



CANALS CANADA/CANAUX DU CANADA

Newsletter of The Canadian Canal Society
Société des Canaux du Canada

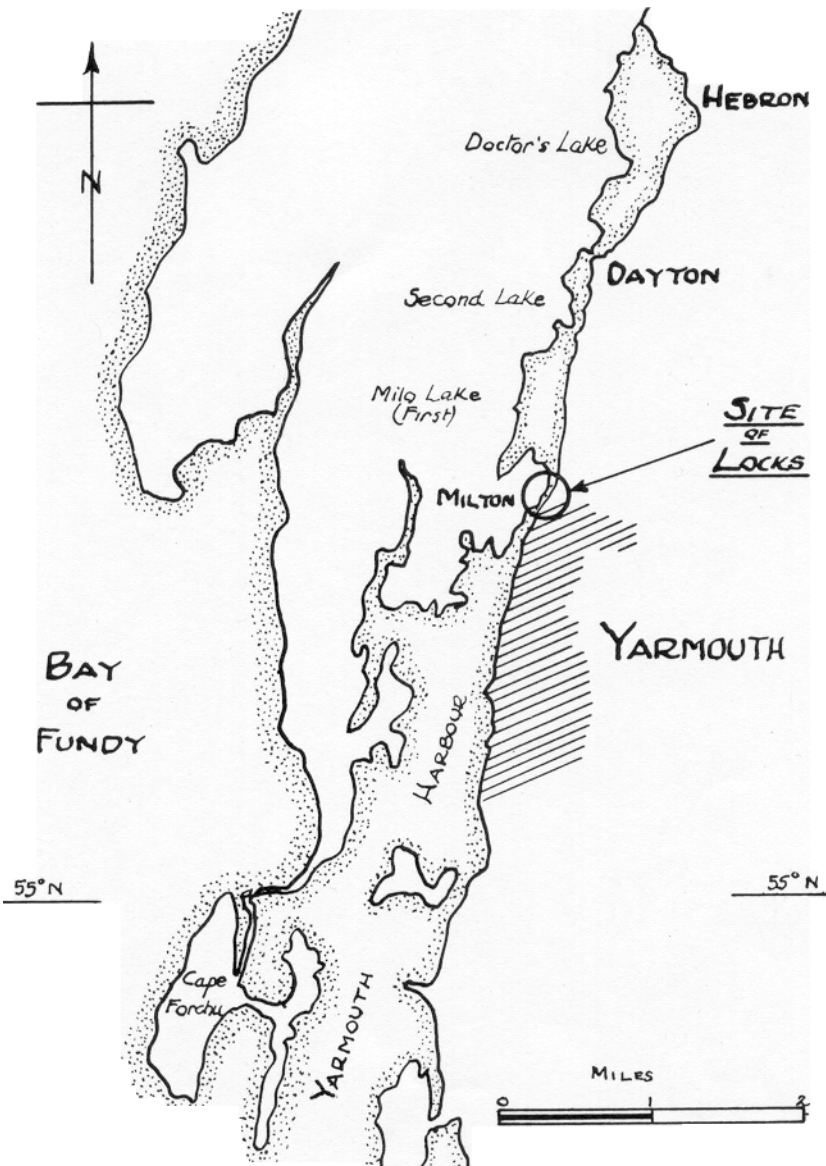
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Canada's first, and only, tidal lock at Yarmouth, Nova Scotia

When preparing *Canals of Canada* the writer thought that he had obtained information about all the canals that had ever been built in Canada. There were a few proposals for canals that were never implemented (in New Brunswick, for example) but the record of actual operating canals seemed to be complete. More recently; however, a three-word reference was seen (in the Archives of Nova Scotia) to the "locks at Yarmouth". With the assistance of friends: whose names are given at the end of this note, it has been possible to track down the significance of this reference and add yet another to the list of Canadian canals, and one of the earliest.



By Robert F. Legget*

The harbour of Yarmouth, Nova Scotia, is now well known to all Canadians who have made use of the splendid *Bluenose* steamship service to the province-by-the-sea from Bar Harbour, Maine. The bay formed by Cape Forchu has long been an excellent harbour-of- refuge, despite its difficult entrance. The harbour is tidal, tides up to 26 feet being regularly experienced. The harbour is distinguished by an interesting chain of small lakes, entering its northern end, extending back more than three miles and fed by a small river extending still further to the north.

At the start of the nineteenth century, wooden shipbuilding was carried out at many points around the coasts of Nova Scotia, including Yarmouth. The convenience of building ships with a constant water level may have supplemented the desire to sail small vessels from the lakes into the harbour, which influenced a group of Yarmouth citizens to organize in 1809, with a view to forming a company to build locks at the exit from the Yarmouth Lakes into the harbour. A constitution and bylaws were drawn up in 1810. In 1811 the Provincial Legislature passed an Act incorporating the Inland Navigation Company, of Yarmouth. Alternative names, to which some references may be found, were the Yarmouth Lock Company and the Yarmouth Lock Association.

The purpose of the Company was stated in the Act to be: *"Whereas the opening of a communication by means of locks between the head of Cape Forchu Harbour and Lake George through the several intervening lakes would be of great service to the neighbouring settlers and to the Province in general, as well as facilitating the carriage and transportation of wood, lumber, and other heavy articles in boats or by rafts from the interior of the country to the place of shipment, as by carrying the produce of the sea-coast to the inland settlers...."*

The stock of the Company consisted of 100 shares, the capital limited to £5,000. A list of the original 48 shareholders is still available.

Two locks were built at Milton, at the exit from the first lake into the harbour. They were either 20 or 25 feet wide (accounts differ), 286 feet long, with three gates, the locks being in tandem. John Raymond was the principal "architect". A contract for construction of the locks was awarded to John Killam Jr., and John Raymond in October 1811. The completed structure seems to have been in operation in 1812 since the schooner *Lion* (47 53/94 tons) is recorded as the first vessel to pass through the locks in June of that year.

These first two locks were at the southern end of the chain of lakes and so presumably maintained the water in the first lake at constant level, the outlet from the lake sometimes being referred to as a "falls". Discussions were held by

the Directors about further work at Hebron but nothing more seems to have been built. There are a few references to freight passing through the locks and clear indication that small vessels (possibly as many as 30) were built on the shores of the first and second lakes, and then floated into the harbour through the locks at high tide. In 1816, three vessels were thus floated out in one day but it took two tides of the day to do this, confirming the influence of the tide on lock operation.

It is recorded that by 1821 the "lock(s) were in ruinous condition" and that by 1825 "the Lock gates were utterly destroyed, unsafe and dangerous." Difficulty was experienced in getting together enough proprietors to hold a legal meeting of the Company but the records show that, as late as 1846, efforts were still being made to "finish the lock." John Killam appears to have been charged by the Directors with some misdemeanour but another record suggests that what was left of the works has passed into the possession of Samuel Killam. (It is of more than passing interest to find this famous Canadian name in association with early commercial activity in Yarmouth, the Killam family being well-known residents.)

The last available written record relates to a meeting called for March 22, 1848 but there was not a large enough attendance to make a legal quorum, and so the meeting was postponed until April. Nothing more is known about this very early engineering venture although a writer in 1876 recorded that "vestiges of the work may still be seen in the middle of the stream, on the south side of the bridge at Milton." Not surprisingly, no picture of the locks has yet been located but a simple map, showing the two locks and the associated mill race, is in the possession [this sentence was incomplete in the original article. I spoke with Eric Ruff, the curator at the Yarmouth County Museum, who had assisted Robert Legget in researching this article. He is not aware of the museum possessing a map; he feels that what the author meant to say was "in a book in possession of the Yarmouth County Museum". I was fortunate in speaking with Eric Ruff during his last week on the job and he told me that he was looking forward to exploring the canals in Europe during his retirement. Editor].

They were only small wooden locks but they must hold a place of honour in the records of Canadian engineering as the second civilian canal work to have been built in this country. The first was another small lock built by the North West Company in 1797 at Sault Ste. Marie. It is unlikely that citizens of Yarmouth had ever heard of this pioneer venture, so far away, in view of the limitation of communications in those days. How then did they get the idea of what would be described, today, as a set of tidal locks?

The first such lock had been built at Liverpool on the River Mersey, England, in 1715 (the famous 'Old Dock'), as the start of what came to be the greatest enclosed system of tidal docks that the world has yet seen. Possibly some early

citizens of Yarmouth had sailed from Liverpool on their way to the New World and had been shown this "wonder of the age". Sir John Sherbrooke was Lieutenant Governor when the lock was built; possibly he had passed through Liverpool. The first survey for the Shubenacadie Canal had been carried out, one of those responsible being Isaac Hildreth. This remarkable man had been engaged on canal building in England but he had made his Canadian home at Shelburne - only 40 miles from Yarmouth.

Somewhere, in these interesting inter-connections of long ago, lays the secret of the inspiration that led to the building of the locks at Yarmouth. But the locks were built and did operate, thus giving Nova Scotia yet a further claim to fame as the cradle of so much that we value in the Canada of today.

Acknowledgments: In Ottawa Mrs. Alice Frith kindly put me in touch with her brother, Mr. W. B. Davis, who was good enough to copy out material on the locks from old books on Yarmouth in his private library. In Yarmouth, Mr. Eric J. Ruff, Curator of the Yarmouth County Museum, went to much trouble in copying for me many of the early records of the Canal Company, now in the custody of his Museum. I am grateful to these friends for their help.

* The late Robert Legget was the Canadian Canal Society's first honorary member.

World Canals Conference 2005 Sweden 22 – 27 August



Dalslands Canal – Haverud Aqueduct

The World Canals Conference is an important event for those of us whose work is the preservation and management of historic canals. It provides an important network in this field where we can readily access expertise in other canal organizations in North America and Europe. In addition it helps us forge a productive link with scholars, avocational canalers and volunteers.

The conference website provided excellent pre-registration information to confirm that the conference theme directly related to my work and that it would be appropriate to attend:

Welcome to a conference concerning how the cultural and historic value of canals meets the present and the future. How can we balance demands for profitability and high numbers of visitors with preserving the canals' historic essence? How can we modernize activities without impacting their historic worth? How can we make canals accessible for as many tourists as possible without disturbing those living locally? How can we unite utility and pleasure?

These are issues that all of us involved with canals must deal with. We hope this conference will enable us to discuss these issues and exchange experiences. Discussions will be interspersed with exciting talks. The main theme of the conference is: "Historic and commercial canals in a modern society."

In addition, I also verified that the business concept for the Göta Canal was a fit with our business, since that canal was to be a significant focus of the mobile workshops:

AB Göta kanalbolag will maintain and develop the Göta Canal, our country's greatest cultural-historical construction, and properly maintain the company's properties, land and forest holdings to a high level of quality, and showing consideration to the environment and nature.

The Göta Canal will be Sweden's leading tourist waterway and visitor destination.

The site of the conference on the west coast of Sweden was somewhat difficult to reach directly from Canada but this turned out to be a bonus. After a flight to Nyköping, a picturesque city in eastern Sweden an hour south of Stockholm, we traveled to Trollhättan via rental car. This four-hour drive was a good orientation to the country in which we immediately felt quite comfortable. It was much like Canada. Even before we landed, from the airplane window we saw the green forests to the north and the farmland to the south, not unlike at home along the Trent-Severn Waterway. The people are friendly, very customer oriented in hotels and restaurants, the weather was sunny and warm and the roads easy to navigate. The appropriateness of the city of Trollhättan as the site of the first half of the conference was immediately evident upon arrival as the historic canal cuts through the centre of the city.

Meetings of the World Canals Conference steering committee and the council of Inland Waterways International kept several of us busy Sunday afternoon and early Monday morning. At these meetings we quickly became re-acquainted with several colleagues we had not seen since the previous conference in Canada. Monday mid-morning we assembled in the Conference Centre, Folkets Hut, to get the conference under way. Our host and conference chair,

Claus-Göran Österlund, put us to work right away, with a ceremonial welcome and a tightly scripted series of speakers

“Six Canals in Six Days” played out with the main part of the conference taking place in the meeting room with presentation of papers interspersed with local mobile sessions where we visited canal, bridge and lock sites to study the infrastructure and visitor activities installations first hand. The second half of the week was a series of tours organized so that we worked our way across the country via bus and boat to Stockholm. This part of the program was very ambitious and the organizers chose an excellent variety of canal and lock sites to expose us to as many different themes as possible given the time and distance constraints. At the end of the week we had a very good feel for canals in Sweden and neighbouring European countries.



Dalslands Canal – Haverud Aqueduct



Trollhätte Canal

We, as people in the canal operations business, came home with many ideas and much to think about. Some highlights:

- a. The Swedish canals are a mix of either private or partially state-owned and operated companies. Consequently, they do not have many of the constraints that we operate with here in Canada. The canal companies have wide latitude to undertake development, set fees and buy and sell land, for example, with the goal of turning a net profit. The canal companies can access significant government grants and lucrative European Union (EU) tourist and economic development funding. It appears that there is great cooperation and understanding amongst the various levels of government respecting canal issues and their development with a clear eye to the realization of the economic and employment impacts that the canals have on the local economy. Indeed, the canals are said to be not only a link to the past but are actively seen to be a link to the future.
- b. The development of the “product” of Swedish canals is ingenious and imaginative. The canals are eager to develop tourist destinations. They very

much take to heart the adage “build a destination and people will come”. Swedish canals very much believe in providing services and a wide range of amenities for their visitors, from coffee houses, youth hostels, a children’s canal theme park, small hotels, and fish markets to corner stores. By means of example, the Göta Canal bought an old, dilapidated mill and has completely refurbished it - it is now a lovely youth hostel, hotel and snack bar that is operated by a young entrepreneur who pays an annual fee to the canal.

- c. In the same vein, Swedish canals do a marvelous job interpreting their sites. Their on-site museums and non-personal interpretation efforts are outstanding. Noteworthy is the level of personal interpretation provided at sites; lock staffs are very knowledgeable and the guides and costumed interpreters who portray historical characters associated with the canal are very good at their jobs.
- d. The services provided to the canal users are excellent. The Swedish canals use “smart-cards” that permit authorized users access to all facilities available on the site. Shore power, washrooms, washing and drying machines and showers are all part of the package. Non-boaters, such as cyclists, may also purchase the pass so that, they too, can enjoy the complete range of facilities.
- e. The thinking behind the management of the canals in Sweden is one of bringing road visitors and boaters together to enjoy the out-of-doors and the same amenities. The lock stations sites are developed and managed as people places. Adaptive re-use of old structures and the building of new ones are strategies that work well side-by-side. One of the best examples was at Norrkvarn where an old building was refurbished to provide food service and accommodation and a new kids place, Kanalbygget, was built adjacent to it on the same property. Kanalbygget is a large model with 10 cm. deep canals and miniature locks, waterfalls and canal environments where kids can play and learn. The historic canals program does in fact reach out to and is relevant to all ages.
- f. The commercial aspect of the historic canals was really brought home when we observed sizable ships carrying produce right past our conference venue. Amazing to those of us from Canada was that the Trollhätte Canal was open basically year-round. They deal with the ice problem and also set time aside for major maintenance.

This is but a short perspective on the World Canals Conference. The conference is about business but it is also like a tonic. It is a place for rejuvenation of our enthusiasm for historic canals. A late evening that will long be remembered goes like this:

Two Canadians hike back to the hotel along the canal from a traditional Swedish dinner with a new acquaintance from England. Come upon four narrow boats (in Sweden! Another story). Two British couples are singing a Swedish song led by a gentleman from Norway with his accordion, who emerges as our “official” conference musician. We stop to listen. Folding chairs appear from one of the boats. Tea is offered and accepted. Conference Chair Claus-Göran Österlund and one of our hosts join us. More tea. More Swedish songs. A cell phone rings. Claus-Göran answers. It is apparently his colleague from the nearby hotel calling to suggest that he may want to go over to the canal to join in the singing. Claus-Göran holds the phone out to catch the melody. Before he hangs up, he says, “Thanks, I am already here with my friends!”

Dave MacDougall, Manager, Marketing and External Relations, Trent-Severn Waterway, National Historic Site of Canada
(From my notes and those of my colleague Jack Alexander)



The people in the picture are left to right as follows:

Leslie Thornburn
Carol Manchester
Francine Émond, Parks Canada
Dave MacDougall, Parks Canada
Nan MacDougall
Pauline Desjardins
Suzanne Ballinger
Dave Ballinger, Parks Canada
Jack Alexander, Parks Canada

Canadians absent from the photo are:

Des Harris
Janet Harris
Keith Manchester,
Shubenacadie Canal

World Canals Conference 2005 Sweden 22 – 27 August

Twelve Canadians enjoyed the wonderful World Canals Conference in Trollhättan, Sweden this past late summer out of a good North American group of attendee's. The Canadians were as follows: Jack Alexander, Pauline Desjardins, Francine Émond, **Des and Janet Harris**, Nan and Dave MacDougall, Suzanne and David Ballinger, Leslie Thornburn, and **Keith and Carol Manchester**.

The conference began with people arriving on Sunday the 21st and getting settled in the various hotels in Trollhättan. Carol and I had taken the train from Copenhagen that morning along with my two sisters and their husbands from the US. We had told them of the wonderful times at many past world Canals conferences. This had convinced them they should come to this one and see if we were correct. It was a beautiful warm day and gave all a chance to look around the town a bit. It gave my sisters and me a chance to meet some Swedish cousins who traveled from the Varmland area to meet us.

Before I go on too much further I want to tell you how to find out a lot more about this conference on the web. If you go to <http://www.worldcanalsconference.org> and then click on “past conferences” and scroll down to the 2005 conference and click on the WCC 2005 symbol and enter the “Royal Kingdom of Sweden” and then click on summary of WCC 2005 one can get a very good presentation in word and pictures of what went on at the conference and the post conference tour. For those in a hurry or not able to get the web site I will give you a little preview as follows.

Trollhättan is on the major outlet river from the large Lake Vänern that flows southwest towards Göteborg on the Kattegatt. Trollhättan was the location of the first major navigation restriction leaving Lake Vänern. Starting in the early 1800's three different lock systems had been constructed to bypass these rapids. All are still very visible and the latter two lock systems still operable but only the most recent one is used for routine canal traffic. During the Monday and Tuesday afternoons we all had a chance to sail down through the modern locks and return back up through them. We also were given very good walking tours of the older locks and the associated museum by the locks. That evening we had a get-together, local entertainment and barbeque at a local park in Trollhättan.

The next afternoon we had a bus tour to the Dalslands Canal north of Trollhättan which is on another river and lakes system that leads northwest from Lake Vänern towards Norway. The canal system is 250 km. long but only 10 km of it is constructed with the rest a series of interconnected lakes similar to the old Shubenacadie Canal here in Nova Scotia. The highlights of this day trip were visiting a site on the canal at Håverud. Here an early steel aqueduct designed by Nils Ericsson bypasses the rapids that had been a major problem in building the canal. We watched boats cross it then crossed it ourselves in a boat. We visited the canal museum here and then had another boat ride down the canal and out into a lake where we stopped at an island on which was a typical camping site available to campers and boaters using the canal. Here we had coffee and presentations were given on the users facilities along the canal.

This evening we had a formal dinner at the hotel followed by a walk after dark to the Trollhättan locks area. Here they opened the dam holding the river back to pass through the hydro electric facilities allowing the river to again pass down over the original river rapids which were lit up giving a very impressive

sight. Again in what seemed to be the Swedish style we had more food and drinks.

On the Wednesday the third and last day of the conference in the afternoon we had the conference summary and the presentation and invitation to attend the WCC 2006 in Bethlehem, PA. Here it was also announced that the WCC 2008 conference would be sponsored by the Rideau Canal and held in Kingston, Ontario in September. That evening we all attended the Swedish crayfish and fish party where local performers gave interesting presentations. That evening the winner of the WCC Dink award for the 2005 conference was announced. David Edwards-May was the lucky person and was the first one to receive the new Dink award plaque. The older one, getting too bulky to move around was awarded to Rory Robinson, as the only two-time winner of the award.

Early the next morning we started our post conference tour. Almost all foreign conference attendees plus many Swedes took this tour. We had two buses and after about an hour or so arrived at Sjötorp where had refreshments and a look at the western beginning of the Göta Canal where it meets Lake Vänern. After a short bus ride we stopped at Norrkvarn where there is an old canal side mill that has been converted to a youth hostel and tourist facility for visitors traveling along the Göta Canal. It was raining a little on and off as the fine weather of the last three days had left us. Again the great Swedish hospitality had more coffee and sweets here. Of interest were small cabins made in the shape of very large tree stumps that were rented out to campers for night accommodations? Again after a short bus ride we arrived in Karlsborg, which is where the Göta Canal system meets Lake Vättern. Here we boarded two small lake boats to take us across the lake with lunch on board. This turned out to be the most memorable part of the trip as the breeze had picked up enough that we circled around in the harbour area while food was served then headed out into the lake towards Motala. In the crossing a good breeze had come up and produced a good chop which made the boats rock and pitch enough to make some of the people uncomfortable and serving of refreshments etc. difficult. And hour or so on the lake and we arrived at Motala where the headquarters of the Göta Canal is located. Here actors depicting the period of the 1800's met us. Then we sailed up the canal to the sound of a couple of cannon blasts of welcome. We soon stopped at another small canal museum showing displays of tools and materials used in building the Göta Canal. After debarking from the boats we then took a bus ride to Linköping where we spent the night. Not however without another reception and dinner. The officials of the city transported us from our hotel to the conference centre by boats along the Kinda Canal where we had a fine dinner.

The next morning we left by bus again for a few minutes drive to locks on the Kinda Canal, which meets the Göta Canal here in Linköping. Here we saw a flight of three locks of the Kinda with water flowing through them in a very picturesque setting. Soon after this we were on the buses again for a trip to the Hjälmare Canal, Sweden's oldest canal. There a brass band met us as we

arrived at the site on the canal where canal museum and canal dry docks are located. After having coffee and snacks and hearing presentations by various persons about the canal we got on two canal boats, really small ships, and sailed up the canal while we had lunch on board. After a very scenic trip on the canal we stopped at a lock at Notholmen and all got off where enactors in period dress met us and told about the canal. Just at that time a good shower came by so all were huddling under umbrellas and yellow ponchos while we listened to the presentations. We boarded the buses for a short trip to Gripsholm castle, a beautiful old castle for a guided tour. We had a short ride to the Södertälje canal. This is Sweden's largest canal and has its largest lock, the only one on the canal. Again we were met by a feast of beer, wine and food, which was then followed by a guided tour of the lock and the canal's control facility. We boarded a steamer and sailed through the lock, up the canal towards Lake Mälaren to Stockholm. During this time a typical Swedish steamer meal was served as we sailed in the darkening and beautiful evening toward Stockholm.

The next morning and the last day, of our Swedish smorgasbord so to say, started a little later as we ended the evening before pretty late. This consisted of boarding an old former steamer vessel for a tour out and around the parts of the beautiful Stockholm archipelago. During the trip we passed old fortresses, homes and cottages on the many islands, and naturally a nice light lunch. The post conference tour ended as we left off the vessel at the Wasa museum. Here the vessel Wasa resides after being raised from the bottom of Stockholm harbour. The royal warship Wasa sank on its maiden voyage in 1628 and was salvaged and put in the museum some 333 years later.

This ended our conference and post conference trip for us all and I am sure all had a tremendous visit and would like to do it all again except maybe for the little rough ride across Lake Vättern.

Keith Manchester, Shubenacadie Canal

[I wish to extend my thanks for the article from Dave MacDougall for providing insight into the "professionals" point-of-view of the conference. Keith Manchester's article gives us the perspective of the "avocational canaler". Both of these groups are important for the continued preservation of our historic canals. Editor]



The 2006 World Canals Conference is 12-14 September. The National Canal Museum and the Delaware and Lehigh National Heritage Corridor are hosting the conference. There will be a public event on Sunday, 10th September, at Sand Island along the Lehigh Canal in historic Bethlehem and post-conference tours on Friday, the 15th. Presentations will look at the evolution of the modern, inland, canalized waterways of the US. Bob Passfield of Parks Canada is to speak on the evolution of canal lifts and inclined planes.

The conference will be headquartered at the Hotel Bethlehem in Bethlehem, Pennsylvania. The field trips will cover portions of the Lehigh, Delaware, Delaware & Raritan and Morris Canals. The introductory speaker will be Lance Metz, historian at the National Canal Museum, who will speak about the role these canals had in making the Lehigh Valley a birthplace of the American Industrial Revolution.

World Canals Conference 2007 **Liverpool, England 13-15 June**

The World Canals Conference in 2007 is scheduled to take place in Liverpool between 13 and 15th June 2007. This links in with the annual Mersey River Festival, which immediately follows on from the conference dates. Two thousand and seven is a special year for Liverpool, in that the City celebrates the 800th Anniversary of its founding Charter. It will also mark the revitalization of the old Docks by the opening of a new 'Canal Link'.

Liverpool, as a city, has long trading connections with Canada. It was the key seaport for transatlantic trade. Sadly the old town docks have now closed, but the whole area has recently undergone a renaissance with the opening of the Tate Northern Museum, new conference facilities and a Maritime Museum

in the old dock premises. Nearby, major canal restoration schemes, rebuilding lost canal links, are also proceeding apace.

The combination of an historic city, past Atlantic trading links, and new waterway construction, offer the basis of a rewarding conference experience. Full details of the program, and pre-conference study tours, will be available at the World Canals Conference 2006 in Pennsylvania this coming September. Further information will be posted on the Inland Waterways Association web site www.waterways.org.uk as it is finalized.

World Canals Conference 2008

Rideau Canal, Kingston, Ontario 15 – 18 September

The theme of the conference will be “Managing Canal Corridors in the 21st Century”. Topics to be examined include conservation, presentation, tourism and selling a heritage corridor. In the year preceding the conference the Rideau will celebrate its 175th Anniversary. It is also hoped that the Rideau will have been recognized as a World Heritage Site by the convening of the conference.

The conference will be based in Kingston. The city is rich in Canadian history and promises to be an exciting venue for this conference. Kingston is a gateway to the St Lawrence Seaway which will celebrate the 50th Anniversary of its opening in 2009.

The Rideau previously hosted a conference in 1990 at which time about 55 people from the United States and Canada attended. Two “National” conferences on canals had been held in the United States prior to 1990. When the conference was held at the Rideau Canal the name was changed to “International Conference on Historic Canals”, after the conference in Birmingham, England in 1996 the name was changed to World Canals Conference. Recent conferences have been truly international in nature and have attracted 200 to 400 attendees.

Wanted – old Canals Canada

As the editor I would like to have a complete set of Canals Canada as a reference. But I am missing the following and if anyone can loan them to me it would be greatly appreciated. My address is on the back page, thanks, Bob Sears, Editor.

Volume 2 No 1 April 1985

Volume 3 No 1 May 1986

Volume 4 No 2 December 1987

Volume 6 No 2 Fall 1989 do not believe that this was ever published???

Volume 2 No 2 November 1985

Volume 3 No 2 December 1986

Coteau-du-Lac Canal to celebrate 225th Anniversary

The American War of Independence revealed flaws in the British defence system. Troop and military stores transport via the St Lawrence River was impeded by rapids upstream from Montreal. Governor Frederick Haldimand ordered a series of canals to be dug including one at Coteau-du-Lac. The site was already home to a military warehouse and the addition of a canal would facilitate the movement of stores and provide a ready garrison to defend it.



Governor Frederick Haldimand



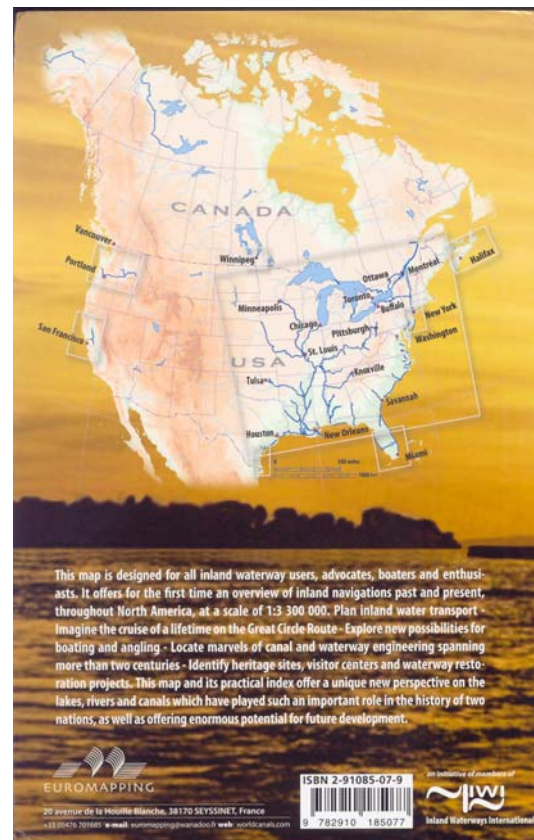
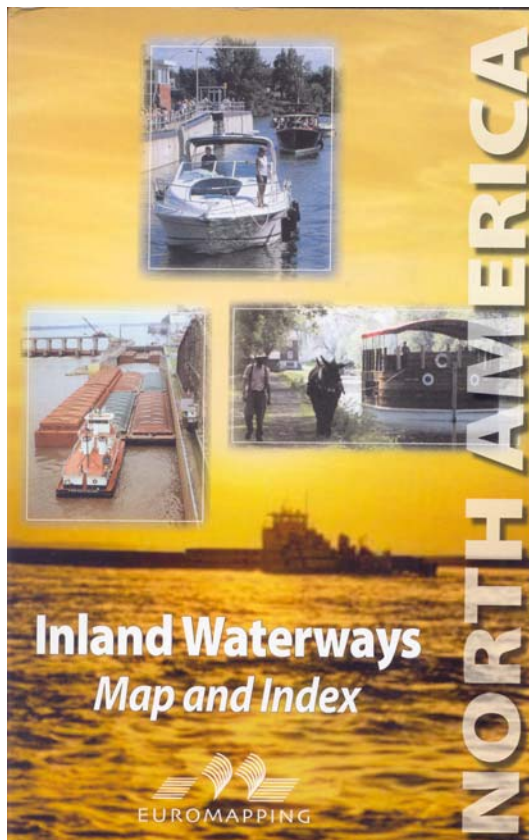
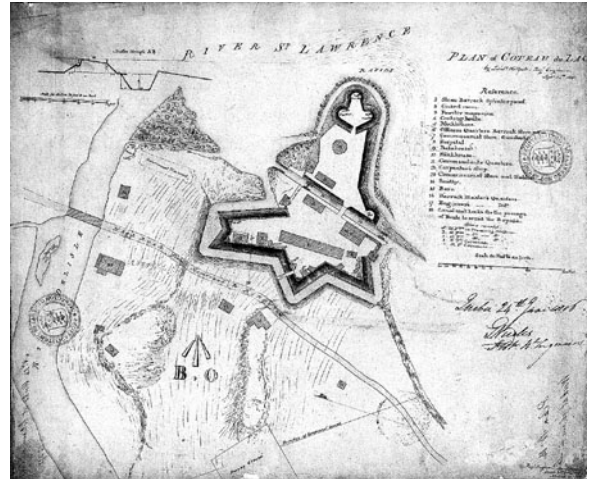
Captain William Twiss

Captain William Twiss of the Royal Engineers performed the construction of the canal. The canal was 900 feet long (274,32 m) and was to have three locks, which were some 40 feet long (12,1 m), 6 feet wide (1,8 m) and two and a half feet deep (76,2 cm). At approximately the same time two blockhouses, two warehouses and a few wood buildings were added to the site. The completion of the canal on 15 February 1781 earns it the distinction of "The first lock canal in North America".

As Durham boats became the principal means of moving stores the canal proved inadequate and in 1817 the canal was doubled in width and deepened to 3.5 feet (1 m). The canal continued in use until the Beauharnois Canal opened in 1845.

A years worth of events are planned for this National Historic Site with the theme of the canalization of the St Lawrence River. The area is rich with canal sites including the Soulanges Canal that replaced the previously mentioned

Beauharnois Canal. In the vicinity there is also the Cornwall Canal, Ste-Anne-de-Bellevue, the Lachine Canal, Carillon and of course the St Lawrence Seaway. We will provide an update in the spring edition of Canals Canada.



This new map from Euromapping offers for the first time an overview of inland waterways past and present, throughout North America. Included with the map is a comprehensive index of 64 pages of the canals. Bobbie Styran and I were both pleased to be contributors to the index. This valuable addition to your canal library is available from the Canadian Canal Society for \$32.00 + \$2.00 postage & handling. Copies may be obtained by contacting the Editor at 416-285-7254 or dawnofdestiny@sympatico.ca (proceeds go to the Canadian Canal Society)

Field Trips

Over the years the Canal Society has conducted many field trips. Some of these have been our regular spring or fall trips, others have been special, such as the trip to the UK and Atlantic Canada, or with visiting canal societies. Enclosed is a list of the trips that the society has taken during it's history.

The last several years has seen a decline in attendance on weekend trips. The society wants to fulfill the needs and interests of its members. Therefore, it will be very helpful for future planning if you complete the survey on the back of the membership renewal form.

Field trips for 2006 by the Canadian Canal Society have yet to be firmed up. However a number of other societies do have plans and if you are interested in any of them let me know and I will get you further information.

7 – 9 April	Canal Society of Ohio	Ohio & Erie – Roscoe to Newark
4 – 6 May	Canal Society of Indiana	Wabash & Erie
9 – 11 June	Canal Society of NY State	Alleghany Portage Railway, PA

The Canadian Canal Society Executive Officers for 2005-2006 President: Tom Whitelaw Vice-President: Randy Olling Secretary: George Hume Treasurer: Steve Hinchliffe Past President: Bobbie Styran 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: www.canadiancanalsociety.org 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
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