



President's Message

May brings to mind many thoughts - not least of which is the pleasant prospect of opening the family cottage on the Trent-Severn waterway. A combination of this cottage, my upbringing adjacent to Lock 2 of the first and second Welland Canals, and my father's marine engineering background led to my interest in things marine, and in the Canadian Canal Society.

Next month will see our annual meeting, the beginnings of my second year as President (if not cast out as flotsam) and the change of approximately one third of the directorate. The AGM and related Hamilton Harbour field trip are covered in other portions of the newsletter.

Thanks to **Ted Gomme** and his committee, our new constitution was adopted at the May 1994 AGM. Within a defined and orderly framework, this lays out our objectives, the nature of membership and of the manner in which the C.C.S. is governed. We can undertake almost any legal activity related to canals and canalized waterways — short of operating them.

A major items of discussion at our May executive meeting was the nature of our field trips, which have always entailed a chartered bus leaving from St. Catharines, the extent of our wanderings being set by the time allocated. Recent practice has been to have a spring day trip and a fall overnight trip. The latter have taken us as far afield as Kingston, Ottawa and Syracuse. Although changing membership justifies repeating past successful trips every few years, there is vast potential for canal-oriented trips of longer duration where we might, as in the case of the 1996 English expedition, fly to a canal-oriented hub for transfer to a chartered bus. While both the U.K. and the U.S. are represented in our membership, it tends to be concentrated in Southern Ontario; and so have been our tours. But we are very conscious that we are the **Canadian** Canal Society, so, for those of you in the furthest reaches of the C.C.S. territory, have hope — the world does not revolve around St. Catharines! More of this anon. We welcome suggestions for such excursions, especially to other parts of Canada.

One final point re St. Catharines: through the cooperation of the St. Lawrence Seaway Authority and local municipalities, and through the initiative of C.C.S. member Dr. **John Jackson**, portions of the Welland Canal Trail are already in place. Destined ultimately to parallel the present canal from Lake Ontario to Lake Erie, the walkway will permit canal-viewing and waterside walks. A Macdonald family Easter Sunday exploration of the portion from Port Weller to Glendale Avenue experienced the eight foot wide paved trail used by walkers, joggers, cyclists and in-line skaters, as well as by a racing wheelchair and a motorized scooter. Congratulations to all involved!

Have a pleasant (and water-oriented) summer!

Norman Macdonald

C.C.S. Fall Tour, 17-18 Sept. 1994

This tour was planned especially to visit the Lift Lock at Peterborough on the 90th anniversary of its construction. The trip incorporated an extensive cruise on Stoney Lake to give an idea of the early development of cottages in the area, as well as illustrating the importance of canal locks.

On arrival at the Holiday Inn in Peterborough, located on the banks of the Otonabee River, we were joined by members from the area and from Ottawa. After a delicious buffet lunch, a short walk took us to the cruise ship, the CHIPPEWA II, to go upstream through Lock 20 at Ashburnham toward the Lift Lock. The ease of ascent and descent on the Lift Lock is really surprising: it raises and lowers boats 12 feet in 12 minutes. On a glorious Saturday all those on board had a wonderful panorama of the countryside as well as a sense of the engineering feat and the importance of the waterway to local industry to facilitate transportation and move goods in the early days of settlement.

Returning to Tobey's Bay, we were conducted by a Parks Canada Information officer to the extensive museum complex there. We saw a film of the early development of the Lift Lock, and viewed displays and artifacts which portrayed this part of the Trent River System. We were all very impressed by the pleasant and knowledgeable staff, as well as the attractive setting. An added treat was a detour by bus around Trent University campus, where we walked around some of the buildings to appreciate the architecture, as the buildings backed on the river and blended so appropriately with the landscape.

The Holiday Inn again provided a very fine dinner and we ended the evening with a brief business meeting and a presentation of slides and videos, including a presentation about Col. John By narrated by late C.C.S. member **Robert Legget**. He very effectively argued the case for rescuing By from obscurity, and championed the cause for Canada to recognize By's extraordinary engineering achievements. Then, courtesy of **Al Sykes**, a video about Great Lakes ships and traffic along the Welland Canal during the 1940s — an interesting historical document of the tremendous activity during that period. **George Hume** showed some of his very interesting slides taken on his many trips to canals in England and France.

Sunday dawned as another beautiful day, perfect for a cruise on Stoney Lake. We drove to Young's Point, where there is a lock with an interesting background relating to a pioneer family named Young. There we were met by **John Good**, Parks Canada Superintendent at Young's Point, and C.C.S. members **Cathy** and **Hal Hooke**, who were to be our guides. We first explored the old Young homestead, now made into a very attractive gift shop, then we embarked for our cruise through the lake on the ISLAND PRINCESS. All the way we were entertained by a most informative commentary on landmarks and family histories. We reached Viamede Resort at Mount Julian in time for their justly famous brunch. Well satisfied, we boarded the bus for the homeward journey, all pronouncing it a very fine trip.

Sheila Wilson

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1995 A.G.M. and Spring Field Trip to Hamilton Harbour, Saturday 17 June

Details of the tour of Hamilton Harbour on MV JOHN L. AGRO, and the Desjardins Canal and Cootes Paradise by bus, are being sent separately. The limited capacity (45) of the vessel means that members will be divided into three separate groups for the tours. Reserve your place early! Hope to see you there!

1994 International Historic Canals Conference at Peterborough, Sept. 19-23.

The conference was organized by Parks Canada, Trent-Severn Waterway, and Friends of the Trent Severn. **John Good** and **Dave MacDougall** were much in evidence as two of the conference organizers. About fifty delegates represented professional canal people from British Waterways, the Chambly Canal, New York State Canals and many American restored heritage canals, as well as canal buffs and historians from many locations. The C.C.S. was represented by **Dave Brett**, **Jeanne Schaeffer**, **Desmond Harris**, and yours truly.

A number of sessions on Tuesday a.m., on community involvement in canal heritage interpretation, included presentations by **Derek Cochrane** of B.W. concerning the Anderton Life project, **Mary** and **Rick Lyons** of the Friends of the Trent-Severn re the U.S. Tourism Initiative, and by representatives of the Delaware and Raritan Canal restoration project at New Brunswick, N.J. A "Bring-and-Brag" session followed, where we met people from State, Federal and local U.S. authorities, representatives of various U.S. canal societies, and **Derek Cochrane** and **Ken Dodd** of B.W.. C.C.S. members gave out many of our brochures, as well as collecting dozens of hand-outs from other canal operations and societies. This welath of material is now in the C.C.S. Collection at Brock University.

Tuesday afternoon we cruised to the Lift Lock and Visitor Centre (essentially a repeat of the C.C.S. cruise the previous Saturday). After a wine and cheese reception by the Friends of the Trent-Severn at the Lift Lock Centre, we returned to the Holiday Inn for dinner and barbershop quartet entertainment, followed by a meeting of the **American Canal Society**.

On Wednesday we had an all-day bus tour to Port Severn, Big Chute and Kirkfield. We drove by some of the locks near Gamebridge and stopped in Orillia for morning coffee and pastries at the Ossawippi Express (a restaurant built into several historic railway cars), to be greeted by the Mayor of Orillia. On to Port Severn's lock station, and lunch at Christie's Mill. At Big Chute we we had the rare privilege of riding the marine railway both on the control platform of the carriage itself, and by boat through the system. Boats were arranged for by Parks Canada. **Ken Dodd** of B.W. managed to win the "Dink of the Conference" award (a conference tradition) by skinny dipping around the lower approach buoy to the marine railway — in spite of being circled by boats crowded with canal buffs, and listening to repeated comments about rattlesnakes! Then, to Kirkfield for a quick visit by service elevator to the bottom of the lock chamber where we could look up at the lock chamber itself high above us, suspended by the hydraulic ram. Then we had a roast beef dinner at the Mackenzie House in Kirkfield — we were piped in by a piper in full regalia!

Thursday began with presentations on interpretive planning from the N.Y. State Canals, the Trent-Severn Waterway and the U.S. National Parks' Ohio and Erie Canal corridor. In the afternoon we went to Healey Falls for an exercise in visitor planning. Divided into small groups, we "planned" facilities and programs for all types of visitors, including student boaters and tourists. Then on to Elmhurst's Resort on Rice Lake for a fine dinner of Canadian cuisine followed by entertainment by the folk group Tanglefoot.

Friday a.m. we had sessions on ecotourism and future perspectives on historic canals' interpretation. The Conference ended with an invitation extended by **Jeannie Allen** and **Marsha Downing** of the Augusta Canal Authority, to attend the 1995 Conference in Augusta, Georgia, 2-6 October. Many new "links" were made at Peterborough, and much was learned. A particular thank you to **Dave Brett** and **Jeanne Schaeffer**, who helped me "brag" about the C.C.S. at the "Bring and Brag" session — a great experience! **Bob Sparks**

The CHI-CHEEMAUN Fall Cruise

The fall one-way re-positioning cruise of the Manitoulin Island ferry CHI-CHEEMAUN took place on Monday 17 October. We boarded our buses at the Marine Museum in Owen Sound, and after about a ninety minute trip arrived in Tobermory to walk aboard the ship through the raised front loading ramp. Some passengers might have had a brief thought of the Baltic ferry disaster while watching the front section close as we moved from the dock. The day was lightly overcast and calm with sunny breaks as we sailed around Flowerpot Island and down the coast of the Bruce Peninsula, passing close to Cape Chin and sailing into Colpay's Bay. The ship arrived in Owen Sound after a 4 1/2 hour voyage. Fall colours were superb, and the views magnificent! The cafeteria food was the usual "railway boat" fare. The trip was obviously very popular as there were about 300 people on board. Commentary was provided by Parks Canada staff. At Owen Sound we disembarked via a small side hatch as there are no vehicle unloading facilities there.

The Ontario Northland is scheduling a spring re-positioning cruise, probably on Thursday 11 May 1995, from Owen Sound to Tobermory. The price for the fall cruise was \$36.00. The spring cruise will likely be about the same and will include the bus return to Owen Sound after the cruise. Times are not yet fixed, but will probably have a departure from Owen Sound about 9 a.m. and return by bus about 4.30 p.m. For further information call Ontario Northland's Owen Sound office at 1-519-375-8740. I would recommend this trip to anyone wanting the rare experience of cruising the length of the Bruce Peninsula. **Bob Sparks**

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World Canal Conference, Birmingham, England, 26-28 June 1996

Planning for the first World Canal Conference by British Waterway, Inland Waterways Association International and Birmingham City Council is progressing satisfactorily. The conference theme will be Regeneration, and participants are expected from around the world. Many events are being planned, including re-enactments of historic events, boat gatherings and rallies, lectures, talks and walks. Some members of the C.C.S. will join other delegates from the U.S., Australia, France, Germany and other European countries.

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News from Britain

Travel on a narrowboat as you accompany the owner! You will be an active participant as a member of the crew — help work the locks! The boat accommodates two passengers in bunk beds at a reasonable cost. But note that this is not an hotel boat — you will be helping to cover the costs of fuel and food by your labour! The boat is located near Napton Junction, about 20 miles southwest of Rugby on the Grand Union Canal. For further information, call C.C.S. member **Bob Sparks** at (416) 691-2265, or contact the owner directly:

Colleen and Alan Buswell
12 Park Road, Denmead
Waterlooville, Hants.
England, PO7 6NE
Tel. 011-44-1705-254-178 (01705-254-178 if dialing within Britain)

New Members

Mr. & Mrs. Robert G. Malcolmson
58 Woodrow St.
St. Catharines, Ont.
L2P 2A3

Dale Marr
32 Myrtle St.
Welland, Ont.
L3B 2B1

Mr. & Mrs. Fred Neale
16 Towering Hts. Blvd. #4
St. Catharines, Ont.
L2T 2A3

Hal and Marie Prentice
563 Victoria Ave.
Chatham, Ont.
N7L 3B7

Keith & Patricia Rodgers
649 Glen Moor Cres.
Burlington, Ont.
L7N 2Z8

Mrs. Mary E. Turner
48 Welland St. North
Thorold, Ont.
L2V 2B5

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For Cross-Stitch Buffs

Abacus Designs offer counted cross-stitch kits designed by Christine Silvester, including a number of well-known British canal scenes, at least a couple of which will be visited by C.C.S. members on the UK '96 tour. Size and price vary, from £5.95 sterling to £29.95, postage extra. A full-colour brochure and further information may be obtained from

Abacus Designs
The School House
Kniveton, Ashbourne
Devonshire DE6 1JJ
Tel. 011-44-1335-330-055 (01335-330-055 within Britain)

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C.C.S. UK '96 Trip

Planning our proceeds apace. We'll spend a few days cruising on canal hotel boats, the rest of our time in traditional C.C.S. field trip style travelling by bus, with frequent stops at sites of interest. As yet we have no firm itinerary, but we will be visiting two major canal sights — the Pontcysyllte aqueduct in Wales, and the Anderton Lift, as well as many locks and canal-related buildings, some of which now form the basis for fascinating museums. We hope to spend some time in the Ironbridge Gorge with its famous Iron Bridge, where the Industrial Revolution began, and where restoration work is being undertaken on local canals. We'll end our fortnight's expedition at Birmingham, to attend the International Conference there 26-28 June. Next payment for signed-up members is due the end of May!

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C.C.S. Mourns Lost Members

During the past year the C.C.S. has lost three valued members of the Society, **Gladys V. Bassett** of St. Catharines, **Erma Holloway** of Fenwick, and **Fred Rutland** of Niagara Falls. All will be greatly missed by all who knew them. We wish to pay a special tribute to **Fred Rutland** who died on 3 March 1995. Fred worked for the Norton Company for over 30 years, retiring as manager. He served for many years on various Boards of Education in Niagara Falls, was the first Chairman of the Niagara South Board of Education, and was honoured with the naming of the F. J. Rutland Elementary School in Chippawa. Fred was not only a long-time C.C.S. member, but also a most valued member of our Board for many years. In addition to his membership in the C.C.S., he will also be remembered with great affection as a stalwart member of the Great Canadian Steamboat Flotilla.

Canal Days '95 at the Port Colborne Historical and Marine Museum

Port Colborne continues its popular Canal Days, this year on 5 & 6 August. Help celebrate our Marine and Canal heritage with lots of fun and interesting activities for the whole family! Everyone welcome! Further information from:

The Port Colborne Historical and Marine Museum
P.O. Box 572
Port Colborne, Ont.
L3K 5X8 Tel. (905) 834-7604

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Please Note: Our permanent address, including box number, has changed! Since Canada Post now charges a hefty sum to forward wrongly-addressed mail, we are discontinuing this service. The correct address appears on the back page of the **Newsletter!**

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Welland Ship Canal Transit — Sunday 4 June

C.C.S. member **Al Sykes** has arranged for a limited number (**25 persons, C.C.S. members and spouses only**) of members to transit the canal by laker (probably one belonging to Upper Lakes Shipping). Since accommodation is strictly limited, participation will be on a first-come-first-served basis. You will be advised of time and place of boarding, by telephone, on Saturday the 3rd. So if you sign up, please arrange to have someone available to answer your phone on that day! To sign up, call **Al Sykes** at (905) 892-5005.

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Hadfield's British Canals

Charles Hadfield's classic study of British and Irish canal history has been brought up to date by Joseph Boughey, senior lecturer in the School of Built Environment, Liverpool John Moores University. Hadfield's pioneering study appeared in 1950, and has since gone through several editions, Boughey's being the eighth. I myself am the proud owner of a copy of the sixth (1979), and am delighted to review this latest incarnation, in which the coverage of Irish Waterways and pleasure boating have been substantially increased. There are many new illustrations and the bibliography has been up-dated to 1994.

As before, the work provides a history of the emergence of canals from the energy, enterprise and engineering achievements of the Industrial Revolution (of which canals formed a key element), and how they thrived during the "Canal Age" only to decline in the face of fierce competition with the coming of the railways. Their life as active carriers of people and produce lasted into the 20th century, but following the Second World War decline set in, which has been stemmed partly through the efforts of countless devoted and energetic advocates and volunteers, including Charles Hadfield, whose multi-volumed series on the "Canals of the British Isles" is an invaluable contribution to waterways history.

For those owning earlier editions, the most obvious change in the first twelve chapters is the elimination of many of the historic drawings, advertisements and other ephemera, which in some cases have been replaced by modern photographs. The latter (which are very well chosen) are valuable indeed, but one misses some of the flavour of the past evoked by the drawings. Similarly, curtailment or elimination of some of the evocative

quotations from by-gone days takes away some of the sense of immediacy. Another, and less apparent, change is some re-organization of the text, and re-location of some maps.

Most of the text, especially in the first twelve chapters, has been retained with only minor editorial changes. In several chapters there is additional material on Irish and (to some extent, Scottish) canals based on recent works on individual canals and canal-related topics. The greatest change comes in the last two chapters, covering the period from the Transport Act of 1947 to the present. The convoluted history of Britain's network of waterways, and of both leisure and commercial traffic upon it, since 1947, is as fascinating as is the "historic" era, and as full of triumphs and tribulations. The efforts of the Inland Waterways Association, and of local restoration groups, gets good coverage, and, combined with the modern photographs inserted throughout, brings the saga of British canals right up to 1994.

My personal caveats aside, Boughey is to be congratulated on a good job well done. He has retained Hadfield's telling final comment:

"The history of the canals of the British Isles continues."

Bobbie Styran

Hadfield's British Canals: The Inland Waterways of Britain and Ireland. Fully revised by Joseph Boughey. Published by Alan Sutton, 1994. Hard cover £17.99.

Available from:	Alan Sutton Publishing Limited	Alan Sutton Publishing Inc.
	Phoenix Mill	83 Washington St.
	Far Thrupp, Stroud	Dover, N.H. 03820
	Gloucestershire GL5 2BU	U.S.A.

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Editor's Notes

1) For those of you who miss reading a contribution by C.C.S. member **Walter Webb**, whose paper "The History of Canadian Inland Navigation System" was re-printed in ten issues of Canals Canada, there is good news! I have on hand a shorter paper by Walter, entitled "Lift Locks — a Perspective" which will appear in the fall issue. I assure Walter's fans that they will be delighted, as always, at his sharing his knowledge with us.

2) As noted in the President's Message, the May executive meeting began on-going discussions on the nature of our field trips. As a result, a **Program Committee** has been struck to prepare a tentative five-year schedule of spring and fall events, keeping costs to a reasonable level, while expanding our range, especially of Canadian sites. One suggestion is that some of the one-day events could take the form of a seminar, with presentation by members of papers on canal-related research and themes (which might later be published by the C.C.S.). Such events would entail a lower cost to individual members, and would, if papers were published, disseminate members' knowledge to a much wider audience than is possible at present. The savings on the one-day event would then permit an occasional expanded trip. Having a long-term plan would help us to plan the longer trips to coincide with anniversary celebrations at various locations, probably in conjunction with local canal societies, and would also enable members to plan ahead and to budget for the more expensive trips. Given the cost of the UK '96 trip, we would like to have our plan begin with a one-day event in the fall of '96. We would welcome suggestions from the members. Please send your ideas to the Editor, clearly marked "**Program Committee**".

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

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35 Towering Heights Blvd., #509
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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 _____

Individual	\$	10.00
Family		15.00
Institution		25.00
Contributing		25.00 or more

NAME: _____

TITLE: Mr. () Mrs. () Miss () Ms. () Dr. () Capt. () Other ()

ADDRESS: _____

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Please make cheques payable to the **Canadian Canal Society** and send with application to:

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St. Catharines, Ontario
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