



CANALS CANADA/CANAUx DU CANADA

Newsletter of the Canadian Canal Society
Société des Canaux du Canada

ISSN 0824 – 1954

Fall 2009

Volume 27 Issue 2

Prix W Gordon Plewes Award



Created in 1992 as the Canadian Society for Civil Engineering (CSCE) History of Civil Engineering Award and renamed in 1996 in honour of the late W Gordon Plewes, author of the CSCE History Program, this award is given annually to an individual who has made particularly noteworthy contributions to the study of the history of civil engineering in Canada or the history of civil engineering achievements by Canadians elsewhere.

The recipient of the W Gordon Plewes Award for the year 2009 is **Roberta M Styran**.

Roberta Styran received her BA and MA degrees from McMaster University in 1962 and 1964 respectively, and her PhD in Medieval Studies from the

University of Toronto in 1971. While teaching Medieval History at Brock University from 1967 to 1978, she received a number of pre- and post-degree scholarships.

With **Dr Rob R Taylor** of the History Department at Brock University, Dr Styran co-authored four volumes: *The Welland Canals: The Growth of Mr. Merritt's Ditch and Mr. Merritt's Ditch: A Welland Canals Album* (Boston Mills, 1988, 1992); *The "Great Swivel Link": Canada's Welland Canal* (The Champlain Society, 2001); *The Welland Canals Corridor: Then and Now* (Vanwell, 2004). A two-volume study of construction of all four Welland Canals is in progress.

Styran & Taylor co-authored three papers published in *Proceedings of the Niagara Peninsula History Conferences*: "The Past and Future of the Welland Canals," "Purges, Prosperity and Doorian's Pizzeria: Immigration to St Catharines," "From Merritt to Multinationalism: Industry in the Niagara Peninsula," (Brock University 1979, 1981, 1989). They also published "Thorold: Creation of the Welland Canal," *Thorold News*, August 7, 1990; "Water, Water Everywhere: The Welland Canals," in *Proceedings of the Two Days of Canada Conference*, Brock University, 1991; "The Welland Canal: Creator of a Landscape," in *Ontario History* (December 1980); "The Welland Canals," in *Ontario Engineering Heritage*, which Dr Styran compiled for the Ontario Engineering Heritage Records Foundation, Toronto 1987 (she authored several entries). She has compiled several aids-for-researchers on the basis of her own work.

Dr Styran is Past President of the Canadian Canal Society (CCS). She was a Director and editor of the Society's newsletter from 1989–2001; Vice-President from 2000–02; President from 2002–04; and has been an Honorary Life Member since 2005. She has been associated with most of the local heritage organizations, is a Director of the American Canal Society, is on the governing Council of Inland Waterways International, was Chair of the World Canals Conference held in St Catharines (2004), and remains on the World Canals Conference Steering Committee.

In 1996 she organized and conducted a two week tour of canals and Industrial Revolution sites in Great Britain for members of the CCS. In 2000 also for CCS she organized a week long tour of Irish Canals. Dr Styran was inducted into the McMaster University Alumni Gallery in 1990.

Annual General Meeting

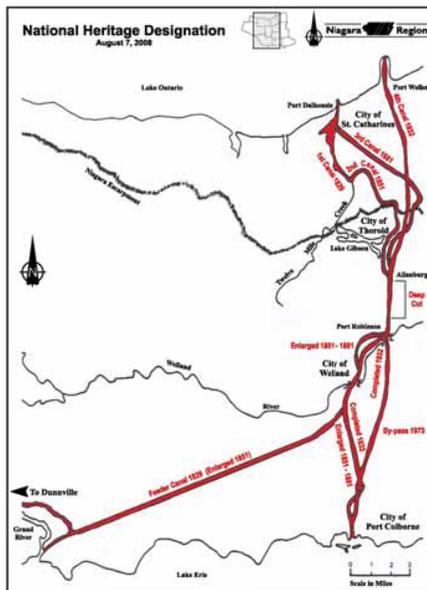
The Annual General Meeting of the Canadian Canal Society will be held in the Burgoyne Room at the St Catharines Museum at Lock 3, on Sunday, 18 April 2010, at two o'clock. A separate mailing by the Secretary will include the Agenda, Proxy Voting Forms, and the report of the Nominating Committee

UPDATE ON THE WELAND CANALS HERITAGE CORRIDOR DESIGNATION

Cultural Landscapes as Historic Sites

Bruce Timms, Vice-President Canadian Canal Society

Rome was not built in a day and neither was the Welland Canal. The Designation of the Welland Canals as a National Historic site will take a little more than a day, apparently.



The Historic Sites and Monuments Board of Canada issued a letter to the Region and the Cities of St Catharines, Thorold, Welland and Port Colborne on 10 November 2009, advising that the file will be held in abeyance until the St Lawrence Seaway Management Corporation advises that it is prepared to support the Board's evaluation of the site.

My conversations with the Seaway indicate they would support the designation of the Historical Welland Canals, but they have concerns about the designation of the operating Welland Canal. Traffic may be down but it's not history yet!

Fair enough.

This will take some more time.

The cities along the canal have endorsed the designation of the old Canals and the trails along the Canals within their ownership, and no private owners of historic Canals lands have objected.

The Parks Canada staff has adopted a new approach to the Welland Canals, proposing the Designation of Cultural Landscapes as Historic Sites. This approach may give us the flexibility to convince the Seaway to "support the Board's evaluation of the Site."

Cultural Landscapes are defined in two categories, *Relict** and *Continuing*. The Seaway considers itself continuing, evolving and hopefully growing, so there may be room for consensus. It will take time and further discussion. Rome was not built in a day.

In the mean time, the City of St Catharines is working on plans for some of the “relict landscapes”. The City Parks Department is about to propose a plan for the revitalization of Centennial Park. Relics of the first and second Welland Canal can be celebrated through this plan.

The plans for “relict landscapes”, and the City of St Catharines investment in Centennial Park, will help the case for National Historic Site designation. Demonstrating the City’s interest in the old Welland Canals at this site will help convince the Board of the value of the old Canals Corridor to the community and that there is enough relict value and enough access to the Old Canals to be appreciated by visitors to an Historic Site.

There is plenty in Port Dalhousie, Mountain Locks Park and Centennial Park to represent a cultural landscape of canal and marine culture in Niagara. That is not the apparent issue. Everyone agrees on that.

Parks Canada’s and/or the Board’s evaluation of the operating Welland Canal as a Continuing Cultural Landscape appears to be the concern. And just what would that mean? That is the subject of the next discussions with the St Lawrence Seaway Management Corporation. Their mandate is safe and efficient operation of Highway H²O, promoting safe, speedy and cost effective movement of marine traffic through the Welland Canal.

How does the designation of the Welland Canals Heritage Corridor Cultural Landscape as a national historic site affect that mandate? That is the question to be answered in the near future.

The Welland Canals weren’t built in a day; Rome wasn’t built in a day and National Historic Site designations are not built in a day either.

We will press on, continue to aim high; and, with patience and persistence, we will achieve the National Historic Site designation our Welland Canals deserve. Our Buried Treasure will eventually be on display for the Nation to see.

□

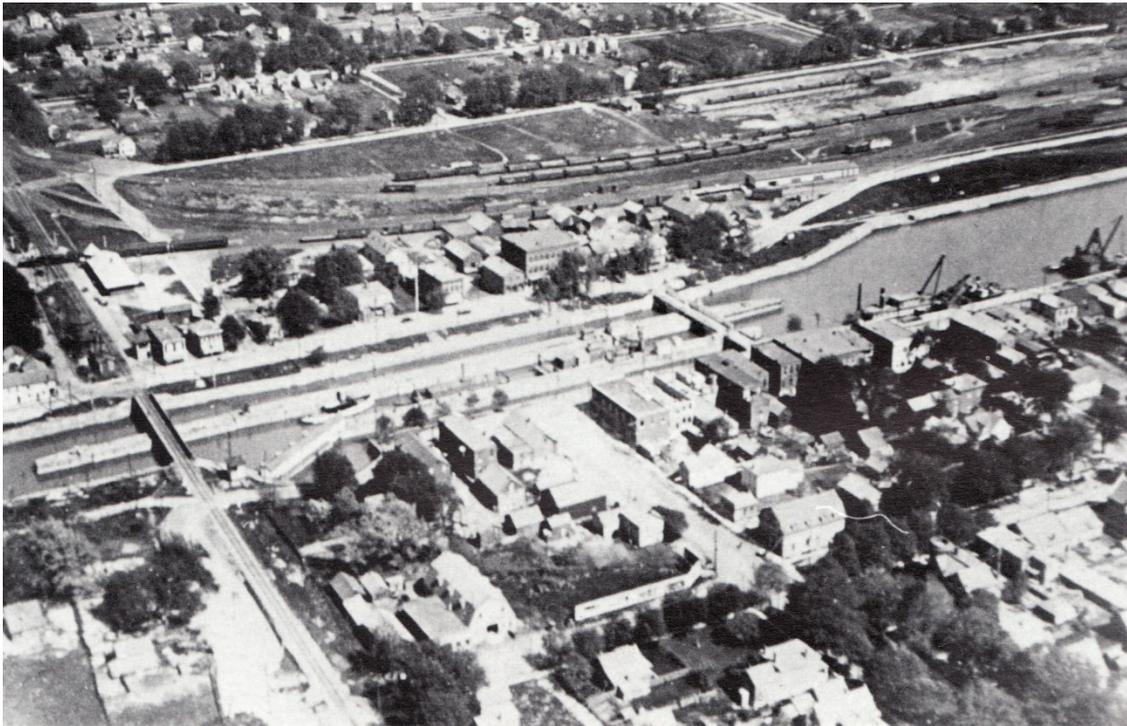
***Relict:** *Adj.* of, relating to, or being a relict *Noun.* **a.** a relief feature or rock remaining after other parts have disappeared. **b.** something left unchanged.

(This article was originally published in the December 2009 edition of Dalhousie Peer)

West Street, Port Colborne

Tom Whitelaw, President, Canadian Canal Society

Since 1833, Port Colborne has been the southern terminus of the three former Welland Canals and the present Welland Ship Canal. In fact, all four canals have used the same outlet to Lake Erie although the outlet has been enlarged and extended with each successive canal. The canal just inland of the outlet became a harbour and during the 1800's, a commercial district grew up along both sides of the harbour to serve the needs of the ships and the sailors.



Port Colborne ca 1920. In the centre of the picture are the locks of the Second and Third Welland Canals. The top of the picture is looking East and so we see the buildings of East Street before their removal for the Fourth Welland Canal. *John Burtniak Collection*
Source: *The Welland Canals – The Growth of Mr Merritt's Ditch*, Robert Styran and Robert Taylor

The harbour commercial district originally consisted of a street along each canal bank with commercial buildings on the land side of each street. The two streets, called West Street and East Street from their respective locations on the west and east banks, ran from Clarence Street to the Lake Erie shoreline bluff. However, the construction of the Fourth Welland Canal (the Ship Canal) resulted in a major change to the harbour commercial district after 1920. The

inner harbour in front of West Street was widened eliminating East Street and its associated commercial development. Until that time, East Street had been the primary commercial area in Port Colborne. The displaced commercial development from East Street relocated to the other side of the canal and West Street became the main commercial centre.

The period after the Second World War brought increasing automobile ownership, suburban residential development and suburban shopping malls. These changes contributed to a gradual decline in the West Street commercial area until by 1990, West Street was characterized by vacant store fronts and poorly maintained buildings. However, the end of the 1990's saw the beginning of a remarkable rebirth of West Street. A prime catalyst in this rebirth was the construction of the Port Promenade, a landscaped walkway with interpretative signage and seating areas along the canal side of West Street. At the same time, properties along West Street were refurbished. West Street has once again become an attractive commercial area with small shops selling crafts, souvenirs, gifts, books and antiques, pubs and restaurants, and professional offices.

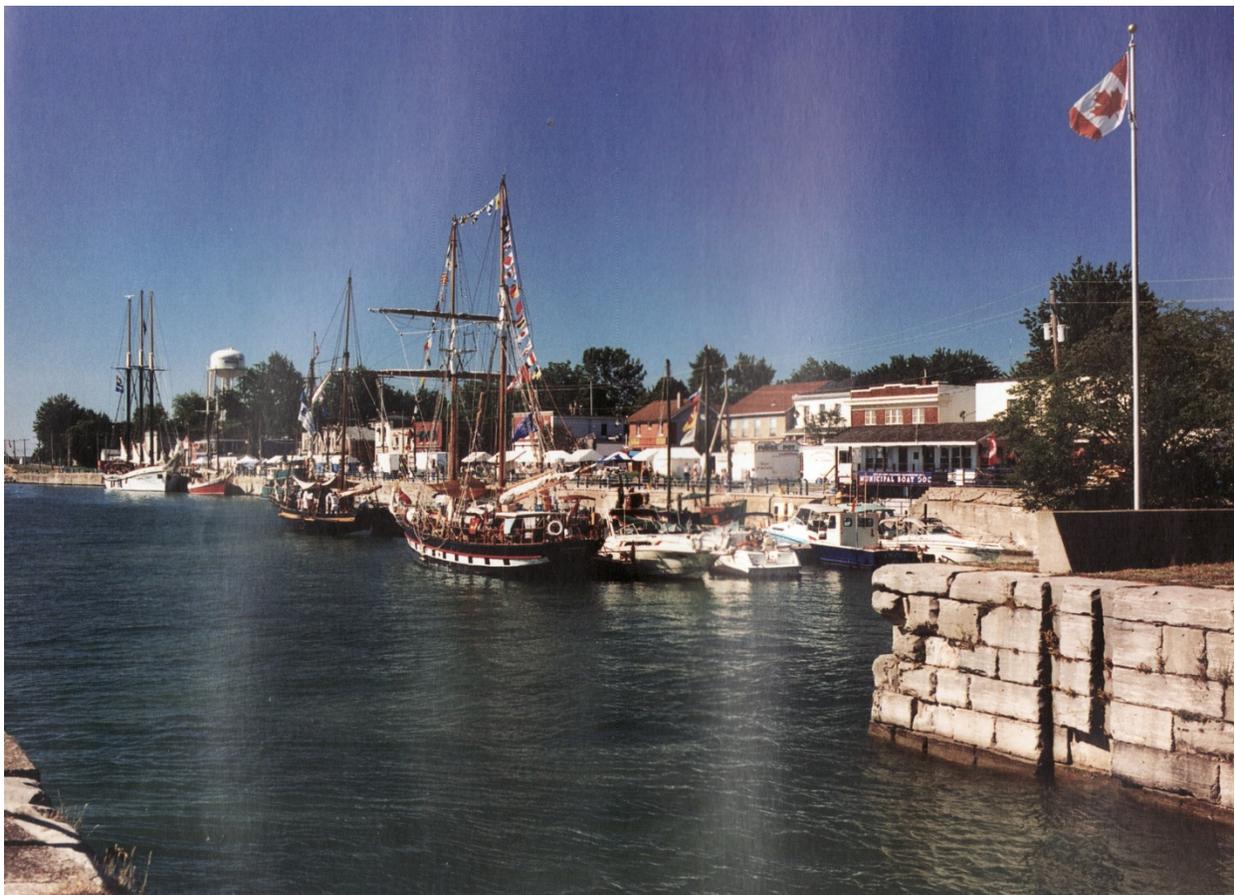


Port Colborne ca 1910. West Street prior to the construction of the Fourth Welland Canal and the move of the commercial district from East Street to West Street.

Port Colborne Historical and Marine Museum

Source: *The Welland Canals Corridor – Then and Now*, Robert Styran and Robert Taylor

West Street is intimately connected to the Welland Canal beyond its location beside the Canal. With the rehabilitation of the area, local residents and tourists walk along West Street and the Promenade and watch activities on the Canal. The area is a major venue for Canal Days, Port Colborne's annual festival celebrating the Canal. Pleasure craft transiting the Welland Canal often tie up alongside the Promenade. The Harbour Master's office is also located on the Promenade. The southern end of West Street contains some businesses that serve the commercial shipping industry. At the northern end of West Street by the Clarence Street Bridge are the remnants of locks from the Second and Third Canals. In the winter most activities on the Welland Canal cease, but the Canal in Port Colborne is usually home to several lakers that are tied up for the winter. Those individuals who miss the shipping activity in the winter can go to Port Colborne to view the lakers.

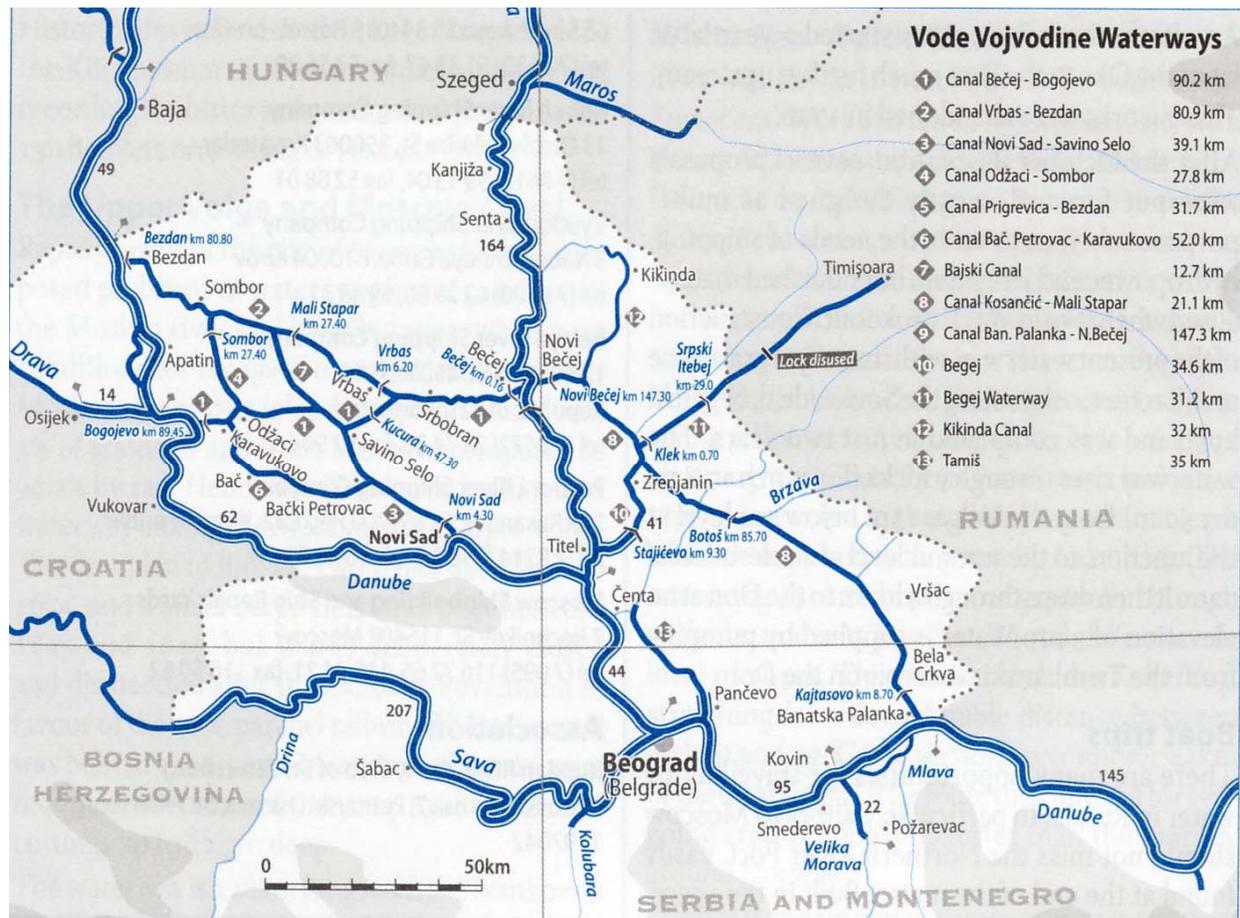


Port Colborne and modern West Street during "Canal Days 2000". *Thies Bognar*
Source: The Welland Canals Corridor – Then and Now, Robert Styran and Robert Taylor

EAST AND WEST HAVE MET

George Hume, Secretary, Canadian Canal Society

The theme of the 2009 World Canals Conference, held the 20 – 27 September, was “East and West will meet.” It lived up to its theme even more than was anticipated. The planners probably envisioned the theme reminding delegates of the pivotal position that the former Yugoslavia enjoyed between the socialist East and the capitalist West. The delegates responded by arriving from China and Korea as well as from eastern and western Europe and North America.



Source: European Waterways Map and Directory – English Edition May 2006
By permission of Euromapping

The conference was based in Novi Sad, on the Danube River in Serbia. Novi Sad is the administrative centre for the autonomous province of Vojvodina (pronounced Voy-vaw-deena) which comprises the northern third of the current Serbia. Vojvodina is characterized by the flat Pannonian Plain in contrast to the more mountainous regions in the balance of the country; think Saskatchewan.

It is this plain that has allowed the development of a canal system which criss-crosses the province. Named the Danube-Tisa-Danube Canal (DTD), the network was mainly built in the 19th and 20th centuries with a wide variety of uses. While navigation is one of the purposes of the system, drainage, water supply, hydro-electric power generation and recreational uses were all factored in to the design.

The system obtains water from the Danube near the Hungarian border, from the Tisa River which rises in the Ukraine, crosses Hungary and empties into the Danube between Novi Sad and Belgrade and from areas within the province which can be drained by the canals. It discharges water into the Danube via the Tisa, via the canal near the Romanian border, to irrigated farmland and to municipalities and industries along the canals. Unfortunately, it also carries the run-off and discharge from the farms, industries and municipalities.

With this short introduction, the recent World Canals Conference is put in context. The conference was sandwiched between pre- and post-meetings tours. Since most of the international delegates took advantage of the tours, the effect was an enjoyable week-long conference.

The rendezvous on Sunday, September 20th was in the lobby of the Continental Hotel in a modern inner suburb of Belgrade. A luxury bus whisked us out of the city to the historic town of Pozarevac. An introduction to the area by municipal officials was followed by a feast prepared by local women who got us started on the right foot. The next morning, a visit to a local brandy shop complete with costumed lass serving samples and a rag-tag brass band got us in the mood for our Danube cruise.

Our “cruise ship” was a two-deck barge pushed by a diminutive tug which met us at Golubac, the site of a historic castle which guarded the Iron Gate, the Danube Gorge where the river is squeezed between the Serbian and Romanian shores. Despite the continuous efforts of the tug and the current of the river, the day ended before we reached Kladovo, our destination, so the bus was summoned to pick us up and finish the journey.

After a restful night we were shown the ruins of the remaining abutment of the bridge that Trajan built for the Romans to cross the river. We could see the landing area for the bridge on the far Romanian shore. Next we visited the Djerdap I hydro-electric power plant and lock which spans the river just upstream of Kladovo. This massive undertaking of the Yugoslavian and Romanian governments raised the level of the river to drown most of the rapids that had thwarted river traffic through the Iron Gorge since Roman times.

The bus then retraced the route of our voyage the day before taking us to visit Viminacium, the remains of the Roman garrison town near the Danube.

Excavation and re-creation of the site proceeds even as an open-pit coal mine inches towards it and will eventually consume it. The day ended at Novi Sad with a reception in honour of the delegates.

Wednesday morning, the conference started with introductions (with simultaneous translation into English) of the distinguished guests and the DTD canal system of Vojvodina. Canal-related papers filled the day but the highlight was back in Belgrade. A tour of the Kalamegdan fortress overlooking the Danube was followed by a barge trip on the Sava River to see the city light up at dusk. Dinner was at a yacht club on the Danube where the yacht basin was so full of boats that the barge couldn't get in to let us off. We had to clamber over a floating restaurant further down the shore to gain access.

Thursday the morning papers on canal activities in other countries were followed by a bus trip to the town of Mali Stapar, on the Vrbas-Bezdan branch of the DTD canals. A derelict rice mill has been restored as a tourist attraction along the banks of the canal. We were welcomed with the traditional bread, salt and brandy which was served by youngsters in local costumes. Groups of children entertained us with local dances before we were treated to a goulash and potato lunch in a local hall.

Next was a visit to Bezdan where the lock which controls the water flow into the system from the Danube is located. This is a concrete lock built in the 1850s, possibly the first example of the use of the material. Dinner was served a short distance away at a riverside charda (a traditional tavern) among a cluster of chalets raised on stilts to minimize the effect of the Danube floods.



Sliding gate of the "Eiffel" lock at Becej.



The lock at Bezdan.

Morning concurrent sessions on Friday were followed by a visit to the Nikola Mirkov museum on the opposite bank of the Danube. The museum was given over to displays of the history of the DTD canal system and the results of a photographic competition on canal themes. The museum looked recently

renovated, but the graffiti artists had been busy. Windup sessions were back at the Novi Sad conference centre. An invitation to hold the conference in China in 2012 was received, along with the plans for the 2011 edition in Groningen, The Netherlands. Tom Grasso presented the enticement to visit Rochester in 2010.

Dinner was at another charda, this time a swanky place called Alaska Barga on the Novi Sad riverfront. Fireworks over the river were followed by dining and dancing in the main pavilion.



Dancers entertain the delegates in Mali Stapar



Traditional Serbian welcome of bread, which is dipped in salt, eaten and followed with a glass of brandy.

The post-conference tour on Saturday started at Becej where the Tisa River crosses the DTD Canal. The historic lock has been bypassed, but it remains as a static monument. There are two horizontally sliding gates, electrically operated and powered by an on-site generating station. The scheme was drawn in the offices of Gustav Eiffel and the lacy ironwork is reminiscent of his more famous edifice. These were originally protected from the river by mitre gates but these have gone and the site has been reconstructed as a war memorial to the valiant Serbs in WW II. The graffiti artists have had a large canvas to practice on here.

In the town, lunch was a reception to introduce us to the many varieties of brandy of the area. Nearby, in Zrenjanin, we were escorted to a former brewery where the only operating remnant seemed to be the tap-room. But it was along the canal, so we couldn't complain that the tour was getting off-topic.

The next stop was at a large dam and lock on the Tisa River which impounds water for a huge irrigation scheme in the surrounding agricultural area. Then on to Klek where a lock-side administrative building has been restored to house a display prepared by a local industrial archaeologist. Dinner was

served at a rural hunting lodge. These lodges are hold-overs from previous centuries and survived the socialist regime because they were favoured getaways of the party brass. Here, as in many places in Serbia, the contrast in smoking habits of the East and West was very evident.

On Sunday the destination was Bac (pronounced Batch) where the remains of a 14th century fortress commands the town, but reminders of other pasts include a ruined Turkish Bath from the time of the Ottoman occupation. A modern footbridge crosses the canal joins the two halves of the town, but we were told that it may be removed and replaced with a more traditional bridge. Two orthodox monasteries are situated there and we were able to visit one which is being restored by six dedicated monks.



Iron Gorge on the Danube River looking upstream; Serbia to the left and foreground, Romania to the right.



Danube cruising on the barge "Ana."

The week-long conference activities ended on Sunday at another charda on the Danube, this one also in Novi Sad, where appropriate local music was supplied by an enthusiastic ensemble while we sampled the local fish (and beer).

Those remaining on Monday morning were transported back to Belgrade to catch planes or trains, except for a courageous Irish couple, Rosaleen and Mike Miller, who sailed their 17 metre canal boat from France and were faced with the trip back at least as far as Budapest because their temporary permit for Serbia was running out.

The organizing committee in Serbia put on a show that the delegates will never forget. Special thanks are due to Krsta Pašković who seemed to be everywhere tending to the details. We learned about a lot more than canals at this World Canals Conference.

(Photos by George Hume)

CANAL SOCIETY OF NEW YORK STATE

Presents

From the Fossa Carolina- 793 to the Main-Donau Kanal- 1992

Three Canals (Fossa Carolina, King Ludwig's and Main-Danube)
and Waterways of Southern Germany

In the Footsteps of Charlemagne and King Ludwig I of Bavaria

Friday, 01 OCTOBER – Thursday, 14 OCTOBER **2010**

Spend 14 days and 12 nights traveling with Society President, Tom Grasso, across southern Germany from FRANKFURT to MUNICH to visit and cruise a wide range of canal structures of yesterday and today including several strikingly beautiful, medieval, towns and castles. The tour focuses on the exceptional scenic beauty of Bavaria and its waterways: the Main-Donau (Danube) Kanal (**MDK**) with Europe's deepest operating lock at Hilpoltstein, King Ludwig's Kanal (**KLK**) (1846-1945) Europe's highest summit level canal, and Charlemagne's 793 AD ditch uniting the North and Mediterranean Seas. You will cross Europe's continental divide by boat on the MDK and cruise both the spectacular Danube Gorge and the MDK in the splendid Altmühl Valley.

Some of the many sites include:

- Magnificent **UNESCO World Heritage Castle Würzburg and UNESCO World Heritage towns of Bamberg & Regensburg** with their magnificent waterways, medieval architecture, & shopping
- **Technical Museum in Munich** with canal, railroad and aircraft exhibits
- wonderful **aqueduct** on the **Main-Danube Kanal** over the **River Zenn**
- Cruising the **Main-Danube and King Ludwig's Kanals** – through **3 locks on the Main-Danube Kanal and 1 on King Ludwig's Kanal -- with a horse drawn boat**
- Fascinating **Nürnberg**, with its castle/fortress, cathedrals, squares, bridges, and shopping
- Walk portions of **Europe's highest, summit level, canal, towpath-King Ludwig's Kanal**
- Optional – bicycle a portion of the beautiful King Ludwig's Kanal- much of it still as it was in 1846
- Western Civilization's **first canal - Fossa Carolina (793)-** linking the Main and Danube Rivers

- **Bamberg and Nürnberg Harbour Tours**
- **Historic Ship Museum** on the Danube in **Regensburg**
- Visits to **“Fairytale Towns” of Rothenburg on the Tauber, Dinkelsbühl, and Berching**
- Cruise through the magnificent **Danube River Gorge near Kelheim**
- Beautiful **monument (denkmal)** to **King Ludwig’s Kanal in Erlangen**

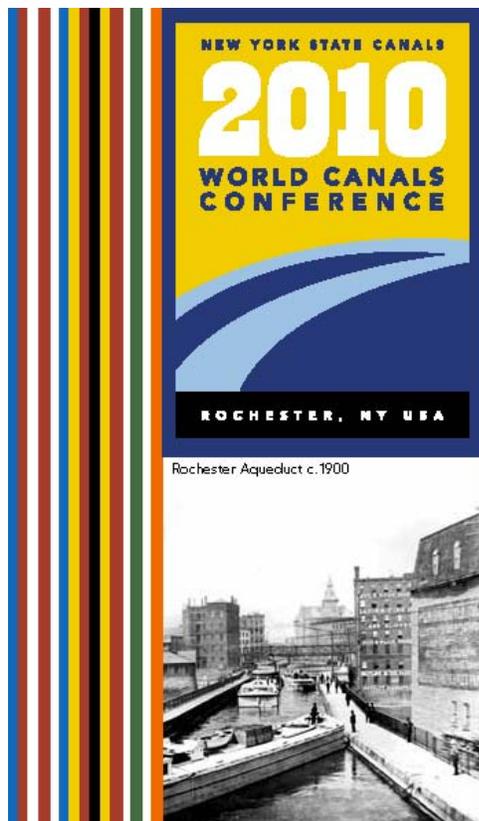
In addition to **6 nights in Nürnberg**, this spectacular 12 NIGHT canal tour will include **5 nights in Regensburg and 1 night in Frankfurt.**

Check our website: www.canalsnys.org to see detailed itinerary with images. Reservations must be made by **20 March 2010.**

World Canals Conferences 2011 and 2012

The conferences are planned for Holland and China, respectively, details to follow in a future edition of Canals Canada.

World Canals Conference 2010 Rochester – 19 – 22 September



Save the Date: September 19-24, 2010

Conference Theme: Canals in the Community Setting, New York State, and Worldwide: Challenges and Opportunities.

Join the New York State Canal Corporation, Erie Canalway National Heritage Corridor and the Canal Society of New York State for this exciting opportunity. Enjoy study tours and presentations of four concentrations:

- Economic Development and Community Revitalization
- Education and Interpretation
- Marketing and Tourism
- Engineering, Management, and Transport on Inland Waterways: Challenges and Opportunities

To learn more, visit wccrochester.org, email rivers@riversorg.com, or write to P.O. Box 227, East Rochester, NY USA 14445.

Retirement

Retirement is a happy state enjoyed by many of our membership. After 30 years at the St Catharines Museum **Arden Phair** is now looking forward to a different pace in his life. Also, long time Society friend Lance Metz, who was the historian at the US National Canal Museum in Easton, Pennsylvania has also taken retirement. We wish both gentlemen a long and enjoyable retirement.

Seaway Misadventure

The 50th Anniversary of the St Lawrence Seaway was marked by numerous articles in various newspapers and magazines. One of the people interviewed was Society member **Walter Webb**. Walter was one of the Engineers employed on the project and he was based in Montreal. I asked him if he could put pen to paper and speculate on the future of the Seaway. He did not have the time to do that but did provide me with the following story.

In the winter of 1957 Seaway crews were sounding the approach channel below Jacques Cartier Bridge which was to be dredged. The area was covered by a thick ice sheet firmly attached to shore although the existing channel to Montreal Harbour was open water. The crews had survey lines laid out on the ice and were taking "lead weight" soundings through holes drilled in the ice. At noon the crews were going ashore for lunch but one crew decided to finish the line they were working on before lunch and remained alone on the ice. At one point a sounding seemed uncertain so they rechecked only to get a deeper reading so they rechecked again and got a still deeper reading - it was only at this point that they realized that the ice sheet had broken free of the shore and they were floating down the river towards Sorel! Fortunately the crews on shore realized what had happened and eventually a helicopter was dispatched to pick up the two men who at this point were opposite Canadian Vickers. Observing from shore it was amusing that the two men quickly jumped into the helicopter and then reluctantly one of them did get out to recover the survey instruments, before being safely rescued!



Canal Lake Arch Bridge National Historic Site of Canada

As early as 1924, the Historic Sites and Monuments Board of Canada addressed the subject of commemorating Canada's national canal systems, recognizing their importance to the natural and cultural heritage of the nation. By 1929, 14 canals were declared of national significance, including Ontario's Trent-Severn Waterway and Rideau Canal. It was also recognized that specific structures were of significance to the history of each individual canal and as part of the national canal system.

The Trent-Severn Waterway bridges, with only a few exceptions, date from the 20th century. Although most are of standard design, the surviving early 20th century bridges represent a microcosm of bridge building in Canada over an extended period and contribute to the historic character of the Waterway.

Reinforced concrete was introduced on the Trent-Severn Waterway in the construction of Canal Lake Arch Bridge in 1905. Martin Murphy, a British engineer employed by the Nova Scotia government, had commenced the use of plain concrete in bridge construction as early as 1883. However, prior to his efforts in Nova Scotia, concrete had been used in Canada, for the most part, as in-fill material or to form foundations for stone masonry structures. As a result, the Canal Lake Bridge is the earliest known reinforced concrete bridge in Canada.



Crossing the Trent-Severn Waterway near Bolsover on the Simcoe-Balsam Lake Division, Canal Lake Arch Bridge is considered a unique, high-level concrete arch bridge. Constructed by the then Department of Railways and Canals, it has an overall length of 202 feet, with a 16-foot deck between reinforced concrete balustrades. The arch, on a 30-foot radius forming almost a complete semi-circle, provides a vertical clearance of 29 feet over the water.

The Canal Lake Arch Bridge was initially designed as a plain concrete structure. The arch was reinforced using the Melan System of reinforcement developed in Europe in the early 1890s. The decision to add reinforcement

came just prior to construction, at which time several modifications were made including reduction in the mass of the rich arch and abutments and the addition of struts below the arch. Consequently, in many ways Canal Lake Arch Bridge represents a transitional structure. It is reinforced but, in its configuration and mass, closely resembles earlier arch bridges of plain concrete that, in turn, approximated the appearance of the traditional stone masonry arch bridge.

Among the extant Trent-Severn Waterway bridges, only Canal Lake Arch Bridge has a significance that transcends the history of the Waterway. As the first reinforced concrete bridge constructed in Canada, it represents an engineering landmark. With the exception of the Trent-Severn Waterway's Peterborough Lift Lock, also deemed a national historic site of Canada, very few mass concrete bridges such as this were built anywhere in North America.

The plaque commemorating the Canal Lake Arch Bridge as a National Historic Site was unveiled on 30 August 2008.

Parks Canada Press Release.

GOVERNMENT OF CANADA TO INVEST IN THE FUTURE OF THE TRENT-SEVERN WATERWAY

ORILLIA, ONTARIO, February 27, 2009--The Honourable Jim Prentice, Minister of the Environment and Minister responsible for Parks Canada, today announced the government's intention to invest in infrastructure upgrades to the Trent-Severn Waterway National Historic Site of Canada.

"The Trent-Severn Waterway is a major heritage, tourism and economic driver in Ontario and is in need of substantial infrastructure work. It is the intention of the Government of Canada to invest \$20 million to carry out a wide variety of works including upgrades to water management structures, bridge repairs and concrete works," said Minister Prentice.

In April 2008, the Government of Canada announced an investment of \$63 million over the next five years in capital improvements to the Trent-Severn Waterway. This new \$20 million dollar projected investment supplements the funding announced last year.

Constructed between 1833 and 1920, the Trent-Severn Waterway was declared a National Historic Site in 1929. It commemorates Canada's history of canal construction and the importance of the canal system throughout this country's history. Today, this heritage corridor is enjoyed by more than 1.5 million visitors every year.

Minister Prentice went on to say: "I am proud to ensure protection of this rich and diverse recreational asset, a world-class destination for boaters and land visitors only a short drive for millions of Canadian and American tourists. This cherished resource provides a source of clean, renewable electric power at many locations along its 386 km length and we are taking action to ensure this protected area and the values it represents are here for future generations."

As part of Canada's Economic Action Plan, the Government is delivering immediate action and investments in infrastructure. This is a targeted plan that will create and maintain jobs for today and tomorrow.

The Trent-Severn Waterway National Historic Site of Canada is part of Parks Canada's nation-wide network of national parks, national marine conservation areas and national historic sites, a network that is recognized as one of the finest and most extensive systems of protected areas in the world. This initiative will help Parks Canada fulfill its mandate to present nationally significant examples of Canada's natural and cultural heritage to Canadians, today and in the future.

Parks Canada News Release.

Saint-Ours Canal: A Vital International Trade Waterway for More Than a Century

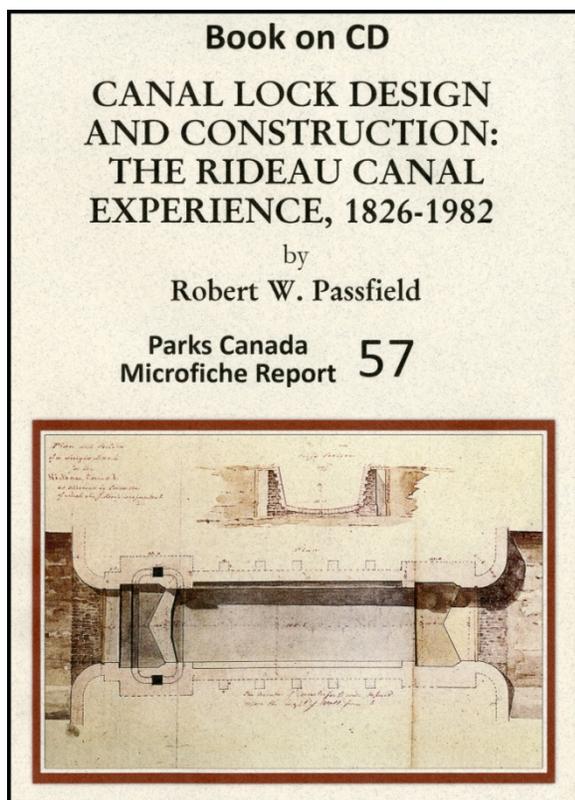
MONTREAL, QUEBEC—(Aug. 20, 2009) - On behalf of the Honourable Jim Prentice, Minister of the Environment and Minister responsible for Parks Canada, the Honourable Andree Champagne, Senator, today unveiled a plaque commemorating the national historic significance of the Saint-Ours Canal.

"With the increase of pleasure boating, Saint-Ours Canal has become an area known for its recreational qualities as well as its heritage value. Today, this historic canal is a popular site for visitors, who come to enjoy its peaceful countryside personality, relax, picnic or fish. I am proud to represent the Government of Canada at this event underlining the important role played by this site in our country's history," said Senator Champagne.

Opened in 1849, this canal was an integral part of the vast network of navigable waterways built in Canada in the 19th century. Its lock and dam, along with the Chambly Canal upstream, allowed boats to navigate the Richelieu from the St Lawrence to Lake Champlain, providing access to the Hudson River thus linking Montreal to New York City. At first, the canal played an important economic role by facilitating the export of goods, such as agricultural and forestry products, in exchange for American coal. During the 20th century, commercial navigation on the canal gradually gave way to pleasure boating.

"Saint-Ours Canal, with its ingenious lock and dam, is a key element of Canada's national system of historic canals. Thanks to this canal, the seaworthiness of the Richelieu River was greatly improved. As well, it's interesting to note that exactly 400 years ago, Samuel de Champlain traveled through Saint-Ours during its exploration of the Richelieu," said Minister Prentice.

Parks Canada News Release.



Canal Lock Design and Construction: The Rideau Canal Experience, 1826 - 1982

by Robert W Passfield,
Microfiche Report Series No. 57,
Parks Canada, 1983.
Digital Book, DB-57,
Friends of the Rideau, 2010.

Robert Passfield's extensive 482 page report on the design and construction of the locks on the Rideau Canal has been digitized and released by Friends of the Rideau as a book on CD (fully searchable PDF file).

This report comprises a structural history of the design evolution and construction of the locks on the Rideau Canal. The design of the stone masonry locks is analyzed in terms of contemporary (1820s) canal construction practice and empirical design formulas; and the design, materials, and method of construction of the locks are described and explained in detail. All subsequent changes and design modifications in the sluice mechanisms and lock gates, from the opening of the canal through to 1982, are identified, dated, illustrated, and explained in terms of specific problems encountered in operating the canal. In its entirety this report constitutes a case study of empirical canal engineering in the early 19th century, in which the canal construction technology is placed within an international context embracing Canada, Great Britain, and the United States.

The CD book text is illustrated with over 90 period engineering drawings, historic photos, and contemporary photos, reproduced as high resolution digital images (can be enlarged in the PDF to see fine detail). The text is fully searchable, and duplicates the original manuscript report. A bonus addendum, with 29 photos of a lock gate replacement at the Ottawa locks is included on the CD.

The Rideau Canal (1826-1832) was constructed by the British Army Corps of Royal Engineers under Lieutenant Colonel John By as a river steamboat navigation with 47 stone masonry locks, and accompanying high dams and waste weirs, on a 125 mile (202 km) slackwater system stretching from the Ottawa River at Bytown (Ottawa) to Kingston on Lake Ontario. It was constructed to provide a secure interior water communication on which the British Army could move troops, ordnance, munitions, and supplies inland in wartime from the ocean port of Montreal to the Great Lakes, independent of the exposed upper St Lawrence River navigation.

This digital report is available from Friends of the Rideau - see www.rideaufriends.com

The Canadian Canal Society

Executive Officers for 2009-2010

President: Tom Whitelaw
Vice-President: Bruce Timms
Secretary: George Hume
Treasurer: Steve Hinchliffe
Past President: Bobbie Styran

Send correspondence to:

Secretary
Canadian Canal Society
PO Box 23016,
Mid-Town Post Office
124 Welland Avenue
St Catharines, ON L2R 7P6

Contributions for Canals Canada to:

Bob Sears, Editor
Canals Canada
248 Tower Drive
Toronto, ON M1R 3R1

Phone: 416-285-7254
Email: dawnofdestiny@sympatico.ca

Website: www.canadiancanalsociety.org

Canals Canada is Copyright by The
Canadian Canal Society

Opinions expressed are those of the
authors and do not necessarily reflect
the official position of the Society