



CANALS CANADA/CANAUX DU CANADA

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

ISSN 0824 – 1954

Fall 2004

Vol. 22 Issue 2

President's Message

The "season of mists and mellow fruitfulness" is nearing its end, and so is my term as CCS President. This is my last opportunity to address the membership as a whole. When I took office, back in May 2002, the time ahead seemed endless, full of good fellowship and occasions of interest. At that time I expected to end my term, as usual, in the spring or early summer of 2004. However, the Board decided that, in view of the World Canals Conference being held in St. Catharines 2-4 June, we should postpone the AGM until the fall.

When I last addressed you I was watching ships at Lock 3, along with administrative staff for the Conference. Despite various problems elsewhere (which caused a drastic reduction in the number of delegates) under the capable direction of Jan Bechard, the Conference Co-ordinator, the Conference actually made a profit! I believe we are one of the few to have done so; hence our congratulations are due to Jan for doing such a terrific job.

I'd like to quote from a letter received from Dave Johnson, of Bethesda, MD. "This was my sixteenth conference . . . I can honestly say that this was one of the very best . . . well planned and organized." As Chair of a past WCC, Dave is well aware of the value of the contribution of local volunteers, and I'd like to take this opportunity to thank the many CCS members who helped with the tours, sold books, and did all manner of helpful tasks. A special thanks to those who faithfully attended our Advisory Committee meetings, and gave so much useful support and advice. We couldn't have done it without all of you!

The CCS Board continues its practice of holding meetings at various locations in the Peninsula, with Port Weller Dry Docks, Dom's Restaurant in Thorold and the Welland Historical Museum as favourite locales. We are grateful to **Bob Sears** for arranging these outings and to our various hosts for their patience.

As noted in the spring issue, long-time Treasurer **Carol Gaspari** has expressed an interest in passing on the responsibilities of that position. We are urgently in need of someone to take over! Any volunteer should inform a member of the Executive before the AGM. PLEASE!

I apologize to members for the lack of Field Trips this year. We decided not to schedule one in the spring, as we hoped you would take in some of the Conference events, and **Bob Sears** had great plans for the Fall Trip to take in the Peterborough Lift Lock. Unfortunately the strike by Public Service employees scuppered that idea. The in-coming Executive will try to compensate with something extra-special next year!

I apologize also to those of you who hoped to get one of the Conference T-shirts, which we originally planned to have on hand. That was one of the cost-cutting measures which helped us to turn a profit! On the other hand, we did get a sponsor for The Welland Canals Corridor: Then and Now, a copy of which was included in every delegate's Conference bag.

Some of you have been involved in the "Open Doors" events, especially in the recent "Open Doors Niagara" during 16-17 October. The opening of interesting and/or historic buildings to the public, has taken hold in Niagara, where the event has become a bi-national one, jointly operated and publicized in the Niagara Region of Ontario and in Niagara and Erie Counties in the U.S. I was invited to the media launch held in Buffalo on 1 October, in the 1899 Butler Mansion, now the home of the Jacobs Executive Development Centre on Delaware Ave. – a magnificent venue! On the local level, I spent the afternoon of Saturday the 16th at the Welland Historical Museum, as an interpreter in their refurbished Welland Canals Gallery. Congratulations to **Susan Noakes** and her crew for a marvelous job there!

I will not be able to attend the AGM on 28 November, but will provide my successor, **Tom Whitelaw**, with a report on my tenure, and wish him all the best during his term of office. I hope to continue my participation in the Society's events, and look forward to seeing as many of you as possible at future events.

Bobbie Styran

Al Sykes 1951 – 2004, President Canadian Canal Society 1998 - 2000



The Society is greatly saddened by the death of Al Sykes, who served as President 1998 – 2000. Al's interests were the ships that plied the lakes as exemplified by his collection of ship's china and house flags. He was a founding member of the Welland Canal Ship Society and was a member of the Welland Canals Foundation and the International Shipmasters Association, Lodge 20. He also belonged to the Toronto and Detroit Marine Historical Societies.

Annual General Meeting

Only 16 members attended the meeting held on 28 November, which is not a quorum. Therefore, the Annual General Meeting has been rescheduled to 30 January 2005 at the St Catharines Museum at 2 o'clock. Please get out and elect your new executive and shown them your support for the coming year. The revised constitution will also be voted on at this meeting.

New Members

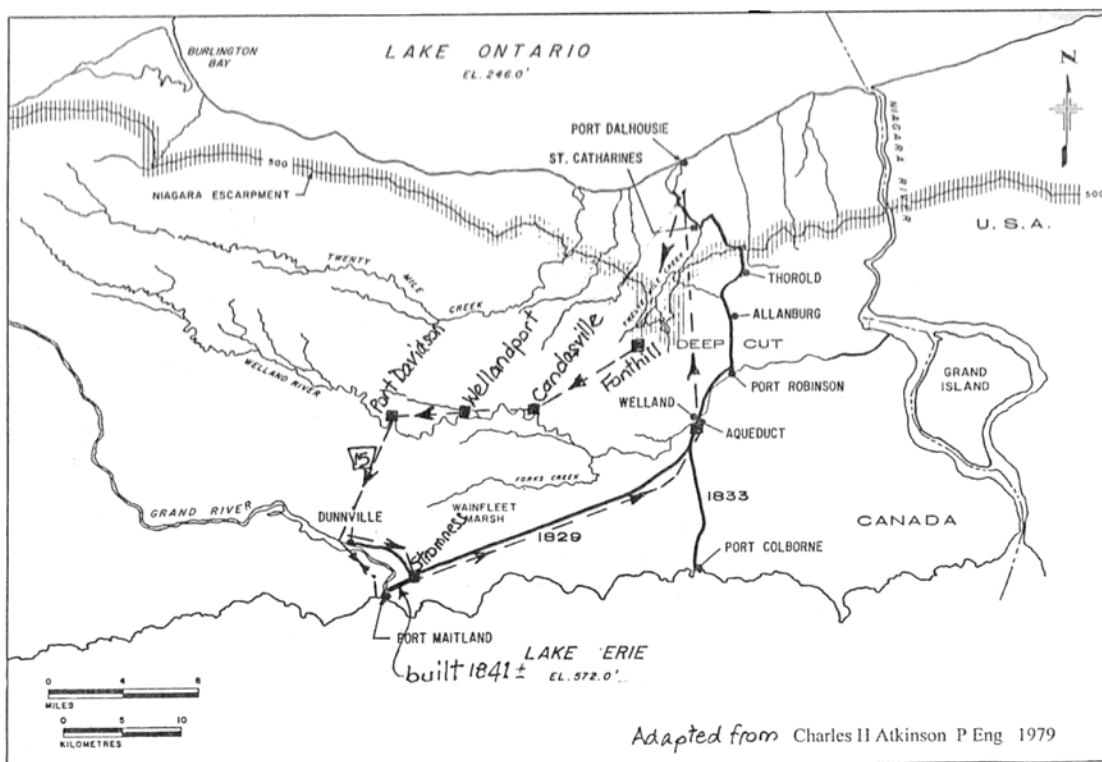
Mrs I Kraemer
23 King's Hill Lane
Brantford, ON N3T 6A3

Janet Larkin
6310 Scherff Road
Orchard Park, NY, USA
14127-3741

Barbara & Walter Alexander
2265 Seventh Street, RR #1
St Catharines, ON L2R 6P7

The 2003 Fall Field Trip - The Welland River and the Feeder.

by Ken Mackenzie.



Fall Tour Route — ➤ — — ➤

The 2003 Fall trip illustrated how inland water navigation penetrated westwards about 50 miles from the north-south Welland Canals corridors in the 18th century. This was effected by exploiting the Welland River, then called Chippewa Creek, and the Grand River. It is now a fascinating exercise to try to visualize the construction ingenuity, and the commercial energy, which transformed this now tranquil area for a brief period.

Jim Purdie and I reconnoitered the tour, checking historical documents and getting friendly help from interested local people. Forty-one members of CCS booked for the event, but there were a few who had to cancel at the last minute. We were pleasantly surprised to find when all the bills were paid that we showed about a \$200 surplus for the day. Unfortunately Jim was taken ill just before the trip, so the group had me as the solitary guide. I enjoyed my role more than I would have imagined, and I would recommend members take on this job whenever possible.

Our route was from St Catharines to Fonthill; on the Canborough Road, part of the historic Talbot Trail through Candasville to Wellandport for a stroll through the village; to the former head of navigation at Port Davidson; south from there to the Dunnville area to visit the new air museum near Port Maitland; back to Dunnville for lunch; to the large stone masonry Lock 27 between the Feeder Canal and Lake Erie; to the village of Stromness; east along the Feeder to Welland (formerly Aqueduct) and from there north to St Catharines. The route crossed the routes of the Fall 1983, the Spring 1988 and the Spring 1993 CCS tours, so that we were able to observe some of the changes that have taken place as industry has been re-established to some extent, and as tourist and heritage attractions have been increasingly recognized and developed.

Wellandport's early inhabitants included Henry Dockstader, a former Butler's Ranger, who bought land in 1782 from an earlier settler. There are still members of the Dockstader family living in the area. The main industry in the village was sawmilling, which processed not only pine and oak but lesser amounts of beech, maple, basswood, ash, elm, hickory and ironwood. Huge rafts of sawn timber were hauled downstream headed for Lake Ontario, and to a great extent ultimately to the Royal Navy, as well as to the lumber markets of Buffalo. The Welland River now meanders quietly through the village and through lovely peaceful countryside, giving little indication of the intense activity a hundred and fifty years ago.

Our visit to the Dunnville area began with a visit to the Air Museum. Anyone who visited the site of the wartime airfield a few years ago will never forget the memorable smell of the turkey farm, which used one of the hangars to house a huge flock of these large birds. Now that the turkeys have gone, a group of local residents and entrepreneurs have made good use of the five hangars. The most ingenious and the most touching example is the No. 6 RCAF Dunnville Museum, which celebrates and commemorates the British Commonwealth Air Training Plan Flying Training School and the forty seven young men who died there while training. This was one of about eighty airfields where thousands of Allied air crew were trained with a profound effect on the war effort. The rehabilitation of the hangar and the assembly of the museum is the work of a dedicated and hard working local group. We were made most welcome as we viewed their impressive collection. We were all delighted to discover that one of our number, a lady long resident in St Catharines, had been one of the girls who came by bus to the field in the 1940s to the station dances which she remembered fondly.

A short drive from the airfield brought us to Port Maitland which claims to be the finest natural harbour on the north shore of Lake Erie, and which included at various times a naval defence establishment; a sizeable port which took advantage of the 1840s connection to the Feeder Canal; a short-lived ship-building industry; a longer ship repair industry, now much diminished; a railroad depot, now vanished. Port Maitland is now a peaceful cottage and residential community, attracting those interested in marine recreation and retirement living.

The next welcome halt was for a good set lunch in a private restaurant room in Dunnville, followed by a presentation on the Naval Reserve and Port Maitland by the reverend Dr J T Docker, Anglican priest, historian and author. Dr Docker has retired from pastoral responsibilities, but commutes to New York City frequently to work in the Episcopal Church offices there. He resides in one of the fine homes on the Erie shore west of Port Maitland and has researched the history of the area. We had the opportunity not only to hear his presentation but to buy his recently published book.

The last canals feature we investigated was the Feeder, starting with the very handsome Lock 27 which had been long neglected, but is now happily being cleared of debris and being made presentable by another of these dedicated groups of local folks. We then paused at the village of Stromness and viewed the barely recognizable features of another once-flourishing canal community. From Stromness we drove east on the old canal-side roads which run alongside the Feeder, sometimes on both sides. There is now hardly any traffic so that one can stop almost any time one chooses to admire the quiet scene. The Feeder was a prodigious engineering feat which was constructed with remarkable speed when a new source of water supply had to be obtained from the Grand River when it became clear that the Deep Cut could not be lowered sufficiently to draw water directly from Lake Erie. The Feeder opened in 1829 and not only supplied the necessary water for the Welland Canal but became a transport route in its own right. The last boats to use the Feeder were taken out of the water about 1909.

We made a short stop in Welland to view the remnants of the stone masonry lock there before heading north to our starting point. I am happy to remember that everything we planned took place, almost as Jim and I had intended. There had been rain in the weather forecast but we only experienced one very brief shower. The smiles and thanks of our travelling companions were all that was needed to complete a very happy day.

Spring 2005 Field Trip

– Peterborough, Murray Canal, Lower Trent-Severn Waterway

Our spring trip will be the resurrected fall trip, which was unfortunately cancelled due to rotating work disruptions. We will depart on Saturday for the bus trip to Peterborough. When we arrive will have lunch at the Holiday Inn before boarding our boat for a two hour cruise including passage through the Peterborough Hydraulic Lift Lock. We get off at Lock 20 and visit the Lift Lock Museum before boarding our bus for the trip to the Murray Canal and our overnight stay at the Holiday Inn in Trenton. In the morning we will tour the Lower Trent-Severn Waterway and after a brief stop for lunch return to St Catharines. The tentative dates for the trip are 4/5 June or 11/12 June; details will be forthcoming with the spring Canals Canada. (Program subject to change)

UK Canal System & England's Industrial Revolution

This extensive and detailed trip, from Wednesday, 21 September 2005 to Saturday, 8 October, is being conducted by the Canal Society of New York State and Inland Waterways International. Spend 18 days and 16 nights traveling with CSNYS President and CCS member, **Tom Grasso**, on a unique odyssey across southern and western England, Wales, and Scotland including the Bridgewater and Llangollen Canals to visit, cruise, and observe a wide range of canal curiosities of yesterday and today. Roman and Medieval structures will also be examined. This once-in-a-lifetime program will focus on the exceptional beauty and splendid scenery of the waterways, towns, Roman ruins, castles, and countryside of England, Wales and Scotland. Details may be obtained by going to the CSNYS website, www.canalsnys.org, or contacting **Tom Grasso** at 585-387-0099 or tgrasso1@rochester.rr.com.

(besides being a CCS member **Tom Grasso** is also the President of the Canal Society of New York State and President of Inland Waterways International. Ed)

Grand River Gallery, Brantford Museum and County Archives

by **Colin Duquemin**

Throughout the summer of 2004, the Brantford Museum and County Archives maintained an off-site gallery of interest to CCS members. The gallery was located at The Museum in the Square, a downtown opportunity that brings the treasures of the Museum and an excellent bookstore to a wider public. Though the Museum tips its hat mostly to Brant County, it relates to Haldimand and other jurisdictions - hence the exposure given to the Grand River Canal Company in 2004.

The Grand River Canal exhibit was appropriately introduced last spring with an address to local historians and others by CCS member Bruce Hill; it closed at the end of August. Meanwhile, the Gallery attracted passers-by, those who walked over from the main Museum and those who made planned visits. None would have been disappointed.

The exhibit went beyond an interpretation the Grand River navigation. The Grand River was the central theme, but there were a number of sub-themes that stressed the inter-relationships between people beside the River and the River itself. These relationships started with the early native peoples and closed in the later years of the nineteenth century; those last years were marked by the arrival of Alanson Harris and a harvesting machinery industry, the initiation of the Brantford Plow works by James Cockshott and the formation of a large agricultural company by Harris and Daniel Massey in 1891.

The Gallery made a point and an impression. Technically, the artifacts were well supported by clear and informative text. These were not confined to the Grand River Gallery. A significant area of The Museum in the Square is set aside to showing examples of an eclectic collection. This would be reason enough to visit the Brantford Museum and County Archives.

Is a Hovercraft Service Headed for Lake Ontario?

A startup Canadian company wants to establish a hovercraft service on Lake Ontario, according to a story in the Rochester Democrat-Chronicle.

Hover Transit Services of Bolton, Ont., is reportedly trying to raise money to start the service, which would be based in Oshawa and serve Toronto, Hamilton and St. Catharines initially. People are looking for alternatives to crowded highways and railways as they travel to Toronto, said Dale Wilson, vice president of operations.

The company has talked about eventually expanding to the United States, but those plans might be accelerated if the Spirit of Ontario — a Rochester-to-Toronto high-speed ferry that shut down in early September — doesn't return to service, he said. Rochester is a prime candidate because of the infrastructure built to serve the ferry.

The main obstacle to Hover Transit's plans of starting as early as next year is money. The company has secured about 35 percent of the \$7 million it needs to launch the service, Wilson said.

Reported by Jason Leslie on the BoatNerd website 3 Nov 04

New Port on Lake Ontario

First it was new ferry routes and now there is a proposal for a new port.

St Mary's Cement has operated a plant in Bowmanville since the 1960's, the facility there included a dock. The company has now spent 10 years and several million dollars in order to expand the docking facility to handle four ships. The new port is seen as an environmentally friendly option to Toronto and Oshawa; the facility has its own rail spur and is very close to the 401.

The ports in Toronto and Oshawa are both under pressure to develop their waterfronts. The waterfronts are now seen as areas for public use and no longer as industrial areas. This may enable St Mary's Cement to attract the shipping it needs to payback its investment in the expanded facility. The work on the new facilities is scheduled for completion by the end of next year.

Government announces new Historical Designations in Canada

The Historic Sites and Monuments Board of Canada recommends to the government places, persons and events that are worthy of designation. The goal is to ensure that the cultural heritage of the country is protected for future generations.

The Construction of the St Lawrence Seaway has been recognized as a National Historic Event. The Seaway was an outstanding engineering achievement in its immense scale, organizational complexity, and fast-track construction schedule, realized by two countries, Canada and the United States acting in close cooperation. This remarkable undertaking, unprecedented in scale, consisted of three linked components: canal construction, and lake and river dredging; the construction of a large-scale hydro-electric power generating facility (the Moses-Saunders International Powerhouse); and the construction of major dams, dykes, and reservoirs to regulate water levels. Moreover, the engineering project had to be coordinated with the relocation of eight towns, a major highway, and numerous power, water, and sewage lines, and the raising and/or modification of nine major bridges crossing the Seaway channel.

Sternwheelers in British Columbia



This article is reproduced with the permission of the Royal British Columbia Museum

Photo: HP 29365 courtesy RBCM

Steam-powered sternwheelers were once one of the most important means of travel in many parts of British Columbia. Before railways and roads were built, people often travelled by steamboat. And it could be very exciting and adventurous travel at that.

Many river routes in British Columbia were treacherous and unpredictable. Even with a very experienced captain and crew, a boat could get into serious difficulty in a matter of minutes. Snags and sandbars could damage or destroy hulls; rapids or rocks uncovered by a sudden drop in the water level could make a safe passage almost impossible to navigate.

The sternwheeler was a vessel of simple construction. Usually, the hull was built of wood. Strong central timbers supported the structure, but boat builders used light-weight planks everywhere else so that the boat would float in shallower water. A steamer that could carry a cargo through shallow water was going to be safer and make more money than one that could only run in deep river channels or on lakes. Cables and metal fittings held the wooden components together and gave extra strength to the structure. A steam boiler, located on the main deck near the bow (front), provided steam to the engines at the stern (back) of the boat. Boilers were usually fired with wood, and after the late 1890s with coal. Sternwheelers usually had two simple steam engines, one on each side of the vessel, to drive the stern-mounted paddle wheel.

On most sternwheelers, freight was carried on the main deck around the boiler and between the boiler and the engines. The passenger deck above usually had two lounges, one forward and one aft. Along each side of the passenger deck, between the lounges, were overnight cabins. These usually contained just two bunk beds and a small wash stand. In some of the more luxurious boats there might be hot running water, but few cabins had private toilets. By the early 1900s,

most of the larger boats had electric lights. Above the passenger deck were small cabins for the officers and a wheel house. From the wheel house, the captain or the river pilot had a clear view of the water and could see changes in the channel, snags and other hazards.

These simple vessels were tough and amazingly useful. The first ones to operate in British Columbia arrived from the United States in the late 1850s at the time of the Fraser River Gold Rush. As gold diggings, settlements and industries spread throughout British Columbia, the use of sternwheelers expanded. They operated on the lower Fraser River (normally downstream from Yale), on the upper Fraser north of Soda Creek near Williams Lake, in the Kamloops Lake - Shuswap district, on the Peace, Nechako, Skeena and Stikine rivers, along most of the Yukon River from its mouth in Alaska to its headwaters in B.C., and on the Okanagan, Columbia and Kootenay rivers. Some also operated in sheltered coastal waters.

For people living in isolated areas, sternwheelers were the major means of communication with the rest of the world. They brought in mail, packages, goods and machinery, and took out farm produce and ore from the mines. Visiting relatives came by sternwheeler and so did the doctor and the travelling salesman.

Gradually, trains and road vehicles replaced sternwheelers. By the 1930s, only a few passenger-carrying sternwheelers remained in service in British Columbia. By the end of World War II, there was but a handful.

The most famous survivors were the Tutshi, running on Tagish Lake in the north, the Minto on the Arrow Lakes and the Moyie on Kootenay Lake. In 1957, the last of the passenger and freight boats, the Moyie, was retired to become a museum at Kaslo on the shore of Kootenay Lake. With the Moyie's last run, the era of sternwheeler travel in British Columbia came to a close. The Moyie, now undergoing restoration, is a national historic site and the oldest known surviving sternwheeler. The last operating steamboat in British Columbia was the Samson V, a small sternwheeler used on the lower Fraser to keep the shipping channels free of snags. This beautifully maintained vessel was retired in the early 1980s and is now preserved in New Westminster.

The Sicamous, preserved at Penticton, is the only other surviving sternwheeler in British Columbia. Two others are preserved in the Yukon: the Klondike and the Keno. The Tutshi, preserved at Carcross, Yukon, was destroyed by fire in 1990. The Tarahne, a propeller-driven motor vessel of similar construction to a sternwheeler is preserved at Atlin. This vessel is worth mentioning because it served the same function as a sternwheeler.

A new generation of small, excursion paddle wheelers has appeared in British Columbia. The role and design of these vessels are very different from those of the traditional sternwheelers that were so important to British Columbia during the 1800s and early 1900s.

Robert D. Turner Historian

For Additional Reading:

Downs, Art. Paddlewheels on the Frontier. Sidney, B.C.: Gray's Publishing, 1971. (Also published as two paperback volumes by B.C. Outdoors Magazine, Cloverdale, B.C.)

Turner, Robert D. Sternwheelers and Steam Tugs. An Illustrated History of the Canadian Pacific Railways British Columbia Lake and River Service. Victoria: Sono Nis Press, 1984.

Museum Notes Copyright 1999 Royal British Columbia Museum
Royal British Columbia Museum 675 Belleville Street Victoria, British Columbia
CANADA 1-888-447-7977 (250) 356-7226 <http://www.royalbcmuseum.bc.ca>

WOLFE ISLAND CANAL

Henry R.B. Jack



Wolfe Island, which had several names, was eventually named after General Wolfe who captured Quebec from the French in 1759, lies where the St. Lawrence River begins at the eastern end of Lake Ontario at 44' 10" N and 76' 20" W, on its journey east to the Atlantic Ocean. The island is 21 miles long and 7 miles at its widest part, the west end, and is the largest island of the so called "Thousand Islands". Actually there are more than 1,800 if you count every little island. It lies between Kingston (Canada) and Cape Vincent (USA.) a direct distance of 11 miles between the two places.

The early ferries sailed around the west end of the island, out into the open Lake Ontario, a trip of 18 miles or more if the wind was unfavourable. With gales from the west coming down the lake over a fetch of over 180 miles, sailings would be disrupted completely even with steam vessels. The route to the east of the island is much longer.

In 1852 a canal was started across the narrowest part of the island between Barrett Bay on the north shore and running south east to Bayfield Bay on the south shore but not completed until 1857 due to financial problems. It was built by the Wolfe Island Canal & Railway Co., with assistance from the locals with labour and buying shares in the Company. The railway did not materialise and was dropped from the name at some stage later.

The canal was nearly 2 miles long, 100 feet wide and 4 feet deep with one wooden swing bridge over the road to the east end of the island. Bayfield Bay is shallow so a dredged channel was needed which made the total length of the new navigation to deep water a distance little over 3 miles. The original estimated cost was £18,000 sterling. This opened a direct route between Kingston and Cape Vincent avoiding the long and often difficult journey around the west or east of the island. This canal was free of tolls and open to all users.

In 1858 the *SS Pierrepont* was the first steam driven boat to use this canal on a direct service between Kingston and Cape Vincent. The ship was built by Mr G Hinckly of Kingston, Campbell & Hinckly with unseasoned wood from Wolfe Island so it did not last long and was replaced by the *SS Gazelle* in 1864 and she was in turn replaced by the *SS Watertown* within the year and this vessel maintained the service for 8 years.

In 1872 the canal was deepened to 7 feet at a cost of C\$10,000 by the Wolfe Island Canal Co. The ferry company was bought out by the St Lawrence Steamship Co in the same year, with the Folger Brothers the main owners, and this firm ran until 1904 when the islanders gained control of the ferry service to Kingston. The canal had become blocked with weed and silt closing the waterway to commercial traffic in 1892 but was used by private boats until 1935 when the swing bridge was replaced by a road over two culverts 3 feet in diameter and under great protest from the locals. This would have needed permission from the body controlling navigations but I did not find any reference of this!!

After World War II, moves surfaced to reopen the canal with the cost at C\$3,000,000 including a new swing bridge on what was now the Route 96 but nothing happened. Again in 1988 there was some activity about re-opening the canal with dredging to 7 feet at a cost of C\$6,700,000 and there the matter rests. It would appear that the future of this canal depends on commercial need (marinas and boating) and political interest and will.

Wolfe Island has a historical link with canals else-where as from a quarry near the only town, Marysville, cut stone was supplied for the Rideau and Welland Canals while a stone mason working there in 1844-45 was an Alexander Mackenzie who later became Prime Minister of Canada.

When the islanders gained control of the ferry service in 1904 their first ship was the *SS Thomas Fawcett* which was renamed the *SS Wolfe Islander* by the Wolfe Island Township in 1905. She ran until condemned in 1946 and for some months the service was carried on with two ex-army landing craft carrying four cars each until replaced by the *Wolfe Islander I*" which in turn was replaced in 1976 by the *Wolfe Islander III* which is still in service and carries up to 55-60 vehicles and 400 foot passengers, still toll-free and continues the life-line between Kingston and the Island taking 20 minutes for the run. In summer it lands at Maryville but when the ice forms the landing is at Dawson Point, three miles east of the town and the route is kept free of ice by a "bubble system" installed in 1975.

This route is one of the crossings between Canada and the USA, saving the long run east to the high level bridge. Cars arriving from Kingston drive across the island on Route 95 the seven miles to Horne Point and take the ten minute ferry across the main shipping channel to land at Cape Vincent. This ferry has a toll charge and is in operation from spring to the late fall.

The notes above were written from information found in the minutes of the Wolfe Island Committee lodged in the Library in Kingston, Ontario and from a booklet written by Rennie Marshall in 2000 and revised in 2003 titled "Ganoukouesnot", (Translated from the Iroquois meaning the The Island Standing up)

(Henry Jack is fondly remembered as the leader of the Canadian Canal Society tour of Irish Canals in 2001. He attended the World Canals Conference in St Catharines in 2004 and was greatly appreciative of the support given to him by CCS members during his time in Canada.)

World Canals Conference 2005

Six canals in six days is the offer made to those people attending the conference in Sweden. Details may be obtained from www.worldcanalsconference.org, email: wcc2005@gotakanal.se or writing:
World Canals Conference
c/o AB Göta kanalbolg
PO Box 3
SE-591 21 Motala
Sweden



World Canals Conference 2004 – St Catharines – Welland Canals



Ontario

2004 WORLD CANALS CONFERENCE

175th Anniversary of the Opening of the First Welland Canal

June 2 – 4, 2004

*On behalf of the Government of Ontario,
I am delighted to extend warm greetings to everyone
attending the 2004 World Canals Conference and celebrating
the 175th anniversary of the opening of the first Welland Canal.*

*St. Catharines and the surrounding areas owe much of their prosperous
growth to the Welland canals and the people who conceived and built them.
Since the first canal was opened, three more canals have been constructed.
Today, the Welland Canal remains the focus of significant commercial activity,
forming a vital link for shipping between the Great Lakes and the Atlantic.*

*The World Canals Conference brings together canal enthusiasts, professionals
and scholars from around the world to learn about a variety of topics related
to canals. These include the protection of historic canals, the revitalization
of canal systems, and the use of canals to promote tourism and spur
economic development and urban renewal. I am confident that this
year's conference will provide a forum for fresh, innovative ideas
and engage participants in meaningful and insightful dialogue.*

*Please accept my sincere best wishes for a successful
and highly productive conference.*

A handwritten signature in black ink, reading "Dalton McGuinty".

Dalton McGuinty
Premier

World Canals Conference 2006

The conference will be held in Eastern Pennsylvania. Delegates will explore the Lehigh and Delaware canals. More details in the spring edition of Canals Canada.

World Canals Conference 2007

The Inland Waterways Association will be hosting the conference in Liverpool, England, 13 – 15 June. Liverpool will be celebrating its 800th anniversary in 2007 and is due to become the European Capital of Culture in 2008. The conference will immediately precede the Mersey River Festival.

Save Our Seaport

Ken McKenzie

Save our Seaport is the name of the website of PROUD (Port Realizing Our Unique Distinction) an embattled group of Port Dalhousie residents. Opened the first week of November the website describes the massive redevelopment proposed for Port. Find the website at www.SavePort.ca.

Several years ago another group of residents spent a busy couple of years crafting a Secondary [Development] Plan for Port. When passed by City Council it appeared to provide reasonable control of inappropriate construction. In February of this year, PROUD, after five years of effort, succeeded in securing a Neighbourhood Heritage Designation, the largest so far in Ontario. Several Port residents have gone through the approval process to obtain building permits for alterations to their properties and express themselves as satisfied with the results.

Shortly after the Heritage Designation celebration ceremonies attended by residents and a group of municipal, regional and provincial politicians, a developers syndicate announced their forty million dollar proposal [for development in Port Dalhousie]. They intend to gut the old commercial area and build, among other things, a 400-seat theatre, a hotel, about forty additional “boutiques”, and most astonishingly a 330 foot (100 metre) tall glass condominium tower nearby.

Should any CCS member have comments or concerns they can address these to the Mayor and Council of St Catharines at PO Box 3012, 50 Church Street, St Catharines, ON, L2R 7C2 or by email to trigby@stcatharines.ca.

New Lock for New Orleans

The Inner Harbour Navigation Canal Lock (also known as the Industrial Canal Lock) is located just off of the Mississippi River in the New Orleans Industrial Canal. The canal connects the river to Lake Pontchartrain, the east portion of the Gulf Intracoastal Waterway, and the Mississippi River-Gulf Outlet.

The current lock, which was completed in 1921, is 640 ft x 75 ft x 31.5 ft, the new lock is to be 1,200 ft x 110 ft x 36 ft. The new construction also includes replacement of the St Claude and North Claiborne Avenue Bridges. Construction was first funded in 1999 and site preparation started in 2001; the estimated cost of the project is US\$655 million.

The lock construction will be accomplished using a pre-fabricated, float-in method, that involves building five lock modules of concrete and steel at a remote location and floating them to the site. This method allows the lock to be built in a highly congested urban area with no residential relocations.

The Driver's Guide to the Welland Canals

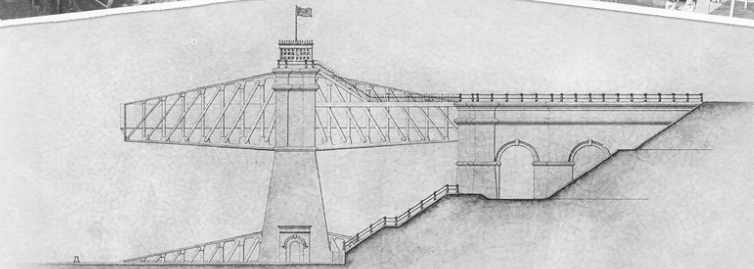
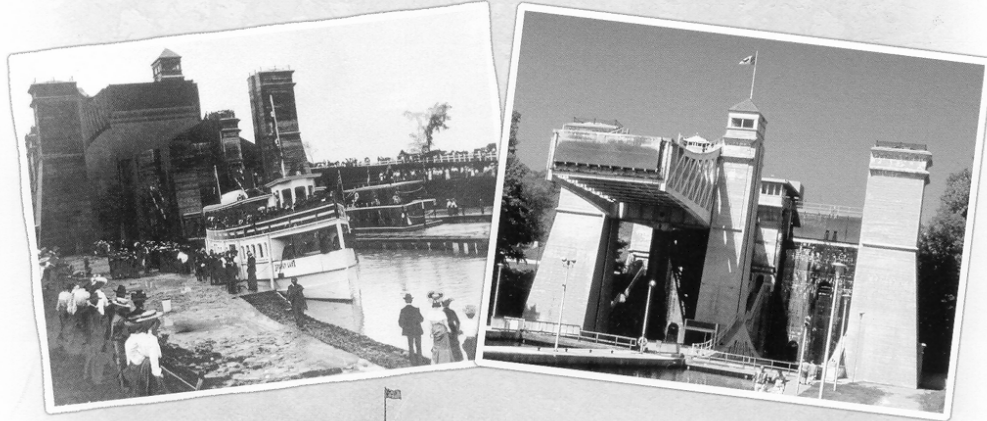
Canal Society member and former President, **Colin Duquemin** has reissued his *The Driver's Guide to the Welland Canal*, commemorating the 175th anniversary of the Welland Canal. Also, to mark the World Canals Conference being held in St Catharines he has issued a new publication, *the Driver's Guide to the Historic Welland Canal*. Both guides include directions, maps, text, tables, graphics and illustrations to enable the canal enthusiast or visitor to explore and appreciate the Welland Canals. A list of sources is provided which will be useful to the novice looking to further explore canal history. Both publications, which are C\$13.00, may be obtained by writing to: Colin Duquemin, 56 Highland Avenue, St Catharines, ON, Canada, L2R 4J1 (please mark envelope: CANALS)

Canals by Robert J Kapsh

The Captain is still trying to make up his mind about a big new glossy book about canals in the United States from W.W. Norton and the Library of Congress simply titled *Canals*. The 336-page book by Robert J. Kapsch has hundreds of photographs and is part of the Visual Sourcebooks in Architecture, Design and Engineering series. The book is divided into three parts, including a section with brief descriptions of most of the historic canal systems in the United States. The meat of the book, however, consists of in-depth articles on two systems--the Chesapeake & Ohio Canal in Virginia and Maryland and the Morris Canal in New Jersey. The content covering the Ohio canals is disappointingly sparse, but the book may be worth its relatively high price for those with a general interest in canal engineering or a particular interest in the C&O or the Morris. Interestingly, the book comes with a separate CD with electronic copies of all of the photographs, which are from the Library of Congress collection. The book lists for a whopping US\$75, but is available from online bookstore Amazon.com for a mere US\$51 with free shipping (the publisher offered a special price to Canal Society of Ohio members, but the Amazon.com price is even cheaper).

Reprinted with the permission of David Neuhardt, editor of the Canal Society of Ohio newsletter (this book is available from the Nautical Mind in Toronto at C\$115.00, Ed)

In Celebration of the 100th Anniversary of the
PETERBOROUGH LIFT LOCK
A NATIONAL HISTORIC SITE OF CANADA



*Friday, July 9, 2004
Peterborough, Ontario*

The Canadian Canal Society

Executive Officers for 2003-2004

President: Bobbie Styran
Vice-President: Tom Whitelaw
Secretary: Ken Mackenzie
Treasurer: Carol Gaspari
Past President: George Hume

Send correspondence to:

Secretary
Canadian Canal Society
PO Box 23016, Mid-Town Post Office
124 Welland Avenue
St. Catharines, Ontario
L2R 7P6

Contributions for Canals Canada to:

Bob Sears, Editor
Canals Canada
248 Tower Drive
Toronto, Ontario
M1R 3R1

Phone: 416-285-7254

Email: dawnofdestiny@sympatico.ca

Website: <http://people.becon.org/~ccs/>

Canals Canada is Copyright by The Canadian
Canal Society

Opinions expressed are those of the authors
and do not necessarily reflect the official
position of the Society