



President's Message

When I agreed to be Vice-President of the CCS, no one told me of the obligation to compose a Presidential column for the Newsletter. Both CCS business and other items in a busy personal and professional life have crowded the time available for this report. Hence its brevity. A few thoughts:

1. Thanks to ongoing executive members who have laid an excellent foundation on which our organization will continue to grow. Not the least of the accomplishments of the past two years has been the formulation and adoption of the new constitution, which was adopted at the May '94 annual meeting. Copies will be sent to all members this fall.
2. Welcome to the new executive members; you have large shoes to fill and from Presidential observation to date, the ability to fill them.
3. See other portions of this newsletter for progress reports on our first publishing endeavour, the CCS Fall '94 Peterborough safari, the September '94 historic canals conference in Peterborough, and the 1996 CCS *Great English Canal Flotilla*.
4. Enlarged Presidential remarks will emerge in the next edition!

Norman Macdonald

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**Peterborough 20-23 September 1994 - International Historic Canals Conference**

A last minute reminder! As mentioned in the March '94 CCS Newsletter, the choice of location honours the 90th anniversary of the Peterborough lift lock. This year's conference focuses on canal heritage interpretation and includes a wide variety of Trent-Severn field trips to such far-flung outposts as Port Severn and the Big Chute Marine Railway.

CCS Director Bob Sparks will attend and will "Spread the Good Word" about the CCS with handout copies of this and past Newsletters, a table-top display, and membership brochures.

The \$175.00 registration fee includes most meals and transportation for the field trips. Further information from Trent-Severn Waterway, Parks Canada, P.O. Box 567, Ashburnham Drive, Peterborough, Ontario, K9J 6Z6.

## CCS Spring Tour, 28 May 1994

This year's Spring Tour, following the Annual General Meeting, took a bus full of CCS members, via Farr Coach Lines (our favourite charter coach company), out for a day at the Buffalo waterfront. Buffalo had been planned as a destination for several years, and we were finally able to take in what the waterfront had to offer — some of Lake Erie, the Niagara River, Buffalo Creek, Buffalo Harbour, Erie Canal and related features, the highlight being Buffalo's original lighthouse built in 1833. As well, we spent the afternoon at the Buffalo and Erie County Naval and Servicemen's Park, established as a memorial to the men and women who have served during wartime, since World War II.

Our tour took us towards the Niagara River, past Chippawa Creek (or Welland River) and through the former village of Chippawa (now incorporated into the City of Niagara Falls). Of course, we all know that the Chippawa Creek formed part of the channel of the First Welland Canal, which opened in 1829 (you just can't escape the Welland Canal!). The drive along the Upper Niagara River, on the Niagara Parkway, so beautifully maintained by The Niagara Parks Commission, was most enjoyable. It gave us a chance to savour the majesty of the "grand and mighty Niagara," to view Navy Island (which figured prominently in shaping responsible government in Canada in the days of William Lyon Mackenzie and the Rebellion of 1837-38) and Grand Island, the location of fine residential estates, parks and prestige industrial research complexes and offices. Navy Island is Canadian territory under the care of The Niagara Parks Commission, while Grand Island belong to the United States.

Crossing over the Peace Bridge (opened 1927 to commemorate a century of peace between Canada and the States) provided a panoramic view of the waters of Lake Erie as they flow into the Niagara River on the one side, and on the other, a down-river view of the Black Rock Lock (part of the Erie Barge Canal) and the International Railway Bridge (opened 1873), the first bridge crossing of any kind over the Upper Niagara between Fort Erie (Bridgeburg) and Buffalo (Black Rock) and still the only rail crossing at that end of the Niagara — the Peace Bridge is the only vehicle/pedestrian crossing in this area.

The morning highlight was a cruise of the Buffalo waterfront and Niagara River on board the MISS BUFFALO. A somewhat windy and cool day, with a touch of rain, gave all an opportunity to "experience," in a small way, what it might be like to be out on the Lake or River on a stormy day. We were able to cruise out of the harbour and into the waters of Lake Erie, and into the Niagara River, under the Peace Bridge and down river towards the International Railway Bridge. Because of weather conditions, we were NOT able to enter the Black Rock Lock (a pity!). And as everybody made short work of the chicken basket lunches provided on board, we could look to the Canadian shore, seeing the Fort Erie skyline and the Old Fort Erie from a very different perspective. To the other side, a glimpse of Buffalo's waterfront industrial heritage where, though much has been demolished and the land reclaimed for residential and other development, various structures and sites remain as reminders of the city's importance as a major Great Lakes port, "the Queen City of the Great Lakes" in earlier years. The most captivating water structure, without a doubt, was the original lighthouse of 1833, restored and standing at the harbour's entrance as a sentinel of a bygone era.

The afternoon was spent touring the Museum and outdoor exhibits on the grounds, and the military vessels moored at the water's edge, at the Naval and Servicemen's Park. With the approach of the 50th anniversary of D-Day in June, it was for us a fitting commemoration of World War II. The modern Museum building houses a fine array of exhibits, videos and

films portraying various aspects of American involvement in all theatres of war over the past 50 years. It also featured an engrossing display from another era, artifacts from Snake Hill at Fort Erie, the site of a War of 1812 hospital and cemetery, uncovered at the recent archaeological excavation there. On the grounds outside, the exhibits included a Voodoo Jet, a Fury Jet, an armored personnel carrier, an M-41 tank, and a patrol boat.

Moored in the water were the guided missile cruiser USS LITTLE ROCK and destroyer USS THE SULLIVANS, and the submarine USS CROAKER. A tour of these vessels was truly an unforgettable and sobering, even a chilling, experience, as we realized what the men who sailed and fought in them during combat had to face. For most of us it was the first time we had ever boarded such vessels, and if we thought quarters were cramped on the cruiser or destroyer, a tour of the submarine made the others feel absolutely spacious!

The story of the USS THE SULLIVANS, launched in April 1943, is particularly poignant. The ship was named after the five Sullivan brothers who had enlisted together on the USS JUNEAU. While fighting off Guadalcanal, all five brothers died, along with 700 other sailors, when the ship was sunk by a Japanese submarine.

Our drive back took us along the American side of the Niagara River, down to Niagara Falls and across the Rainbow Bridge. Along this route we were able to appreciate from the land side some of the industrial heritage along the waterfront through Buffalo, Black Rock and Niagara Falls, as we passed 19th century plants, some still functioning, others closed, boarded up or abandoned, as well as some of the adjoining residential areas with working class houses, churches, stores, shops, restaurants and drinking establishments — all providing a varied streetscape, with an eye-catching architectural medley, intercepted with railway lines, crossings and bridges, not to mention hydro towers and lines.

As we approached and entered Niagara Falls, the giants of the electro-chemical industry loomed up on all sides, having located here, close to "the seat of power" to take advantage of the abundant and cheap electricity available nearby from the several hydro-electric power generating plants located at the Falls. The drive through this chemical belt left an eerie feeling with some, as we realized the destructive capability of all of these chemicals on the environment. Yet almost every product that we use everyday has been made possible through these electrical and chemical industries!

Again, we were able to see Canada from another perspective, as we looked across the Niagara River to the Canadian shore. This route along the River was, for many years, the main traffic route between Buffalo and Niagara Falls for both locals and tourists. Some of the sharp-eyed on board were able to spot some of the early cabins and camping sites, and the roadside diners which catered to the travelling motorized public of another era.

However, to bring everything full circle, we stopped at Cayuga Creek, at the Niagara River in the LaSalle area of the City of Niagara Falls, at the site of the building and launching of the GRIFFIN, the first vessel built by Europeans to sail on the upper Great Lakes. It was built in 1679 under the supervision of LaSalle, the famous explorer of the upper Great Lakes and the Mississippi country.

It was a good day!

John Burtiak

## CCS publishing venture

The Executive of the CCS is working on plans to re-issue a classic work on the Welland Canal — H.G.J. Aitken's The Welland Canal Company: A Study in Canadian Enterprise, published by Harvard University Press in 1954. Permission has been obtained from both the author and Harvard U.P. for this venture, which will be undertaken by a local publisher. Plans call for a photo-duplicated paper-covered edition, with an explanatory preface and some corrections and additional sources. Expected launch date is Merritt Day '94, 29 November, price \$19.95. A MUST for all Welland Canal buffs!

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## CCS U.K. Tour '96

As you know, the C.C.S. tour is being planned to coincide with some of the 50th anniversary celebrations of Britain's Inland Waterways Association. The first meeting of the International Waterways organization will be held in Britain in conjunction with those celebrations. The tentative date for that meeting is 22-23 June 1996, with groups from Britain's IWA, Irish waterways, as many of the American canal societies as possible, and representatives from France, Germany and perhaps Australia, in attendance. Activities on the 22nd will include the presentation of a number of papers on waterways topics, as well as social activities to enable members from the various groups to meet and compare notes. A field trip will be organized for the 23rd.

We now have about 25 CCS members signed up for the tour, but there are a few places left. Only members in good standing are eligible, and a \$50 per person registration fee is past due. A further installment of \$370 per person is now due.

A questionnaire, suggesting methods of transport, "ports of call," types of accommodation, etc., with suggested price ranges (members must remember that these will of necessity be based on current prices, and may change by '96!) is being prepared. The Committee will make all arrangements for the two-week tour only, but will be happy to provide advice and suggestions for an optional third week's activities.

Sign up now, and start saving for our biggest-yet field trip! Cheques payable to

CCS UK '96  
c/o Mrs. Carol Gaspari, Treasurer  
74 Prince Charles Drive  
St. Catharines, Ont., L2N 3Z1

**Bobbie Styran**, for the Travel Committee

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## New Members

**Gail Benjafield**  
83 Glenridge Ave.  
St. Catharines, Ont.  
L2R 4X2

**Jim Purdie**  
513 Carlton Street  
St. Catharines, Ont.  
L2M 4X5

**James Matthews**  
393 Glenridge Ave.  
St. Catharines, Ont.  
L2T 3L1

## Map of Irish Waterways

From the same company which produced the map of European Inland Navigation (Euromapping, based in Grenoble, France), an equally impressive, and useful, large sized map of Ireland's waterways. Publication coincided with the formal re-opening of the Shannon Erne Waterway (previously the Ballinamore-Ballyconnell canal) on 23 May 1994. Re-opening of two-thirds of the length of the Royal Canal from Dublin to Mullingar is to take place shortly, giving a total of more than 1000 km. of navigable canals, rivers and lakes. The Irish canals were developed in the 18th and 19th centuries as lifelines for rural communities, transporting passengers and all manner of freight, from coal to construction materials. Copies may be ordered (supply is limited!) from Sheila Wilson, 158 Ontario St. Apt. 701, St. Catharines, Ont., L2R 5K6.

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### Notes from Here and There

**St. Catharines, Ont.:** Once again the concept of a Welland Canal parkway has arisen. CCS member **John N. Jackson** has, as one would expect, been at the heart of the campaign, compiling a detailed report, complete with excellent maps, which has been presented to various individuals and bodies. Several stories in *The Standard* have helped to publicize this long overdue effort to achieve a comprehensive parkway, with appropriate tourist facilities at selected points, including canal viewing stands and parks. Residential and commercial developments would help to generate revenue. The CCS wishes this endeavour all success!

**Albany, NY:** "Boaters oppose N.Y. canal fees" - "Recreational boaters are taking aim at proposals to fund development along the Erie and Champlain canals by charging tolls for using the waterways' locks. The fees are exorbitant, said Edward Tabor, a founder of an anti-fee group." A spokesman for the New York State Thruway Authority, which operates the canals, said that the amount of the fees would depend on the length of the boat - \$3 at each lock for a 6-metre boat or \$80 for a 7-month seasonal pass. A protest meeting was planned for April. The fees would be used to maintain and market the canal system, and to construct facilities - ranging from lengthening cycle paths and walkways to developing an industrial park. [abridge from *The Standard* 4 April 1994.]

**Kennet & Avon Canal Walk:** The 117-km K & A, which crosses southern England to link the Thames at Reading with the Avon at Bath, was re-opened a few years ago after a 20-year restoration. The walk along its banks has been designated as Britain's Second Waterway Walk, and includes England's longest flight of locks at Caen Hill, aqueducts, waterside pubs and wildlife. The first follows the Grand Union Canal linking London and Birmingham. [abridged from *The Globe's* "Globe-Trotter", 2 August 1994]

**Banagher, Ireland:** The *Toronto Star* of 12 March '94 headlined a story "Ireland's waterways", describing the past history and current status of parts of this country's inland navigation system. As part of the restoration of the Ballinmore-Ballycastle Canal, a new Waterways Visitor Centre on the Grand Canal in Dublin provides the visitor with models, plans, photographs and displays to illustrate canal history, as well as touring information. The 128-km Grand Canal has 24 locks and connects Dublin to the Shannon River, and both canal and river offer cruising delights, mingling scenic pleasure with history, monuments, parks and nature reserves — cabin cruisers with from two to nine berths can be hired for self-drive touring.

## Dr. Robert F. Legget

[This tribute to a long-time CCS member was written by Dave Rogers and appeared in the *Ottawa Citizen*, 20 April 1994. We have reproduced it here in case there may be some CCS members who were unaware of his passing. Robert will be sadly missed by all who came in contact with him — who among us has not benefited from his commentaries, savoured his humour, or has not admired his incredible energy, striding or strolling along canal banks, or gliding along quiet canal waters, on our CCS field trips.]

The man who gave Canadians the National Building Code, making their houses and public buildings safer, died in Ottawa of a stroke Sunday. Robert Legget was 89.

Legget was director of the National Research Council's Division of Building Research from 1947 until his retirement in 1969. He was a civil engineer, geologist, university professor and author of 16 books.

Legget's most popular book was *Rideau Waterway*, a 1955 history of the construction of the Rideau Canal. A new book about the Mackenzie Valley is awaiting publication.

Canadians see Legget's work whenever they enter a building by a wheelchair ramp, travel on the Toronto subway, hear a smoke alarm or see a worker protected by a hard hat on a construction site.

After the Second World War, Legget predicted a building boom and argued that buildings need to be safer, said George Seaden, director of the NRC's Institute for Research in Construction.

"For the building code to be current, he said it had to be supported by research and the best science one could imagine," Seaden said. "Mr. Legget was the driving force behind what has become part of the Canadian construction system."

Carl Crawford, a colleague from 1949 until 1969, said the first building code in 1951 became the model for all provincial construction codes.

"Canada is the only country of its size that has one model building code. Even the Americans have four codes depending on the region," Crawford said.

Born in Liverpool, England of Scottish parents, Legget moved to Canada to work on a hydro project in Northern Ontario in 1929.

Legget taught at Queen's University, and in 1937 he started researching the Rideau Canal. But the war intervened. In the summer of 1940, he went to the Northwest Territories to work on a wartime-transportation project on the Mackenzie River. Recently, Legget completed a book about the river.

In 1947, the federal government hired Legget to establish the NRC's Division of Building Research.

Legget's son David said his father and other NRC researchers in the 1950s burned some houses that were to disappear because of the construction of the St. Lawrence Seaway. A different method was used to burn each house. The data were used to write fire-safety regulations in the building code.

Legget believed Col. John By, the builder of the Rideau Canal, had been defamed by powerful people in England during the 1830s, who alleged that By had spent large sums of public money without the proper authority.

The money was spent on the 200-kilometre Rideau Canal from Bytown to Kingston, one of the most remarkable engineering triumphs in North America, Legget said. The canal took 5 1/2 years to build and included 50 dams and 47 locks.

"When he designed the arched dam at Jones Falls, there were only two others like it in the world — in eastern Spain — and he had seen neither. Any man who could do that was a genius."

[Editor's Note: This is the tenth and final installment from a paper entitled "The History of Canadian Inland Navigation System," presented to the Canadian Society of Civil Engineers Centennial Conference in Montreal, May 1989. The authors, C.C.S. member **Walter Webb** and **E. Dumalo**, have graciously agreed to the use of parts of the paper in Canals Canada.]

### The Seaway (cont'd)

Special precautions had to be taken when pouring concrete against the shale at St. Lambert. The shale there tended to desiccate readily upon exposure to the atmosphere. So, if one did not pour right after blasting, then the shale surface had to be protected in the meanwhile.

The drilling and blasting operations went smoothly except in the vicinity of the Victoria Bridge piers where great caution was exercised, and also with the exception of Beauharnois. At Beauharnois, it was not the proximity of structures that was a problem but rather the rock itself, the sandstone there being very abrasive. Drill bits had to be re-sharpened sometimes only after 10 feet (3.1 m) of penetration, not to mention the wear and tear of shovel teeth and dozer blades. The abrasive nature of the sandstone coupled with numerous fault zones reduced drill outputs to but several feet in a ten hour shift. It wasn't until an oxygen lance was used that production got back up to a relatively respectable 125 feet (38.1 m) per shift — but it was expensive. The excavation may have been reduced if flight locks had been built, but a flight configuration was abandoned for operational reasons. Unless twinned, single flight locks are operationally slower than conventional locks.

Not one of the four bridges in the Montreal area could meet the 120 ft. (36.5 m) clearance for ship masts. This was to be achieved by various means, the most ingenious was that used for the Jacques Cartier Bridge. The southern part of the bridge had to be raised 80 ft. (24.4 m) to satisfy clearance requirement. In all 14 spans, over 2625 ft. (800.1 m) would be affected. The spans were jacked in three stages, the final stage taking place after a new through-truss span displaced the existing deck span. The stroke of the jacks used for translating the two spans was 4 ft. (1.2 m). The distance of 78 ft. (23.8 m) required for this operation was done in 4 foot increments, and the most dramatic part of the operation, seemed to some persons, to be the jettison of the links used in jacking. Traffic was maintained on the bridge except for the five hours it took to translate the span. The translation took place in the early hours of a Sunday morning.

The Victoria Bridge was another story, being a combined road rail facility, the requirement for grades left the raising of spans out the question. Instead, a bypass system was constructed so as not to disrupt any traffic. Two massive vertical lift bridges, a spur line structure off the bridge for rail, and an intricate series of ramps and overpasses for vehicles, were required to achieve this end. All went well and the only time rail traffic was interrupted was when blasting took place adjacent to the original piers.

The Seaway opened for its first through navigation season April 25, 1959 (Iroquois lock had gone into operation in 1958 just before the level was raised for the power project). At that time, the Welland Canal was transferred to the Seaway Authority and the Seaway then extended from Montreal to Lake Erie as is the case today.

Traffic on the St. Lawrence has grown steadily over the years from "263 batteaux, 2 canoes and one light craft" in 1781 (Normand Lefrenière 1983) to some 10 million tonnes of cargo in 1958 (the last year for 14 ft. (4.2 m) draft) and rising to a peak of some 57 million tonnes

of cargo in 1977. Traffic on the Welland Canal has followed a similar trend with a peak in 1979 of just over 66 million tonnes. This is dramatic proof of the success of the Seaway system and a tribute to its builders and operators.

## Looking Ahead

Water transport is the least costly and most efficient means of transporting solid bulk cargo and has a minimal effect on the environment. It is expected that this will continue to hold true and that demand will continue to grow with the economy of the nation.

The size of the Seaway locks was in effect set when the Welland Canal was started — before the "Great War". The forward thinking of that time has served us well and the present system handling 26,000 tonnes (cargo) vessels has sufficient capacity for some years to come.

However, some time in the early years of the next century traffic demand will require a fifth generation of locks and canals and therefore, a real challenge lies ahead. A challenge to engineers, marine architects, mariners and the shipping industry to develop the optimal size and configuration of locks and ships. So with pride in past accomplishments and confidence in the future, we can look forward to an even greater inland transportation system in the twenty-first century.

[Editor's Note: As is well known, the authors' optimistic predictions have not come to pass, traffic has declined to the point where the future at least the Welland Canal is in some doubt. One can only hope that the economy will soon take another upturn, so that the future of the Welland, and of the Seaway as a whole, can be guaranteed.]

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### CCS Fall'94 Expedition to Peterborough

As of today's cleaning out of our postal box, 32 CCS members have signed up for the September 17-18 *Great Peterborough Expedition*. This is enough to make the venture financially viable, but there is still room for more on the bus, as well as for the meal facilities and cruises. Although the Holiday Inn will be releasing the remainder of our bloc of rooms in early September, they will still honour the published rates for late registrees to the extent that capacity exists.

Three members will join us for the Sunday portion only, meeting the main group (and leaving their cars) at the Holiday Inn, for the bus tour to Young's Point, the Young's Point to Mount Julian cruise, and brunch at Viamede. To re-unite them with their cars the homecoming bus from Viamede will detour via the Holiday Inn. \$42.00 will be charged to this portion of the trip. A few more short-trippers can be accommodated as long as spare capacity exists in our 44-seat bus beyond the seating needs of the full-trip attendees; call me to confirm capacity and send your cheque and fuschia form appropriately completed.

In answer to questions, the returning bus WILL stop to discharge Toronto passengers at the York Mills TTC station. Pardon the omission in the original schedule, as well as omission of the "R" in our Postal Code — this should read L2R 7P7.

Will look forward to seeing you on September 17th.

Norman Macdonald

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### The CHI-CHEEMAUN Fall Cruise

The Fall one-way re-positioning cruise of Ontario Northland Transportation's Manitoulin Island ferry will take place Monday October 17 when the CHI-CHEEMAUN sails from Tobermory to winter quarters at Owen Sound.

The \$46.00 fare covers ONT's chartered bus from Owen Sound to Tobermory and the voyage to Owen Sound, leaving Owen Sound at 9.15 a.m. and returning to harbour at approx. 4.00 p.m. Full food and bar facilities are available on board. For reservations or more information call Ontario Northland's Owen Sound office at 519-376-8740.

## The Canadian Canal Society

Executive Officers for 1994-95

Past President: Sheila Wilson  
President: Norman Macdonald  
Vice-President: Sherman Zavitz  
Secretary: Robert Voaden  
Treasurer: Carol Gaspari

Send all correspondence for the **Canadian Canal Society** to:

Robert Voaden, Secretary  
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St. Catharines, Ontario  
L2R 7P7

Contributions for **Canals Canada** should be sent to:

Roberta Styran, Editor  
35 Towering Heights Blvd., #509  
St. Catharines, Ontario  
L2T 3G8

### APPLICATION FOR MEMBERSHIP/RENEWAL

Please enrol me as a member of the **Canadian Canal Society**  
I/We enclose my/our membership fee of \$ \_\_\_\_\_ Category \_\_\_\_\_

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