Beauharnois was offered, or a cruise from Old Montreal to Quebec City by hydrofoil.

For those arriving the day preceding the Conference a sightseeing tour of the city was offered, although many of us had meetings to attend. As Chair of the up-coming WCC 2004 in St.Catharines, I attended a meeting of the World Canals Steering Committee and,

as one of the Canadian members of the governing Council of Inland Waterways International, their AGM. That evening a "cocktail" was held at the McCord Museum. Other meetings and social events included the Council of IWI, and the Board of the American Canal Society, a gala dinner at Marche Bonsecours, another "cocktail" at the Belvedere of the Science Centre in Old Montreal, and a dinner at the Biosphere.

British Waterways (Scotland) was represented by Jim Stirling and George Ballinger, who were piped in by a piper from the Black Watch - raising the roof in the process! That was just the opening gun in a most impressive presentation on behalf of the WCC 2003, to be held 24-26 September in Edinburgh. Just to give you an idea of what you might plan for the future, I might add that the World Canals Steering Committee voted to hold the WCC in 2005 in Sweden. The hosts for 2006 will be announced next September in Edinburgh - presumably sponsored by one of the American canal societies.

In addition to C.C.S. members **George and Anne Hume, Bob Sears, Mary Clifford, Jean Otter, Carol and Keith Manchester**, and myself, Jan Bechard and David Oakes represented the City of St. Catharines, Bruce Timms and Vince Goldsworthy were there from the Region, and the Welland Recreational Canal Corporation sent four members - Michael Belcastro, Mark Dzugan, Mike Lottridge and Ian Smith. **Bobbie Styran**

The Great Swivel Link: Canada's Welland Canal

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, Appendices, Bibliography, Index, ISBN 0-9689317-0-7.

This most recent in The Champlain Society's volumes of documents on Canadian history contains a 110-page Introduction and over six hundred documents ranging from 1707 to 1999. It includes personal letters from William Hamilton Merritt to his wife, locktender's tales and contractors' woes, newspaper stories and engineers' reports, intended to illustrate 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 Canal since its inception: tragedy and triumph as well as hardship and humour.

The eight maps were especially designed 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, PO Box 3012, St. Catharines, ON, L2R 7C2; \$80 plus postage and handling. **Roger Squires**

The Map that Changed the World

The Map that Changed the World - William Smith and the Birth of Modern Geology, By Simon Winchester 2001 Harper Collins,

Simon Winchester's biography of Smith gives us a new name which might be added to the list of renowned canal builders, names such as Brindley, Telford, Smeaton, Jessop, Outram, Rennie and Chapman. William Smith's saga has always been of keen interest to geologists due to his remarkable pioneering understanding of stratigraphy. Winchester studied geology at Oxford University before becoming a writer, and he certainly learned a great deal about Smith then. Smith's career and his findings are still covered in geology courses around the world. His early career included several years of canal building and engineering, and it was in this field that he developed much of his ground breaking geological theory. His lifelong drive to achieve his goals, often against overwhelming odds, makes for a compelling tribute to the human spirit.

Smith was born in the Oxfordshire village of Churchill in 1769, the year that Watt received his pivotal steam engine patent. The industrial revolution had begun although its direction was only dimly understood. England was in the early years of massive social and technical change. By the time Smith was eighteen years old he had deduced that he could use his talents in mathematics to take advantage of these changes, and he became apprenticed to a surveyor. He characteristically threw all his considerable energies into his work and advanced quickly. His employer recognized his abilities, increased his responsibilities and gradually extended the scope of his work so that when he was still an apprentice he was travelling widely, doing varied land and construction surveying. In his early twenties he decided to branch out on his own as a mine surveyor in the coal mines of south-west England. He prospered and was highly regarded by the mine owners. These owners were now worried that their coal, already expensive at the pit head because of the complex and contorted geology of the coal seams, was about to be at an even worse disadvantage when the South Wales collieries completed their new canal. They engaged John Rennie, one of the pre-eminent early canal engineers, to advise them in the initial planning and organization of the Somerset Coal Canal Company Ltd. Rennie was so busy at this time that he could not take on the full responsibility of engineer for the new company but he agreed to search for candidate engineers. Among the candidates was Smith, who was selected by Rennie to perform the reconnaissance and layout surveys. When construction was about to start on the Somerset Coal Canal in 1794 Smith, despite his obvious lack of experience, was appointed engineer of the company. It was only about 35 years since the first English canal of the Duke of Bridgewater, had opened to traffic. Smith was now 25 years old. There was as yet no formal civil engineering profession. The Institution of Civil Engineers was organized twenty four years later, in 1818, with Telford as its first president.

For the next seven years Smith concentrated most of his formidable energy on the nine mile Somerset Coal Canal, handling the myriad large and small tasks, working with contractors as short of experience as himself, in a region of varied and rapidly changeable topography and geology. The canal was to involve several substantial aqueducts, some

tunnelling and several locks, including a set of flight locks rising 15 meters. (Although almost none of the canal survives, there is now a local canal society doing interesting investigations and some remediation. Their delightful website, which this year won the Waterways World award as the best canals website in the United Kingdom is worth a visit. It is most easily reached using a search engine such as Google.) Smith, like many of his engineering colleagues solved each challenge empirically as it arose. He was fortunate to have some access to Rennie, and to a lesser extent to Jessop, for occasional advice, but the technical success of the Somerset Coal Canal was almost entirely due to his innate competence and his dogged determination. His early relations with the canal proprietors were unusually amicable. They readily agreed to Smith, accompanied by two of the investors, undertaking an exhaustive - and exhausting - two month tour covering many of the English canals then under survey or construction. He was a quick learner. Impressively, he not only took his place in the ranks of the civil engineering profession in these hectic years but at the same time he constantly extended his understanding of geological complexities which were largely undreamt of by anyone else. His studies of the rock series exposed in canal excavations were invaluable in extending his knowledge.

Many of the records of the Somerset Coal Canal Company, together with some of Smith's geology journals are now held at Oxford University. None of these records, however, provide an explanation for Smith's abrupt dismissal by the company in 1799, some months before the completion of the canal. It has been speculated that there were increasing disagreements about major features of the canal, such as the choice between conventional locks and a proposed alternative 45 feet (15m) vertical "caisson". The details of the latter device have been lost, and in any case the decision was finally made to construct locks. It has also been suggested that Smith's conflicting personal land ownership may have been responsible, even in those remote easy-going times. Such a termination should probably not be a matter of great surprise in an atmosphere of punishing work-load, imprecise budgets and construction estimates, shortage of adequate funding, and lack of clear definition of responsibilities between the many parties engaged in large project construction. These factors certainly applied in many of the concurrent canal projects, and probably to some extent in the Somerset Coal Canal.

The timing was unfortunate for Smith. His personal finances were in disarray. He had published some of his geological findings at his own expense and had started on his life's work, the great geological map of England and Wales. He had become one of the pre-eminent paleobiologists in Britain. However, his years of misfortune were beginning and it now took all of his fortitude to simply survive, quite apart from managing the continuing financial and intellectual demands of his obsession with geological theory. In the next thirty years or so, amidst much personal tragedy, trust betrayed by his assistant and some of his colleagues, he made a sometimes precarious livelihood as a consulting surveyor and engineer. His competency was wide ranging. Many of his assignments involved canals and waterway improvements, including the Ouse Navigations and the Kennet and Avon. He was engaged on the Blackwell Tunnel, on many minerals explorations and he provided advisory services for several other canals. He had lived and worked in the Bath area for a number of years and had become renowned in that centre of scientific scholarship, so it is not surprising that he was called upon to devise a method of unplugging Bath's warm

springs ,when the precious flow decreased. He was successful. While this assignment has a comic aspect, Smith was one of the few people in England at that time with sufficient hydrogeological knowledge to solve the puzzle. Much of his work appears to have been what is now termed forensic and remedial engineering where his mandate was to determine the causes of inadequate performance or failure and recommend remedial action. Several of these assignments involved critical water loss from new or existing canals. He was invited to become engineer on several large projects in such countries as Russia and the United States, then at the height of its canal boom. He declined each invitation, at least in part because of his dedication to what had become the great map project. Over the years he did become an engineer of considerable eminence.

His increasing renown in modern times arises mainly from reassessment of the geological reports and journals of the period. He was the first practical scientist to correctly assess the sequences or deposition of rock beds and the consequences of subsequent massive earth movement, and to put this accumulated knowledge in use for the benefit of mankind. His crowning achievement, which would be remarkable even had he been able to devote an uninterrupted and well-financed lifetime to the task, was the astonishing great map of 1815, the year of Napoleon's defeat at the battle of Waterloo. Entirely by his own efforts Smith had produced a geological map covering the complete land area of England and Wales. This may now be visited at the Geological Society in London and has become one of the most famous items in the geological record. Such maps are now taken for granted and are in constant use by civil engineers, mining engineers and geologists. Their development calls for detailed subsurface investigation, stratigraphical interpretation, now often assisted by sophisticated computer-generated graphics as well as precise cartographic techniques. The current British map displays bedrock in great detail and is the result of more than 150 years of increasingly sophisticated analysis. It is almost identical to Smith's great map. The great map's place of honour at the Geological Society has a touch of irony in that Smith was for years treated disdainfully and deceitfully by the geological establishment. This exercise in class brutality is a fascinating but painful part of Manchester's story. As examples, his long time assistant was suborned by the aristocratic dilettante geology club, Smith's records and notes were used to produce a second rate national map which was sold to undercut Smith's price. Smith suffered considerable financial loss. He was arrested and held for some months in debtors' prison in London. His personal life suffered severely.

It was not until 1831 that Smith was fully vindicated. He was awarded the first Wollaston medal, the highest honour which the Geological Society could bestow. Charles Darwin received the medal in 1859. Smith received a small state pension from King William IV and was able to retire in reasonable comfort to a quiet country residence, in the company of friends he loved and trusted. His geological work continued until his death in 1839.

Winchester has written an excellent account of William Smith's remarkable scientific and engineering career, and of Smith's courageous and honourable conduct in the face of seemingly insurmountable odds. **Ken McKenzie**

The Grand River Navigation Company by Bruce Hill

The Brant County Museum and Archives expects to have the reprint available within the next two months, pricing copies at \$24.95 each. Orders taken from Society members at and after the Spring 2002 Field Trip are in hand. Confirmation and new orders through Ms Shannon Dunlop, Assistant Curator, Tel: 519-752-2483.

Twelve and a Half Miles – The Erie Canal in Cayuga County

Twelve and a Half Miles is a layman's guide to the historic Erie Canal as it passes through the twelve and a half miles of Cayuga County, NY. In those few miles you will find all the aspects of running a canal; water supplies, bridges, locks, aqueducts, plus three classic canal villages.

For the canal buff, the book goes beyond the classic field guide by taking a close look at the history of the villages, plus looks at the history of the Richmond Aqueduct and the draining of the Montezuma marshland. Books can be ordered directly through me at: Mike Riley POB 302 Port Byron, NY 13140 or mriley@thumpernet.com. The price is US\$14.75 which includes postage to Canada. (When not writing about his backyard Mike is also a director of the Canal Society of New York State, ed)

The Welland Canal Company, A Study in Canadian Enterprise

The CCS has reprinted **The Welland Canal Company, A Study in Canadian Enterprise**, by Hugh J.G. Aitken (Cambridge, MA, Harvard University Press, 1954). The original TEXT is reproduced in its entirety with the permission of the author and publisher. A note on Sources, and an Errata list, has been compiled by Society member Roberta M. Styran.

Paper-bound only; retail price **NEW** \$15.00 (+ \$2.50 postage and handling if appropriate). Niagara Peninsula book stores and museums will carry the book, or it may be ordered directly from The Canadian Canal Society.

Russian waterways become a part of the European inland waterway network

On 29 August 2002, the navigable rivers of the Russian Federation formally and officially became an integral part of the European inland waterway network established in the United Nations Economic Commission for Europe (UNECE) European Agreement on Main Inland Waterways of International Importance (AGN). This is the result of the recent approval by the Russian Government of this Agreement. The number of countries engaged in the development of a homogeneous European inland waterway network, according to the uniform conditions set up in the Agreement, has grown to thirteen and include: Bulgaria; Croatia; Czech Republic; Hungary; Italy; Lithuania; Luxembourg; Netherlands; Republic of Moldova; Romania; Russian Federation; Slovakia and Switzerland. Five other countries (Austria, Finland, France, Germany and Greece) that signed the AGN are also expected to become Contracting Parties to it soon.

This international Agreement, done by all European countries in Geneva in the framework of the UNECE, identifies the main international inland waterway links in Europe and establishes uniform infrastructure and operational parameters to which they should conform.

With the approval of the AGN by the Russian Federation, the international network of European waterways defined in the Agreement will cover around 28,000 km of main navigable rivers and canals and about 350 ports of international importance extending from the Atlantic Ocean to the Ural Mountains and connecting 37 countries in Europe and beyond. It also includes coastal routes.

The Agreement underlines the importance of inland water transport which, in comparison with other modes of inland transport, presents economic and environmental advantages and may, therefore, contribute to reducing congestion, traffic accidents and negative environmental impacts in the pan-European transport system, particularly along main congested international transport corridors in Europe.

St. Petersburg to Moscow by Water

If you would like to have an educational and enjoyable visit to Russia, try a waterway cruise as I did in June 2002

My trip began when I flew to St. Petersburg, but one can take the trip in reverse and go from Moscow. The ship, our floating hotel for twelve days had a capacity for about 260 passengers, and was well appointed, with compact but adequate accommodation with all the usual necessities, and each cabin had a refrigerator, while the air conditioning could be individually controlled. The ship and the crew were Russian, but there were also on-board guides and a tour director who spoke excellent English, and who made all the arrangements for our guided bus tours and excursions ashore, as well as organizing lectures, films (Russian subjects like Anna Karenina, but Hollywood produced) There were a variety of entertainments and activities on board.

St. Petersburg is located on the Neva River, on a group of islands. It is at the same latitude as Greenland and Alaska, but in early June the temperature was in the high 60s and very pleasant for sightseeing. We also enjoyed the long polar day which the Russians call the “white nights” when it never seems to get dark at all.

To write about St. Petersburg, its architecture and its treasures would take too long - you have to experience it for yourself, and it is certainly worth a long look. Established in 1703 by Peter the Great of Russia, it was a planned city, and its first name was Petrograd. Its name was changed to Leningrad in 1924 during the Russian Revolution, and then later it became known as Stalingrad. During World War Two it was blockaded by the Germans, lost a million of its inhabitants to cold, starvation and bombardment, and its buildings were plundered and destroyed. It became known as St. Petersburg in 1991, and today most of its buildings have been restored. The city is planning a special 300th anniversary celebration in 2003.

What is so special about this city is that it was designed to be a port on the Baltic with a window to Europe, since Russia had hitherto been landlocked to the west. It was also to be

a showcase for Russia to present itself to Europe, and the various palaces and museums are the results of the skills of the best architects, artists, scholars and craftsmen of the western world as well as the expendable thousands of Russian artisans and peasants. The buildings reflect the styles of 18th and 19th century Europe, and can overwhelm the visitor with their lavish furnishings and art treasures. For instance, the Hermitage has four hundred rooms and halls filled with stunning displays.

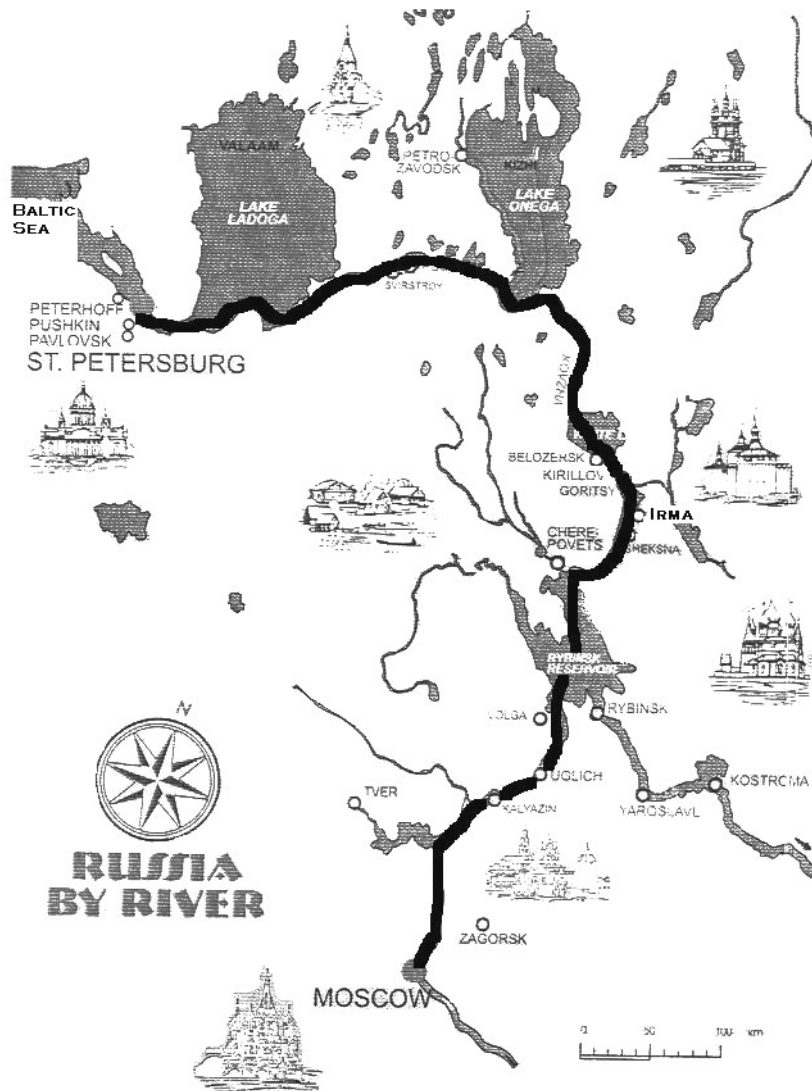
We spent several days exploring Peter the Great's and Catherine the Great's achievements, and also visited churches, which show their origin from Constantinople and the Byzantine roots which have evolved into the very characteristic Russian "onion domes". We also had an opportunity to take a boat tour through the inland canals (the city is a little like Amsterdam in that respect). There was also time for a performance of Northern Russian Cossacks, as well as seeing a performance of soloists from the Mariinsky (formerly Kirov) ballet theatre. On board we had a series of lectures on Russian life, and we learned about blinis, caviar and vodka, as well as the Russian tea ceremony.

When we left St. Petersburg on our voyage to Moscow we traveled through large lakes, and all in all we passed through 18 locks. You might be interested in knowing that along the Volga-Baltic Canal the locks utilize chambers that are drained through gills at the upper gate rather than through underwater galleries, and the average dimension of the locks are 270 m x 17.7 m x 19.4 m (887 ft x 58 ft x 64 ft). Our route can be seen on the accompanying map, and each day we visited towns along the way. Once we had a wine and barbecue at Irma, and we visited a village of summer homes (dachas) "cottage country" and we were invited to meet with the home owners. Often we visited interesting churches, and had a tour of larger towns, learning about the history and specialty of the region. Parks are often dedicated to writers and poets, and statues and monuments are much in evidence. There is always an opportunity to buy amber, linen, lacquer boxes, etc - but caveat emptor, for quality varies.

On arrival at Moscow, one is immediately aware that it is a capital city. There are a great number of automobiles, (many of them Mercedes) and resulting traffic congestion, where too many feeder routes converge; this makes it a long trip from the ship to the centre of the city. Of course there are art collections to visit, and the Kremlin with the treasures of the Armoury, where fabulous collections of silver, gold, diamonds, Faberge eggs, fine china, costumes, armour and more, must be seen to be believed, and there are also many churches. I had a busy time trying to absorb as much as I could, but after a while it was impossible. There are a lot of places of interest to visit in Moscow, but one I would urge you to experience is a trip on the Metro. One descends by escalator down to an incredible depth (and I did not see an alternative elevator, or stairs) to a station that is a showcase in marble and gilt- with chandeliers no less! Every station is adorned in a different way, some with stained glass - all works of art, and not a single graffiti! Thousands use the Metro daily and it is very fast and efficient.

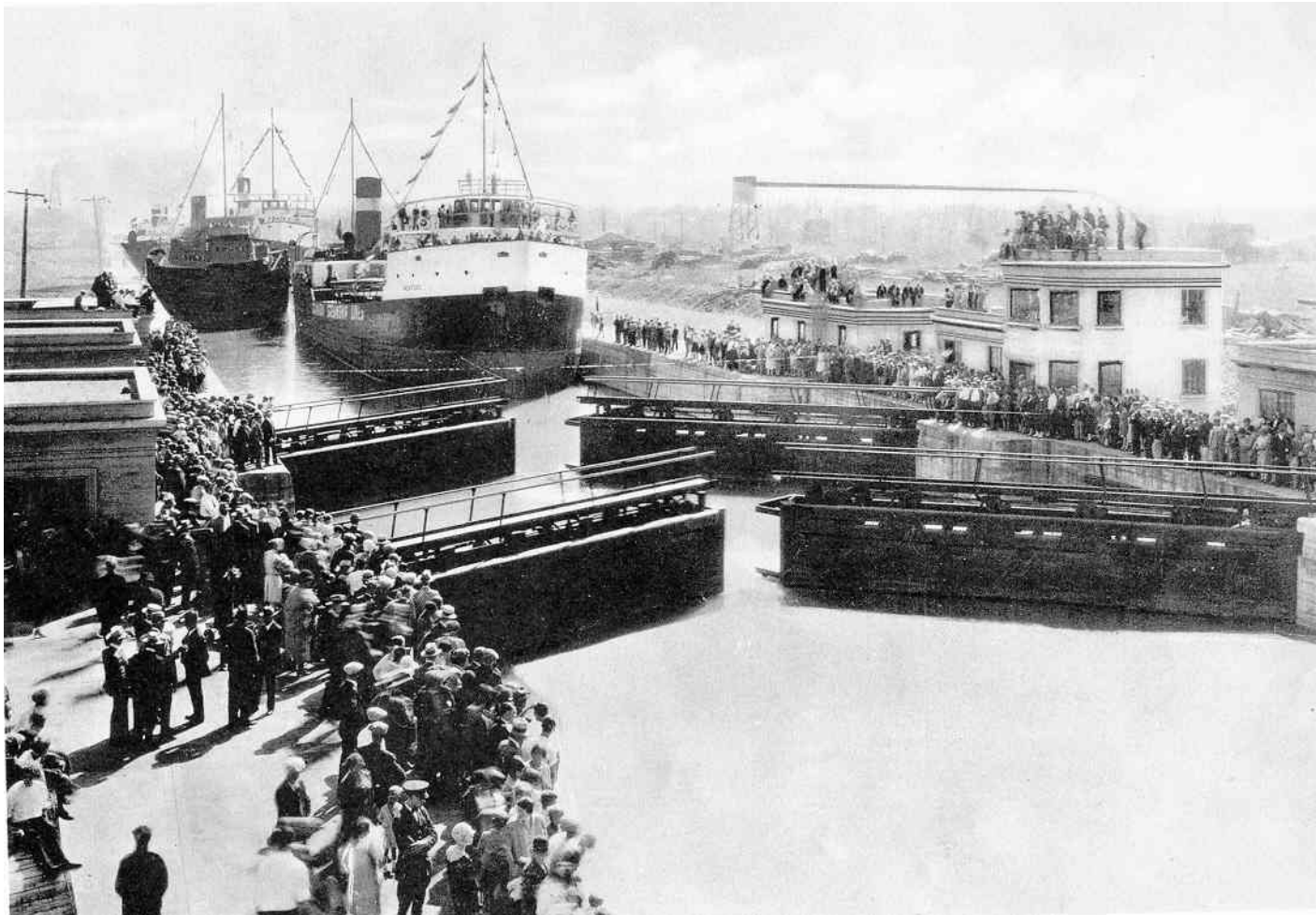
My special treat was to sit and have coffee in a restaurant open to Red Square, and then later, by sheer luck, got a front row box seat at the Bolshoi Theatre to see Giselle - absolute perfection.

Two weeks is not long enough to be able to pronounce on Russia, but it did make me realize how vast and how scenic the area that I traveled through was, and it was worth going, for it was an all round good holiday. **Sheila Wilson**



Planning a Trip on Russian Waterways

Carlson Wagonlit Travel, in Markham, Ontario (1-800-263-2721) is one travel agency offering trips on Russian Waterways. They are currently offering a two-week summer cruise on the MS Pakhamov. The prices range from C\$4,599 per person, double to C\$4,979 depending on choice of cabin accommodation. The rate includes air fare via Air France, 11 nights cruising, admission fees, guides and lectures on Russian history and culture.



Opening of Gates “S.S. Meaford” in the foreground, Lock No. 8, at Humberstone, Welland Ship Canal, Ontario, September, 1929 (the Fourth Welland Canal was officially opened in 1932, ed)

Contrast the four ships in the lock with the tight fit of today’s SeawayMax vessels.

ERIE CANALWAY NATIONAL HERITAGE CORRIDOR FACT SHEET

Background

The Erie Canalway National Heritage Corridor Act (PL 106-554, Title VIII) was signed into law on December 21, 2000. The Erie Canalway National Heritage Corridor in New York State is one of twenty-three nationally designated heritage areas or corridors in the United States.

Erie Canalway National Heritage Corridor Commission

The Act creates a 27 member community based federal commission appointed by the Secretary of the Interior, based primarily upon recommendations of the Governor and Congressional delegation. The Commission includes:

- Secretary of the Interior or designee
- 7 State agency representatives
 - Secretary of State
 - Department of Environmental Conservation
 - Office of Parks, Recreation and Historic Preservation
 - Department of Agriculture and Markets
 - Department of Transportation
 - NYS Canal Corporation
 - Empire State Development Corporation
- 19 members who reside within the corridor as follows:
 - 11 recommended by Members of Congress whose district encompass the Corridor
 - 2 recommended by the two New York U.S. Senators
 - 6 at-large community representatives who live in any county constituting the corridor; one such member shall have knowledge and experience of the NYS Canal Recreationway Commission.

Commission Status

Commission appointments were announced in April 2002. The first meeting of the Commission was held on June 17, 2002. Commission meetings will be held quarterly and are open to the public.

Duties of Commission

- Not later than 3 years after the Commission receives Federal funding for this purpose, the Commission will prepare and submit a comprehensive preservation and management Canalway Plan which incorporates and integrates existing federal, state and local plans. The plan shall be submitted to the Secretary and the Governor for review and approval.
- The Commission will undertake action to implement the plan and support public and private efforts in conservation and preservation of the Canalway's cultural and natural resources and economic revitalization.

Purpose

The purposes of this Erie Canalway Act are:

- to provide for and assist in the identification, preservation, promotion, maintenance and interpretation of the historical, natural, cultural , scenic, and recreational resources of the Erie Canalway in ways that reflect its national significance;
- to promote and provide access to the Erie Canalway's historical, natural, cultural, scenic and recreational resources;
- to provide a framework to assist the State of New York and its communities within the Erie Canalway in the development of integrated cultural, historical, recreational, economic, and community development programs in order to enhance and interpret the unique and nationally significant resources of the Erie Canalway.

Funding

The Commission is authorized for ten years from the date of enactment of the legislation and is authorized to receive not more than \$1,000,000 per year for a total of \$10,000,000.

National Park Service Duties

The Secretary of the Interior is authorized:

- to assist the Commission in the preparation of the Canalway Plan;
- to enter into cooperative agreements with, provide technical assistance to, and award grants to the Commission to provide for the preservation and interpretation of the natural, cultural, historical, recreational and scenic resources of the Corridor, if requested by the Commission;
- to provide technical and planning assistance for early actions that are important to the purpose of this title and that protect and preserve resources;
- upon approval of the Canalway Plan, to implement those activities that the plan has identified that are the responsibility of the Secretary;
- upon the request of the Commission, to provide two employees of the Department of the Interior to assist the Commission in carrying out it duties.

Boundaries

The Erie Canalway National Heritage Corridor includes the 524 miles of navigable canal that comprise the New York State Canal System, including the Erie, Cayuga and Seneca, Oswego, and Champlain Canals, plus the historic alignments of these canals and those municipalities that lie immediately adjacent to the navigable waterway and the historic alignments.

Contact

For further information contact: Erie Canalway National Heritage Corridor, P.O. Box 219, Waterford, NY, 12188, attn. Frank Dean, Project Director (518-237-8643 ext. 3274), or Marcia Kees, Director of Planning and Program Development (518-237-8643 ext. 3272).

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Editor's comments:

I have found it very difficult to find time to get this edition of *Canals Canada* out in a timely manner. I will endeavour to be more organized and better allocate my time for future editions. Thank you to the members who have contributed content to this edition, your submissions are always welcome.