



CANALS CANADA/CANAUX DU CANADA

Newsletter of The Canadian Canal Society
Société des Canaux du Canada

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Volume 25 Issue 1

President's Message

The Canadian Canal Society has reached a significant milestone in that it is now 25 years old as an organization. The founding meeting of the Society was held on Saturday, May 1, 1982 at Dalhousie House in Port Dalhousie. This anniversary is an opportunity to reflect on and celebrate the Society's achievements over the last 25 years and to consider where the Society should go in the future.

The Society has organized many field trips over the years. The most ambitious tour was the one to the U.K. in 1996. Society members have also gone on multi-day tours to Nova Scotia and Ireland. However, the more typical tour is a one or two-day trip in Southern Ontario and nearby American States. Society members have visited a wide variety of canal and waterway-related attractions.

The Society's newsletter, Canals Canada, provides a wealth of information and news on canals and waterways in Canada and the rest of the world. The Society has relaunched its website: www.canadiancanalsociety.org for members and the general public. The website lists upcoming canal-related events and over time will add more background information on Canadian canals.

The Canadian Canal Society was also a catalyst in bringing the 2004 World Canals Conference to St. Catharines and the Niagara Region to showcase the four Welland Canals.

The late 1970's and early 1980's were a time of increased interest in the Welland Canals. The Welland Canals Foundation and the Welland Canals Preservation Association had been formed to promote and to protect the commercial and heritage Welland Canals. In 1979 Brock University held a history conference on the Welland Canals. These activities provided the environment for the formation of the Canadian Canal Society in 1982 with a mandate to promote canals on a Canada-wide basis.

In 2007, there is a renewal of public interest in the Welland Canals and canals in general. This year is the 75th anniversary of the opening of the Fourth Welland Canal and the 175th anniversary of the completion of the Rideau Canal. The recent designation by UNESCO of the Rideau Canal as a World Heritage Site should also generate interest in canals. However, it is the campaign by Niagara Regional Councillor Bruce Timms for a National Heritage Corridor designation for the four Welland Canals that is gaining the greatest attention, at least in the Niagara area. The Canadian Canal Society should take advantage of and build on this growing interest in canals.

The Canadian Canal Society has supported Councillor Timms' call for a National Heritage designation for the Welland Canals. I expect that Society members will become involved in the process of preparing a formal application for a heritage designation. The Canal Society should become more involved in community activities to raise the profile of the Society and of canals. Two Society members are attempting to organize a "Friends of Merritton's Heritage Canals" to help maintain and promote the old First and Second Welland Canals and associated parks in the Merritton area of St. Catharines. The Society, with the assistance of the Regional Niagara Planning Department, is also exploring the possibility of applying for a Ontario Trillium Foundation grant to fund signage for canal features in Niagara. Recently, a member, on behalf of the Society, paid for a new bench at the Lock 7 Visitor Centre in Thorold. Attached to the bench is a plaque stating that the bench was donated by the Canadian Canal Society. These types of projects support the mandate of the Canal Society and will help to ensure its continued existence.

Tom Whitelaw

President, Canadian Canal Society

Norman David Macdonald

The Society suffered a great loss April 17 2007 with the death of our friend Norman David Macdonald. Norm was an early member of CCS and served a term as President. Like many of us he took great pleasure in our field trips, and he was good at organizing them.

As a prominent architect with a deep interest in cultural history, he was widely known for his knowledge of our built heritage. He was most generous in helping anyone seeking information. His delightful walking tours were always popular. He was a past president of the Historical Society of St Catharines and served as Chairman of the St Catharines Museum.

His funeral was attended by many grieving friends. Norm was a man of deep faith, which served him well in his last hard battle with cancer. We will miss his delightful sense of humour, his enthusiasm and his companionship, and we extend our sympathy to Barbara and the children, Alexandra and Malcolm.

Ken Mackenzie

Dorothy Adams

Dorothy Adams, wife for 59 years, of Art Adams, former CCS director, died on 7 July 2007. Dorothy was a frequent participant of our field trips both domestic and international.

Our condolences are extended to both the Macdonald and Adams families.

Friends of the Trent-Severn Waterway

Since 1982 the Friends of the Trent-Severn Waterway worked closely with Waterway staff, researching and publishing books, organizing special events, producing newsletters and more. The last few years have been a challenge for the organization and they have recently decided to cease operations. There is still optimism that a new organization may emerge in a year or two.

Welcome to new members:

Fred Farnham
14 – 140 Elmview Street
Welland ON
L3C 4K7
freddief@cogeco.ca

Bill & Sherry French
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Rockwood ON
N0B 2K0

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605 James Street North
Hamilton ON
L8L 1K1

Shubenacadie Canal
Commission
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Dartmouth NS
B2X 2W7

Gord Westwater
134 Ost Avenue
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L3K 4A2
gord@mhincanada.com

Trent-Severn Waterway
Office of the
Superintendent
PO Box 567
Peterborough ON
K9J 6Z6

Donald Allen Smithies
1 – 116 Notch Hill Road
Kingston ON
K7M 2X1
Don3928@yahoo.ca
Welcome back!

Bruce Timms
1204 Lakeshore Road
West
St Catharines ON
L2R 6P9
brucetimms@yahoo.com

Trent-Severn Boating
and Road Guide
PO Box 1569
Peterborough ON
K9J 7H7

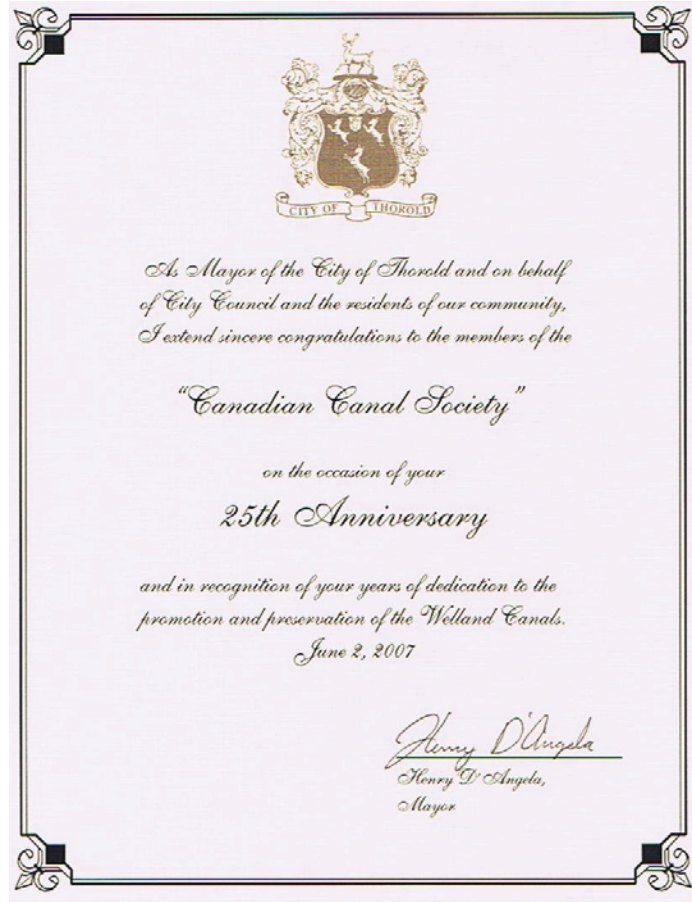
Rideau Boating and
Road Guide
PO Box 483
Westport ON
K0G 1X0

Ontario Travel Guides
PO Box 483
Westport ON
K0G 1X0
www.ontariotravelguides.com

Thorold – 2 June 2007



On 2 June 2007 President Tom Whitelaw received a proclamation from Thorold Mayor Henry D'Angela in recognition of our 25th Anniversary. The event occurred at the dedication of our bench at the Lock 7 viewing site



Happy 25th Anniversary Canadian Canal Society 1982 – 2007



Wes Turner (left), chair of our founding meeting
and Donald Smithies (right) our first President

On the left, photo from the St Catharines Standard 3 May 1982, and
on the right, re-united at our Anniversary Dinner at Rodman Hall on 5 May 2007.



Rodman Hall
St Catharines



President Tom Whitelaw
calls the meeting to order



Twelve Mile Creek below Rodman Hall



Merritt Trail – St Catharines



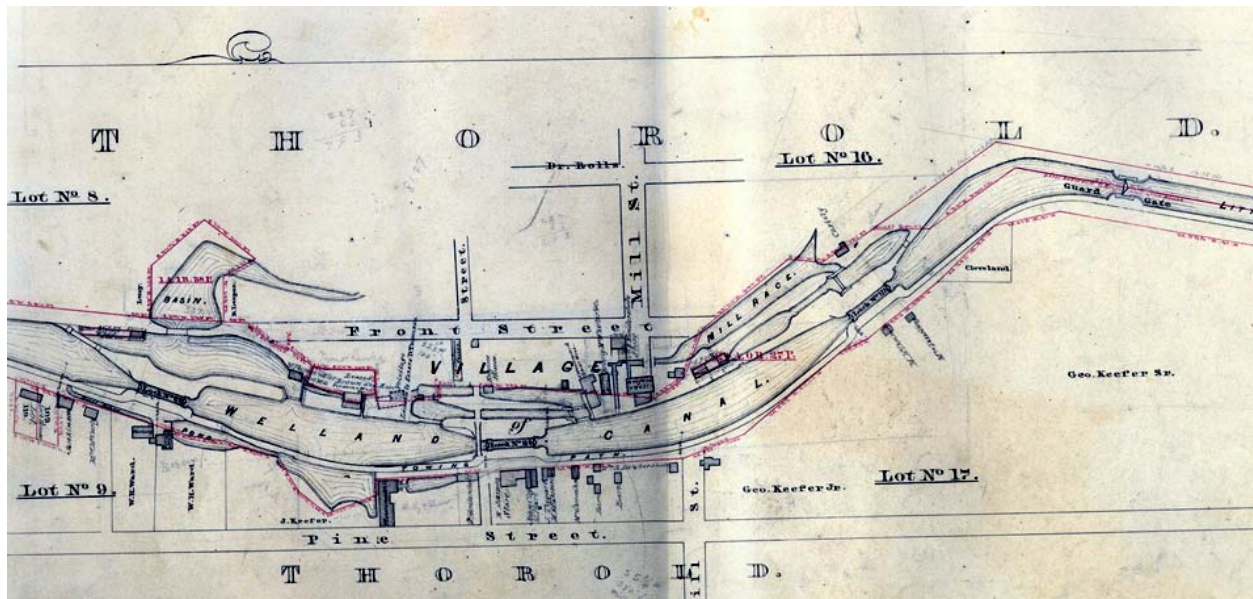
Presidents Past and Present at the Anniversary Dinner 5 May 2007
Front Row (L-R): Roberta (Bobbie) Styran, Tom Whitelaw, Sheila Wilson
Back Row: Donald Smithies, Colin Duquemin, John Burtiak, George Hume

Welland Canal Survey Maps Online

By: David Sharron, Head of the Special Collections and Archives at Brock University

In the late 1980s, fifty-three survey maps detailing the second Welland Canal from Port Dalhousie to Port Colborne were destined to be pitched in the trash. Fortunately, the historical value of these maps was not lost on Dr. John N. Jackson who rescued these treasures and transferred them over to the Brock University Archives. These maps have been digitized and will be available for viewing in late June 2007. The website for digital images from the Brock University Archives is <http://images.ourontario.ca/brock/>.

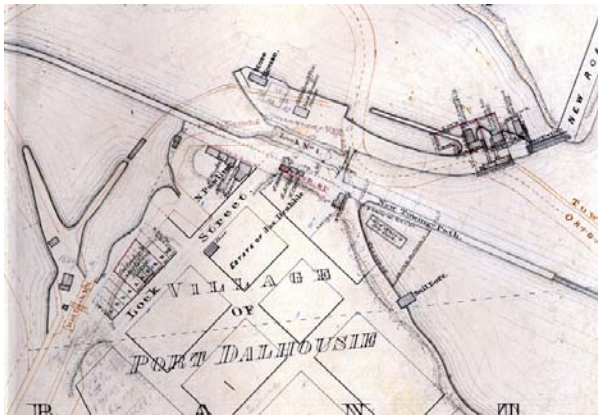
These maps were most likely created in the 1860s in an effort to keep track of the land and structures associated with the Canal. The layout of the Canal is recorded with incredible detail – even the surveyor's notes and measurements in pencil and ink are visible. Remnants of the first Welland Canal are noted where appropriate. But the maps go much further to document some local businesses, homes, landmarks, property owners, and streets. These maps are not only a boon to Canal enthusiasts but are a great resource for historians, genealogists, local governments, and students.



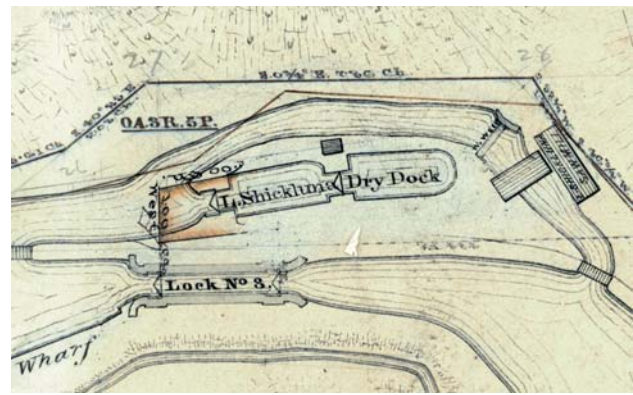
Thorold – Locks 23, 24 & 25

The Welland Canal maps have been mounted onto a digital cultural content portal called OurOntario.ca. OurOntario is designed as a one stop site where digitized materials from all over Ontario can be viewed by researchers anytime. The OurOntario website has a number of features to help visitors utilize the records. You can conduct simple and advanced text searches based on the data supplied about the historical records or you can browse images by subject matter. For image viewing, we took advantage of a special zooming feature built into the website. By clicking on “Full Image”, you can magnify any part of the maps to see the finer details of the originals. The website also links to Google Maps which displays modern views of the maps either as a satellite image, road map or a hybrid of both. This Google Maps feature seems to work best with FireFox web browsing software rather than Internet Explorer. Both browsers, however, do work. If you know an individual who would be interested in any or all of the maps, you can make them aware of the website by sending them an electronic postcard featuring the maps.

OurOntario takes the user experience one step further. It allows you to be an active contributor to the presented history. If you have particular insights into a feature on a map, you can add a comment for future users to read, learn from and explore further. You can even create and submit an essay (complete with photos) that can be linked to the map collection. To spark a historical dialogue, we have included one or more “Mystery Questions” to accompany each map. It would be great to have these questions answered and to see new questions posed. Whatever interests you about these maps is up for discussion.



Port Dalhousie – Locks 1 of the
1st and 2nd Welland Canals



St Catharines detail – Shickluna Dry
Dock

We hope that making these maps accessible on the web assists you in your historical research. Please let us know what you think about the website and feel free to comment on the maps as much as you wish. The more participation and feedback that we see, the more we will be inspired to add more digital content to this website. Our collection of records featuring various elements of the history of the Niagara Peninsula is vast. To the best of our abilities, we want to share this history with the greater community. Please contact me at dsharron@brocku.ca with any questions or comments.

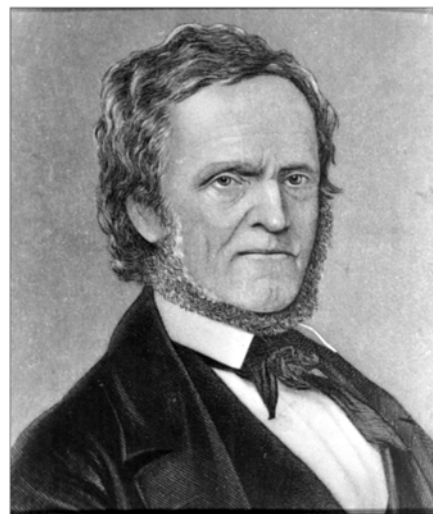
Enjoy the maps!

The Lachine Canal, William Lyon Mackenzie's First Canadian Venture Into Journalism

Chris Raible

On December 13, 1820, an article appeared in the *Observer*, York's only independent newspaper, by-lined "Mercator." Few readers can have known – and fewer still cared – that the pseudonym was William Lyon Mackenzie.

His subject was the Lachine Canal, a major project barely begun, to allow ships to by-pass the rapids west of Montreal and proceed further into the Canadian interior.



The young Scot's life to this point had revealed little interest in journalism. With a single exception (a memoir of a Scottish friend), he had written nothing

for the press in Great Britain prior to his emigration. This Lachine article was his first attempt in Canada.

Nonetheless, Mackenzie did know something about his subject. Before emigrating to Canada, he had worked for a year or more for an English canal company. After arriving in Montreal in the late spring of 1820, to earn some quick cash he worked a few weeks on a surveying team laying out the route of the Lachine canal.

He wrote not about his work experience, but about the engineering complexities of the Lachine canal enterprise itself. He traced its route, detailing its various elevations, locating the various the locks that would be required. The article was almost devoid of the political commentary that would, in a few years, make Mackenzie notorious throughout the province.

Imbedded in the piece, however, was a hint of the Mackenzie that was to be:

There is a selfish and shortsighted policy, which is unfortunately too often pursued in great public concerns. Works of this nature are too often constructed to serve the present time, without any regard being paid to futurity. It is much to be wished that this observation may not apply to the La Chine Canal. If the locks are so constructed as to admit vessels 80 feet long and 21 feet beam, and if the line of cutting be uniformly 6 feet deep, we may yet behold vessels from Europe unloading at the Canadas.

Note the sequence: Mackenzie assumes an air of expertise, he expresses doubt about government decisions, and he supports his opinions with explicit factual details. It was a pattern often followed in his writing. The piece lacks, however, any sense of either irony or outrage – editorial emotions that would become trademarks of his future journalistic career.

He concluded his article with a promise of more: “In my next ... I intend stating a few of the causes which have hitherto prevented this canal from being carried into execution. I will also add a few remarks on its importance to Upper Canada.” It was not to be – no follow-up article appeared. It would be another three-and-a-half years before he would write for the press again – under his own name with his own newspaper, the *Colonial Advocate*

Although the *Observer* issue with Mackenzie’s article is not extant, the piece was picked up and republished two weeks later in the *Montreal Herald*. Because of the Mercator pseudonym, until now no one recognized its author, nor its importance as the first newspaper article written by him in Canada.

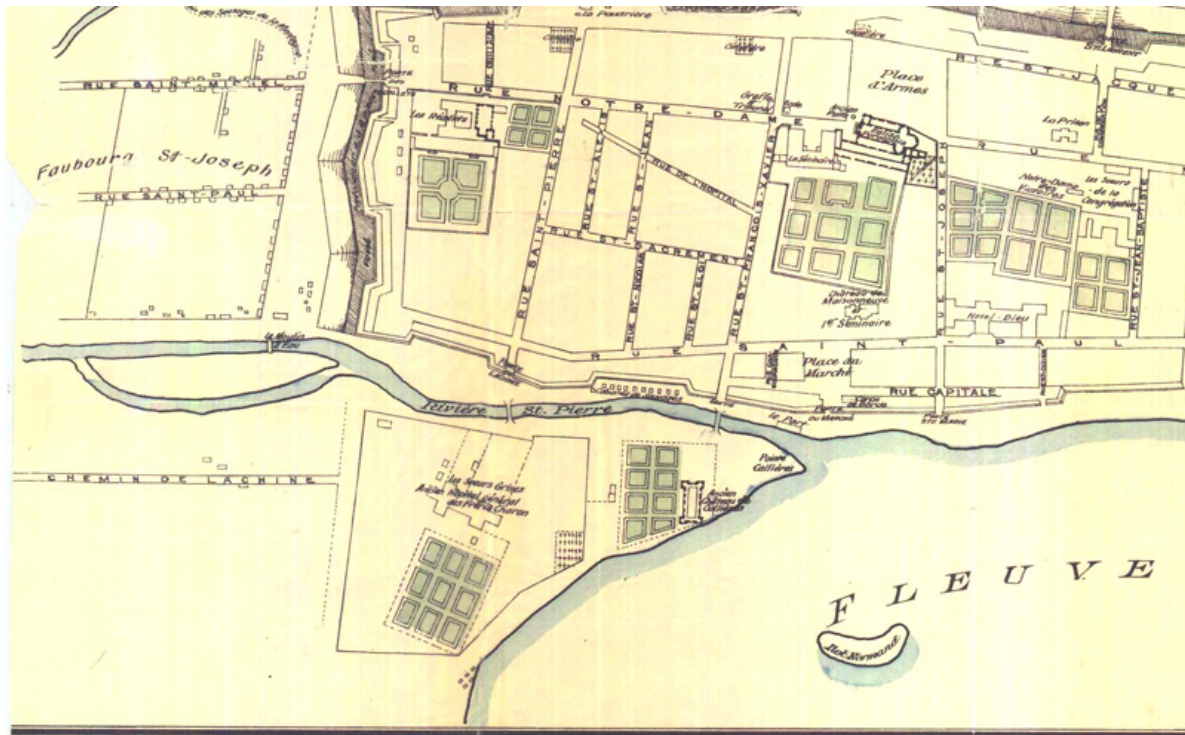
[“Mercator,” pseudonym for William Lyon Mackenzie, writing about the the Lachine Canal.]

Montreal Herald, 1820 December 30

[Reprinted From the *U.C. Observer*, no date, probably December 13]

Mr. Editor,

Such of your readers as have visited Montreal, will no doubt suppose that as the ground from thence to La Chine presents no[thing] very striking for quality of surface, the operations of surveying and leveling a Canal ten miles in length, would have been neither tedious nor complicated.



The reverse however was the case, as it was [the] beginning of last Sept. before the Engineer had his plan and reports ready for the inspection of the committee.

Thus a season remarkably favourable for commencing the work was lost, a season in which, as Governor Clinton(i) observed, “the prices of money, labour and commodities were uncommonly low.”

After several surveys and levels were taken by the Engineer and surveyor, the committee examined the line marked out, and the follow course for the Canal agreed upon.

It commences at the Wharf of Messrs. Grant & Duff, near which is a sort of natural basin, and proceeding downwards behind La Chine, enters the wood to the eastward of that village, it crosses the Montreal road, and passing along the wood arrives at a rising ground called the Coteau St. Paul’s, which is south of the Creek and about three miles from La Chine. It goes along the north side of the Coteau for upwards of 2 miles, and when opposite the Tannery its course is

through a wood, where a gentle rise in the ground is succeeded by a very abrupt descent of nearly 18 feet; leaving this wood, it passes through the middle of a morain[e], and crosses the creek which is within a short distance north of Mr. Gregory's house. After passing thro' the lands of the tannery north from the Montreal road, it re-crosses that road near the toll house.

On the north side of the road, is a rising ground which continues to the entrance of the Racolet[?] Suburb; the course of the canal is along the face thereof. About half a mile west from the Bridge at Dunn's brewery, a branch strikes off, and crosses the road and passing thro' several fields, enters the river below the windmills — if the canal be cut according to this plan, there would be no lock required till where it branches off, as a level can be proscribed from La Chine to this place. Here however, a fall of 8 feet renders a lock necessary.

There is a valley between Racolet and St. Antoine Suburbs, and to prescribe a level, as this is the course of the Canal, a long and expensive aqueduct is intended to be built. After passing through this valley, the canal enters the Suburb of St. Antoine, crosses it, and goes along the rising ground north of the valley, enters Vitre[?] Street, St. Lawrent Suburb, which leaving, it passes behind the Quebec suburb, and after dividing several fields, the property of Sir John Johnson, Mr. Forsyth and other, enters the St. Lawrence at the CROSS, about a mile below the city.

At the east end of the Quebec suburb the ground rises considerably, which will cause a line of very deep cutting to the Cross where three Locks will unite the canal with the St. Lawrence.

A few hundred yards before you come to the Cross; ground is staked out for a large and commodious wharf and barn, round which a considerable number of warehouses will speedily be built.

There is a selfish and shortsighted policy, which is unfortunately too often pursued in great public concerns. Works of this nature are too often constructed to serve the present time, without any regard being paid to futurity. It is much to be wished that this observation may not apply to the La Chine Canal. If the locks are so constructed as to admit vessels 80 feet long and 21 feet beam, and if the line of cutting be uniformly 6 feet deep, we may yet behold vessels from Europe unloading at the Canadas; and perhaps in no very distant period, see British ships carrying from 80 to 120 tons with[in] the limits of the province, navigating on Lake St. Francis.

The original founders of the City of Montreal, were enjoined by the French Government, to make a choice of a situation as high up the river as large vessels could be navigated; and it appears that the injunction was literally obeyed.



The deep and rapid current which flows between the shore and the Island of St. Helen, obliges vessels to remain at anchor at the lower end of the stream, till a strong north east wind arise, to carry them up to the town.

This is a serious inconvenience, as there are many instances of vessels being detained several weeks before they can get up to unload, but it might have been obviated had the city been built a mile and a half farther down.

The La Chine Canal if carried into effect will remove this difficulty, as vessels may then unload and receive their cargoes at the foot of the current.

In my next paper I intend stating a few of the causes which have hitherto prevented this canal from being carried into execution. I will also add a few remarks on the importance to Upper Canada, meantime I refer you to a very able paper on the subject in "Mr. Strachan's Tours to Upper Canada, 1819"(ii)

I remain &c.

MERCATOR(iii)

—Near York, Dec. 13th, 1820

Chris Raible, a writer and historian whose especial interest is William Lyon Mackenzie, lives in Creemore, Ontario.

i. De Witt Clinton, governor of New York, promoter of the Erie Canal then under construction.

ii. The reference is to James Strachan, brother of the Rev. Dr. (later Bishop) John Strachan. The book was written by John Strachan but published as James Strachan, *A Visit to the Province of Upper Canada*. (Aberdeen, D. Chalmers, 1820).

iii. WLM to A.J. Christie, editor of the *Montreal Herald*, 1820 December 23: "I sometimes amuse myself in a leisure hour by writing essays for the newspapers. When I write in the York Observer I generally adopt the signature of Mercator." This is the only such essay located.

2007 Report of the Auditor General of Canada

The following is extracted from the above report

2.14 We noted in our 2003 audit that Parks Canada Agency, after the evaluation of several national historic sites, had concluded that certain national historic sites were in poor condition. This meant that, unless conservation work was carried out in the next two years, these sites would have to be closed, and elements symbolizing their historic significance would be lost.

2.15 Examination of a sample of national historic sites and analysis of Parks Canada Agency data showed that the Agency had taken the necessary action to prevent the deterioration of some of its cultural resources. At the Carillon Canal, Parks Canada Agency had carried out work to stabilize the walls of the canal. At Fort Henry, Parks Canada Agency had undertaken several conservation work projects. However, certain heritage buildings at these historic sites have still not been restored and remain closed to the public. The Superintendent's House at Carillon Canal is a notable example.

Carillon Canal. Carillon Canal is part of Canada's national system of historic canals. Located on the Ottawa River, the Canal commemorates the role played by this navigable waterway during the 19th and the 20th centuries. The 2002 Parks Canada Agency commemorative integrity evaluation of the site indicated that the resources directly motivating the Canal's designation as a national historic site, most notably the old derivation canal built between 1829 and 1833, had suffered serious deterioration. Parks Canada Agency has since taken steps to stabilize the walls of the Canal. However, other heritage resources on this national historic site require extensive conservation work. The Superintendent's House, which represents one of the best preserved vestiges from the period of the first Carillon Canal, is currently closed to the public for safety reasons.

THE RIDEAU ROUTE

The Rideau Canal is a marvel of early 19th century engineering, the locks operating today much as they did when first opened in 1832. The designer of the Rideau Canal, Lt. Colonel John By of the Royal Engineers, created a slackwater system, drowning rapids with the use of dams. This created the flooded environment of the Rideau Waterway that we see today. Pre-existing lakes along the route were raised and new lakes created where forest, marshes, canyons and rivers had previously existed. To fully understand the engineering design and the exact placement of the locks and dams along the Rideau Canal,

one must first understand what the Rideau looked like prior to the canal being constructed.

Although the story of the building of the canal has been well told in various books, a full description of the pre-canal waterway has not been available until very recently, with the publication of the research document, *Engineered Landscapes* by Ken W. Watson in 2006. In that book Watson described the pre-canal geography and included the calculations of the exact amount of flooding for each section of the Rideau. Watson also transcribed the reports of three major surveys of the pre-canal route, those of Lt. Gershom French in 1783, Lt. Joshua Jebb in 1816 and Samuel Clowes in 1823 & 1824. Watson's latest book, *The Rideau Route*, is a general audience re-write (an easier read) of Part 1 of *Engineered Landscapes*; and includes the description of the pre-canal Rideau and the maps and transcriptions of the three major surveys.

In the pre-settlement era, the Rideau Route spanned three watersheds, those of the Rideau, Gananoque and Cataraqui rivers. The route as we know it today was not fully navigable by canoe. Although the Rideau river portion was navigable by canoe along the route the canal follows today, in the southern portion of the Rideau, two canoe routes were used by aboriginals, one by way of the Gananoque River and one by way of the Cataraqui River. These two routes merged in today's Opinicon Lake. At that time, there was no water connection between the two watersheds, the central portion, the Cranberry Flood Plain, was above water for most of the year.

This was to change with European settlement and the building of mill dams at various rapids and waterfalls along the route. The most significant change started in about 1805 with the building of a mill dam at White Fish Falls, the location of today's Village of Morton. The miller, Lemuel Haskins, found that he couldn't raise more than about 7 feet of water in front of his dam. Haskins investigated why this was so, and found that his water was escaping over the Cranberry Flood Plain, and flowing into the Cataraqui River. So he built a second dam, some 16 km away from his first dam, at the Round Tail (a rocky narrowing of the Cataraqui River just above present day Upper Brewers Lockstation). Lt. Joshua Jebb of the Royal Engineers noted during his 1816 survey that this dam at the Round Tail had put 6 feet of water over the Cranberry Flood Plain. It was in fact a very large mill pond, flooding the pre-mill dam topography of this area.

In 1823 and 1824, Samuel Clowes, a civil engineer working for the Macaulay Commission, surveyed the Rideau and made detailed recommendations for the placement of locks and dams. In most sections Clowes recommended a classic British canal design consisting of canal cuts to bypass rapids and a tow path along the entire route. But, in the Cranberry Flood Plain section, he noted that it had already been made navigable by the two mill dams and he proposed that these dams be maintained. His rationale was that it would cost £25,650 to dig a canal cut through this section, but only £725 to maintain the dams as waste

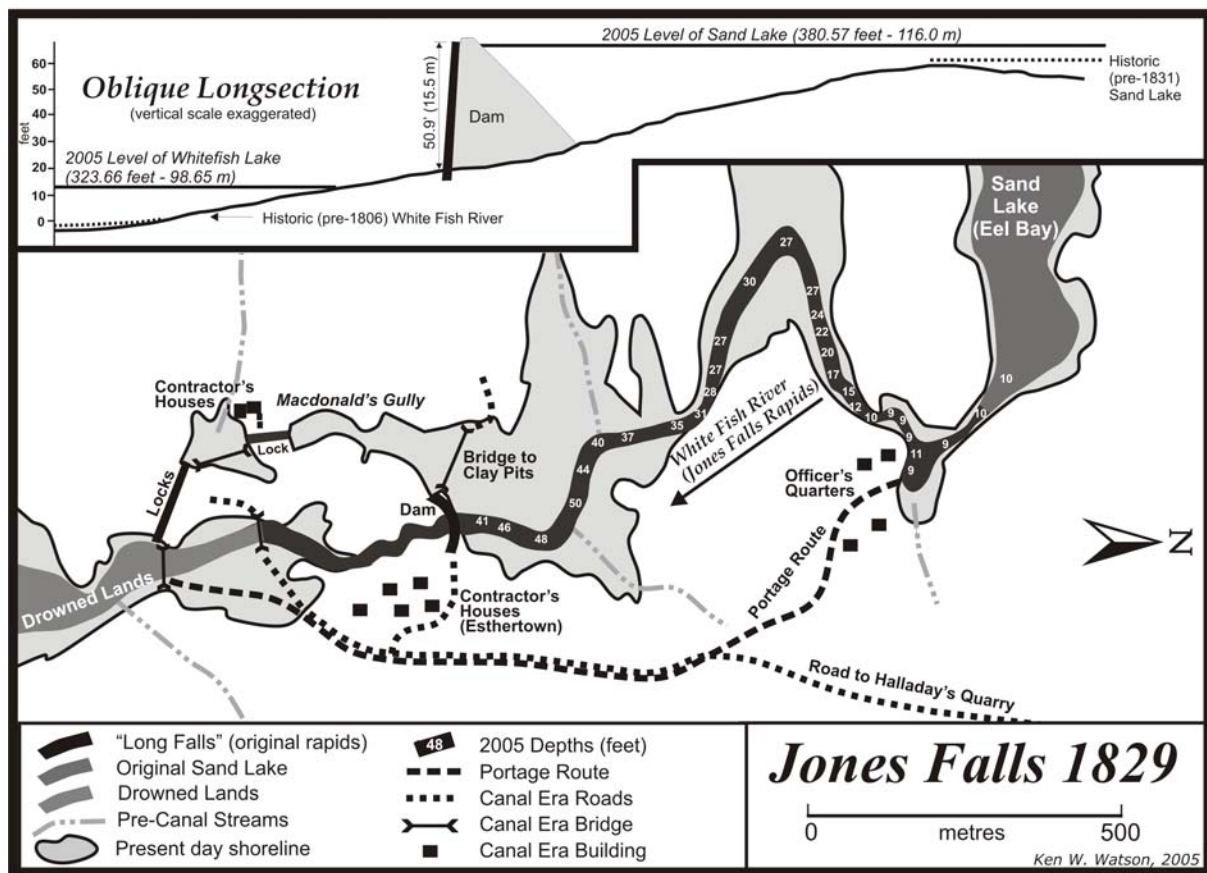
weirs, stating that “the advantage of inundating this tract rather than cutting through it, obtains a decided superiority.” Colonel By had Clowes’ plan in hand when he designed the Rideau Canal. It is suspected that Clowes’ report and the working mill dams were an example of the relative ease and speed of creating navigation by flooding, and influenced By to create a full slackwater system. This slackwater design was also ideal for the new steamboats that By envisaged using the Rideau.

An excerpt from *The Rideau Route* (pp. 50-53), describing the Jones Falls rapids, follows:

Jones Falls Rapids (Long Falls, Jones’ Falls, Jones’ Rapids)

[October 10, 1783] Leaving Sand Lake, French and his party were now faced with another long portage – to quote his journal “to the 4th Lake [Sand Lake], from whence we had a Carrying place of a Mile & half.” Paddling into the foot of Eel Bay of Sand Lake, their canoes would have glided over the shallow upper section of the Jones Falls Rapids, and then slipped into a quiet pond located just upstream of the spot where the rapids started their long plunge down a gorge. This pond was the head of a 1,500 yard (1,370 m) portage that extended around the east side of the rapids, ending up just about where the Hotel Kenney sits today (see Jones Falls 1829 map). This portage bypassed the rapids that marked the head of the White Fish River, dropping about 62 feet (18.9 m) over the distance of 1 mile (1.6 km). By the time Jebb made his survey in 1816, the drop of the rapids had been reduced to about 59 feet (18 m) with the flooding caused by mill dams at White Fish Falls (Morton), and Round Tail.

Despite the name, there do not appear to have been any significant waterfalls at Jones Falls, the greatest single drop was less than 5 feet (1.5 m). The first part of the main rapids wound through a deep rocky gorge. This opened up into an area, just south of the present day fixed bridge (County Rd. 11 - Jones Falls Road), in which the channel continued with high, steep rocky hillsides on the east side, and an open area, with a couple of low hills, on the west side. Macdonald’s Gully, a dry flood channel, and future site of the locks and turning basin, was also located on the west side (see map on page 52).



There were no mills at this location at the time of canal construction. It is unclear from the historical record why this is so. Charles Jones owned the land at the head of the rapids. Nancy Knapp owned the land that covered the main part of the rapids. Both were absentee landlords.

A copy of Clowes' 1823 map (RI-0145) labels this area as "Jones' Rapids." Clowes stated that the fall of the rapids was 60 feet 91 ½ decimals. It was described as: "The 29th mile, connects the drowned lands with Davis' or West Lake, and embraces Jones' rapids where the Gananoque descends 60 feet 91 1-2 decimals over a narrow rocky channel confined within precipitous banks of great elevation which retire at intervals more or less from the bed of the stream." (Macaulay, p. 13).

John Burrows stated in his May 1827 survey "Landed at the head of Jones Rapids: walked down its east bank. The view of the Falls is awfully grand: the banks being very high and close. Some places are only chasms of 200 and 300 feet deep. It may be possible to make locks only by building piers and hanging gates. Some places it is only 50 feet wide; in the middle of which rushed down the foaming river. ... The fall of water in Jones Falls is 61 feet: the distance one mile" (Welch, p. 25).

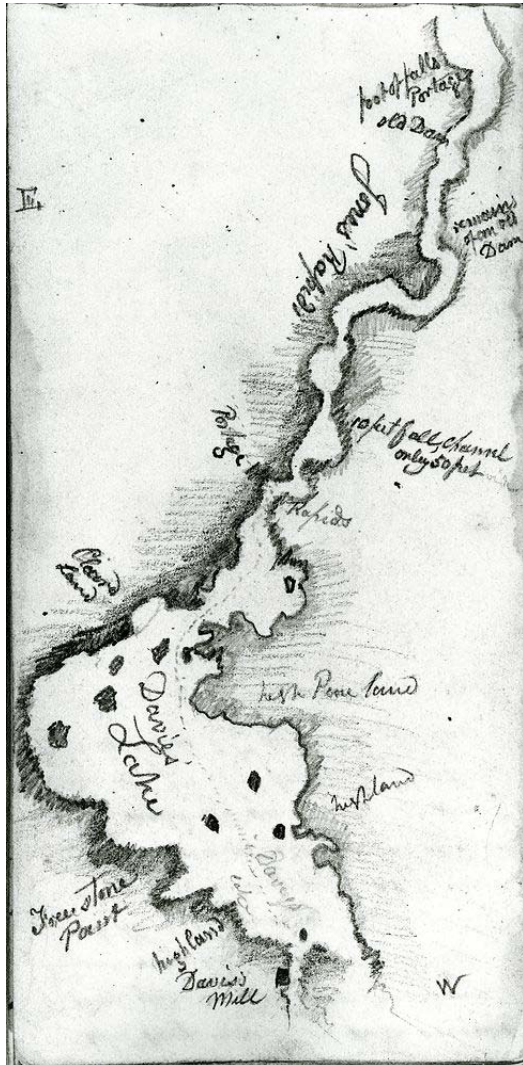
John MacTaggart's August 1827 survey stated "Jones's Falls. These are the greatest in the least distance that are met with in the whole route, rolling down a narrow ravine scarcely a mile in length, and having a 60-feet fall. The banks of this narrow and crooked ravine are lofty, averaging 90 feet in height; and on their west side are deep bogs, surrounded by high land" (Welch, p. 40). MacTaggart also described Macdonald's Gully, stating; "The dimensions of this strange gully are as follows: 677 yards in length; 1,009 feet from its upper mouth to summit height, and from thence 1,012 feet to the still-water below. Never was there a better place than this gully to build the locks" (Welch, p. 40). John Burrows in his July 1827 survey stated "Jones Rapids ... Proceeded to explore the banks of the rapids and found them much diversified with hill and hollow on the west side of the rapids. On the other side Nature has been bold and favourable for dam and locking. The mind, on contemplating the peculiar and winding rapids, find itself at a loss to determine if one dam at the foot of the falls with a cluster of locks behind it [would] be the most advantageous to surmount the falls, or rather to divide the distance into two sections of equal fall and so surmount the same line, and the level will no doubt make this plain. It is stated that falls is 61 feet – the appearance does not bespeak so much. There are many gullies which calls for particular rummaging and exploring" (Welch, pp. 50-51).

In Colonel By's 1831 report, he stated that "Jones Falls or Rapids ... being 1,833 yards in length, descent in that distance 59-3/4 feet, and depth of water over the site where it was proposed to construct a Dam 1-1/2 foot are situated between Davis or Sand Lake, and Cranberry Marsh, the fall being from the former to the latter" (Price, p. 278).

The falls at Jones Falls that are visible today are man made, a result of water discharging from the waste weir that was blasted into the rock ridge that formed the eastern side of Macdonald's Gully.

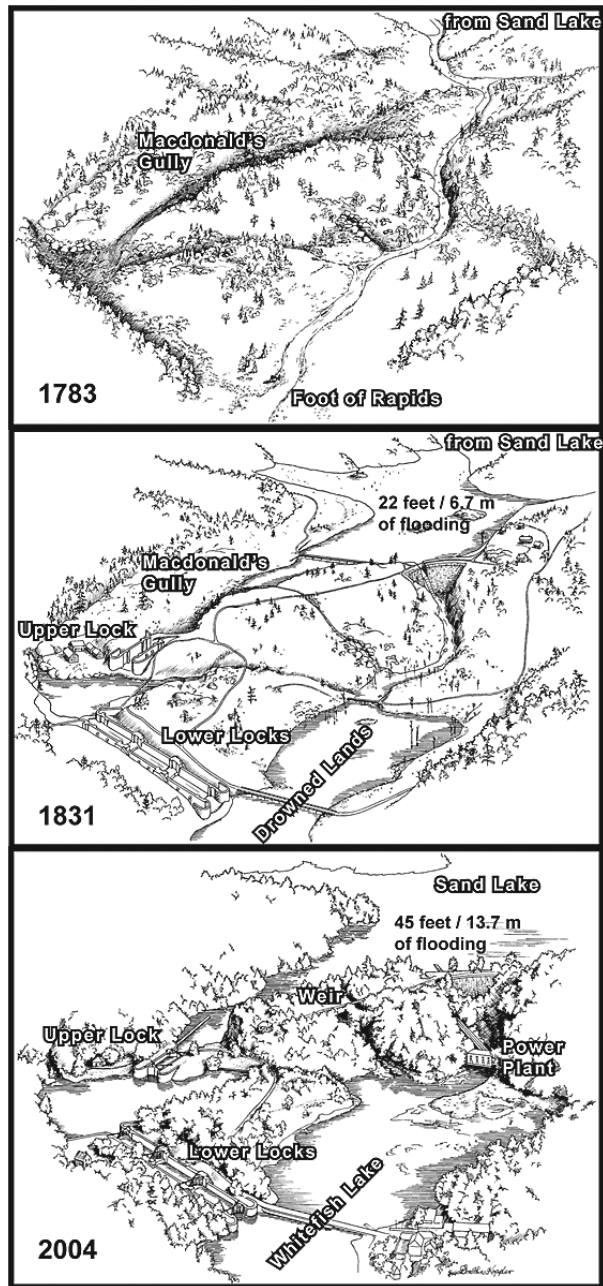
French camped that night at the foot of the portage, likely near the spot the Hotel Kenney sits on today.

The Rideau Route is available from the Friends of the Rideau, there is a link on our website. You may also be interested in Ken's other books *A History of the Rideau Lockstations* and *Engineered Landscapes*. *Engineered Landscapes* is a more in depth study of the information provided in *The Rideau Route*.



**Sand Lake and
Jones Falls – 1827**

John Burrows' highly simplified sketch showing Sand Lake (his "Davies' Lake") and the Jones Falls Rapids. John Burrows' Survey Diary, City of Ottawa Archives, C52903.



Jones Falls, 1783 - 2004 (looking northeast)

These Illustrative sketches show the landscape changes at the foot of the Jones Falls Rapids. The 1783 sketch show the pre-canal landscape. Colonel By found Macdonald's Gulley tailor-made to allow his locks to be constructed "in the dry". The water ahead of the dam was raised in stages, the final sluiceway in the dam sealed up in the summer of 1831, raising the water 45 feet (13.7 m) in front of the dam. Sketches by Dorothea Koppler under the direction of Jonathan Moore, Parks Canada Agency, 2004.

Fourth Welland Canal Anniversary



This year marks the 75th Anniversary of the “official opening” of the Welland Ship Canal. From the 4 August until 14 October the St Catharines Museum at Lock 3 will have a special exhibit entitled, “Visions Made Concrete and Ships in the Mind’s Eye”. A portion of the exhibit will be dedicated to William Hamilton Merritt and engineers John Laing Weller and Dr Alexander J Grant.

The museum will also be releasing two books featuring the canal. One book features a pictorial history of the four Welland Canals and the other is a biography of John L Weller. Society members **Robert Styran** and **John Burtniak** are assisting with the preparation of the books.

The museum also reminds us that the St Lawrence Seaway Development Corporation is preparing to celebrate the 50th Anniversary of the St Lawrence Seaway in 2009.

The museum is open daily, until Labour Day from 9 am to 6 pm, then until Thanksgiving Day 9 am to 5 pm.

Welland to Celebrate 150th Anniversary

Aqueduct and Merrittsville were names previously used for the community that we now know as Welland. Next year the City of Welland will celebrate its 150th Anniversary. Plans are still being finalized and we will report on them in a later edition of Canals Canada.

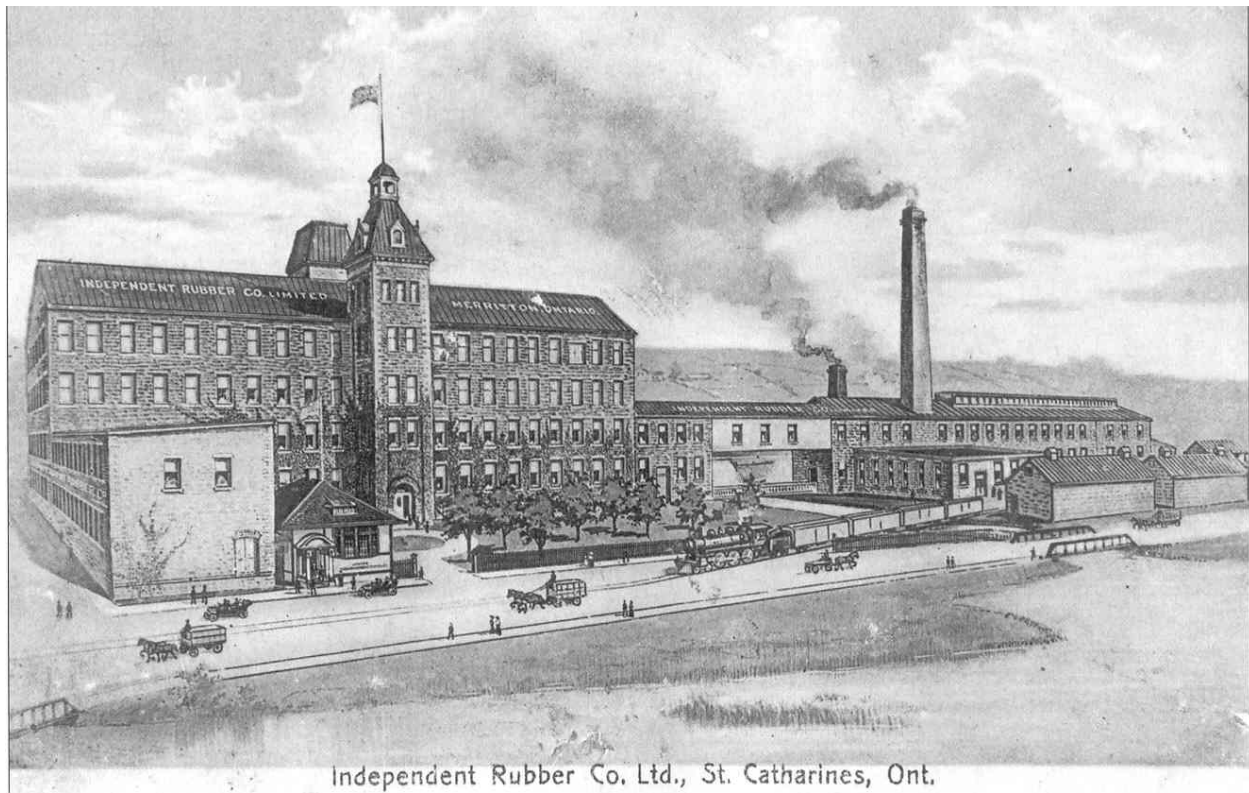


Merritton Historic Industrial Heritage District?

The following excerpt is from John N. Jackson's "**The Four Welland Canals, A Journey of Discovery in St. Catharines and Thorold**" published in 1988 as the Niagara Heritage Series by Vanwell Publishing Limited:

The industrial revolution based on canals, coal, railways and the steam engine began in Great Britain and made that nation great during the Victorian era. A smaller Canadian counterpart now mostly decayed or derelict, has just been introduced. Britain has taken great tourist and recreational advantage of its former industrial estate. Ironbridge, where iron smelting began, has received international acclaim for its open air industrial heritage museum. Some of the vast bottle-shaped brick ovens of the Potteries, great industrial landmarks of the past, have been preserved. Slate quarries in North Wales and textile mills in Northern England have become exciting museums of great educational interest. Canal basins and locks have been reinstated for modern usage.

Could the same type of resurgence be achieved along the Old Welland Canal routes? Should the Merritton industrial strip astride the Escarpment from Thorold to north of the Canadian National Railway be declared an **Industrial Heritage District** of national significance? Everything is here - canals, railways, industrial buildings, inventions, machinery, the role of water to drive mill machinery and later its use for early hydro-electric developments, working class cottages, the stately homes of management, and the skills of employees and management.



An industrial heritage district of international caliber will be neither a quick, nor an easy venture. The first task is education, the purpose of this book, to help create an awareness of the situation that exists and an appreciation of emerging possibilities. The preservation and re-use of the industrial heritage, including the plants, mechanisms, the labour, and the products, the social history and the technologies that were involved, have yet to be taken seriously for their potential contributions to urban vitality, but a **world class heritage park could be achieved at Merritton.**

Submitted by **Steve Hinchliffe**

Powering up the Welland Canal

Rankin Construction has reached a deal with the St Lawrence Seaway to construct power plants at the waste weirs at Locks 1, 2 and 3. The turbine at each lock site will generate two megawatts of power, which combined will provide enough electricity for 5,000 homes.

The company will lease the sites for 25 years and then turn them over to the Seaway Corporation. Construction will start after the canal shuts down for the winter and the first power is expected to be generated next July.

These are not the first power plants on the canal. The Canal has its own power plant at Lock 4 with three 5,000 HP turbines.

Field Trip to the Newmarket Canal

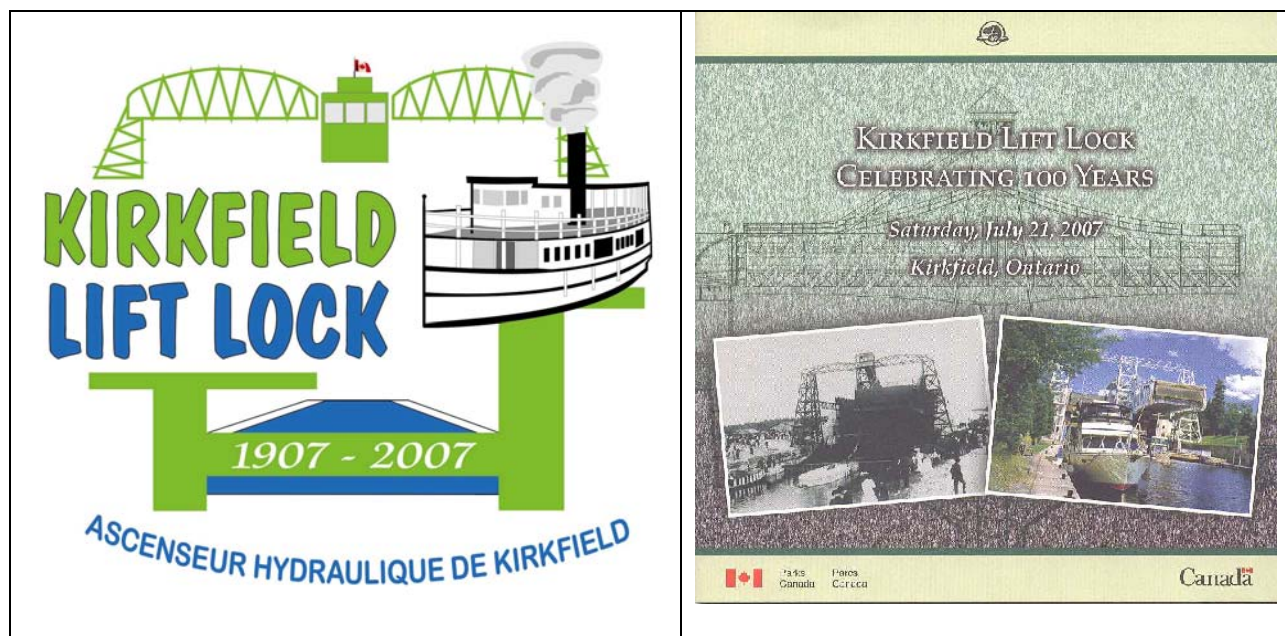
Enclosed is the registration form for our Fall Field Trip to the Newmarket Canal. This will be the Society's first visit to this site which is referred to locally as "The Ghost Canal".

For the first time we are asking members to sign a waiver to participate in the trip. Previously we have had an insurance policy, but with a lower membership base it was decided to reduce our expenses by not renewing the policy. A strawman poll at the Anniversary Dinner indicated that members were willing to sign waivers to keep costs down.

WARNING. At two of the lock sites the locks have been used as bridge abutments and both roads are very busy on a Saturday. Also, there are a number of trip hazards at the lock sites. Use extreme caution and common sense at all times.

A lack of numbers for previously planned field trips has resulted in their cancellation. The last field trip run by the CCS was in the fall 2003 though we did participate with the Canal Society of New York State twice since then. If there is sufficient interest in this trip it is hoped that we can, once again, develop a program of visits to interesting canal sites.

The Canal Society of Ohio has expressed an interest in having a combined field trip in the fall of 2008.



RIDEAU CANAL DESIGNATED UNESCO WORLD HERITAGE SITE ON 175TH ANNIVERSARY CELEBRATION

OTTAWA, ONTARIO, June 30, 2007 -- On behalf of the Honourable John Baird, Minister of the Environment and Minister responsible for Parks Canada, Mr. Pierre Poilievre, Parliamentary Secretary to the President of the Treasury Board and Member of Parliament for Nepean-Carleton, highlighted the designation of the Rideau Canal as a UNESCO World Heritage Site, at the On the World Stage event. This is the second signature event hosted by Parks Canada as part of Rideau 175, a year-long celebration commemorating the 175th anniversary of the Rideau Canal National Historic Site of Canada (1832-2007).

"It is an honour to be here today to celebrate the World Heritage designation of the Rideau Canal on its 175th anniversary - as an Ottawa Member of Parliament, I can't think of a more appropriate gift for this internationally renowned tourist destination," said Mr. Poilievre. "Together, the Rideau Canal, Fort Henry and the Kingston Fortifications, represent an historic legacy of our rich past that conveys a sense of Canada to the world."

The United Nations Educational, Scientific and Cultural Organization (UNESCO) designation was made recently by the World Heritage Committee at the 31st World Heritage Meeting in Christchurch, New Zealand. World Heritage designation is the most significant global designation any site can achieve. With this designation the Rideau Canal, Fort Henry and Kingston Fortifications join the thirteen amazing Canadian places that are presently inscribed to the prestigious UNESCO World Heritage list. It is the very first World Heritage Site in Ontario.

The Rideau Canal designers and builders overcame huge challenges to create the most outstanding slackwater canal system in the world, and one of the first to be designed specifically for steam-powered vessels. Today, this marvel - widely recognized to be one of the most significant engineering achievements in 19th century North America - is the most intact and best-preserved historic canal of its era. It remains open and fully functional along its entire length, with most of its original structures intact.

Officially opened in the summer of 1832 to provide a secure transportation route between Montreal and Kingston, the Rideau Canal was built in just six years. Its 202-kilometre route, stretching from the Ottawa River to Lake Ontario, includes 47 locks and 74 dams. From 1832 into the 1850s, it was used primarily for commercial purposes. Since then, it has become one of Canada's foremost recreational waterways: drawing boaters in the summer, skaters in the winter and canal enthusiasts all year-long, from around the world. It is also an educational attraction, with Parks Canada staff and displays available along the canal to help visitors understand its engineering and historic features, as well as its unique place in Canada's history.

"The Rideau Canal has become one of the most recognized symbols of Canada, a true national icon of our country. This World Heritage designation brings a personal sense of pride for me, having spent many days along the shores of the Rideau, as I am certain it does for all Canadians," concluded Mr. Poilievre.

Parks Canada and the Friends of the Rideau have planned a year full of colour and activity to showcase this national treasure to visitors from around the world and to create pride for local residents and Canadians alike. Throughout the year 2007, Parks Canada and its many partners along the Rideau corridor have been celebrating this impressive milestone by hosting community events, launching new programs and creating a variety of activities in honour of the Rideau Canal and its impressive history. On the World Stage is the second of Parks Canada's three signature events scheduled in celebration of Rideau 175.

Parks Canada encourages residents of and visitors to Eastern Ontario to join in the fun for the final signature celebration, A Tribute to labour. Experience the life of the workers who crafted the Rideau Canal 175 years ago. A day filled with activity awaits you at the Jones Falls lockstation on Saturday, September 1st, 2007.

Erratum - Please note the following corrections to the membership list:

David Serafino should be St Catharines not Thorold
Linda Donaldson should be Helen Donaldson

The Canadian Canal Society

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