



## CANALS CANADA/CANAUx DU CANADA

Newsletter of the Canadian Canal Society  
Société des Canaux du Canada

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### **SS Keewatin - The last Edwardian passenger liner**



The *SS Keewatin* is a 106 year old Canadian Pacific Great Lakes steamship.

The ship has a long history from when she was built in 1907 and over 60 years of it in ONTARIO as she was serving as a transportation link from The bottom of Georgian Bay to the top of Lake Superior. For the record here is a short history.

The *SS Keewatin* is an Edwardian passenger liner that began her service in the Canadian Pacific Railway Great Lakes Steamship fleet in 1907. There were five of these steamers, *Manitoba*, *Alberta*, *Athabasca*, *Assiniboia*, and *Keewatin* transporting passengers from Port McNicoll Ontario on Georgian Bay to Fort William & Port Arthur for close to sixty years. They originally worked out of Owen Sound. The fleet moved to Port McNicoll Ontario in June of 1912 to join with a new Canadian Pacific rail terminal. The *Keewatin* also carried packaged

freight goods for the railway at these ports. Built by Fairfield Shipbuilding and Engineering Company in Scotland as Hull No. 453, the *Keewatin* was launched 6 July 1907 and entered service in the following year. She ran continuously for 58 Seasons, being retired in 1966. She also had a sister ship built in the same year, the *SS Assiniboia*, both ships were the first to have radar on the great lakes. The journey was a 2 1/2 day trip across Lake Superior & Lake Huron with a stop in Sault Saint Marie and the reverse starting in Georgian Bay. Actually started in 1906, the *Keewatin*, when commissioned carried 288 passengers with a crew of 86, was 350 feet long with a 3,200 hp coal boiler with a top speed of 14 knots. They moved millions of pounds of grain and goods as well as hundreds of thousands of passengers.

After the 1950's trans-continental shipping was soon moving more to trains as they had better locomotives, could pull longer trains and had more tracks around the Great Lakes through Northern Ontario. Trucks and airplanes also began to eat away at the shipping business not only in Canada but all over the Great Lakes. Soon those steamers that survived concentrated on tourism and cruise passengers and the *Keewatin* and her sister where the classiest, having been built in the British Edwardian tradition of *Titanic* and *Lusitania*. However times continued to change. Strict regulations were imposed on the wooden cabin steamships on the Great Lakes after the 1949 *SS Noronic* fire disaster in Toronto Canada with between 118-139 losing their lives. Like many passenger ships of that era on the Great Lakes, the *Keewatin* and sister ship *Assiniboia* operated under fire codes and rules imposed for wooden cabin steamships. Doomed by their wooden cabins and superstructure, these overnight cruisers lasted through the decline of the passenger trade on the lakes in the post-war years. As passengers opted for more reliable and faster modes of travel, *Keewatin* was laid up and retired on November 28, 1965 at Port McNicoll, finished forever. *Assiniboia* continued to operate for two more seasons in "freight only" service before she was retired at the close of navigation in 1967. That effectively was the end of the CPR Great Lakes Steamship Service in totality with *Assiniboia* laying up and retiring in 1967. No more passengers were carried after the close of the 1965 navigation season by either ship.



Canadian Pacific ended the service with the final journey on November 28 1965, with the *SS Assiniboia* departing Port McNicoll. It was a death knell to the Town which had been known as the Chicago of the North. The *Assiniboia* caught fire during renovations on the East Coast of the United States and sank in 1968. And then there was ONE.

The *Keewatin* became then the last of the Great Lakes passenger liners, and for that matter the last of the Edwardian built passenger liner steamships in the world. She ran continuously for five seasons from Owen Sound, 56 seasons out of Port McNicoll. In 1967 she was purchased by R J Peterson of Douglas Michigan from the scrap dealers who were preparing to render her parts for melting and antiques. A marina owner and Great Lakes Historian, Mr. Peterson had been given a coffee table book for Christmas that pictured the liner waiting in the ice of Port McNicoll for disposal.

He borrowed the funds, bought the ship and the *SS KEEWATIN* was towed by tug back to Lake Kalamazoo, actually a wide turn in the Kalamazoo River where it empties into Lake Michigan. There she was established as a Maritime Museum and had been lovingly cared for by The Petersons for 45 years.

Last year with the financial assistance of Port McNicoll developer Gil Blutrigh, the Friends of Keewatin had the opportunity to purchase *Keewatin* from an aging Peterson and with a camera crew along spent 10 months digging her out of the little lake in Michigan (a trench 1 mile long, 50 feet wide and 10 feet deep)! The one hour movie will appear on National TV in March of this year.

The ship was built 5 years BEFORE Titanic and in the same culture as it contains everything the *RMS Titanic* did.



The Quadruple expansion steam engine and the “Scotch” boilers are the same and there are such features as a Grand Staircase, stained glass windows, carved mahogany walls. *Keewatin* still has all of her furniture, pictures on the wall and even all the silver, flat wear, glasses and cups and saucers. Her state rooms are decorated to period and her dining room set for a first class dinner.



A visit is comprised of two tours. An upper deck tour takes about 90 minutes and under the guidance of well trained tour guides takes visitors through the two main decks where they see the dining room, kitchens, ladies smoking lounge, the crew quarters the working windlass machine (anchors), crew quarters, state rooms, Flower Pot lounge, bar and ballroom. Then the tour looks at the wheelhouse, the Captains quarters and a radio museum featuring a working wireless and all-weather radar.

The second tour takes 30 minutes and is comprised of the grain holds, coal bunkers, Scotch Boilers and a working 3,200 horsepower quadruple expansion steam engine similar to what was on Titanic and the last one in the world in existence.



## **The goal of the foundation:**

*To have the S.S. Keewatin serve as an important Canadian historical icon and to promote the facility as not only a valuable record of the past but a vibrant and living educational entity into the future. Keewatin will contain a museum with adequate research facilities, refurbished accommodations to be viewed and public rooms and lounges. Keewatin will maintain and offer public access to a 10,000 square foot cargo deck for community fundraiser events. There will be a concerted effort to offer educational programs at the college level for trade apprenticeship candidates, hospitality workers and tourism students. Also an integrated program on Canadian and Maritime history will be offered to elementary schools and high schools utilizing the facilities during the school year. Finally, tours of the ship will be offered during the summer and holiday periods, a retail facility for souvenirs and management of an adjacent park for associated activities.*



*Keewatin's location off Highway 12 just 8 kilometres from Highway 400 and 20 minutes north of Barrie has parking for 300 cars and can accommodate drop offs of passengers from coaches at the gang plank with adjacent parking for coaches. We have full washroom facilities located near the ship and a well appointed gift shop which carries all locally acquired products and items. There is also an excellent restaurant nearby which also can accommodate motor coaches.*

*There is an all volunteer crew of 150, some of whom are retired crew from the CPR fleet which sailed from the port. We are in the process of having a yacht*

club facility built next door which will include a restaurant comprised of retired CPR dining coaches. It will be open in 2014.

The ship will be permanently docked with a mooring site and a park on lease for 99 years from Tay Township in the town of Port McNicoll, almost on the spot where it tied up to collect and disembark passengers.

**SS Keewatin** will have her **official opening on Saturday May 11 2013**, but will actually be open from April 23rd. Season closes mid October.

Group rates are a donation of \$12.00 per person (upper deck and engine room) with a single payment made payable to "Friends of Keewatin"

Individual admittance is \$15.00 (tax in) for the upper deck and \$7.00 (tax in) for the engine room. \$7.50 (tax in) for Youth 10 to 16 upper deck. \$4.00 (tax in) engine room.

Children under 10 free with adults.

The *KEEWATIN* was built for the Canadian Pacific Railway, in Scotland at the same time as her sister ship *ASSINIBOIA*. They were to join three other smaller ships two of which were also built in Scotland on the Clyde in the town of GOVEN. Delivered to the Great Lakes in 1907, this state of the art passenger/freighter combined steamer was destined to make history. For over 50 years she served as a railway link, connecting the Georgian Bay and upper Lake Superior railheads. The older CPR ships, the *Athabasca*, the *Alberta* and the *Manitoba* were scrapped in the 1950's. *Assiniboia* burned and sank on the East Coast of the United States while being converted into a restaurant in 1967. She is the last of the Classic Great Lakes Passenger Steamships still in existence. In fact, she is the last Edwardian passenger liner in the world.

Sailed her maiden voyage from Greenock, Scotland, September 14, 1907, arriving in Montreal, Canada, September 23, 1907.

Separated into two sections in Quebec City for passage through the rapids above Montreal and the Welland Canal. Reunited at Buffalo, New York.

Went into regular service between Owen Sound and Port Arthur & Fort William (now called Thunder Bay) in Lake Superior on October 7, 1908.

New depot facilities opened in 1912, shifting the *Keewatin's* home to Port McNicoll, Ontario.

Retired from service on November 29, 1965. and sold by Canadian Pacific for scrap. Purchased by RJ Peterson of Douglas Michigan in January of 1967.

Arrived in Lake Kalamazoo, Douglas Michigan on June 27, 1967.

Scheduled arrival at Port McNicoll June 23, 2012 at 3pm – 100 years from her first arrival and 45 years since her last departure.

### **Ship's Details:**

Overall Length: 350 feet

Beam: 43. 5 feet

Depth: 26 ft. Draft: 16 feet

Gross Tonnage: 3,856 tons

Top Speed 16 knots

Cruising Speed: 14 knots

Passengers: 288 (berthed)

Officers and Crew: 86

Engines: quadruple expansion steam engines, with hand-stoked coal-fired Scottish boilers, producing 3,200 horsepower.

Most of the information is from the website [www.sskeewatin.com](http://www.sskeewatin.com)

Following our Annual General Meeting on 14 April 2013, Honorary Member and Past President **John Burniak** will make a presentation on Passenger Ships on the Great Lakes.

### **Annual General Meeting**

The Annual General Meeting of the Canadian Canal Society will be held on Sunday, 14 April 2013, at the St Catharines Museum/Lock 3, St Catharines. The Meeting will commence at 1:00 pm and be followed by presentations on the Historic Welland Canals and Passenger Ships on the Great Lakes. See also the inserts for the Notice, Agenda, Nominating Committee Report and Proxy mail in and minutes of the last Annual General Meeting.

## In Passing

The canal community has lost some outstanding supporters. Colin Duquemin was the Society's Second President and he published a number of books and booklets in regards to the Welland Canal and the Grand River Navigation. His attention to detail was tested in the many Canal Society Field Trips that he organized or supported. Our condolences are extended to Madeleine and the family.



**DUQUEMIN, Colin Keates - BA.Bed.MA.MSc.Dip.Cons. (Lond.) - October 7, 1932 - December 26, 2012** - Colin passed away peacefully at Henley House in St. Catharines, Ontario on December 26, 2012 with his family by his side. Beloved husband of Madeleine (Storey) for 54 years. Loving father of Ian (Maryse) Duquemin and Fiona (Mike) Korolenchuk. Grandpa will be missed by his grandchildren Mark and Jessica Korolenchuk. He was predeceased by daughter Mary (1962) his parents Clarice and Donald Duquemin and Brother, Michael K. Duquemin.

Colin was born on the island of Guernsey, Channel Islands. He spent his early years on the island but at the outbreak of WWII his family was forced to evacuate the island under threat of an invasion by advancing Occupation Forces of the German Army. The family remained on the mainland until the island was liberated in 1945. When Colin graduated from Elizabeth College he left school with a creditable record of achievements both in the classroom, and on the playing fields. He distinguished himself with his successes at long distance swimming, cricket and water polo. Upon graduation he entered the tea trade as an apprentice and was sent to Ceylon (Sri Lanka) as a junior tea executive in 1954. He met his future wife Madeleine in Ceylon and they married in 1958. Wanting to seek fresher fields he and Madeleine emigrated to Canada in 1959. They settled in London, Ontario where Colin attended London Teachers College. Upon graduation he accepted his first teaching position at Snider School in Port Colborne. Over the next ten years he gradually built up a formidable resume of teaching achievements, by working at his day job and



attending classes as an extension student at Night school, Spring and Summer school. In 1970 his hard work paid off when he was appointed the first Consultant for Outdoor Education by the Niagara South Board of Education. He was given the responsibility of opening up the first outdoor education facility in the Niagara Peninsula. He wrote the curriculum for the new school for grades Kindergarten to grade thirteen. Under his guidance over the next twenty two years he guided thousands of students and their teachers through a curriculum that took the students out of the classroom into the natural surroundings of the outdoor school in the beautiful lost village of St. Johns in the Short Hills. Colin retired in 1992 and spent his retirement years researching local and Ontario history and self-publishing books based on his research.



**TROUT, Nancy Roberts Scarborough Dunnivant**, 82, of Edenton, N.C., formerly of Chesterfield, passed away on April 12, 2012. She is survived by her husband Bill Trout III, three children, four grandchildren, four step-grandchildren and three step-great-grandchildren. As a teenager she won a contest to name Pocahontas State Park. She was formerly employed by the Commonwealth of Virginia, DGSC and the Chesterfield County school system, and helped set up the first computer system for the state. She was a founding member of the John Rolfe Players and was the organist for St. John's Church in Chester. Nancy was a proud member of the Daughter of the American Confederacy, United Daughters of the Confederacy, Daughters of the American Revolution and the Madison Family Society, was active in the Virginia Canals & Navigations Society, the American Canal Society, the Canadian Canal Society, and the Archaeological Society of Virginia, helped publish books on river history, and did volunteer work with the Chesterfield Historical Society, the Historic Edenton Foundation, and the Newbold-White House in Hertford.

**BEAUPRE, Charles Thomas** - Peacefully at the St. Catharines General Hospital on December 25, 2012 Charles passed away in his 95th year. Dear husband to the late Barbara. Dear father to Catherine Mooney (John) of Brampton, Richard Beupre (Denise) of Les Mechins, Quebec, and Nanette Wynne (the late Peter) of Pierrefonds, Quebec. Loving brother to Frances Conklin of California, Andrea Beupre (James Saunders) of Bracebridge and the late Marian Mair of Alberta. Loving grandfather to Michael, Todd Mooney (Miriam), Ryan (Valerie), Rayna, Victoria and Gloria Beupre and Brennan Wynne. Dearest great-grandfather to Reid Mooney and Vivienne Beupre. Charles will be missed by his long time friend Trita Baker.

**MacLean, William (Bill)** as we prepare to go to press we have been informed that former CCS President Bill MacLean has died.

## **Lift Lock and River Boat Cruises**

### **Welcome to Peterborough, the heart of the Kawartha's**

Explore the beautiful Trent Severn Waterway aboard either of our vessels. The *Island Princess* a double deck replica side wheeler or the *Skylark VIII* a modern single deck tour boat. Discover the unbelievable beauty of this remote region of the Kawartha's. It would be a pleasure to welcome you aboard.

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Phone: 705-887-9313

Fax: 705-738-1244

## Orillia Boat Cruises



**Couchiching Cruise:** Our 1-hour cruise on Lake Couchiching is a nice way to enjoy a short cruise with the fresh lake breezes and spectacular scenery of the Orillia city shoreline. Plan a fun-filled day in Orillia, park your car for free, go on the cruise, take a walk on the boardwalk, have a picnic in the park, and then enjoy the beach at Couchiching Beach Park. During the summer months, this cruise is available in the morning. In the spring and fall months, it's available in the afternoon. Note, the spring cruise is extended to 1½ hours. Confirmed reservations are appreciated but not required. In the summer this cruise sails 3 times daily on Friday.

**Twin Lakes Cruise:** This 2¼-hour cruise on Lake Couchiching combines a passage to Lake Simcoe through the Atherley Narrows separating Lake Simcoe from Lake Couchiching. This is a fascinating experience for the discerning cruise enthusiast. In the narrows we pass the 5000-year-old site of the original native settlers' fish weirs. The narrow passage is fully developed with marinas and always a fun and entertaining part of the cruise. Due to a low bridge on Hwy 12, you can see one of Canada's two boats with hydraulically operated wheelhouses as they lower the roof to squeak under the bridge. This cruise is not recommended for small children, due to its 2¼-hour duration. It is only available in the summer months, sailing in the afternoon.

**Lunch Cruise:** This 1½-hour meal experience cruises Lake Couchiching around the chain of islands at the south end of the lake near the beautiful Fern Resort. All meals are freshly prepared onboard by our chef. Lunch includes slow roasted marinated breast of chicken on a bed of seasoned rice along with a sumptuous salad buffet bar. Finger dessert, tea, coffee, and soft drinks are included. This cruise is only available in the summer months, sailing at noon. Confirmed reservations are required due to its popularity. This cruise is also available at a reduced cost as a cruise only option (no lunch).



**Steak BBQ Dinner Dance Cruise:** This 2½-hour cruise is a great way to enjoy Orillia's best and only steak buffet dinner. Watch your steak come hot off the grill cooked to order. It is a great way to celebrate a special occasion for small groups that don't want to charter the whole boat. Our musical duo, Brent and Louey, are entertaining professionals. Sit back and relax or get up and dance to live music. This cruise is only available in the summer months on Thursdays at 7 p.m. Confirmed reservations are required.

**All-day Fall Color Cruise:** This 6½-hour cruise is a full day of sailing from the Orillia Town Dock on Lake Couchiching, through Lock 42, up the Trent System on the Severn River into Sparrow Lake. Cruise includes continental breakfast and a hot home-cooked lunch buffet. Free coffee all day. Experience fall's splendor aboard the *Island Princess*. No children please. This cruise commences in mid-September and continues until the end of the season. Confirmed reservations and advance payment in full at the time of booking is required.

Phone: 705-325-2628  
220 Mississauga Street East  
Orillia, ON L3V 1W2, Canada

[http://www.obcruise.com/c\\_Home.html](http://www.obcruise.com/c_Home.html)

## **Washago Cruise Lines**



### **CRUISING THE HISTORIC SEVERN RIVER IN BEAUTIFUL MUSKOKA**

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We board our 60 year old Peterborough Cedar Strip vessel for a unique voyage on the historic Black River, Green, and Severn River Systems.



The *Piratos* is driven by a quiet 4 stroke engine, can be covered upon request and has all the safety equipment on board.

Our journey and Captain Albert's award winning commentary may include The Old Mill, the confluence of the Black and Green Rivers, the site of the oldest publicly owned Hydro Electric power dam in the world, the fabulous reflections in the Black River Gorge as well as viewing the edge of the Great Canadian Shield.

We may combine our journey with a beverage stop or a picnic lunch at a historic log cabin.

Numerous other possibilities are for your choosing:

- **Fishing Trips**
- **Wedding Parties**
- **Romance and Sunset Cruises**
- **Real Estate Orientation Tours**

The entire vessel is yours for an amazing \$50 + tax. per hour and you create your trip. (3 persons maximum). A few suggested itineraries:

**Cruise #1** - Old Mill, Green River, Confluence of the Green (Severn) and Black River Systems (1 hr)

**Cruise #2** - Above plus site of the oldest publicly owned hydro dam (Wasdell Falls), edge of the Great Canadian Shield, the Black River Gorge (2 hrs)

**Cruise #3** - All of the above plus beverage stop (2.5 hrs)

**Cruise #4** - All of the above plus a picnic lunch (included) (3 hrs)

## **OTHER CRUISES**

The Fabulous Black River in depth cruise or The Lower Severn River Cruise with fabulous views of Wasdell Falls, Lock 42, doing the exciting "Locking through Lock 42" experience, picnic lunch at Washago Centennial Park (Lake Couchiching) or to Sparrow Lake with Lunch at Bayview Wildwood Resort... and so much more.

Contact and discuss with me, your captain,

***Captain Albert T. Reitsma***

***[albert.reitsma@sympatico.ca](mailto:albert.reitsma@sympatico.ca)...or you can reach us by Telephone at:***  
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**1-866-687-6667**

Or email [info@realmuskoka.com](mailto:info@realmuskoka.com) - this address is monitored regularly only May through October <http://www.realmuskoka.com/index.html>

## **Muskoka Boat & Heritage Centre**

275 Steamship Bay Road  
Gravenhurst, Ontario, P1P 1Z9

Local: (705) 687-2115  
Fax: (705) 687-9408

### Muskoka Boat & Heritage Centre



Welcome to the one-of-a-kind Muskoka Boat & Heritage Centre, a step into the past to explore what it truly means to have a summer in Muskoka. The unparalleled facility aims to promote and preserve the traditions of the steamship, boat building and resort era while continually educating the public about these fascinating times.

Feast your eyes on Grace & Speed, North America's only in-water exhibit of working antique boats. Featuring boats from local builders, Grace & Speed is awe-inspiring.

View all the Muskoka Boat & Heritage Centre has to offer, from permanent and feature exhibits, to meetings and conventions and even weddings and receptions. Connecting with the Community is an ongoing program at the Muskoka Boat & Heritage Centre that offers new exhibits, an interesting speaker series and live demonstrations. Contact the Centre for a complete program guide, and schedule.

Come and discover all that is uniquely wonderful about this stunning slice of Ontario. It's the real deal.

## Le Petit Navire



### The Lachine Canal Cruise

Starting from the Jacques-Cartier Basin, this tour will let you live a unique, original, specialised and accessible experience!

The tour runs on 7 & 21 July, and, 11 & 25 August at 2:00 pm. for approximately two hours.

#### Rates

Adults \$25.65, Seniors/Students \$23.95

Children (2 to 14 years old) \$18.90, Free (0 to 2 years with an adult)

Taxes not included

Call us 514-602-1000 to book your place.

Boarding: Jacques-Cartier Wharf in the Old Port of Montreal

(Place-d'Armes Metro Station)

Reservations: 24 hours in advance suggested

[http://www.lepetitnavire.ca/en/balade\\_lachine.html](http://www.lepetitnavire.ca/en/balade_lachine.html)

## Paul's Boat Lines - Ottawa



### About Paul's Boat Lines

Paul's Boat Lines Limited is Ottawa's premiere sightseeing venue. We are proud to offer quality sightseeing cruises on the Historic Rideau Canal as well as on the famous Ottawa River.

Paul's Boat Lines was founded by Paul Duhamel in 1936. Since that time, cruising with Paul's Boat Lines has been a part of the Spring, Summer and Autumn Ottawa experience. We have been pleased and proud to entertain and host families and groups from all over the world. We offer tourists and residents alike a cruise along Early Canada's original highways, the waterways which helped shape our nation. On both the Rideau Canal and the Ottawa River Paul's Boat Lines maintains it's tradition of presenting unique views and friendly, personalised service.

With three boats specifically built for the Rideau Canal and a large double decker boat built for the Ottawa River available for sightseeing and charter cruises we are sure to have something for everyone.

### Rideau Canal Cruise

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#### Description:

Items of interest include

National Arts Centre • University of Ottawa • Lansdowne Park • Carleton University • Experimental Farm • Dow's Lake • and much more.

All cruises include a bilingual and live commentary.

The duration of the cruise is approximately one hour and fifteen minutes.

Our three canal boats were built specifically for this tour. From our boats you will enjoy the best view possible of one of the engineering marvels of the



nineteenth century, the Rideau Canal. Our guides will show you this major part of Canadian history as no one else is able to. Along the way you will be shown many of the major sites that have led to the development and rise of Ottawa as a city and a seat of government.

This cruise operates from May 11th to October 8th, 2012.

Schedule and Location:

Boats leave daily from the Rideau Canal Dock, located alongside the Government Conference Centre, five minutes from Parliament Hill and directly across the street from the Fairmont Chateau Laurier Hotel or the Westin Hotel.

Boat leaves daily at:

10:00 a.m.\* - 11:30 a.m. - 1:30 p.m. - 3:00 p.m. - 4:30 p.m. - 7:30 p.m.\*

*\* The 10:00 am and 7:30 pm tours operate from June 28th to September 2nd, 2012*

<http://www.paulsboatcruises.com/>

## **For something longer try Ontario Waterway Cruises**



Which Cruise to Take First? The answer to this question is easy for some and more difficult for others. Each cruise has its advocates for differing personal reasons.

While the cruise schedule generally reflects our passenger reservation patterns, there are some distinct differences.

Due to its proximity to the greater Toronto area, the Kawartha Lakes and the Severn River are very busy in the summer with a wide range of boaters. Our [Kawartha cruises](#) showcase a greater diversity of engineering including the Peterborough Lift Lock, the Kirkfield Lift Lock and the Big Chute Marine Railway. Of the 22 locks we travel through, there are some manually operated "heritage" locks as well as modern hydraulic locks built to service the areas of

heavier boat traffic.

The [Rideau Canal](#) offers a time capsule of quiet history as it was on completion in 1832. Of the 35 locks we travel through, all but 3 are constructed of hand-cut stone and are manually operated by the lock staff. Designated as a [UNESCO World Heritage Site](#) in 2007, the demand for our [Rideau cruises](#) is very similar to our Kawartha cruises. The granite shores of the Rideau lakes area are particularly beautiful.

The [Quinte cruises](#) offer a magnificent combination of both the above. On the southern portion of the Trent-Severn Waterway between Peterborough and Trenton, there are 19 locks including the large flight locks at Healey Falls and Ranney Falls. The popular sailing waters of the Bay of Quinte, Long Reach and the North Channel are for the most part protected from Lake Ontario by Prince Edward county and Amherst Island. And then, there is the incredible beauty of the Thousand Islands in the St. Lawrence River. However, since many people have already visited the Thousand Islands, there are fewer Quinte cruises in our schedule.

So which cruise should you take first? Let timing be your guide and we are confident you will later return for the other two.

Contact Us  
Office Hours

Monday to Friday 9 to 4:30

Phone will be monitored until 8 pm on all boarding days.

Office will be closed for the holidays from December 8, 2012 to January 7, 2013 (messages will be attended to)

[Enquiries and Reservations](#)

1-800-561-5767 [info@ontariowaterwaycruises.com](mailto:info@ontariowaterwaycruises.com)

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Mail to: Ontario Waterway Cruises Inc.  
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## St Lawrence Cruise Lines



### Cruise Routes

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Montreal to Kingston

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Ottawa to Kingston

Canada's Capital Cruise South  
(6 Nights)

Kingston to Ottawa

Canada's Capital Cruise North  
(6 Nights)

Quebec City to Kingston

Canadian Connection West  
(6 Nights)

Kingston to Quebec City

Canadian Connection Cruise East  
(6 Nights)

### Contact Us

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1 (613) 549-8091

Email Address:

[info@StLawrenceCruiseLines.com](mailto:info@StLawrenceCruiseLines.com)

Postal Address

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Suite 200, 253 Ontario Street

Kingston, Ontario, Canada

K7L 2Z4

<http://www.stlawrencerivercruise.com/index.cfm?page=home>

## La Colle Falls Lock & Dam

At the beginning of the twentieth century hydro-electricity was a brand new and promising, cheap power source.

People in Prince Albert, Saskatchewan - and other booming cities in the west - got caught up in a frenzy to 'tame' the prairie rivers in order to exploit their power potential. As a result a project was developed in 1910 to build a dam on the North Saskatchewan River, east of Prince Albert, where a power canal could divert part of the river flow through a power station.



An engineer from the Niagara region, Charles Mitchell, proposed to build a 3.8 m overflow dam in the river. Although time was of the essence, the following year engineering consultants from Toronto recommended major changes to the original plan, including a 7 m high dam. With the revised plans - and price - approved by City Council, construction started in 1912. In the summer of 1913 though, with 1/3 of the dam finished, more

changes, further rising costs, management problems and political dithering by the Dominion Government in Ottawa, made the financial institutions decide to stop lending any further funds to the City of Prince Albert.

As a result, on July 29, 1913, all work on the dam was halted. This, at a time when the contractor estimated that he could finish the work in another four months. But the total price had by now tripled. Unfortunately, the work was never resumed. For the next 50 years the financial situation of Prince Albert remained precarious as the city had to pay off its debt on a project that never made any money.

Today the weathered concrete sits quietly along the river bank, in summer hidden by lush greenery. The unfinished navigation lock, that was supposed to allow sternwheelers, on their way to Edmonton, to bypass the dam is a gaping hole in the southern valley slope.

The dam itself, an Ambursen type, is unique as it is perhaps the only one of its kind in North America that is still in its original and untouched configuration.

Paul VAN PUL, Hydraulic Archaeology Surveyor, Saskatoon.



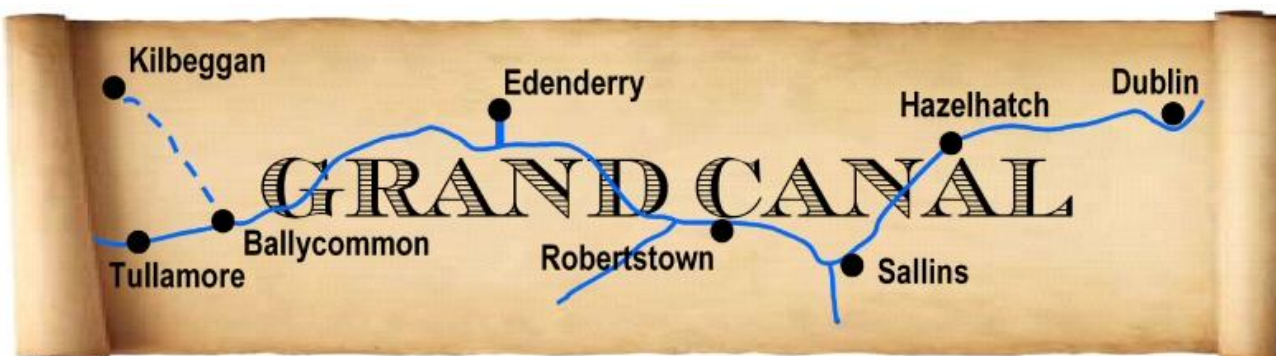
## Lake Cowichan Lock



A boat lock at the Lake Cowichan weir is the only lock on Vancouver Island. The weir was built in 1957 to regulate the flow of water from the lake to the river during the late spring to early fall. The weir keeps approximately 3 feet of additional water in the lake which works out to about 62 million cubic meters of volume that can be released through the summer to maintain a 7 cubic meters per second flow for the Cowichan River under the regulatory instructions of Ministry of Environment. The lock allows the movement of sport boats up to 20 feet in length and less than 3.5 feet in draft from the lake to the river and vice versa during this level difference. The operation of the lock generally starts at the beginning of May to late September.

The lock and weir is operated by the owners of the Crofton paper mill, Catalyst.

## A Grand Experience



*A Grand Experience* is a film documentary about the life and ways of the Grand Canal during a barge journey eastwards in Offaly. The passengers on board are



an eclectic mix of artists from Offaly - well known playwright and writer of Pure Mule, Eugene O'Brien from Edenderry; singer songwriter Wayne Brennan from Daingean, and Veronica Nicholson, a photographer and installation artist from Rhode.

This documentary will follow the exploration of these three artists, with differing and distinct disciplines, as they embark on a journey to engage in their own artistic response to the canal they navigate. They will explore the fields the canal touches, the lives it encourages and the inspiration it has created. The documentary, which was made by Martina McGlynn and Garret Daly of Mixed Bag Media in Daingean, captures their experience, and records the formation of what will be their presented art work once their personal journey has been completed.

The documentary is available on DVD or for download at [www.mixedbagmedia.com](http://www.mixedbagmedia.com)

## **The Canadian Canal Society**

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