



## CANALS CANADA/CANAUX DU CANADA

Newsletter of The Canadian Canal Society  
Société des Canaux du Canada

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### President's Message

As noted in my previous messages, the Society is experiencing a continuing decline in membership. The reduced membership has forced the Board to make changes in Society operations.

Traditionally, the Society has organized spring and fall bus tours for its members. Unfortunately, no bus tours are currently being planned because it is unlikely that enough members would sign up for a tour to justify the hiring of a bus. In future, joint bus tours with other organizations that share similar interests may be a possibility.

The Board has decided to cancel the Society's general liability insurance coverage. If tours are not being offered, the need for liability insurance should be greatly reduced. Cancellation of the insurance eliminates a major expense and ensures the financial stability of the Society in the short term. However, new members must be recruited if the Society is to remain a sustainable organization over the longer term.

I want to reassure the membership that it is not all "gloom and doom" for the Society. There have also been positive developments.

The Society has taken a significant step forward now that its new website is online. The website should be an important tool to increase the profile of the Society and hopefully to recruit new members. Members are encouraged to view the website at [www.canadiancanalsociety.org](http://www.canadiancanalsociety.org). The website is still new and over time the website will be enhanced with additional information. The objective is to develop the website into the best source for general information on Canadian canals and inland waterways. On behalf of the board and the membership, I would like thank **Bob Sears**, our newsletter editor, and **Ken Watson**, our webmaster, for all their work in creating the website.

The last section of the Welland Canals Trail has just been completed. One can now hike and/or bike on a paved path from Lake Ontario to Lake Erie. The Trail follows the current Canal in St. Catharines, Thorold and Port Colborne and the Recreational (old) Canal through the City of Welland. Canal-side trails, by enhancing public access, are important strategic initiatives for strengthening public appreciation of and support for the maintenance and preservation of existing and heritage canals. I intend to hike along the entire length of the Welland Canals Trail during the summer.

In 2007, the Canadian Canal Society will be 25 years old. The Board is making plans to celebrate the Society's 25<sup>th</sup> Anniversary. The tentative plans include an Annual General Meeting and a dinner with a speaker on Saturday, May 5, 2007, probably at the Port Dalhousie Legion. The membership will be updated as the details for the celebration are finalized.

Two events that should be of interest to Society members will be held this fall. The World Canals Conference will take place in Bethlehem in eastern Pennsylvania from September 12 to 14. The Canal Society of New York State will celebrate its 50<sup>th</sup> Anniversary with a dinner on the evening of Saturday, October 14 and with field trips during that weekend. Members attending these events will need to organize their own transportation but there should be opportunities to car pool. I hope to see a good representation of Society members at both events.

Tom Whitelaw - President, Canadian Canal Society

### **James John Purdie**



The Society lost a dedicated long-time member on 12 January 2006, with the passing of Jim Purdie. He was predeceased by his wife Dorothy in 2005.

Jim graduated from the University of British Columbia in 1950, with a Master of Science degree in Mining Engineering. He worked mainly in the North, latterly with Falconbridge. The family resided for several years in Sudbury before Jim retired to St Catharines.

(photo by Tom Whitelaw)

Jim was always interested in history, especially the history of technology, and was also an active member of the Historical Society of St Catharines.

He served several terms on the Board of Directors of the Canadian Canal Society and his contribution to the health and well being of the Society, as both a director and field trip organizer, were greatly appreciated.

## Annual General Meeting

The Annual General Meeting of the Society was held in the Burgoyne Room of the St Catharines Historical Museum on 2 April 2006.

The report of the Nominating Committee was accepted and the Executive remains as: **Tom Whitelaw**, President; **George Hume**, Secretary; **Steve Hinchliffe**, Treasurer; and, **Bobbie Styran**, Past President. The position of Vice President remains vacant.

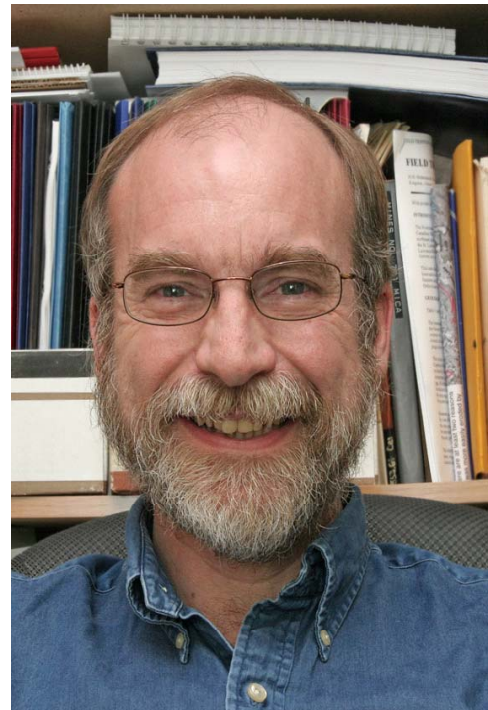
The Vice-President, besides substituting for the President on occasion, is also responsible for membership. If this sounds like a position whose challenges you would welcome please let the President know. He and the Society would be extremely grateful.

The meeting concluded with a presentation by **Bob Sears** entitled “Colonel John By and the Defence of British North America”. Colonel By spent 14 of his 53 years serving with the Royal Engineers in Canada. During this time he contributed to not only the building of the Rideau Canal, for which he is most remembered, but, also worked on the St Lawrence Canals and at the Citadel in Quebec City. While serving in Quebec City he and Jean-Baptiste Duberger constructed a model of Quebec City, the better to illustrate the defence requirements of the city. This model, 35 feet by 18 feet, went to England with Captain By when he returned there after his first tour in Canada. This model, reduced in size, is currently on display at Artillery Park in Quebec City. This October will mark the 200<sup>th</sup> anniversary of By receiving the permission of General Brock to build it.

## Our Webmaster – Ken Watson

**Ken Watson** is a website developer who lives on the shores of one of the lakes of the Rideau Canal in eastern Ontario. Ken worked as a geologist in the Yukon and northern Ontario before moving to the Rideau area in 1995. Taking an interest in both the Rideau Canal and the development of internet websites, Ken decided to learn how to build websites by creating a website about the Rideau Canal. This led to the development of [www.rideau-info.com](http://www.rideau-info.com) in 1996, a non-commercial website all about the Rideau Canal. It has grown since that time to become the largest canal related website in the world.

In 1997 Ken joined the board of Friends of the Rideau, a volunteer non-profit organization that promotes the charm and heritage of the



Rideau Canal. He currently serves with that organization as chair of the Publication and Membership committees, as Newsletter Editor and as “Webmaster.” Ken also volunteers his time and website creation skills for several other organizations including the Rideau Canal Museum, Delta Mill Society, Merrickville and District Historical Society and the Kingston Historical Society. He has also donated website development for the Rideau Canal’s 175<sup>th</sup> anniversary website, [www.rideau175.org](http://www.rideau175.org).

Ken’s most recent volunteer effort is to create a new website for the Canadian Canal Society at [www.CanadianCanalSociety.org](http://www.CanadianCanalSociety.org). He is looking forward to working with Bob Sears and others in the CCS to make the new CCS website a great tool for the society and a great resource for all those interested in the canals of Canada. An advantage of a website is that it is dynamic; it can evolve and grow over time. It benefits the society by providing a much broader reach than can be achieved through more traditional outreach methods (i.e. print media & meetings). By using volunteer development, the website is also very inexpensive for the society.

When not working on websites, Ken does photography, enjoys boating and conducts research about the Rideau Canal. His interest in the Rideau Canal led to his first book “*A History of the Rideau Lockstations*”, published in 2000. In 2006 he anticipates publishing his second book “*Engineered Landscapes, the Rideau Canal’s Transformation of a Wilderness Waterway*” a research document about the geography of the pre-canal waterway, the first surveys of the Rideau and the flooding of the landscape brought about by the building of the Rideau Canal in 1826-31.

## **Port Days – Canal Days**

Port Days in Hamilton will be held 23 – 25 June this year. The Society had a booth there last year, but will not be participating this year.

In Port Colborne, Canal Days will be held on the 5 – 7 August. Last year we were a sponsor of this event, this year we are scaling back our participation but do anticipate having a booth at the Museum. Drop by and say hi.

## **Taxi! Take me to St Catharines**

If it is the 1870’s and you lived in the Village of Port Dalhousie and had to go to St Catharines you might walk, ride on horseback, or take the train. Or, you might take a boat, the steam yacht ferry *Prowett Beyer* offered a service departing Port Dalhousie at 8, 10 AM, 1, 3, 5 PM returning at 9, 11 AM, 2, 4, 5 PM. The ad from the *St Catharines Daily Times* states that the vessel leaves St Catharines Lock 2. It would be interesting to know if the boarding point in Port was above Lock 1? This would mean that the schedule was maintained by having no lockages?

Based upon an article in the March 2006 newsletter of The Historical Society of St Catharines edited by **Bill Stevens**



## The Greater Niagara Circle Route Trails System

The Greater Niagara Circle Route Trails System involves about 90 miles (145 km) of paved trails that pass through seven of the Niagara Region's twelve municipalities. The system is in the last stages of completion and an Official Opening is planned for Saturday, May 27, 2006 at the new Pedestrian Bridge crossing of the Third Welland Canal on the west side of the current Canal slightly north of Allanburg.



The Circle Route includes the Welland Canals Trail from St. Catharines to Port Colborne, the Friendship Trail along the abandoned rail line from Port Colborne to Fort Erie, the Niagara River Recreational Trail from Fort Erie to Niagara-on-the-Lake, and the Waterfront Trail along Lakeshore Road from Niagara-on-the-Lake to St. Catharines. The Friendship Trail and the Niagara River Recreational Trail are part of the Trans Canada Trail connecting the Canada-U.S. Border with Caledonia and the main Trail to the west

The new Pedestrian Bridge at Allanburg and the related trails through rural Thorold represent the last major link in the Welland Canals Trail. With the completion of this section, expected by the May 27<sup>th</sup> Official Opening, pedestrians and cyclists will be able to travel from Lake Ontario to Lake Erie beside the Welland Canals. The completed Trail will make the Welland Canals much more accessible to the public.

Financing for the system was primarily a combination of Regional and local municipal contributions, with both partners sharing equally in the costs of a "Basic Safe Trail". In addition, the Federal government provided financial assistance through the Millennium program and the Federal and Provincial governments also assisted through the Canada-Ontario Infrastructure Program. Finally, a private sector fundraising campaign provided additional assistance. The area Rotary Clubs in particular helped with the cost of the

Pedestrian Bridge crossing over the Third Canal at Allanburg, with the result that the bridge will be named “The Rotary Niagara Bridge”.



The entire Trails system has benefits both for residents and tourists, helping to encourage healthy physical activity and providing an additional attraction to encourage visitors to stay longer in this area. The complete system provides exposure to both the Niagara River and the Falls, a natural wonder of the world, and the Welland Canals, an engineering wonder of the world. As such, the system provides an exposure for visitors to natural and historical attractions in this area.

**Tom Whitelaw**

## **THE GENESEE VALLEY CANAL TOUR**

**OCTOBER 2005**

A personal note by **Ken Mackenzie**

About sixty kindred spirits, of who more than a quarter were Canadian guests of the Canal Society of New York State, enjoyed three delightful days exploring the Genesee Valley Canal (GVC) last October. The GVC can be (inadequately) described by simply enumerating its statistics. It is 107 miles in length, with 97 locks from the connection to the Erie Canal in downtown Rochester to the summit level at elevation 1,488 feet above mean sea level, for a total rise of

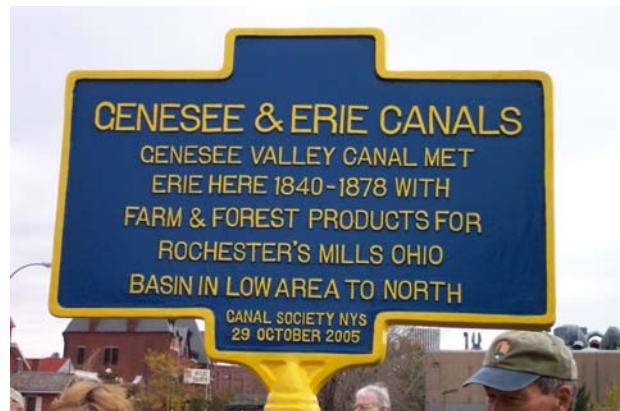


almost 1,000'. The summit level is the highest of any canal in the world. Another nine locks take the canal from the summit to the Allegheny River near the Pennsylvania border. The prism (42' surface width, 26' bottom width and 4' draft) has the same dimensions as the very successful Erie Canal, which had opened in 1825. The GVC was constructed in stages between 1837 and 1861. The last boat traveled on the GVC in 1878. The project's statistics, impressive as they are, give only a slight idea of this monumental engineering feat. The intermittent delays in advancing the canal were often caused by political and financial difficulties. There were as well many unusual construction challenges, which called for prodigious energy and skill by the builders. As a civil engineer I was proud to finally become more fully aware of the work of my nineteenth century colleagues.

Dorothy and I had tried to locate the canal route a few years ago but with little success. We had visited the Letchworth Park area several times and were aware that the canal had paralleled the Genesee River there, but the impounded waters appeared to have obliterated all canal remnants. When we traveled further upstream there were almost no indications of the massive canal project. The high country is rugged and lovely where the river has carved deep gorges. It seemed unlikely that a canal of Erie's dimensions could have been constructed this far south. Now, thanks to our New York friends, we have learned that the Genesee Valley Canal, sadly short-lived, was indeed completed.



The author making mental notes for his article



The new historical plaque

Those of us arriving Friday October 28<sup>th</sup> could select from a variety of local points of interest, including a "fairly rugged" hike, before assembling for the evening to meet our hosts and to attend an illustrated preview at the Geneseo Quality Inn.

The Saturday bus tour took us from the GVC's junction with the Erie Canal in Rochester, where we were present for the unveiling of a Canal Society of NYS marker, thence to the present Erie Canal crossing of the GVC route, on to the Black Creek double arch culvert, to the Lock 3 area, and to the Yard of Ale Inn

on the towpath in Piffard for lunch. I was interested to see one of our group recording artifacts and noting their location on a hand-held GIS device. This means that the next lost searcher (such as me on my earlier search) can now be directed to the exact spot. In the afternoon the group visited the Nunda flight locks, still massively impressive, the Deep Cut and the Letchworth area. The spectacular sites included the cliff-edge towpath, where there is a sheer drop of hundreds of feet into the turbulent river. There is a length of unstable ground, called simply the Slide Area which was, and still is, prone to collapse.

After a full day it was time to relax and to enjoy the comradeship of the members of the Canal Society of New York State. Following dinner a presentation, "The Way to Rochester", was given by Ruth Rosenberg-Naparsteck, City Historian for the City of Rochester.



Above – Black Creek culvert



Below – Letchworth Gorge



The Sunday event was also of the "fairly rugged" variety, to the Portageville Aqueduct site, with a later tour of the Mount Morris Dam. We reluctantly decided that this might be a little too rugged for us, so we ended our visit by slowly heading home through the attractive rural countryside. We have a list of places to revisit, including a few fairly rugged areas.

In reflecting on this very happy event - in such good company, with wonderful fall weather and colours - many other canal tours come to mind. The times they are a-changing, however, with unfortunately fewer such opportunities.



We again thank our hosts, especially the organizers Michele Beilman, **Tom Grasso** and David Kipp. The latter two gentlemen welcomed us Friday evening with excellent information on the grandeurs in store for us, and we were not disappointed.

The lands of the GVC after the canal closure were deeded to the Genesee Valley Canal Railway Company and the towpath was used as the rail bed for the railway. When the railway ceased operation in the 1970's, a utility company purchased the right-of-way for use as a utility corridor. Recently, New York State has acquired much of the former canal corridor and with local partners, a Greenway trail is being established along the former towpath/rail bed. This trail for hikers and cyclists, with its progressive completion, should make the many canal remnants more accessible to the public. For more information on the Greenway trail and for heritage photographs, visit the website of the Friends of the Genesee Valley Greenway at [www.fogvg.org](http://www.fogvg.org).

These were a memorable few days last October.

(photos by **Bob Sears**)

## **Aqueducts and Culverts**

The article on the Genesee Valley Canal is illustrated with a photograph of the Black Creek double arch culvert. Is this a culvert or an aqueduct? Canal Terminology of the United States, by Thomas Swiftwater Hahn and Emory L Kemp offers the following definitions, which I have abbreviated:

Aqueduct - "A structure for carrying the canal and the towpath across a stream or a river when it was too wide and/or too deep for a culvert. Usually the trough was anchored to each stream embankment with stone abutments. Spans longer than 30 feet were usually supported upon stone piers. An aqueduct trough was constructed of wood, iron (or steel), concrete or stone. Usually the waterway (trough) was only wide enough for one boat. In contrast, a culvert was a tunnel to carry a stream under a canal and its earthen banks."

Culvert - "A short span structure for carrying a stream under a canal and towing path, usually formed of a long (perhaps 80 feet or more) stone barrel arch built on a timber or stone foundation. The timber foundations were below stream level, underground, where they were kept wet. This stone, brick, wood, or concrete structure was covered with earth so that the width of the canal and towpath was maintained throughout the crossing."

## **ANNOUNCING NEW BRANCH OF THE ARCHITECTURAL CONSERVANCY OF ONTARIO**

### **St. Catharines Branch Will Support Preservation of the City's Architecturally-Significant Buildings and Places of Natural Beauty**

The Architectural Conservancy of Ontario announced today that it has accepted a St. Catharines Branch. This is the Provincial organization's 15th Regional Branch and will help support preservation efforts throughout the City. **"We are honoured to have been approved as a Branch of such a prestigious and well-established organization with a proven 70-year track record of supporting heritage preservation efforts in our Province."** beamed Ken Mackenzie, President of the new branch. **"There are many significant structures in our City but, our immediate focus and priority will be to support efforts to preserve the integrity of the Port Dalhousie Heritage District which is under severe threat."** he added.

Founded in 1933 by architect Eric Arthur, the ACO was established to help communities preserve Ontario's architecturally significant landscapes and structures, not just those of the 18th and 19th centuries, but more modern ones as well, saving them for future generations. The organization believes our landmark buildings and sites are at increasing risk, yet it is these very buildings that give our communities their unique character and bring vibrancy, investment and tourism. A registered charity, the ACO relies on subscribing members from communities throughout Ontario, and the generosity of those who share its conviction that architectural conservation and preservation make sound financial sense and yield both tangible and intangible dividends to all of us. More information on the ACO's programs may be found at [www.hips.com/ACO](http://www.hips.com/ACO).

NOTE: Anyone who supports the ACO's preservation objectives can apply to become a member.

Please contact: **Ken Mackenzie** at 905-935-9407 or visit [www.hips.com/ACO](http://www.hips.com/ACO)

### **Fall Field Trip**

The Canal Society of New York State will celebrate their 50<sup>th</sup> Anniversary on 13 – 15 October 2006. They are returning to Buffalo where the society was formed and will conduct a field trip and anniversary dinner while there. At this time the program has not been finalized.

CCS is planning on joining with our American cousins to celebrate this anniversary and there should be a mailing in early September.

If you are interested let me know at 416-285-7254 or [dawnofdestiny@sympatico.ca](mailto:dawnofdestiny@sympatico.ca) so that I can pass on planning numbers.

**The Architectural Conservancy of Ontario (ACO) – St. Catharines  
Branch**

**PORT DALHOUSIE HERITAGE FUND**

*Helping Preserve Port Dalhousie's Heritage District*

**CHANGE IN PORT DALHOUSIE'S HERITAGE DISTRICT IS INEVITABLE  
HOW WOULD YOU LIKE THIS UNIQUE VILLAGE TO CHANGE?**

If you would like Port Dalhousie to change in a manner that is compatible with the current streetscape, village feel and Heritage Conservation District Guidelines, we need YOUR help!

A developer is proposing a massive condo tower project for Port's commercial core, which will overwhelm the village's unique heritage and the limited traffic and parking capacity. This proposal would contravene all applicable Provincial and Municipal Planning Regulations as well as the Heritage Guidelines. As noted by the St. Catharines Heritage Committee **“(this development) ...will transform the commercial core of Port Dalhousie from an area of 19<sup>th</sup> century and early 20<sup>th</sup> century architecture of two and three storey buildings, to a modern complex dominated by a six, eight and 17-storey residential tower.”** (St. Catharines Standard, May 17, 2006).

Many volunteers, City Staff, our Mayor and Councilors worked for five years to get the Heritage Designation yet, the Mayor, Staff and some Councilors now support the developers' proposal which violates the City's own rules. This means the only way for the community to fight for appropriate development will be at the Ontario Municipal Board (OMB) where the outcome will likely be determined but, the playing field is not level! Lawyers and experts to make the case at the OMB are very expensive and this battle could cost as much as **\$250,000** if the OMB Hearing goes three weeks as many expect. The developer has deep pockets and we are all UNPAID **VOLUNTEERS** who give our time and effort because we care.

Don't let the developers flaunt all the rules just because they have money. **The OMB has NEVER before approved a tower in a designated Heritage District.** If this one is approved, it will set a precedent and there will be more towers in Port plus all 80 districts in the province will be fair game for towers. **Please fill out your Pledge Card and make your donation commitment NOW. Encourage others you know who share our concerns to fill out THEIR Pledge Cards and return them within a week to 10 days if possible. A tax receipt will be issued for every donation to the Port Dalhousie Heritage Fund.**

**Thank you for your support.**

**Ken Mackenzie**, President - The ACO St Catharines



## Abraham Lincoln's Patent Model: Improvement for Buoying Vessels Over Shoals



Abraham Lincoln's interest in canal building, river commerce, and internal improvements not only drew him to the Whig and later Republican Party, but also led him to try his hand at designing a device for raising boats off sand bars. Undertaken while he was a 40-year-old lawyer in Illinois, Lincoln's patent illustrates an idea he had for

lessening the draft of a river craft by pushing horizontal floats into the water alongside the hull when near shoal waters. On May 22, 1849, he was granted Patent No. 6469 by the U.S. Patent Office (USPO) in Washington, D.C. This boat model, submitted with the drawings of his idea, is inscribed "Pat./May 22/49/Abram Lincoln" on the surface of the upper deck. According to a Lincoln biographer, the President visited the Patent Office during his presidency (1861–1865) and inspected his model. His considerable talents lay elsewhere, and the idea he patented was never formally applied in the construction of a watercraft.

In early 1997, the original patent drawing submitted in 1846 was discovered in the director's office at the USPO, lacking only the president's autograph in the lower right corner.

This patent model is one of approximately 10,000 acquired by the Smithsonian Institution, mostly from the US Patent Office. Of that number, about 75 are of maritime inventions, including some in the Engineering Collections. The Maritime Collections hold a replica of the Lincoln patent model since the original is too fragile to loan. The National Museum of American History - Political History Collections hold a copy of the patent papers associated with this model, as well as a considerable amount of other Lincoln-related materials.

(article courtesy of the Smithsonian Institute website)

### Coteau-du-Lac 225<sup>th</sup> Anniversary

The Anniversary will be highlighted at events throughout the year. Notably on Canada Day, Canada's Parks Day (July 15) and the month of August which is Archeology Month and the canal site will be one of the locations on the 24-kilometre Archéo-Tour archeological circuit which will also include the Soulanges Canal.





## 2006 World Canals Conference

Industry to Recreation: Greening the Coal Canals  
Bethlehem, Pennsylvania, USA September 12 - 14, 2006



In September 2006, you will discover our proud heritage – as our theme *Industry to Recreation: Greening the Coal Canals* explores the past growth and development of our canals and their transition into key recreational venues. From the first discovery of anthracite coal in the 1790s to the dawn of the steel age in the late 1800s, Pennsylvania and New Jersey canals played a significant role in our nation's industrial development.

The 2006 World Canals Conference in Bethlehem, Pennsylvania, and the surrounding region will provide a framework for identifying how the once active canals have emerged as historic and recreational outlets to preserve our region's heritage. The Delaware & Lehigh National Heritage Corridor, through its federal, state and regional partnerships, has led numerous preservation, conservation, interpretation and recreational efforts that have created strong, thriving canal communities. The National Canal Museum plays a vital role in collecting and documenting historic remnants and offers numerous educational and interpretive programs for year-round enjoyment.

We look forward to sharing our stories. The region's cities, towns and communities are excited to showcase the historical and cultural heritage that is so prevalent along the Lehigh and Delaware canals in Pennsylvania and across the river on the Morris and Delaware & Raritan Canals in New Jersey.

The 2006 World Canals Conference Committee welcomes you, with pleasure, to our unique region.

We look forward to your arrival!

## 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](http://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 21<sup>st</sup> 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 175<sup>th</sup> 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.

## **Tour to Northern and West Central Germany**

**Tom Grasso**, President of the Canal Society of New York State and Inland Waterways International and Canadian Canal Society member is planning a tour to Germany for 11 – 26 September 2007.

The tentative itinerary sees the tour arrive in Berlin and departing from Frankfurt. In between there are a variety of canal site visits, boat trips, museum visits and boat lift tours.

My experience in Germany is that the people are friendly and helpful and that there are enough words in the English language with German roots that you can read descriptions at museums and get the meaning of the commentary.

The Canal Society of New York State has always run quality tours and this will be no exception. If you are interested, contact Tom Grasso at 585-387-0099 or [tgrasso1@rochester.rr.com](mailto:tgrasso1@rochester.rr.com).



## **A Man, A Plan, A Canal, Panama**

I've always wanted to use that palindrome and here is my chance.

On 24 April 2006 the Autoridad del Canal de Panama (Panama Canal Authority) announced its recommendation to build a new lane along the Panama Canal. The new lane will allow the canal to double its capacity.

The Panama Canal Authority have taken a number of steps to modernize the canal which is currently running at 93% capacity. Projections are that it will reach 100% capacity about 2012.

Expansion will entail the creation of a new lane of traffic along the Canal through the construction of a new set of locks. Water-saving basins will be built alongside the new locks, which will reuse 60 percent of the water in each transit. Though the plan calls for the water level of Lake Gatun to be raised by a foot no further damming or reservoirs will be required to deal with the increased number of lockages.

An expansion was commenced by the United States in 1939 but this was cancelled in 1942 after they entered World War Two. The proposed expansion will make use of some of the 1939 excavation.

The \$5.25 billion project will be presented to cabinet before going to the National Assembly, subsequently, a national referendum will be held later this year. Construction is slated to start in 2007 and finish in 2014. An increase in tolls after approval will see early work being self-financed and any financing incurred will be paid off by 2022.

Lock chambers will be 427 meters (1,400 feet) long by 55 meter (180 feet) wide, and 18.3 meters (60 feet) deep. Rather than the traditional mitre gate a "rolling gate" type will be used.

This expansion will be beneficial to Panama, world trade and to Canada which is the seventh largest user of the canal.

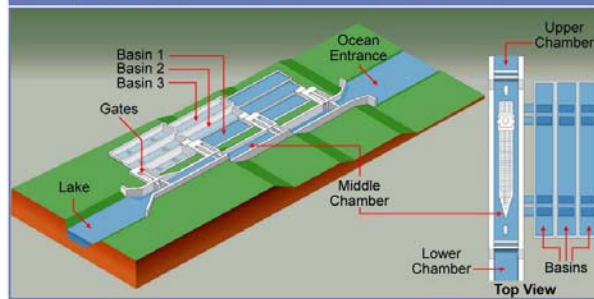
What follows are the graphics from the proposal which may be viewed in full by going to [www.pancanal.com](http://www.pancanal.com).

# Proposal for the Expansion of the Panama Canal

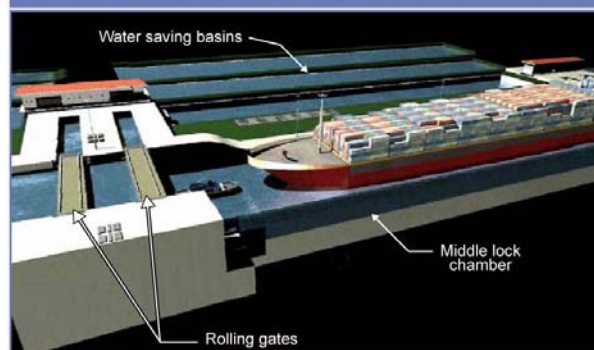
## Third Set of Locks Project



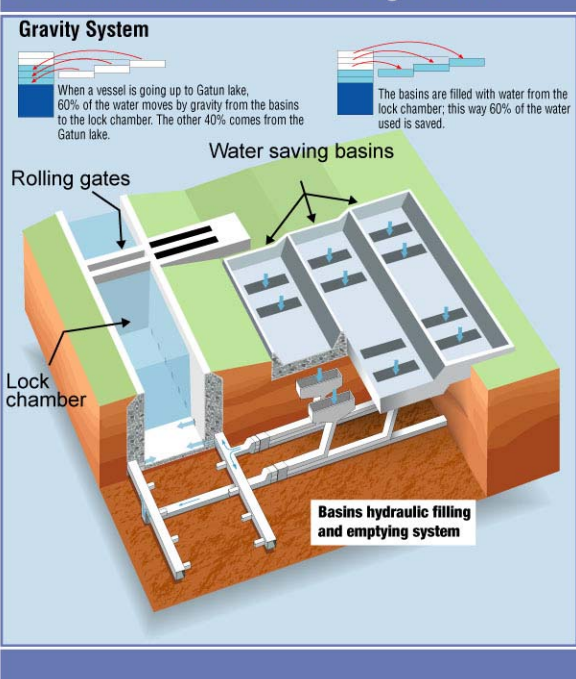
Conceptual Isometric View of the New Locks Complex



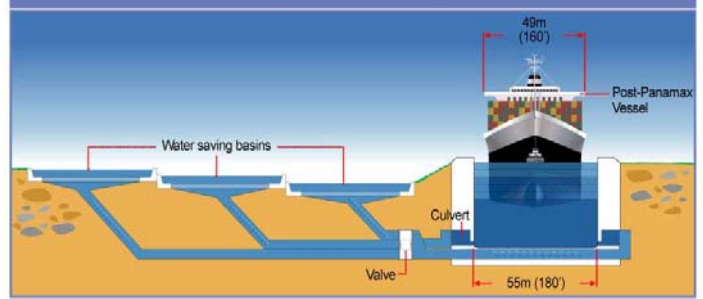
Partial View of New Locks and Gates



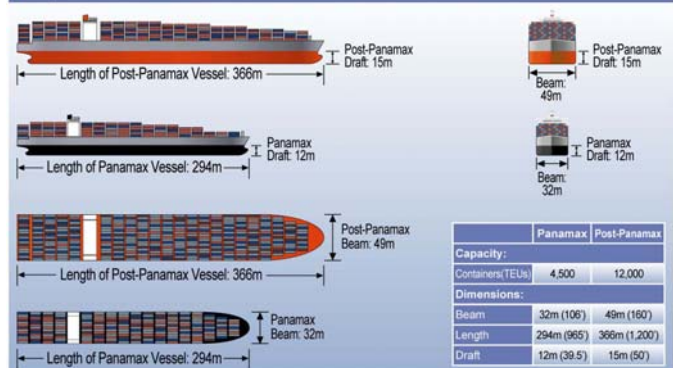
Isometric View of Water Saving Basins



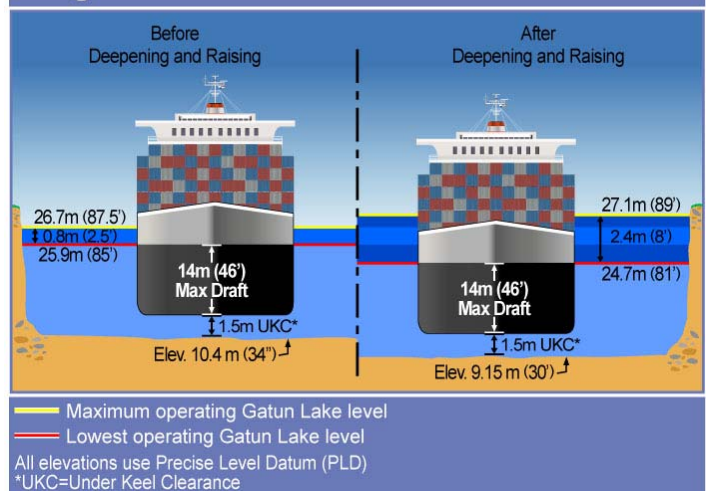
Cross Section of the New Locks Complex



Comparison between Panamax and Post-Panamax Container Vessels



Effect of Raising the Maximum Operating Level of Gatun Lake and the Deepening of the Navigational Channels

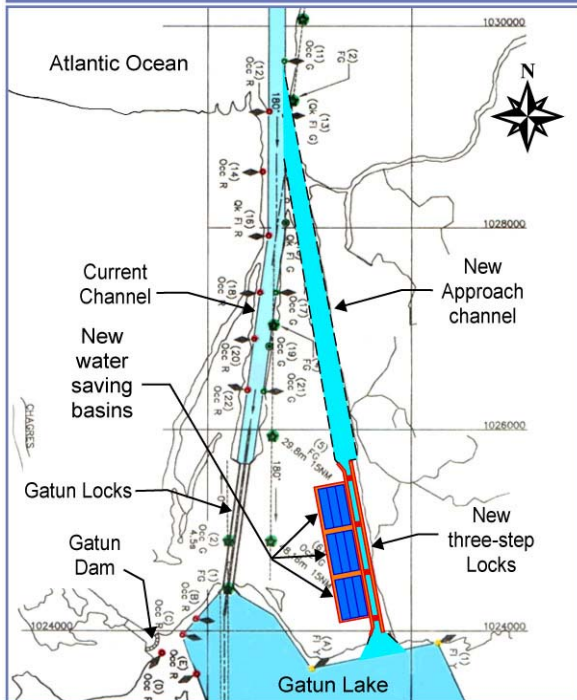


## Proposal for the Expansion of the Panama Canal

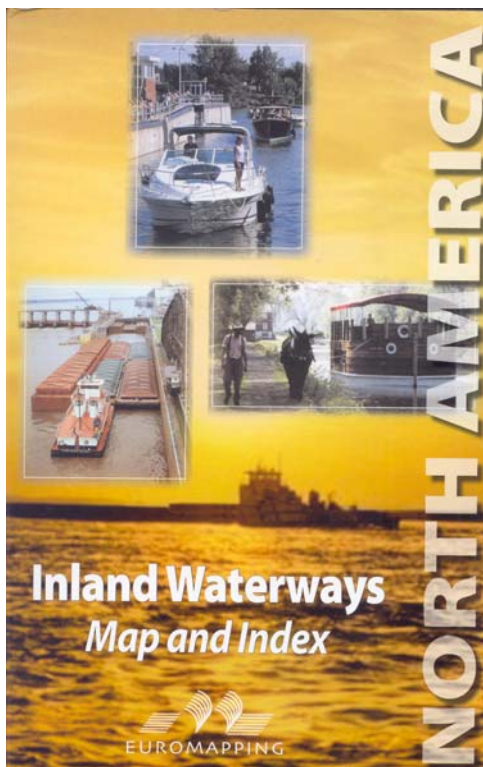
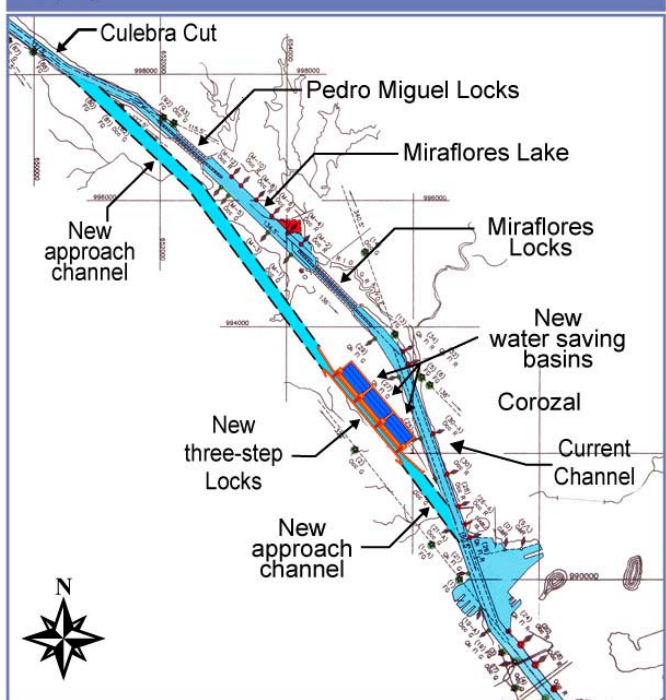
### Third Set of Locks Project



#### Conceptual Location of the New Atlantic Locks



#### Conceptual Location of the New Pacific Locks



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](mailto:dawnofdestiny@sympatico.ca) (proceeds go to the Canadian Canal Society)





Historical videos celebrating  
**The Era of the Erie Canal**  
with attention to detail

## Welcome to Low Bridge Productions

Presenting video stories about New York State's historic Erie Canal that are suitable for broadcast, classroom or home use.

Each half-hour episode examines a different aspect of this engineering marvel that, from the moment it was built helped to shape our young country, and that still influences millions of lives today.

Come and meet an 84-year-old NYS Canal Corporation employee as he walks over ten miles each day in search of towpath leaks. Fly with us over the only spot where a road goes UNDER the Erie Canal. Learn why "Clinton's Ditch" became the man-made river that flows in both directions at the same time! Watch how a 259' long motorized barge is transported from Erie, PA on the Erie across New York State to someday become a canal ambassador as a floating museum.

### **Episode 1 - BANKWATCH: Meet "Sneakers" Ashbery**

Bankwatch is the story of how an 84-year-old man walks over ten miles each day to safeguard just one stretch of the Erie Canal. New York state has maintained a bankwatch program in this one special region of the waterway for generations. Learn why, and what makes this section as unique as it is. Includes aerials, animations, and a time-lapse sequence showing an actual canal lock in operation. Background stories of breakouts by local historians C.W. "Bill" Lattin (Orleans County Historian) and Jean Keplinger (Town of Perinton historian).

Run time: 29 minutes: 20 seconds

### **Episode 2 - LOCK TIDE: Behind the scenes at the Erie's locks**

Lock Tide is the story of how boats travel uphill on the engineering miracle called the Erie Canal. Water is lowered over five-hundred feet in the trip from the Niagara River to the Hudson, but not a drop of Niagara water ever actually arrives there. Learn how a community in the Adirondack mountains gave its life as a town to keep the locks east of the Oswego River flowing, and be surprised by a highway in the wilderness that cut a straight line across the site of the famous locks at Lockport almost twenty years before the canal was even begun. Includes aerials, animations, and time lapse sequences of locks with expert commentary. Background by Douglas Farley (Director, [Lockport's Erie Canal Discovery Center](#) ), Robert Brown (NYS Canal Corporation retired

superintendent: Section 5, and a director of [The Canal Society of New York State](#) ) and John McIntosh Jr., LS (McIntosh & McIntosh Surveyors PC, Lockport, NY).

Run time: 29 minutes: 24 seconds

### **Episode 3 - A "DAY" TO REMEMBER: A motor barge comes home**

The year was 1918. The new third-generation barge canal had been completed, and shippers began to build a fleet of nearly a hundred vessels that were designed to just fit into its massive locks. The first of those ships - which fatefully also was the last to be taken out of service in 1994 - was the Day Peckinpough. Hear the story of how this very vessel was acquired and transported from Erie, PA to the Hudson River in 2005 by the NYS Museum and the New York State Canal Society for eventual conversion into a floating canal museum. Background by Thomas X Grasso (President, [The Canal Society of New York State](#)), and Craig Williams (Senior Historian, [The New York State Museum](#)).

Run time: 29 minutes: 51 seconds

### **LOCKPORT REMEMBERS: A special commemorative program**

The "proposal" that led to the Wedding of The Waters was made in a series of articles written by Jesse Hawley starting in 1805. The "courtship" that brought the waters closer together involved thousands of workers laboring over hundreds of miles of wilderness... but the wedding itself was finally consummated on October 26 of 1825 at Lockport, NY. Now, one hundred-eighty years to the day after that celebration, and twenty years before the bicentennial celebration of the Grand Erie Canal, Lockport has decided that it will remember that day. Historical background by Douglas Farley (Director, [Lockport's Erie Canal Discovery Center](#) ).

Run time: 29 minutes: 13 seconds

### **To order your own DVD+R copy of BANKWATCH, LOCK TIDE, A DAY TO REMEMBER or LOCKPORT REMEMBERS for home or classroom use:**

One title per disk. Quantities are per order, and may be any combination of any available titles:

One DVD+R: \$12.95 (plus \$2.00 S&H)

Each additional disk add \$5.00 (S&H included)

Examples:    One disk:       \$14.95  
                 Two disks:     \$19.95  
                 Three disks: \$24.95    etc.

Send check or money order to: Low Bridge Productions, PO Box 401, Henrietta, NY 14467. Allow 2 weeks for delivery. Distribution inquiries invited.

### About DVD+R:

DVD+R is a modern high-quality reproduction format that will play in most modern DVD players, and PCs equipped with a DVD drive. To pre-check your player's ability to play DVD+R disks, refer to a [DVD test site](#).

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### Errata:

The article by Robert Legget on the Yarmouth lock, should have acknowledged that it originally appeared in *Canadian Consulting Engineer*.

Editorial Note: Robert Legget did not include the Yarmouth Lock in *Canals of Canada*, however, Charles Hadfield does mention it in *World Canals – Inland Navigation Past and Present*. It is in the body of the book but is not listed in the index.

<p><i>The Canadian Canal Society</i></p> <p>Executive Officers for 2006-2007</p> <p>President: Tom Whitelaw Vice-President: Secretary: George Hume Treasurer: Steve Hinchliffe Past President: Bobbie Styran</p> <p>Send correspondence to:</p> <p>Secretary Canadian Canal Society PO Box 23016, Mid-Town Post Office 124 Welland Avenue St. Catharines, Ontario L2R 7P6</p>	<p>Contributions for Canals Canada to:</p> <p>Bob Sears, Editor Canals Canada 248 Tower Drive Toronto, Ontario M1R 3R1</p> <p>Phone: 416-285-7254 Email: <a href="mailto:dawnofdestiny@sympatico.ca">dawnofdestiny@sympatico.ca</a></p> <p>Website: <a href="http://www.canadiancanalsociety.org">www.canadiancanalsociety.org</a></p> <p>Canals Canada is Copyright by The Canadian Canal Society</p> <p>Opinions expressed are those of the authors and do not necessarily reflect the official position of the Society</p>
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